

PURPOSE AND NEED, STUDY AREA DEFINED, & DETAILED STUDY ALTERNATIVES CARRIED FORWARD

US 15-501 Widen to Multi-lanes from NC 2 and NC 211 Traffic Circle in
Pinehurst to NC 73

Moore County
STIP Project R-5927

North Carolina Department of Transportation
Division 8



MERGER CONCURRENCE POINT (CP) NUMBERS 1 & 2

June 10, 2026, 10am – 12pm

1. Introduction

Lead federal agency: U.S. Army Corps of Engineers
 Primary points of contact for the subject project are:

Agency	Name
U.S. Army Corps of Engineers (USACE)	Steve Brumagin
N.C. Division of Water Resources (NCDWR)	Ryan Conchilla
NCDOT Project Manager	Morgan DeWit
NCDOT Env Policy Lead	Morgan Weatherford
Mead & Hunt - Design	Rick DeCola
Pinecone – Project Development	Matthew Potter

The purpose of this meeting is to reach concurrence on CP 1 (Purpose and Need and Study Area defined) and CP 2 (Detailed Study Alternatives Carried Forward).

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) proposes widening US 15-501, from the NC 2-211 traffic circle in Pinehurst to NC 73 (Moore County). The project is approximately 3.7 miles long and is identified in the State Transportation Improvement Program (STIP) as Project No. R-5927, WBS No. 48544.1.1. The project location is shown in Figure 1.

1.2 Project Schedule/Cost Estimate

Right-of-way (ROW) acquisition and construction are scheduled for 2028 and 2031, respectively. Current cost estimates from the STIP are detailed in **Table 1**, while the proposed project schedule – developed in accordance with the [Merger Plan](#) – is provided in **Table 2**. Please note that both costs and schedules are draft and subject to revision.

Table 1. 2026-2035 STIP R-5927 Cost Estimate

Phase	Estimated Costs
Right of Way	\$1,300,000
Utilities	\$3,900,000
Construction Total	\$48,100,000
Total	\$53,300,000

Table 2. Draft R-5927 Project Schedule*

Milestone	Format	Anticipated Date
Combined CP 1/ CP 2 meeting	Virtual Meeting	June 2026
Public Meeting	In-person Meeting	July/August 2026
Combined CP 2A/ CP 3 meeting	Virtual Meeting	October 2026
CP 4A	Packet Concurrence	December 2026
Categorical Exclusion (CE)	Electronic Distribution	December 2026
CP 4B	Virtual Meeting	February 2027
CP 4C	Virtual Meeting	May 2027
Begin ROW Acquisition		SFY 2028
Begin Construction		SFY 2031

*Draft, subject to change

1.3 Project History

The project is identified in the 2026 - 2035 STIP and is currently funded by State Highway Trust funds. No federal funds will be utilized for the project.

Moore County 2020 Comprehensive Transportation Plan

It is designated as Highway Proposal 6 (ID: MOOR0006-H) in the Moore County 2020 Comprehensive Transportation Plan (CTP), specifically within the US 15-501 corridor from SR 1208 (Page Road) to the northern NC 22 junction in Carthage. The CTP notes; the purpose as “Capacity/Congestion”, identified need as “Current and future congestion concerns”, and recommendation as “Multi-lane widening including a median.”

Additionally, the SR 1838 (McCaskill Road) Realignment with NC 73 is identified as Highway Proposal 26 (CTP ID: MOOR0026-H). The purpose of this project is system linkage and safety, and the need is to address the safety problems and crashes involving left-turning traffic that could increase with increased traffic volumes on US 15-501 and NC 73 at the current offset T-intersections. The inclusion of this intersection improvement within the R-5927 project is noted.

Sandhills Metropolitan Transportation Plan

Following its establishment in 2024, the Sandhills Metropolitan Planning Organization (MPO) oversees this area. While the MPO’s formal Metropolitan Transportation Plan (MTP) is forthcoming, their website references the Moore County CTP and the NC Moves 2050 Plan. The NC Moves 2050 Plan is a strategic, multimodal transportation plan aimed at preparing for the future, connecting communities and supporting North Carolina’s economy and quality of life. The NC Moves 2050 Plan emphasizes the “string of metropolitan areas” and the need for reliable long-distance connections. This US 15-501 segment is a critical link for Moore County’s growth and supports the plan’s goals of transportation resiliency and economic vitality for the Sandhills region, especially with upcoming major events like the U.S. Open in Pinehurst.

