



January 25, 2017

*Moore County Transportation  
Committee*

Scott Walston, PE



## *Comprehensive Transportation Plan*

- Is a Long-Range, multimodal transportation plan (highway, public transportation/rail, bicycle and pedestrian).
- Is developed cooperatively with NCDOT, the RPO/MPO, County and Municipal stakeholders.
- Emphasizes the local land development plan as well as community and statewide goals such as the protection of Strategic Transportation Corridors.
- Is only a concept plan and is not fiscally constrained.

***It is important to note that CTP recommendations are Concepts and any improvement will go through a rigorous environmental process before final alignments or designs can be determined.***



## *Goals of the CTP*

- Mutually adopted recommendations
- Meet both local and statewide goals
  - Safety
  - Congestion/Mobility
  - Resource Preservation
  - Others?
- Achieve a balance that most can support



# The CTP can be used as a tool for local land use planning:



**Benjamin Parkway  
(Greensboro)  
protected  
corridor in 1981**

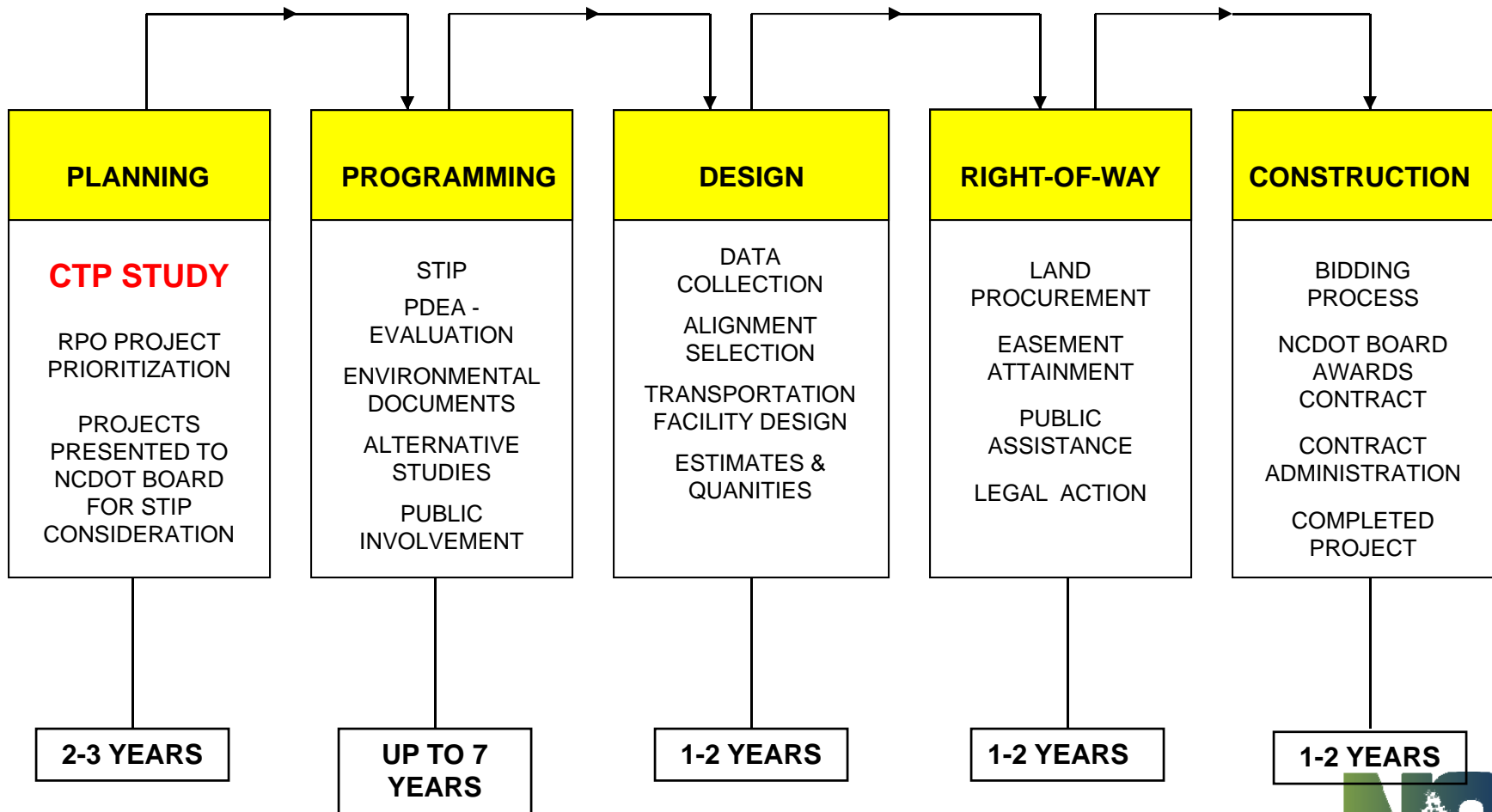


**Benjamin Parkway after  
construction  
in 1990**

- Protecting of RIGHT-OF-WAY for future facilities.
- Reducing the number of impacts to the human environment.



# Typical Steps To Build a Project



The CTP is the FIRST step in a long process



## *Proposed Growth in the County*

- County Commissioners/Town Councils need to find a balance of the rights of landowners and developers with the rights of citizens, wildlife and the environment.
- Based on the 2013 Moore County Land Use Plan, the county expects the population to increase from ~88,000 in 2010 to 122,000 by 2030

