

Comprehensive Transportation Planning Town of Mount Olive



NC Department of Transportation
Transportation Planning Branch



December, 2010

What is Transportation Planning?



- Transportation Planning is the process by which NCDOT and local officials work together to develop a Comprehensive Long-Range Transportation Plan (CTP) for a specific area.
- The plan should recommend improvements to the local street system needed to meet both existing and anticipated travel demands

A Comprehensive Transportation Plan Does NOT...

- Make a promise to build or improve a road,
- nor*
- Determine the exact location of a new road



What are the Benefits to having a CTP?

- Provides a common long-range vision between RPO's, NCDOT and the Town of Mount Olive
- Informs local officials of intended future improvements so they can be incorporated into local planning and policy decisions
- Minimizes impacts to property and community appearance often associated with road construction
- Reduces project costs associated with right-of-way acquisition and road construction
- Provides stronger ties to local priorities
- Provides for more reliable project delivery



Tasks Involved in Developing the CTP

1. Study Initiation

- Meet with local officials to discuss transportation concerns and issues
- Conduct field investigations to develop an inventory of local streets and gain familiarity with the area



Tasks Involved in Developing the CTP

2. Collection of Data

- Population
- Land Use
- Traffic Volumes
- High Crash Locations
- Roadway and Bridge Conditions
- Housing and Employment
- Environmental
- Input from Local Policy Boards and the Public



Tasks Involved in Developing the CTP



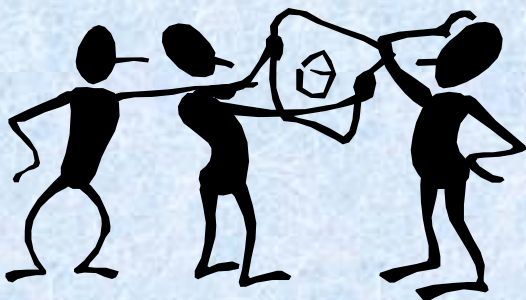
3. Data Analysis and Projections

- Project the population, land use, housing and employment data for use in the development of a travel demand model
- Analyze the local traffic patterns
- Identify the existing and future road deficiencies
- Examine environmentally sensitive areas, such as, historic structures, wetlands, floodplains, and threatened and endangered species

Tasks Involved in Developing the CTP

4. Plan Development

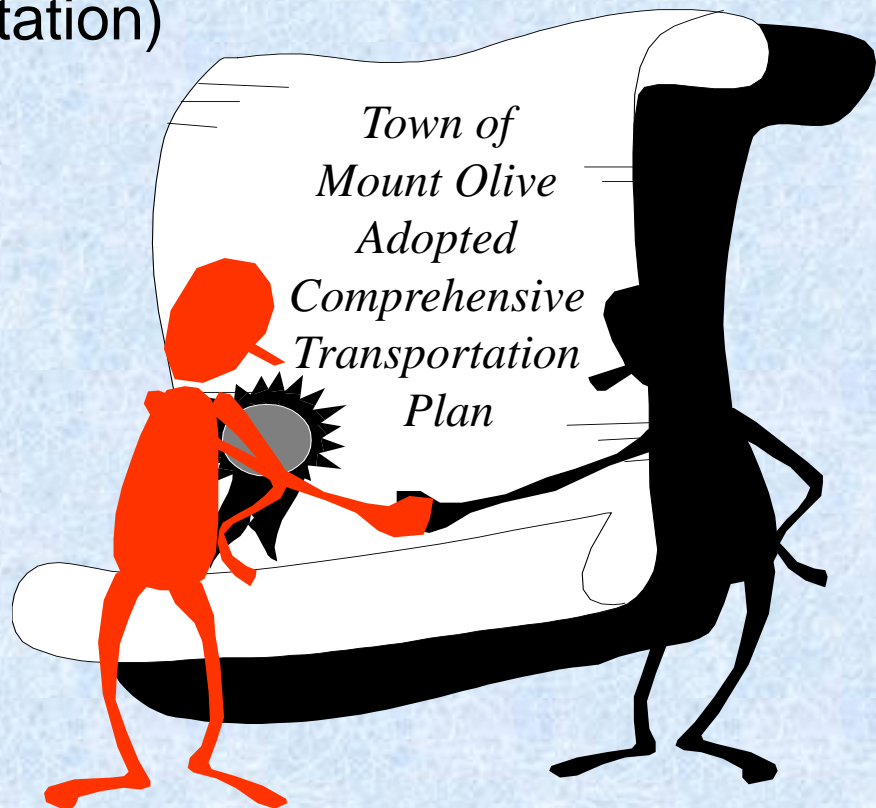
- Work with the local area to develop preliminary recommendations that will help meet the anticipated future transportation needs of the community
- Conduct public workshops to solicit feedback
- Develop the final CTP Recommendations



