

improving Bragg Roads and Access for Greater Growth (iBRAGG)

| Narrative

Applicant: North Carolina Department of Transportation



July 16, 2026

Nationally Significant Federal Lands and Tribal Projects (NSFLTP)



**Fiscal Years 2024 through 2026
Nationally Significant Federal Lands and Tribal Projects Program
Application Template**

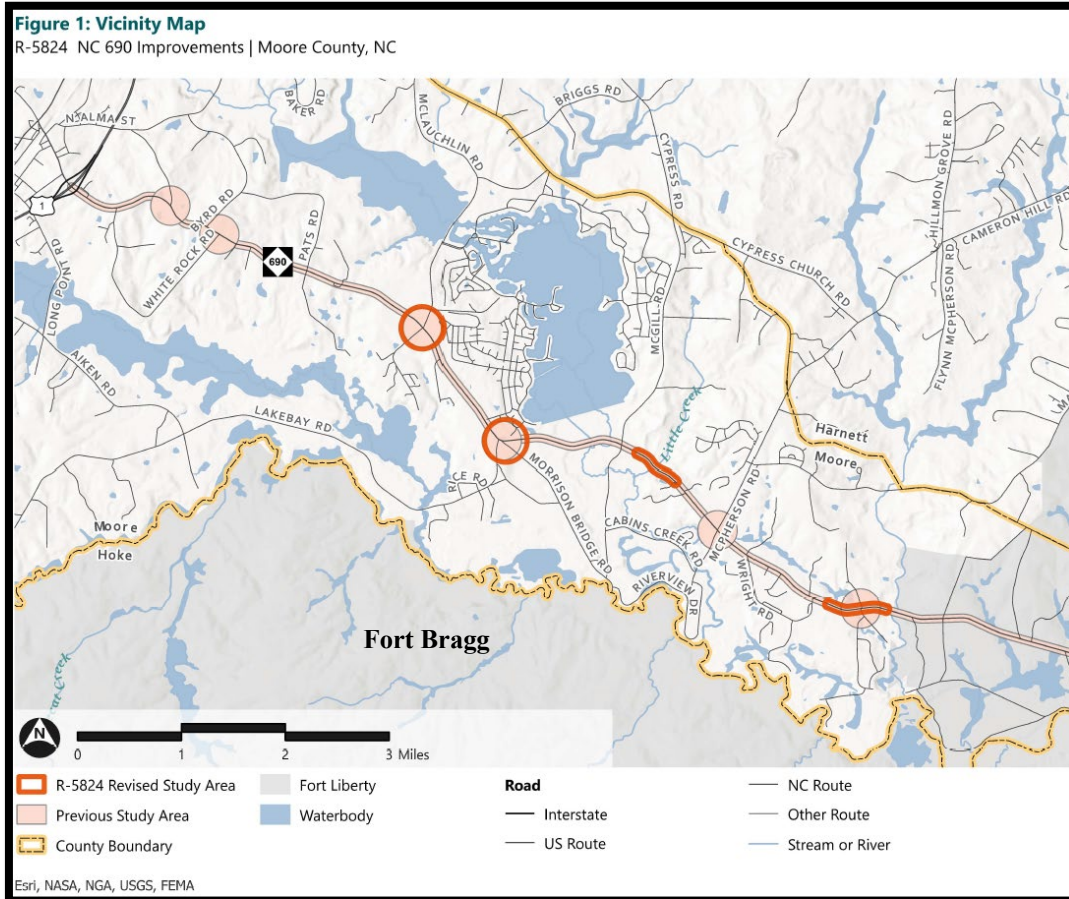
This is the Application Template for Fiscal Years (FY) 2024 through 2026 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program.

Submission of this Application Template is required as part of a complete application package. The Application Template, in conjunction with the allowable attachments and standard forms, must provide all information necessary for the U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA) to determine if the project meets the eligibility requirements described in Notice of Funding Opportunity (NOFO) Section B and to evaluate the criteria specified in NOFO Section F. DOT will consider applications submitted without the completed template as incomplete and will not review the submission. DOT encourages applicants to review the NOFO in its entirety to ensure that their project is eligible and includes all required information and documentation.

I. Summary

Project Name:	improving Bragg Roads and Access for Greater Growth (iBRAGG)
Eligible Entity Applying to Receive Federal Funding:	North Carolina Department of Transportation (NCDOT)
Entity Type:	☐ Tribal Government ☐ Federal Land Management Agency (FLMA) ☐ County or unit of local government* ☒ State*
Total Project Cost: (from all sources)	\$ 21,116,930
NSFLTP funding request amount:	\$ 14,039,356
State(s) in which the project is located:	North Carolina
Lead Applicant Point of Contact information	Brittany Wilborn, <i>Federal Discretionary Grants Coordinator, NCDOT</i> Office of Strategic Advancement 919-707-2854 bnwilborn@ncdot.gov
Project Abstract:	
The improving Bragg Roads and Access for Greater Growth (iBRAGG) project, also known as NCDOT State Transportation Improvement Program (STIP) project R-5824, will enhance safety and preserve critical transportation infrastructure along NC 690 (Lobelia Road) in Moore County, southeast of Vass, between McLaughlin	

Road/J. Burns Road (SR 2014) and Buffalo Creek. As the most direct route connecting Moore County's population centers to Fort Bragg, one of the nation's largest military installations, and Pope Army Airfield, NC 690 serves military personnel, civilian employees, contractors, military families, freight carriers, emergency responders, members of the Lumbee Tribe, and other travelers accessing this critical national defense asset. The project includes targeted intersection improvements at McLaughlin Road/J. Burns Road (SR 2014), Lakebay Road (SR 2023), and Morrison Bridge Road (SR 2021), as well as roadway reconstruction at locations with documented geometric deficiencies, including horizontal and vertical curves near Little Creek and between Wright Road and Buffalo Creek. These locations are highlighted below in the project map.



Designed under NCDOT's 3R (Resurfacing, Restoration, and Rehabilitation) criteria, the project focuses on extending the service life of the existing roadway, improving operational performance, and reducing crash risks while largely maintaining the existing corridor alignment. Proposed improvements will upgrade roadway geometry and intersection configurations to address safety concerns and better accommodate current traffic operations. Additionally, innovative flood gauges will be installed along the project corridor to provide real-time water level and roadway flooding data, supporting data-driven transportation management, improving emergency

preparedness, and strengthening the long-term resiliency and reliability of this critical transportation corridor.

The need for the project is demonstrated by a documented history of crashes within the study area. Between 2020 and 2023, a total of thirty-nine (39) crashes occurred along the project corridor, including five (5) crashes at the intersection of NC 690 and SR 2014 (McLaughlin Road/J. Burns Road), sixteen (16) crashes at NC 690 and SR 2021 (Morrison Bridge Road), ten (10) crashes along NC 690 between McGill Road and Vicky Lane, and eight (8) crashes between Wright Road and Buffalo Creek (see [Supplemental Materials](#)). These crash patterns indicate a need for targeted safety improvements at intersections and roadway segments with identified operational and geometric deficiencies.

With NSFLTP funding, the project will improve roadway safety, improve roadway resiliency, rehabilitate deteriorating infrastructure, and preserve the long-term functionality of NC 690 while minimizing impacts by maintaining the existing roadway alignment where feasible. The project will also strengthen a critical transportation connection between Moore County and Fort Bragg, supporting reliable access for military personnel, civilian employees, military families, emergency responders, members of the Lumbee Tribe, and regional freight movement.

