

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2045 Columbus County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

The complete street policy and concepts were utilized in the development of the CTP. NCDOT adopted a "Complete Streets¹" policy in July 2009. In August 2019, the NC Board of Transportation unanimously adopted a resolution in support of implementing amendments to the Complete Streets Policy, including an Implementation Guide supporting the Complete Streets Policy. The policy directs the Department to consider and incorporate other modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide context-sensitive transportation options needed to serve the community consistent with local vision. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These facilities generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The CTP recommendations include multi-modal projects as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Unaddressed Deficiencies

The following deficiency was identified during the development of the CTP but no reasonable solution was identified through the CTP planning process.

US 74 BUSINESS/US 76 BUSINESS (Jefferson Street)

US 74 BUS/US 76 BUS (Jefferson Street), in Whiteville, from 200 feet west of James Street to Franklin Street (SR 1953) is currently near capacity and is projected to be over capacity in 2045. It is currently a 2-lane roadway with a center turn lane west of Lee Street. This is the primary east-west corridor through Whiteville. Lack of local support and the proximity of Section 4(f) properties make widening this section of roadway impractical. This roadway segment is in the core of downtown Whiteville where the existing gridded roadway network provides alternate routes when this segment experiences congestion.

¹ For more information on Complete Streets, go to: completestreetsnc.org

2.2 Implementation

The CTP is based on the projected growth for the planning area and actual growth patterns will likely differ from those anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations identified in this plan.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Columbus County and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local governments in the planning area aggressively pursue funding for priority projects. Projects should be prioritized locally according to the Cape Fear RPO's adopted Prioritization Methodology in order to compete for State and federal funding. Refer to Appendix A for contact information on regional prioritization and funding. Local governments are encouraged to use CTP to guide land-use development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While CTP does propose recommended solutions, it may not represent the final location or cross-section associated with the improvement. All CTP recommendations are based on high level systems analysis that seek to minimize impacts on the natural and human environment. Prior to implementing projects from the CTP, additional analysis may be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

All funded projects would go through a final design phase in the project development process. This involves the preparation of detailed plans, which includes roadway, structures, hydraulics, erosion control, traffic management, signing and pavement markings, signals, geotechnical, and pavement. After design, any necessary acquisition of right-of-way and relocation of utilities would occur, followed by construction, operation, and maintenance of the project.

2.3 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the project development process.

² For more information on NCEPA applicability, go to:

https://www.ncleg.gov/EnactedLegislation/Statutes/HTML/ByArticle/Chapter_113A/Article_1.html

HIGHWAY

US 74, Local ID: COLU0001-H

US 74 is recommended to be updated to interstate standards from the Robeson County line to the Brunswick County line. This recommendation is consistent with the NC Statewide Multimodal Freight Plan, which recommends upgrading US 74 to Freeway (I-74) from Wilmington in New Hanover County to the Monroe Bypass just east of Charlotte in Union County. US 74 is a Strategic Highway Network (STRAHNET) route, a hurricane evacuation route, and Strategic Transportation Corridors H and U. The NC Freight Plan identifies US 74 as a NC Priority Highway Freight Network route, and the portion in Columbus County is identified as part of Critical Rural Freight Corridor #7. In addition, I-74 is Congressional High Priority Corridor #5, which is designated as a Future Interstate generally following US 74 from Rockingham, North Carolina “to the South Carolina State line in Brunswick County.” The project is recommended to reduce travel times between Wilmington and Charlotte, accommodate significant projected growth in highway freight traffic to and from the Port of Wilmington, improve hurricane evacuation clearance times, and eliminate the existing at-grade intersections.

2024-2033 STIP includes project I-6011 as upgrade US 74 to interstate standards from NC 41 near Lumberton to US 76 near Chadburn. This project is not currently funded. R-4462 (H090287-AA): US 74, US 76, from US 76 in Chadburn to NC 214 (Sam Potts Highway). This project was submitted as a Statewide mobility project in SPOT 5.0. The project recommendation is to upgrade the freeway to interstate standards.

The proposed upgrade to interstate standards includes construction of a portion of the corridor known as the Delco Bypass³ partially on new location from NC 11 to east of the Brunswick County line. Proposed interchanges are recommended at Old Boardman Road/Macedonia Church Road (SR 1506); Hallsboro Road (SR 1001); Chauncey Town Road (SR 1735); NC 214 (Sam Potts Highway); NC 11/Livingston Chapel Road (SR 1843), Delco Prosper Road (SR 1849), and at the proposed extension of NC 87. Proposed grade separations are recommended at Old Lake Road (SR 1740), Blacksmith Road (SR 1800), and Water Tank Road (SR 1824).

The following proposed interchanges and grade separations are all programmed and funded in the FY 2024-2033 State Transportation Improvement Program:

- R-5797 interchange at Old Boardman Road (SR 1506). Construction was completed.
- R-5749 interchange at Hallsboro Road (SR 1001). Construction was completed.

³ See NCDOT Prioritization 6.0 Project Summary – Mobility:
[https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Z%20-%20Archives%20\(P6,%20P5,%20P4,%20P3,%20P2,%20P1\)/Prioritization%206.0/Final%20PDF%20Reports/Division%2003/H090287-AE%20-%20P6%20Project%20Report.pdf](https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Z%20-%20Archives%20(P6,%20P5,%20P4,%20P3,%20P2,%20P1)/Prioritization%206.0/Final%20PDF%20Reports/Division%2003/H090287-AE%20-%20P6%20Project%20Report.pdf)

- R-5820 interchange at Chauncey Town Road (SR 1735). Construction is underway.
- R-5819 grade separation at Old Lake Road (SR 1740). Construction is underway.

The proposed recommendations are based on the following Studies:

- Feasibility Study FS9903A for the upgrade of the US 74 corridor to interstate standards from Whiteville to Leland,
- FS1106B for the upgrade of US 74 to I-74 from Lumberton to Whiteville,
- TIP R-3436 Reevaluation for I-74 from Lumberton to the SC State Line,
- Express Design H090287 for the upgrade of the US 74 corridor to interstate standards from SR 1700 (Red Hill Rd) to the Brunswick County line.
- F362022-A: US 74 Corridor Study.

Resolutions of support to upgrade US 74 to interstate standards along the existing alignment have been drafted and adopted by several Counties, municipalities and transportation planning and civic organizations along the corridor such as: Cape Fear RPO, Wilmington MPO, Brunswick County, Town of Burgaw, Town of St. James, Town of Surf City, City of Whiteville, and Greater Wilmington Chamber of Commerce.

