

Guidance for Identification of Roads to be studied during CTP Process

This guidance is intended to provide direction in identifying, in consultation with local representatives, which roads to include in a CTP study for **Developing the Highway Map** in a given planning area.

It should be noted that this is “guidance” and not a specific list because each study area is unique; thus the roads included in a Comprehensive Transportation Plan (CTP) will also be unique to your study area. This guidance will give a common starting point to those developing CTPs. A CTP is developed to ensure that the progressively developed transportation system will meet the transportation needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. It is not possible for a CTP to include every street within an urban or rural area, but should include the streets that provide logical and efficient movement within and through the study area. As the CTP should represent facilities that are of interest to both the State and local area(s) for moving people and goods, facilities whose primary function is to provide mobility (versus land access) are generally the facilities included in a CTP.

General guidelines for the inclusion of **existing facilities** in a CTP are as follows. For a modeled area, please also refer to the *Small Area Travel Demand Model Guidelines/Procedures/User Interface Manual*. Generally, a preliminary base map is developed to take to the first CTP Committee meeting. Then the committee’s input is sought, particularly on points 3, 10, 11, and 12 below.

- 1) All facilities with federal functional classification of collector or higher should be included. This should capture all “NC”, “US”, and Interstates.
- 2) All facilities identified as North Carolina Strategic Highway Corridors should be included.
- 3) All facilities that carry a significant level of traffic should be included. While it is difficult to concretely define “significant” in terms of what would apply to all areas covered by these guidelines, an AADT of 2,000 vpd (vehicles per day) or greater is a good place to start. If the road volumes are less than 2,000 vpd but future growth will increase on that road during the planning period, then the road may need to be part of the study. (Note that this traffic increase may be due to anticipated growth which may not be known until discussions with local staff or meetings with the CTP Committee are initiated).
- 4) In counties that are more rural in nature, this guidance may need to be modified to include roads with AADTs less than 2,000 vpd using the guidance in other points in this list. In a larger, more urbanized area, a 2,000 vpd threshold may include too many roads, and this guidance may need to be modified to include only roads with higher AADTs, e.g. 5,000 vpd.
- 5) Facilities that go through multiple municipalities or counties, serving external/internal and through trips, should be included.
- 6) Include all TIP projects that are on new location, add capacity, or are justifiably identified as important facilities by the CTP Committee or Division Office. Most

of these projects will be an I-XXXX, U-XXXX, or R-XXXX project. TIP projects for minor improvements (e.g. safety improvements or maintenance) do not need to be added.

- 7) All facilities included as part of the Federally designated Strategic Highway Network (STRAHNET) and National Highway System (NHS) should be included. These should already be captured by the Strategic Highway Corridors but you should verify.
- 8) Roads not already captured by previous steps that provide access to intermodal connectors (such as airports, ports, rail yards, park and ride lots, bus stations, and local truck routes) should also be considered if they are significant.
- 9) Any road that is part of a CTP in an adjoining area/county that crosses into the study area should be included. Also, if there is a facility that crosses planning area boundaries that your CTP committee feels should be part of the CTP (and you agree), but it isn't part of an adjoining adopted CTP; you may include it in your CTP. The intent will be to add it to the adjoining CTP at the time of its next update. When CTPs for adjoining areas are being developed at the same time, it is essential for the project engineers to coordinate those facilities that cross into each other's study area.
- 10) Locally classified, unclassified, or low volume roadways that are needed to provide a reasonable representation of travel patterns and to allow for connectivity. This may be particularly important in rural areas where there may be large areas that are not covered by a "major" roadway.
- 11) Any other road that the CTP committee would like to be added due to transportation issues that need addressing (e.g. congestion, truck traffic, popular cyclist route, and safety issues). Note: These roads may be analyzed as a part of the study, but may or may not become part of the final CTP network based on the previous criteria.
- 12) Local streets are not ordinarily included in a CTP **unless** they are needed to provide a reasonable representation of travel patterns in the area. Generally speaking the primary purpose of local streets is to provide access to abutting property whether residential, commercial, and/or industrial in nature and not to meet a transportation need.
- 13) Unpaved roads are not generally part of a CTP study. NCDOT maintains an inventory of unpaved secondary roads and manages a priority status for paving them. If there is an unpaved road that the CTP Committee wants to add, and it is on the priority list to be paved in the near future then you could consider including it.