Attachments:	The following attachments are included at the end of this form: • Sponsor Letter • Letter of Financial Commitment • Letters of Support • Detailed Budget • Project Schedule • Statement of Work • NEPA Documentation • Design Details • Crash Analysis • Flood Gauge Map • Project Location.kmz • FY25 Moore County Federal Contractors
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II. Project Information

1	Project Name:	improving Bragg Roads and Access for Greater Growth (iBRAGG)
2	Location of facility and project area:	The project is located in Moore County, NC, southeast of Vass town limits and north of Fort Bragg and Fayetteville, NC.
3	Facility Type:	☐ Federal lands transportation facility ☒ Federal lands access transportation facility

		☐ Tribal transportation facility ☐ None of the above
4	Is the project a single, continuous project?	☒ Yes ☐ No
5	Is National Environmental Policy Act (NEPA) review complete?	☐ Yes-Record of Decision ☐ Yes-Finding of no significant impact ☒ Yes-Determination that categorically excluded ☐ No
6	Are requested NSFLTP funds only for construction, reconstruction or rehabilitation of eligible transportation facilities?	☒ Yes ☐ No
7	Is the project in a unit of the National Park System with not less than three million annual visitors?	☐ Yes ☒ No
8	Project Background	The iBRAGG project proposes intersection improvements and roadway rehabilitation along NC 690 (Lobelia Road) in Moore County from McLaughlin Road/J. Burns Road (SR 2014) to Buffalo Creek, southeast of the Town of Vass. It includes safety and operational improvements at the intersections of NCDOT highway NC 690 with secondary routes McLaughlin Road/J. Burns Road and Morrison Ridge Road (SR 2021), as well as reconstruction of select roadway segments to address horizontal and vertical curve deficiencies near Little Creek and between Wright Road (SR 2020) and Buffalo Creek. The proposed improvements will enhance safety, improve roadway conditions, and preserve a critical transportation corridor serving local residents, including members of the Lumbee Tribe, regional travelers, and Fort Bragg. The project is being developed in accordance with NCDOT's 3R (Resurfacing, Restoration, and Rehabilitation) Design Criteria, which focus on improving safety and extending the service life of existing infrastructure while minimizing environmental and community impacts. Planning and preliminary design activities completed to date include preparation of a Minimum Criteria Determination Checklist (MCDC), agency consultation and coordination, and

		completion of a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA). These efforts have advanced project readiness by defining project needs, evaluating potential impacts, and establishing environmental clearance for implementation. Previously incurred costs include expenditures associated with project planning, environmental review and documentation, agency coordination, preliminary engineering, design development, right of way (ROW) acquisition, and utility relocations. These investments have reduced project delivery risk and positioned the project to advance efficiently into construction upon receipt of funding.
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III. Budget and Funding

1	Program Request Amount:	Exact NSFLTP Program request amount in year-of-expenditure dollars: \$ <u>14,039,356</u>
2	Other Federal Funding:	Estimated total of other planned Federal funding, excluding NSFLTP Program requested funding, for project activities that are eligible for NSFLTP in year-of-expenditure dollars: \$ <u>0</u> Other Federal programs and estimated amounts: Program: <u>NA</u> Amount: <u>0</u>
3	Other non-Federal Funding:	Estimated total of other planned non-Federal funding for project activities that are eligible for NSFLTP in year-of-expenditure dollars: \$ <u>3,509,839</u> Other non- Federal programs and estimated amounts: Program: <u>NA</u> Amount: <u>0</u>
4	Future Project Cost:	Provide the sum of NSFLTP Program request, other planned Federal funds, and planned non-Federal funds for NSFLTP eligible project activities as an estimate in year-of-expenditure dollars: \$ <u>17,549,196</u>
5	Previously incurred project costs:	Amount: \$ <u>3,509,839</u>
6	Total Project Cost:	Estimate in year-of-expenditure dollars (sum of 'previously incurred project costs' and 'future project cost' for NSFLTP eligible and non-eligible activities): \$ <u>21,116,930</u>
7	Statement of Work (SOW):	☒ A detailed budget is attached separately. The file is named: NCDOT2-2026-NSFLTP_Statement of Work.pdf

8	Grant Funds, Sources and Uses of Project Funds (Detailed Budget):	Activity:	See attached Detailed Budget	Cost:	See attached
		Activity:		Cost:	
		Activity:		Cost:	
		Activity:		Cost:	
		☒ A detailed budget is attached separately. The file is named: NCDOT2-2026-NSFLTP_Detailed Budget.pdf			

IV. Merit Criteria

Criterion #1: Statutory Selection Criteria § 1123(f)(1)-(3) of the FAST Act and in support of Addressing Core Infrastructure, Economic Competitiveness and Reinvesting in the American Family	
A. State of Good Repair and Safety: The project will improve the state of good repair of critical infrastructure along NC 690, which carries approximately 9,200 vehicles per day,¹ by rehabilitating, restoring, and modernizing a rural corridor that provides essential connectivity for military personnel, residents, members of the Lumbee Tribe, emergency services, school transportation, agricultural operations, and local commerce. Delivered through NCDOT's Resurfacing, Restoration, and Rehabilitation (3R) program, the project represents a proactive asset-management investment that preserves existing infrastructure before more extensive deterioration necessitates costlier reconstruction or replacement. Through pavement rehabilitation, targeted roadway reconstruction, geometric improvements, and intersection upgrades, the project will extend pavement service life by approximately 15 to 20 years to improve long-term maintainability, reduce future maintenance costs, and preserve the corridor's functionality and reliability for all users. By preserving and modernizing existing infrastructure before significant deterioration occurs, the project supports cost-effective stewardship of federal transportation investments and ensures the continued safe and reliable operation of this critical rural corridor.	Fort Bragg has demonstrated a strong commitment to maintaining transportation assets in a state of good repair and maximizing the value of public infrastructure investments. The installation currently faces an estimated \$3 billion infrastructure backlog, with approximately 43% of its 1,462-mile roadway network requiring repair or rehabilitation.² To address these needs and improve the efficiency of maintenance and preservation activities, Fort Bragg has established Intergovernmental Service Agreements (IGSAs) with NCDOT, the City of Fayetteville, and other regional partners. These collaborative agreements generated more than \$23 million in cost avoidance during the current fiscal year, allowing additional resources to be reinvested directly into transportation maintenance and preservation activities.³ This proven approach demonstrates Fort Bragg's ability to leverage partnerships, sustain critical infrastructure, and preserve the long-term functionality and reliability of transportation assets that support military readiness and regional mobility. By improving and preserving NC 690, a critical access route to Fort Bragg, the project complements these ongoing asset-management efforts and helps maintain a reliable transportation connection to one of the nation's most important military installations.

¹ NCDOT 2024 Annual Average Daily Travel (AADT), <https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?layers=9a4c0ef17ee2456c8fb745fe85de6baf>

² U.S. Army, State of Fort Bragg 2026, published May 5, 2026, https://www.army.mil/article/292209/state_of_fort_bragg_2026

³ Ibid

The project also addresses transportation system vulnerabilities by improving roadway segments where geometric deficiencies contribute to elevated crash risks and operational disruptions. The need for these improvements is underscored by a June 2023 fatal crash on Lobelia Road near McGill Road that claimed four lives, highlighting the urgent need for safety-focused infrastructure investments.⁴ By correcting roadway features associated with severe crash patterns, the project will reduce the likelihood of incidents that disrupt travel, impede emergency response, and diminish network reliability.

