

**NC 59 (Main St) - Recommended Further Study**

From NC 162 (George Owen Rd) to Parkton Rd (SR 1118)

Local ID: FAMPO004-H

Purpose: Congestion

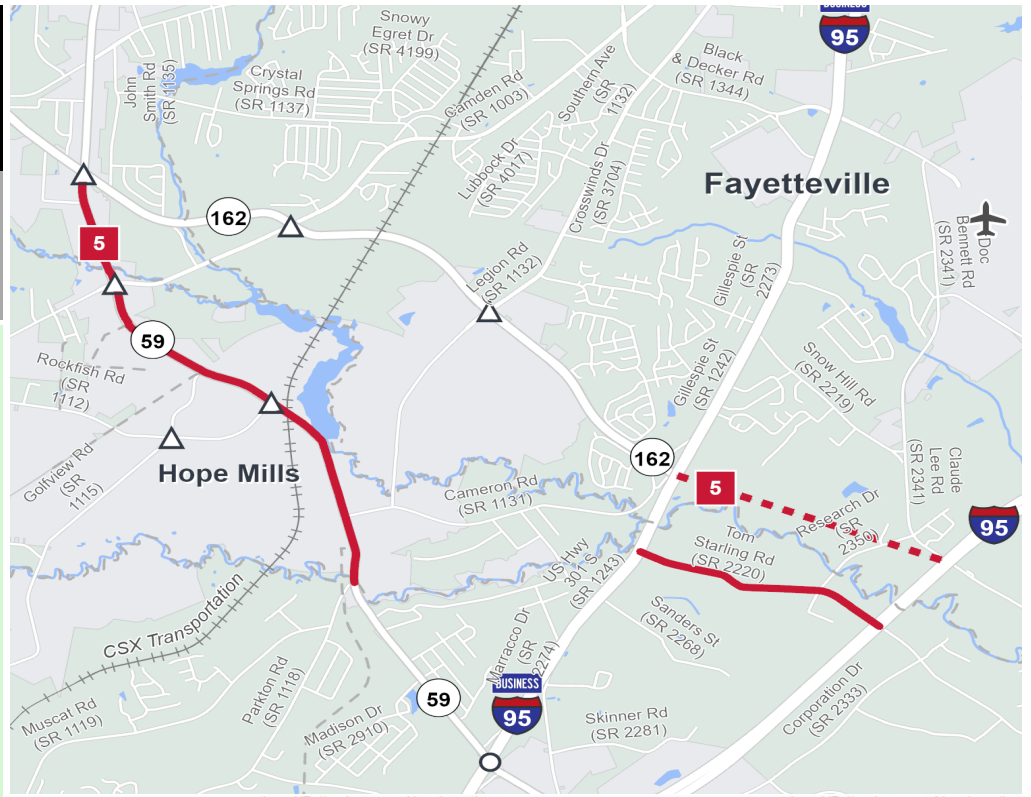
Improvement: UD

**Identified Need**

Main Street in Hope Mills is projected to be over 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 CTP project proposal (FAMPO004-H) is to further study the alternatives identified in the 2018 Hope Mills Congestion management Plan (CMP).



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊙	□
Access Management / Operations	#	—	Bridge / Overpass	⊙	○
Modernization	#	—	Intersection	⊙	△
Other	#	—			

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	04 B
Section Options	06 B
Length (miles)	5.90
Existing ROW (feet)	43-150
Safety Risk Score	22-100

Proposal Data:	2018 Base Year		2045 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal*
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare
Travel Lanes	2-lane	2	2-lane	2
Volume (vpd)	17000-34000	17000-34000	17200-38000	17200-38000
Capacity (vpd)	12700-29000	12700-29000	12700-29000	12700-29000

\*The CTP project proposal is to further study the alternatives.

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

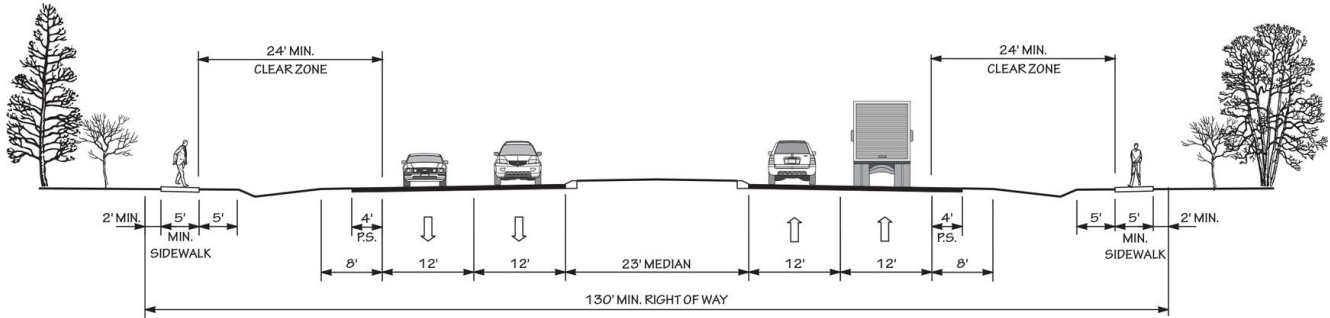


Typical Section Options:

06 B

# TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

## Project History/Linkage to Other Plans

2018 Hope Mills Congestion Management Plan documents alternative recommendations to address the congestion along Main Street. The CTP project proposal (FAMPO004-H) is to further study the alternatives identified in the 2018 Hope Mills Congestion management Plan (CMP).

