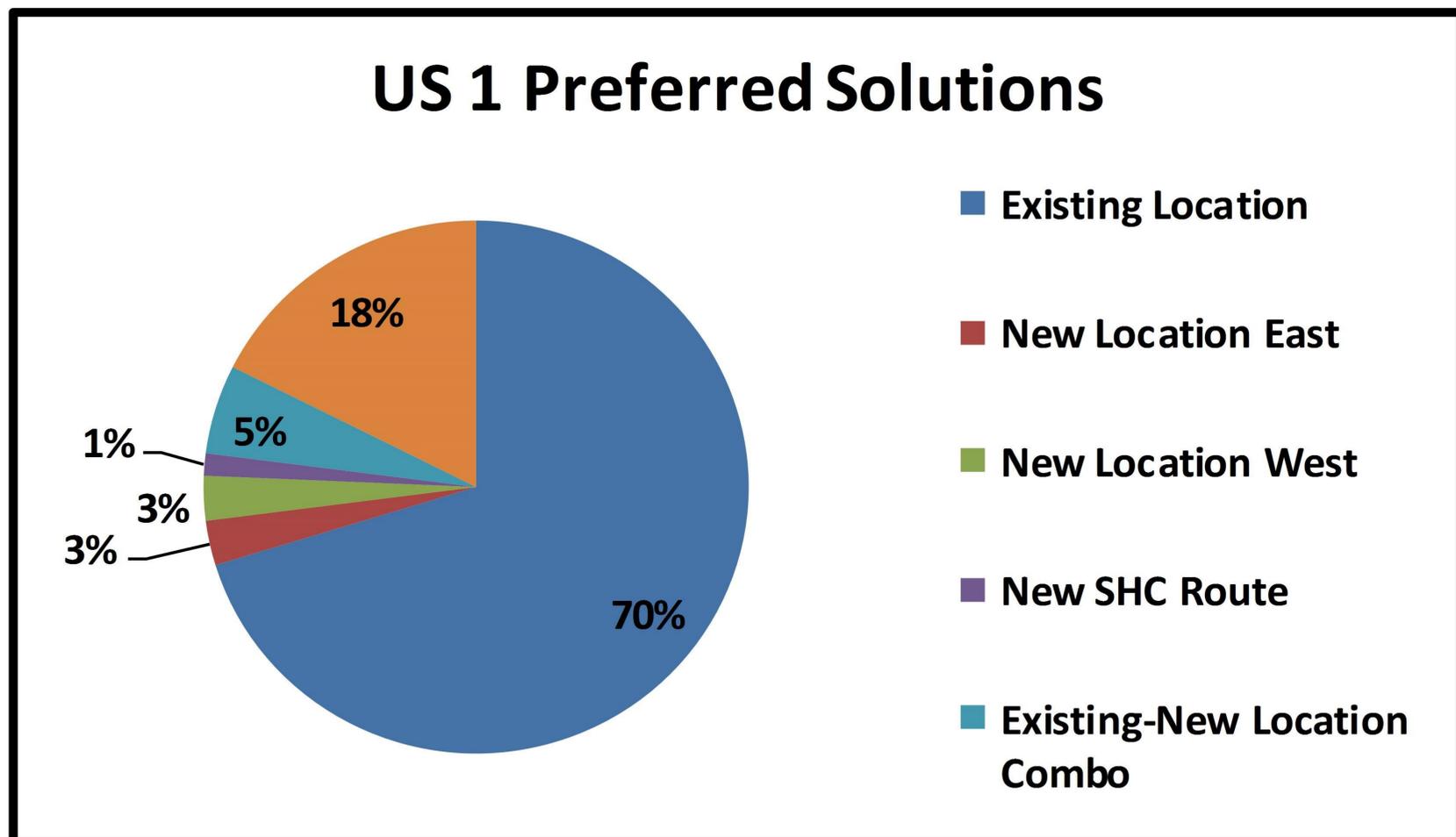


# US 1 FOCUS AREA (between Old US 1 and Roseland Road)

**Primary Problem:** The 2040 projections of US 1 between Old US 1 and Roseland Road indicate that this road will exceed the number of vehicles it is designed to carry.

**Secondary Problem:** This section of US 1 exceeds Statewide and Countywide crash rates between 2009 and 2014. 924 Crashes, 338 involving injuries but no fatalities. The crash rate is 412 crashes per 100 million vehicle miles (100MVM). The Statewide average is 237.4 and the Moore County average is 261.6 (100MVM). Safety is already a concern.

**Concepts Studied:** 5 concepts



**70% of 2011 charrette participants favored improving US 1 on the current location.**

Local resolutions prevented the consideration of any US 1 solutions east of US 1.

