



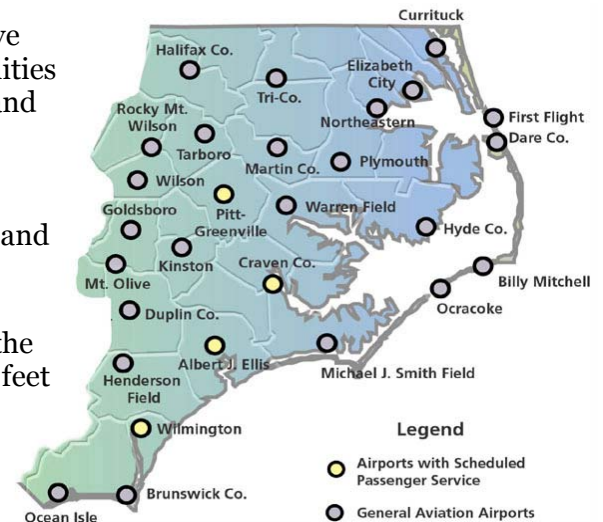
# Aviation and Freight Element

## Aviation

### Introduction

Throughout North Carolina, the systems of airports serve the needs of the flying public, whether they are a passenger on an airline or piloting a private aircraft. These airports are an important part of the statewide transportation system as well as the statewide economy. While the majority of air travel is conducted to and from the three largest airports—Charlotte-Douglas International, Raleigh-Durham International, and Piedmont Triad International—there are innumerable trips made each day by private citizens and businesses using the network of smaller facilities distributed throughout the state. Airport facilities in the state can be divided into two major categories:

- # **Air carrier**—these include the group of facilities that serve regularly scheduled passenger service. They are large facilities with the capacity to handle significant volumes of freight and passengers on a daily basis. The three airports mentioned previously account for the majority of revenue and traffic generated by airports within this classification; however, airports such as Asheville Regional, Fayetteville Regional, and Craven County Regional are no less important.
- # **General aviation**—these include the network of smaller facilities that exist in the majority of counties throughout the state. These facilities typically have paved runways 2,000 feet to 5,500 feet in length and are capable of accommodating small (single engine) and medium sized (multi-engine) aircraft. These airports often provide opportunities for businesses with suitable aircraft to avoid the use of larger facilities and minimize air travel associated lag time. They have also proven useful in attracting business to communities throughout the state.



*Airports in eastern North Carolina*

### Existing Conditions

Two civilian airports are located in Wayne County—Mount Olive Municipal Airport and Goldsboro-Wayne Municipal Airport. Both airports are classified as general aviation facilities and neither facility currently receives scheduled passenger service. **Figure 6.1** illustrates the locations of these facilities.

Insert Figure 6.1 Here

### **Mount Olive Municipal Airport (W40)**

This airport is located in southern Wayne County, near the Town of Mount Olive, and is owned cooperatively by Mount Olive and Wayne County. This facility has a runway of less than 4,000 feet and offers services that include fuel, major airframe repairs, and minor power plant (engine) repairs. Adjacent to the apron there is a small hangar building. Characteristics of this facility include:

#### **Runway**

- # Designation—5/23
- # Length—3,697 feet
- # Width—75 feet
- # Surface—Asphalt in good condition

#### **Lighting and Approach Aids**

- # Runway edge lights—medium intensity runway lights (MIRL)
- # Runway markings—good condition
- # Visual glide slope indicators—visual approach slope indicators (VASI), V2L on each approach

#### **Taxiways and Aprons**

- # Type—stub taxiway to single apron
- # Surface—Asphalt

### **Goldsboro-Wayne Municipal Airport (GWW)**

The larger of the two airports serving the study area, this airport is larger and busier than Mount Olive Municipal Airport. This facility is located north of Goldsboro on Aviation Road and has a 5,500-foot runway. The airport's services include fueling; major airframe and power plant repairs; bulk and bottled oxygen; and hangars and tie-downs. Characteristics of this facility include:

#### **Runway**

- # Designation—5/23
- # Length—5,500 feet
- # Width—100 feet
- # Surface—Asphalt in good condition

#### **Lighting and Approach Aids**

- # Runway edge lights—MIRL with runway end indicator lights (REIL)
- # Runway markings—fair condition
- # Visual glide slope indicators—precision approach indicators (PAPI), P4L on each approach

#### **Taxiways and Aprons**

- # Type—full parallel taxiway with 5 connector taxiways

## # Surface—asphalt

Additional information can be found for these airports by referencing their Airport Master Records—Form 5010—that are maintained by the Federal Aviation Administration. Information can also be obtained by visiting the North Carolina Department of Transportation-Division of Aviation’s website at <http://www.ncdot.org/transit/aviation/>

## Recommendations

Goldsboro-Wayne Municipal Airport (GWW) is currently planned for expansion. It is proposed that the runway be extended from 5,500 feet to 8,900 feet making it more accessible to additional aircraft.

Additional improvements are recommended for the surrounding areas to accommodate this runway extension. Combs Road is currently located south of GWW at the end of the runway and will no longer be usable with future runway construction. Therefore, it is recommended that Combs Road be relocated on new location and tied into Hill Street to maintain direct access to US 117. It is anticipated that this expansion will bring more industry to the surrounding areas.

## Freight Element

### Introduction

The movement of goods through and between communities is often times overlooked. These freight activities play a vital role in our economy. A safe and efficient system that accommodates the needs of freight is an important element of the long range transportation planning process.

Freight movements can include transport by highways, rail, aviation, and waterways (ports). Historically, freight movements in the Goldsboro area have been via highway and rail. From 1836 to 1840, the Wilmington and Raleigh Railroad (later called the Wilmington and Weldon) was constructed and ran through the heart of Goldsboro. The growth of railroads improved freight mobility and contributed significantly to the local and regional economy. As improvements to the highway system occurred throughout North Carolina and the United States our dependence on rail corridors for the movement of goods has diminished. However, rail still offers a competitive transportation option for some goods and works in concert with highways and ports to achieve the desired efficiency within the marketplace.

The movement of goods through the Goldsboro area remains an important priority as there continues to be a thriving portion of the local economy that is dependent upon access to transportation; among these are manufacturers such as Georgia Pacific and Cooper Standard Automotive; agribusiness including the Goldsboro Milling Company and Case Farms; and the military installation at Seymour-Johnson AFB. Ultimately, freight movements may play an even greater role in the local economy with the Global TransPark in Kinston less than 30 miles to the southeast.

### Highway and Rail Freight Trends

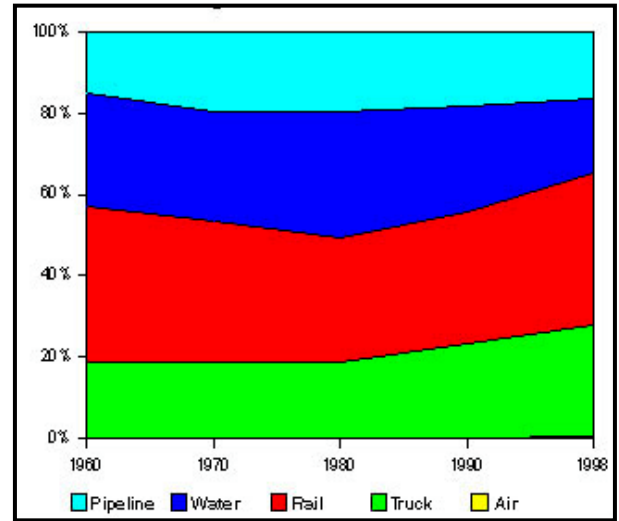
Trucks and rail account for 64 percent of the nation's domestic freight volume, up from 57 percent in 1960. The balance is carried by pipelines, waterways, and air (Figure 6.2). Over the same period, rail freight has fallen slightly, from 38 percent to 37 percent of volume, while truck volumes have risen from 19 percent to 28 percent. In terms of total ton mileage, freight railroads have gained more than the other modes (Figure 6.3).