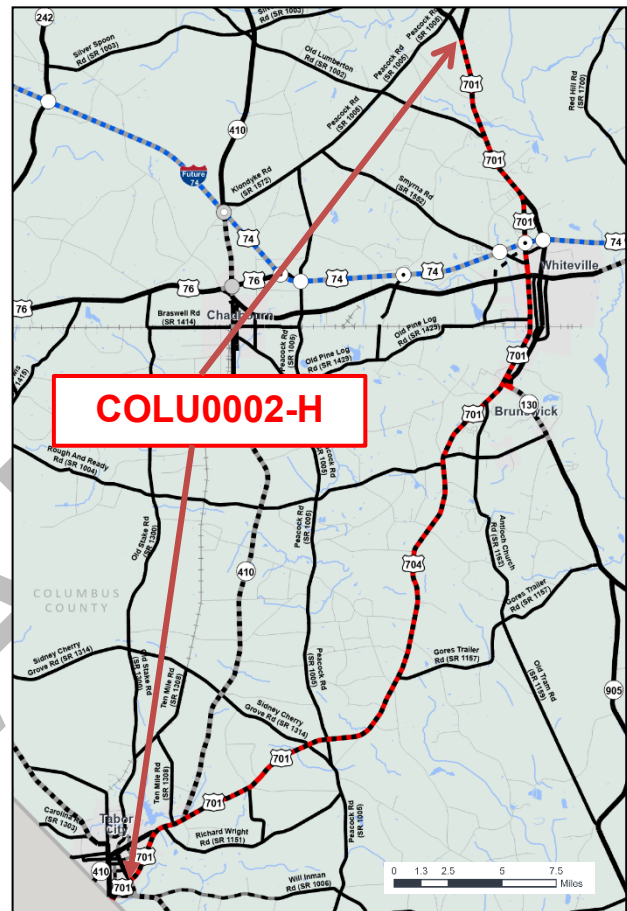
Identified Problem

US 701 is over capacity from Virgil Street (SR 1437) to Hay Street in Whiteville. The roadway experiences significant periods of peak congestion in summer months. The roadway is currently approaching capacity in the Tabor City area from Joe Brown Hwy S (NC 41) to US-701 Business and south of Whiteville from Pleasant Plains Church Road (SR 1166) to near Dogwood Avenue.

By 2045, traffic volumes on US 701 in the Tabor City area are expected to exceed roadway capacity from Joe Brown Hwy S (NC 41) to US-701 Business.

NOTE: R-5020A - Widen US 701 to multi-lanes from south of Pleasant Plains Road (SR 1166) to Virgil Avenue (SR 1437) project is programmed in the FY 2024-2033 STIP and construction is scheduled to begin in FY 2029.

R-5020B - Widen US 701 to multi-lanes from Virgil Avenue (SR 1437) to north of US 74/US 76 Bypass in Whiteville project is programmed in the FY 2024-2033 STIP and construction is underway.



Justification of Need

US 701 is the primary north-south corridor connecting the County's two largest municipalities - Whiteville and Tabor City. It experiences periods of significant traffic congestion, in particular during the summer season as motorists use this route to travel to and from Myrtle Beach, South Carolina. US 701 also connects to US 74/76, the county's primary east-west corridor connecting with I-95 to the west and to the metropolitan area of Wilmington to the east.

Vehicular traffic is expected to increase through the 2045 planning period. Seasonal traffic during the summer holidays and many weekends causes even more congestion on an already congested route. There is a need to improve mobility along the corridor.

At the same time, there is a need for intersection improvements along the corridor to allow drivers improved access to easily get on or off US 701.

US 701 is a regionally tiered route in the NC Multimodal Investment Network (NCMIN). The NCMIN stratifies modal systems into three tiers of decreasing statewide and increasing local importance: statewide, regional, and subregional. The NCMIN reflects the state's overall development and sustainability goals.

Widening is considered to be necessary to relieve current and future congestion on the roadway such that a minimum Level of Service (LOS) D can be achieved in order to help keep traffic moving and improve safety. The facility's current capacity ranges from 13,800 vehicles per day (vpd) to 26,000 vpd, and the proposed capacity is 47,400 vpd.

CTP Project Proposal

Project Description and Overview

The proposal (COLU0002-H) is to widen existing two-lane segments and convert five-lane segments of US 701 to a uniform, four-lane divided Boulevard from NC 131 north of Whiteville to the South Carolina state line. The project would increase overall capacity and help to improve mobility and safety along the corridor.

Natural & Human Environmental Context

Since the upgrade of the roadway is predominantly on the existing right-of-way (ROW), the environmental impact would likely not jeopardize development of the project. Property would likely need to be acquired to obtain the necessary ROW.

Linkages to Other Plans

The upgrade of US 701 to a boulevard is consistent with the *2014 Tabor City CTP*.

Multi-modal Considerations

There are several existing and proposed bicycle and pedestrian facilities along the corridor. Pedestrian signals and crosswalks are located at US 701 and Burkhead Street, crosswalks at Virgil Street, and a pedestrian underpass at Walter Street. Also, the city of Whiteville has agreed to fund the construction of sidewalk for the entirety of R-5020, the widening of US 701 Bypass in Whiteville, where there is no existing sidewalk.

NC 87, R-2561

TIP Project R-2561 proposes to widen NC 87 from a two-lane facility to a four-lane divided facility from the Elizabethtown Bypass in Bladen County to US 74/US 76 in Columbus County. This route is a Strategic Highway Network (STRAHNET) Connector on the National Highway System (NHS), a NC Priority Highway Freight Network route in the NC Statewide Multimodal Freight Plan, and Strategic Transportation Corridor K. The proposed project is approximately 30 miles in length, of which approximately 7 miles are located in Columbus County.

R-2561 is segmented into three parts. R-2561A is from Elizabethtown Bypass to Elwell

Ferry Road (SR 1730) in Bladen County. R-2561B is from Elwell Ferry Road (SR 1730) in Bladen County to NC 11 in Columbus County. R-2561C is from NC 11 to US 74/76 in Columbus County.

R-2561C is included in the FY 2024-2033 State Transportation Improvement Program (STIP). The purpose of the proposed project is to improve safety, mobility, and reduce travel time along the corridor. The project development process is underway and alternatives are being evaluated, including widening through Riegelwood or constructing a Riegelwood bypass on new location. Only preliminary engineering is currently scheduled for funding.

R-2561CA is the construction of an interchange at the intersection of NC 87 and NC 11. This project is under construction.