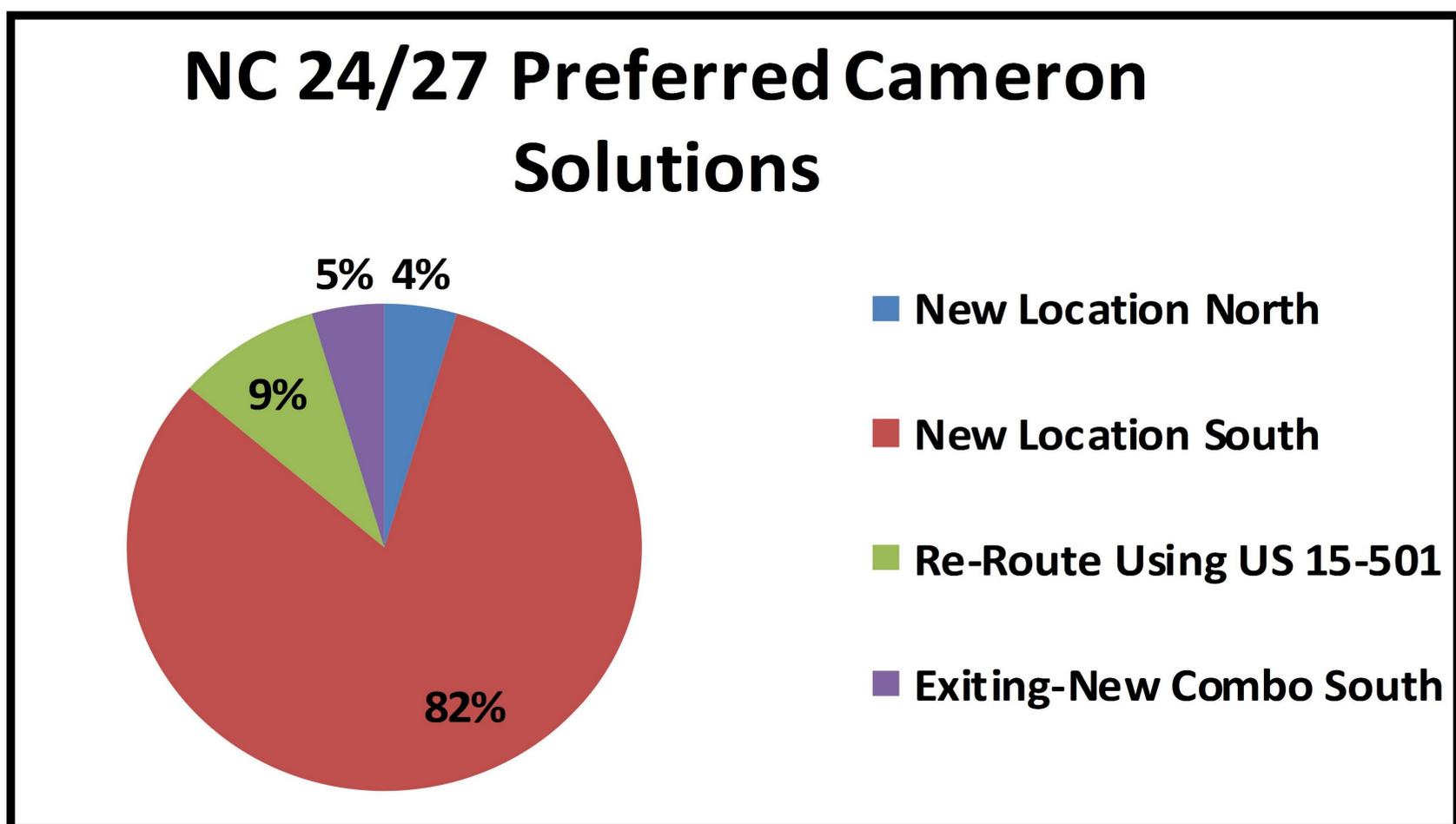
US 1 is a North Carolina Strategic Transportation Corridor.

What about the other sections of US 1? For the 5 lane section in Pine Bluff, a median is needed. The other sections of US 1 appear to be sufficient through 2040.

# CAMERON FOCUS AREA

**Problem:** NC 24/27 is a key corridor in the county for economic development. Any improvements of NC 24/27 through Cameron will encounter historic properties.

