

Raeford Road Median

From Old Raeford Road to Robeson Street

Local ID: U-4405

Purpose: Congestion

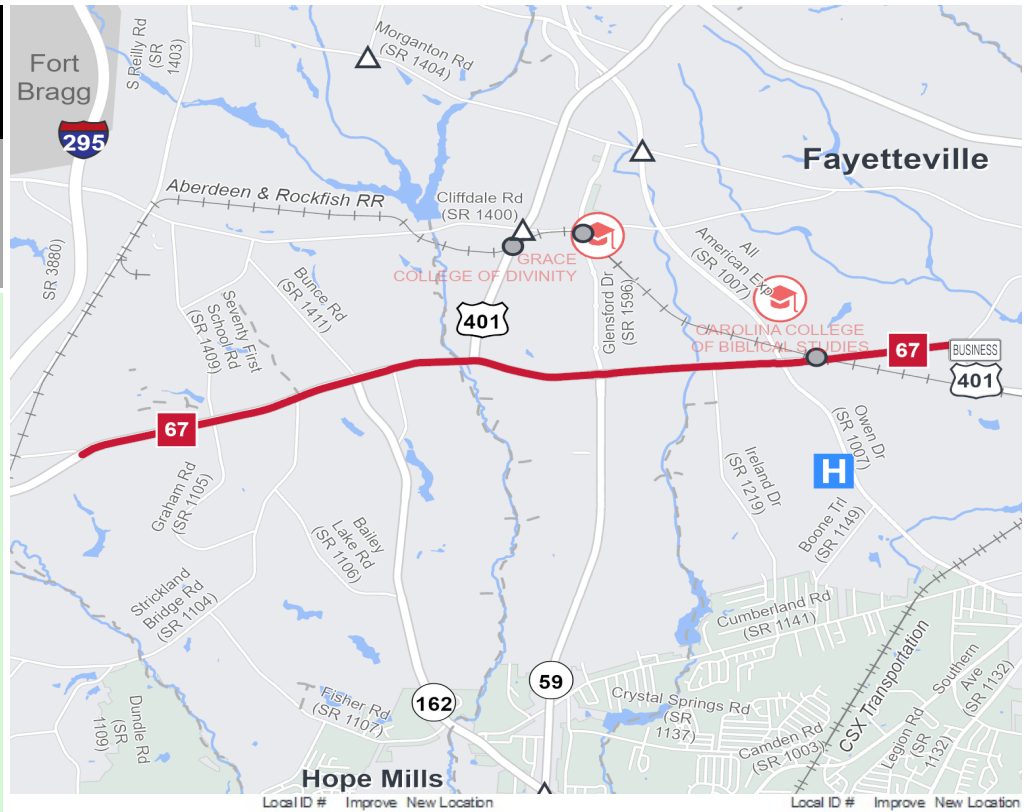
Improvement: Improve Existing

Identified Need

US 401 (Raeford Road) is projected to be over capacity by 2045. Improvements are needed to accommodate projected traffic volumes such that LOS D can be achieved and to improve pedestrian access along this corridor.

Recommendation

NCDOT recommends the Best Fit Widening Alternative as the preferred alternative. This alternative best meets the purpose of the project and minimizes impacts to both the human and natural environments.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 E
Section Options	04 B
Length (miles)	6.00
Existing ROW (feet)	40-150
Safety Risk Score	89

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	2018 Base Year		2045 Future Year	
	Existing	Without Proposal*	Without Proposal*	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Boulevard	Boulevard	Boulevard
Travel Lanes	6	6	6	6
Volume (vpd)	30000-50000	35100-55300	35100-55300	32900-54600
Capacity (vpd)	38100-57200	57200	57200	57200

* 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%)	-

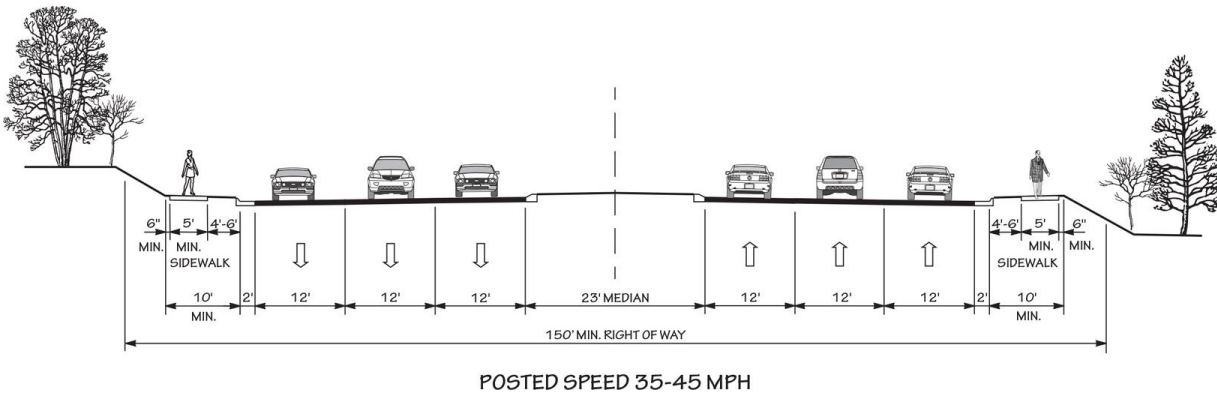


Typical Section Options:

04 B

TYPICAL SECTION No. 6E

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

*Project History/Linkage to Other Plans*

Raeford Road is one of Fayetteville's most congested routes and most dangerous. According to the Raeford Road Corridor Study's final report in 2010, about 78 percent of the crashes occurred between intersections - a statistic that highlights the safety concern of the two-way center lane and the numerous driveway openings along the route.

Put another way, the crash rate on Raeford Road is 1.8 times what is normal for a similar multilane road. The rate is 727 crashes per 100 million vehicle miles traveled. By comparison, the average statewide crash rate for a comparable route is 395.

Plans for improving Raeford Road date to 1997, when the Fayetteville Area Metropolitan Planning Organization requested a study on the feasibility of adding a landscaped median along a large swath of the road to reduce crashes and improve traffic flow.

In 2010, officials with NCDOT, the city of Fayetteville and the Fayetteville Area Metropolitan Planning Organization began studying the corridor again with the kickoff of a series of advisory committee meetings. The first of several public outreach efforts began in March 2010 with a symposium of business owners, public safety representatives, elected officials and other corridor stakeholders.

Among the study's findings was a recommendation to convert the continuous two-way center lane into a concrete or landscaped median along most of the corridor. The study also called for the construction of directional crossovers at 11 intersections. A crossover allows traffic on Raeford Road to turn left while preventing side-street traffic from going straight across or making a left turn at the same location.

For more information, please visit the project site [HERE](#)

*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-4405 project received 20 comments during the survey period. Comments against bicycle and pedestrian accommodation were received. Comments recommending traffic signal improvements, intersection improvements, and to address roadway geometry issue were received. Need for transit was also identified in the survey comment. 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

Planning and development are underway on a proposed project in Fayetteville to replace the open center turn lane with a median along 6.3 miles of Raeford Road (U.S. 401 Business) between Old Raeford Road and Robeson Street to improve safety.

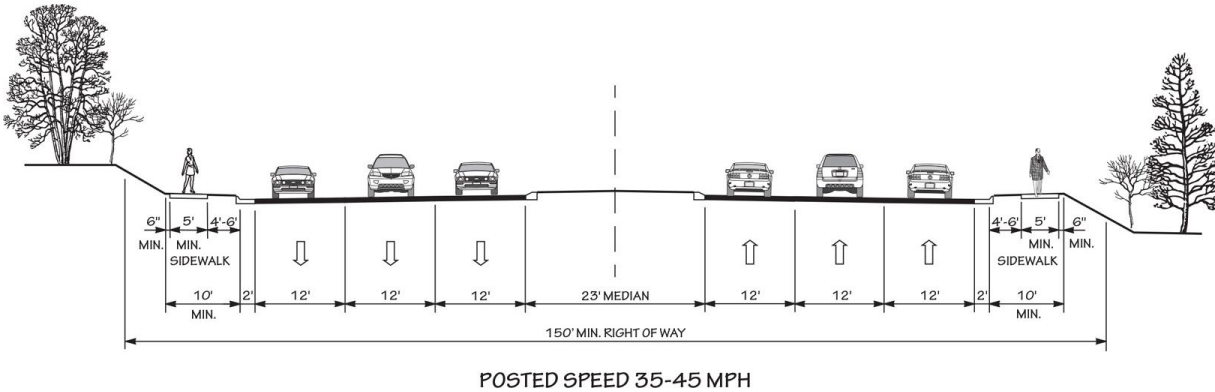
The road's reconstruction also will improve traffic flow

Typical Section Options:

04 B

TYPICAL SECTION No. 6E

6 LANE DIVIDED (23' RAISED MEDIAN)
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and pedestrian access.

The project will be divided into three segments:

- Segment A: Old Raeford Road to Bunce Road
- Segment B: Bunce Road to Glensford Drive
- Segment C: Glensford Drive to Robeson Street

Each segment will be awarded separately as construction contracts, beginning with Old Raeford Road to Bunce Road in a contract scheduled to be awarded in the Fall 2021. The other segments would be built later.

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

Additional Information - Environmental

This project is within 150 feet of:

- Hazard Substance Disposal Site(s)
- Hazard Waste Facility
- Mitigation Site(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)
- 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 25% and 50% identify as 65+
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% 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
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Other
- Between 5% and 15% 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 5% and 10% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 20% and 50% identify as Households with No Car