

July 12, 2007

DRAFT PROJECT PAGE

Main St / Broadway Rd (SR 1579) – Project Statement

Project Recommendation: From Avent Ferry Rd (NC 42) to the Harnett County line, Broadway Rd/Main St is recommended to be widened to a 3-lane facility. A bicycle lane is recommended from Harrington Ave (SR 1538) to Swanns Station Rd (SR 1531). This project will cost \$XXX.

Existing Conditions (2004): SR 1579 has 2 12-foot lanes. A 0.63 mile section in the Broadway town limits has onstreet parking. The current capacity of this road is 9,500 vehicles per day (vpd). Current traffic volumes range from 5,100 to 7,000 vpd. No portion of this road is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Traffic volumes along this corridor are projected to range from 9,600 to 13,000 vpd in 2035. Without construction all of the road will be over capacity in 2035.

The recommended 3-lane cross-section has a capacity of 14,500 vpd. If construction takes place, no portion of this road will be over capacity in 2035.

Local and Regional Transportation Demand: This roadway serves local traffic and serves as the main route connecting Broadway into Sanford. Some commuters who live in Harnett County and work in the Raleigh/Triangle Area also use Main St: drivers exit off of US 1 in the northern part of Lee County and use rural roads to avoid driving all the way into Sanford and taking US 421 through the business district. This roadway also carries truck traffic.

Safety Issues: Crash rates along this corridor are currently not at or above the state average. As traffic along this road and congestion increase, adding the center turn lane will prevent cars from stopping in the travel lanes and waiting to turn. This should reduce rear-end collisions and improve safety.

Social Demands and Economic Development: The recommended cross-section will improve access to Sanford for Broadway residents. It will also maintain the small-town atmosphere of Broadway by not requiring a large amount of new right-of-way (ROW) to be acquired.

Modal Interrelationships: A bicycle lane is proposed between Harrington Ave and Swanns Station Rd.

Environmental Data: No environmental impacts are anticipated.

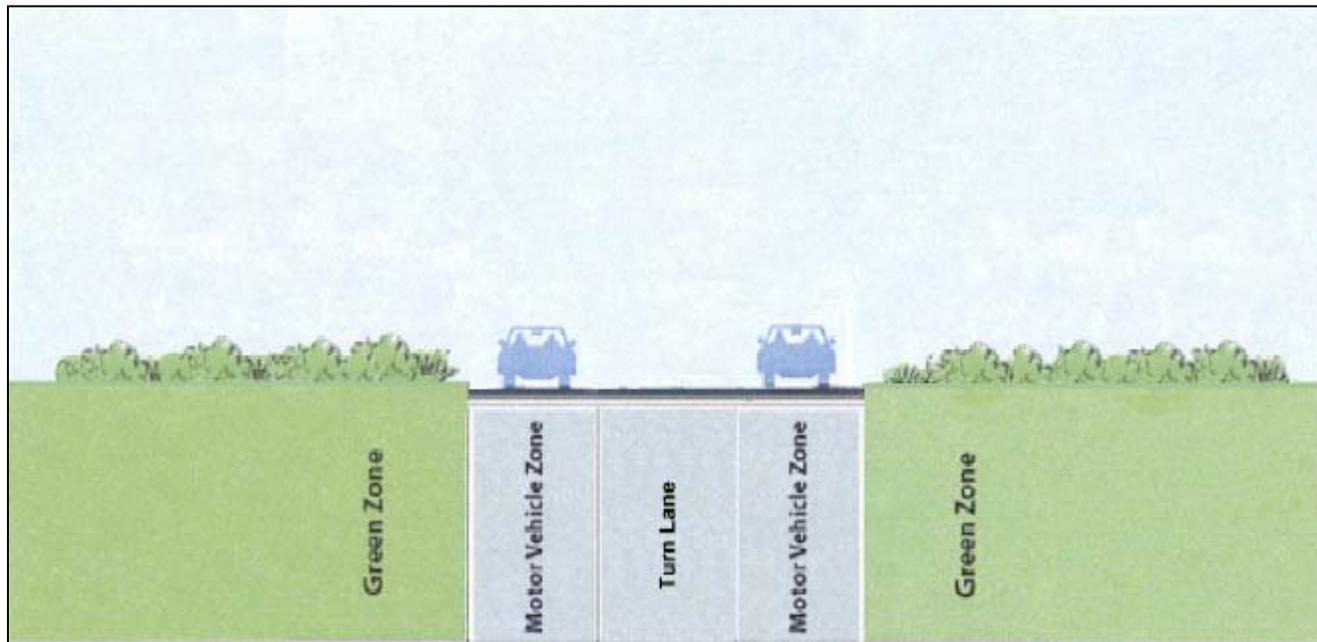
Historical Data: No impacts to historical districts or structures are anticipated.

Relationship to Other Plans: The Town of Broadway and the Sanford/Lee County Planning Department have identified this roadway as a gateway corridor. The community vision includes keeping with the rural character of the area leading into Broadway and accommodating vehicles, bicycles, and pedestrians in Broadway. Local desire exists to propose a bicycle route in Broadway, which is also reflected on the CTP bicycle map. Currently, Division projects are planned to construct a center turn lane on Broadway Rd. Phase one is from Harrington Ave to Milton Ave; it is expected to be complete in winter 2007. Phase two is from Milton Ave to Hunter Dr; construction will take place in 2008. In the 2007-2013 Transportation Improvement Program (TIP), project #R-3830 recommends widening the road to 3 lanes from Avent Ferry Rd to Harrington Ave. The project is unfunded. This recommendation differs in that it recommends widening to 3-lanes beyond Harrington Ave out to the Harnett County line. This project is on the (DRAFT) 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization as the region's 5th ranked priority.

Broadway Rd Concept-Cross Section

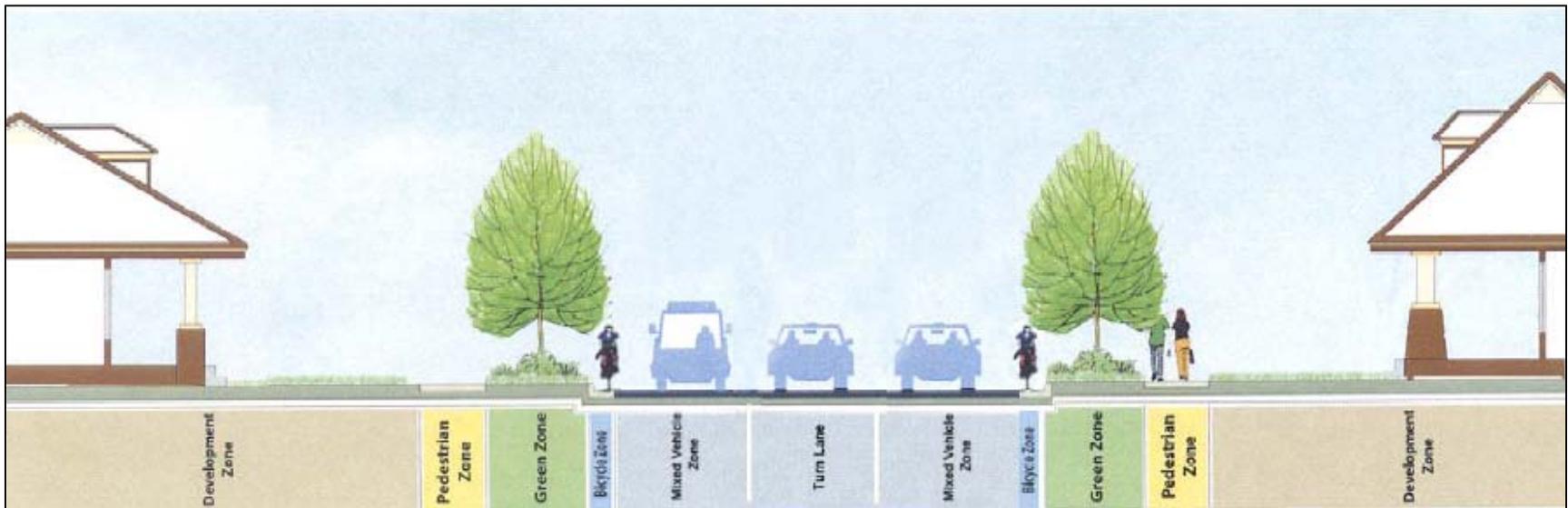
Leading into Broadway, local desire is to preserve the rural character.

From Avent Ferry Rd to Hunter Dr:



Within Broadway, the community vision incorporates facilities for pedestrians, bicycles, and vehicles while preserving the small-town atmosphere. The business district is from Hunter Dr to McLeod Ave. From McLeod Ave to the county line is residential.

From Hunter Dr to Harnett County Line:



Existing ROW along the entire corridor is 60 feet. A small amount of additional ROW may be necessary to accommodate these cross-sections in some locations.

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Carthage Street (US 1 BUS / SR 1237) – Project Statement

Project Recommendation: Carthage St is recommended to be improved to a median-divided facility throughout the corridor and to be rerouted at its southern end. The new location connector begins approximately ½ mile east of Tyndall Dr and would be approximately 0.9 miles long. Existing Carthage St between the new connector and US 1 has no recommended improvements. From Horner Blvd to Fields Dr is recommended to be widened to 4-lane divided; from Fields Dr to the new connector is recommended to be improved to 2-lane divided; and the new connector to Tramway Rd would also be designed as 2-lane divided. From Firetower Rd to Wicker St a bicycle lane is recommended. The cost will be \$XXX.

Existing Conditions (2004): Carthage St currently varies in cross-section throughout Sanford. From Horner Blvd to Wicker St (0.6 miles), Carthage St has 4 10-foot lanes and left turn lanes at cross streets. The current capacity of this segment is 36,000 vehicles per day (vpd) and current volumes range from 6,800 to 8,600 vpd. From Wicker St to Fields Dr (0.45 miles), Carthage St has 3 12-foot lanes, including a continuous center turn lane. The current capacity of this segment is 12,700 vpd and the current volume is 12,000 vpd. From Fields Dr to US 1 (2.30 miles), Carthage St has 2 11-foot lanes. The current capacity of this segment is 7,700 vpd and current volume is 4,600 vpd. No portion of this roadway is over capacity in 2004. However, the 3-lane segment is near capacity.

Future Conditions (2035) and Capacity Deficiencies: Traffic volumes along the 4-lane segment of Carthage St are projected to range from 25,000 to 31,000 vpd. If no construction takes place along this segment, it would be near capacity in 2035. The traffic volume along the 3-lane segment is projected to be 21,000 vpd. The traffic volume along the 2-lane segment is projected to be 10,000 vpd. If no construction takes place along the 2-lane and 3-lane segments, both will be over capacity in 2035.

The 3-lane segment is recommended to be improved to a 4-lane divided facility, which would have a capacity of 36,000 vpd. The 2-lane segment between Fields Dr and the new connection location is recommended to be improved to a 2-lane divided facility with left turn bays, which would have a capacity of 12,700 vpd. The 2-lane segment of Carthage Dr that has no recommended improvements will see traffic drop to local land access trips only and will be under capacity. If construction takes place, all of Carthage St would be under capacity in 2035.

Local Transportation Demand: Carthage St serves both Sanford's medical park and as an access into the downtown central business district. A large number of local access trips will occur on this facility throughout daily business hours both

by medical park employees and patients. Through trips would also use the facility as the proposed new connection to Tramway Rd provides a direct route to downtown from residential areas south of Sanford. Carthage St would serve as a parallel route to US 1, allowing local traffic to stay off of US 1.

Safety Issues: The portion of Carthage St that carries US 1 BUS has a crash rate of 1376.38 crashes per 100 million vehicle miles of travel, which is higher than the state average during the same time period of 376 crashes per 100 million vehicle miles of travel. Improvements to this facility will ease congestion as well as limit left-hand turns on and off of the roadway, which would improve safety. Also, the wide pedestrian zone desired by the City will improve pedestrian safety in the area.

Social Demands and Economic Development: Carthage St serves the medical park, which is a large attractor of both employees and patients. The park needs to be accessible to residents from all areas of the county. In conjunction with Charlotte Ave (SR 1002), Carthage St creates a continuous route between neighborhoods in east Sanford, the downtown central business district, the medical park, and residential areas in southern Lee County. Residential growth is expected to continue in southern Lee County creating the need for a local route between the residential areas and the downtown central business district without requiring residents to make short trips on US 1.

Environmental Data: No environmental impacts are anticipated.

Historical Data: No impacts to historical districts or structures are anticipated.

Alternatives Considered: Carthage St currently has an at-grade intersection with US 1. Eliminating this intersection was necessary to be consistent with the Strategic Highway Corridors Vision Map. Creating an interchange with US 1 and existing Carthage St was considered but not carried forward because it would not meet minimum interchange spacing guidelines.