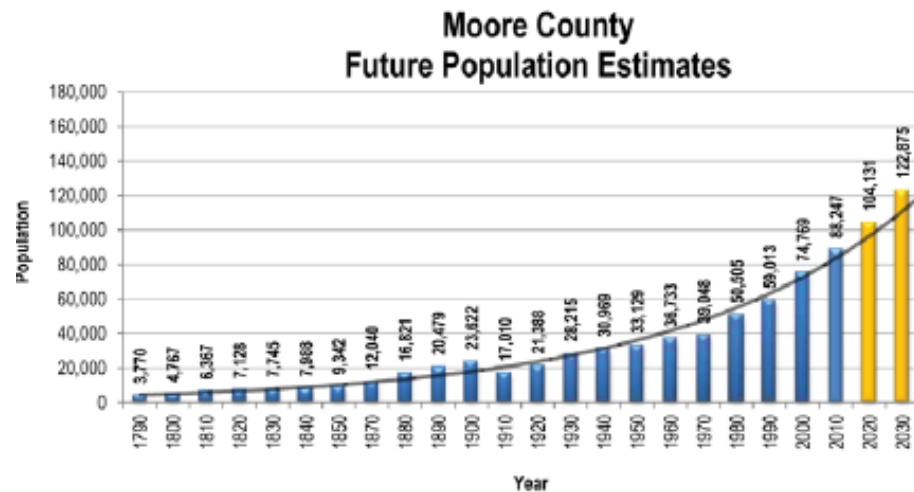
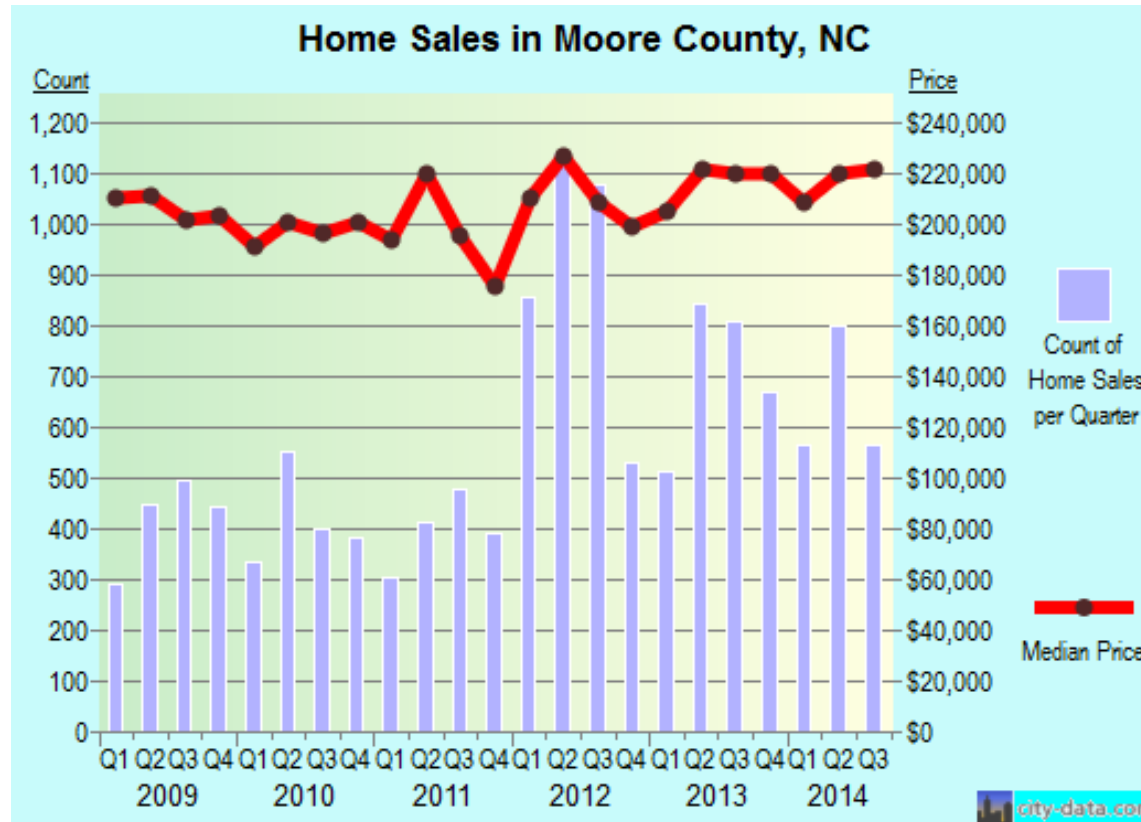


Figure 2.7: Moore County Future Population Estimates  
Source: Moore County Planning & Community Development



## Proposed Growth in the County



### City-Data.com Single-family new house construction building permits:

- 2010: 366 buildings, average cost: \$201,900
- 2011: 396 buildings, average cost: \$195,500
- 2012: 414 buildings, average cost: \$260,000
- 2013: 490 buildings, average cost: \$257,400
- 2014: 608 buildings, average cost: \$205,900



# *Proposed Growth in the County*

Projecting from the 2030 land use plan:

- **26,267 new households** are expected to be added to the county by 2040
- **19,948 new jobs** are expected to be added to the county by 2040

**Projected Growth is largely driving the need for transportation improvements**

The adopted vision of the county, the 2013 Land Use Plan continues growth. This effort is a reaction to the anticipated growth. With increases in population, there needs to be infrastructure.

Don't like the increase in households/jobs? Consider changing the county's land use.