NC 690 serves as a critical east-west transportation link in a rural area with limited route redundancy. Crashes, roadway-departure incidents, or extended closures along the corridor can result in substantial detours, increased emergency response times, and interrupted access to schools, businesses, farms, and essential services. The corridor also supports regional mobility and resilience, serving as a recommended alternate route for civilian traffic during roadway closures affecting access to Fort Bragg.⁵ When Manchester Road within Fort Bragg is unavailable due to maintenance or construction, traffic is rerouted to Lobelia Road.⁶ Since practical alternative routes are limited, disruptions on NC 690 can create localized bottlenecks



Photo 1. A fatal collision on Lobelia Road in Vass on June 7, 2023, left over 40 yards of road debris.

that significantly affect mobility throughout the surrounding area. By correcting deficient horizontal and vertical curves near Little Creek and between Wright Road and Buffalo Creek, the project will reduce the likelihood of crash-related closures, improve operational reliability, and strengthen the resiliency of this important regional connection. These improvements mitigate conditions that could cause the corridor to function as a single point of failure within the regional transportation network.

The project strongly aligns with USDOT safety priorities and the principles of the Safe System Approach by addressing roadway characteristics that contribute to fatal and serious-injury crashes. Between 2021 and 2026, 254 crashes occurred along the project corridor, resulting in nine (9) fatalities (6.98%) and underscoring ongoing safety concerns (see [Supplemental Materials](#)). Reconstruction of substandard horizontal and vertical curves will better align with driver expectations, increase stopping sight distance, and reduce the risk of lane-departure crashes, one of the leading causes of fatal and serious injuries on rural roadways. Intersection improvements at McLaughlin Road/J. Burns Road and Morrison Ridge Road will reduce conflict points, improve traffic operations, and enhance safety performance for all users. The project incorporates a roundabout at the intersection of NC 690, Lakebay Road (SR 2023) and Morrison Bridge Road (SR 2021), a proven safety countermeasure that supports another one of the Department's Safe System Approach. By reducing vehicle operating speeds and eliminating high-severity crossing conflicts, the roundabout will improve safety for all roadway users. FHWA Crash Modification Factors (CMFs) indicate that roundabouts can reduce severe injury and fatal crashes by approximately 78% to 82% compared to conventional intersections, making the improvement a highly effective safety investment.⁷

Consistent with the Safe System Approach, the project also incorporates other multiple FHWA Proven Safety Countermeasures, including enhanced retroreflective pavement markings and milled centerline and

⁴ Sandhills Sentinel, Vass crash claims four lives, published June 7, 2023, <https://sandhillssentinel.com/vass-collision-claims-multiple-lives/>

⁵ U.S. Army, Manchester Road temporary closure marks final push to complete upgrades on Fort Bragg training roads. Published Sep. 3, 2025, https://www.army.mil/article/288247/manchester_road_temporary_closure_marks_final_push_to_complete_upgrades_on_fort_bragg_training_roads

⁶ Executive Director of the NC Military Business Center (local resident)

⁷ USDOT FHWA Office of Safety Proven Safety Countermeasures, https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/14_Roundabouts_508.pdf

shoulder rumble strips. Enhanced pavement markings will improve lane delineation and driver guidance during nighttime and adverse weather conditions, while rumble strips will provide an immediate audible and tactile warning to drivers who unintentionally leave their travel lane. These countermeasures establish multiple layers of protection that recognize the reality of human error and reduce the likelihood that mistakes result in severe outcomes. By combining roadway geometric improvements with proven safety treatments, the project will reduce crash frequency and severity, improve driver awareness, and advance the long-term goal of eliminating fatal and serious-injury crashes on the transportation system.

These improvements advance the statutory objectives of improving the state of good repair, mitigating transportation-system vulnerabilities, and enhancing safety. By preserving a critical rural transportation asset, reducing conditions that can lead to crash-related closures, addressing a corridor with limited network redundancy, and implementing FHWA Proven Safety Countermeasures consistent with the Safe System Approach, the project enhances the reliability, resiliency, and safety of NC 690. The project will make sure that this essential corridor continues to provide safe, dependable access for residents, businesses, agricultural producers, emergency responders, school transportation, and military-related travel throughout the region.

B. Infrastructure that Improves Access to Significant Resources and Destinations: The project improves a critical transportation corridor that provides connectivity between rural communities in Moore County and Fort Bragg, one of the nation's largest and most strategically important Department of Defense (DoD) (also referred to as the Department of War) installations. Fort Bragg serves as a major military readiness, training, and deployment center, supporting national defense missions with 53,700 military personnel, as well as civilian employees, contractors, and visitors. By rehabilitating and improving NC 690, the project enhances the safety, reliability, and operational performance of a key military commuting route that supports travel to and from this nationally significant federal resource.⁸ These improvements strengthen access to a critical national defense asset while supporting military readiness, workforce mobility, emergency response, and logistics movements. Improved corridor reliability will benefit military-related travel, facilitate emergency response and logistics movements, and enhance access to employment opportunities associated with the installation.

Beyond its military significance, NC 690 functions as a critical regional connector linking residents and members of the Lumbee Tribe, of rural Moore County to major businesses, healthcare facilities, educational institutions, commercial services, and state and federal government resources in the Fayetteville metropolitan area. The project will improve access to these essential destinations by reducing crash risk, improving roadway operations, and increasing travel reliability along the corridor. These benefits are particularly important for rural residents who often have limited transportation alternatives and must travel greater distances to reach jobs and essential services. Improved corridor reliability and reduced crash-related disruptions will strengthen workforce mobility, improve access to employers and services, and support economic competitiveness throughout the region.

The project also supports multimodal connectivity by improving access to nationally and regionally important recreational and active transportation facilities that are family friendly. To support multimodal connectivity to the proposed Little Creek/Crane Creek Greenway within the project area, the preliminary design includes two-foot paved shoulders along sections of NC 690 where curb and gutter are not provided.

In addition, NC 690 provides connections to destinations in the Fayetteville area, including segments of the interim East Coast Greenway (ECG), a nationally significant active transportation corridor that

⁸ NCDOT Connecting North Carolina's Military and Families,
<https://www.arcgis.com/home/item.html?id=41d17cdf2e8c4f1baae9d22ee53b4aa7#overview>