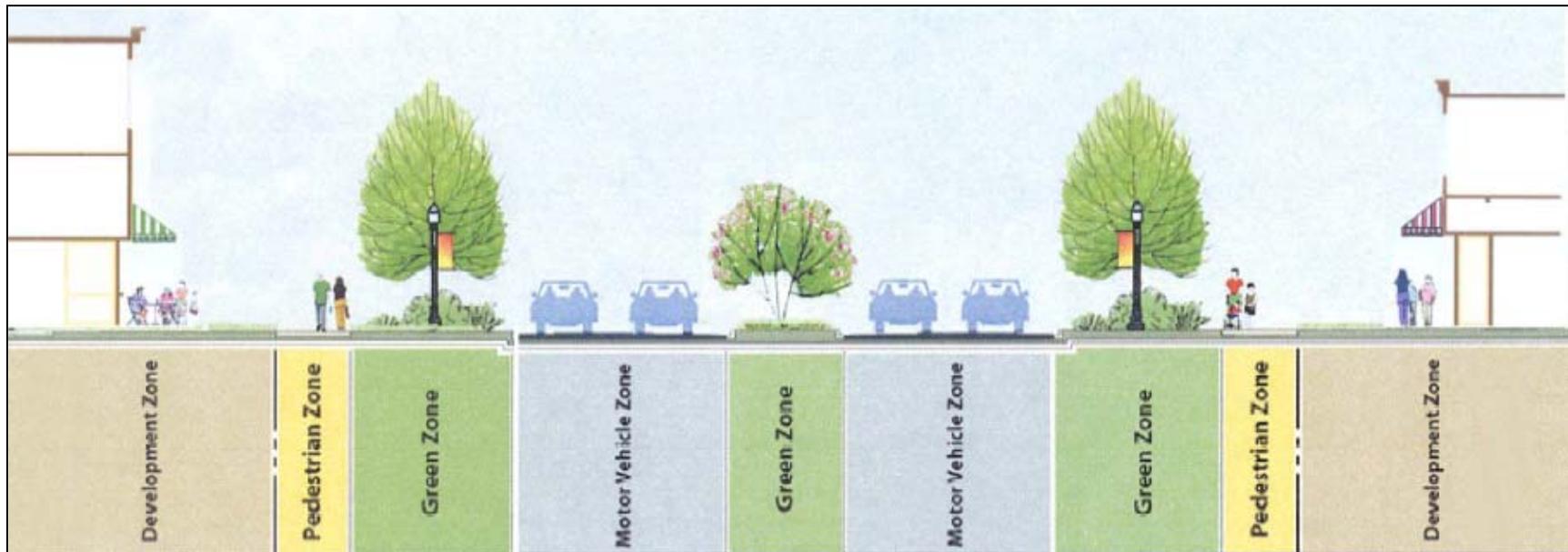
The alignment of the new connector piece was drawn so as to avoid adverse impacts to existing businesses along Carthage St in the vicinity.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified this roadway as a gateway corridor. The community vision includes wide development and pedestrian zones specifically to improve access to the medical park. Carthage Street carries the state bike route US 1 between Wicker St and Firetower Rd and this recommendation accommodates that facility and it is also reflected on the CTP bicycle map. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

Carthage Street Concept-Cross Sections

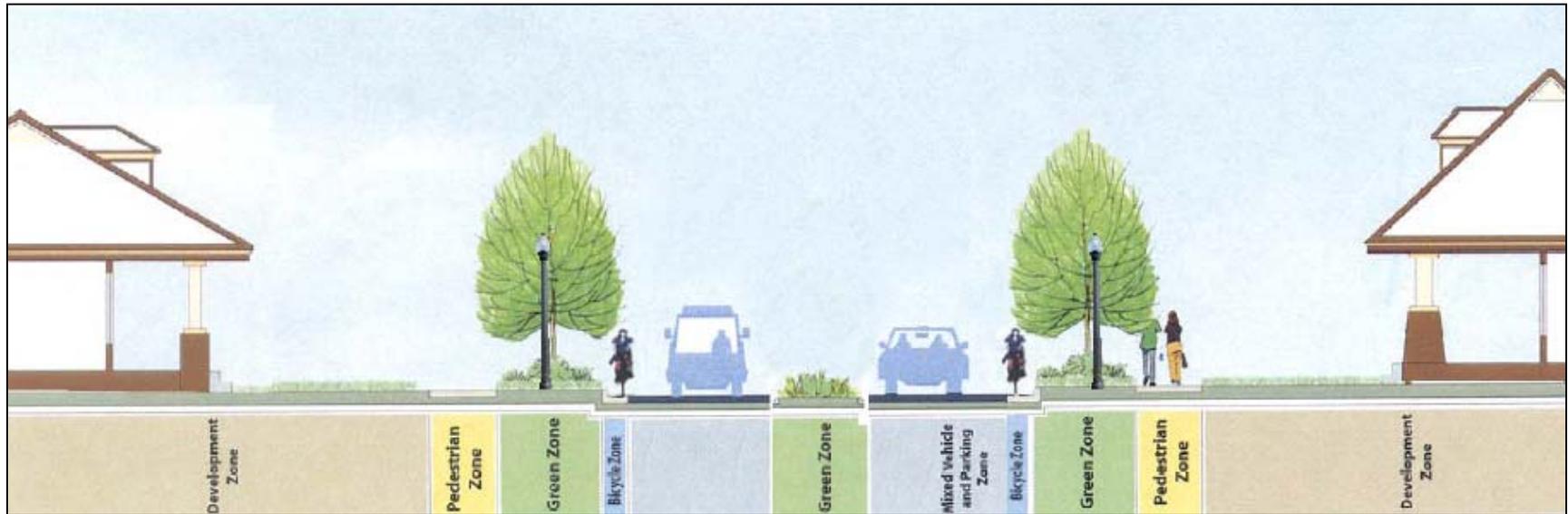
The City of Sanford envisions a future cross-section for Carthage Street that will incorporate automobile, bicycle, and pedestrian traffic. Also, there is a desire for aesthetic appeal through landscaping to further encourage the walkability of the corridor. A grass or planted median is desired to be incorporated into the design where feasible.

From Horner Boulevard to Fields Dr:



Existing Right-of-Way (ROW) for this segment of road is 60'. Additional ROW would be required to accommodate this cross-section.

From Fields Dr to NC 78 (including new location connector piece):



Right-of-Way (ROW) for the existing segment of this road is 60'. A smaller amount of additional ROW would be required to accommodate this cross-section. No ROW is currently dedicated for the new connector piece.

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Charlotte Ave (SR 1002) – Project Statement

Project Recommendation: There are no roadway recommendations between Hawkins Ave and 1st St. East of 1st Street through 11th St it is recommended to change the cross-section to median divided 2-lanes within the existing right-of-way (ROW). U-turns would be available at cross streets and larger vehicles and trucks would have U-turn access at 3rd and 7th Streets. A wide travel lane is recommended as well in this section to serve as a bicycle route. This project will cost \$XXX.

Existing Conditions (2004): From Hawkins Ave to 1st St (0.15 miles), Charlotte Ave has 4 11-foot lanes with on-street parking and left turn lanes at cross streets. The current capacity of this segment is 36,000 vehicles per day (vpd) and the current traffic volume is 3,200 vpd. From 1st St to 8th St (0.53 miles), Charlotte Ave has 4 12-foot lanes and there is no center turn lane or median. The current capacity of this segment is 36,000 vpd and the current traffic volume is 3,200 vpd. From 8th St to 11th St, Charlotte Ave has 2 12-foot lanes. The current capacity of this segment is 7,300 vpd and the current traffic volume is 2,100 vpd. No portion of this roadway is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: The projected future traffic volume between Hawkins Ave and 8th St is 11,000 vpd. This segment of road will not be over capacity in 2035. From 8th St to 11st, the project future traffic volume is 8,800 vpd. Without construction, this segment would be over capacity in 2035 with no construction.

From 1st St to 11th St is recommended to become a 2-lane divided facility with a capacity of 12,300 vpd. If construction takes place, no portion of Charlotte Ave will be over capacity in 2035.

Local Transportation Demand: Charlotte Ave serves as a main street through the downtown central business district as well as the major east-west route through a neighborhood area in east Sanford. When the future US 421 Bypass is complete between US 1 and Colon Rd, Charlotte Ave will serve as a route into downtown for drivers on the bypass.

Safety Issues: Charlotte Ave has a crash rate of 1609.88 crashes per 100 million vehicle miles of travel, which is higher than the state average during the same period of 376 crashes per 100 million vehicle miles of travel. The existing roadway in the residential area has no left turn lanes. Constructing a raised median will prevent left-hand turns from being made from the travel lanes, eliminating conflict points and possibly preventing rear-end collisions. Building

wide travel lanes will also improve safety for bicyclists, as Charlotte Ave carries the state bike route US 1.

Social Demands and Economic Development: Charlotte Ave serves as a route to a city park and baseball field. Not expanding the existing ROW of Charlotte Avenue is of high importance to the City of Sanford so as not to adversely affect the downtown central business district or the established residential area.

Environmental Data: No environmental impacts are anticipated.

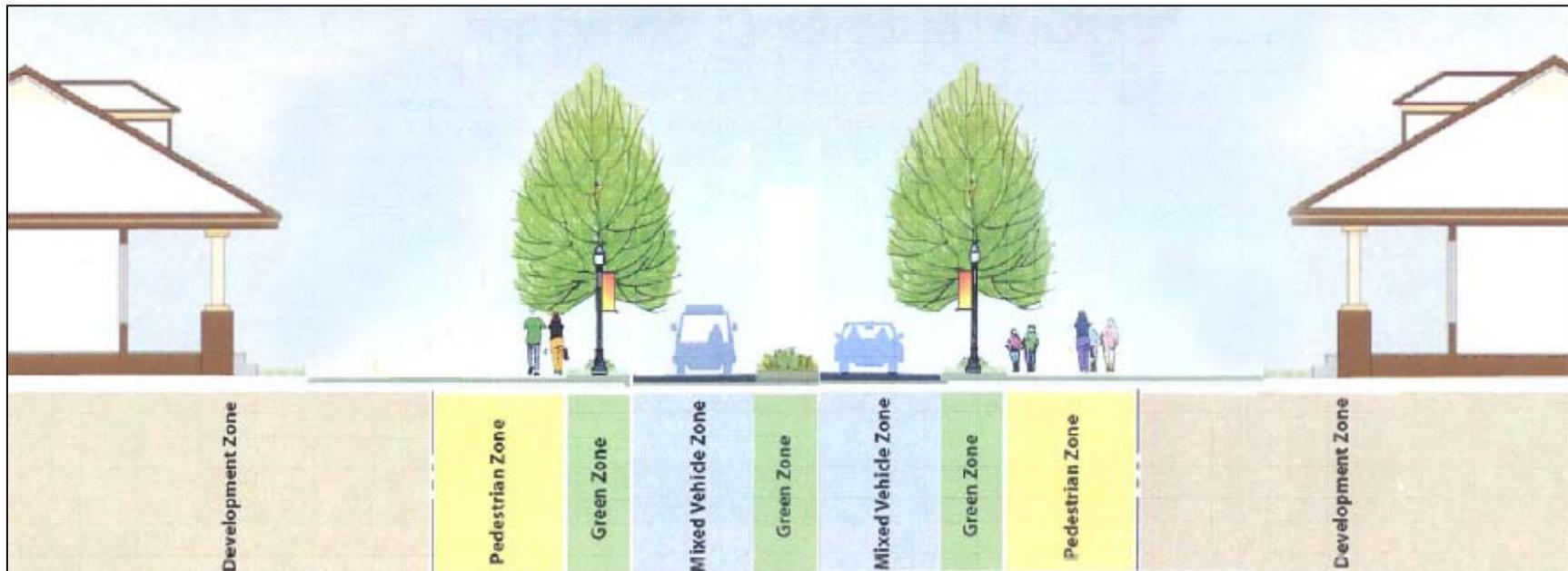
Historical Data: No impacts to historical districts or structures are anticipated.

Alternatives Considers: Improvements from Hawkins Ave to 1st Street were considered but none were carried forward in order to preserve existing on-street parking. Maintaining parking was the top local priority for this segment.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified Charlotte Ave as a gateway corridor. The community vision includes sidewalks, bicycle accommodations, and landscaping for aesthetic appeal. The City of Sanford placed a strong emphasis on staying within existing ROW for this roadway. The 1994 Sanford Thoroughfare Plan recommended extending Charlotte Ave to a proposed interchange with the future US 421 Bypass and San-Lee Dr. This idea was not carried forward to the CTP because the bypass plans have been finalized and it will not have an interchange with San-Lee Dr. Charlotte Ave carries the state bike route US 1 and this recommendation accommodates that facility and is also reflected on the CTP bicycle map. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

Charlotte Avenue Concept-Cross Section (between 1st and 11th Streets)

In the residential segment of this roadway, the City of Sanford envisions a future cross-section that will incorporate automobile, bicycle, and pedestrian traffic. There is also a desire for aesthetic appeal through landscaping. A grass or planted median is desired to be incorporated into the design where feasible.



It is a high priority for Sanford to not acquire any additional ROW in this corridor. Doing so would cause adverse impacts to homeowners and business owners.

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Colon Rd (SR 1415) – Project Statement

Project Recommendation: Colon Road is recommended to be widened to a 4-lane divided boulevard facility. In conjunction with the widening, creating a grade-separation with the CSX Railroad is recommended. It is recommended that there be paved shoulders to serve as a bike lane. This project will cost \$XXX.

Existing Conditions (2004): From Deep River Rd (SR 1466) to Riddle Rd (SR 1422) (1.89 miles), Colon Rd has 2 11-foot lanes. From Riddle Rd to Weatherspoon St (SR 1560) (4.39 miles), Colon Rd has 2 12-foot lanes. Colon Rd has a current capacity of 9,500 vehicles per day (vpd) and current traffic volumes range from 3,700 to 5,100 vpd.

Future Conditions (2035) and Capacity Deficiencies: Projected future traffic volumes along Colon Rd range from 13,000 to 18,000 vpd. All of Colon Rd will be over capacity in 2035 if no construction takes place.

Colon Rd is recommended to be widened to a 4-lane divided facility. This would increase capacity to 45,400 vpd. If construction takes place, no portion of Colon Rd will be over capacity in 2035.

Local and Regional Transportation Demand: West of US 1, Colon Rd serves as a direct route to the Lee County Industrial Park. Southeast of US 1 and in conjunction with 7th St, Colon Rd provides a connection into Sanford's downtown central business district. A project level traffic forecast for the future US 421 Bypass indicate that Colon Rd will become a major link between US 1 and US 421. Colon Rd has seen a large increase and traffic, including truck traffic, with a portion of the bypass already open known locally as the Kelly-Colon Connector.

Safety Issues: Crash rates along this corridor are currently not at or above the state average. Colon Road serves both industry and housing. Truck traffic is a concern on this road due to industrial traffic and through traffic. Paved shoulders are recommended to accommodate trucks and provide room for bicyclists. Constructing a grade separation with the CSX Railroad will also eliminate potential collisions between different transportation modes.

Social Demands and Economic Development: As sewer service continues to be provided further north of Sanford and Lee County sees an increase of Triangle-area commuters living in the county, this area is expected to receive a large amount of residential growth. In conjunction with the recommended widening of part of Deep River Rd, this recommendation would provide a 4-lane facility for

industrial traffic from US 1 to the Lee County Industrial Park as well as industries on Colon Rd.

Modal Relationships: A grade separation with the CSX railroad is recommended. A bicycle route is recommended along Colon Rd.

