



Project Description

The SAFE Lumberton project will create Safer Access for Everyone. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant will allow the North Carolina Department of Transportation (NCDOT) and the City of Lumberton to make over 2 miles of Complete Street improvements along 2nd Street (NC 72) in Lumberton, North Carolina. These improvements will connect areas of persistent poverty and underserved neighborhoods to jobs, services, schools, and the heart of the City's downtown. The project will reduce motorist speeds, provide needed pedestrian crossings, increase visibility of pedestrians, and create safer travel for all.

SAFE Lumberton spans 2.1 miles along NC 72 between NC 41 and NC 211 and is divided into six sections that will improve connectivity and safety for all roadway users in the area. The project includes two roundabouts, several new crossings at pedestrian refuge islands, systemic pedestrian safety improvements at multiple signalized intersections, a Road Diet, and other intersection safety improvements.

NCDOT identified the project corridor for SAFE Lumberton during the 2021 Pedestrian Safety Study. As part of the study, NCDOT reviewed the entire City and applied both crash-and risk-based analysis to identify needed safety improvements. The study recommended Complete Street improvements along NC 72 and later identified additional safety needs for motorized travel. None of the proposed improvements have been made for the project, however NCDOT has identified the specific locations for implementation.

Project Location

SAFE Lumberton is located in the City of Lumberton, North Carolina, The County is rural and does not contain any urbanized areas. The City of Lumberton is a regional hub of business activity positioned at the crossroads of Interstates 95 and 74. Lumberton is an NC Main Street Community. The City of Lumberton has approximately 19,000 residents and consists largely of historically-marginalized communities. African Americans are 35.3% of the population and American Indians are 12.9%, which is higher than the rates for the State.¹ The median household income is \$36,486 which is 39% less than the State average of \$60,156. The City of Lumberton residents experience significant levels of poverty, environmental injustice, and transportation disadvantages.

Areas of Persistent Poverty

According to the 2017-2021 American Community Survey², approximately:



1 of 4 North Carolina residents and 2 of 5 Robeson County residents are below 150% of the poverty line.²

In the City of Lumberton area, the share of people living in poverty is 43% higher than the Statewide average.²

All of the of the Census Tracts in the SAFE Lumberton project area are considered Areas of Persistent Poverty (9608.01, 9608.02, 9611, 9610, 9612, 9613.02).³

¹ <https://www.census.gov/quickfacts/fact/table/lumberton-citynorthcarolina,NC/PST045221>

² <https://data.census.gov/table?q=Poverty+in+North+Carolina+2021&tid=ACSS15Y2021.S1701>