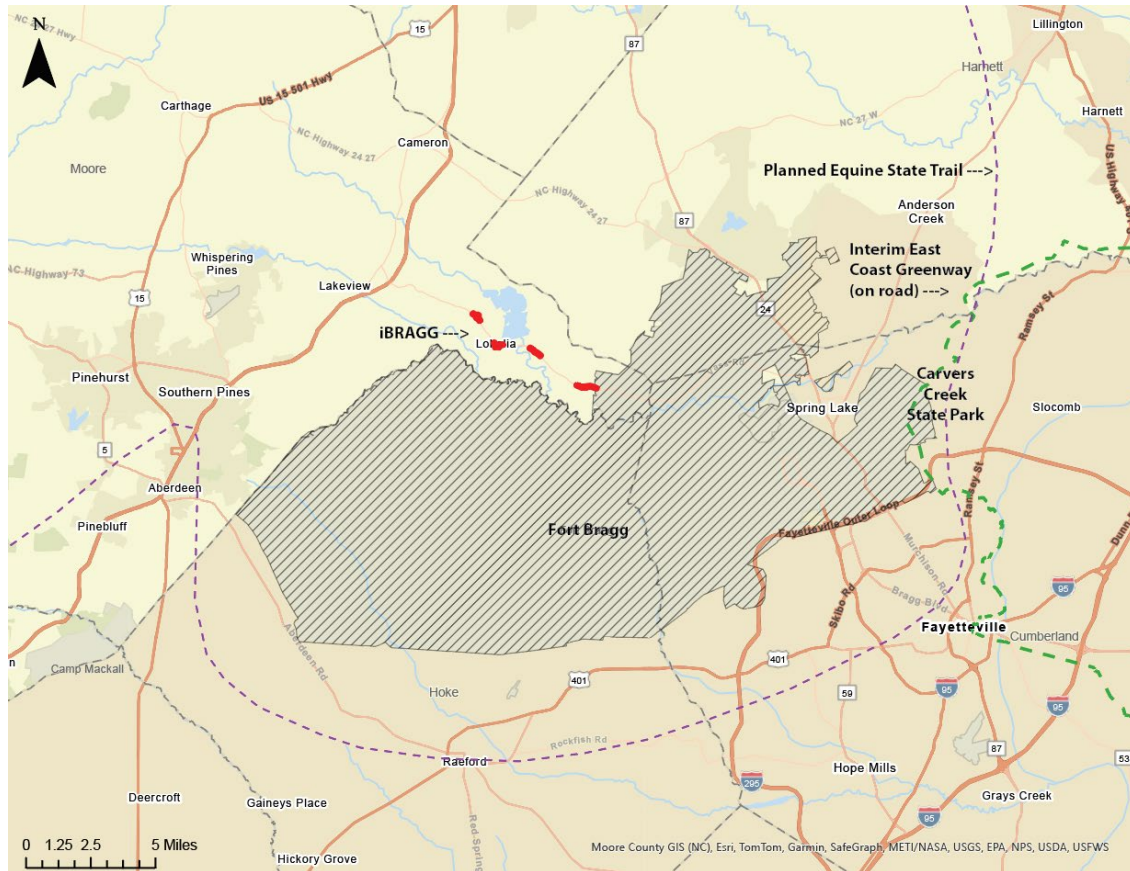
ultimately spans the Atlantic coast and links communities through a continuous active transportation network. The corridor also provides access to Carvers Creek State Park in neighboring Cumberland County, one of the region's premier outdoor recreation and tourism destinations. The park's natural, historical, and cultural resources attract visitors from across North Carolina who contributed approximately \$698 million in visitor spending and supported nearly 4,800 jobs in 2024.⁹

In addition, the corridor serves travelers accessing the planned Equestrian State Trail and the broader Sandhills region, a destination recognized for its equestrian heritage, golfing, outdoor recreation, and tourism. Moore County has about 50 trails and 20 municipal public parks to explore.¹⁰ Together, the ECG, proposed Little Creek/Crane Creek Greenway, Carvers Creek State Park, planned Equestrian State Trail, and extensive Sandhills recreation network create an interconnected system of multimodal and recreational destinations that support family-friendly active transportation, tourism, and quality-of-life opportunities for residents and visitors. By improving roadway conditions, enhancing intersection operations, and reducing crash risk, the project will provide safer and more reliable access to these multimodal facilities and tourism assets while strengthening connections between local communities, regional destinations, and North Carolina's growing network of recreational and active transportation infrastructure. Improved access to these destinations will support recreation- and tourism-related economic activity while enhancing connectivity between rural communities and regionally significant multimodal assets.

The project improves a key transportation corridor serving Fort Bragg while strengthening connectivity between rural Moore County communities and major employment, healthcare, education, commercial, and recreational destinations throughout the region. The project's safety, operational, and pavement improvements will enhance travel reliability, reduce crash risk, and improve mobility for residents, workers, military personnel, and visitors. These improvements will reinforce military readiness, promote economic competitiveness, support tourism and workforce mobility, and improve access to nationally and regionally significant destinations, including Fort Bragg, the ECG, Carvers Creek State Park, and the Sandhills' expanding recreational trail network (see map below). By strengthening connectivity to a nationally significant military installation, major employment centers, healthcare facilities, educational institutions, commercial districts, and multimodal transportation and recreational assets, the project directly advances the NSFLTP objective of improving critical infrastructure that provides access to significant resources and destinations. By enhancing the long-term reliability and safety of this corridor, the project will strengthen connections between rural communities, federal facilities, employment centers, and recreation and tourism assets, generating benefits for residents, businesses, military personnel, and visitors.

⁹ Fayetteville NC Area Convention & Visitors Bureau, published Sep. 30, 2025, [DistiNCtly Fayetteville Releases 2024/2025 Annual Report](#)

¹⁰ The best Moore County hiking trails: forests, lakes, and Longleaf pines, This is Raleigh website, published Aug. 25, 2025, <https://thisisraleigh.com/moore-county-nc-trails/>



C. Construction, Reconstruction, or Rehabilitation: The project is fundamentally a rehabilitation and reconstruction effort designed to preserve, restore, and extend the service life of an existing transportation asset that serves a critical mobility function within the regional roadway network. Consistent with NCDOT's Resurfacing, Restoration, and Rehabilitation (3R) program, the project addresses aging infrastructure, deteriorating roadway conditions, and documented operational and safety deficiencies that, if left unaddressed, will continue to degrade corridor performance, increase maintenance costs, and diminish long-term system reliability. The project represents a proactive investment that will restore corridor functionality before conditions require more extensive and costly reconstruction or replacement.

The corridor exhibits infrastructure deficiencies that warrant significant rehabilitation, reconstruction, and modernization. The project will rehabilitate deteriorating pavement, reconstruct roadway segments with deficient horizontal and vertical alignment, replace and improve aging drainage infrastructure, stabilize steep slopes, and address geotechnical concerns that threaten the long-term integrity of the corridor (see [Supplemental Materials](#)). Improvements to roadway cross slopes and drainage systems will enhance pavement performance, reduce standing water, improve stormwater conveyance, and increase resilience to weather-related deterioration. Slope stabilization measures will reduce the risk of embankment failures, improve infrastructure durability, and decrease future maintenance burdens. Flood gauges will be installed along the project corridor to provide real-time monitoring of water levels and flooding conditions, support integration with North Carolina's Flood Inundation Mapping and Alert Network (FIMAN) and FIMAN-T networks, improve situational awareness for transportation and emergency management officials, and enable more proactive responses to weather-related roadway impacts.

In addition to addressing infrastructure condition needs, the project will modernize roadway features that no longer adequately meet current operational and safety expectations. The project includes widening

travel lanes, adding and widening shoulders, reconstructing roadway segments with substandard geometry, and improving key intersections along the corridor with roundabouts. These construction and reconstruction activities will help meet driver expectations, increase recovery opportunities, better accommodate passenger and commercial vehicles, enhance roadway durability, and reduce crash risks associated with existing geometric deficiencies.

