

# **REQUEST FOR BOARD ACTION**

## **HENDERSON COUNTY BOARD OF COMMISSIONERS**

**Meeting Date:** December 7, 2009

**Subject:** Presentation regarding improvements to Haywood Road (NC 191)

**Attachments:** 1. PowerPoint Presentation

### **SUMMARY OF REQUEST:**

The Henderson County Board of Commissioners has scheduled a presentation on Haywood Road (NC Highway 191) between the boundaries of Highway 25 in Hendersonville and Highway 280 in Mills River. The purpose of the presentation is to review conceptual improvements and to provide input to staff on how to move forward.

Several weeks ago the Henderson County Transportation Advisory Committee (TAC) requested that staff provide background data and possible alternative sections to an existing NCDOT widening concept for Haywood Road. At that meeting, the TAC reviewed a similar presentation and discussed how to move the project up the NCDOT funding list (called the State Transportation Improvement Program). Major road projects, like NC191, take many years of planning and discussion prior to starting construction. It was recognized that until a local agreement for the design and scope of the project is attained, NCDOT will not move forward with the improvements. The TAC discussed a process that could lead to development of a consensus between three local governments, which represent the public interest and property owners of the potential project area.

One key point of discussion among the TAC was that the new road design does not need to be a “one size fits all” concept (as was suggested a few years ago). In fact, 3 or 4 segments of the road may have different cross-section designs to meet different needs. In an effort to move the discussion forward, the TAC decided to consult with the three local governments (Henderson County, City of Hendersonville, and Town of Mills River) for input on how to move forward with the project. According to the NCDOT, further plans to improve NC Highway 191 will remain unfunded in the State Transportation Improvement Program unless the local governments support the project.

It should be noted that planning for improvements to NC 191 must include the traffic needs extending to the year 2030. Even if a consensus is reached at the local level, 10-20 years could pass before construction would begin (if that soon). TAC Chairman Jim Crafton, Transportation Planner Hope Bleecker and Planning Director Anthony Starr will present the information and are available to answer questions.

### **BOARD ACTION REQUESTED:**

Planning Staff requests that the Board of Commissioners hear a presentation on Haywood Road (NC 191) and provide input on moving forward with the project.

### **Suggested Motion:**

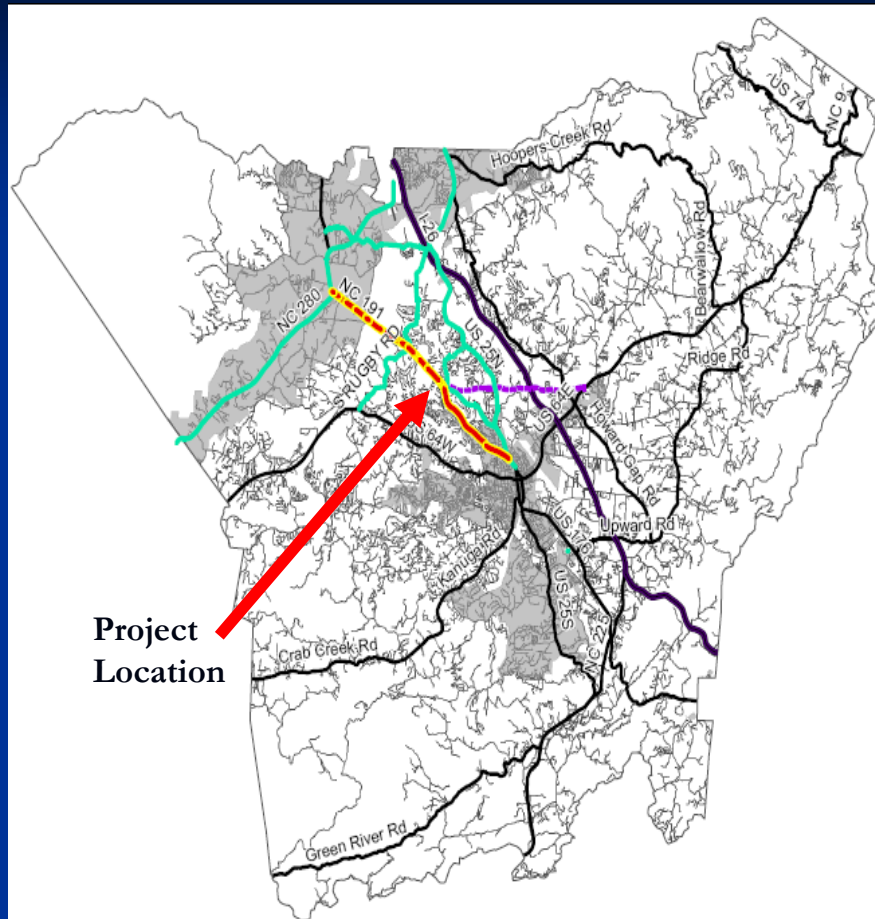
None suggested.



