

## NC 59 (South Main Street) Widening

From SR 1243 (Shipman Road) to SR 1118 (Parkton Road)

Local ID: U-6001

Purpose: Congestion

Improvement: Widening

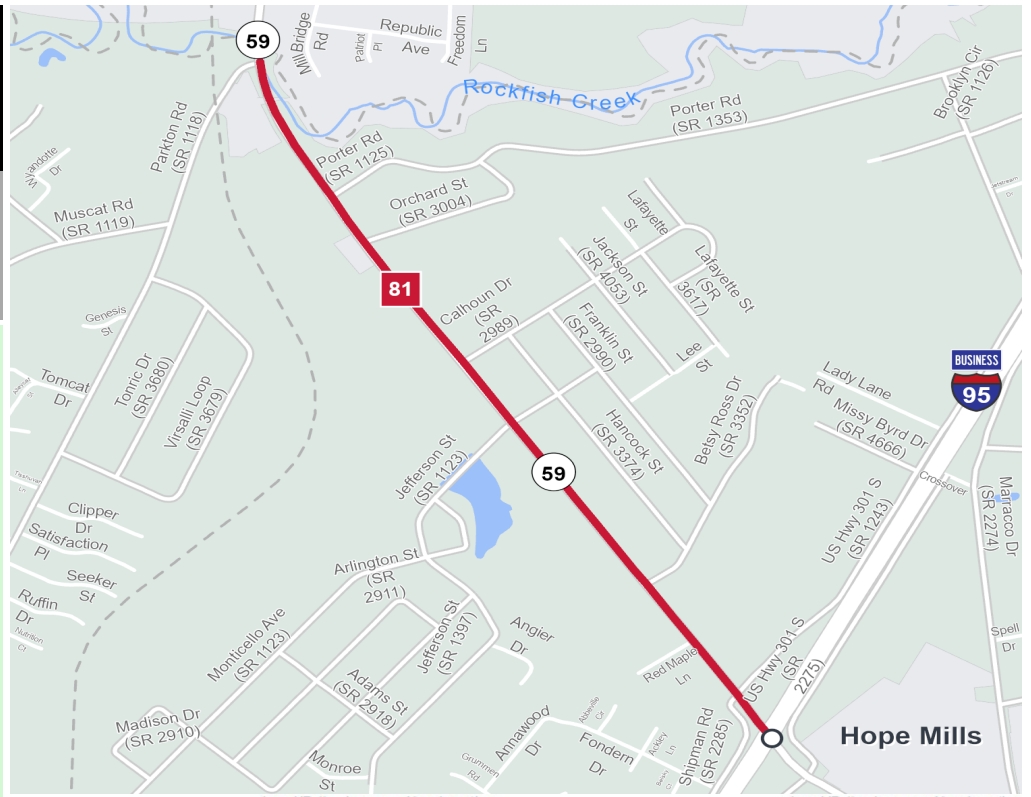
### Identified Need

NC 59 (S. Main St) is projected to be over capacity by 2045 .

Improvements are needed to accommodate projected traffic volumes such that a minimum LOS D can be achieved.

### Recommendation

Project proposes to widen NC 59 from 2-lanes to 4-lanes with curb and gutter and raised median. This shall take into consideration multi-modal travel.



### Proposal At A Glance

|                     |                       |
|---------------------|-----------------------|
| Highway Class       | Congestion & Mobility |
| Facility Type       | Boulevard             |
| Typical Section     | 04 F                  |
| Section Options     | -                     |
| Length (miles)      | 1.30                  |
| Existing ROW (feet) | 60                    |
| Safety Risk Score   | 89-100                |

| Proposal Data: | 2018 Base Year     |             | 2045 Future Year  |               |
|----------------|--------------------|-------------|-------------------|---------------|
|                | Improved Route     | Existing    | Without Proposal* | With Proposal |
| Facility Type  | Major Thoroughfare | 2-lane      | Boulevard         | Boulevard     |
| Travel Lanes   |                    | 2           | 4                 | 4             |
| Volume (vpd)   |                    | 13000-14000 | 13200-14200       | 23500-28200   |
| Capacity (vpd) |                    | 13200       | 38100             | 38100         |