R-2561A and R-2561B, located mostly in Bladen County, are not funded in the current State Transportation Improvement Program.

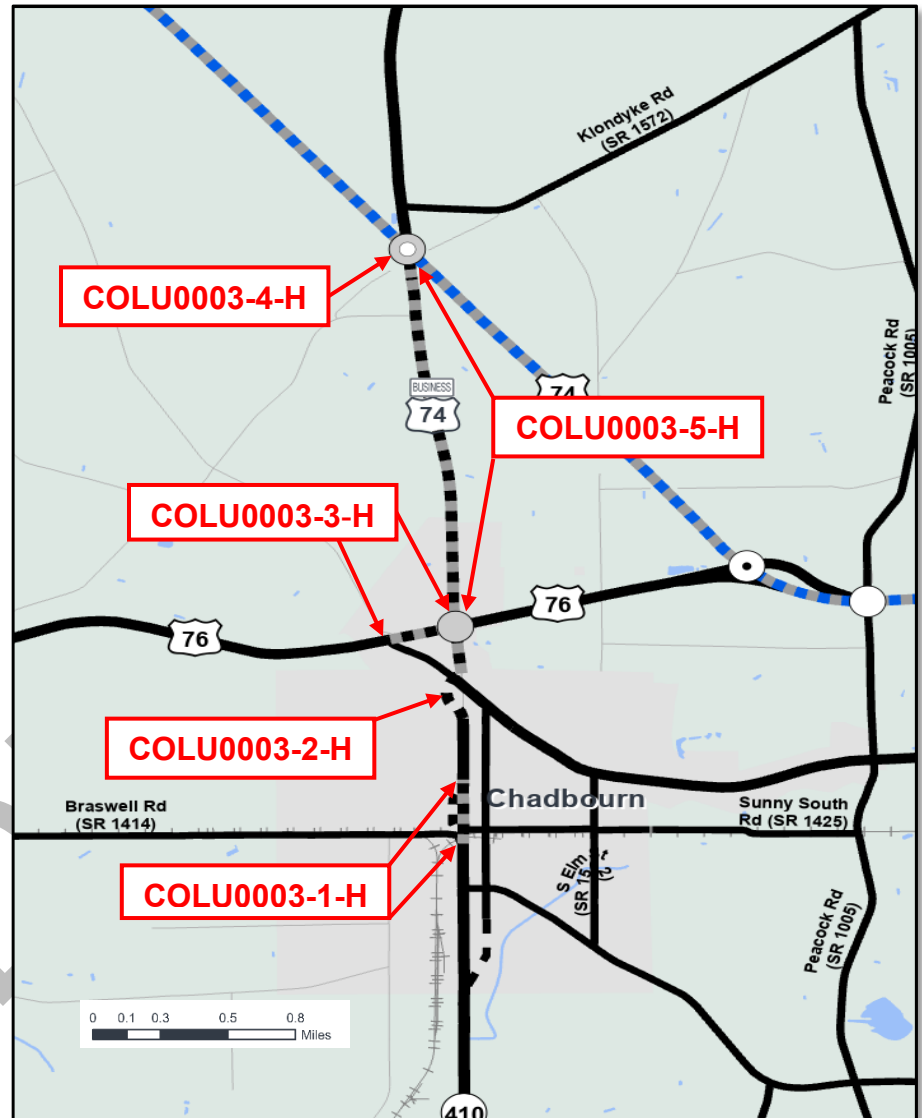
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Identified Problem

Seasonal traffic is causing congestion on NC 410 (Joe Brown Hwy) in Chadbourn. Presently, NC 410 is approaching capacity in Chadbourn and is expected to be nearing or over capacity by 2045 from US 74/NC 130 to Institute Street (SR 1317).

Justification of Need

NC 410 is currently a two-lane facility in Chadbourn from US 76 (Andrew Jackson Hig hwy) to 3rd Avenue and three lanes from Thompson Street to Smith Street. The increase in vehicular traffic in Chadbourn will be mostly due to through traffic as drivers head to and from Myrtle Beach, South Carolina and other destinations south.



Average Annual Daily Traffic (AADT) for the base year ranges from 7,700 to 11,000. 2021 AADT was also analyzed - this validated the current recommendation proposed. Chadbourn has expressed interest in re-establishing on-street parking on NC 410. Based on the historical growth, vehicular traffic is expected to increase through the 2045 planning period. In 2045, the AADT is projected to range from 11,300 to 14,300.

CTP Proposal

The CTP proposal COLU0003-H (SPOT ID: H170044, H192933) references the express design completed by Division 6. These projects may be represented as individual projects.

- Project **COLU0003-1-H:**
 - One-way pairs in downtown Chadbourn (NC 410 from E. 3rd Ave. to north of E. Kirkland St.)
 - 1A – Signalized intersection at northern end (E 3rd Ave. & NC 410)
 - 1B – Roundabout at northern end (E 3rd Ave. & NC 410)
- Project **COLU0003-2-H:**
 - Roundabout at NC 410 & E Strawberry Blvd.
 - NC 410 is realigned to provide 4-leg roundabout
- Project **COLU0003-3-H:**
 - Grade separation of NC 410 & US 76
 - US 76 will bridge over NC 410
 - Signalized intersection at US 76 & Old US 74 to provide quadrant road access between US 76 & NC 410
- Project **COLU0003-4-H:**
 - Options at NC 410 & US 74 interchange
 - All options have a roundabout at the northern ramp intersection
 - 4A – Right turn lane along US 74 EB off ramp (Ramp B)
 - 4B – Free flow right turn from US 74 EB off ramp (Ramp B) onto US 410 / Bird Cage Rd. becomes right in/out
 - 4C – Roundabout at southern ramp intersection including a realignment of Bird Cage Rd.
- Project **COLU0003-5-H:**
 - Longitudinally improvements along NC 410 from E Strawberry Blvd. to US 74 interchange
 - 3-lane curb and gutter section within Chadbourn town limits
 - 2-lane shoulder section outside of Chadbourn town limits

Initially a Chadbourn bypass was recommended. The Town of Chadbourn was opposed to a Bypass. The Express Design for H170044 became NC 410 Improvements.

Relationship to Land Use Plans

The land use along the new facility is zoned as Residential Main Street (RMST), Main Street (MS), Industrial, and Agricultural. The interest of the Town of Chadbourn is to create a balanced, flexible, and economically viable pattern of land development within the Town of Chadbourn's planning jurisdiction. The Town of Chadbourn can mitigate any negative impacts of new travel patterns around the Central Business District by maintaining residential and agricultural zoning along the project corridor and minimizing commercial development outside of the Central Business District.