Village of Pinehurst 2019 Comprehensive Plan

Minimizing traffic congestion is shown as number two in the 10 strategic opportunities listed in this plan.

The CTP Highway Proposal 6 (CTP ID: MOOR0006-H) mentioned above to widen US 15-501 to a four-lane divided facility north of Page Road to Carthage is reiterated in the Moving Around the Village: Transportation, Mobility & Parking section of the Pinehurst 2019 Comprehensive Plan. Also identified in this section are key intersections on state-maintained roads that need enhancements due to geometry that cause too many potential conflict points, including US 15-501, Memorial Drive and Page Road.

US 15-501 at the entrances of Village Acres and the Pinehurst No. 6 golf course was identified as a main gateway into the Village. The Village uses the term “gateway” to describe not only the moment in time that someone travels across a Village boundary, but the thoroughfare that one takes towards the center of the Village. Streets that lead into the Village can signal a gateway through visual clues like a gateway sign, landscaped medians and a unified street sign design.

1.4 Other STIP Projects Nearby

Other STIP projects in the vicinity of R-5927 are listed below and shown in Figure 5.

NCDOT 2026-2035 STIP:

- STIP Project U-5976, construct a traffic circle and other improvements from SR 1905 (Voit Gilmore Lane) to SR 1208 (Page Road), in Moore County. Right-of-Way Fiscal Year (FY) 2028, Construction FY 2031.
- STIP Project HL-0175, improve roadway along Airport Road, from Thorne Toad to Knoll Road, in Moore County.
- STIP Project R-5892, add turn lanes, signal improvements, and other operational improvements to NC 5 (Beulah Hill Road) from Trotter Drive/Blake Boulevard to NC 211, in Moore County. Funded for Preliminary Engineering Only.
- STIP Project HS-2008F, realign intersection and add turn lanes at the intersection of NC 5 and SR 1205 (Morganton Road), in Moore County. Right-of-Way FY 2026; Construction FY 2028.
- STIP Project EB-5864, construct multi-use path along Knoll Road to connect with existing Southern Pines Greenway on Midland Road, in Moore County. Construction FY 2026.
- STIP Project EB-6001, construct sidewalk along SR 2055 (North Poplar Street) from Johnson Street to US 1, in Moore County. Right-of-Way FY 2024; Construction FY 2027.
- STIP Project EB-5869, construct sidewalks along SR 1203 (Johnson Street), from US 15/501 to Mike Place, in Moore County. Right-of-Way FY 2023; Construction FY 2027.
- STIP Project R-5891, convert the at-grade intersection of US 15-501/NC 211 at SR 1205/SR 1309 (Morganton Road) to an interchange, in Moore County. Funded for Preliminary Engineering Only.
- STIP Project U-5814, perform access management improvements along US 15-501/NC 211 from US 1 (Sandhills Boulevard) in Aberdeen to Brucewood Road in Southern Pines, in Moore County.

2. Existing Conditions

2.1 Transportation Features

The project corridor extends from just north of the Pinehurst traffic circle to just north of NC 73. The existing roadway configurations are as follows:

US 15-501

- Southern Section (Traffic circle to Spring Lake Road): Undivided four-lane section with two-foot paved shoulders from the traffic circle to Pinehurst Trace Drive, two lanes undivided from Pinehurst Trace Drive to Spring Lake Road.
- Central Section (Spring Lake Road to Juniper Lake Road): Three-lane section featuring a center two-way left-turn lane.
- Northern Section: Undivided two-lane section with two-foot paved shoulders.
- Design Specifications: 12-foot lane widths; 45 mph posted speed limit from the traffic circle to Juniper Lake Road, 55 mph posted speed limit for northern section.

NC 73 & McCaskill Road

- Configuration: Undivided two-lane roadways with minimal shoulders.
- Design Specifications: 11-foot lane widths; 55 mph posted speed limits.