\* 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%)      | -    |

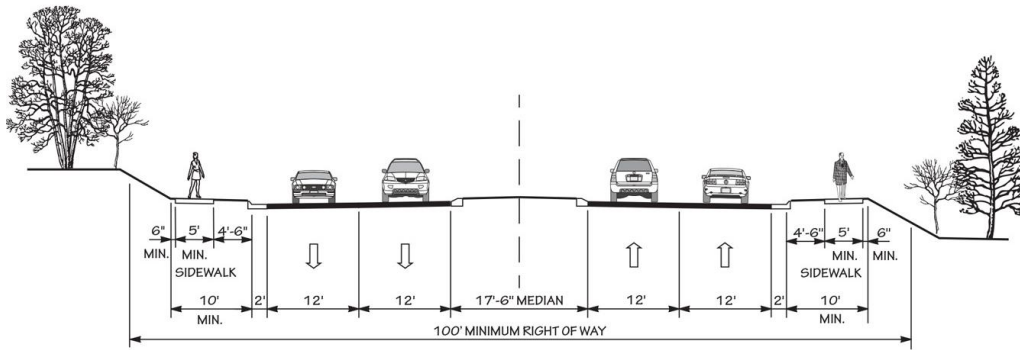


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 35-45 MPH

## Project History/Linkage to Other Plans

### Project history

The project is in the approved NCDOT 2020-2029 State Transportation Improvement Program (STIP) designated as U-6001.

### Linkage to Other Plans

The proposed project is consistent with local and regional development goals and plans, such as the FAMPO 2045 MTP, adopted in 2019. It was also part of 2018 Hope Mills Congestion Management Plan.

## 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

U-6001 project received 1 comment regarding pavement marking at the exit ramp for US 301 at Shipman Road 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 project proposes to widen NC 59 (South Main Street) from two-lane to four-lane, with curb and gutter and a narrow median, from Betsy Ross Drive (SR 3352) to Parkton Road (SR 1118), approximately one mile, in unincorporated Cumberland County just south of downtown Hope Mills. The intersections with Jefferson Street (SR 1123) and Porter Road (SR 1353) will be converted to roundabouts. Parkton Road (SR 1118) will be realigned to a new location approximately 1,250 feet southeast of its current location, to intersect NC 59 at the proposed roundabout with Porter Road (SR 1353). The realignment of Parkton Road (SR 1118) will entail a new culvert over Gillis Branch (a tributary of Rockfish Creek). NCDOT proposes to retain a small portion of the existing alignment of Parkton Road, adjacent to the Short Stop Gas station, to provide ingress and egress for fuel trucks and customers to the gas station. This road is proposed to terminate in a cul-de-sac and berm adjacent to the south end of the Short Stop Parcel

More information can be found in the 2019 Community Impact Assessment found [HERE](#)

## Additional Information - Environmental

This project is within 150 feet of:

- Major River(s)
- River(s) and Stream(s)
- River(s) and Stream(s)-NCIR
- Flood Hazard Area(s)
- National Wetlands Area(s)
- Targeted Local Watershed Area(s)
- National Heritage Significant Area(s)

## Additional Information - Title VI

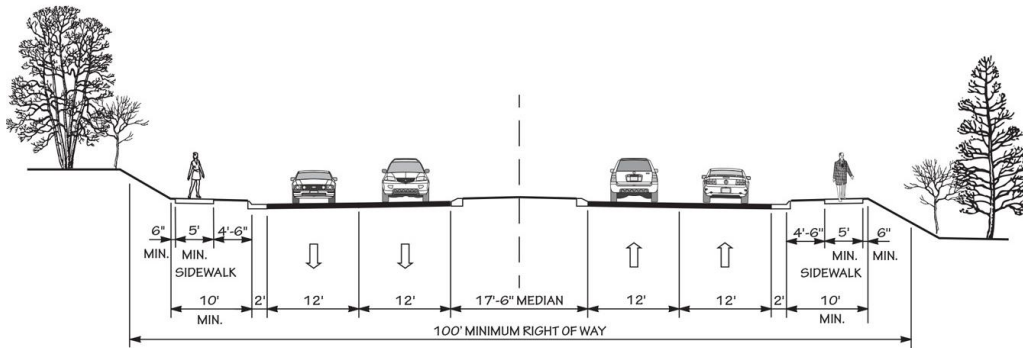
This recommendation passes through one or more Census Blocks with the following characteristics:

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 35-45 MPH

- Between 25% and 50% identify as African American
- Between 0% and 25% identify as 65+
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% 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
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Spanish
- Between 0% and 15% identify as Native American
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 0% and 15% identify as Households with No Car