Tasks Involved in Developing the CTP

5. Plan Adoption

- Public Hearing on the Recommended CTP
- Endorsement by Eastern Carolina Rural Planning Organization (ECRPO)
- Adoption by the Town of Mount Olive
- Adoption by the NCDOT BOT (Board of Transportation)

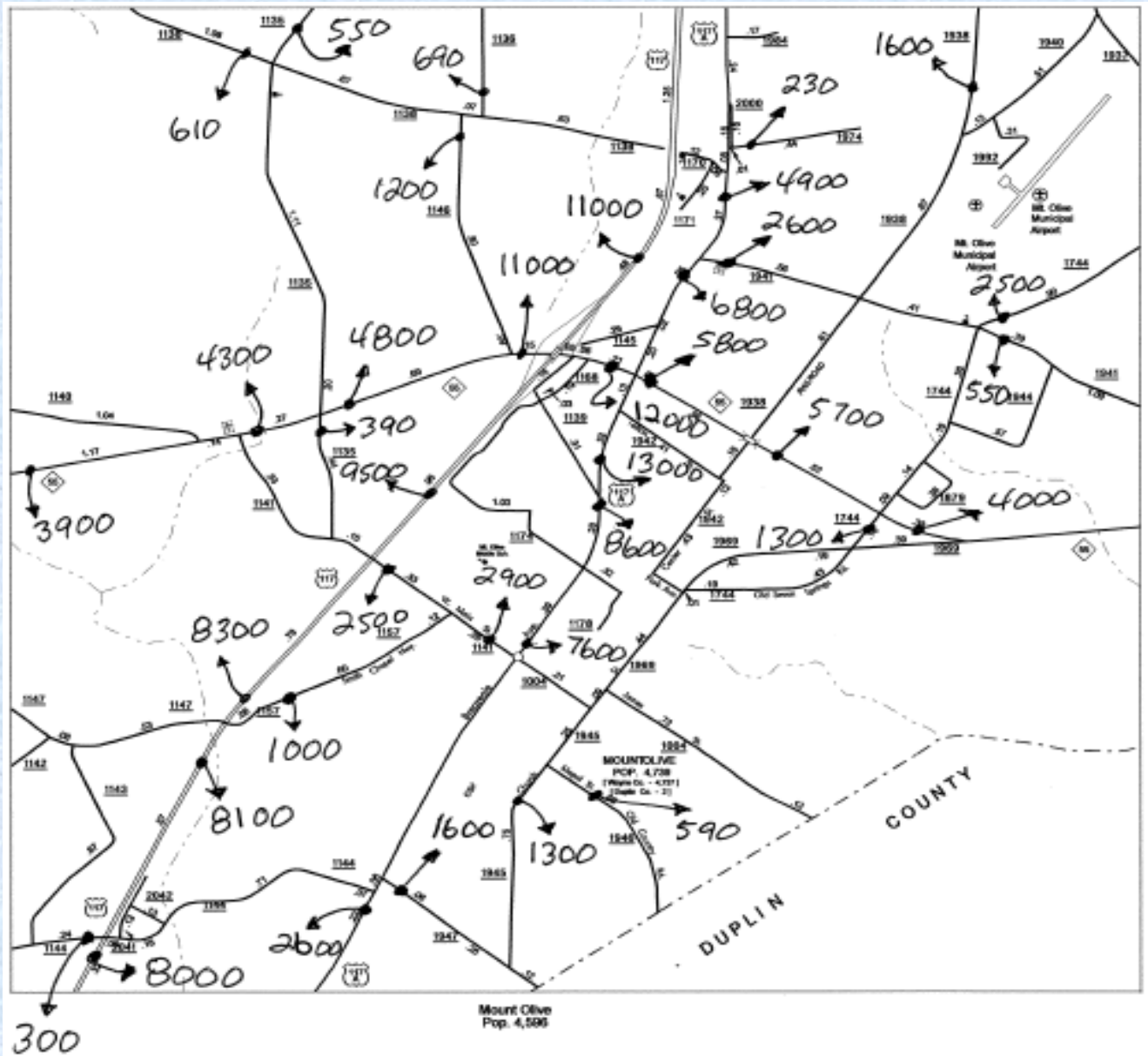


Plan Implementation can be achieved through:

- Coordinated Subdivision and Land Use Controls
- Scrutiny over Development Plans
- Documentation of Project Purpose and Need for inclusion in the Transportation Improvement Program (TIP)



2008 Average Daily Traffic Volumes



Congested Levels of Service in an Urban Setting

2 lanes = 8,000 -12,000 vpd

3 lanes = 12,000 -16,000 vpd

5 lanes = 24,000 -28,000 vpd

2 lanes (one-way) = 14,000 vpd

4 lanes = 18,000 - 22,000 vpd

4-lane Freeway = 54,000 vpd

Vehicles Per Day (vpd)

Mount Olive Comprehensive Transportation Plan

Current Project Requests and Existing Recommendations

➤ **1994 Thoroughfare Plan Recommendations**

1. The “outer loop” providing access to the southern and eastern parts of town as well as Carver Elementary School
2. Widen Breazeale Ave. to 3 lanes from Country Rd. to Station St. (there is not enough right-of-way between Main St. and Station St.)
3. Convert Main St. and James St. into a one-way pair in town
4. Proposed interchanges and grade separations along US 117

➤ **Wayne County Transportation Committee (Nov. 2, 1994)**

1. Widen NC 55 from US 117 Bypass west to Country Club Rd. in anticipation of possible Wal-Mart and other commercial development
2. Resurface South Church St. from E. Main St. to Mount Gillead Rd. – NCDOT Division 4 has stated the need for minor road widening and setting back of ditches and would require assistance from the town to acquire additional right-of-way