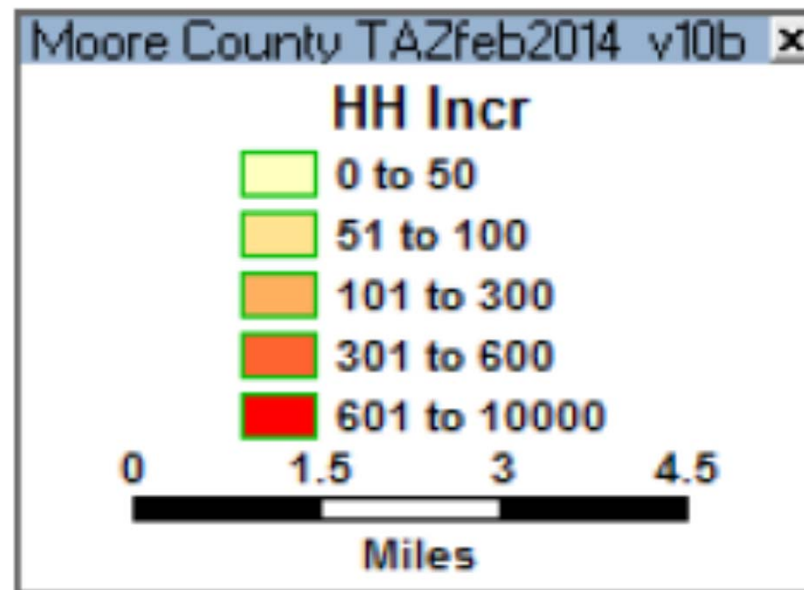




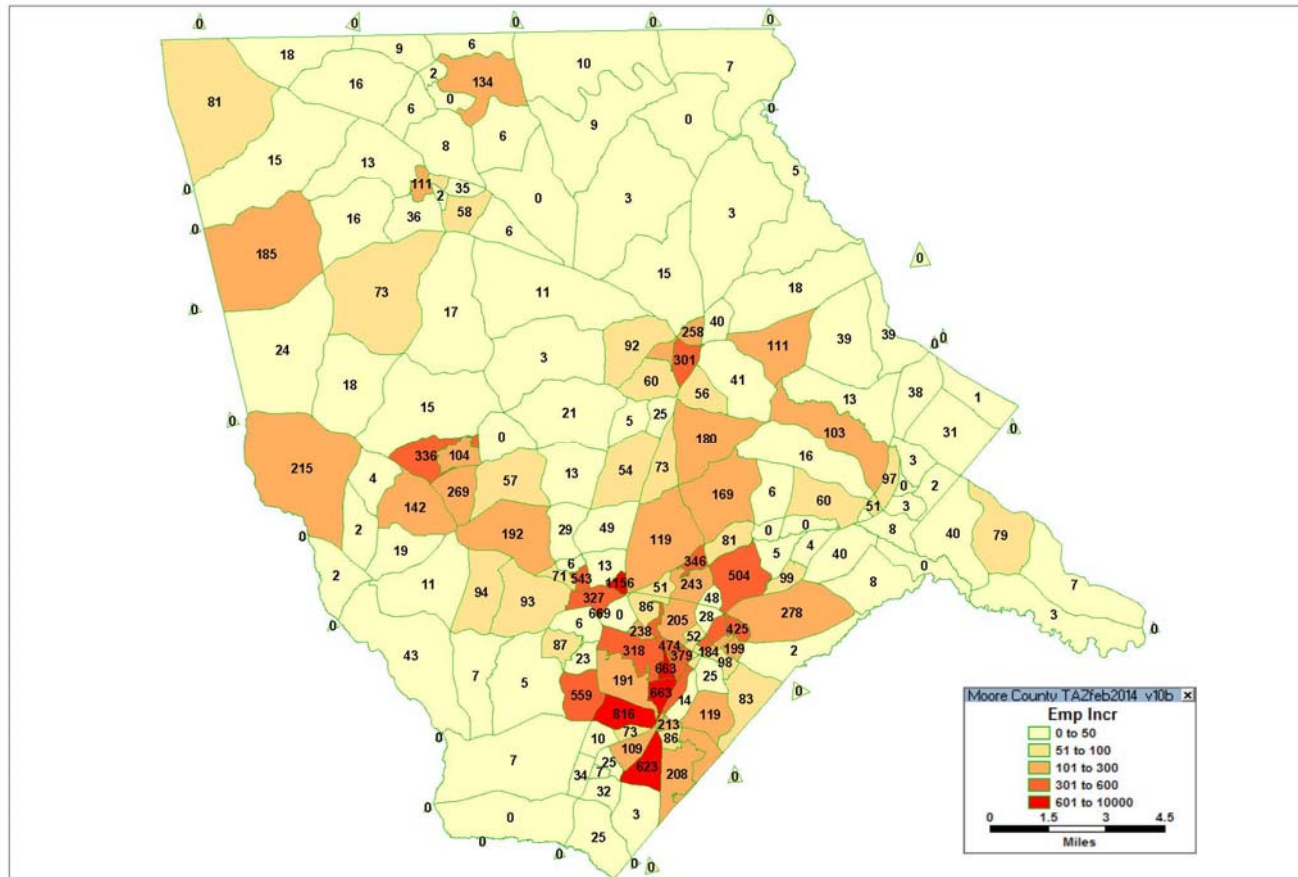
## *Growth Maps Legend*

As the color of the map gets darker, the growth increases

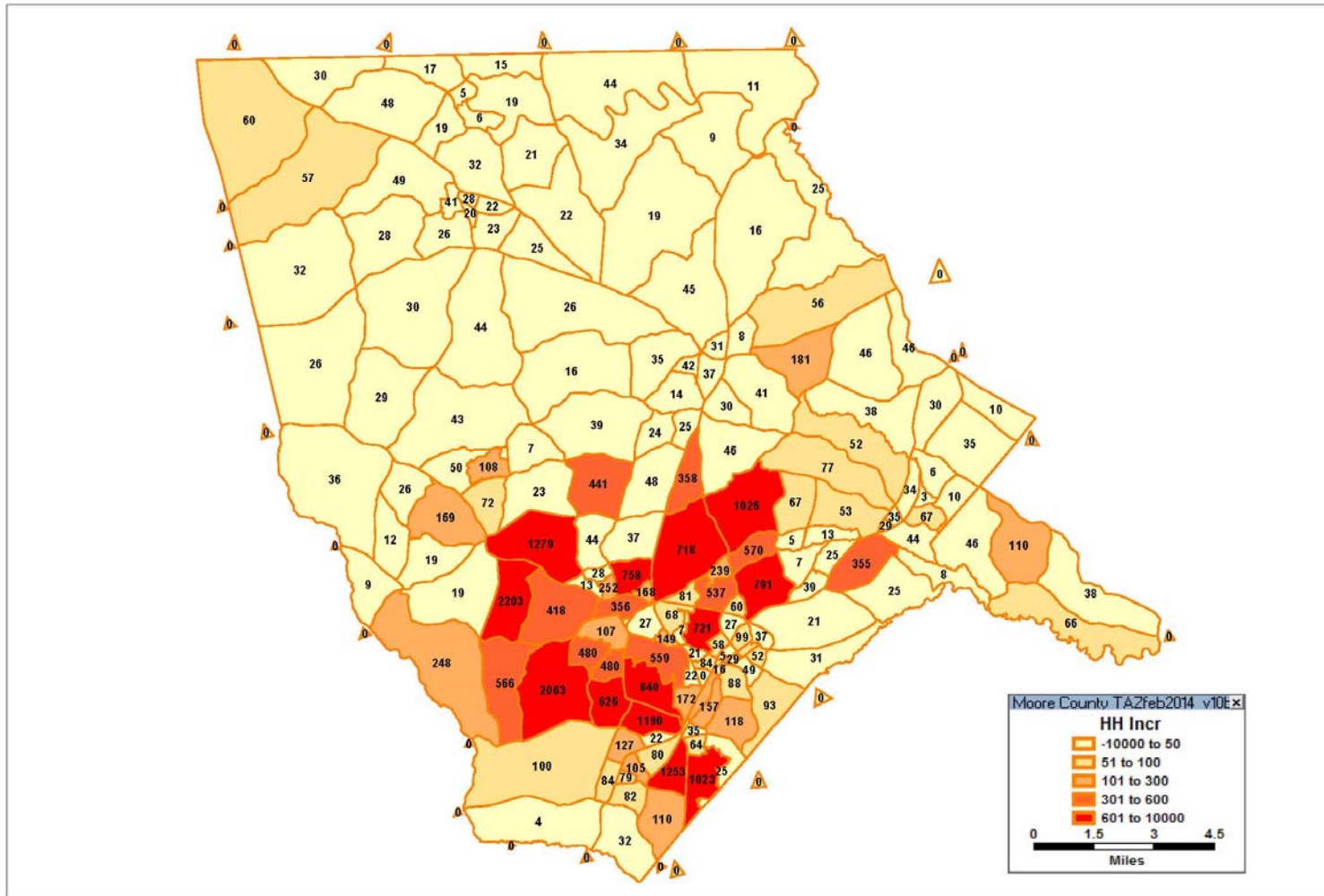
The same legend is on both maps (Employment and Household)



