

## US 401 (Robeson Street) Improvements

From US 401 (Raeford Road) to Walter Street

Local ID: U-6152

Purpose: Congestion

Improvement: Improve Existing

### Identified Need

US 401 (Robeson Street) 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

The project recommendation for US-401 Business (Robeson Street) from US-401 (Raeford Road) to Walter Street is to improve the roadway with proposed typical section of a 4-lane divided, curb and gutter, sidewalks and multi-use path.



	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 G
Section Options	04 L
Length (miles)	2.80
Existing ROW (feet)	110-200
Safety Risk Score	44-89

### Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal*	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	15500-33500	19000-43900	18900-43500
Capacity (vpd)	22200-38100	28100-38100	28100-38100

\* Volume (vpd) and Capacity (vpd) values listed under Without Proposal column represents Existing and Committed (E+C) scenario.

### Capacity Data: Year

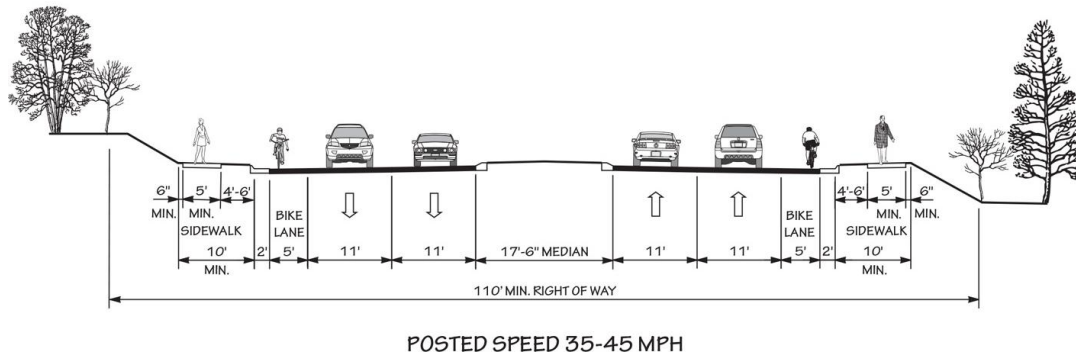
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



**Typical Section Options:**

# TYPICAL SECTION No. 4G

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



### Project History/Linkage to Other Plans

Fayetteville Area Metropolitan Planning Organization (FAMPO) Highway Element of the 2045 Metropolitan Transportation Plan: The plan identifies the U-6152 project as an access management project with an estimated cost of \$57,100,000. The project limits are identified as beginning at Raeford Road and ending at Walter Street. There are proposed 2-lane roundabouts at the intersection of Robeson Street/Russell Street and Robeson Street/Hay Street. Feasibility/Express Design Study completed September 2021.

### 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-6152 project received 5 comments during the survey period. Comments emphasized the need for bicycle and pedestrian accommodations. 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

It is anticipated that, given the nature of the proposed improvements and their setting within an existing highway corridor, a federal Categorical Exclusion (CE) or state Minimum Criteria Determination Checklist (MCDC) will meet environmental documentation needs under the National Environmental Policy Act of 1969 (NEPA) or North Carolina State Environmental Policy Act (SEPA). It should be noted that a portion of the proposed project runs parallel to the Aberdeen & Rockfish Railroad, near the intersection of Village Drive. Conceptual Designs indicate that a temporary construction easement may be required from the Railroad for construction; Therefore, it is recommended that the project development team coordinate with the NCDOT Rail Division (State Railroad Coordination Engineer) to determine any special requirements or coordination that is needed. This coordination should happen early in the project development stage to prevent potential delays to the overall project schedule.

### Additional Information - Environmental

This project is within 150 feet of:

- Hazard Substance Disposal Site(s)
- River(s) and Stream(s)
- Flood Hazard Area(s)
- National Wetlands Area(s)
- Targeted Local Watershed Area(s)

### Additional Information - Title VI

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

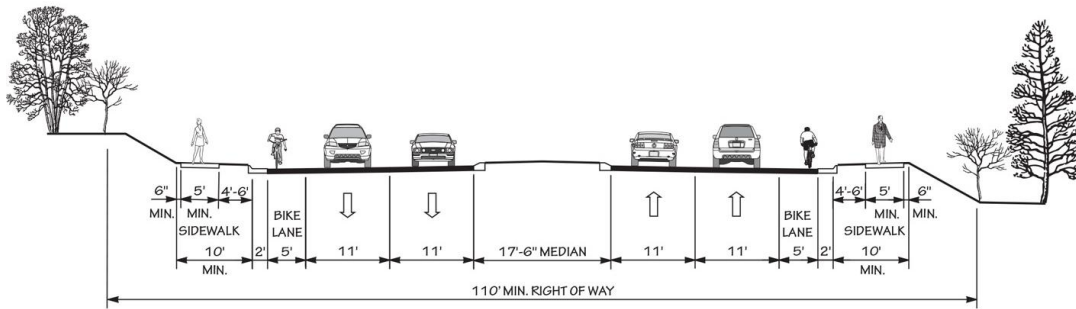
- Between 75% and 100% identify as African American
- Between 25% and 50% identify as 65+
- Between 5% and 15% identify as Asian

Typical Section Options:

# TYPICAL SECTION No. 4G

04 L

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



POSTED SPEED 35-45 MPH

- 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