

Camden Road Widening

From NC 59 (Hope Mills Road/ N. Main Street) to Future I-295

Local ID: U-3422

Purpose: Congestion

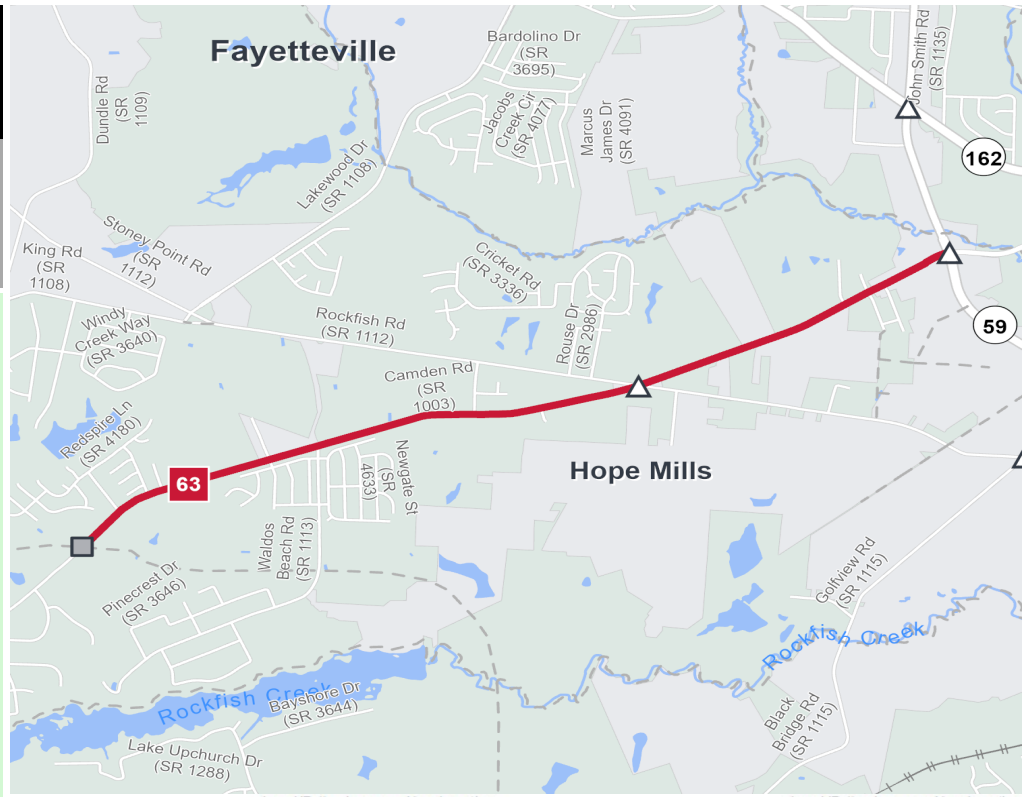
Improvement: Widening

Identified Need

There is a need to better accommodate forecasted levels of congestion on Camden Road through 2045 and to improve mobility along the corridor. The signalized intersection with Rockfish Road is severely skewed and correcting this substandard intersection is an additional goal of the proposed project.

Recommendation

The project proposal is to widen and improve approximately 3.7 miles of existing Camden Road (SR 1003) from the future Fayetteville Outer Loop (I-295) west to NC 59 (Hope Mills Road/ N. Main Street) in Cumberland County.



	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	Boulevard
Typical Section	04 D
Section Options	04 L
Length (miles)	3.70
Existing ROW (feet)	37-75
Safety Risk Score	78-100

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal*	With Proposal
Facility Type	Minor Thoroughfare	Boulevard	Boulevard
Travel Lanes	2	4	4
Volume (vpd)	10500-21500	17900-34800	17500-35100
Capacity (vpd)	10500-14600	38100-43300	38100-43300