## Background

- Comprehensive Transportation Plan recommended a  
4-Lane Concept (Mountain Road- 280)  
3-Lane (US25 Business to Mountain Road)
- NCDOT Preliminary Scoping in 2005
- NCDOT abandoned the project because of public concerns over a 4-Lane Divided Highway with a 120' Right-of-Way Section

## Location and Surrounding Street Network

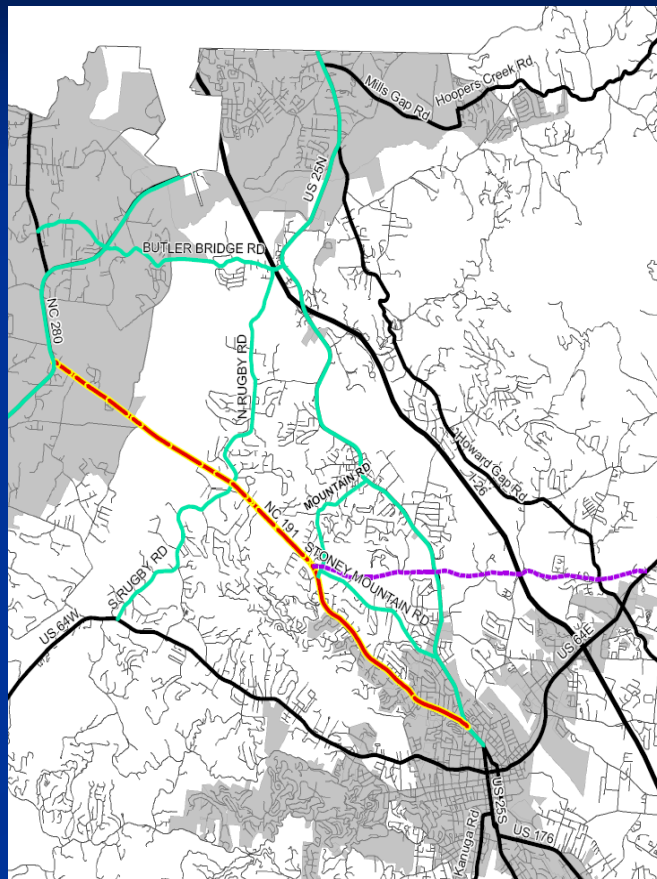


## Location and Surrounding Street Network

NC 191 functions as Collector for Residential, Schools, and Commercial Land Uses

Alternative connections between Hendersonville and Mills River exist (via 280 and I-26 or Butler Bridge Rd. to Hwy 25)