Existing US 15-501 is classified as a Principal Arterial, while Page Road, Juniper Lake Road, McCaskill Road and NC-73 are classified as Major Collectors in the NCDOT Functional Classification System. All other connecting roadways are listed as Local.

Table 3 lists basic information about each facility, including NCDOT’s functional classification, 2023 and 2050 Average Annual Daily Traffic (AADT), existing lanes, lane width, existing ROW, and posted speed limit. Full traffic forecast maps for the project vicinity are also provided as Figure 6.

Table 3. Existing Roadway Characteristics

Facility	Existing Feature			Functional Classification	Forecast	
	Lanes (width in ft)	ROW (est. in ft)	Speed Limit (mph)		2023 AADT (vpd*)	2050 AADT (vpd*)
US 15-501 From Sothern project limit to North of Forest Drive	Variable (12)	150	45	Principal Arterial	14,800 – 18,800	15,800 - 20,200
US 15-501 North of Forest Drive to the Northern project limit.	Variable (12)	150	55	Principal Arterial	12,000 – 13,200	12,800 - 16,200
Page Road	2 (12)	60	35	Major Collector	5,600	9,600
Juniper Lake Road	2 (9)	60	55	Major Collector	2,600	5,000
McCaskill Road	2 (10)	60	55	Major Collector	4,000	7,200
NC-73	2 (10)	60	55	Major Collector	4,400	5,000

* “vehicles per day”

There are existing safety concerns regarding vehicle crashes along this corridor. Crash data for a five-year period from January 2021 to December 2025 indicates 198 total crashes with a total crash rate of 248.12 (Crashes per 100 Million Vehicle Miles) and a severity index of 5.46 along this section of US 15-501. Comparatively, the statewide average for the period of 2020 through 2024 was a total crash rate of 112.24 and a severity index of 5.47 (based on Rural US Routes of all types). One fatal crash was reported during the study period. Additionally, several key metrics exceed statewide averages for similar roadway types. These include the total crash rate, fatal crash rate, non-fatal injury, wet-weather, and nighttime crash rates.

2.2 Environmental Features

Natural Environment

Environmental resources in the project area are shown in the Environmental Features Map (Figure 3, Sheet 1-3). Water resources within the study area are part of the Cape Fear River Basin, (U.S. Geological Survey [USGS] Hydrologic Unit [HUC] 03030004). There are no designated Outstanding Resource Water (ORW) or water supply watersheds (WS-I or WS-II) within, or within 1.0 mile downstream of the study area. Little River, located approximately 1.0 miles north of the study area, is a designated High-Quality Water. There are no primary nursery areas (PNA) or anadromous fish within the study area. Additionally, there are no North Carolina Wildlife Resources Commission (NCWRC)-designated trout waters within or

within 1.0 mile of the study area. The North Carolina 2022 Final 303(d) list of impaired waters identifies Little River (Lower Little River) as impaired for 'Fish Community (Nar, AL, FW)' under Class 5 present in, or located within 1.0 mile downstream of, the study area.

Field surveys for jurisdictional features within the study area have been completed and verified by the U.S. Army Corps of Engineers (USACE). In total 20 streams, five open surface waters, and 20 wetlands were identified and determined to be jurisdictional. Additionally, one isolated, non-jurisdictional wetland was identified within the study area. A copy of the "Delineated Waters of the U.S. Map" (Figure 7) from the joint approved/ preliminary jurisdictional determination packet is attached as Figure 4 (Sheets 0-7). The mapping shows the location of, and a brief description of each resource identified.

Cultural Resources

Bridge No. 185, carrying SR 1285 (Lea Road) over Nick's Creek was determined eligible for the National Register of Historic Places in 2005 as a result of NCDOT's Statewide Historic Bridge Survey. It is technologically significant as the longest surviving example of its type in the state and a standard design that played an important role in the improvement of the state highway system in the 1920s. NCDOT architectural historians surveyed the project area in July 2023 and determined that no additional survey is required. NCDOT will coordinate the effects meeting for the historic bridge after preliminary design plans are provided.