* 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%)	-

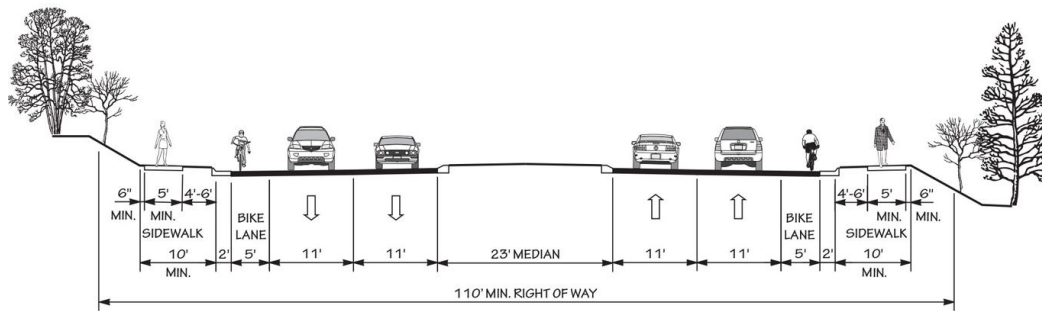


Typical Section Options:

04 L

TYPICAL SECTION No. 4D

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



POSTED SPEED 35-45 MPH

Project History/Linkage to Other Plans

NCDOT currently has several programmed projects that directly or indirectly influence traffic on Camden Road. The most significant project is the construction of the I-295 Fayetteville Outer Loop. A diamond interchange with Camden Road is planned as part of this extension. Traffic patterns will likely change once the freeway extension is open, and drivers may use the new freeway more regularly than principal and minor arterials such as NC 59 and Rockfish Road. The traffic projections to 2045 show that many of the existing intersections will be over capacity unless some improvement is made.

Preferred Alternative

The Traffic Capacity Analysis Technical Memorandum referenced earlier concluded that there is a large amount of latent demand that can be served by a widening of Camden Road. A traditional widening from two to four lanes on Camden Road between a new I-295 interchange and NC 59 will provide increased capacity margins and lower vehicle delays for signalized intersections. The realigned intersection at Rockfish Road will provide a more direct route to and from the new interchange with future I-295 by maintaining Camden Road as the major through street of the new alignment. These improvements led to NCDOT's identification of the Build Alternative as the Preferred Alternative.

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-3422 project received 16 comments during the survey period. Comments emphasized need for bicycle, pedestrian, and transit accommodations. Comments regarding roadway widening were also received. 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

A total of 375 crashes were found to have occurred within the study area between February 2012 and January 2017. There were no recorded fatalities during this same time period. Injuries occurred in 35.5% of the total crashes. The majority of recorded crashes (44.3%) were classified as rear-end collisions. The inclusion of a raised median may reduce the number of conflict points along the corridor, thereby reducing crash risk.

Other Information

Type III Categorical Exclusion (CE) Action was taken in December 2018.

More information can be found in the Environmental Document found [HERE](#)

Additional Information - Environmental

This project is within 150 feet of:

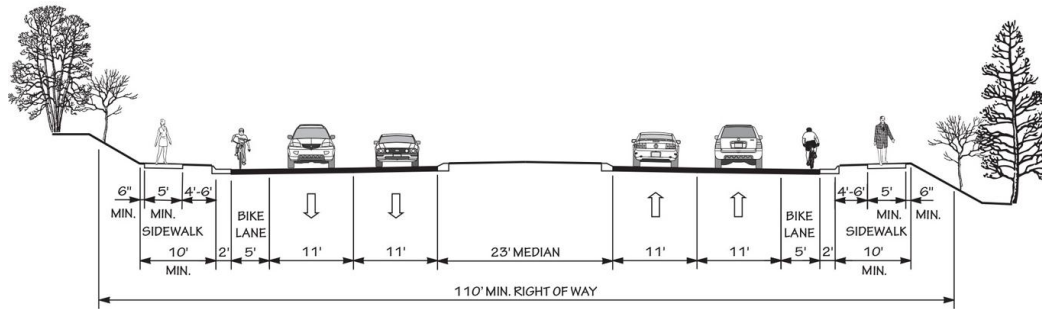
- River(s) and Stream(s)
- National Wetlands Area(s)
- Targeted Local Watershed Area(s)
- Waterbody(ies)

Typical Section Options:

04 L

TYPICAL SECTION No. 4D

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



POSTED SPEED 35-45 MPH

Additional Information - Title VI

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

- 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
- 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 5% and 15% 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