It also proposes to implement transportation demand management strategies along this corridor. Strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing are recommended for further study. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety.

## Hope Mills CMP Recommendations:

### Extend NC 162 to I-95 to provide a bypass of Hope Mills.

Widening of NC 162 to four lanes from Main Street to US 301 (I-95 Business) was completed in the early 2010s, essentially providing a parallel route to Main Street in Hope Mills, but traffic on this segment of roadway remains well below capacity. Some attendees at CMP Public Meeting #1 expressed frustration at the lack of alternatives to Main Street between major destinations north & south of Hope Mills, including Fort Liberty, Cross Creek Mall, Gray's Creek. Meeting attendees suggested signing NC 162 as a bypass for Main Street. One possible reason for the minimal use of NC 162 is the lack of a direct connection to I-95; currently, the east end of NC 162 is at US 301 (I-95 Business), and motorists must make a series of turns to access I-95 via US 301/ Tom Starling Road/Research Drive/Claude Lee Road or US 301/ Southern Boulevard/Main Street. This alternative would create a connection between US 301 and I-95 via a to-be-determined route. Possible features could include

one or more of the following:

- An extension of NC 162 east of US 301 that would connect to I-95 at a new interchange south of Tom Starling Road
- A new roadway between US 301 and the I-95/ Claude Lee Road interchange
- Realignment of Tom Starling Road, Research Drive, and Claude Lee Road to favor traffic moving between NC 162 and I-95
- New signage of NC 162 along existing roadways, including US 301, Tom Starling Road, Research Drive, & Claude Lee Road

Because it would create a new regional connection, this alternative has the potential to have the greatest impact on reducing travel demand in Hope Mills, and it could also help spur development along the existing NC 162 corridor. The potential high cost is the biggest disadvantage of this alternative, especially considering the project constraints, which would include existing property and development, wetlands, and challenging topography in the area between US 301 and I-95.

### Provide additional connections between Main Street, Camden Road, and Rockfish Road west of Golfview Road.

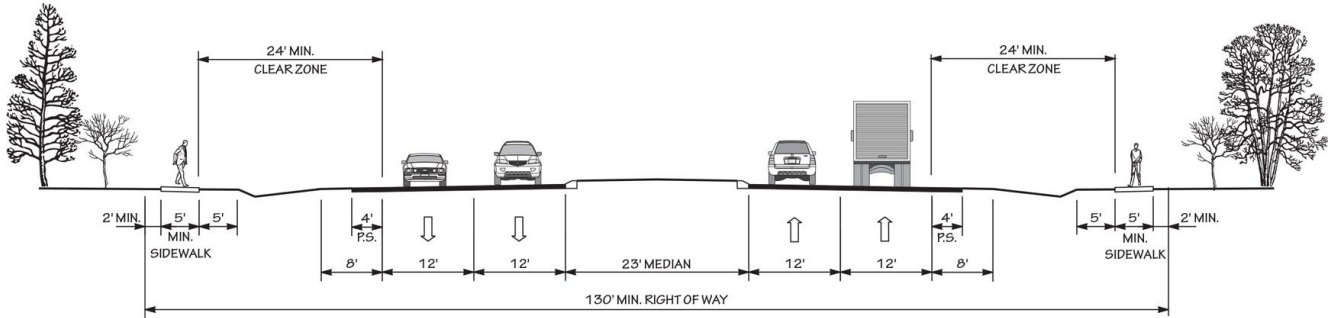
There are no local connections within Hope Mills so that one can travel between homes and businesses without using major roadways; generally, this is a problem associated with the lack of a grid system in Hope Mills beyond the historic district. In fact, there is currently no full-access roadway connections between Rockfish Road and Main Street west of Golfview Road. This alternative would form more of a grid between Main Street, Rockfish Road, and Camden Road using connections between existing local streets and parcels. While the

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06 B

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details of the grid system would need to be determined during a future study, a few potential streets for connections within the grid could include the following:

- University Avenue
- Peak Drive
- Hunting Ridge Road
- State Street
- Butler Street (Lowe's Parking Lot)
- Wal-Mart Parking Lot

Cumberland County staff had previously developed a conceptual-level grid system for this area that incorporated new developments in the areas south of Wal-Mart and Lowe's, as well as new traffic signals at Main Street/Butler Street and Camden Road/University Avenue. The advantages of this alternative are that it would draw traffic away from existing corridors and provide shorter distances for walking/biking, but the biggest disadvantage would be that it would require extensive coordination between developers and existing neighborhoods to provide these new local connections.

### Additional Information - Environmental

This project is within 150 feet of:

- Major River(s)
- River(s) and Stream(s)
- River(s) and Stream(s)-NCIR
- NC CREWS (North Carolina Coastal Region Evaluation of Wetland Significance) Area(s)
- Flood Hazard Area(s)
- National Wetlands Area(s)
- Targeted Local Watershed Area(s)
- National Heritage Significant Area(s)

- Waterbody(ies)

### Additional Information - Title VI

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

- Between 50% and 75% 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
- Between 0% and 5% 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
- 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