While no archaeological sites have been recorded within one mile of the proposed project, an archaeological survey was recommended based on the presence of undisturbed areas of favorable soil and topographic conditions. A comprehensive archaeological survey and site evaluation was completed in January 2024 and it was determined there are no National Register listed or eligible archaeological sites present within the project's area of potential effects.

Recreational Facilities

The Pinehurst Greenway Trail is present within the project study area, including the trailhead parking lot on Forrest Drive, located along the west side of US 15-501. Development within the project study area is mostly residential with a small amount of commercial development around the southern and northern termini of the project. Pinehurst Golf Course No. 6 is also located adjacent to the southern portion of the project and is located just outside of the Project Study Area.

3. Project Purpose and Need

3.1 Identified Needs

The needs to be addressed by this project can be described as follows:

A. Capacity and Traffic Operations

Current Congestion: The existing facility is experiencing traffic volumes that exceed its functional capacity during peak commuting hours. As the primary connector between the residential hubs of Carthage and the employment centers in Pinehurst, the route suffers from recurring delays.

Future Demand: Moore County is experiencing steady population growth, largely driven by retirees and military personnel commuting to Fort Bragg. Without widening, the projected Annual Average Daily

Traffic (AADT) will result in further operational degradation by the design year, creating additional delays and bottlenecks along the corridor.

Based on the capacity analysis (R-5927: US 15-501 Traffic Operations Technical Report, May 2026), for the 2024 Base Year No-Build Scenario:

- The Highway Capacity Software (HCS) two-lane analysis revealed that the peak directions of the corridor have segments of roadway which currently operate at capacity (Level of Service (LOS) E) in the southbound AM and northbound PM peak hour directions.
- At intersections along the project, several turning movements are experiencing failing LOS E or F in both the AM and PM peak hours. Including unsignalized intersections, 7 (12%) and 6 (10%) of turning movements operate at LOS E or F during the AM and PM peak hours, respectively.
- The overall network delay is estimated at 63 hours and 40 hours during the AM and PM peak hours, respectively.

With the expected increase in traffic volumes along the corridor by 2050, further operational degradation is expected without improvements to the corridor, as shown in the results of the capacity analysis for the 2050 Future Year No Build Scenario:

- Essentially all of US 15-501 within the project limits will be operating at capacity (LOS E).
- Several additional turning movements experience failing LOS E or F in both the AM and PM peak hours. Including unsignalized intersections, 8 (14%) and 13 (22%) of turning movements operate at LOS E or F during the AM and PM peak hours, respectively.
- The overall network delay is estimated to increase to 102 hours and 91 hours during the AM and PM peak hours, respectively.

A summary of the HCS two-lane highway no build analysis LOS is provided in **Table 4** below.

Table 4. HCS Two-Lane Highway No Build Analysis Levels of Service

Northbound Direction						
Segment	Type	Speed Limit	AM Peak Hour		PM Peak Hour	
			2024	2050	2024	2050
US 15 - US 501 between NC 2 and Page Rd	Passing Lanes	45	C	C	E	E
US 15 - US 501 between Page Rd and Juniper Creek Blvd	Passing Constrained	45	B	B	E	E
US 15 - US 501 between Juniper Creek Blvd and 1000' north of Lea Rd	Passing Constrained	55	B	C	D	E
US 15 - US 501 between 1000' north of Lea Rd and 430' north of Nathaniel Ln	Passing Zone	55	B	C	D	E
US 15 - US 501 between 430' north of Nathaniel Ln and NC 73	Passing Constrained	55	B	C	D	E
Overall			B	C	D	E
Southbound Direction						
Segment	Type	Speed Limit	AM Peak Hour		PM Peak Hour	
			2024	2050	2024	2050
US 15 - US 501 between NC 73 and 1000' south of McCaskill Rd	Passing Constrained	55	D	E	C	D
US 15 - US 501 between 1000' south of McCaskill Rd and 1600' north of Lea Rd	Passing Zone	55	D	E	C	C
US 15 - US 501 between 1600' north of Lea Rd and Juniper Creek Blvd	Passing Constrained	55	D	E	C	C
US 15 - US 501 between Juniper Creek Blvd and 900' north of NC 2	Passing Constrained	45	E	E	C	C
US 15 - US 501 between 900' north of NC 2 and NC 2	Passing Lanes	45	C	D	C	C
Overall			E	E	C	C

The project is necessary to address the following secondary deficiencies:

B. Safety Deficiencies

Crash Rates: High traffic volumes on a two-lane undivided highway increase the risk of rear-end collisions (due to congestion) and head-on or sideswipe collisions.