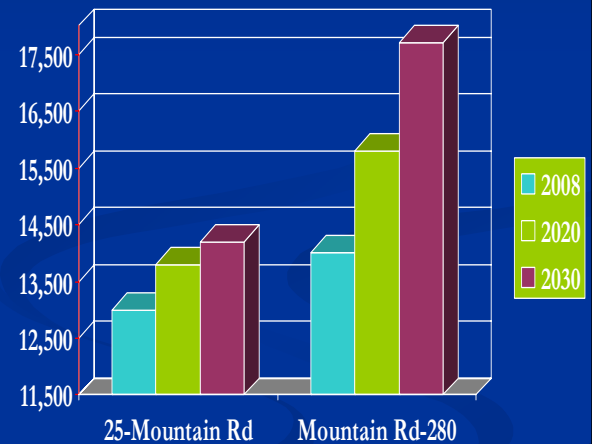
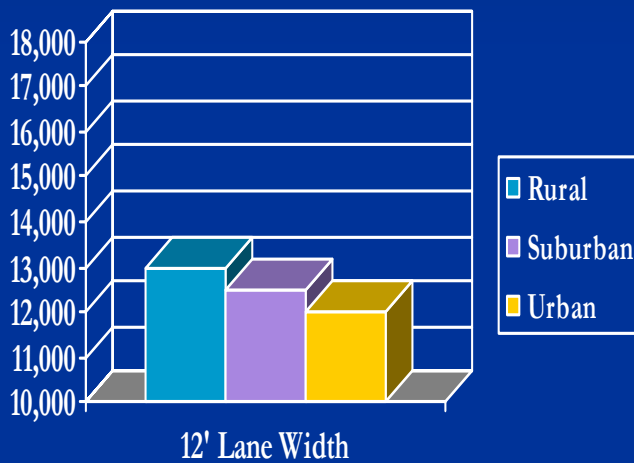
Future Balfour Parkway will increase traffic between Mountain Rd and 280



## NC 191 Average Annual Daily Traffic existing counts

Segment	1999 AADT	2005 AADT	2008 AADT
191 between US 25-Blythe Street	12,000	13,400	12,000
191 slightly north of intersection of Mountain RD and 191	12,000	14,400	13,000
191 Near North Section of Mills River	10,000	11,000	10,000

## Estimated Daily Capacity Levels for Two Lane Roads with 12' Lanes (Level of Service D) versus Estimated 20-Year Growth Rate to 2030 (6%)