Nonetheless, for decades, the nation's freight railroads have been losing market shares to highway freight (trucks). This has enabled "just in time" delivery, but it has worsened traffic congestion. It's logical to assume that the continued loss of rail freight market shares to trucks would have a more significant impact because of the difficulty of building new highway capacity through the most congested travel corridors.

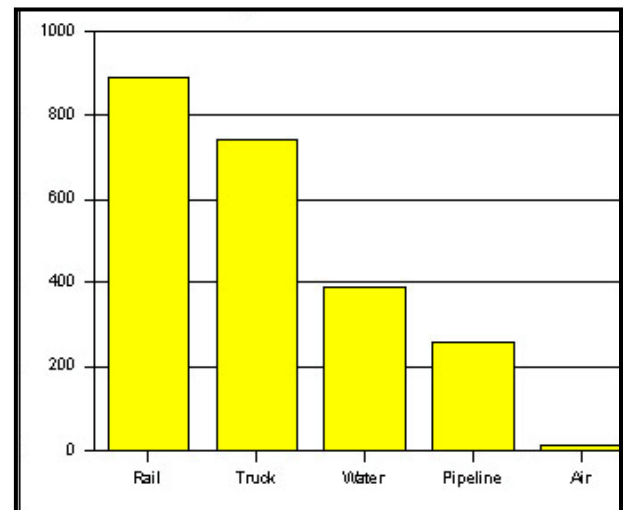
### Existing Conditions

#### Highways

Today freight movements are concentrated to the major arterials that run through the urban area and existing rail access. Most notable are the routes which connect Goldsboro to other metropolitan regions and the interstate highways system. The primary east-west route is US 70 which connects to Interstate 95 and Raleigh to the west and to Kinston and the Global TransPark to the east. In some locations truck traffic accounts for more than 17% of the total volume of trips along the corridor. The major north-south freight corridor is US 117. This corridor connects to Wilson and US 264 to the north and Interstate 40 to the south. Truck volume percentages exceed 24% along this corridor in locations north of the City. Both facilities are programmed for improvements. See Figure 6.4 for a map of truck percentages.



**Figure 6.2 Freight Market Share Trend**  
(calculated from US Department of Transportation data)



**Figure 6.3 Change in Billions of Ton Miles 1960-1998**  
(calculated from US Department of Transportation data)

## Rail

Today, two rail lines run through Goldsboro. These lines carry freight moved by the Norfolk-Southern Railway and CSX. The North Carolina Railroad (NCRR) runs west to Raleigh and east to Kinston. CSX railroad runs south to Wilmington and north to Wilson and Rocky Mount. **Figure 5.2** illustrates railroads running through the study area. There are still industries in the Goldsboro area that utilize rail for the import of material resources and export of products and by-products including Goldsboro Iron and Metal. However, as with many areas the use of rail to move freight has significantly dropped over the years as shippers move to trucks.



*Goldsboro Rail Freight*

## Truck Route Recommendations

In response to the growing number of trucks on city streets, it may be appropriate to designate truck routes through and around the City of Goldsboro. During this process the following recommendations should be considered.

Trucks should be defined as vehicles with a manufacturer's gross vehicle weight of 33,000 pounds or more. This definition excludes most straight trucks, panel trucks and delivery trucks, but includes large trucks with more than two axles, such as tractor-trailers and tandem axle dump trucks. Also excluded from this definition would be public service vehicles, such as garbage collection trucks.



*Truck Freight*

Upon designation of routes, signs should be posted at the city limits, Interstate exits and other appropriate locations directing truck drivers to which streets their movements are permitted. This may include limiting their travel to US and NC routes or designated/signed routes through the city. Within the city limits consideration could be given to amending the local ordinance to specifically prohibit through trip truck movements on local streets. Prohibition of trucks on any segment of state maintained roadways will require approval from NCDOT.