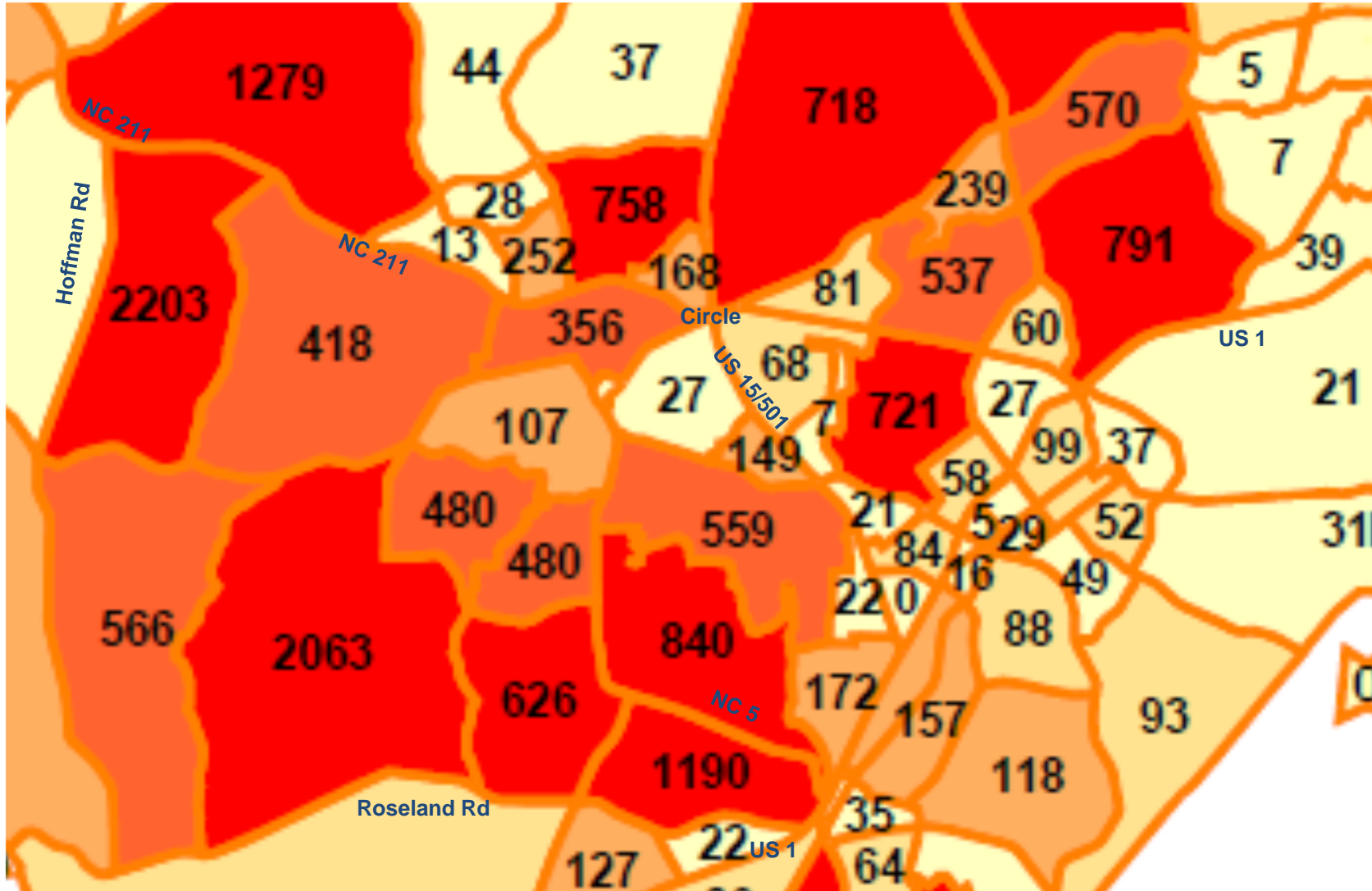
# Employment Growth Through 2040



# Household Growth Through 2040



## Household Growth Through 2040 (Inset)



### = number of anticipated households by 2040



## *Focus Areas*

**Back when the process was started, “Focus Areas” are controversial areas to resolve before the CTP work is “started”.**

Work concentrated on five Focus Areas

1. Cameron - complete – no improvements
2. Carthage - Carthage Byway agreement in 2016
3. West End - NC 73 realignment (R-2807)
4. Western Connector – agreement in May, 2016
5. US 1 – 4 lane synchronized street (U-5815). Long Term 6 lanes.

A travel demand model has been built for Moore County to estimate traffic. It is using locally approved data and projections to estimate 2040 traffic.