Multi-modal Considerations

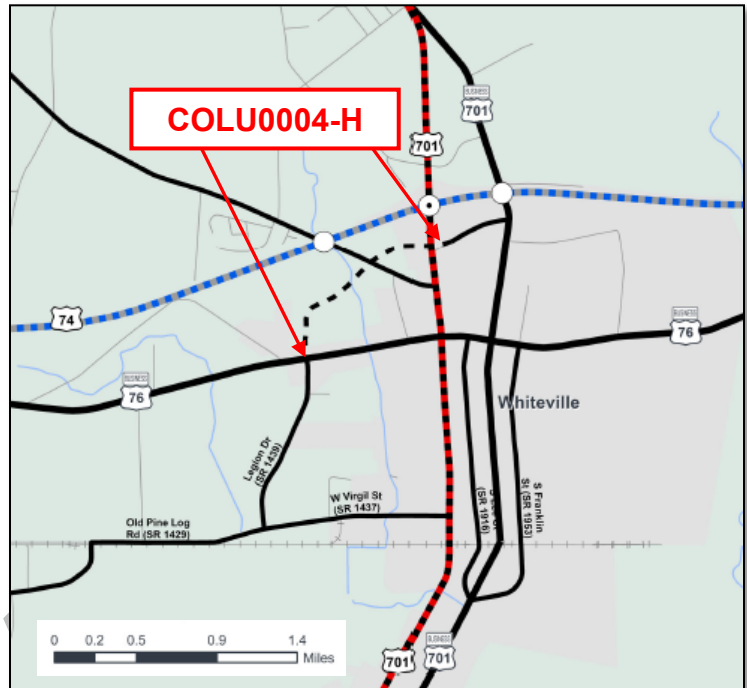
No multi-modal recommendations are proposed along the project corridor; however, establishing an NC 410 improvements may allow Chadbourn to work with NCDOT to make the roadway more pedestrian-friendly and to provide a potential parking lot.

Identified Problem

Presently, there is limited north-south connectivity on the west side of Whiteville. The primary purpose of this proposal is to improve connectivity and increase mobility and accessibility by providing an additional north-south connection west of US 701.

Justification of Need

Several major public facilities are located on the west side of Whiteville, including the Columbus County Bus Garage, NCDOT Driver's License Office, Columbus County Department of Aging, Columbus County Sheriff's Office, Legion Memorial Stadium, and Columbus County Public Transportation Department. The proposed connection is intended to improve access to all of those agencies and reduce congestion and crashes at the intersection of US 701 (JK Powell Blvd) and US 74 Business (Washington/Jefferson St). The project is also intended to benefit the Columbus County Transportation On-Demand Service and Greyhound Intercity Bus Service, which stops in Whiteville twice a day.



CTP Project Proposal

The proposed project (COLU0004-H) is to construct a new two-lane extension of Legion Drive (SR 1439) from its current terminus to US 701. It is recommended that the proposed project be segmented at Smyrna Rd (SR 1552) in order to better reach the ultimate goal of completing the project. Local decision makers are strongly encouraged to explore the option of using local funds to construct the segment from Legion Drive (SR 1439) to Smyrna Road (SR 1552). Constructing the segment of Legion Drive from Smyrna Road (SR 1552) to US 701 may not be necessary until the property bisected by the corridor is developed. This segment of Legion Drive may be constructed through the subdivision and development process.

Relationship to Land Use Plans

The future land use along the corridor is classified as rural residential, office & institutional, and commercial mixed use.

NC 242 (Cerro Gordo Bypass), SPOT ID: H184020: COLU005-H

The primary objective of the proposed project is to establish a north-south corridor connecting US 74/76 to the South Carolina state line. With traffic volumes increasing on local roads due to travel to and from the Myrtle Beach area, this project aims to offer an alternative route that enhances mobility, safety, and connectivity. Additionally, it will alleviate existing traffic congestion on local roads caused by seasonal travel.

The project proposal is to construct the NC 242 (Cerro Gordo) Bypass as a two-lane roadway on new location from just north of the existing NC 242/SR 1502 (Bullard Lane) intersection to just south of the existing SR 1352 (Cherry Grove Road)/SR 1401 (Otto Nance Road) intersection (approximately 1.97 miles). The purpose of the project is to improve traffic safety and improve mobility and connectivity for seasonal traffic to Myrtle Beach. The proposed project is predominantly located in unincorporated Columbus County, but portions of the project corridor are located within the Town of Cerro Gordo. There are multiple alternatives being study as a part of project development. Please contact Division 6 office for more information.

Multi-modal Considerations

No recommendations for bicycle, pedestrian or fixed-route public transportation facilities are proposed along the proposed project, as it is located primarily outside of Cerro Gordo's municipal limits.

US 74/76 BUS (Jefferson St), Local ID: COLU0006-H

US 74/76 BUS is a major thoroughfare that connects motorists between Future I-74 and Whiteville. US74/76 BUS (Jefferson St) is currently a two-lane, 12-foot lane cross section. The CTP project proposal (COLU0006-H) is to improve US 74/76 BUS (Jefferson St) from Whiteville's eastern municipal boundary to west of NC 214 to a two-lane facility with paved shoulders. This will allow emergency personnel to travel more efficiently and reliably between Columbus Regional Healthcare System in Whiteville and Future I-74.

Hallsboro Road (SR 1001) Realignment, Local ID: COLU0007-H

Hallsboro Road (SR 1001) is a minor thoroughfare that connects motorists to Future I-74, NC 214, and NC 130. The CTP project proposal (COLU0007-H) recommends realigning Hallsboro Road (SR 1001) and Soles Road (SR 1972) intersection in order to improve north-south connectivity and allow free flow traffic on Hallsboro Rd.

Leslie Newsome Avenue (SR 1973), Local ID: COLU0008-H

Leslie Newsome Avenue Road (SR 1973) is a minor thoroughfare that connects motorists to US 701 BUS and NC 130. The CTP project proposal (COLU0008-H) recommends widening Leslie Newsome Avenue (SR 1973) between US 701 BUS and NC 130 in order to improve connectivity and alleviate congestion and delay on the major thoroughfares. This widening would also prevent bottlenecking by providing a consistent cross-section along Leslie Newsome Avenue (SR 1973) crossing US 701 BUS.