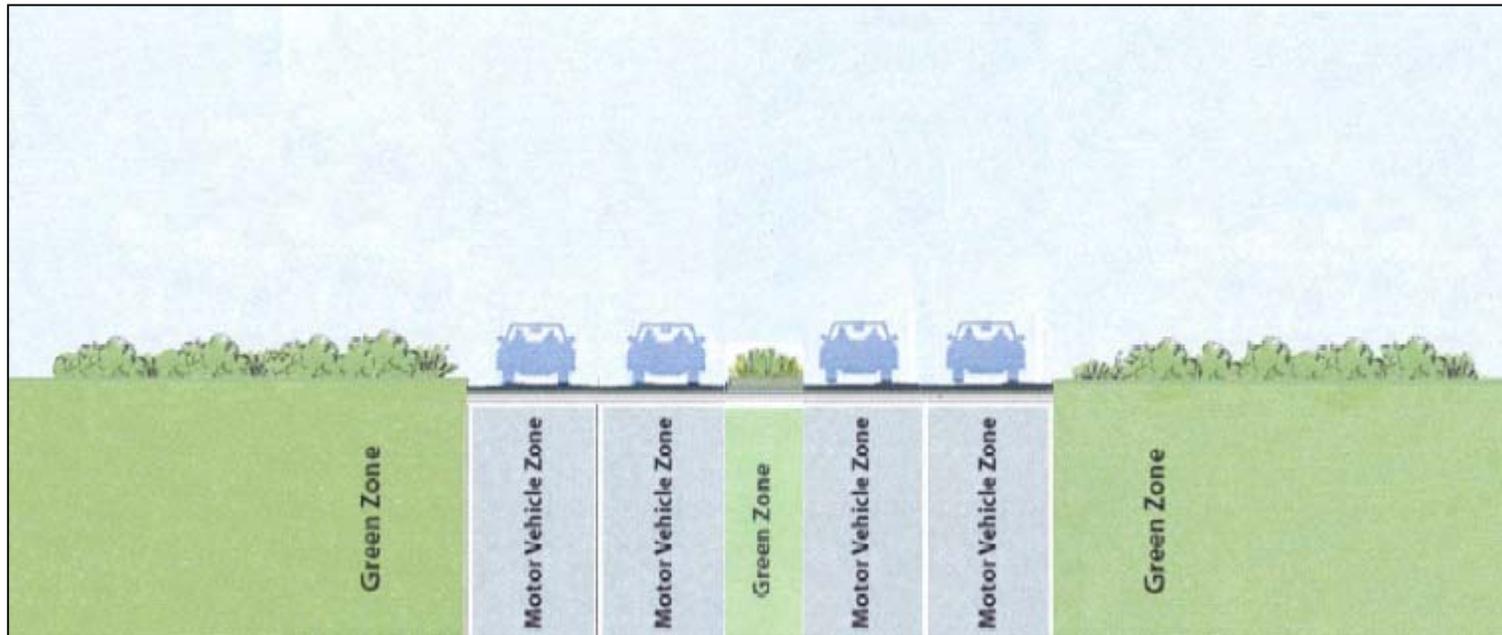
Environmental Data: No environmental impacts are anticipated.

Historical Data: No impacts to historical districts or structures are anticipated.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified Colon Rd as a gateway corridor. The community vision includes paved shoulders to improve safety and mobility for truck traffic and passenger cars. The 1994 Sanford Thoroughfare Plan recommended relocating a portion of Colon Rd in conjunction with construction of a US 421 Bypass interchange. This construction has taken place. A local desire exists for a bike route along this roadway, which is also reflected in the CTP Bicycle Map. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is on the (DRAFT) 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization as the region's 13th ranked priority.

Colon Road Concept-Cross Section

The City of Sanford envisions a future cross section that will promote mobility. A boulevard facility is recommended to be 4-lanes with a median and paved shoulders. Local desire exists for a green or planted median to be incorporated into the roadway design where feasible.



Existing right-of-way (ROW) for Colon Road is 60'. Additional ROW would need to be acquired to accommodate this cross-section.

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Hawkins Avenue (US 1 BUS) – Project Statement

Project Recommendation: From US 1 to Burns Dr (SR 1406), Hawkins Ave is recommended to be widened to a 4-lane divided boulevard facility. A roundabout intersection with Burns Dr is recommended. From Burns Dr to Charlotte Ave (SR 1002), there are no roadway improvement recommendations. A bicycle lane is recommended along the entire roadway. This project will cost \$XXX.

Existing Conditions (2004): Hawkins Ave currently has 2 lanes with left turn lanes at some major cross streets. The current capacity is 7,300 vehicles per day (vpd). From US 1 to Weatherspoon Rd (SR 1560), current traffic volumes range from 11,000 to 14,000 vpd. This segment of the road is over capacity in 2004. From Weatherspoon Rd to Charlotte Ave, the current traffic volume is 6,300 vpd. This segment of the road is not over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Projected traffic volumes along Hawkins Ave range from 22,000 to 31,000 vpd. Without construction, the entire roadway will be over capacity in 2035.

With construction from US 1 to Burns Dr, capacity will be increased to 45,400 vpd. With construction, this portion of the roadway will not be over capacity in 2035. Due to the presence of historic districts, no capacity improvements are recommended south of Burns Dr. From Burns Dr to Charlotte Ave will be over capacity in 2035.

Local and Regional Transportation Demand: Hawkins Ave is a direct connection between US 1 and downtown central business district as well as several established residential areas. Many local access trips occur along this corridor. Hawkins Ave connects directly to US 15-501 northwest of US 1 and serves as the most direct route from Sanford into Pittsboro and the Chapel Hill area.

Safety Issues: Crash rates for Hawkins Ave are currently not at or above the state average. Adding a median at the recommended location will continue to increase safety by not allowing drivers to turn left from travel lanes. The addition of a bicycle lane will increase safety by eliminating conflict points between the two modes of transportation.

Social Demands and Economic Development: Closer to US 1, several businesses are along Hawkins Ave. Near Weatherspoon Ave, there is a large residential area. This is an attractive area for continued residential and commercial growth because of its proximity to US 1 and the downtown central business district.

Modal Interrelationships: A bicycle route is proposed on this road from Burns Dr to Weatherspoon Rd.

Environmental Data: No environmental impacts are anticipated.

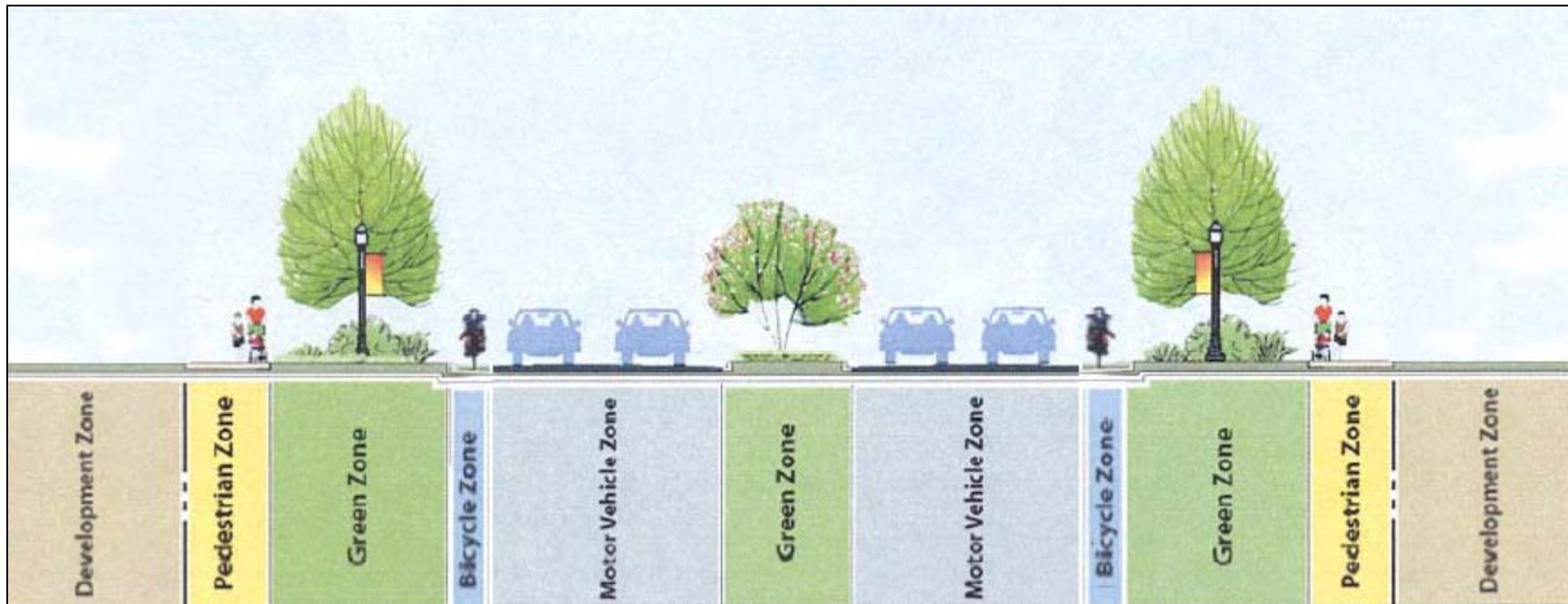
Historical Data: Hawkins Ave is bordered by two residential historic districts south of the recommended widening. For this reason, no capacity improvements were recommended in this portion of the road.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified this roadway as a gateway corridor leading into the downtown district. The community vision includes sidewalks, bicycle facilities, and landscaping for aesthetic appeal. There is particular interest in landscaping of the island of the recommended roundabout. A Feasibility Study for Hawkins Ave was completed in 2005 by NCDOT. The study recommended widening Hawkins Ave to a 4-lane divided facility from US 1 Burns Dr with a roundabout intersection with Burns Dr. These recommendations are identical to those of the Feasibility Study. The 1994 Sanford Thoroughfare Plan recommends widening Hawkins Ave to a 3-lane curb and gutter facility from US to Burns Dr. This recommendation differs based on updated capacity needs. Local desire exists to propose a bike route along this roadway, which is also reflected on the CTP Bicycle Map. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

Hawkins Avenue Concept-Cross Section

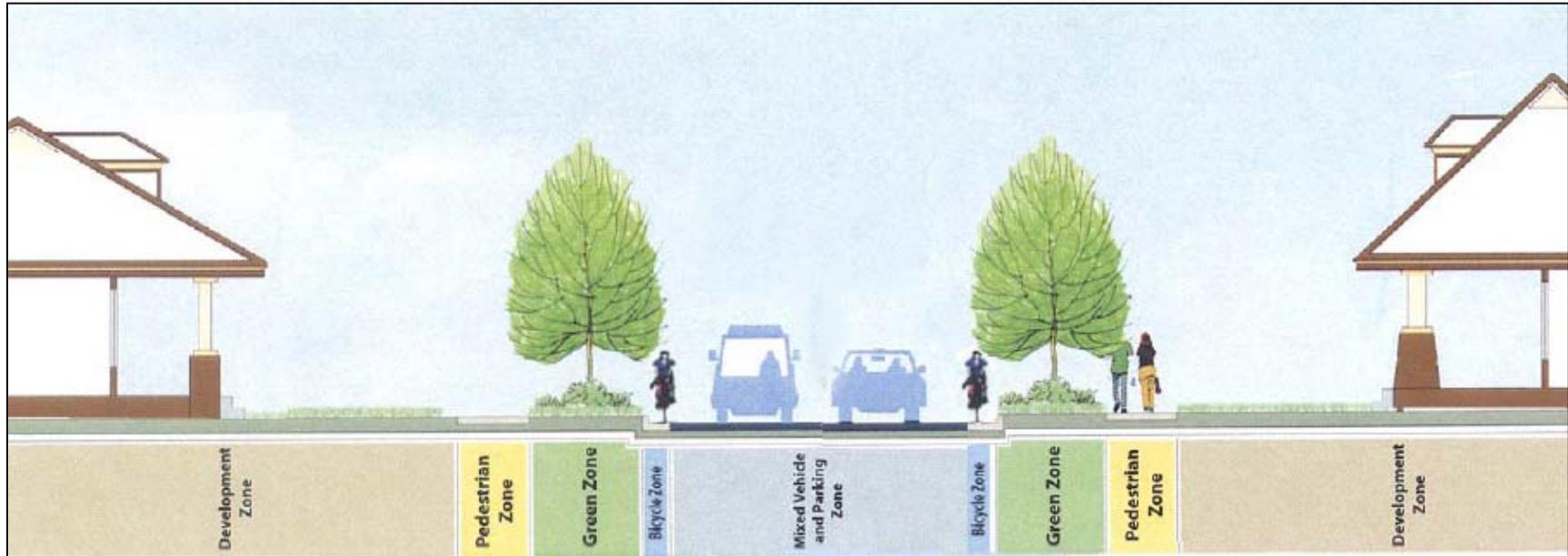
The City of Sanford envisions Hawkins Ave being a major gateway into the downtown area. There is a desire for vehicles, pedestrian, and bicycle facilities as well as landscaping for aesthetic appeal. A grass or planted median is desired to be incorporated into the design where feasible.

From US 1 to Burns Dr:



Existing ROW for this segment is 100 feet. A small amount of additional ROW would likely be necessary to accommodate this cross-section.

From Burns Dr to Charlotte Ave:



Existing ROW in this segment ranges from 60 feet (in the residential areas) to 100 feet. This cross-section is possible without acquiring additional ROW.

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Horner Boulevard (US 421) – Project Statement

Project Recommendation: Horner Blvd, from US 1 to the Harnett County Line, is recommended to be widened to a 4-lane median divided boulevard. Sidewalks are recommended to be included in the design where warranted. There are no recommendations north of US 1. The cost will be \$XXX.

Existing Conditions (2004): Horner Blvd currently has 3 distinct segments as it runs east from US 1 to the Harnett County line. From US 1 to the CSX Railroad Bridge located just west of Ashe St (1.9 miles), Horner Blvd has 4 12-foot lanes. There is no median or center turn lane dividing the different directions of traffic. The current capacity of this segment is 45,600 vehicles per day (vpd) and current traffic volumes range from 16,000 to 22,000 vpd. This segment of roadway is not over capacity in 2004. From the railroad bridge to Ashby Rd (SR 1580) (3.04 miles), Horner Blvd has 4 12-foot travel lanes and a 16-foot continuous center turn lane. The current capacity of this segment is 37,100 vpd and current traffic volumes range from 28,000 to 32,000 vpd. This segment of roadway is not over capacity in 2004, but the portion between Bragg St (SR 1514) and Lee Rd is near capacity. From Lee Rd to the Harnett County line (4.72 miles), Horner Blvd has 2 12-foot lanes. The current capacity of this segment is 9,500 vpd and current traffic volumes range from 9,900 to 10,000 vpd. The entire 2-lane segment is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Projected traffic volumes in the 4-lane undivided section range from 35,000 to 48,000 vpd. This section of road will be near or over capacity in 2035. Projected traffic volumes along the 5-lane section range from 42,000 to 62,000 vpd. Completion of the Future US 421 Bypass will alleviate some traffic congestion, but by 2035 this segment will be over capacity. Projected traffic volumes along the 2-lane segment of Horner Blvd range from 26,000 to 35,000 vpd. This entire segment will be over capacity in 2035.