Lack of Turning Lanes or Median Divider: The lack of left turn lanes or medians in some locations results in vehicles stopped to turn left into driveways or side streets blocking through traffic, increasing the potential for rear-end crashes.

C. System Linkage and Roadway Classification

Strategic Corridor: US 15-501 is a principal arterial that facilitates regional movement through central North Carolina. Maintaining consistent lane continuity (matching the multi-lane sections south of the Traffic Circle) is essential for driver expectancy and efficient regional freight and passenger movement.

Traffic Circle Impact: The transition from the high-capacity Pinehurst Traffic Circle onto the narrower US 15-501 segment creates a "funnel effect," leading to abrupt speed reductions and queuing that impacts safety at the circle's egress/lane drop north of the Memorial Drive/Pinehurst Trace Drive intersection.

D. Event Traffic Management

Pinehurst is a periodic host for major events, such as the U.S. Open Golf Championship which draws an estimated 250,000 visitors throughout the week of the event. This corridor serves as a critical artery for moving spectators and logistics during these events. The existing two-lane sections on US 15-501 limit the ability of the roadway to handle event traffic.

3.2 Project Purpose

The purpose of this project is to improve traffic flow, reduce congestion, and improve connectivity and mobility along the US 15-501 corridor between the Pinehurst Traffic Circle and NC 73. A secondary purpose of this project is to enhance safety throughout the project limits by reducing conflicts at intersections.

4. Project Study Area Defined

The proposed Project Study Area, developed to address the Purpose and Need of R-5927, is shown in Figures 2-1 through 2-3. The study area ranges between 500-1,400 feet wide and begins just north of the traffic circle in Pinehurst and stretches approximately 3.7 miles to just north of NC 73. The project includes the intersections of McCaskill Road and NC-73, with limits stretching approximately 2,500 feet along each road from their intersections with US 15-501. The study area extends approximately 1,500 feet west along Juniper Lake Road.

5. Avoidance and Minimization

- Avoidance and minimization measures will be identified and documented in the Avoidance and Minimization Measures Tracker as the project progresses.

6. Summary of Preliminary Alternatives Considered

6.1 Build Alternatives

To analyze the potential impacts associated with the East, West, and Best Fit widening alternatives, potential impacts were calculated based on a 250-foot impact area for each alternative. The potential impact area for the East and West alternative are shown in Figure 3 and quantified potential impacts for each alternative are shown in **Table 5** below.

Table 5. Comparison of Build Alternatives

	Totals		
	West Widening	East Widening	Best Fit Widening
Stream Impacts (LF)	6490	5945	5850
Wetland Impacts (AC)	1.39	2.18	1.39
Pond Impacts (AC)	0.29	0.42	0.12
Historic Resources Present	1	1	1
Business Relocations	3	3	3
Residential Relocations	20	36	18
Churches Impacted	1	2	2
Parcels Impacted	188	174	178

Natural resource (stream, wetland and pond) impacts represent verified field delineated resources within the preliminary impact area. These resources are shown on the Environmental Features Map, Figure 3 and the Delineated Waters of the US Map, Figure 4.

6.2 Alternatives Eliminated

The following alternatives do not address the project’s purpose and need and will not be carried forward for detailed study:

- **Transportation Demand Management (TDM) Alternative**
 - Alternative will not eliminate the existing traffic congestion or provide increased mobility and connectivity required to meet the Purpose and Need of the project. Therefore, the TDM Alternative will not be carried forward as a detailed study alternative.
- **Transportation Systems Management (TSM) Alternative**
 - Alternative does not address the existing lack of connectivity and mobility included in the Purpose and Need Statement for this project. Therefore, the TSM Alternative will not be carried forward as a detailed study alternative.
- **Widen US 15-501 to three-Lanes with Center Two Way Left Turn Lane**
 - This alternative would not address the purpose and need of the project and resulted in minimal improvements compared to existing conditions. Of the improvements considered with this Alternative, the intersection realignments (requiring sizeable wetland impacts) and side street left-turn lane additions provided the most significant operational benefits. The intersection realignments simplify intersection phasing allowing for shorter cycle lengths relative to the No Build Alternative but minimally reduced delays throughout the corridor.