Vision Blvd (NC 130), Local ID: COLU0009-H

Vision Boulevard (NC 130), designated as an Other Major Thoroughfare, currently features middle turning lanes from Bitmore Road (SR 1190) to the Brunswick Town limits. The Comprehensive Transportation Plan (CTP) project proposal (COLU0009-H) recommends widening Vision Boulevard (NC 130) between Bitmore Road (SR 1190) and the Brunswick Town limit to alleviate congestion and reduce delays. Vision Boulevard is projected to approach capacity by 2045 based on a Level of Service (LOS) D threshold. The Average Annual Daily Traffic (AADT) on Vision Boulevard is expected to increase from approximately from 8,300 to 8,850 vehicles per day (vpd) in 2021 to around from 10,000 to 10,750 vpd in 2045, compared to a LOS D capacity of 11,000 vpd.

Midway Road (SR 1459) Realignment, Local ID: COLU0010-H

Midway Road (SR 1459) is a minor thoroughfare that connects motorists to US 74/76 BUS/NC 130 and Old Pine Log Road (SR 1429). The CTP project proposal (COLU0010-H) recommends aligning the offset intersection at Georgia Pacific Rd (SR 1436) in order to improve connectivity and mobility for north-south travel.

Old Tram Road (SR 1213) Realignment, Local ID: COLU0011-H

Old Tram Road (SR 1213) is a minor thoroughfare that connects motorists to NC 905. The CTP project proposal (COLU0011-H) recommends realigning Old Tram Road (SR 1213) and Poley Bridge Church Road (SR 1212) intersection in order to improve connectivity and sight distances.

South Wilson Street Extension, Local ID: COLU0012-H

South Wilson Street is a minor thoroughfare that connects motorists to US 74/76 BUS, NC 130, and E Smith St through Chadbourn. The CTP project proposal (COLU0012-H) recommends extending South Wilson Street to the NC 410 intersection in order to improve north-south connectivity and alleviate congestion on NC 410.

Minor Improvements (Modernization)

The following facilities are considered narrow roads recommended to be upgraded to standard geometrics (See Appendix D).

US 76, LOCAL ID: COLU0013-H: from Hamer Street to Cerro Gordo Town Limits.

US 76, LOCAL ID: COLU0014-H: from Fair Bluff Town Limits to South Carolina line.

NC 211, Local ID: COLU0015-H: from NC 214 to Brunswick County Line

NC 410, Local ID: COLU0016-H: from Clarendon Chadbourn Road (SR 1317) to US 701.

NC 904, Local ID: COLU0017-H: from Fair Bluff Town Limits to Carolina Road (SR 1303).

NC 904, Local ID: COLU0018-H: Complex Street (SR 1305) to Brunswick County Line.

NC 904, Local ID: COLU0019-H: US 701 to Complex Road (SR 1305)

NC 905, Local ID: COLU0020-H: Reaves Ferry Rd (SR 1943) to South Carolina State Line

Will Inman Road (SR 1006), Local ID: COLU0021-H: NC 904 to Kenny Jordan Rd (SR 1131).

Minor Improvements- Planned Bond Referendum (Modernization)

The following facilities are curb and gutter improvements that are proposed by the town of Tabor City for modernization as growth occurs. These facilities are planned to be improved through a local bond referendum.

Sandwall Drive and Anderson Street, Local ID: COLU0022-H: from Garrell Street to US 701 Business (Hickman Road).

Bell Street, Local ID: COLU0023-H: from NC 904 (Pireway Road) to US 701 Business (Hickman Road).

Barry Street, Local ID: COLU0024-H: from N Main Street (SR 1304) to Stake Road (SR 1300)

Heath Street, Local ID: COLU0025-H: from Jones Street to Stake Road (SR 1300).

Jones Street, Local ID: COLU0026-H: from US 701 Business/NC 410 (East 5th Street) to Heath Street.

Live Oak Street, Local ID: COLU0027-H: from NC 904 (Pireway Road) to Williams Street.

Orange Street, Local ID: COLU0028-H: from US 701 Business/NC 410 (East 5th Street) to East 4th Street.

Complex Street, Local ID: COLU0029-H: from US 701 BUS to NC 904

Stake Road, Local ID: COLU0030-H: from US 701 BUS to Prince Street

Williams Street, Local ID: COLU0031-H: from US 701 Business/NC 410 (East 5th Street) to Live Oak Street.

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail analysis and assessment was completed during the development of the CTP. Columbus County Transportation (CCT) provides demand-response community transportation in the County. Greyhound provides an intercity bus service between Charlotte and Wilmington. Greyhound's only bus stop in Columbus County is in Whiteville at the Columbus County Transportation Building on Legion Drive (SR 1439). In addition to Charlotte and Wilmington, the Greyhound route serves Lumberton, Fayetteville, Laurinburg, Rockingham, Wadesboro, and Monroe. Cities like Wilmington, Lumberton, and Fayetteville offer passengers access to additional Greyhound destinations and passengers can access Amtrak passenger rail and MegaBus from Fayetteville.

Two railroads are operating in Columbus County. RJ Corman Railroad owns and operates its Carolina Lines (RJCS) in western Columbus County. It connects from Chadbourn to Tabor City and southward to Myrtle Beach and from Chadbourn to Fair Bluff and westward to the CSX interchange in Mullins, SC. The railroad received a TIGER grant to rehabilitate the lines and is making significant progress. CSX owns and operates its SE line through the eastern part of Columbus County. That line is a Strategic Rail Corridor Network (STRACNET) route serving the Port of Wilmington and the Military Ocean Terminal Sunny Point (MOTSU).

Proposed Southeastern Passenger Rail, Local ID: COLU0001-R

Southeastern Passenger Rail Service is proposed for construction and implementation of service running from Raleigh to Wilmington via Selma and Fayetteville using the NS H Line, CSX A Line, and CSX SE Line. It is also a Passenger Program (#3.4 SENC Service Extension) in the State Rail Plan, planned for implementation in 2020-2035.

Proposed Whiteville to Malmo Rail Reestablishment, Local ID: COLU0002-R

An abandoned rail line from Whiteville to Malmo is proposed for reestablishment between the RJ Corman Line and CSX for delivery through the Port of Wilmington. This is a strategic economic development opportunity to complete a link in the state freight rail network. This new link could enable greater frequency and quantity of cargo shipments to the Port of Wilmington which could precipitate cost savings, enhance market access, and generate other supply chain efficiencies that would benefit North Carolina industries and the overall economy. In particular, this access could serve an industry seeking to export biomass for use in the international energy market in Whiteville. The interested firm is expected to employ 200 employees. Several rail alternatives were studied. Please refer to NCDOT Project FS-1706A for the full report.