The recommended cross-section for all of Horner Blvd is a 4-lane divided median facility with a capacity of 48,000 vpd. This would result in the 2- and 4-lane segments being under capacity in 2035. The existing 5-lane section would still be over capacity for LOS C with construction in 2035.

Local and Regional Transportation Demand: US 421 currently serves both local and regional traffic. Most of Sanford's suburban and "strip" developments are along this corridor in the 5-lane section. The 4-lane section goes through 2 historic districts and leads to the County Courthouse. Branching off of US 421 is NC 87 which is a major route for truck traffic as well as commuters who work in Cumberland County and Fort Bragg. With the completion of the US 421 Bypass,

much of Horner Blvd will become more of a local traffic facility carrying trips to shops and businesses and the residential districts.

Safety Issues: The 4-lane section of Horner Blvd has a crash rate of 322.48 crashes per 100 million vehicles miles of travel. The remainder of the corridor has a crash rate of 522.79 crashes per 100 million vehicle miles of travel. Both of these rates are higher than the state average for primary routes of 183.09 crashes per 100 million vehicles miles of travel for the same time period. Improving the entire facility to median divided will improve safety throughout the entire length. Constructing a median in the undivided 4-lane section will prevent cars from turning left off of the roadway from travel lanes and could prevent rear-end collisions. In the 5-lane section, eliminating the center turn lane would greatly improve safety given the high concentration of driveways and resulting high number of drivers turning onto and off of the road. Adding additional lanes and a median in the 2-lane section will reduce congestion, which could improve safety.

Social Demands and Economic Development: More business developments are expected along Horner Blvd and to continue extending to the east. Horner Blvd will also carry traffic to additional business developments on NC 87. NC 87 is where a new Super Wal-Mart is under construction and additional new businesses are expected.

Environmental Data: No environmental impacts are anticipated.

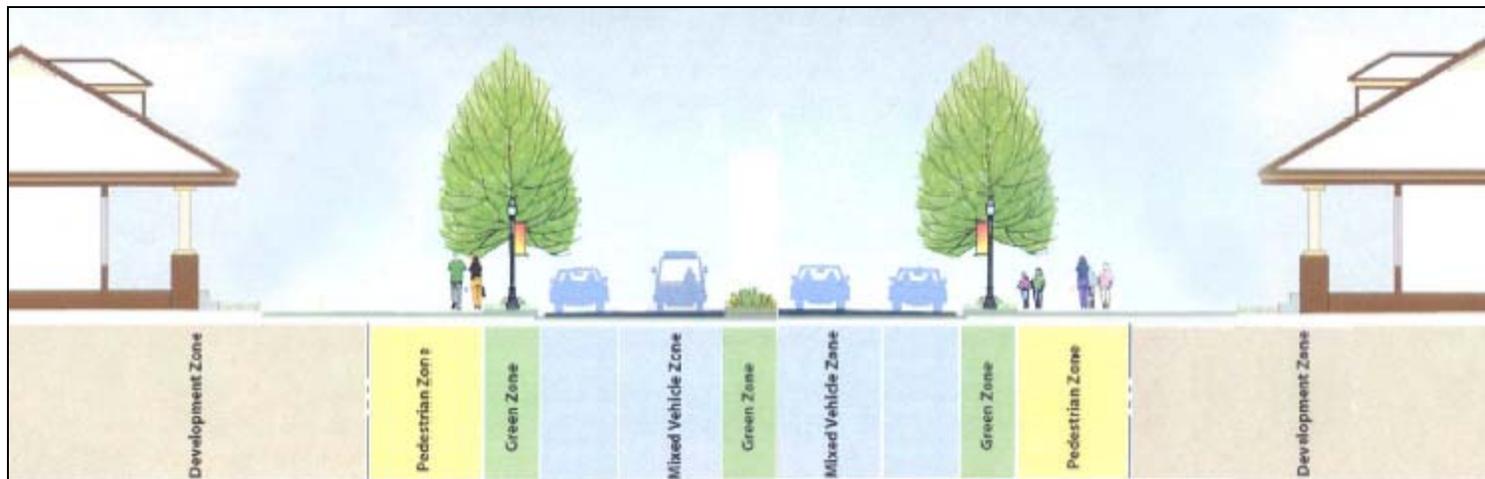
Historical Data: The 4-lane segment of Horner Blvd runs through 2 historic residential districts. Staying within the existing right-of-way (ROW) will be essential to avoid adverse impacts to historic structures along the corridor.

Relationship to Other Plans: A US 421 Bypass is currently under construction. It is Transportation Improvement Program (TIP) project #R-2417. This bypass was recommended in the 1994 Sanford Thoroughfare Plan. No improvements to Horner Blvd were in the 1994 Sanford Thoroughfare Plan. The Sanford/Lee County Planning Department has identified Horner Blvd as a gateway corridor. The community vision includes mobility for vehicles, pedestrian facilities where warranted, and landscaping for aesthetic appeal. This project is not in the 2007-2013 TIP. The portion of this project from NC 87 to the county line is on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization as the region's 17th ranked priority. The remainder of this project is not on the Priority List.

Horner Blvd Concept-Cross Section

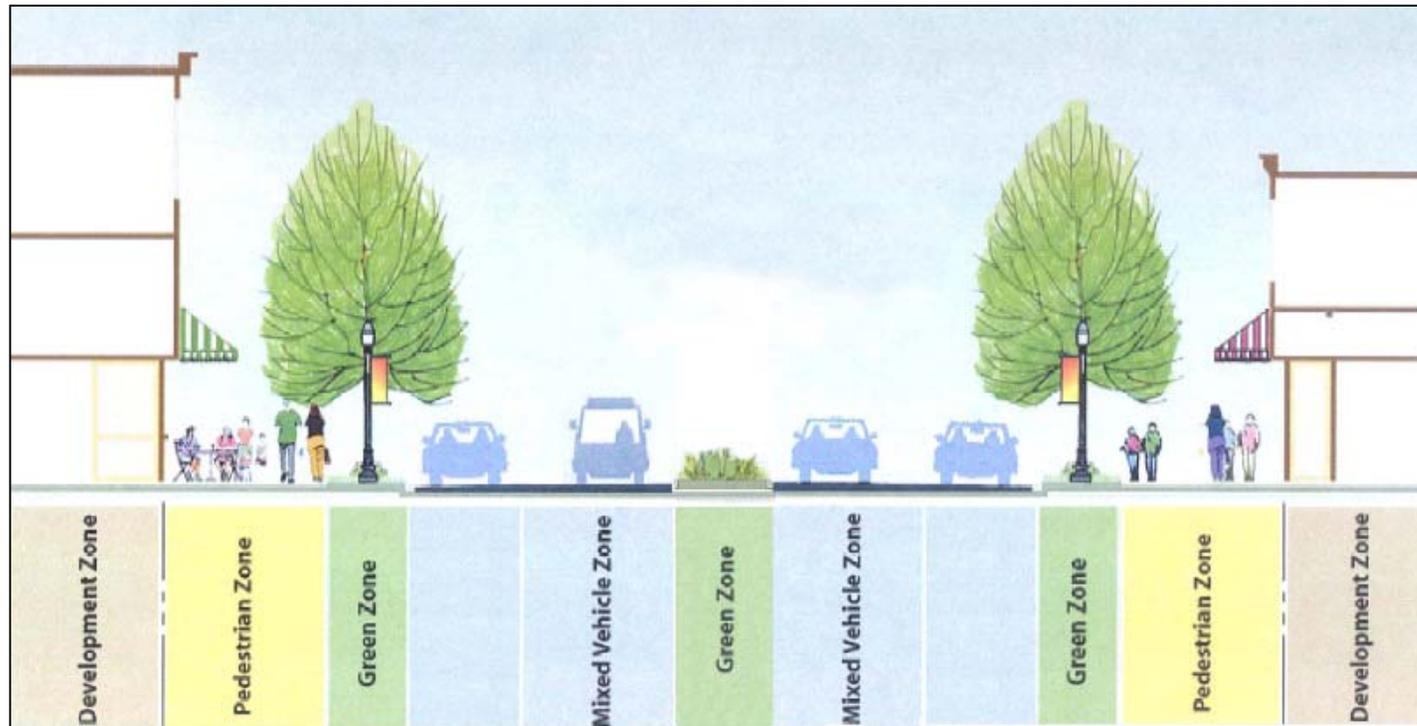
Community vision for Horner Blvd includes a uniform divided cross-section throughout the county that encourages a balance of mobility and land access as well as pedestrian facilities where warranted. A grass or planted median is desired to be incorporated into the design where feasible. However, in the historic district limited ROW width may not allow for a planted median.

From Weatherspoon to Carthage:



Existing ROW in this segment is 80'. Because of the proximity of houses to the roadway in the historic districts, staying within the existing ROW will be a of the highest importance.

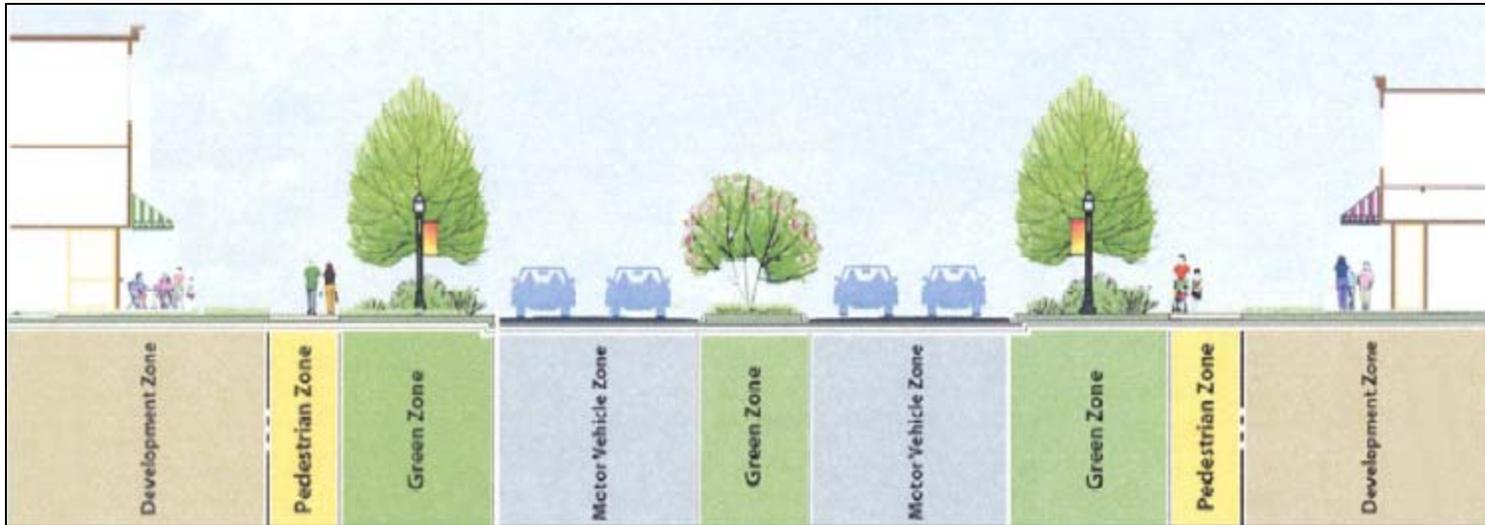
From Carthage to RR bridge



Existing ROW in this section is 80'. Accommodating this cross-section may require acquisition of additional ROW.

From RR Bridge to County Line:

Sidewalks will not be immediately necessary in rural areas but should be planned for as development reaches down the corridor.



Existing ROW from the RR bridge to Lee Rd ranges from 70' to 120'. Accommodating this cross-section may require acquisition of additional ROW. From Lee Rd to the Harnett County line has existing ROW of 340' and accommodating this cross-section will unlikely require addition ROW.

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Kelly Drive (SR 1521) – Project Statement

Project Recommendation: Kelly Dr is recommended to be widened to a 4-lane divided boulevard facility with a bicycle lane. At the southern end of the roadway, it is recommended to be realigned to the other side of the civic center. The existing portion of Kelly Dr that will be bypassed by the realignment in the vicinity of the community college and civic center is recommended to be improved to a 2-lane divided local street with sidewalks and bicycle facilities. This project will cost \$XXX.

Existing Conditions (2004): From Nash St (SR 1519) through the community college area (0.42 miles), Kelly Dr has 3 12-foot lanes, including a continuous center turn lane. The current capacity of this segment is 12,300 vehicles per day (vpd) and the current traffic volume is 7,300 vpd. This section is not over capacity in 2004. From the end of the 3-lane section and northeast to Pumping Station Rd (SR 1510) (1.38 miles), Kelly Dr has 2 9-foot lanes. Current capacity of this segment is 7,300 vpd and the current traffic volume is 7,300 vpd. This segment is at capacity in 2004. The 9-foot lanes on this roadway are substandard given the traffic volumes, truck traffic, and school buses that use the facility. A sharp curve is a safety concern to the City of Sanford.

Future Conditions (2035) and Capacity Deficiencies: The projected future traffic volume for Kelly Dr is 26,000 vpd. The entire roadway will be over capacity in 2035 if no construction takes place.

The recommended boulevard cross-section has a capacity of 45,400 vpd. If construction takes place, no portion of Kelly Dr will be over capacity in 2035.

Local and Regional Transportation Demand: Kelly Dr serves local traffic headed towards the high school, community college, and civic center. Kelly Dr also serves through traffic. The portion of the future US 421 Bypass that has been completed, known locally as the Colon-Kelly connector, ends at Kelly Dr. Through traffic is using the portion of the bypass and Kelly Dr to get to US 421 South and NC87 South. Some of the regional use will subside once the entire bypass is complete. Kelly Dr is expected to remain a major route into Sanford's suburban business district when the bypass is complete.

Safety Issues: Crash rates for Kelly Dr are currently not at or above the state average. Given the large amount of school buses, trucks, and student drivers that use the facility, the recommended improvements would improve safety. Currently students and faculty of the community college park along Kelly Dr in the vicinity of the college. If Kelly Dr is realigned, safety along the bypassed

portion of the existing roadway could be improved for those parking along the road.