3. Resurface US 117 Alt. from the southern town limits – NCDOT Division 4 has justified the need for this 1/2 mile long project at a cost of \$40,000

Current Project Requests and Existing Recommendations

➤ **2011-2020 Transportation Improvement Program**

1. R-1030H – NC 222 in Wayne County to the bridge over CSX railroad south of US 301 in Wilson County. Resurface
2. R-4418 – National Highway System guardrail rehabilitation. Upgrade sub-standard guardrail, end treatments and bridge anchor units.
3. B-4839 – Thoroughfare swamp. Replace bridge No. 96
4. B-4842 – Great swamp. Replace bridge No. 45
5. B-4672 – Nahunta swamp. Replace bridge No. 37
6. B-4940 – Exum Mill Branch. Replace bridge No. 25
7. E-4755 – Relocation and renovation of the Mount Olive Railroad Depot
8. W-5010 – SR 1234 (Ebenezer Church Road-Capps Bridge Road) and west of SR 1234. Safety improvements
9. W-5333 – SR 1135 (Country Club Road). Modify existing crossover by constructing a mainline directional crossover with median U-turn locations approximately 1000 feet north and south of SR 1135

Current Project Requests and Existing Recommendations

➤ **NCDOT Strategic Highway Corridors**

1. US 117 - designated as a full control of access freeway on the Strategic Highway Corridors “Vision Map” which has been adopted by the NCDOT Board of Transportation

➤ **ECRPO Priority List**

1. Reopen rail service from Castle Hayne to Wallace and improve the tracks and signals - if implemented could significantly increase the amount of train traffic through Mount Olive

