

US 401 Improvements

From Turnpike Rd to FAMPO planning boundary

Local ID: R-3333

Purpose: Congestion

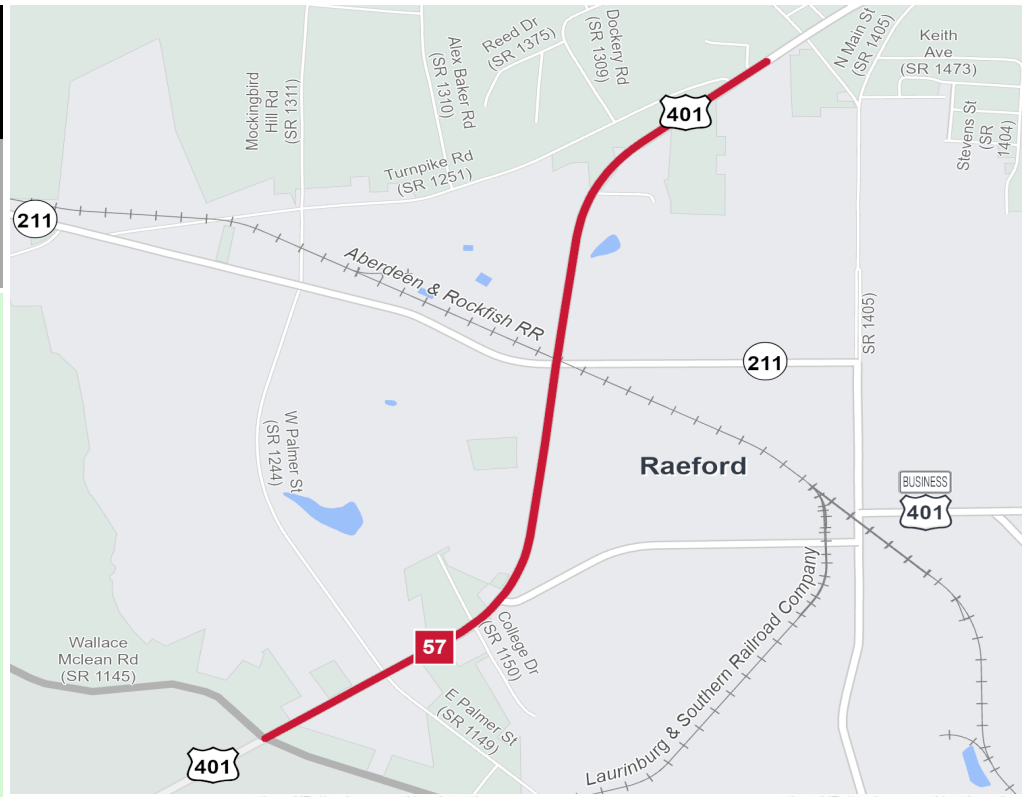
Improvement: Improve Existing

Identified Need

US 401 from Turnpike Road to the planning area boundary is projected to be near capacity by year 2045. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Recommendation

The project proposal for US 401 Business North of Laurinburg to US 401 Business East of Raeford is to construct passing lanes, turning lanes, and paved shoulders.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	-
Length (miles)	2.20
Existing ROW (feet)	70-150
Safety Risk Score	56-100

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	2018 Base Year		2045 Future Year	
	Existing	Without Proposal*	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	6500-11000	9400-14900	9400-14100	9400-14100
Capacity (vpd)	13200-16400	14500-17800	14500-17800	14500-17800

* Volume (vpd) and Capacity (vpd) values listed under Without Proposal column represents Existing and Committed (E+C) scenario.

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

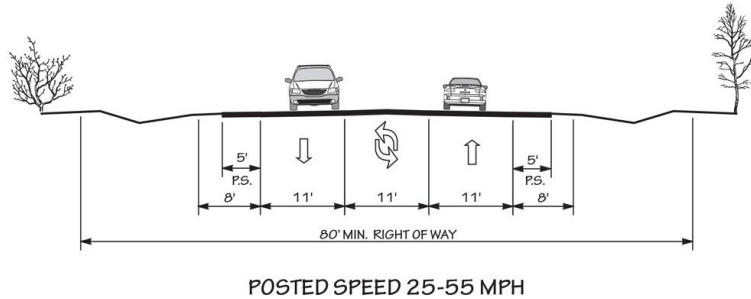


Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



Project History/Linkage to Other Plans

The R-3333 Express Design has identified US 401 passing lane opportunities on each side of Raeford. This Project proposes no change the existing typical section within the City of Raeford.