Social Demands and Economic Development: This road serves the community college and high school. As the need for higher education continues to be emphasized, it is expected that the number of high school students also taking classes at the community college will increase. Having the existing portion of Kelly Dr near the schools serve only local traffic will help students who spend time at both campuses. The City of Sanford plans for this area to further develop as an educational village, so realigning Kelly Dr to the southeast will help create a campus atmosphere that is not bisected by a through route. Having continuous 4-lane access to the civic center will also make it a more attractive location to host regional events. The community college has an option to purchase the piece of land directly across Kelly Dr from its existing location. The community college plans to act on that option and expand its campus, creating further need for the realignment of Kelly Dr.

Modal Interrelationships: A local bicycle route is proposed.

Environmental Data: The realignment of Kelly Dr will create one new stream crossing with an unnamed tributary of Lick Creek. The alignment was drawn to limit the number of new crossings to one, and the recommended alignment crosses the stream at a 90-degree angle. No other environmental impacts are anticipated.

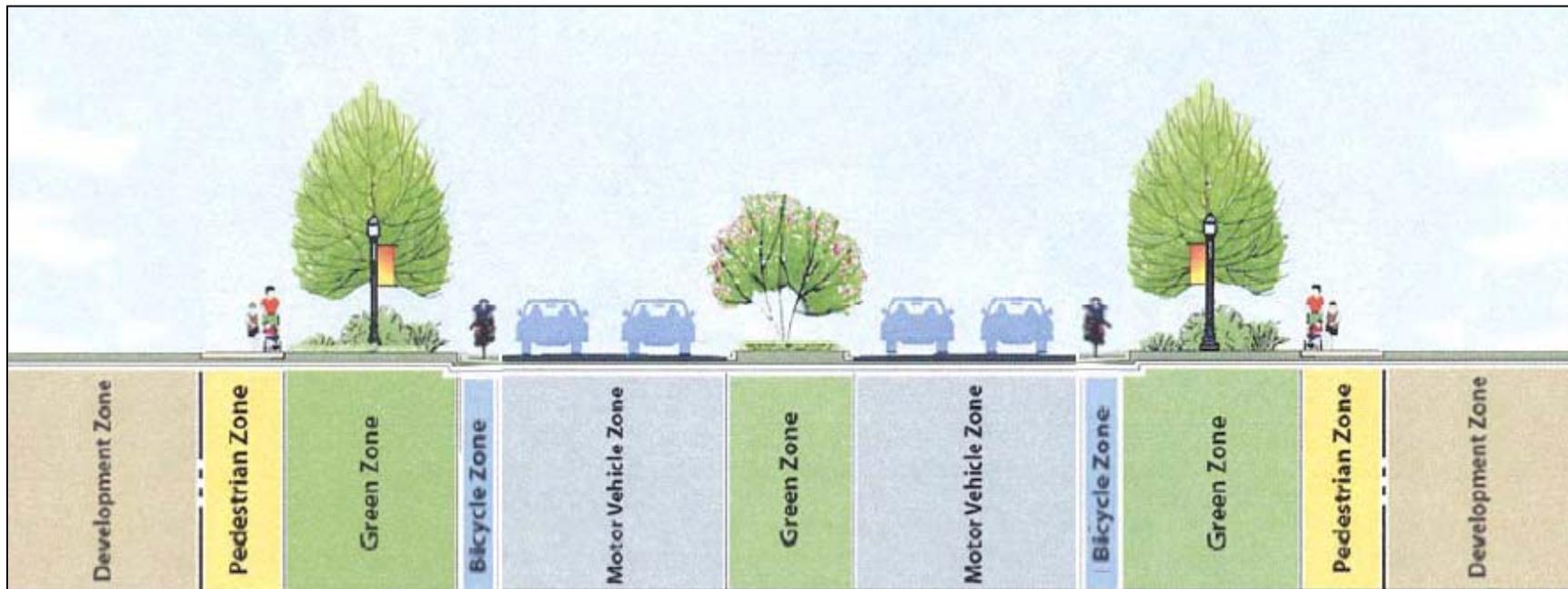
Historical Data: No impacts to historical districts or structures are anticipated.

Alternatives Considered: Widening all of existing Kelly Dr was considered. This alternative was not carried forward because widening to 4-lanes adjacent to the high school and community college would take away from the desired campus atmosphere.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified this roadway as a gateway corridor. The community vision includes sidewalks where warranted, bicycle facilities, and landscaping for aesthetic appeal. There is a local desire to take through traffic out of the middle of the campus setting. The 1994 Sanford Thoroughfare Plan recommended minor widening to Kelly Dr to increase lane widths to 12-feet but no capacity increases. This recommendation differs because it realigns Kelly Dr, improves the bypassed segment, and adds capacity. Local desire exists to propose a bicycle route, which is also reflected in the CTP Bicycle Map. A 2007 Division Project plans for minor widening and resurfacing of Kelly Dr. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is not in the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

Kelly Drive Concept-Cross Section

The City of Sanford envisions a future cross-section for Kelly Dr that will incorporate automobile, bicycle, and pedestrian traffic. A bicycle lane is proposed along the existing route. Sidewalks are also desired in the campus areas. The City also desires landscaping for aesthetic appeal so that this roadway may serve as a gateway to the Educational Village and into Sanford. A grass or planted median is desired to be incorporated into the design where feasible.



Existing ROW for Kelly Dr is 60 feet. Additional ROW will be required to accommodate this cross-section along the existing alignment.

July 12, 2007

DRAFT PROJECT PAGE

NC 78 (Tramway Rd/Main St) – Project Statement

Project Recommendation: At US 1, NC 78 is recommended to be realigned to the north with Pendergrass Rd (SR 1334) and an interchange constructed at US 1. From US 1 to Woodland Ave, NC 78 is recommended to be widened to a 4-lane divided boulevard facility. From Woodland Ave to Horner Blvd, the only recommended improvement is the addition of a bicycle lane. This project will cost \$XXX.

Existing Conditions (2004): From US 1 to the western Sanford City Limit (3.44 miles), NC 78 is known as Tramway Rd. It has 2 12-foot lanes. The current capacity of this segment is 9,500 vehicles per day (vpd) and current traffic volumes range from 11,000 to 14,000 vpd. This segment is over capacity in 2004. From the western Sanford City Limit to US 421 (Horner Blvd) (1.18 miles), NC 78 is known as Main St. It has 2 12-foot lanes and a 14-foot continuous center turn lane. The current capacity of this segment is 14,500 vpd. The current traffic volume from the city limit to Lee Ave (SR 1133) is 16,000 vpd. This segment is over capacity in 2004. From Lee Ave to US 421, the current traffic volume is 14,000 vpd. This section is near capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Projected traffic volumes for NC 78 range from 23,000 to 31,000 vpd. Without construction the entire road will be over capacity in 2035.

With the recommended improvements from US 1 to Woodland Ave, capacity would be 45,400 vpd. This section of NC 78 would not be over capacity in 2035 if construction takes place. No capacity improvements are recommended from Woodland Ave to US 421. With construction, this section will be over capacity in 2035.

Local and Regional Transportation Demand: NC 78 is a major route in the southern Sanford area. It serves several schools and businesses. It serves as a main route into shopping areas for the residential development that has occurred, and is expected to continue, on the western side of US 1.

Safety Issues: The crash rate on US 78 is 451.21 crashes per 100 million vehicles miles of travel. This is higher than the state average for primary roads of 183.09 crashes per 100 million vehicles miles of travel. Widening the roadway and constructing a median will ease congestion which could improve safety. It will also prevent vehicles from waiting in the travel lanes in order to make lefthand turns which can reduce rear-end collisions. With schools in the area, bicycle lanes will increase safety by reducing conflicts between the two modes of transportation.

Social Demands and Economic Development: The Tramway Rd area has businesses at the intersection with US 1 including gas stations and fast food restaurants. Economic development is expected to continue in the area. Residential growth is expected to continue on the western side of US 1 and result in increased trips on NC 78 heading into Sanford. NC 78 also serves as a major route to several area schools.

Modal Interrelationships: A local bicycle route is proposed from Hickory House Rd (SR 1157) to US 421.

Environmental Data: No environmental Impacts are expected. The realignment of Tramway Rd was drawn to avoid creating a new stream crossing with an unnamed tributary of Persimmon Creek.

Historical Data: No impacts to historical districts or structures are anticipated.

Alternatives Considers: Because US 1 is shown as a freeway on the Strategic Highway Corridors (SHC) Vision Map, the existing traffic signal with US 1 and NC 78 would have to be eliminated as part of the recommendation. An interchange at the existing location was considered, but that alternative was not carried forward because of the number of existing businesses that would be adversely impacted from construction. Realigning to the south would result in going through a neighborhood. Realigning to the north was chosen because there is less development in that area.

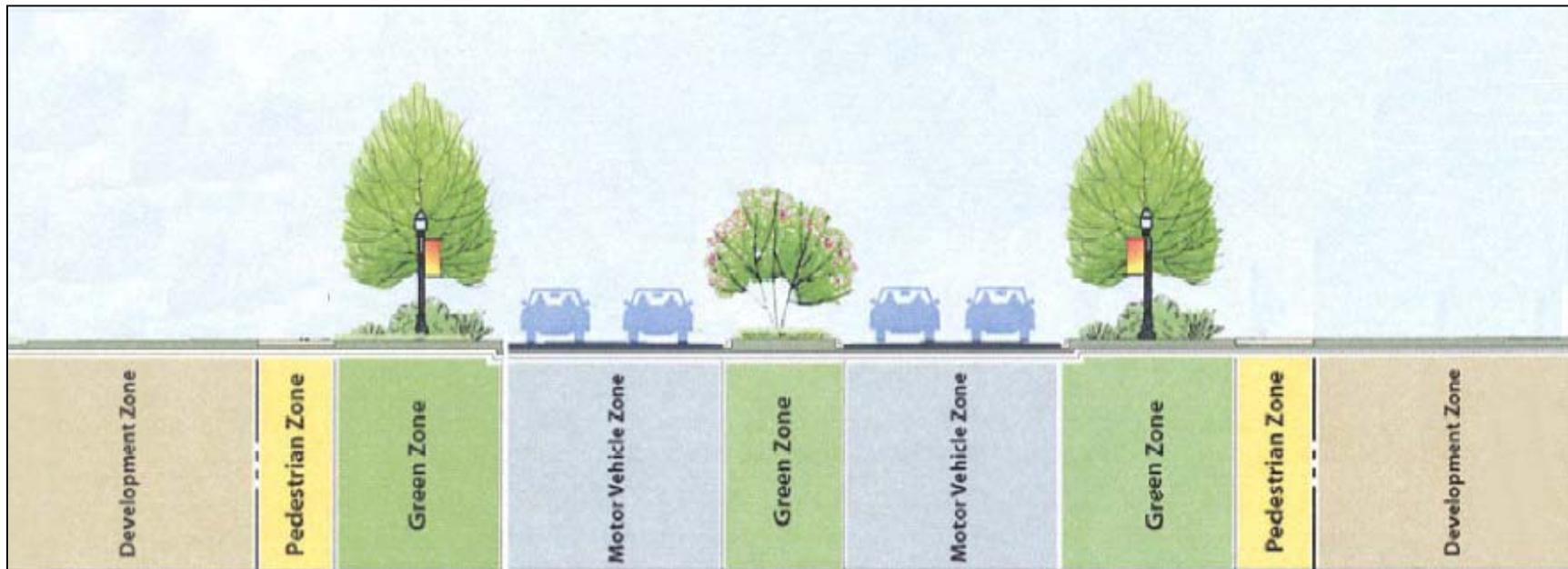
Widening the section of NC 78 from Woodland Ave to US 421 to a 4-lane boulevard was also considered. This alternative was not carried forward because of the close proximity to the roadway of the existing homes and businesses.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified NC 78 as a gateway corridor. The community vision includes mobility and accommodations for bicycle and pedestrians and landscaping for aesthetic appeal. Local desire exists to propose a bicycle route from Hickory House Rd to US 421, which is also reflected in the CTP Bicycle Map. US 1 is shown as a freeway on the SHC vision map and the recommendation of constructing an interchange with NC 78 and US 1 is consistent with the SHC Vision Map. The 2007-2013 Transportation Improvement Program (TIP) has project #R-3831 to widen NC 78 to 3 lanes between Hickory House Rd and SR 1001. The project is unfunded. This project does not appear on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

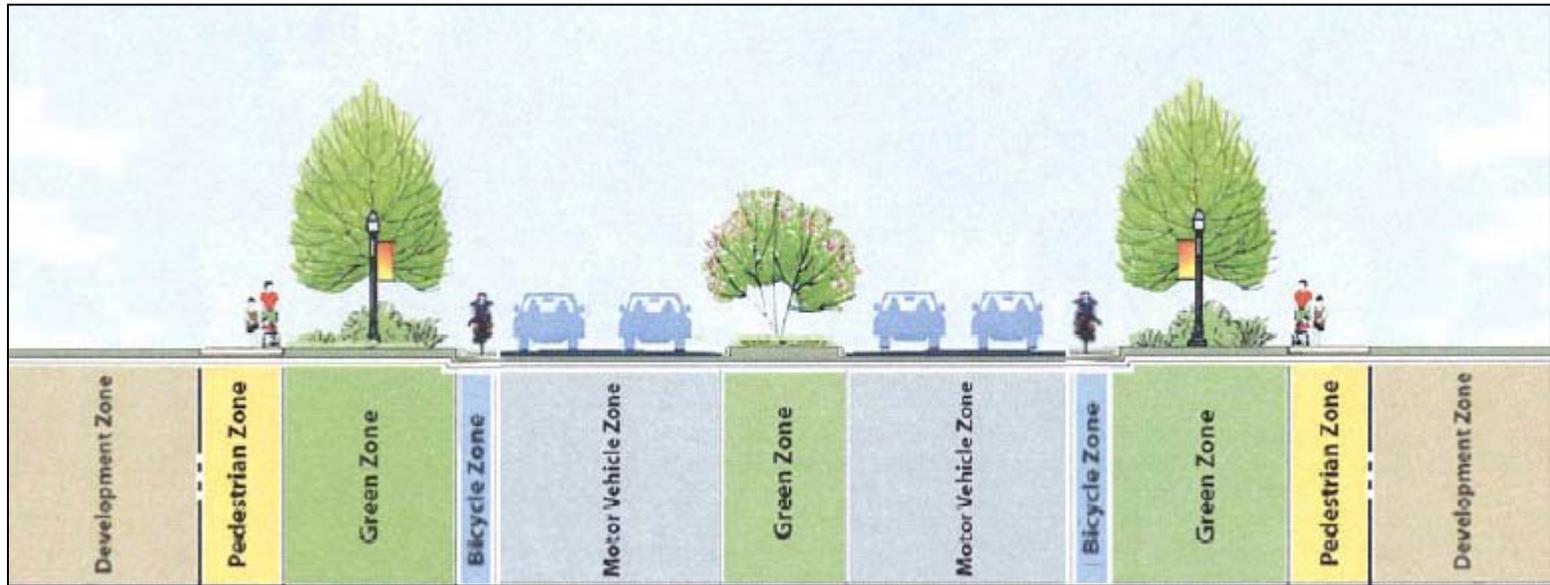
NC 78 (Tramway Rd / Main St) Concept-Cross Section

The City of Sanford envisions a future cross-section for NC 78 that will incorporate automobile, bicycle, and pedestrian traffic. A bicycle lane is proposed from Hickory House Rd to US 421. Sidewalks are desired. The City also desires landscaping for aesthetic appeal, including a green or planted median in the design where feasible.