1994 Thoroughfare Plan



RECOMMENDED
THOROUGHFARE PLAN
December 13, 1993
MOUNT OLIVE
NORTH CAROLINA



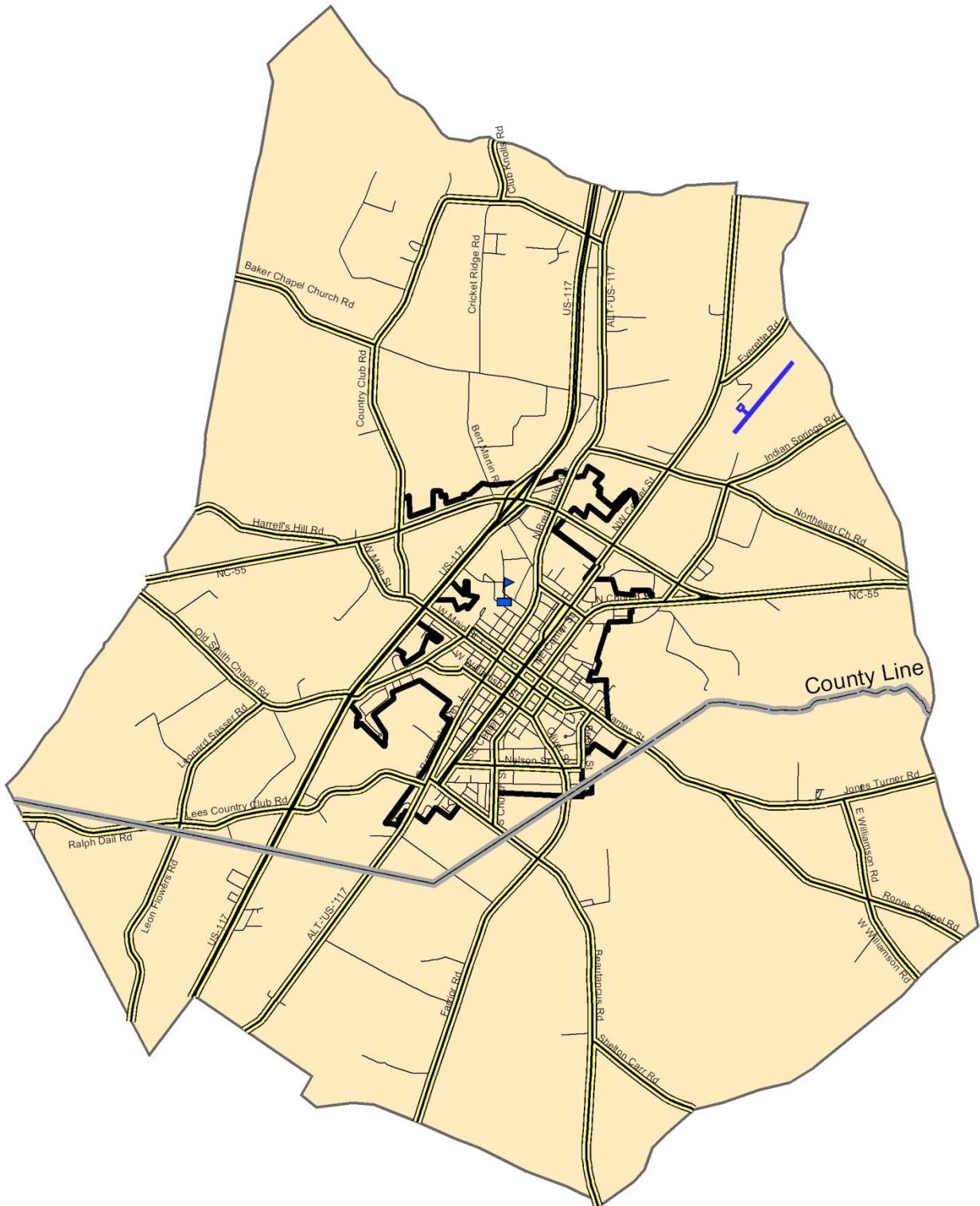
THIS PLAN WAS PREPARED BY THE DIVISION OF TRANSPORTATION, N.C. DEPT. OF TRANSPORTATION, UNDER A CONTRACT WITH THE TOWN OF MOUNT OLIVE, N.C. THE TOWN OF MOUNT OLIVE HAS REVIEWED AND APPROVED THIS PLAN. THE TOWN OF MOUNT OLIVE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION SHOWN ON THIS PLAN. THE TOWN OF MOUNT OLIVE IS NOT RESPONSIBLE FOR THE CONSEQUENCES OF ANY ACTION OR INACTION TAKEN BY ANY PERSON OR ENTITY BASED ON THIS PLAN. THE TOWN OF MOUNT OLIVE IS NOT RESPONSIBLE FOR THE CONSEQUENCES OF ANY ACTION OR INACTION TAKEN BY ANY PERSON OR ENTITY BASED ON THIS PLAN.