The project represents a timely investment in the construction, reconstruction, and rehabilitation of critical transportation infrastructure. By addressing deteriorating pavement conditions, drainage deficiencies, geotechnical vulnerabilities, and outdated roadway design elements before more extensive failures occur, the project will reduce crash risk, preserve a critical transportation corridor, extend the useful life of existing assets, and reduce future lifecycle costs. The project's improvements will restore the corridor to a state of good repair while improving safety, operational performance, and long-term resiliency. As a result, NC 690 will continue to provide safe, reliable, and efficient transportation access for residents, businesses, agricultural producers, emergency responders, school transportation, and military-related travel throughout the region.

D. Economic Competitiveness and Access to Natural Resources. Areas of National Interest, Access to Businesses and Jobs, and Promoting Tourism: Access to Natural Resources: NC 690 serves as a critical economic corridor supporting Moore County's agricultural, forestry, tourism, military, and defense-related industries. By improving safety, reliability, and operational performance along the corridor, the project will strengthen access to jobs, businesses, military facilities, natural resource-based industries, and major tourism destinations, enhancing economic competitiveness throughout the region.

The project supports access to natural resources and resource-based industries that are critical to the local economy. The project is in the Crane Creek area of Moore County. This area is defined by the watershed of Crane Creek and features a rural community known for horse farms, agricultural farming, and countryside living. The dominant economic drivers in this southern corner of Moore County include outdoor recreation, golfing, farming, and timber production. Forestry is the predominant rural land use, with operations focused on growing pine for sawtimber, harvesting pulpwood, and managing timber on tracts ranging from 20 acres to more than 200 acres. Timber represents a significant economic asset, generating periodic income through thinning and final harvest activities. Two Voluntary Agricultural Districts (VADs) are present within the project area (see [Supplemental Materials](#)). Agriculture is characterized by small family farms, cattle pasture, hay production, horse farms, and equestrian properties. The corridor accommodates significant freight traffic, including 40–50' tractor-trailers serving agricultural producers, timber operations, manufacturers, distributors, and other regional businesses. Because these industries rely on heavy vehicles to transport timber, agricultural products, livestock, equipment, and supplies, improved roadway conditions and travel reliability will reduce transportation costs, improve freight mobility, and strengthen access to regional and statewide markets. The project will improve a roadway frequently used by heavy vehicles supporting both timber and agricultural operations, while enhancing freight efficiency for a broader range of regional economic activities.

The project also supports an area of national interest by improving access to Fort Bragg and Pope Army Airfield, both of which are critical components of the nation's defense infrastructure. Fort Bragg, one of the largest military installations in the world, serves as a major hub for military operations, training, and readiness. Another strength of this area is its high concentration of veterans, military contractors, active-duty personnel, civilian employees, and military families. In Moore County, veterans comprise 16.7% of the population, compared with 7.2% statewide and 5.9% nationally.¹¹ This high concentration of veterans

¹¹ U.S. Census Bureau, American Community Survey (ACS)

is largely attributable to the county's proximity to Fort Bragg and Pope Army Airfield, as well as the region's robust healthcare infrastructure, veteran-friendly communities, extensive support services, and high quality of life. The Fort Bragg Ammunition Supply Point (ASP), located off nearby Long Street, also relies on NC. 690 for the movement of military supplies and equipment.¹² The project corridor provides critical access to Fort Bragg, Pope Army Airfield, and the City of Fayetteville, the largest nearby urban center, facilitating access to employment, healthcare, services, training opportunities, and other essential resources for active-duty personnel, veterans, their families, members of the Lumbee Tribe, and civilian employees.

According to the North Carolina Military Business Center, 382 Moore County businesses secured more than \$24 million in Federal prime contracts in 2025. Moore County's private sector benefits significantly from its proximity to Fort Bragg. Specifically, 52 businesses received \$9.4 million in DOD contracts in 2025. The installation encompasses approximately 250 square miles across four counties and supports approximately 53,700 military personnel and 14,000 civilian employees.¹³ The project improves the most direct transportation connection between Fort Bragg and Moore County, improving access to the county's growing military and defense-related economy.¹⁴ By improving the primary transportation connection between Moore County and Fort Bragg, the project will strengthen workforce mobility, support military readiness, enhance access to defense-related employment opportunities, and improve connectivity for military personnel, civilian employees, contractors, suppliers, and military families.

Moore County is also home to numerous primarily American-owned defense-related businesses that provide tactical equipment, military training, vehicle manufacturing, intelligence support, and specialized defense technologies. A sampling of defense-related companies in Moore County includes Spiritus Systems, a designer and manufacturer of tactical gear; K2 Solutions, which provides canine, defense, and explosive solutions; American Growler, a designer and manufacturer of off-highway vehicles; Telum Protection Corporation, which delivers exercise support, training, analysis, specialized equipment, and intelligence solutions; and Kraken Kinetics, an engineering firm specializing in high-performance warheads and firing devices for weapon systems.

Numerous additional defense-related businesses operate within and around the project area. Due to the sensitive and mission-critical nature of their operations, many businesses maintain a limited public profile while contributing significantly to the region's defense economy and national security mission. Improved transportation reliability along NC 690 will strengthen connections between these businesses, their workforce, suppliers, and Fort Bragg, supporting continued growth in the region's defense economy. See the most current list of Moore County military contractors in Moore County (see [Supplemental Materials](#)).

This project will thus promote economic competitiveness and opportunity in the region by:

- **Improving travel time reliability:** The project will improve travel time reliability in each direction and during each peak period, resulting in travel time savings per vehicle and cumulative travel time savings. The project's travel time savings and reliability improvements will also result in operating-cost savings for freight traffic and trucks.
- **Reducing delays to improve freight mobility:** The project's roadway improvements will enhance freight mobility for the region's agricultural and timber industries, reducing travel delays, lowering transportation and shipping costs, and improving the efficiency of getting products to market. These benefits are expected to support farmers, timber producers, and related businesses while helping

¹² Fort Bragg Installation Range Officer

¹³ Military Installations: Fort Bragg, <https://installations.militaryonesource.mil/in-depth-overview/fort-bragg>

¹⁴ Moore County Economic Development Partnership website, <https://moorecountyedp.org/industries/defense/>

reduce costs for consumers. In addition, Moore County's growing defense sector relies on efficient transportation connections to Fort Bragg. As the most direct route between the county's population centers and the installation, the project will strengthen access for defense-related businesses, employees, and suppliers, supporting economic growth and military readiness. The corridor also connects to U.S. 1, a major north-south transportation route that provides access to Raleigh and the broader Triangle region, further enhancing regional connectivity, access to labor markets, freight movement, and economic opportunities.

- **Promoting access to businesses and jobs:** The project area includes several local businesses and food suppliers, including a BP Gas Station and Neighbor's Country Store, Dollar General, Gold Star Food Mart & Grocery, and Moore County Bowhunters. In addition, the Piggly Wiggly in the Town of Vass is the nearest full-service grocery store and serves as a primary source of fresh food and household goods for area residents. By improving transportation access and connectivity to these destinations, the project will enhance residents', including members of the Lumbee Tribe, ability to reach essential goods, services, and employment opportunities. Improved access will be particularly beneficial for underserved households, helping reduce transportation barriers, support local businesses, and improve economic mobility.