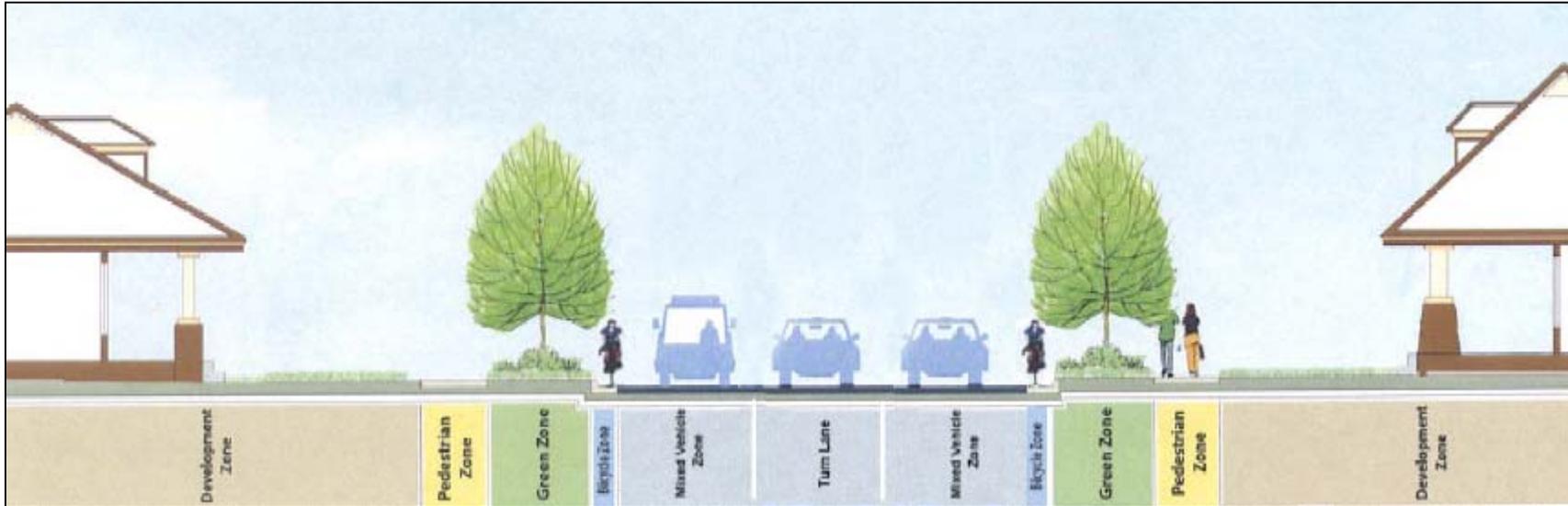
From US 1 to Hickory House Rd:



From Hickory House Rd to Woodland Ave:



From Woodland Ave to US 421:



From US 1 to Maybee Hill Dr (just east of Lemon Springs Rd), existing ROW is 100 feet. Accommodating the desired cross-section would likely require a small amount of additional ROW. From Maybee Hill Dr to US 421, existing ROW is 60 feet. Additional ROW from Maybee Hill Dr to Woodland Ave would be necessary to accommodate the proposed cross-section. Additional ROW would not be needed from Woodland Ave to US 421 because there are no recommended roadway improvements.

DRAFT PROJECT PAGE

NC 87 – Project Statement

Project Recommendation: From US 421 to the planned interchange with Future US 421 Bypass, NC 87 is recommended to be improved to a 4-lane divided boulevard facility. From the planned interchange with Future US 421 Bypass to the Harnett County line, NC 87 is recommended to be improved to a 4-lane divided expressway facility. Sidewalks are recommended where warranted by development. A wide shoulder to serve as a bicycle lane is proposed from Cox Mill Rd (SR 1529) to Swanns Station Rd (SR 1144). An interchange is recommended with the proposed new SE boulevard and to create a new entrance into Carolina Trace. The existing entrance to Carolina Trace is recommended to have its traffic signal removed and the intersection geometry converted to a superstreet. This project will cost \$XXX.

Existing Conditions (2004): NC 87 currently has 5 12-foot lanes, including a continuous center turn lane. The capacity is 43,300 vehicles per day (vpd) and traffic volumes range from 22,000 to 26,000 vpd. No portion of NC 87 is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Projected future traffic volumes along NC 87 range from 35,000 to 66,000 vpd. Without construction, all of the roadway will be near or over capacity. West of the bypass will be over capacity and east of the bypass will be near capacity.

With construction, capacity will be 45,400 vpd. With construction, west of the bypass will still be over capacity in 2035. However mobility will be improved by eliminating the center turn lane. East of the bypass will near capacity in 2035 with construction.

Local and Regional Transportation Demand: NC 87 serves local and through traffic. It serves as a direct route to residential areas southeast of Sanford. NC 87 carries a great amount of traffic headed for the Fort Bragg area as well as truck traffic. As Fort Bragg implements its expansion plan, NC 87 will continue to become an even more important regional commuter route.

Safety Issues: Crash rates for NC 87 are currently not at or above the state average. Eliminating the center turn lane and constructing a median should further improve safety along the corridor. It will prevent left-hand turns from being made across traffic. Adding the recommended pedestrian and bicycle facilities will eliminate conflicts between the modes of transportation, also improving safety.

Social Demands and Economic Development: NC 87 serves as the main entrance to a large housing development, Carolina Trace. There has been recent business development on NC 87 near the intersection with NC 421 and it is expected to continue. NC 87 will continue to become a more important commuter route as Fort Bragg continues to grow and increase its employment. NC 87 also serves as access to an industrial area near Wilson Rd (SR 1136).

Modal Interrelationships: A bicycle route is proposed from Cox Mill Rd to Swanns Station Rd.

Environmental Data: The location for the proposed interchange at the new Carolina Trace entrance was drawn to avoid streams crossings with tributaries to Upper Little River and Lake Trace.

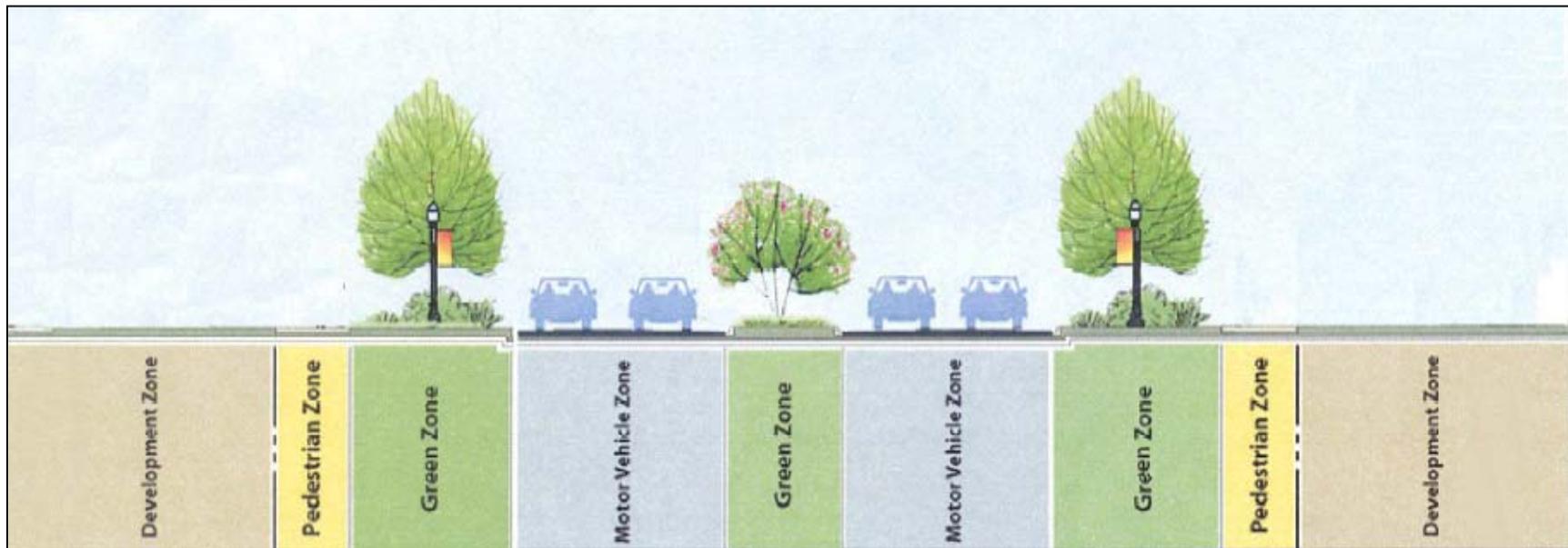
Historical Data: No impacts to historical districts or structures are anticipated.

Alternatives Considered: Because NC 87 is an expressway on the Strategic Highway Corridors (SHC) Vision Map, the existing traffic signal at the Carolina Trace entrance will need to be eliminated. An interchange at the existing location was considered. This alternative was not carried forward because it would have been difficult to maintain access to the community during construction and it would have negatively impacted the lake. Eliminating the traffic signal, converting the intersection to a superstreet, and not constructing an additional entrance was also considered. This alternative was not carried forward because of the high traffic volumes projects along NC 87 and because it seemed logical to make use of the necessary interchange already being proposed as part of the new southern boulevard to streamline access to the community.

Relationship to Other Plans: The Sanford/Lee County Planning Department has identified NC 87 as a gateway corridor. The community vision includes pedestrian facilities where warranted as well as landscaping for aesthetic appeal. Southwest of US 421, NC 87 is identified as an expressway on the SHC Vision Map. The 1994 Sanford Thoroughfare Plan recommended widening NC 87 to 4 lanes. This construction has already occurred. Local desire exist to propose a bicycle route between Cox Mill Rd and Swanns Station Rd, which is also reflected on the CTP Bicycle Map. This project is not on the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

NC 87 Concept-Cross Section

The City of Sanford envisions NC 87 to have pedestrian facilities where warranted and landscaping for aesthetic appeal so that the road may serve as a gateway into Sanford for those coming from the Fort Bragg area. Sidewalks will not be immediately necessary in rural areas but should be planned for as development reaches down the corridor. A grass or planted median is desired to be incorporated into the design where feasible.



Existing ROW along NC 87 is 150 feet. This cross-section could be accommodated with little, if any, additional ROW acquisition.

July 12, 2007

DRAFT PROJECT PAGE

US 15/501 (northwest of US 1 to Chatham County Line)– Project Statement

Project Recommendation: US 15-501 is recommended to be improved to a 4-lane divided expressway facility from US 1 to the county line. A bicycle lane is recommended between SR 1403 (Cotten Rd) and SR 1466 (Deep River Rd). The upgrade will include realigning Deep River Rd to the north and construction of an interchange between the 2 facilities. The cost will be \$XXX.

Existing Conditions (2004): From US 1 to just west of Brown St (2.8 miles), US 15-501 has 4 12-foot lanes and is divided by a painted median. The current capacity of this segment is 43,300 vehicles per day (vpd) and current traffic volumes range from 8,000-15,000 vpd. North of this 4-lane segment, US 15-501 has 2 12-foot lanes. The current capacity of this segment is 9,500 vpd and the current traffic volume is 7,200 vpd. No portion of this roadway is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: Traffic volumes along this corridor are projected to range from 19,000 to 28,000 vpd in 2035. If no construction takes place, the 4-lane segment will not be over capacity and the 2-lane section will be over capacity in 2035.

The recommended cross-section will increase capacity to 46,100 vpd. With construction, the no portion of the road will be over capacity in 2035.

Local and Regional Transportation Demand: US 15-501 is the direct link between the City of Sanford and the Lee County Industrial Park. It connects US 1 in Lee County to US 64 in Pittsboro and continues onto the Research Triangle Park area. No other road in Lee County provides a direct route to Pittsboro and the Research Triangle Park.

Safety Issues: Crash rates along this corridor are currently not at or above the state average. The existing painted median in the 4-lane segment of US 15-501 is ineffective at prohibiting left-hand turns off of the roadway. Constructing a raised median will prevent left-hand turns being made from the travel lanes, eliminating conflict points and possibly preventing rear-end collisions from drivers stopped in the travel lane waiting to turn. Constructing a median will also allow for only right-in right-out turning movements from driveways and smaller cross streets.

Social Demands and Economic Development: US 15-501 provides direct access from Sanford to the Lee County Industrial Park. It also provides direct access to Chatham County and further to the Chapel Hill Area. Business and industrial

development is expected in this area. Employees both of the Lee County Industrial Park and of the Research Triangle Park are expected to use this road. Modal Interrelationships: A bicycle route is recommended between Cotten Rd and Deep River Rd.

Environmental Data: No environmental impacts are anticipated. The realignment of Deep River Rd was drawn to make use of the existing stream crossing with an unnamed tributary of Little Buffalo Creek and avoid a pond.

Historical Data: No impacts to historical districts or structures are anticipated.