The city could pursue truck route designations for major routes and industrial streets. The following streets could be considered for truck route designation: US 70, US 117, and Royall Avenue. In addition, truck access to Seymour-Johnson AFB could be diverted to include the existing route along Elm Street and Slocumb Street at the rear gate to the base as well as a route along Piedmont Road.

Also, specific areas within the planning area have established industrial use like east Goldsboro (Roebuck Grant Road and Powell Road). As industrial development continues, it will be important to provide efficient truck access and circulation to the

Figure 6.4

arterial system ultimately improving freight mobility while limiting cut-through truck traffic in neighboring subdivisions. Additional tasks associated with the establishment of a series of truck routes through the urban area include:

- # Work with NCDOT to prioritize resurfacing of designated routes in an effort to reduce noise and vibration from trucks;
- # Adjust signal timing along high priority routes to allow uninterrupted through movements based on posted speed limits. The result will be improved travel times and reduced noise and air pollution;
- # Publish and distribute educational materials to businesses and industries concerning truck routes.
- # Work with NCDOT to make improvements to critical intersections on truck routes to facilitate and encourage their use by truckers. Improved turning radii, lane width and the provision of dedicate turn lanes will greatly improve the efficiency and safety of these corridors.

### Improved access to Seymour-Johnson AFB

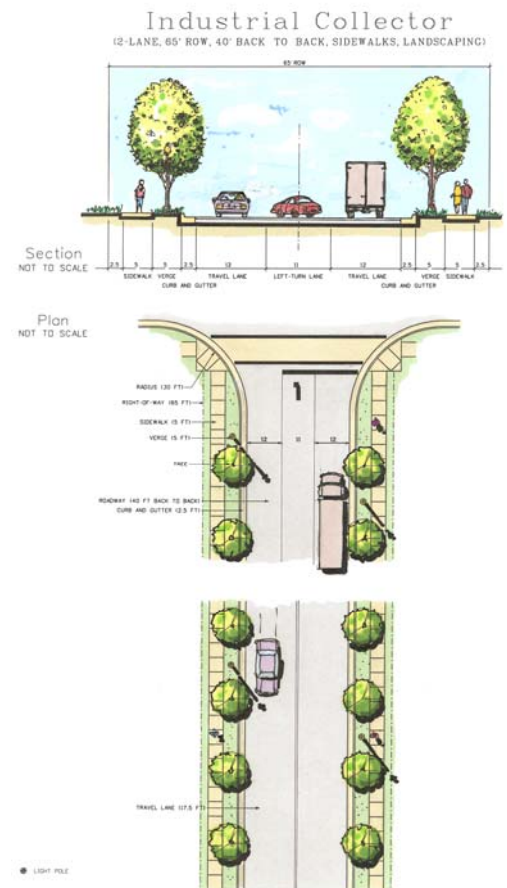
Implementation of significant bypass projects around the city should help reduce the conflict of trucks with the motoring public.

Many of the local freight movements have origins or destinations at or near the Seymour-Johnson AFB. Public workshop comments have included the need for improvements along Slocumb Street related to safety, resurfacing, sidewalks, and signal work due to the large number of trucks. Additional public comments included the possibility of using Piedmont Road as an alternative truck entrance for the base because of its close proximity to US 70. However, this issue would need to be further coordinated with Seymour-Johnson AFB to determine its viability.

### Design Considerations

The design of all roadways should be consistent with their intended function and be responsive to the environment through which they pass. This principle is equally important when considering roads that are designated as truck routes or are industrial collectors where the movements of goods and materials occur with some frequency.

Common design elements that are a priority for these routes include appropriate lane widths, turning radii, and adequate separation for pedestrian facilities. A general set of design considerations for truck routes and industrial streets are as follows:



- # Edge treatment
  - Curb and gutter preferred
  - Ditch/swale in unincorporated areas
- # Lane widths: 12 feet
- # Bike/pedestrian accommodations: minimum five foot sidewalks and 5-foot verge
- # Design/posted speed: 30-55 mph
- # Turning radii: minimum 40 feet
- # On-street parking: prohibited within 30 feet of intersections