Facilitating tourism opportunities: Both the project's travel time savings and reliability improvements will support the region's tourism sector by enhancing access to key destinations and improving the overall visitor experience. Tourism development stakeholders have consistently identified transportation improvements as important to future industry growth. According to the Moore County Economic Development Partnership, the region's three largest private industry sectors, healthcare and social assistance, accommodations and food services, and retail trade, collectively account for approximately 60% of the workforce.¹⁵ By improving connectivity and reducing travel delays, the project will support these employment-generating sectors while strengthening the region's attractiveness to visitors, residents, and businesses.

Finally, Moore County is a nationally recognized golf destination and a major driver of tourism in North Carolina. In 2024, visitors spent nearly \$860 million in the county, ranking it among the top ten counties in the state for tourism expenditures for the fourth consecutive year. This represented a 6.7% increase over 2023, driven in part by Pinehurst Resort's hosting of its fourth U.S. Open Championship.¹⁶ Located southwest of the project, Pinehurst Resort is a world-class golfing destination that has helped establish the broader region as a premier location for golf tourism. The project enhances access to this important economic asset for visitors traveling to and from Fort Bragg and Fayetteville while also improving connectivity to Woodlake Country Club and its surrounding residential community. Improved travel reliability and safety will support continued growth in visitor spending, hospitality employment, recreation-based businesses, and tourism-related economic activity throughout the region.

Overall, the project supports economic competitiveness by improving access to natural-resource-based industries, agricultural operations, military and defense-related employment, local businesses, essential services, and nationally recognized tourism destinations. The project will enhance freight mobility, strengthen workforce access, improve connections to Fort Bragg and associated defense industries, and support continued growth in the region's agricultural, forestry, recreation, and tourism economies. By improving the safety, reliability, and efficiency of this critical corridor, the project will generate lasting

¹⁵ Moore County Economic Development Partnership website, <https://moorecountyedp.org/industries/defense/>

¹⁶ The Economic Impact of Travel on North Carolina Counties, his study was prepared for Visit North Carolina by Tourism Economics. <https://www.visitnc.com/sites/default/files/2026-05/2025%20Statewide%20Impact%20of%20Visitor%20Spending%20by%20Sector.pdf>

economic benefits for residents, businesses, members of the Lumbee Tribe, military personnel, and visitors throughout Moore County and the surrounding region.

F. Quality of Life: For families in rural Moore County, NC 690 is a vital corridor connecting residents and members of the Lumbee Tribe to employment, schools, healthcare, shopping, and essential services on Fort Bragg and in the City of Fayetteville. Southern Moore County is rich in outdoor recreational opportunities but has limited local access to retail, healthcare, and other services, making travel to larger population centers a routine part of daily life. Local amenities are largely limited to grocery stores, gas stations, dollar stores, schools, and churches. As a result, families frequently travel to Fayetteville or Fort Bragg to access a wider range of goods, services, healthcare providers, educational opportunities, and employment centers.

By improving roadway conditions, reconstructing hazardous curves, upgrading intersections to roundabouts, and increasing travel reliability, the project will reduce transportation burdens for households that depend on NC 690 for daily activities. Safer and more predictable travel will improve access to essential destinations, reduce stress associated with daily trips, and allow families and Lumbee Tribe members to spend less time dealing with transportation challenges and more time participating in work, school, family, and community activities.

Many active-duty and retired military families also rely on access to Fort Bragg for affordable groceries and household essentials. Improved reliability along NC 690 will make it easier for military families to access these cost-saving resources, as well as military healthcare facilities, employment opportunities, recreational amenities, and family support services available on the installation.

The project will also benefit individuals with disabilities, who comprise approximately 15.0% of Moore County's population, exceeding both state and national averages, at 13.6% and 13.3%, respectively.¹⁷ Improved safety and reliability along NC 690 will support more dependable access to healthcare facilities, including the Veterans Affairs Medical Center in Fayetteville, as well as employment opportunities, community services, and recreational destinations. These improvements will enhance travel reliability for all users while providing particular benefits to individuals with disabilities, who may have fewer transportation options and greater reliance on caregivers, paratransit services such as Moore County Transit, and non-emergency medical transportation services.

Moore County Transit provides demand-response transportation for older adults and individuals with disabilities, serving as a critical mobility resource for residents who are unable to utilize fixed-route or personal transportation options. By reducing roadway hazards and improving travel conditions along a key east-west corridor, the project will enhance the safety, efficiency, and reliability of paratransit operations while improving access to essential destinations. These improvements will help reduce transportation barriers, increase independence, and support equitable access to jobs, healthcare, education, and community services for individuals with disabilities, older adults, and other residents with mobility limitations.

The project will also support military families and civilian employees traveling to and from Fort Bragg, a major regional employment center, employing 53,700 troops and has over 14,000 civilians working on post.¹⁸ Improved roadway reliability and safety will benefit thousands of users who depend on the corridor to access work, services, childcare, healthcare, and community resources while reducing delays and improving travel confidence.

¹⁷ U.S. Census Bureau American Community Survey 2024 5-Year Estimates, Table S1810

¹⁸ Moore County Economic Development Partnership, Industries, <https://moorecountyedp.org/industries/>

In addition, the project will improve access to recreational and community destinations, including regional trail and outdoor recreation opportunities such as the interim ECG, the Sandhills equestrian trail network, and facilities operated by Moore County Bowhunters. These destinations provide opportunities for family-friendly outdoor recreation, sportsmanship, community gatherings, and healthy lifestyles for residents and visitors.

Reliable access to parks, trails, outdoor recreation facilities, and community gathering spaces contributes to physical health, mental well-being, family cohesion, tribal activities, and social connectedness. By making travel safer and more dependable, the project will help residents and visitors more easily participate in recreational, cultural, and community activities that enhance overall quality of life.

Collectively, the project supports USDOT's goal of reinvesting in American families by improving access to jobs, schools, healthcare, affordable groceries, community services, recreation, and military support resources. By reducing transportation burdens, enhancing accessibility for people with disabilities, improving travel reliability for military and civilian households, and strengthening access to quality-of-life destinations, the project will deliver lasting benefits that improve daily life for residents throughout Moore County and the surrounding region.

Criterion #2: Statutory Selection Criteria § 1123(f)(6) of the FAST Act and in support of Innovation

The project incorporates innovative practices and technologies that enhance project delivery, construction efficiency, and transportation system performance. Delivered through NCDOT's [Resurfacing, Restoration, and Rehabilitation \(3R\) program](#), the project utilizes a proactive asset-management approach that preserves and extends the service life of existing infrastructure through targeted rehabilitation and reconstruction rather than full facility replacement. This approach maximizes the value of prior transportation investments, minimizes construction impacts, reduces lifecycle costs, and provides a cost-effective method of addressing documented safety and operational deficiencies.

To improve project delivery and construction efficiency, the project will incorporate Subsurface Utility Engineering (SUE) during design. SUE is an FHWA Every Day Counts (EDC) innovation that uses advanced utility investigation and engineering practices to accurately identify and characterize underground infrastructure before construction begins. By reducing unknown utility conflicts, improving utility-location accuracy, and supporting better design decisions, SUE minimizes change orders, reduces construction delays, lowers project risk, and improves cost and schedule certainty.

In addition, the project will be managed through NCDOT's [Project Delivery Network](#) (PDN), a digital project-management platform that integrates design, environmental review, utility coordination, right-of-way acquisition, and construction activities. PDN provides centralized project information, standardized workflows, and milestone-based coordination that promote collaboration among project teams and stakeholders. This integrated approach supports early issue resolution, improves project transparency, reduces schedule risk, and enhances overall project delivery efficiency.