Proposed Conway to Tabor City Passenger Rail, Local ID: COLU0004-R

This proposal is part of a Master Plan to revitalize the downtown area of Tabor City to

create jobs and increase tourism. The passenger rail service would depart from Conway, SC and arrive in Tabor City to bring in tourists. As part of the Master Plan, Tabor City will also plan several street improvements, improve several parks in the area, and rehabilitate several buildings in order to attract tourism. The idea is that a train will depart from Conway, SC and arrive in Tabor City around midday with a layover of 90 minutes to two hours before returning to Conway. The train is estimated to carry approximately 12,500 adults annually a year by the fourth year of operation. There is also the potential for excursions hosted by the Tabor City community. It is estimated that a locally-operated excursion train ride, which would leave Tabor City and return to Tabor City without stopping, could carry approximately 5,000 adults annually.

Proposed Grade Separations

COLU0005-R: CSX (SE) Line at NC 11.

COLU0006-R: CSX (SE) Line at Sand Hole Rd (SR 1846).

COLU00078-R: RJCS (AC) Line at the proposed Cerro Gordo Bypass.

COLU0009-R: A new Rail Spur in Tabor City

A rail spur in Tabor City is proposed to serve an industrial facility specializing in steam locomotive restoration and maintenance. The spur will provide a direct connection between the main rail line and the on-site rail operations, facilitating the movement of locomotives and equipment necessary for restoration activities. The facility will also feature a circular test track, allowing for the evaluation and testing of restored locomotives. This rail spur is expected to enhance rail accessibility for the facility and support economic development in the region by promoting specialized rail industry operations.

Proposed Fixed Bus Route, Local ID: COLU0001-T

Currently, there are no fixed route bus services within Columbus County. Whiteville is the only area expected to be feasible for fixed-route bus service within the planning period, due to costs and supply and demand. Many residents in Columbus County commute to Whiteville each day for work, shopping, county offices, medical appointments, and other purposes.

The proposed project recommends that Columbus County Transportation pursue development of a fixed route bus service in Whiteville, serving destinations like: SECC, County Courthouse, City offices, downtown, Post Office, etc. Refer to the Public Transportation & Rail CTP Map (Figure 1, Sheet 3A of 5) for more information.

Proposed Multimodal Connector Facility, Local ID: COLU0002-T

The intermodal connector service is existing. Customers can currently drive (and park), take demand response transit, walk, bike, etc. to the CCT office, where they can catch the Greyhound to Wilmington, Lumberton, Fayetteville, or Charlotte. However, an

upgrade is proposed to expand the existing building to include a waiting room, restroom, vending area, and ticket kiosk.

BICYCLE

According to the *WalkBikeNC North Carolina Statewide Pedestrian and Bike Plan*, bicycling has been part of transportation in North Carolina for more than 100 years. Bicyclists helped champion North Carolina's "Good Roads" movement in the early 1900's. Formal planning for bicycle accommodation in North Carolina began with passage of the Bicycle and Bikeway Act in 1974. The Columbus County CTP will help continue bicycling as an alternative form of transportation.

Many of the recommendations in this plan came from the 2017 Cape Fear Regional Bicycle Plan (capefearcog.org/regionalbikeplan). The recommended bicycle map includes several improvements needed to provide adequate, safe, and desirable facilities for use by bicyclists. The bicycle facilities provide connectivity and access to key destinations in and around the county and municipalities such as schools, park and recreation facilities, retail, grocery, and others.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 5 foot bike lanes or 14 foot shoulder lanes.
- Shoulder sections require at minimum 4 foot paved shoulders.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

Refer to CTP mapping (Figure 1, Sheet 4) and Appendix C for more information. Additionally, during the development of the CTP, the following facilities were recommended to have bicycle accommodations:

Needs Improvement

- **COLU0001-B:** Railroad Street from Bardin Street to Orange Street
- **COLU0002-B:** Orange Street from Railroad Street to Bruce Street
- **COLU0003-B:** W Goodman Street from Orange Street to US 904
- **COLU0004-B:** NC 904 from Railroad Street to W Goodman Street
- **COLU0005-B:** W Goodman Street from Hamer Street
- **COLU0006-B:** Hamer Street from Academy Street to E Goodman Street
- **COLU0007-B:** US 76 from Church Street to Braswell Street
- **COLU0008-B:** Church Street from US 76 to Railroad Street
- **COLU0009-B:** Pine Street from US 76 to Railroad Street
- **COLU0010-B:** Braswell Street from US 76 to Railroad Street
- **COLU0011-B:** Ceder Grove Church Road from Railroad Street to Page Mill Road

- **COLU0012-B:** Page Mill Road from Ceder Grove Church Road to Dolph Lewis Road
- **COLU0013-B:** Dolph Lewis Road from Page Mill Road to US 76
- **COLU0015-B:** Legion Drive from US 74 to W Virgil Street
- **COLU0016-B:** Pine Log Road from Legion Dr Extension to S Martin Luther King Ave
- **COLU0017-B:** W Hay Street from Love Mill Road to US 701
- **COLU0018-B:** W Love Mill Road from W Hay Street to US 701
- **COLU0019-B:** NC 130 from US 701 to Poplar Street
- **COLU0020-B:** Mill Pond Road from US 701 to NC 130
- **COLU0021-B:** Prison Camp Road from Pleasant Plains Church Road to NC 130
- **COLU0022-B:** Pinewood Drive from Legion Drive to N Memory Street
- **COLU0023-B:** N Memory Street from Pinewood Drive to W Virgil Street
- **COLU0024-B:** Burkhead Street from N Memory Street to US 701 BUS
- **COLU0025-B:** N Franklin Street from US 701 BUS to E Calhoun Street
- **COLU0026-B:** E Calhoun Street from N Franklin Street to Tram Road
- **COLU0027-B:** Tram Road from Nolan Ave to US 74 BUS
- **COLU0028-B:** Warrior Trail from US 701 BUS to Spivey Road
- **COLU0029-B:** US 74 BUS from Tram Road to NC 214
- **COLU0030-B:** NC 214 from US 701 BUS to Jockey Road
- **COLU0031-B:** Flemington Drive from NC 214 to Canal Cove Road
- **COLU0032-B:** Church Street from Flemington Drive to NC 214
- **COLU0033-B:** W Oak Street from Columbia Ave to Jefferson Road
- **COLU0034-B:** Old Lake Road from Woodyard Road to NC 87
- **COLU0035-B:** Ten Mile Road from Emerson Church Road to US 701 BUS
- **COLU0036-B:** Richard Wright Road from NC 410 to Roscoe Coleman Road
- **COLU0037-B:** E 5th Street from US 704 BUS to Richard Wright Rd
- **COLU0039-B:** NC 410 from Stake Road to Lynwood Norris Street
- **COLU0040-B:** Canal Street from Stake Road to Lakeside Drive
- **COLU0041-B:** Miriam Ln from Canal Street to Lakeside Drive
- **COLU0042-B:** Lakeside Drive from Canal Street to Miriam Ln
- **COLU0043-B:** New Warehouse Road from Willoughby Road to Stake Road
- **COLU0044-B:** NC 904 from New Warehouse Road to W Fifth Street
- **COLU0045-B:** Carolina Road from School Street to NC 904
- **COLU0046-B:** E Eighth Street from NC 904 to Wright Street
- **COLU0047-B:** School Street from W Sixth St to Carolina Rd
- **COLU0048-B:** W Sixth Street from South Carolina Line to NC 904
- **COLU0049-B:** W Fourth Street from W Sixth Street to NC 904
- **COLU0050-B:** E Fourth Street from US 701 BUS to NC 904
- **COLU0051-B:** NC 410 from South Carolina Line to US 701 BUS
- **COLU0052-B:** E Bell Street from US 701 BUS to NC 904
- **COLU0053-B:** Riverside Drive from NC 904 to Railroad Street
- **COLU0054-B:** Powell Street from Church Street to US 76
- **COLU0055-B:** Old Lumberton Road from Paul Willoughby Road to Roberson County Line

