



HISTORY, CHARM, AND SOUTHERN HOSPITALITY

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## Village of Pinehurst Position on the Western Connector Village Council Work Session - March 14, 2017

Current Status: A Western Connector is included in the Village of Pinehurst's current Comprehensive Plan. Additionally, Option 7 has been previously adopted by the Moore County Transportation Committee (MCTC) for inclusion in its Comprehensive Transportation Plan.

If no action is initiated by an MCTC voting member to remove it or alter it, or the voting members do not vote in favor of removing it or modifying it, then Option 7 will be included going forward. There currently is not a specific vote scheduled to take place at the MCTC with respect to the Western Connector. As such, it probably is not appropriate for the Village Council to vote in favor of any particular outcome. Rather, the Village's interests are probably best served by forming consensus on a general, preferred outcome and asking John Cashion and John Bouldry to do their best to negotiate an outcome that is as close to our preferred outcome as possible going forward.

In consultation with Nancy Fiorillo, John Cashion, and John Bouldry as well as Pat Molamphy, Brandon Jones and Scott Walston of NC DoT, staff has developed the following outcome statement for Council consideration:

It is the position of the Village of Pinehurst that a Western Connector is likely to be needed in the future, and should be included in plans to accommodate potential future growth.

Given our area's recent growth as well as expectation for future growth, including a modified version of Option 7 in Moore County's Comprehensive Transportation plan, is in the best interests of Pinehurst and Southern Moore County.

Given the fact that current traffic conditions probably do not support funding of a Western Connector today, we realize that a future Western Connector project should and will be impacted by subsequent growth. For example, growth may not match predictions in scale or distribution. Also, growth may occur in places that prevent the currently contemplated alignment. Finally, it is recognized that if a connector is ever built, final alignment will be impacted by environmental and cultural considerations as well as cost.

Meanwhile, an opportunity exists to better align the confluence of highways 1, 15-501 and 211 near Aberdeen with Roseland Rd. It is believed that building a transportation solution which better accommodates traffic using Roseland and Hoffman roads to bypass Aberdeen, Southern Pines and Pinehurst makes sense with or without a version of Option 7 being built in the future. As such, some form of better connection between the confluence of highways 1, 15-501 and 211 with Roseland Rd such as those depicted in Figure 1 should be included in the overall plan and built as soon as possible. Constructing a better connection between these thoroughfares along with designating Hoffman and Roseland Rds. as the Highway 211 bypass will accommodate current, true bypass (non-local) traffic.

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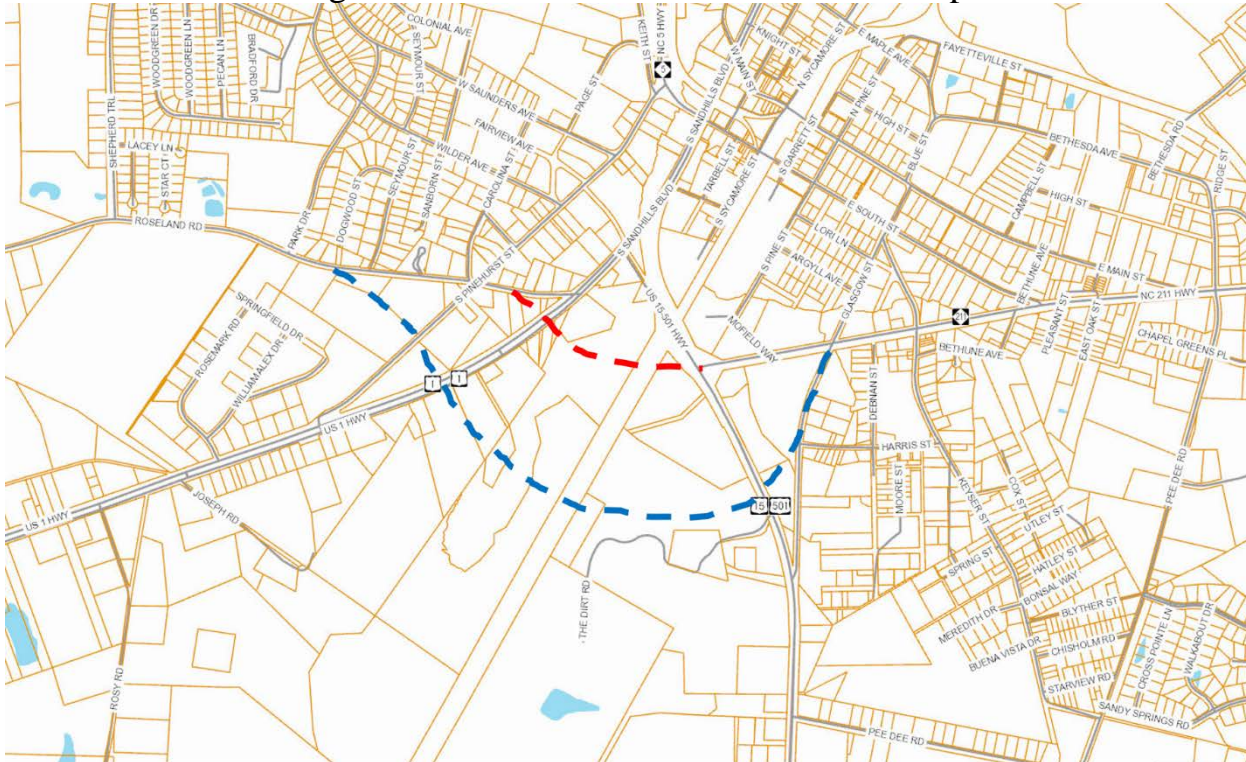
### ADMINISTRATION

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Depending on future growth patterns and scale, this solution may serve Southern Moore County for many years to come.

Figure 1. Potential Roseland Connection Options



The remainder of the Western Connector (what we know as Option 7 currently) should be broken in to two sub-projects as depicted in Figure 2. The first should include the portion of Option 7 that connects to Linden Rd, the portion that lies north of this connector, and any required improvement of Linden Rd. The second should include the southern half of Option 7 (that not included in the sub-projected discussed above).

Funding for these two sub-projects should be pursued when growth and the resulting traffic situation on Highway 5 support it. As mentioned earlier, the actual locations of these roads (and their existence) will depend on growth patterns between now and when the projects are submitted for potential funding. In the meantime, Village leaders will work with NCDOT Division 8 to achieve whatever minor improvements can be made on Highway 5 to better accommodate current and future traffic concerns. Two such improvements currently being contemplated by Division 8 are a round-a-bout at the intersection with McKenzie and McCaskill and a dedicated left turn lane from northbound Highway 5 onto Linden Rd.

Figure 2. Western Connector Sub-Projects