**Concepts Studied:** A new shallow location bypass south of Cameron



**82% of 2011 charrette participants favored a southern bypass.**

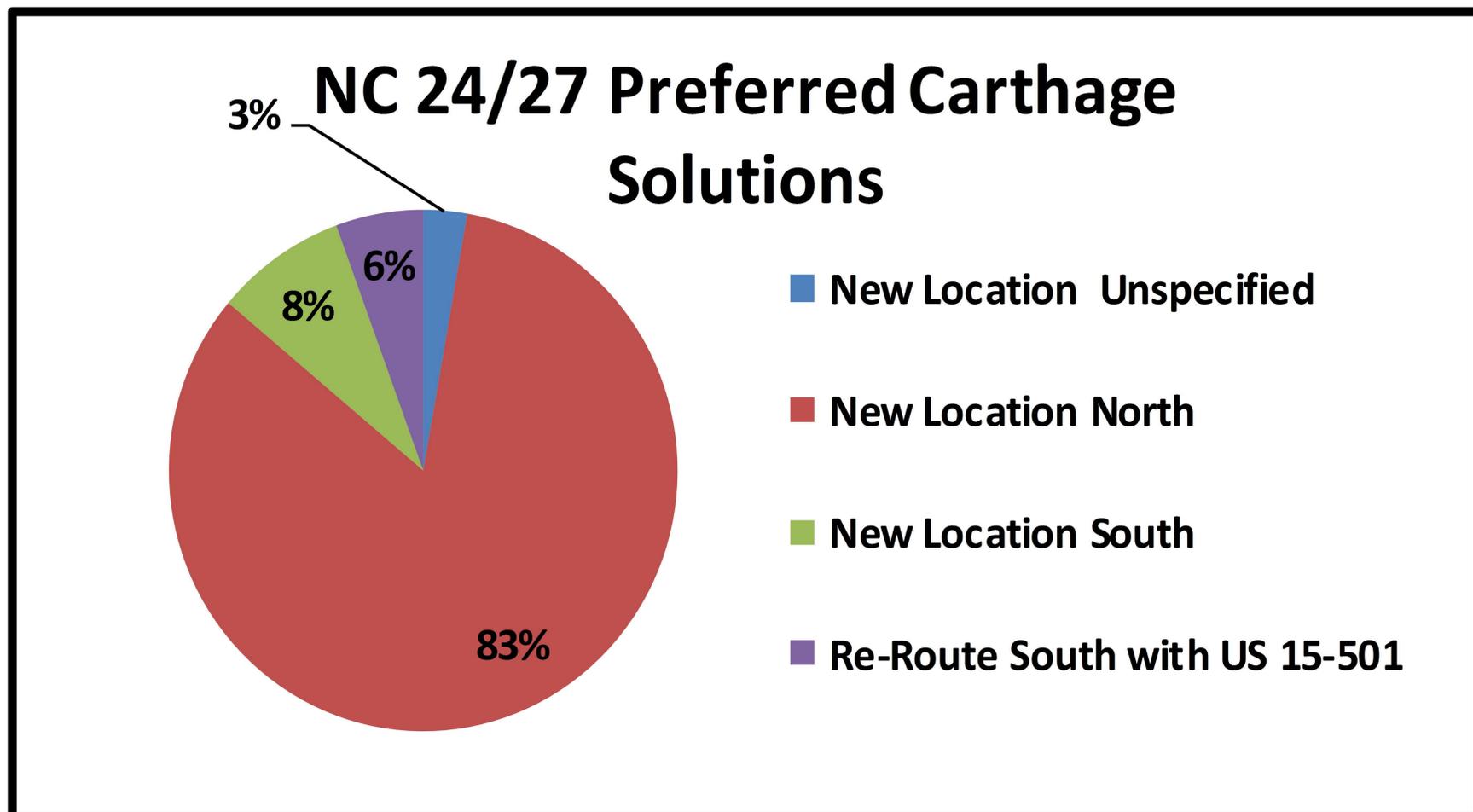
**Traffic:** Traffic projections indicated no congestion concerns through 2040.

Due to changes in state transportation policy, NC 24/27 is and is not subject to operating standards associated with high performance facility types.

# CARTHAGE FOCUS AREA

**Problem:** The 2040 projections inside of Carthage indicate that this road will exceed the number of vehicles it is designed to carry.

**Concepts Studied:** A shallow bypass north of Carthage.



**83% of 2011 charrette participants favored a Northern Bypass.**

**History:** A northern bypass of Carthage was planned years ago, but the project was dropped due to controversy. Changes in State transportation policy has since presented an opportunity to reconsider the purpose and need for a Carthage bypass.

The concept shown is for consideration and should not be mistaken for a final recommendation.

NC 24/27 through Carthage has a high volume of truck traffic.