³ <https://maps.dot.gov/BTS/GrantProjectLocationVerification/>



SAFE Lumberton

Project Snapshot



Estimated Completion Date: December 2027

Project Cost: \$11,000,000

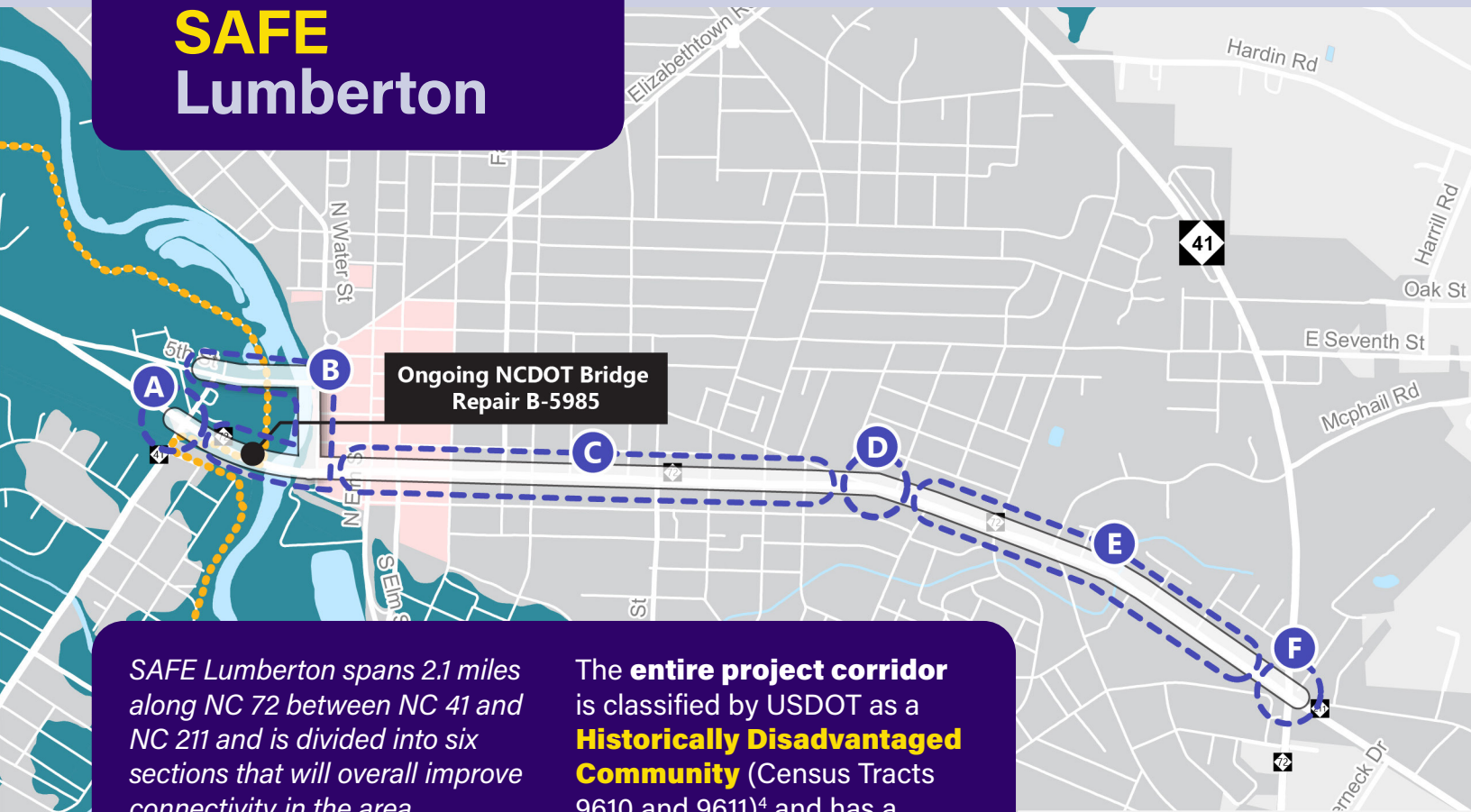


RAISE Funding Request: \$8,600,000

NCDOT Match Support: \$2,400,000



Urban or Rural: Rural



SAFE Lumberton spans 2.1 miles along NC 72 between NC 41 and NC 211 and is divided into six sections that will overall improve connectivity in the area.

- (A) NC 41 and NC 72 Roundabout
- (B) NC 41 and 5th Street and Water Street and 5th Street Improvements
- (C) NC 41 to 2nd Street Systemic Improvements
- (D) Roundabout at 2nd and 5th St
- (E) NC 72 Road Diet, East of 5th St
- (F) NC 72 and NC 211 Intersection Improvements

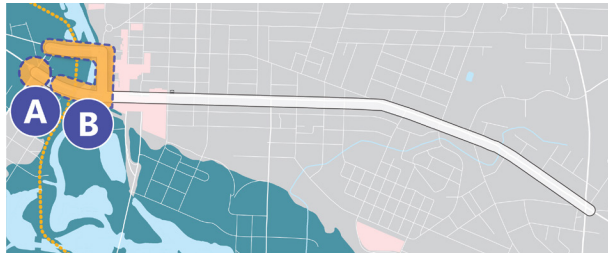
The **entire project corridor** is classified by USDOT as a **Historically Disadvantaged Community** (Census Tracts 9610 and 9611)⁴ and has a significant American Indian population⁵, and the entire corridor is in an **Area of Persistent Poverty** (Census Tracts 9608.01, 9608.02, 9610, 9611, 9612, and 9613.02)⁶.