# Asheville Hwy. to Blythe Street

## Blythe Street to Hwy 25N Segment

In this segment the right-of-way varies between 30ft and 60ft

## Haywood Rd & Asheville Highway Intersection

Limited existing right of way

Annual Average Daily Traffic Count 13,000

60ft r-o-w

40ft r-o-w

30ft r-o-w

0 0.05 0.1 0.2 Miles

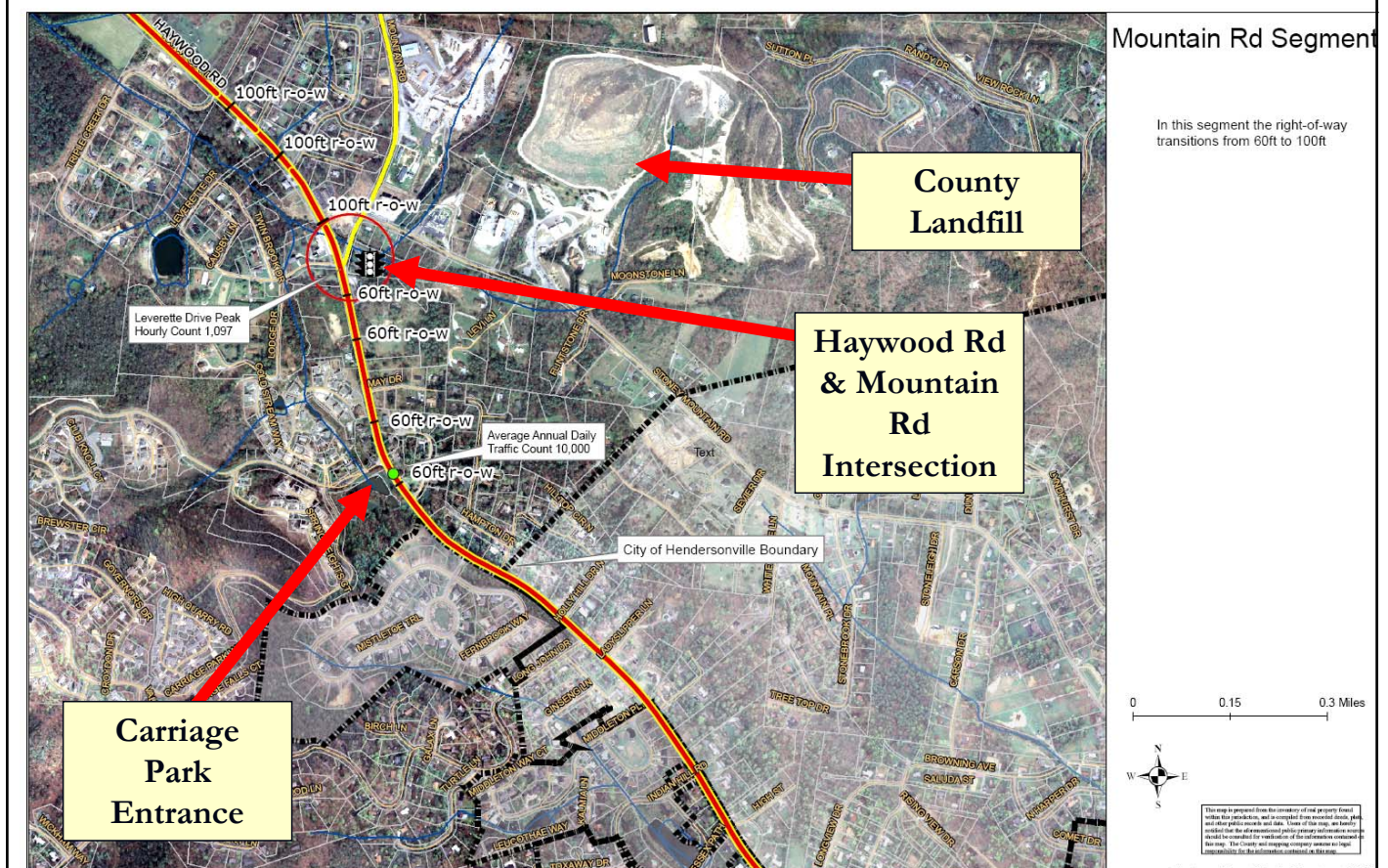


This map is prepared from the inventory of real property owned within the jurisdiction. 60ft or less right-of-way is shown. This map is not intended to be used for legal purposes. Users of this map are hereby notified that the information and data shown on this map are for informational purposes only and are not intended to be used for legal purposes. The County and mapping company assume no liability for any errors or omissions on this map.