## *Western Connector Problem / Constraints*

Problem: Connect the communities in western Moore County with amenities in the east and relieve congestion on existing roads, like NC 5.

NC 5 is congested now, and traffic will continue to increase by 2040

NC 5 is difficult to widen due to the adjoining railroad right-of-way. Based on mapping it appears that the Railroad owns 160' of right-of way (80' on either side of the track). Therefore, most of NC 5 (south of the bridge in Pinehurst) is in Railroad right-of-way.

Areas to minimize / avoid:

- Landfill
- Natural Heritage Area (rare species, important animal assemblages)
- Water/Streams and stream crossings
- Human Environment (housing, businesses)

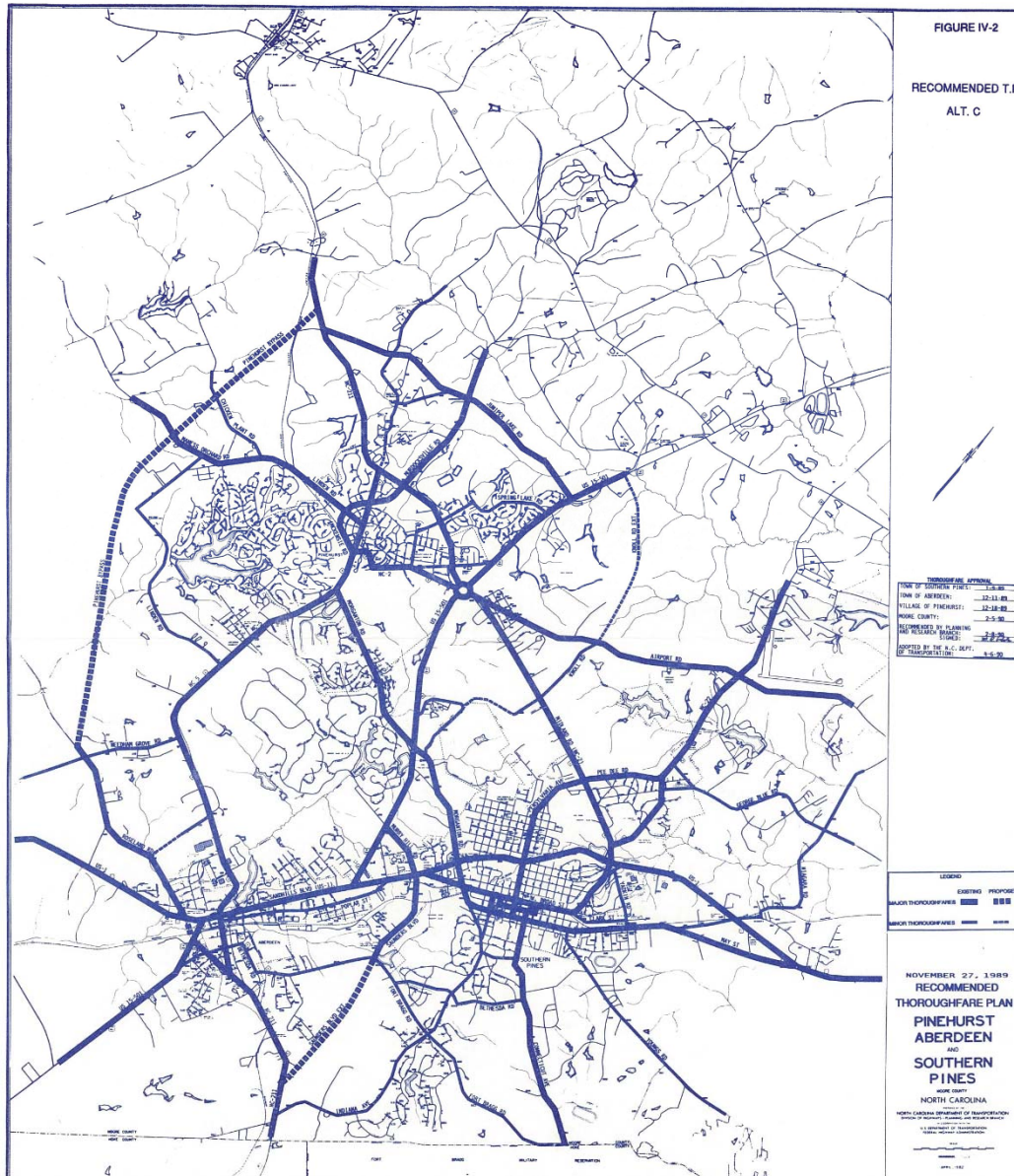


## *Pinehurst Bypass (1989/1990)*

Until a new plan is mutually adopted, the 1990 Pinehurst / Aberdeen/ Southern Pines plan is the latest adopted plan for the area per state statute.