The project will also incorporate four flood gauge monitoring stations along the corridor. These monitoring devices will provide real-time information on water levels and roadway flooding conditions, improving situational awareness for transportation officials, emergency responders, and travelers. The flood gauge system will be integrated with North Carolina's Flood FIMAN and BridgeWatch systems, enhancing the State's ability to monitor, communicate, and respond to flooding impacts on the transportation network. The system will support more proactive maintenance and emergency-response activities, reduce disruptions during severe weather events, and improve the resiliency and reliability of the corridor and the broader transportation network (see [Supplemental Materials](#)).

Overall, the project's use of FHWA-promoted Subsurface Utility Engineering, digital project-delivery tools, real-time flood monitoring technology, and proactive asset-management practices demonstrates a commitment to innovation and efficient stewardship of public resources. These innovations will improve construction efficiency, reduce project risk, enhance operational resiliency, and accelerate the delivery of long-term safety and mobility benefits to the traveling public.

Criterion #3: Statutory Selection Criteria § 1123(f)(4), (5) and (7)-(9) of the FAST Act

A. Non-NSFLTP funding will comprise 20% of the project's total eligible costs, demonstrating a substantial financial commitment from non-NSFLTP sources and satisfying the program's cost-sharing requirements for projects located on non-Tribal transportation facilities. NCDOT has already committed \$3.5 million in State funding for preliminary engineering, right-of-way acquisition, and utilities. This investment represents 16.9% of the project's total cost of \$21.1 million, demonstrating substantial state support, reducing funding risk, and underscoring NCDOT's commitment to successful project delivery.

C. The improved facility will continue to be operated and maintained by NCDOT through established transportation funding programs and maintenance practices. NCDOT has a demonstrated history of preserving state transportation assets and a reasonable expectation that sufficient funding will remain available to support the facility's long-term operation and maintenance. NCDOT has substantial experience managing complex capital programs. The Department's 2026-2035 State Transportation Improvement Program (STIP) serves as North Carolina's 10-year transportation capital plan and includes billions of dollars in programmed investments across highway, bridge, transit, rail, bicycle-pedestrian, aviation, and ferry facilities statewide.¹⁹

E. The Project improves a critical transportation corridor that serves multiple federal interests, including Fort Bragg, a nationally significant U.S. DoD installation, and access to lands inhabited by the Lumbee Tribe. By improving roadway safety, reliability, and resiliency, the project will enhance access for military personnel, civilian employees, contractors, emergency responders, Lumbee Tribe families, and visitors traveling to and from these federally managed facilities. The project will also support the efficient movement of goods and services that contribute to military operations, natural resource management, and regional economic activity, strengthening connectivity to critical federal assets and infrastructure.

V. Project Readiness

In the space below, describe how the project will meet the Readiness Considerations and the associated elements as found in [Section F](#) of the FYs 2024 through 2026 NSFLTP Program NOFO. Where appropriate, reference attachments or other sections of the application.

Readiness: Technical Assessment

¹⁹ NCDOT STIP, <https://connect.ncdot.gov/projects/planning/pages/state-transportation-improvement-program.aspx>

A. Technical and Staffing Resources: NCDOT has the organizational capacity, technical expertise, and staffing resources necessary to successfully deliver this project. NCDOT staff and consultant teams specialize in the design, operation, and maintenance of the state's road system. As such, the project will be constructed and maintained with higher quality. In addition, Fort Bragg works with NCDOT Division 8 staff, providing engineering oversight into joint projects that affect the regional roadway system.

B. Compliance with Federal Requirements: NCDOT is committed to ensuring full compliance with all applicable federal requirements associated with NSFLTP funding. The Department has extensive experience administering federally funded transportation projects and consistently adheres to federal regulations, guidance, reporting obligations, and performance requirements. NCDOT understands USDOT grant administration and reporting requirements and maintains the organizational capacity, administrative systems, and internal controls necessary to successfully manage and oversee federal funding. For this project, NCDOT will serve as the grant administrator and provide oversight of capital project delivery, support the efficient integration of the NSFLTP project into the existing regional transportation network, and assume responsibility for the long-term maintenance and operation of the project roadways once construction is complete.

C. Commitment to Timely Project Delivery: NCDOT is committed to advancing this project according to the proposed schedule (see Project Schedule attachment). NCDOT has established a realistic implementation plan that reflects project readiness and achievable milestones. Key project activities, including right of way acquisition, utilities relocation, let, and construction, have been sequenced to minimize delays and maintain project momentum. The project schedule includes clearly defined milestones and regular progress reviews to ensure timely completion. NCDOT's experience delivering federally funded transportation projects demonstrates its ability to effectively manage schedules, coordinate among multiple partners, and proactively address potential risks. This management approach will support efficient project delivery and the timely obligation and expenditure of federal funds.

D. Technical Feasibility: The iBRAGG project is technically feasible and presents minimal right-of-way and implementation risk. NCDOT has successfully delivered thousands of comparable transportation projects across North Carolina and possesses the experience, expertise, and established processes necessary to advance the project efficiently and effectively; roadway construction, maintenance, and operations are core functions of NCDOT. Should the project be selected for NSFLTP funding, NCDOT will be prepared to move forward with grant obligation immediately upon execution of the required agreements and documentation. Additionally, all proposed improvements are located within an existing transportation corridor and do not require changes in land use, further reducing project complexity and risk.

Readiness: Financial Completeness Assessment

A. Cost Estimates: The project cost estimate has been developed using established planning-level cost estimation methodologies and reflects the scope, complexity, and anticipated requirements of the project. Cost estimates are based on recent comparable projects, current market conditions, available data, and professional engineering and planning judgment. The project budget includes all activities necessary to successfully complete the project, including project management, right of way acquisition, utility relocations, construction and implementation, and project monitoring. NCDOT has carefully reviewed all cost assumptions to ensure that project expenses are both reasonable and directly related to achieving the project's objectives. The budget reflects a prudent use of federal funds while ensuring sufficient resources are available to deliver all project components as proposed. A 3% annual cost

escalation was assumed to bring the cost estimate to year of expenditure dollars, and contingency is also included in the project budget (see Detailed Budget attachment for more information).

B. Potential Cost Overruns: NCDOT has established procedures for monitoring expenditures, managing risks, and addressing unforeseen conditions that may affect project costs. Throughout project implementation, costs will be tracked against established budgets and milestones through regular financial and project management reviews. Should cost increases occur due to factors such as market fluctuations, unforeseen site conditions, or scope refinements, NCDOT will evaluate value-engineering opportunities, phase project components if appropriate, and coordinate with project partners to identify additional funding sources. NCDOT and its partners have a demonstrated history of managing federally funded projects and maintaining fiscal accountability through proactive risk management and financial oversight. NCDOT will be responsible for covering cost overruns.

C. Reasonable Availability of Funding: NCDOT has identified the non-federal funding sources necessary to complete the project and is committed to providing all required matching funds. Federal and non-federal funding commitments are supported by agency budgets, planning documents, partner commitments, and applicable programming processes. The proposed funding package provides a clear and achievable strategy for project completion. In addition to the requested NSFLTP funds, state resources have been identified to support project delivery. NCDOT will ensure all necessary funds remain available throughout project development and implementation, minimizing the risk of project delays or funding shortfalls.