Henderson County Planning Department 8-10-09



# Mountain Rd Segment

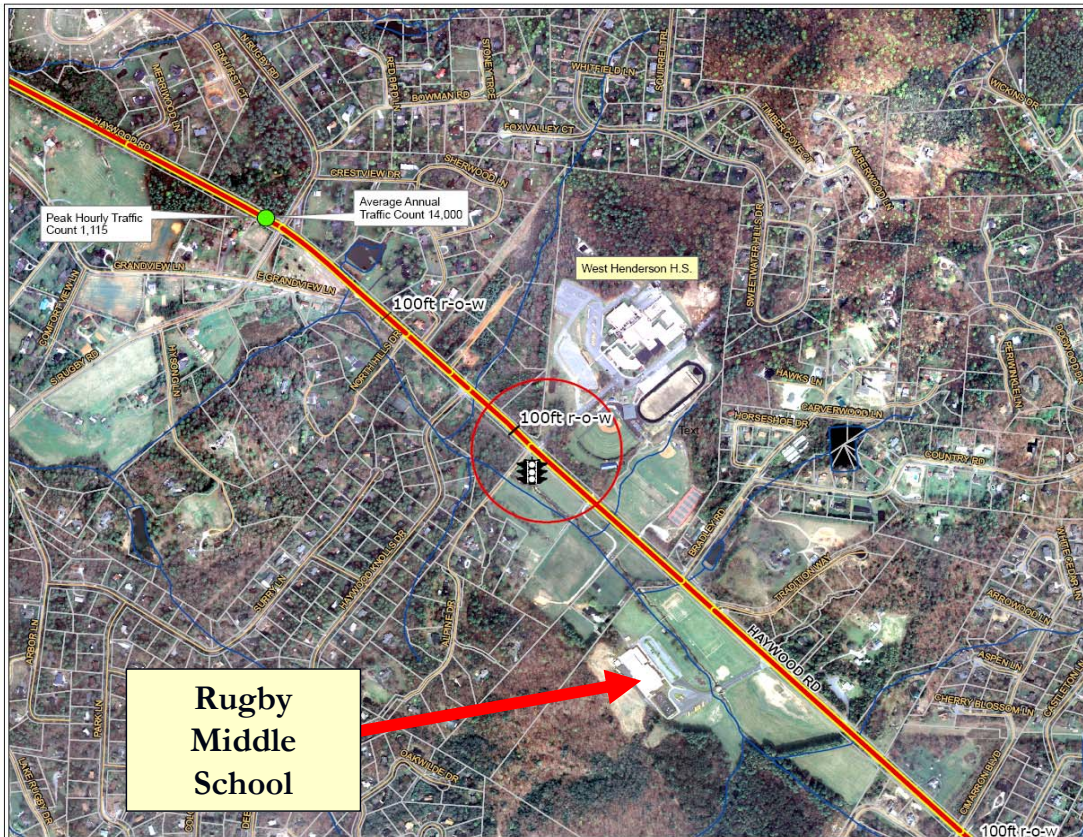




# Rugby Road Segment

## Rugby Road Segment

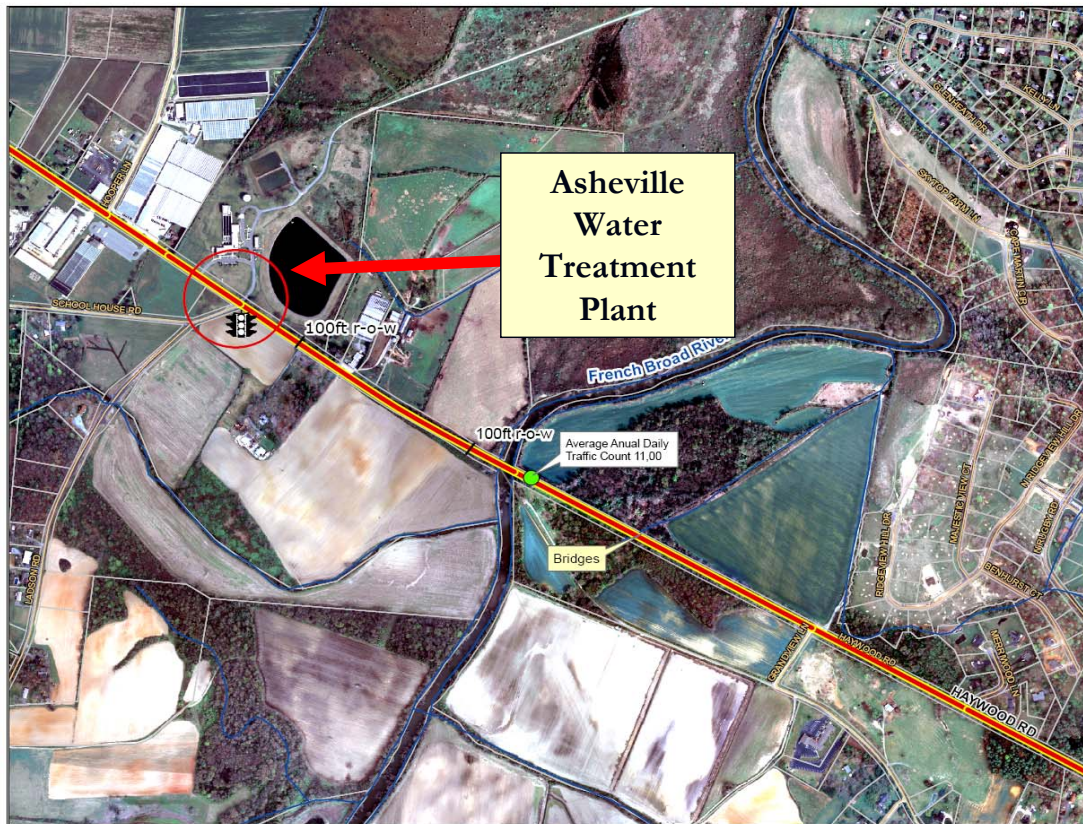
In this segment the right-of-way stays within the 100ft range