- **COLU0056-B:** Water Tank Road from Livingston Chapel Road to Dew Oil Plant Road
- **COLU0057-B:** Dew Oil Plant Road from Water Tank Road to Dew Oil Plant Road
- **COLU0058-B:** Brinkley Road from Dew Oil Plant Road to Delco Prosper Road
- **COLU0059-B:** Delco Prosper Road from Brinkley Road to US 74/76
- **COLU0060-B:** Conly Drive from US 74/76 to Fertilizer Road
- **COLU0061-B:** E Arcadia Road from Old Lake Road to Bladen County Line
- **COLU0062-B:** Black Smith Road from NC 211 to Old Lake Road
- **COLU0063-B:** Old 211 Street from NC 214 to NC 211
- **COLU0064-B:** Garrell Street from Hickman Road to NC 904
- **COLU0065-B:** Spivey Rodd from US 74 BUS to Warrior Trail

Recommended

- **COLU0014-B:** Legion Drive Extension from US 74 to US 701
- **COLU0038-B:** Lynwood Norris Street from US 701 BUS to Dead End

PEDESTRIAN

The Statewide Bicycle and Pedestrian Plan includes North Carolina's vision statement for walking and biking: "North Carolina is a place that incorporates walking and bicycling into daily life, promoting safe access to destinations, physical activity opportunities for improved health, increased mobility for better transportation efficiency, retention and attraction of economic development, and resource conservation for better environmental stewardship of our state."

Two notable highlights are the newly built Lake Waccamaw spillway pedestrian bridge and the planned sidewalk extensions along the US 701 Bypass (JK Powell Blvd) widening project (R-5020) in Whiteville.

The recommended projects on the Columbus County CTP pedestrian map identify pedestrian improvements identified through the CTP planning process and from the 2015 Whiteville Comprehensive Pedestrian Plan, the 2015 Tabor City CTP, and the 2010 Chadbourne Safe Routes to School Action Plan. The recommended projects for Columbus County will aid in meeting North Carolina's vision for pedestrians.

Refer to CTP mapping (Figure 1, Sheet 5) and Appendix C for more information. Additionally, during the development of the CTP, the following facilities were recommended to have pedestrian accommodations:

Needs Improvement

- **COLU0060-P:** NC 410 from W Smith Street to US 74 BUS
- **COLU0065-P:** W 5th Street from Colony Street to NC 410
- **COLU0063-P:** W 6th Avenue from Wilkies Street to NC 410

- **COLU0067-P:** N Howard Street from E 4th Street to S of E 5th Street
- **COLU0070-P:** E 1st Avenue from NC 410 to N Elm Street
- **COLU0079-P:** W Smith Street from Duke Drive to S Wilkies Street
- **COLU0080-P:** N Pine Street from E 1st Avenue to E 3rd Avenue
- **COLU0082-P:** Pireway Road from Garrell Street to US 701 BUS
- **COLU0083-P:** W Wallet St from S Lee Street to Todd Lane

Recommended

- **COLU0001-P:** US 701 from Campground Road to Flowers Pridgen Drive
- **COLU0002-P:** S Canal Street from E Lewis Street to E Main Street
- **COLU0003-P:** E Columbus Street from S Thompson Street to S Maultsby Steet
- **COLU0004-P:** James Street from N Lee to Street Elm Street
- **COLU0005-P:** W Wyche Street from N Lee Street to N Thompson Street
- **COLU0006-P:** W Liver Street from US 701 BUS to N Franklin Street
- **COLU0007-P:** Frink Street from US 701 BUS to N Franklin Street
- **COLU0008-P:** Fuller Street from US 701 BUS to N Thompson Street
- **COLU0009-P:** E Clay Street from S Franklin Street to S Maultsby Street
- **COLU0010-P:** E Webster Street from S Franklin Street to S Maultsby Steet
- **COLU0011-P:** S Maultsby Steet from E Main Street to E Calhaun Street
- **COLU0012-P:** Mill Street from Harris Street to S Canal Street
- **COLU0013-P:** Walter Street from S Franklin Street to S Maultsby Steet
- **COLU0014-P:** E Main Street from S Franklin Street to S Thompson Street
- **COLU0015-P:** S Franklin Street from E Commerce Street to E Main Street
- **COLU0016-P:** US 701 BUS from Flowers Pridgen Drive to Whiteville City Limit
- **COLU0017-P:** Davis Ave from Blue Jean Road to US 74 BUS
- **COLU0018-P:** W Sixth Street from School Street to NC 904
- **COLU0019-P:** Bay Street from W Sixth Street to W Fourth Street
- **COLU0020-P:** W Fourth Street from S Bay Street to S Lewis Street
- **COLU0021-P:** NC 904 from W Seventh Street to W Eighth Street
- **COLU0022-P:** E Eighth Street from NC 904 to Wright Street
- **COLU0023-P:** Stake Road from Carter Street to Barry Street
- **COLU0024-P:** Heath Street from Stake Road to Jones Street
- **COLU0025-P:** Jones Street from US 701 BUS to Heath Street
- **COLU0026-P:** Lynwood Norris Street from US 701 BUS to Dead End
- **COLU0028-P:** US 701 BUS from Stake Road to Carter Street
- **COLU0029-P:** US 701 BUS from Howard Street to Williams Street
- **COLU0030-P:** Williams Street from Live Oak Street to Britt Street
- **COLU0031-P:** Live Oak Street from NC 904 to Williams Street
- **COLU0032-P:** S Lewis Street from NC 410 to W Third Street
- **COLU0033-P:** NC 410 from South Carolina State Line to S Lewis Street
- **COLU0034-P:** Garrell Street from US 701 BUS to NC 904
- **COLU0035-P:** E Bell Street from US 701 BUS to NC 904
- **COLU0036-P:** E Anderson Street from Sandwall Street to Garrell Street

