

Lumberton CTP: Possible Alternatives/Solutions for Highways that are OVER capacity in 2040

#	Road	Description	Possible Recommendation	Committee Recommendation
A	I-95	NC 211 to NC 72/NC 711	Widen from 4 to 6 lanes	
B	NC 41 (South)	South of Starlite Rd to I-74/US 74	Add turn lanes at intersections and major points of activity	
C	NC 41 (North)	NC 211 to Eastern Boundary	Widen from a 2-3 lane facility to a 4 lane boulevard with median and left-turn lanes at major intersections and points of activity	
D	NC 41/NC 72	NC 41 to S Chippewa St	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. Additionally, during the development of the CTP, city staff expressed the desire to reroute some through traffic using NC 72 onto other routes. This includes rerouting and resigning NC 72 onto I-95/US 311 South to I-74/US 74 East towards the City of Whiteville.	
E1	NC 211	Kings Cross Rd to I-95	Widen from a 2 lane facility to a 4 lane expressway with median and with access at major intersections (Consistent with Robeson County CTP Recommendations)	
E2	NC 211	I-95 to Fayetteville Rd	Widen from a 5 lane facility to a 6-lane boulevard with median and left-turn lanes at major intersections and points of activity	
F	NC 72/NC 711	NC 711 to Kenric Dr	Widen from a 3 lane facility to a 4-lane boulevard with median and left-turn lanes at major intersections and points of activity	
G	Fayetteville Rd	Barker Ten-Mile Rd to NC 211	Widen from a 5 lane facility to a 6-lane boulevard with median and left-turn lanes at major intersections and points of activity (U-5797)	
H	Linkhaw Rd	Fayetteville Rd to Meadow Rd	Widen from a 2-3 lane facility to a 4-lane boulevard with median and left-turn lanes at major intersections and points of activity	

Lumberton CTP: Possible Alternatives/Solutions for Highways that either NEAR capacity in 2040 or have other deficiencies

#	Road	Description	Possible Recommendation	Committee Recommendation
A1	I-95	Northern Boundary to NC 211	Widen from 4 to 6 lanes	
A2	I-95	NC 72/NC 711 to Southern Boundary	Widen from 4 to 6 lanes	
B	US 301	Northern City Limits to Dawn Dr	Maintain or improve access control along facility	
C	NC 41	Marion Rd to South of Starlite Road	Add turn lanes at intersections and major points of activity	
D	NC 41/NC 72	S Chippewa St to 5th St	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. Additionally, during the development of the CTP, the city expressed the desire to reroute some through traffic using NC 72 onto other routes. This includes rerouting and resigning NC 72 onto I-95/US 311 South to I-74/US 74 East towards the City of Whiteville.	
E1	NC 72/NC 711	Kenric Dr to I-95	Convert 5-lane facility to 4-lane divided boulevard with left-turn lanes at intersections and major points of activity	
E2	NC 72/NC 711	I-95 to Dunn Rd	Convert 5-lane facility to 4-lane divided boulevard with left-turn lanes at intersections and major points of activity	
F	NC 72	NC 211 to Old Whiteville Rd	Widen 2 lane facility to 3 lane facility with center left-turn lane	

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#	Road	Description	Possible Recommendation	Committee Recommendation
G1	NC 211	W Carthage Rd to Kings Cross Rd	Widen from a 2 lane facility to a 4 lane expressway with median and with access at major intersections (Consistent with Robeson County CTP Recommendations)	
G2	NC 211	Fayetteville Rd to NC 72	Convert 5-lane facility to 4-lane divided boulevard with left-turn lanes at intersections and major points of activity	
H	NC 711	Deep Branch Rd to NC 72	Add turn lanes at intersections and major points of activity	
I	Service Roads along I-95	Dawn Dr, Kahn Dr, Lackey St, Cupano Rd	Widen from 2 lane facilities to 12 foot lanes with center left-turn lanes at major points of activity	
J1	W 5th Street	West of MLK Jr. Drive to Water St	Maintain or improve access control along facility	
J2	Carthage Rd	I-95 to W 17th St	Add turn lanes at intersections and major points of activity	
J3	Elizabethtown Rd	Pine St to Cedar St	Maintain or improve access control along facility	
J4	N Pine St	Godwin Ave to Elizabethtown Rd	Maintain or improve access control along facility (U-5797)	
J5	N Water St	Elizabethtown Rd to W 5th St	Improvements underway (U-5524)	

*	NC 41	NC 72 to Marion Rd	Currently a 4 lane undivided facility. Very unsafe and outdated design causing delays in left lanes due to turning traffic. Possible improvements to consider are: (1) Convert to a 3 lane facility with center left-turn lane and widen outside lanes for bicycles or (2) widen to a 4 lane divided boulevard with left turn lanes at intersections and major points of activity.	
*	NC 72	Dunn Rd to W 5th St	City staff expressed desire to implement traffic calming devices and/or beautification along this section of NC 72. However, 4-lanes will need to be maintained to accommodate future traffic	
*	NC 72	W 5th St to NC 41	City staff expressed desire to implement traffic calming devices and/or beautification along this section of NC 72. It is possible to add these improvements without widening the roadway	
*	Elizabethtown Rd	Water St to Cedar St	Narrow roadway (9-10 foot lanes) along this section of road. Any widening would greatly impact existing utilities and land uses along this facility	