# Pinehurst Bypass (1989/1990)



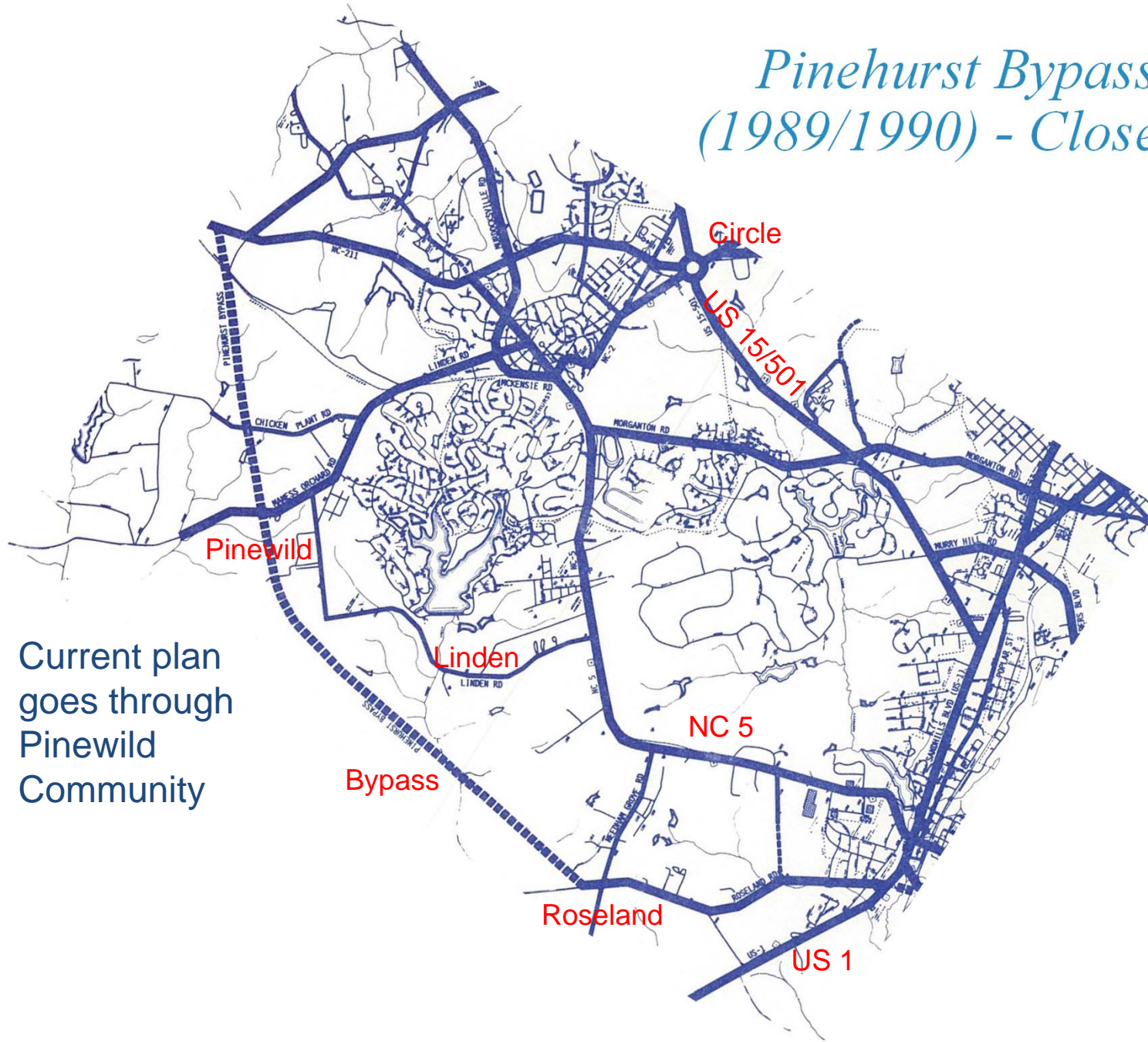
Pinehurst /  
Aberdeen /  
Southern Pines  
Thoroughfare  
Plan from 1989

(highway only,  
used before  
Comprehensive  
Transportation  
Plan)





# *Pinehurst Bypass (1989/1990) - Closeup*



Current plan  
goes through  
Pinewild  
Community



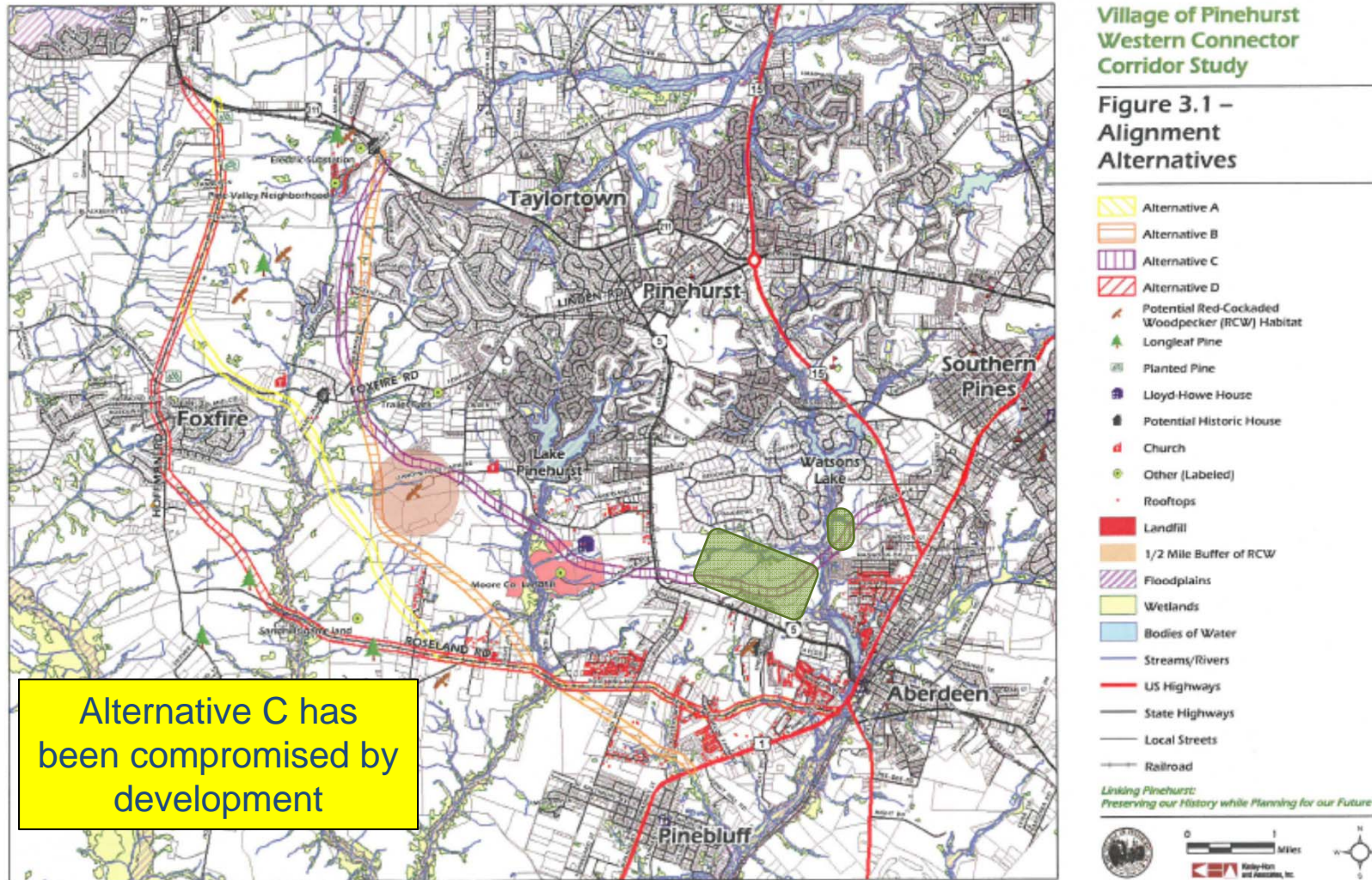
## *Western Connector Background*

NC 5 corridor study (FS 0108B) found that NC 5 corridor has widening concerns: adjoining railroad right-of-way, and cultural and social impacts in the Village (Historical). Recommended alternative corridor.