# School House Road Segment

## School House Road Segment

In this segment the right-of-way stays within the 100ft range



This map is prepared from the territory of real property owned within the jurisdiction, and is compiled from recorded book, plat, and other public records and data. Users of this map are hereby advised that the information is for general reference only and should be verified for the accuracy of the information contained in this map. The County and mapping agency assume no legal responsibility for the information contained on this map.

Henderson County Planning Department 8-10-09



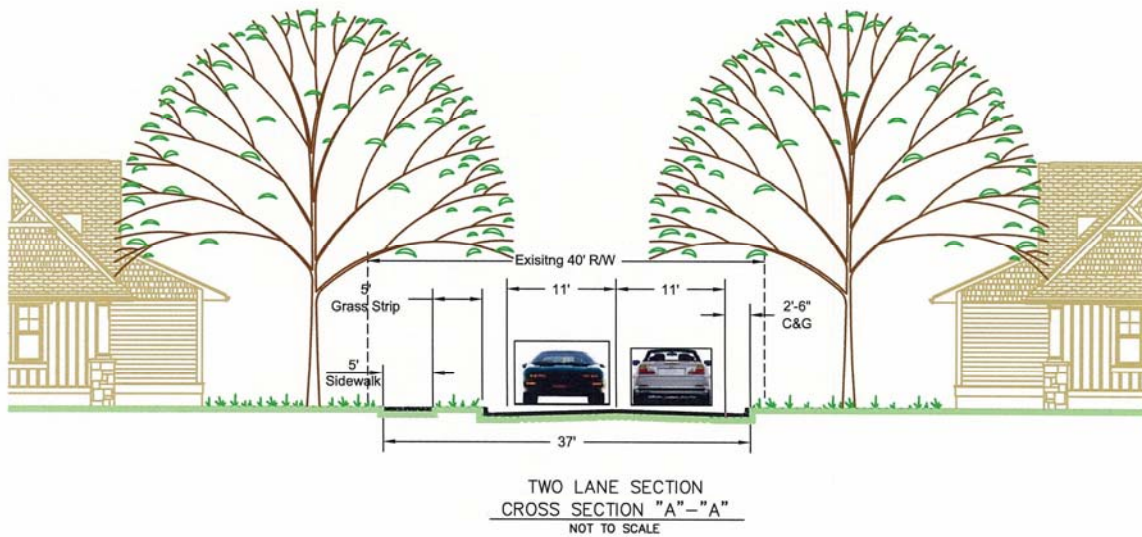


# Comprehensive Transportation Plan 2030 Forecast

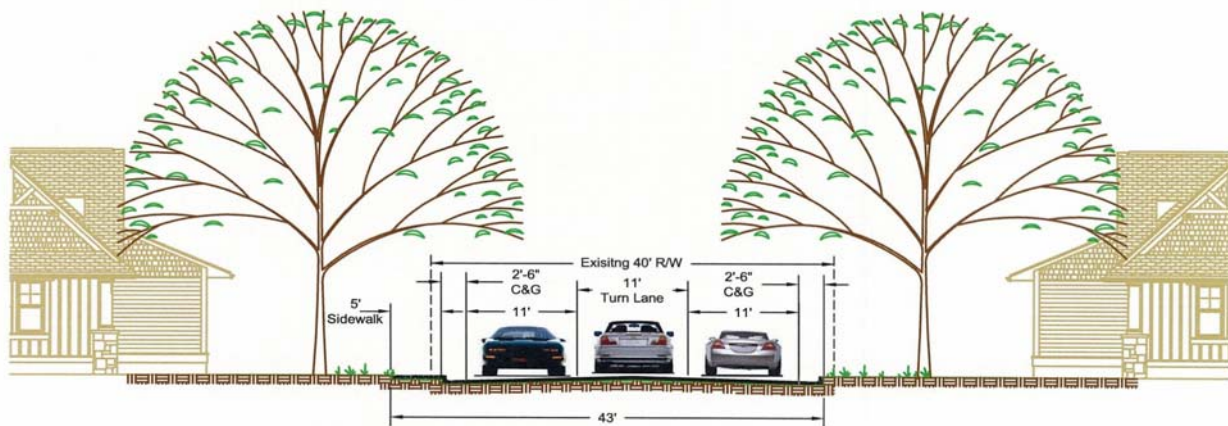
	Existing Capacity VPD	2005 ADT	Necessary 2030 MAB Model Capacity
US 25 Business-Mountain	13,200	13,400	15,200 (3 lane)
Mountain Road to 280	16,700	14,400	31,700 (4-lane) (assumes Balfour Connector)