ADOPTED BY:
MT OLIVE APRIL 4, 1994
N. C. DEPT. OF TRANSPORTATION
RECOMMENDED BY STATEWIDE PLANNING BRANCH APRIL 13, 1994
PUBLIC HEARING DATE FEBRUARY 7, 1994

LEGEND

| | | | | |
|---------------------|--|----------|--|----------|
| | | EXISTING | | PROPOSED |
| Major Thoroughfares | | | | |
| Minor Thoroughfares | | | | |
| Interchanges | | | | |
| Grade Separations | | | | |
| One Way Traffic | | | | |

Mount Olive Study Area with Road Network to be Analyzed



Components of a Comprehensive Transportation Plan

➤ Multimodal

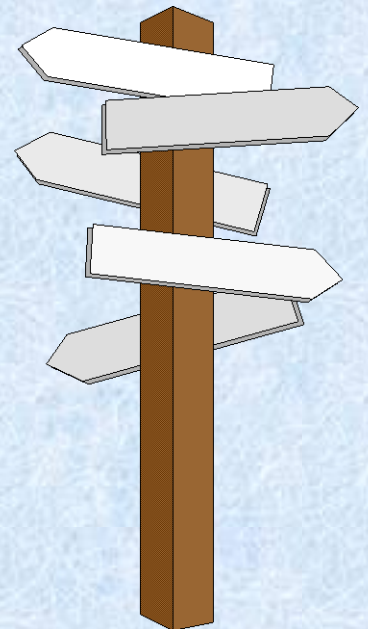
- Roads
- Public Transportation and Rail
- Bicycle
- Pedestrian

➤ Recommendation Categories

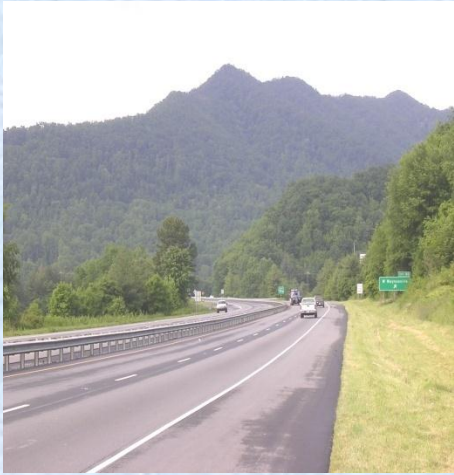
- Existing, Needs Improvement, and Recommended

➤ Roadway Facility Types

- Freeways
- Expressways
- Boulevards
- Major Thoroughfares
- Minor Thoroughfares



➤ Freeway Facility



US 74 Near Waynesville

- 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 64 between Rocky Mount and Williamston, US 1 between Raleigh and Sanford*



US 264 East of I-95

➤ Expressway Facility



US 221 (Marion Bypass)

- High mobility, low access
- 45 to 60 mph
- Cross-section: Minimum 4 lanes with a median
- Connections: Interchanges for major cross streets and at-grade intersections for 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*



US 220 in Rockingham County

➤ Boulevard Facility



US 70 East of Goldsboro

- 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), US 70 between Clayton and Garner*



Cary Parkway

➤ 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 access if possible
- *Examples: NC 86 north of Hillsborough, US 64 in Siler City, US 70 through Kinston, NC 168 in Currituck County*

Questions or Concerns?

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