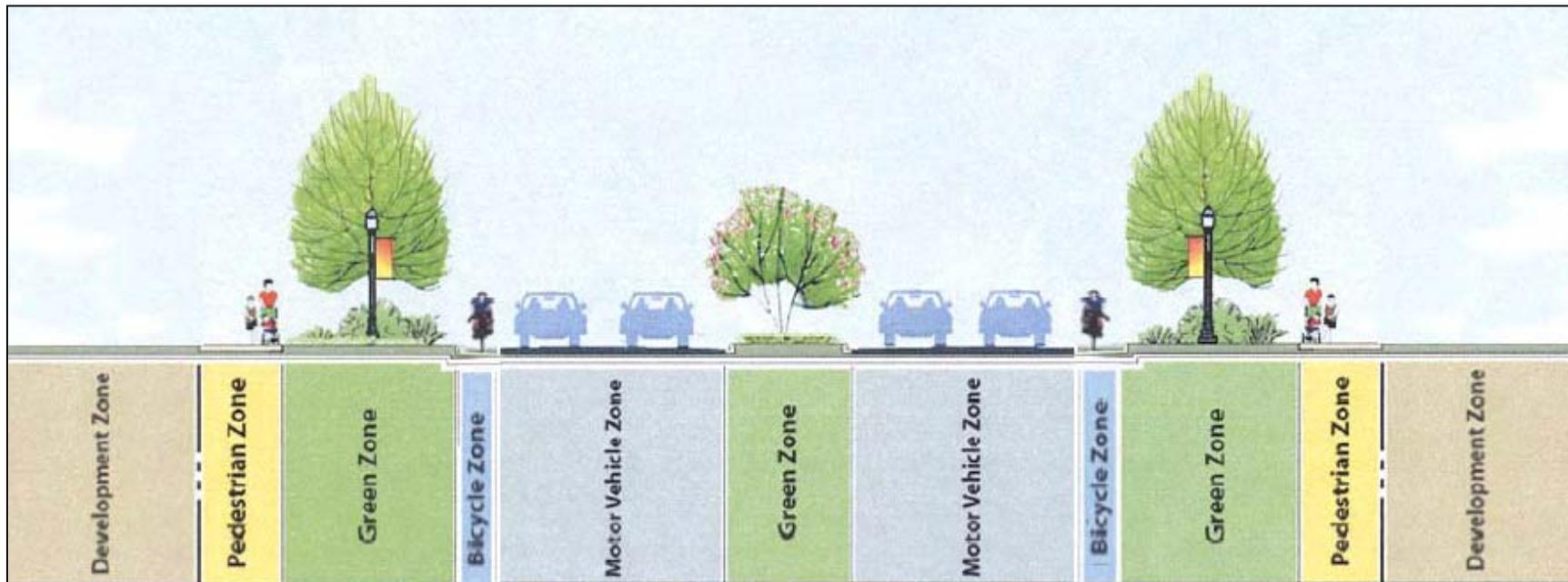
Alternatives Considered - Interchange with SR 1466 (Deep River Rd): Since US 15-501 is designated as an expressway on the Strategic Highway Corridors (SHC) Vision Map, the recommendation needed to eliminate the existing traffic signal with Deep River Rd. Given the number of businesses in the area and the expected growth of the Lee County Industrial Park, a high volume of truck traffic is expected in this area. It is recommended that Deep River Rd be realigned to the north and an interchange be constructed.

Three alternatives for this recommendation were considered and eliminated: (1) constructing a superstreet at the existing intersection location, (2) constructing an interchange at the existing intersection location, and (3) realigning Deep River Rd to the south for construction of an interchange. The superstreet was not carried forward because of expected high volumes and truck traffic on both roads. Constructing an interchange at the existing intersection location was not carried forward because of adverse impacts to existing businesses directly across from Deep River Rd. Realigning Deep River Rd to the south for construction of an interchange was not carried forward because it would have been too close to an existing railroad corridor.

Relationship to Other Plans: This portion of US 15-501 is identified as a SHC. Upgrading to an expressway facility would be consistent with the SHC Vision Map. The Sanford/Lee County Planning Department has identified this portion of US 15-501 as a gateway corridor. The community vision includes sidewalks where warranted and landscaping for aesthetic appeal. From Cotten Rd to Deep River Rd a local desire exists to propose a bicycle route, which is also reflected in the CTP Bicycle Map. This project is not in the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

US 15-501 Concept-Cross Section

The City of Sanford envisions a future cross-section for US 15-501 Boulevard that will incorporate automobile, bicycle, and pedestrian traffic. Bicycle facilities are planned from Cotten Rd to Deep River Rd. Sidewalks will not be immediately necessary in rural areas but should be planned for as development reaches down the corridor. The City also desires landscaping for aesthetic appeal so that this roadway may serve as a gateway into Sanford. A grass or planted median is desired to be incorporated into the design where feasible.



Existing Right-of-Way (ROW) for this road is 250' in the 4-lane section and 100' in the 2-lane section. Additional ROW will be required for the 2-lane section. Less ROW, if any, would be necessary to achieve this vision in the 4-lane section.

DRAFT PROJECT PAGE

Wicker Street (downtown area) – Project Statement

Project Recommendation: There are no roadway recommendations on Wicker Street in the downtown district. It is recommended that from Carthage St (US 1 BUS) to Horner Blvd (US 421) be designated as a bicycle route.

Existing Conditions (2004): Wicker St currently has a pavement width of 47 feet. It has 2 travel lanes and onstreet parallel parking. The current capacity of the roadway is 8,500 vehicles per day (vpd). The current traffic volume is 6,300 vpd. This road is not over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: The projected future traffic volume is 11,000 vpd. Wicker St will be over capacity in 2035.

Local Transportation Demand: Wicker St is a parallel facility to the major downtown corridor, Carthage St/Charlotte Ave. It also serves many businesses and provides parking for the downtown area. Wicker St turns into McIver Dr east of First St and serves a residential area and park with a baseball field.

Safety Issues: Crash rates for this corridor are not currently at or above the state average. Designating Wicker St as a bike route will bring more awareness to drivers of the need to share the roadway with other modes of transportation.

Social Demands and Economic Development: Wicker St provides parking for Sanford's downtown central business district as well as a parallel facility to the most developed corridor of the downtown area. It is a high priority from the City of Sanford to maintain the onstreet parking along this corridor. Wicker St provides a direct route from US 1 to the downtown area as well as the residential area directly adjacent to downtown.

Environmental Data: No environmental impacts are anticipated.

Historical Data: No impacts to historical districts or structures are anticipated.

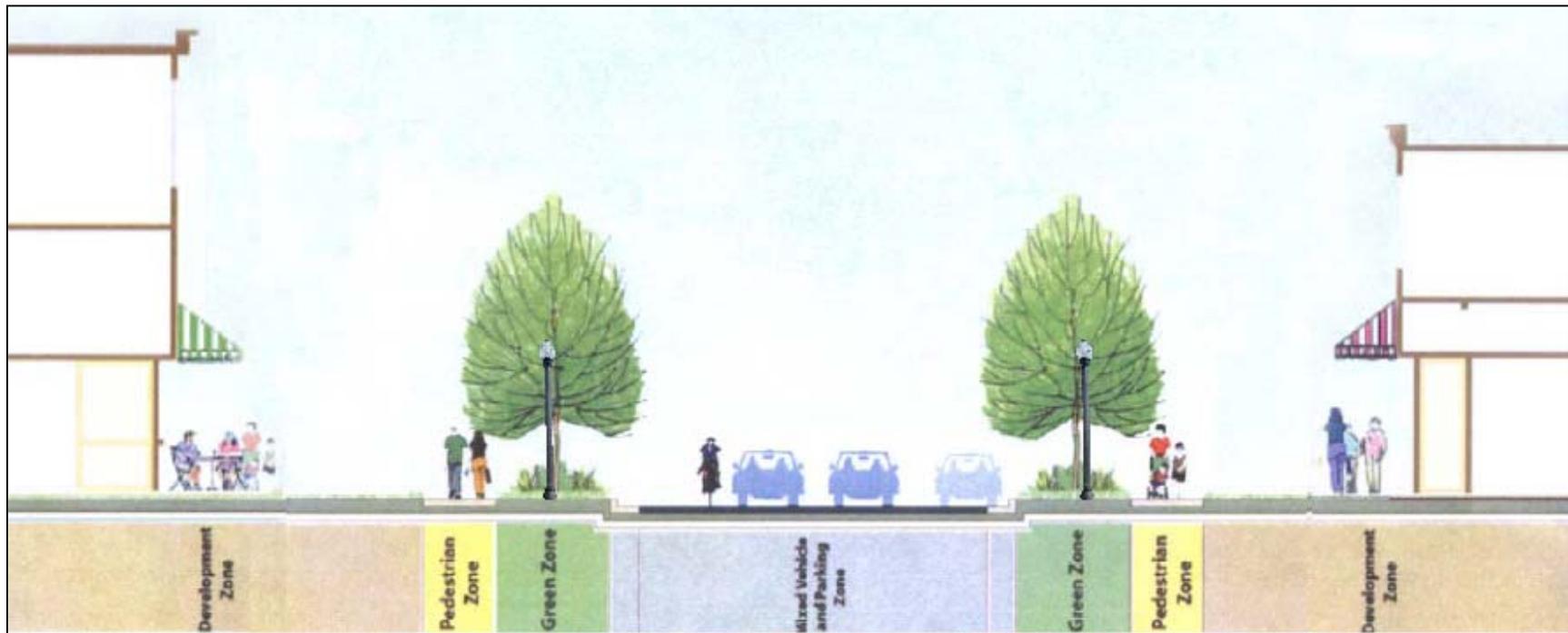
Relationship to Other Plans: The Sanford/Lee County Planning Department has identified this roadway as a gateway corridor. The community vision includes maintaining onstreet parking, designating a bicycle route, and adding landscaping for aesthetic appeal. The bicycle route recommendation is also reflected on the CTP Bicycle Map. The 1994 Sanford Thoroughfare Plan recommends restriping Wicker St to an undivided 4-lane facility and eliminating the onstreet parking. This recommendation is different because at this time NCDOT no longer supports creating new undivided 4-lane roads and the onstreet parking has become a higher priority to Sanford.

DRAFT – July 12, 2007

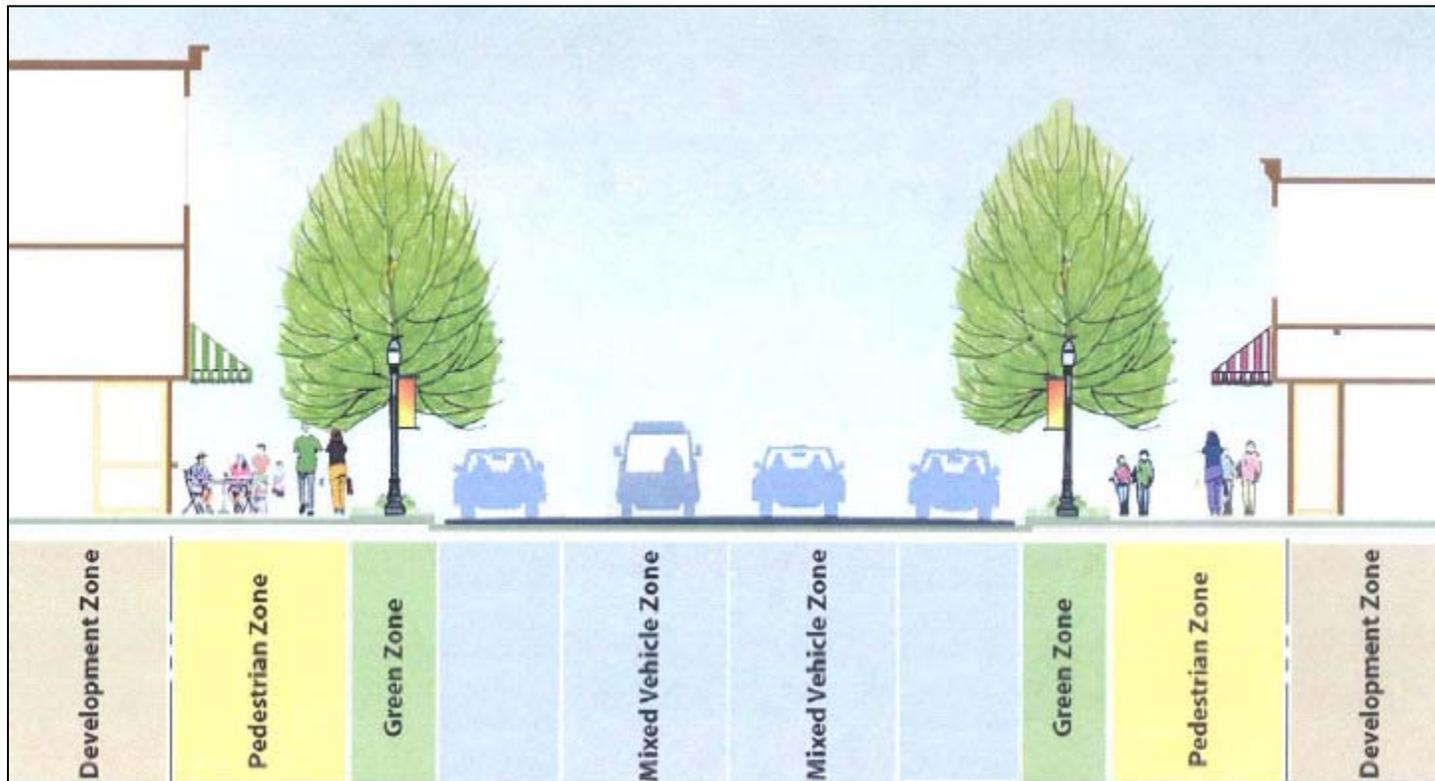
Wicker St (downtown area) Concept-Cross Section

The City of Sanford envisions Wicker St to serve as a gateway into the downtown area while maintaining existing parking. A bicycle route designation is desired from Carthage St to Horner Blvd. Streetscaping and landscaping are desired for aesthetic appeal.

From Carthage St to Horner Blvd:



From Horner Blvd to 1st St:



Existing ROW along this entire roadway is 80 feet. Since no roadway is recommended, there would be no need for additional ROW acquisition.

July 12, 2007

DRAFT PROJECT PAGE

Wicker Street (NC 42) and Cool Springs Road (SR 1325/1326) – Project Statement

Project Recommendation: The existing intersection of Wicker St, Cool Springs Rd and Franklin Dr (SR 1332) is recommended to be reconfigured so that Wicker St and Cool Springs Rd align to form the major through route. Wicker St, from US 1 to the new intersection, and Cool Springs Rd, from the new intersection to US 421, are recommended to be widened to a 3-lane facility with a continuous center turn lane. The travel lanes are recommended to be wide enough to also accommodate a bicycle route. This project will cost \$XXX.