- **COLU0037-P:** Sandwall Street from US 701 BUS to E Anderson Street
- **COLU0038-P:** US 701 BUS from Complex Street to Forest Avenue
- **COLU0039-P:** Complex Street from US 701 BUS to Essie Mae Court
- **COLU0040-P:** Complex Street from Essie Mae Court to Evans Point Drive
- **COLU0041-P:** Complex Street from Evans Point Drive to Swamp Fox Hwy E
- **COLU0042-P:** Stake Road from US 701 BUS to Carter Street
- **COLU0043-P:** Pireway Road from E Bell Street to Garrell Street
- **COLU0044-P:** Pireway Road from Floyd Street to E Bell Street
- **COLU0045-P:** Pireway Road from Forest Glen Drive to Floyd Street
- **COLU0046-P:** Pireway Road from Complex Street to Forest Glen Drive
- **COLU0047-P:** Orange Street from E Fourth Street to NC 904
- **COLU0048-P:** US 704 BUS from Carter Street to Howard Street
- **COLU0049-P:** NC 410 from S Lewis Street to US 701 BUS
- **COLU0050-P:** Williams Street from Britt Street to US 701 BUS
- **COLU0051-P:** Main Street from Rogers Street to Conway Road
- **COLU0052-P:** Conway Road from Anderson Street to US 76
- **COLU0053-P:** Conway Road from Academy Street to Anderson Street
- **COLU0054-P:** Church Street from Flemington Drive to NC 214
- **COLU0055-P:** Flemington Drive from Lake Shore Drive to Rube McCray Circle
- **COLU0056-P:** NC 214 from Old 211 Street to 7th Street
- **COLU0057-P:** 9th Street from NC 214 to Cedar Street
- **COLU0058-P:** 9th Street from NC 214 to Gum Avenue
- **COLU0059-P:** Gum Avenue from S 13th Street to 9th Street
- **COLU0061-P:** US 74 BUS from NC 410 to N Elm Street
- **COLU0062-P:** Wilkies Street from Land St to Chadwick Place Drive
- **COLU0064-P:** Chadwick Place Drive from Wilkies Street to Wilkies Street
- **COLU0066-P:** 4th Avenue from Colony Street to N Pine Street
- **COLU0068-P:** N Pine Street from E Railroad Avenue to E 1st Avenue
- **COLU0069-P:** 3rd Avenue from N Wilkies Street to N Elm Street
- **COLU0071-P:** Colony Street from W Railroad to Avenue W 3rd Avenue
- **COLU0072-P:** W Railroad Avenue from Colony Street to N Wilson Street
- **COLU0073-P:** Proposed NC 410 Bypass from W 3rd Avenue to E Kirkland Street
- **COLU0074-P:** W Smith Street from Town of Chadbourn Limit to Duke Drive
- **COLU0075-P:** Collins Street from W Smith Street to Broadway Road
- **COLU0076-P:** Broadway Road from Town of Chadbourn Limit to S Wilkies Street
- **COLU0077-P:** W Smith Street from S Wilkies Street to NC 410
- **COLU0078-P:** W 1st Avenue from N Wilkies Street to NC 410
- **COLU0081-P:** N Pine Street from E 3rd Avenue to US 74 BUS

MULTI-USE PATH

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their desired destinations with

reasonable access to roadways⁴. On-road bicycle facilities serve a specific purpose, as do sidewalks, but multi-use paths offer a unique combination of the two. They cater to both modes of transportation, while typically offering an off-road, safer, more recreational experience.

The purpose of the recommended multi-use paths in Columbus County is to provide an adequate, safe, and desirable facility that both pedestrians and bicyclists can use for local connectivity within the planning area.

Refer to either the Bicycle CTP map (Figure 1, Sheet 4) or the Pedestrian CTP map (Figure 1, Sheet 5), and Appendix C for more information. During the development of the CTP, the following facilities were recommended to have Multi-Use Path accommodations:

Needs Improvement

- **COLU0014-M:** Elizabeth Brinkley Park Trail for Church Street to Columbia Avenue

Recommended

- **COLU0001-M:** Smyrna Road from US 74 to US 701
- **COLU0002-M:** Pine Log Branch from W Main Street to US 74
- **COLU0003-M:** Legion Drive from Pine Log Road to US 74 BUS
- **COLU0004-M:** Pine Log Rd from Old Pine Log Drive to Baldwin Circle
- **COLU0005-M:** Pine Log Branch from Old Pine Log Road to W Hay Street
- **COLU0006-M:** S Franklin Street from US 701 BUS to Clarence Street
- **COLU0007-M:** New Multi-Use Paths from S Franklin Street to S Canal Street
- **COLU0008-M:** New Multi-Use Paths from S Maulsby Street to E Main Street
- **COLU0009-M:** New Multi-Use Paths from Tram Road to US 74 BUS
- **COLU0010-M:** New Multi-Use Paths from US 74 BUS to Warrior Trail
- **COLU0011-M:** New Multi-Use Paths from US 74 BUS to E Oliver St
- **COLU0012-M:** W Princess Street from Duke Drive to S Wilkes Street
- **COLU0013-M:** New Multi-Use Paths from Church Street to W Oak Street
- **COLU0015-M:** Duke Drive from W Smith Street to Trinity Court
- **COLU0016-M:** E Fifth Street from Lynnwood Norris Street to Ten Miles Road
- **COLU0017-M:** US 74 BUS from Legion Drive to Grove Street
- **COLU0018-M:** New Multi-Use Paths from Edward Street to Mill Street
- **COLU0019-M:** New Multi-Use Paths from N Canal Street to E Main Street
- **COLU0020-M:** Tram Road from Nolan Ave to US 74 BUS

⁴ For more information, go to: ncdot.gov/bikeped/walkbikenc