⁴ [Transportation Disadvantaged Census Tracts \(Historically Disadvantaged Communities\)](#)

⁵ [U.S. Census Bureau Quick Facts](#)

⁶ [Areas of Persistent Poverty](#)

For more information about the specific project improvements, visit the [Project Location Map](#).



Section A: NC 41 and NC 72 Roundabout



The project corridor begins with a roundabout installation on the western side of the corridor at NC 41 and NC 72, marking the transition into the downtown area of Lumberton. This is an existing four-leg signalized intersection that NCDOT had considered, as part of project W-5806E, for improvements as part of the Highway Safety Improvement Program (HSIP).

The roundabout will include pedestrian crossings and connect destinations, such as a senior living area, public housing, the Lumberton Outdoor Flea Market, churches, and the historic downtown. The roundabout will encourage reduced motorist speeds, provide needed pedestrian crossings, and make it easier for all modes to reach their destination safely.

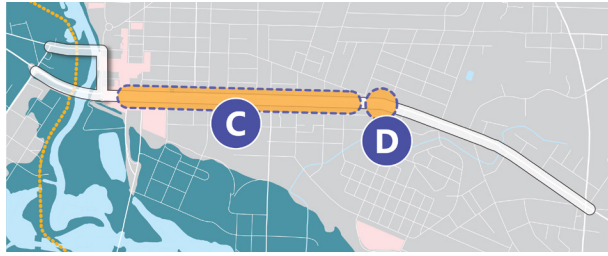
Section B: NC 41 and 5th Street and Water Street and 5th Street Improvements



To the north of the roundabout, at the intersection of 5th Street and Martin Luther King Jr. Drive, improvements will be made to the T-intersection to provide safe and lighted crossings near the outdoor flea market. This series of improvements will connect pedestrians to the outdoor flea market, 5th Street Riverwalk, and Mohr Plaza. It will also create a connection from the senior housing, which is west of the river, to downtown. The safety improvements in this section include high-visibility crosswalks and leading pedestrian intervals (LPIs) on all approaches and installing lighting along the bridge into downtown. The project will also install a pedestrian refuge island on 5th Street west of Martin Luther King Jr. Drive.

Bridge Replacements

The proposed project ties into an existing State project to replace both bridges into downtown and will add sidewalk leading up to and after the bridge connecting 5th Street and Water Street. NCDOT is updating the bridge in two phases: B-5985A, which will replace bridge #125 (letting in May 2023 and estimated to cost \$8,500,000), and B-5985B, which will replace bridge #175 (letting in 2025 and estimated to cost \$8,175,000). The bridge improvements are not part of this RAISE grant, however they will further increase pedestrian visibility and slow drivers on 5th Street.



Section C: NC 41 to 2nd Street Systemic Improvements



Traveling east along the corridor into downtown, NCDOT will make improvements at the Riverwalk and 2nd Street intersection. The pedestrian improvements in and near downtown Lumberton will enhance pedestrian access to important destinations on both sides of the Lumber River. Additionally, they will provide safe locations for pedestrians to cross 2nd Street between the downtown plaza and the Robeson County Library, Exploration Station, Robeson County History Museum, and Lumberton Christian Care Center.