- 2006 - 45 people attended the Western Connector workshop for the Corridor Study.
- 2008 - Western Connector Study recommends alternative C which connected to US 15/501. (That corridor has been compromised with development)



# Western Connector 2008 Studied Corridors



Picture taken from August 2008 Western Connector Corridor Study report

## *Western Connector Background*

- 2009/2010 – Western Connector funding was dropped
- 2011 - Identified as a CTP focus area. 58% of the Charrette participants preferred widening Hoffman and Roseland Roads instead of the Western Connector.
- 2012/2013 – Travel demand model constructed
- 2014 - Analysis showed that widening Hoffman and Roseland Roads was not an effective solution.
- 2015 – Public meetings asked for suggestions. Subcommittee formed.
- 2016 – Two subcommittee meetings which created Scenarios. Scenario #7 was approved by subcommittee and eventually the MCTC



## *Seven 2040 Western Connector Scenarios*

- These concepts were for consideration by the Moore County Transportation Committee
- They are not detailed plans and subject to change
- Any final recommendations need to be:
  - Locally approved
  - Funded
  - Evaluated under a federal process to determine final design and location.



## *Seven 2040 Western Connector Scenarios*

- Subcommittee identified scenarios for further study
- 7 scenarios considered:
  - 2040 Do Nothing (Scenario #1)
  - 2040 widening Roseland and Hoffman (Scenario #2)
  - 2040 Western Connector scenarios (Scenarios #3-7)
- All helped traffic on NC 5, in varying degrees
- Widening Roseland and Hoffman did the *poorest* job shifting traffic off of NC 5.



## *Seven 2040 Western Connector Scenarios*

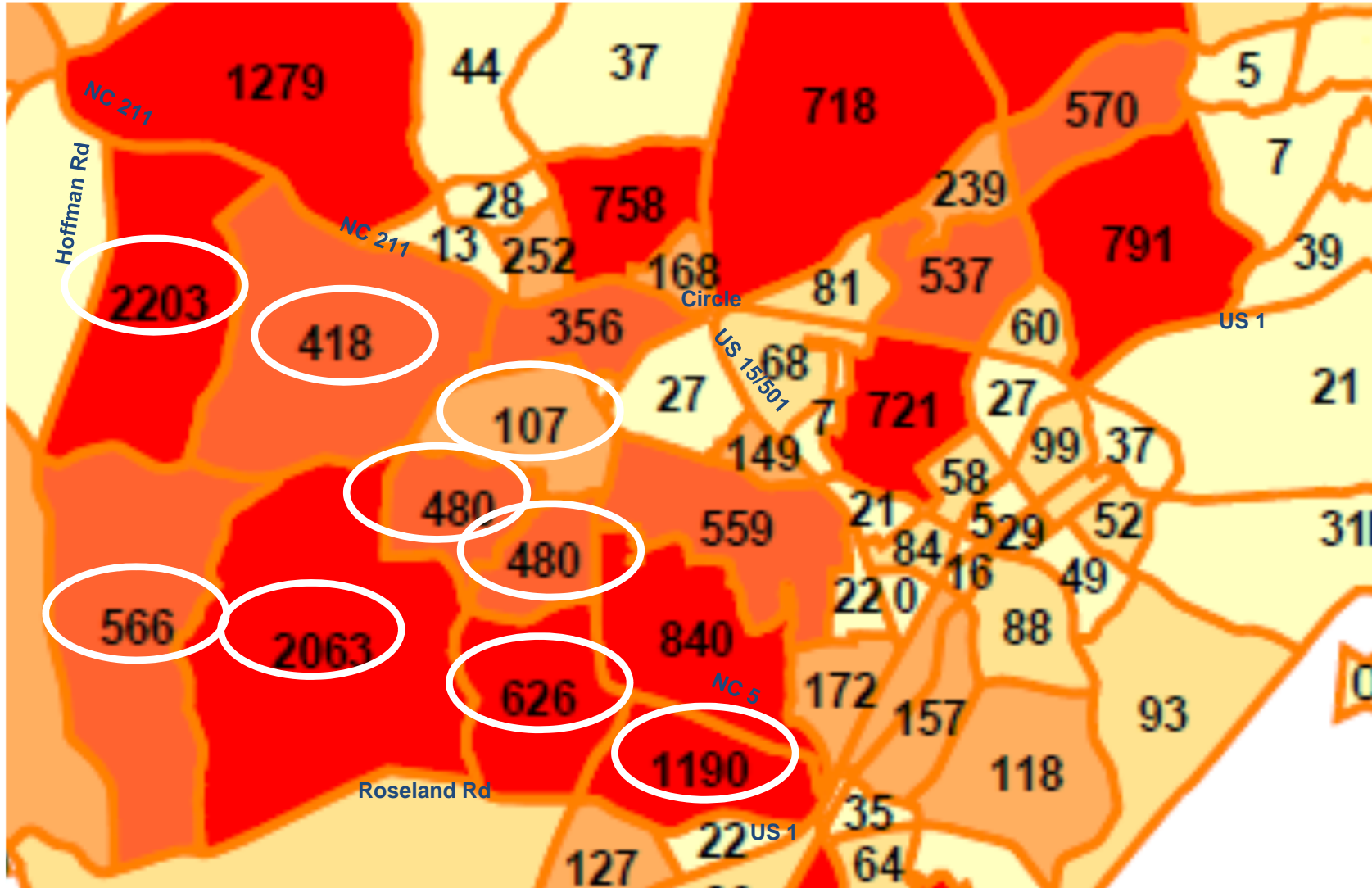
- Numbers in bold red are the difference from the Do Nothing (Scenario #1)
- Scenario 7 did the best job shifting traffic off NC 5, based on modeling, pulls 5600 vehicles per day off northern NC 5.
- Proposal is for 55 mph, 4 lane divided with a median with access only at intersections. 180' right-of-way.
- If the Western Connector is extended east as a 2 lane road to tie with US 15/501 and NC 211, the benefits increase for the area as the facility is more attractive to motorists. (~9,600 vehicles per day in 2040)
- EVERYTHING IS DRAFT, no final decisions have been made.