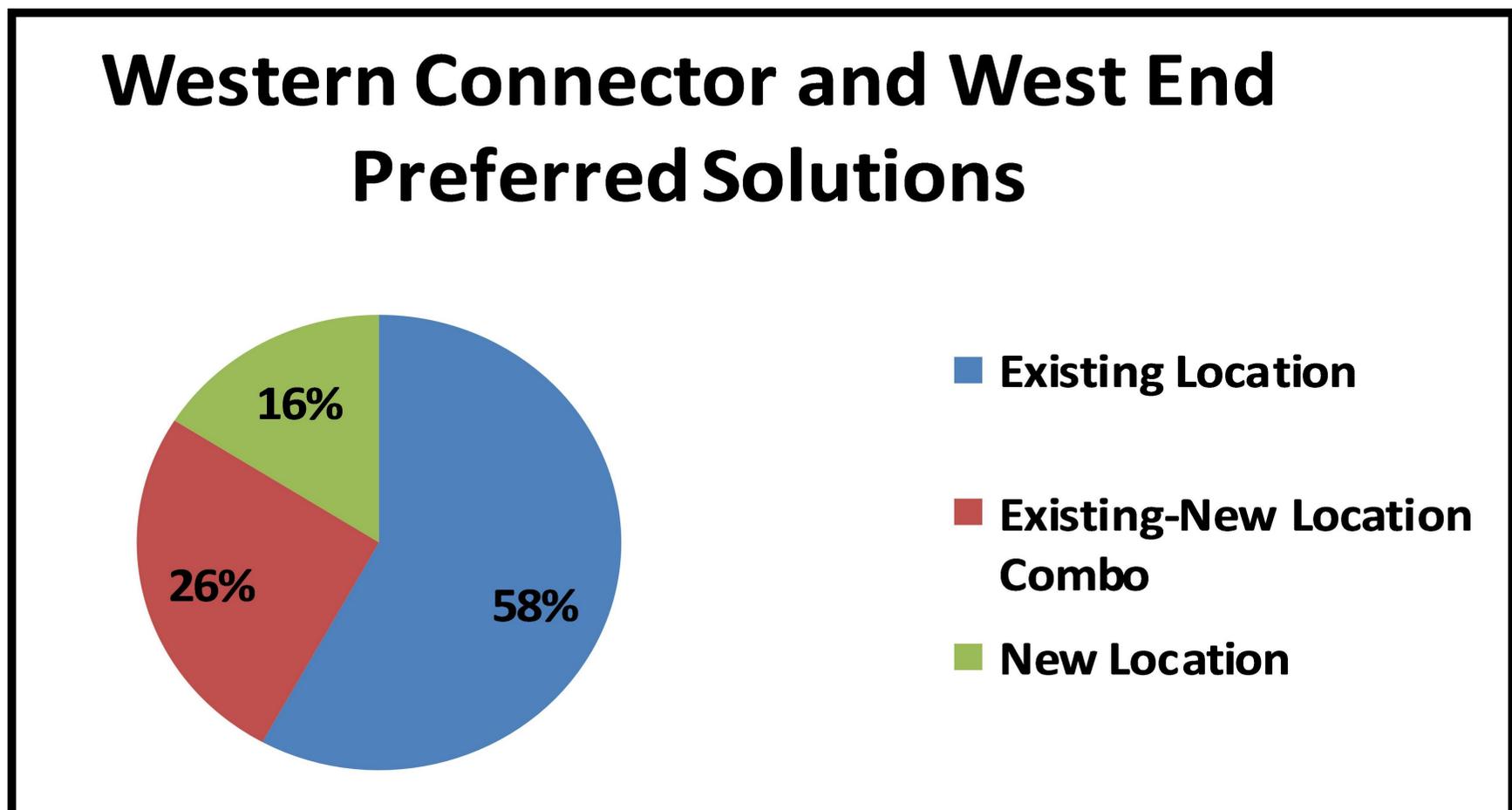
There is pedestrian traffic near the traffic circle.

Due to changes in state transportation policy, NC 24/27 is and is not subject to operating standards associated with high performance facility types.

# WEST END/ WESTERN CONNECTOR FOCUS AREA

**Problem:** To connect the communities in western Moore County with the amenities in the east and relieve congestion on existing roads.

**Concepts Studied:** Widening Hoffman and Roseland Roads. (doesn't work)



**58% of 2011 charrette participants favored widening Hoffman and Roseland Roads**

Routes considered years ago for the Western Connector have been compromised with development.

Based on 2040 traffic projections, improvements are warranted along NC 5. However, options are limited due to the adjacent Railroad track.

Analysis suggests that, due to route length, widening Hoffman and Roseland Roads is not an effective solution. Environmental concerns and the affects to Foxfire Village should be considered.