

NC 210 (Murchison Road) Improvements

From Rowan Street to Langdon Street

Local ID: H192430

Purpose: Facility Deficiencies

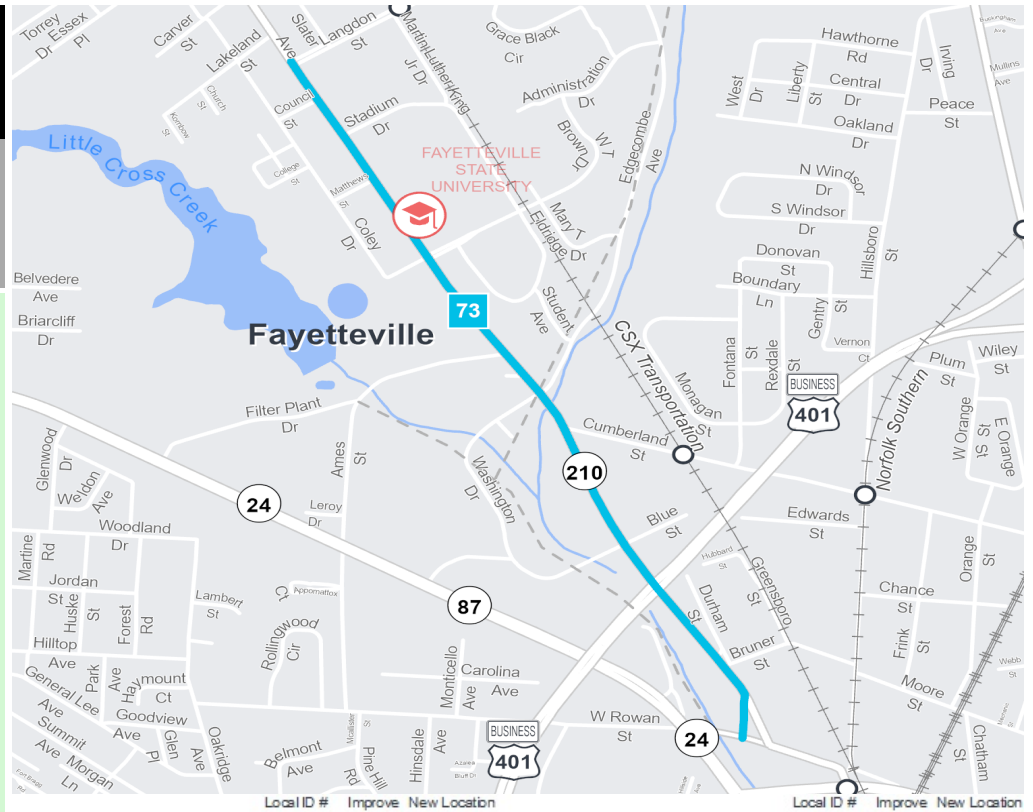
Improvement: Improve Existing

Identified Need

There is a need to modernize the existing roadway to add access management improvements, ease traffic congestion, provide a safe corridor for pedestrians and bicyclists and enhance mobility along the corridor.

Recommendation

Widen roadway to add raised center median and bicycle and pedestrian accommodations (sidewalk and multi-use path). Include multi-lane roundabouts at Cumberland Street, Filter Plant Drive, WT Brown/Coley Drive and Langdon Street.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	33-89

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 Multi-lane	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4	4
Volume (vpd)	7400-15000	8700-17500	8200-16500	8200-16500
Capacity (vpd)	21500	21500	38100	38100

Capacity Data: Year

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

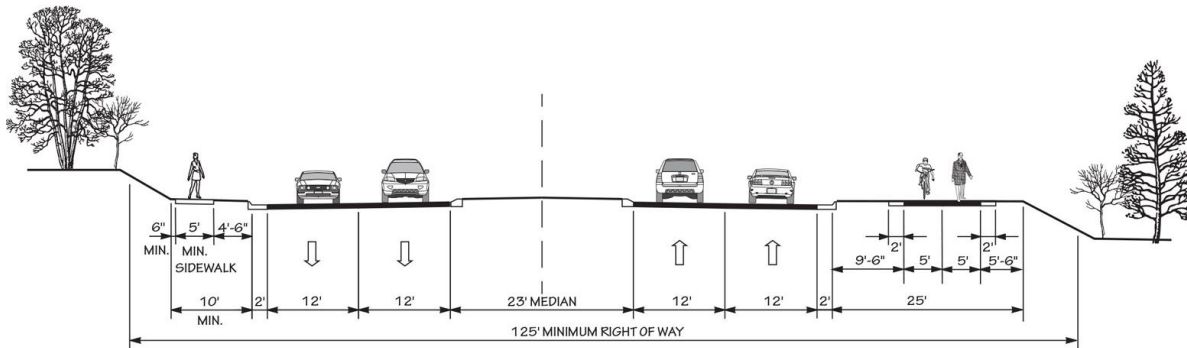


Typical Section Options:

None

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

Project History/Linkage to Other Plans

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 NCDOT Spot 5.0

The Murchison Road corridor in Fayetteville is an important historical, cultural and transportation connection stretching between downtown Fayetteville and Fort Liberty. The route connects military personnel, civilian residents, and visitors to destinations within the community and to points north and west of the city. High number of vehicles travel along the corridor daily, demonstrating its importance to the City of Fayetteville and the region's transportation network. Given its high use and pivotal location, the corridor has potential to contribute greatly to anticipated community growth in upcoming years. However, given its current state, the corridor is in great need of improvement in order to realize its potential. Effective improvement of a complex corridor such as Murchison Road requires careful planning and the inclusion of multiple specialized entities. This comprehensive corridor study for Murchison Road has been prepared by a consultant on behalf of the City of Fayetteville and the Fayetteville Area Metropolitan Planning Organization (FAMPO) in cooperation with the North Carolina Department of Transportation (NCDOT).

For more information, please refer [City of Fayetteville Land Use and Economic Development Plan: Murchison Road Corridor Final Report](#) and [Murchison Road Corridor Study Phase II](#)

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

H192430 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

With the future closure of Bragg Boulevard to through traffic, BRAC expansion plans at the base, the proposed Northwest Gateway Plan, and the new I-295 connection, Murchison Road will experience dynamic changes in land development and traffic patterns. In an attempt to plan for these changes, this corridor study incorporates the results of extensive public outreach, traffic analysis, multimodal considerations, development and redevelopment opportunities (Phase I), design concepts, and a detailed "action plan".

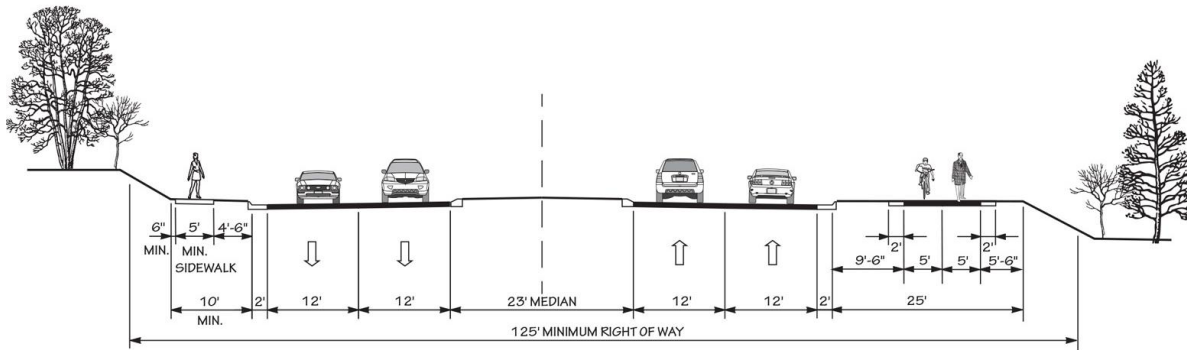
NCDOT completed a feasibility study (FS-0306A) recommending that the length of the corridor be widened to 6 lanes with 23-foot planted medians in a 150-foot right-of-way. NCDOT faced a harsh response from the community who felt the cross-section created too many property and business impacts and clearly was not in the character of the area. Therefore, the City and FAMPO solicited help in finding a compromise between

Typical Section Options:

None

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

improving traffic operations and preserving neighborhood character.

For more information, please refer [HERE](#)

This project is within 150 feet of:

- Hazard Substance Disposal Site(s)
- River(s) and Stream(s)
- River(s) and Stream(s)-NCIR
- Flood Hazard Area(s)
- Managed Area(s)
- National Wetlands Area(s)
- Water Supply Watershed Area(s)
- Targeted Local Watershed Area(s)
- State Park(s)
- Protected Area(s)

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

- Between 75% and 100% identify as African American
- Between 0% and 25% 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
- 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
- Between 0% and 5% 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 20% and 50% identify as Households with No Car