D. Funding for Future Operation, Maintenance, and Preservation Costs: NCDOT is committed to the long-term operation, maintenance, and preservation of the proposed improvements following project implementation. The project is already programmed in the North Carolina State Transportation Improvement Program (STIP), demonstrating NCDOT's commitment to advancing and delivering the project. Ongoing operations and maintenance costs will be incorporated into existing agency operating budgets and capital maintenance programs and supported through established local, state, regional, and federal transportation funding sources.

The project will not create a significant financial burden beyond NCDOT's capacity. Routine maintenance, asset management, and preservation activities will be conducted in accordance with established agency standards and maintenance schedules to ensure the continued safety, reliability, and performance of the transportation network throughout the project. This commitment protects the federal investment and ensures the project will continue delivering long-term mobility, safety, and economic benefits to military personnel, residents, freight operators, and surrounding communities.

Readiness: Permitting Risk Assessment

A. Permits: NCDOT has evaluated the anticipated permitting and approval requirements associated with the project and has incorporated these activities into the project schedule. Based on the current scope of work, NCDOT anticipates that all necessary federal, state, and local permits, approvals, and clearances can be obtained within the timeframe needed to support timely project delivery.

The Minimum Criteria Determination Checklist (MCDC) for the project identifies several anticipated permitting and consultation requirements, including coordination with the U.S. Fish and Wildlife Service (USFWS) and Fort Bragg to update the expired Red-Cockaded Woodpecker survey and evaluate potential project impacts prior to construction. Additionally, the extent of anticipated impacts to jurisdictional features within the project study area is expected to necessitate an Individual Permit (IP) from the U.S. Army Corps of Engineers (USACE) (see [Supplemental Materials](#)).

NCDOT will work closely with the Federal Highway Administration (FHWA), the Lumbee Tribe, the Army Corps of Engineers, local governments, and other relevant stakeholders to ensure that permitting and environmental review activities are initiated early and completed efficiently. Project milestones have been developed to accommodate permitting requirements, and NCDOT has extensive experience coordinating environmental reviews and regulatory approvals for transportation projects. This proactive approach minimizes permitting risk and supports the project's successful implementation.

B. Public Engagement: Public and stakeholder engagement is a key component of the applicant's transportation planning and project development process. The project has benefited from ongoing coordination with local governments, transportation agencies, community organizations, business stakeholders, and the public through regional planning efforts and project development activities. For example, project information was presented through a virtual public engagement process in April 2025 to provide stakeholders and the public an opportunity to review the project and submit comments.²⁰ Between March 14 and April 7, 2025, the project received 18 comments and 860 project webpage views.²¹ Public engagement activities will be coordinated with NCDOT Public Involvement, Community Studies & Visualization (PICSviz) prior to construction to inform potentially affected communities of off-site detours (see [Supplemental Materials](#)). NCDOT will continue conducting meaningful public engagement throughout project implementation to ensure stakeholders remain informed and have opportunities to provide input. Outreach activities may include public meetings, stakeholder interviews, online engagement tools, agency coordination meetings, and targeted communication efforts.

C. Unmitigated Issues: At this time, no significant public controversy has been identified. Should concerns arise during project development, NCDOT will work collaboratively with affected stakeholders to identify appropriate mitigation measures and incorporate feedback where feasible. This approach will help build public support, address potential concerns early, and reduce risks to project delivery.

NCDOT's Geotechnical Engineering Unit's GeoEnvironmental Section completed an update to the May 2019 Phase I Site Assessment Report on April 29, 2024. The update identified two sites of concern within the project area; however, both are expected to have minimal impacts on project cost and schedule (see [Supplemental Materials](#)). Outside of this finding, NCDOT is not aware of any known and unmitigated issues that present a substantial risk to project delivery. Specifically, there is no known litigation related to the project, no significant public controversy, and no known opposition from regulatory or resource agencies on environmental or permitting grounds.

The project is consistent with regional transportation plans and local transportation priorities and has been developed through coordination with partner agencies and stakeholders. NCDOT will continue to monitor potential risks throughout project implementation and maintain open communication with regulatory agencies, project partners, and affected communities to identify and address issues before they impact the project schedule. Through proactive project management, stakeholder engagement, and agency coordination, NCDOT has established a framework for minimizing project delivery risks and ensuring successful project advancement.

VI. DOT Priority Considerations

²⁰ R-5824 project publicinput.com webpage, <https://ncdot.publicinput.com/w0380>

²¹ Comment Summary and NCDOT Response to Public Comments, Project publicinput.com webpage, <https://ncdot.publicinput.com/w0380>

In the space below, describe how the project will meet the DOT priority considerations in Section F of the FYs 2024 through 2026 NSFLTP NOFO. Where appropriate, reference attachments or other sections of the application.

DOT Priority Considerations: Briefly describe below how the project responds to the following DOT priority considerations from Section F of the FYs 2024 through 2026 NSFLTP NOFO:

FHWA will determine responsiveness to the other DOT priority considerations based on the application readiness assessment and past awards.

Reducing Congestion Without Limiting Motor Vehicle Capacity: The project will improve safety, traffic flow, and travel reliability along NC 690 while maintaining existing motor vehicle capacity and avoiding new bottlenecks. Through pavement reconstruction, geometric improvements, and intersection upgrades, including modern roundabouts, the project will correct substandard curves, reduce crash-related delays, and improve operations for residents, freight carriers, agricultural vehicles, school buses, and emergency responders. By enhancing the existing roadway rather than reducing lanes or restricting access, the project will support efficient movement of people and goods while accommodating future traffic demand. Safety improvements at high-risk locations will also reduce incident-related congestion, unplanned road closures, and travel delays, resulting in a more reliable corridor for daily users.

Reinvesting in American Families and Supporting Rural Communities: The project strongly advances DOT's goal of reinvesting in American families through the modernization of transportation infrastructure in a rural community. NC 690 is a critical transportation corridor in Moore County, providing access to schools, healthcare, businesses, recreational destinations, and other essential services. By rehabilitating aging pavement and correcting longstanding roadway deficiencies, the project will improve safety, reliability, and daily travel experience for residents and members of the Lumbee Tribe.

The project also represents an important investment in preserving and modernizing rural infrastructure. Because rural communities have limited alternate routes, dependable transportation connections are essential. Improvements along NC 690 will strengthen regional connectivity, support economic activity, facilitate the movement of agricultural and commercial goods, and improve access to jobs and services. The corridor also provides a key connection between rural Moore County and the Fayetteville metropolitan area, including Fort Bragg, one of the nation's largest military installations. Enhanced roadway reliability and safety will help maintain efficient access for military personnel, civilian employees, contractors, freight carriers, members of the Lumbee Tribe, and residents while reducing disruptions caused by crashes and pavement deterioration.

In addition to its safety and preservation benefits, the project will improve the overall condition and appearance of the corridor through pavement rehabilitation and roadway upgrades. These investments will provide a smoother, safer, and more comfortable travel experience while ensuring the long-term performance of a critical transportation asset. Overall, the project advances DOT priorities by modernizing rural infrastructure, improving mobility and reliability for American families, including Lumbee Tribal members, supporting access to Fort Bragg and regional employment centers, and preserving a vital transportation corridor without reducing roadway capacity.

North Carolina Department of Transportation