The project corridor is approximately 31.7 miles long. The proposed improvements would increase capacity and enhance regional mobility along the US 401 corridor. The northern 25.7 miles of the project corridor are identified as part of the North Carolina Department of Transportation (NCDOT) Strategic Transportation Corridors (STC) Network. STC Network corridors are identified as having notable impacts on the mobility function of vital transportation facilities, thus affecting the economic goals of the State of North Carolina. This portion of the project corridor is also classified as a principal arterial by NCDOT. US 401 is one of the major north-south corridors through Scotland and Hoke Counties. The widening of US 401 between the SC state line and Raeford would accommodate increased traffic volumes and enhance mobility between cities and towns in rural south central North Carolina. Traffic volumes on US 401 in the study area are the highest in Laurinburg near the US 74 (Future I-74) interchange and in Raeford between West Palmer Street (SR 1209)/ East Palmer Street (SR 1149) and US 401 Business. A feasibility study conducted in 2018 identified potential widening scenarios and improvements within six sections of the US 401 corridor from the SC state line, through Scotland County, to northeast of Raeford in Hoke County. This study is the initial step in the planning and design process for this project. It is not the product of exhaustive environmental or design investigations. Its purpose is to describe the proposed project, including costs, and to identify potential problems that may require consideration in future planning and design phases.

The Section of this Project was included in SPOT 6.0

(H193055).

CTP Goal Analysis

Vision, Goals, & Objectives

The purpose of this project is to reduce congestion, reduce travel time, and improve safety along this facility. The Cumberland County / FAMPO CTP Goals include focusing on growth around established municipalities, infrastructure, and strategic nodes while encouraging safe, multi-modal transportation options with adequate connectivity. Additionally Cumberland County / FAMPO CTP goals strive to protect, preserve, and enhance environmental features and open space opportunities in conjunction with recognizing the strategic importance of military installations within and adjacent to the community and promoting economic development growth through transportation and planning means.

Goals & Objectives Survey

R-3333 project received no comments during the survey period. The Survey was launched on August 12, 2020 and closed on September 28, 2020. There was an English and Spanish version of the survey. A total of 228 participants created 530 comments / suggestions on the map of Cumberland County / FAMPO.

Potential Impacts

The corridor stretches approximately 21.6 miles along US 401 through both Scotland and Hoke Counties along with the City of Laurinburg, Town of Wagram, and the City of Raeford. The corridor includes a variety of zoning issues below:

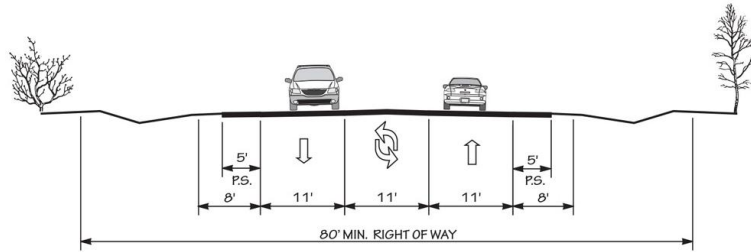
- RMH: The Residential Manufactured Home (RMH) zoning district is provided to accommodate residential development including manufactured homes and manufactured home parks and low intensity uses that have access to public water and public sewer.

Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- **HC:** The Highway Commercial (HC) zoning district is provided to accommodate a wide array of primarily retail and service uses to a large trading area for persons residing in and/or traveling through the area. Such uses shall be located and designed in such a manner so as to promote aesthetics, the safe and efficient movement of traffic, and to not unduly burden adjoining thoroughfares.
- **I:** The Industrial (I) zoning district is provided to encourage the construction of and the continued use of the land for wholesale and industrial buildings.
- **R-8:** The Residential (R-8) zoning district is provided to accommodate residential development and low intensity uses that have access to public water and public sewer.
- **R-15:** The Residential (R-15) zoning district is provided to accommodate residential development.
- **RA-20:** The Residential Agriculture (RA-20) zoning district is provided to accommodate low density residential development, with a maximum of two (2) dwelling units per acre and agricultural uses.

Other Information

US 401 is one of the major north-south corridors through Scotland and Hoke Counties. The widening of US 401 between the SC state line and Raeford would accommodate increased traffic volumes and enhance mobility between cities and towns in rural south central North Carolina. Traffic volumes on US 401 in the study area are the highest in Laurinburg near the US 74 (Future I-74) interchange and in Raeford between West Palmer Street (SR 1209)/ East Palmer Street (SR 1149) and US 401 Business.

Additional Information - Environmental

This project is within 150 feet of:

- Hazard Substance Disposal Site(s)
- River(s) and Stream(s)
- Flood Hazard Area(s)
- National Wetlands Area(s)
- Targeted Local Watershed Area(s)
- Waterbody(ies)

Additional Information - Title VI

This recommendation passes through one or more Census Blocks with the following characteristics:

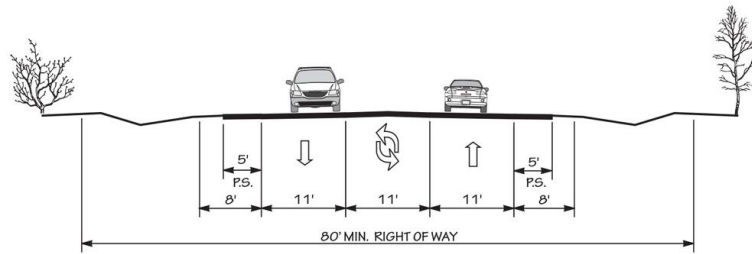
- Between 75% and 100% identify as African American
- Between 25% and 50% identify as 65+
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Spanish
- Between 0% and 15% identify as Native American
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:

None

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 20% identify as Households with No Car