**Option: Maintain 2 Lane with 3 lane  
Intersection Improvements through Blythe  
Street in areas of compressed ROW**



**Example of TWLTL in Constrained Areas or 3 Lane  
Divided Median Section for wider Sections of 191 Beyond  
Blythe Street ( 43' ROW)**

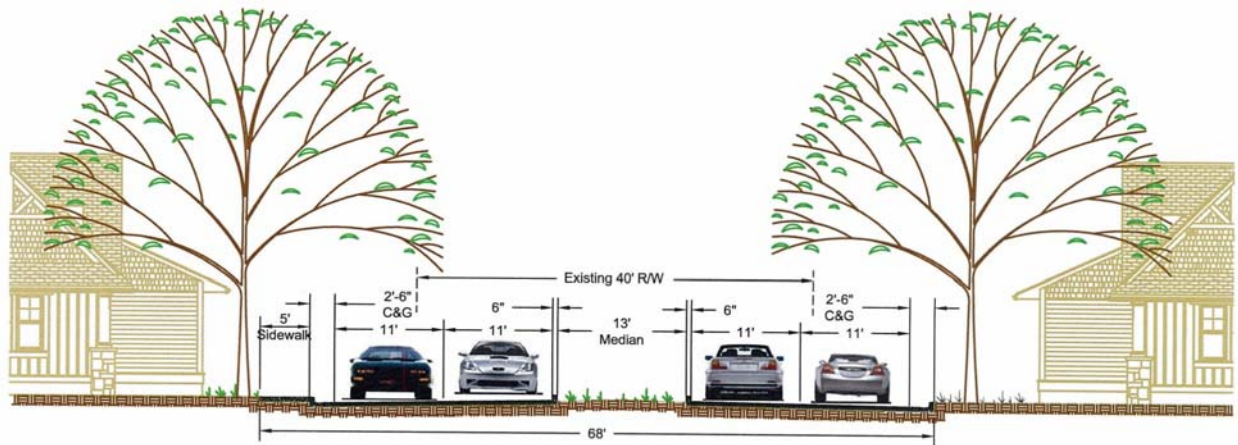


THREE LANE SECTION  
CROSS SECTION "A"-"A"  
NOT TO SCALE

# Lakeland, Fla. Moves 21,000 vpd 60' ROW



**4 Lane Divided Median for Mountain Road-280**  
(may require 12' lanes and additional border beyond curb on  
outside sections)



FOUR LANE W/13' MEDIAN  
CROSS SECTION "A"-"A"  
Not to Scale



## 4 Lane Divided Median Greensboro, NC Daily Count is 18,000 LOS C





## What Next?

- 1) TAC Committee /Local Government Opinions
- 2) Consensus among local governments
- 3) If directed, NCDOT Discussion
- 4) Study in context of Balfour Parkway
- 5) Prepare Updated Traffic Model
- 6) Preliminary Design Options through Feasibility Study Process
- 7) Public Opinion
- 8) Adjust & Finalize Concept