These improvements will include installing:

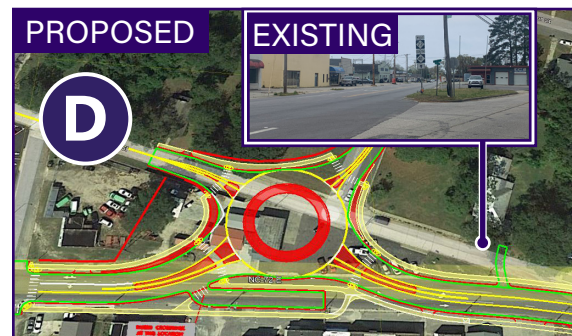
- A pedestrian refuge island at the existing marked crossing on the Riverwalk.
- Lighting along the bridge into downtown.
- Sidewalk leading up to and after the bridge connecting 2nd Street to Water Street.

These improvements will help travelers access jobs, housing, and the downtown area safely, by increasing pedestrian visibility. The improvements will also make it easier to travel along the corridor, especially on foot.

Culvert/Drainage Improvements

The project will also tie into an ongoing City project (PW 1534) funded through a FEMA grant to improve stormwater along the corridor. When there are significant rain events flooding occurs on 1st Street and the run-off impacts 2nd Street between Sycamore and Chippewa Street. As part of the sidewalk repairs for this project there will be culvert/drainage improvements along 2nd Street.

Section D: Roundabout at 2nd and 5th Street



The improvements planned for the intersection of 2nd Street and 5th Street include a roundabout to tie with McNeill Street. The roundabout will accommodate all types of vehicles and will feature:

- Aprons where needed for larger trucks.
- New curb and gutter to prevent trucks from driving onto the sidewalk.
- Islands at the beginning and end of 2nd Street to calm traffic and avoid its use as a bypass lane.

The roundabout will require right-of-way (ROW) from a parcel in the northwest corner of McNeil and 5th Street, however the lot is vacant and the City plans to acquire the parcel if necessary. If awarded, the NCDOT project team will continue to review site access needs and design improvements for the final design of the roundabout.



Section E: NC 72 Road Diet, East of 5th St



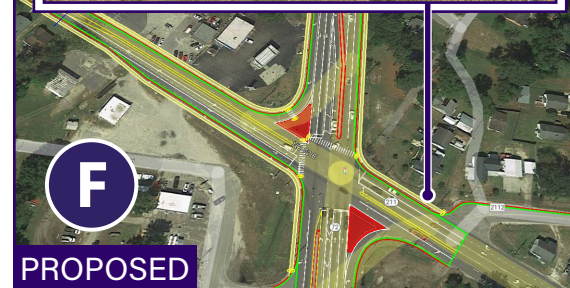
To the east of the proposed roundabout is the next section of the project, a Road Diet along 5th Street and NC 211 (N Roberts Avenue), which will convert the road from 4 lanes to 3 lanes with 1 travel lane in each direction and a center left-turn lane. The Road Diet will also provide consistency for drivers traveling from the western section of 2nd Street/NC 72. The road carries less traffic, and the additional space can be used to construct sidewalk where there is no existing sidewalk network.

Complementary Crossing Improvements

Complementary crossing improvements include adding crosswalks and pedestrian signal heads at:

- Grace Street;
- Carolina Avenue; and
- Linwood Avenue (marked crosswalk only).

Section F: NC 72 and NC 211 Intersection Improvements



The final section of this corridor includes installing:

- High-visibility crosswalks;
- Pedestrian signal heads;
- LPIs; and
- Pedestrian refuge islands on the north and west leg of the intersection of NC 72 and NC 211.

These improvements will provide new opportunities for pedestrian crossings and increase visibility while traveling through the intersection. Additionally, sidewalk will be constructed south from the intersection to Glisson Street, north of the intersection to a nearby, frequently-visited convenience store, and east of the intersection to Warwick Mill Road.

The improvements for this section were originally recommended in the Lumberton Pedestrian Safety Study and will substantially improve the safety and comfort of pedestrians walking between the nearby mobile home communities and essential destinations like convenience stores, restaurants, grocery stores, and even downtown.