## Household Growth Through 2040 (Inset)



Circled = 8,133 anticipated households by 2040 in Western Connector area



## *Can you add ~8,133 households to these zones?*

The area of circled zones is roughly 26 square miles.

1 square mile = 640 acres

Therefore, 26 square miles = 16,640 acres

Assume half the land is taken up with other uses, leaves ~8,320 acres

8,320 acres / 8,133 households = over an acre per household

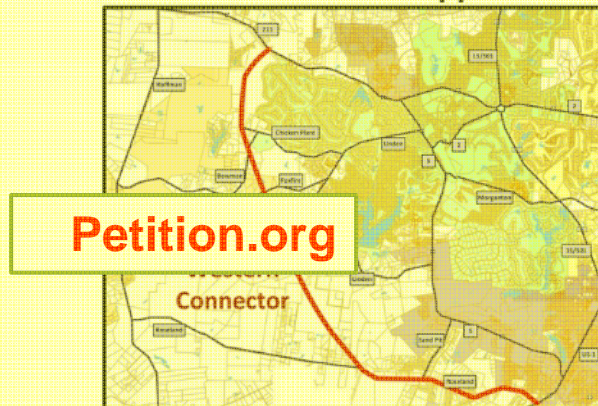
Very reasonable!

~30% of Moore County's Household growth is anticipated in the Western Connector area.



# *Misinformation about the Western Connector*

Don't Let This Happen



We respectfully request that the Western Connector be removed from the Moore County Comprehensive Transportation Plan for the following reasons:

- It will be a four lane divided expressway with limited access, effectively destroying over 200 homes, farms, fields and forests
- It will not decongest other roads clogged with local traffic
- It will cost over \$163 Million that is better spent on more important projects (like schools)
- It will negatively impact environmentally sensitive areas

Of the First 470 surveys (that we could download)

328 (70%) were from inside Moore County

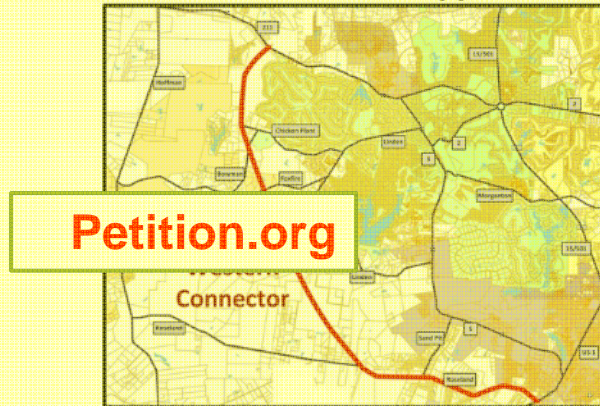
79 (17%) were from North Carolina (except Moore Count)

63 (13%) were from 26 other states including Texas, Washington, and California



# Misinformation about the Western Connector

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Misleading and written to make it seem like 200 homes would be impacted. Planning now will save homes.

False. It would help other roads. Modeling proves that.

A cost estimate has never been developed for the current proposal.

Highway Construction \$\$\$ can't be flexed to schools.

Nearly 8,100 households are expected to be added by 2040 to this area. (Zones 165-170, 177, 271, 272)



# Misinformation about the Western Connector

[growmooresmart.org](http://growmooresmart.org)

Everyone realizes that traffic flow at the Pinehurst circle and HWY 5 is bad and needs to be improved. These areas will only get worse as Pinehurst, the Hospital and schools on Airport Rd continue to grow. We can now also add in a new school(s) and large scale residential development on HWY 5 in Aberdeen. It would make much more sense to take the \$163 million and put it into improving the existing road network at the circle and down HWY 5. That kind of money could make some serious improvements and relieve congestion! Trying to by-pass a destination area just will not work and local traffic will not use a by-pass. Truckers are already by-passing these congested areas on the existing road network.

A new road project of this scale will do nothing more than encourage sprawl to go deeper into the countryside.

HELP US PROTECT WHAT MAKES PINEHURST SPECIAL

10 MI

Length

300FT

Wide

殞 120

Property Owners Impacted

\$163000000

Cost to Taxpayers

Wants to widen Highway 5. National Historic Landmarks in Pinehurst / Railroad concerns

Incorrect. Proposed right of way width ~180 feet.

This information hasn't been developed by NCDOT.

A cost estimate has never been developed for the current proposal.

The vision of the author of this website is inconsistent with adopted growth projections. Heavy growth is anticipated in the area, regardless if a Western Connector is built or not.



## Summary

- What is driving the need for a Western Connector is anticipated 2040 growth based on the 2013 Land Use Plan.
- Pushing the connector farther to the west reduces the traffic benefits, makes it longer, impacts more land, and more costly
- There needs to be a solution that fixes the current and future congestion related of expected growth in the NC 5.

*Not feasible ideas: widening NC 5, or only widening Hoffman/Roseland*

If you don't want a Western Connector, what do you suggest to fix the problems?



# *Summary*

- A Comprehensive Transportation Plan Western Connector concept is not a detailed plan and is subject to change
- It will need to be:
  - Locally approved
  - Funded
  - Evaluated under a federal process to determine final design and location.



## *Possible Options for Consideration*

1. Move forward with previously agreed Scenario #7 and include it in the Comprehensive Transportation Plan. It will still need to be funded, and then evaluated under a federal process to determine final design and location.
2. Modify Scenario #7.
3. Develop different alternatives to study and consider
4. Drop Western Connector, stop all work on finding a transportation solution for this focus area , end work on the plan. 1990 Thoroughfare Plan will remain most current plan for southern part of the county.
5. Change the Moore County Land Use Plan.
6. Other?

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## *Committee Discussion*



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swalston@ncdot.gov