Existing Conditions (2004): From US 1 to Franklin Dr (1.02 miles), Wicker St has 2 11-foot lanes. The current capacity is 7,300 vehicles per day (vpd). The current traffic volume is 8,200 vpd. Wicker St is over capacity in 2004. From Franklin Dr to Carbonton Rd (SR 1009) (0.63 miles), Cool Springs Rd has 2 9-foot lanes and a capacity of 7,300 vpd. From Carbonton Rd to US 421 (2.8 miles), Cool Springs Rd has 2 10-foot lanes and a capacity of 8,500 vpd. Traffic volumes along Cool Springs Rd range from 1,800 vpd to 3,100 vpd. No portion of the road is over capacity in 2004.

Future Conditions (2035) and Capacity Deficiencies: The projected future traffic volume on Wicker St is 18,000 vpd. Without construction, Wicker St will be over capacity in 2035. The projected future traffic volume on Cool Springs Rd is 8,000 vpd. Without construction, all of Cool Springs Rd will be over or near capacity in 2035.

The recommended 3-lane cross-section has a capacity of 13,500 for the entire corridor. With construction, no portion of Cool Springs Rd would be over capacity in 2035. With construction, Wicker St would be over capacity in 2035.

Local and Regional Transportation Demand: The improvements recommended for these roadways are intended to create a continuous semi-circle route to serve the residential development in the western part of Sanford. Since Wicker St carries NC 42, it also carries some regional traffic. If the recommended improvements to Pendergrass Rd (SR 1334) and Carbonton Rd (NC 42) were completed, some of the regional transportation demand on Wicker St would be alleviated. Cool Springs Rd serves subdivision entrances as well as individual residential driveways.

Safety Issues: Crashes rates for these roadways are currently not at or above the state average. Adding the center turn lane will prevent cars from making left-hand turns from travel lanes which could continue to improve safety. Also

providing a wide enough travel lane to accommodate bicycle and vehicle traffic will improve safety by allowing both transportation modes to flow.

Social Demands and Economic Development: This area of Sanford has many residential developments and it is expected to continue to grow in the future.

Environmental Data: No environmental impacts are anticipated.

Historical Data: No impacts to historical districts or structures are anticipated.

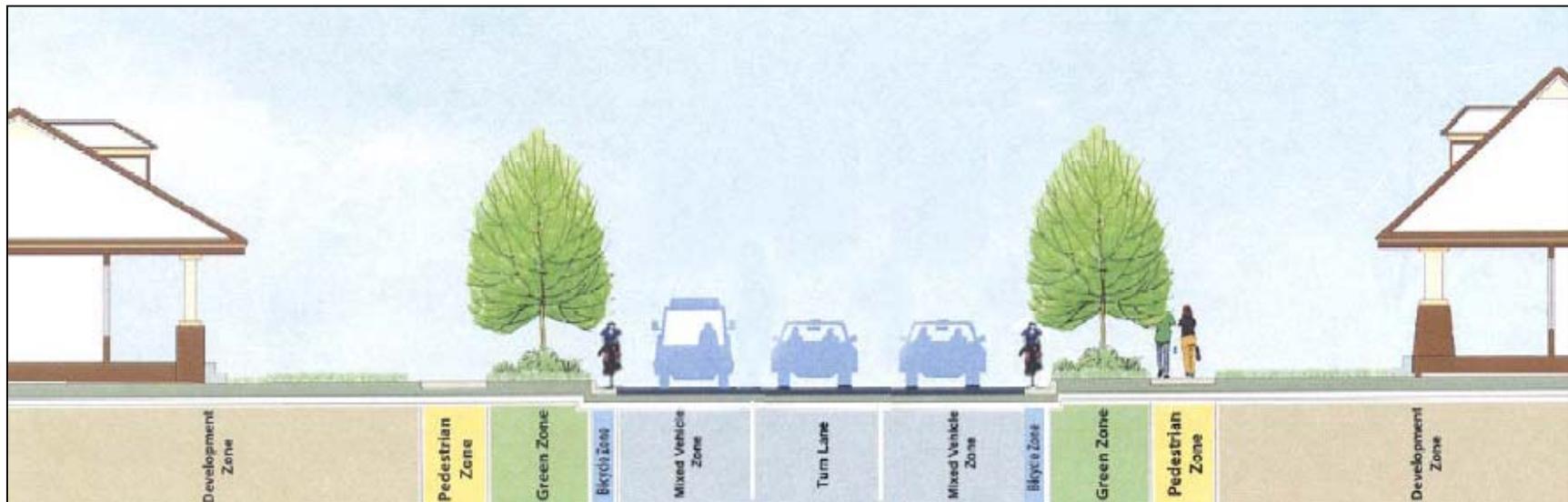
Alternatives Considered: Recommending this route be widened to a 4-lane divided facility was considered. This alternative was not carried forward because of the impacts it would have caused to existing residences. Since the recommendations to Pendergrass Rd and Carbonton Rd would alleviate some regional traffic along Wicker St, a 3-lane facility was chosen.

Relationship to Other Plans: The Sanford/Lee County Planning Department has designated this route as a gateway corridor. The community vision is an attractive route through the residential area that provides mobility for vehicle traffic as well as accommodations for bicycles and pedestrians. Local desire exists to propose a bicycle route along this corridor, which is also reflected on the CTP Bicycle Map. This project is not on the 2007-2013 Transportation Improvement Program (TIP). This project is not on the 2009-2015 TIP Priority List for the Triangle Area Rural Planning Organization.

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Wicker Street and Cool Springs Road Concept Cross-Section

The City of Sanford envisions these roadways forming a continuous, attractive route through the residential areas that also accommodates bicycles and pedestrians.

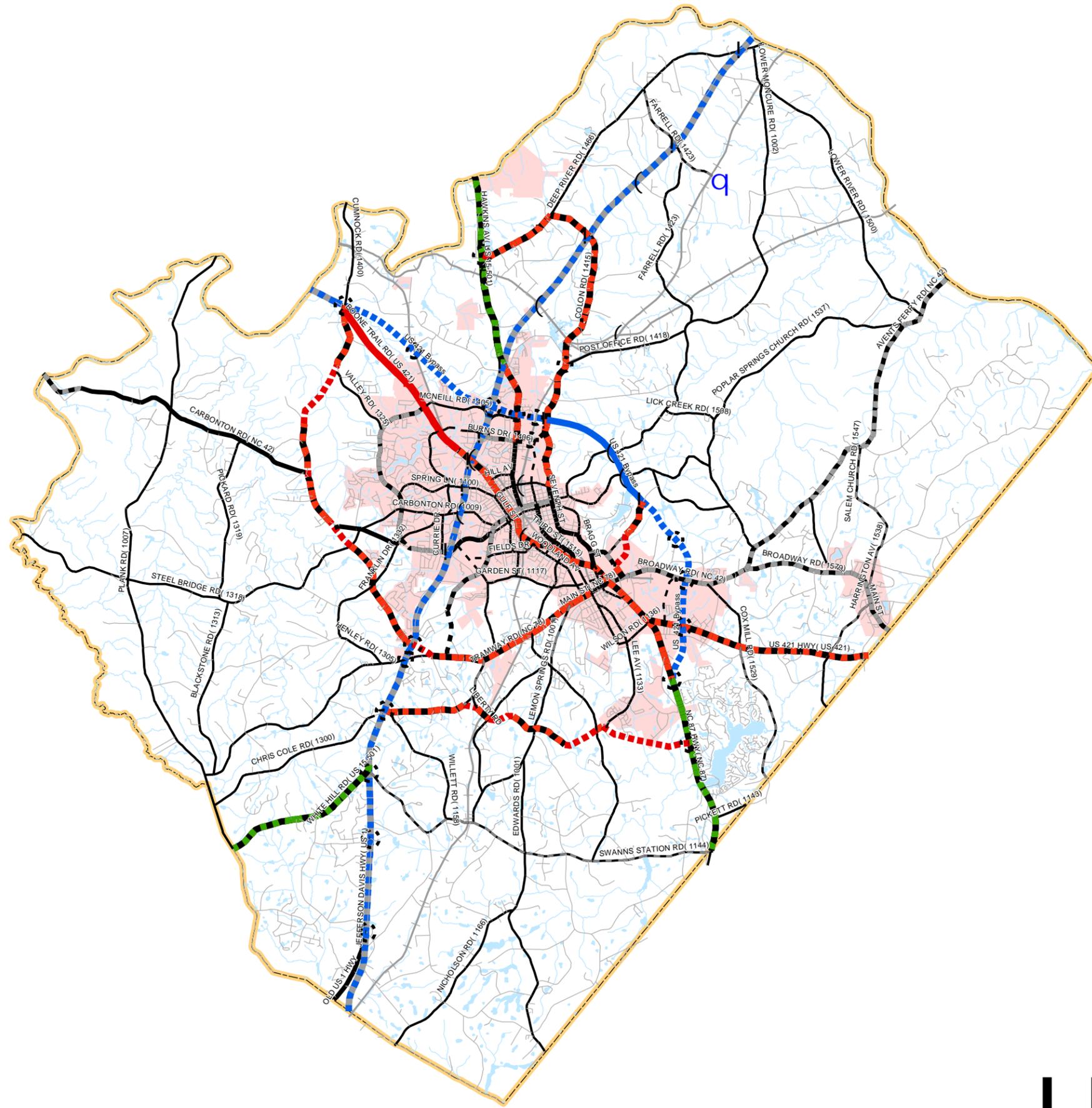


Existing ROW for these roads is 60 feet. A small amount of additional ROW, if any, may be required to accommodate this cross-section.

Highway Map

LEE COUNTY DRAFT Comprehensive Transportation Plan

Plan date: July 12, 2007



Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation



Sheet 2 of 5

Base map date: January 2006

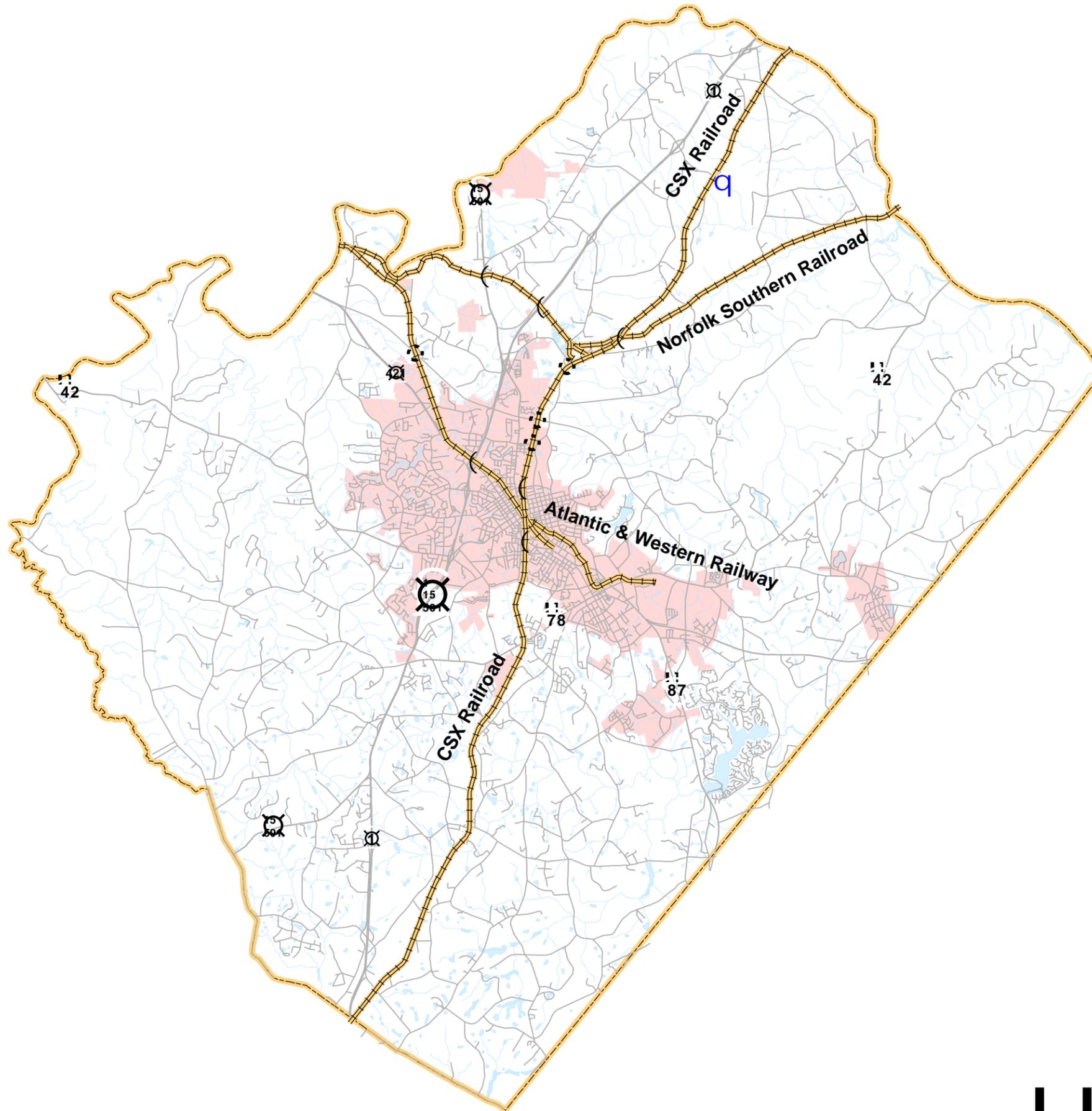
Refer to CTP document for more details



Public Transportation and Rail Map

LEE COUNTY **DRAFT** Comprehensive Transportation Plan

Plan date: July 12, 2007



Bus Routes
 Existing
 Needs Improvement
 Recommended

Fixed Guideway
 Existing
 Needs Improvement
 Recommended

Operational Strategies
 Existing
 Needs Improvement
 Recommended

Rail Corridor
 Active
 Inactive
 Recommended

High Speed Rail Corridor
 Existing
 Recommended

Rail Stops
 Existing
 Recommended

Intermodal Connector
 Existing
 Recommended

Park and Ride Lot
 Existing
 Recommended



Bicycle Map

LEE COUNTY DRAFT Comprehensive Transportation Plan

Plan date: July 12, 2007

On-road
Existing
Needs Improvement
Recommended

Off-road
Existing
Needs Improvement
Recommended

(Existing Grade Separation
Proposed Grade Separation

0 0.5 1 2 3 Miles

Sheet 4 of 5

Base map date: January 2006

Refer to CTP document for more details