6.3 NCDOT Recommended Alternatives for Detailed Study

NCDOT recommends the following alternatives to be carried forward for detailed study:

West Widening

The West Widening Alternative is recommended for detailed study because even though it is anticipated to have the most stream impacts (6490 feet), it utilizes more of the existing right of way than the other alternatives and results in the second fewest relocations overall. The West Widening alternative is tied with the Best Fit Widening alternative for the least impact on wetlands (1.39 acre) and minimizes impacts to churches along the corridor.

Best Fit Widening

The Best Fit Widening alternative is recommended for detail study because it results in the fewest stream (5850 feet), pond (0.12 acre), and relocation (21 total) impacts. The Best Fit Widening alternative is also tied with the West Widening alternative for impacts to wetlands (1.39 acre) but is anticipated to minimize impacts to the Historic Resource (Bridge No 185) when compared to the West Widening alternative.

6.4 Alternatives Not Recommended for Detailed Study

NCDOT does not recommend the following alternative to be carried forward for detailed study:

East Widening

The East Widening alternative is not recommended for detailed study because it would result in the most wetland impacts and would relocate the most homes and businesses. While the alternative has less stream impacts than the West Widening alternative, it has more stream impacts than the Best Fit Widening alternative. Also, the number of parcels impacted are less than the other alternatives, but the overall right of way impact is anticipated to be higher because most of the existing right of way is located west of the current alignment. Based on the preliminary alternative analysis, the East Widening alternative does not warrant detailed study.

6.5 No-Build Alternative

The No-Build Alternative only includes minor restoration activities to ensure the safety, maintenance, and continued operation of the existing highway. It does not require additional right of way or any improvements to the highway that would generate impacts to human or natural resources. Although it will not reduce travel time required to meet the purpose and need of the project, the No-Build Alternative will be carried forward to provide a basis for comparison with other alternatives carried forward for detailed study for this proposed action.

7. Merger Plan Review/Next Steps

Based on the Merger Plan for the project, NCDOT proposes that the next Merger Meeting will be a combined CP 2A (Major Hydraulic Crossing Structures and Alignment Defined) and CP 3 (Least Environmentally Damaging Practicable Alternative/Preferred Alternative). Prior to the next Merger Meeting, NCDOT will complete the hydraulic planning report, preliminary roadway design, impacts analyses and public involvement activities (public meeting). It is anticipated that the combined CP 2A/CP

3 meeting will be held in four months; Merger Team members will be notified of any changes that require a revision of this timetable.

8. Sources

North Carolina Department of Transportation (NCDOT)

2026- 2035 STIP State Transportation Improvement Program. Approved January 2026 and accessed on-line March 17, 2026 at:

<https://connect.ncdot.gov/projects/planning/STIPDocuments1/NCDOT%20Current%20STIP.pdf>

Feasibility Study: Widen US 15-501 to Multi-Lanes from NC 2 and NC 211 Traffic Circle in Pinehurst to NC 73, Moore County, SPOT H140385. June 2024

North Carolina Department of Transportation Traffic Engineering Accident Analysis System Strip Analysis Report, Moore County, Date 1/1/2021 to 12/31/2025, Study: 41000072158UPDATE, Location: US 15-501 from Memorial Dr./ Pinehurst Trace Dr to NC 73. Updated February 2026.

Moore County 2020 Comprehensive Transportation Plan. Adopted January 10, 2019

No National Register of Historic Places Eligible or Listed Archaeological Sites Present Form, January 31, 2024

Historic Architectural and Landscapes – Effects Required Form, August 9, 2023

Stantec Consulting Services Inc.

Traffic Forecast for R-5927 – Moore County – US 15-501 from Pinehurst Traffic Circle to NC 73. August 31, 2024

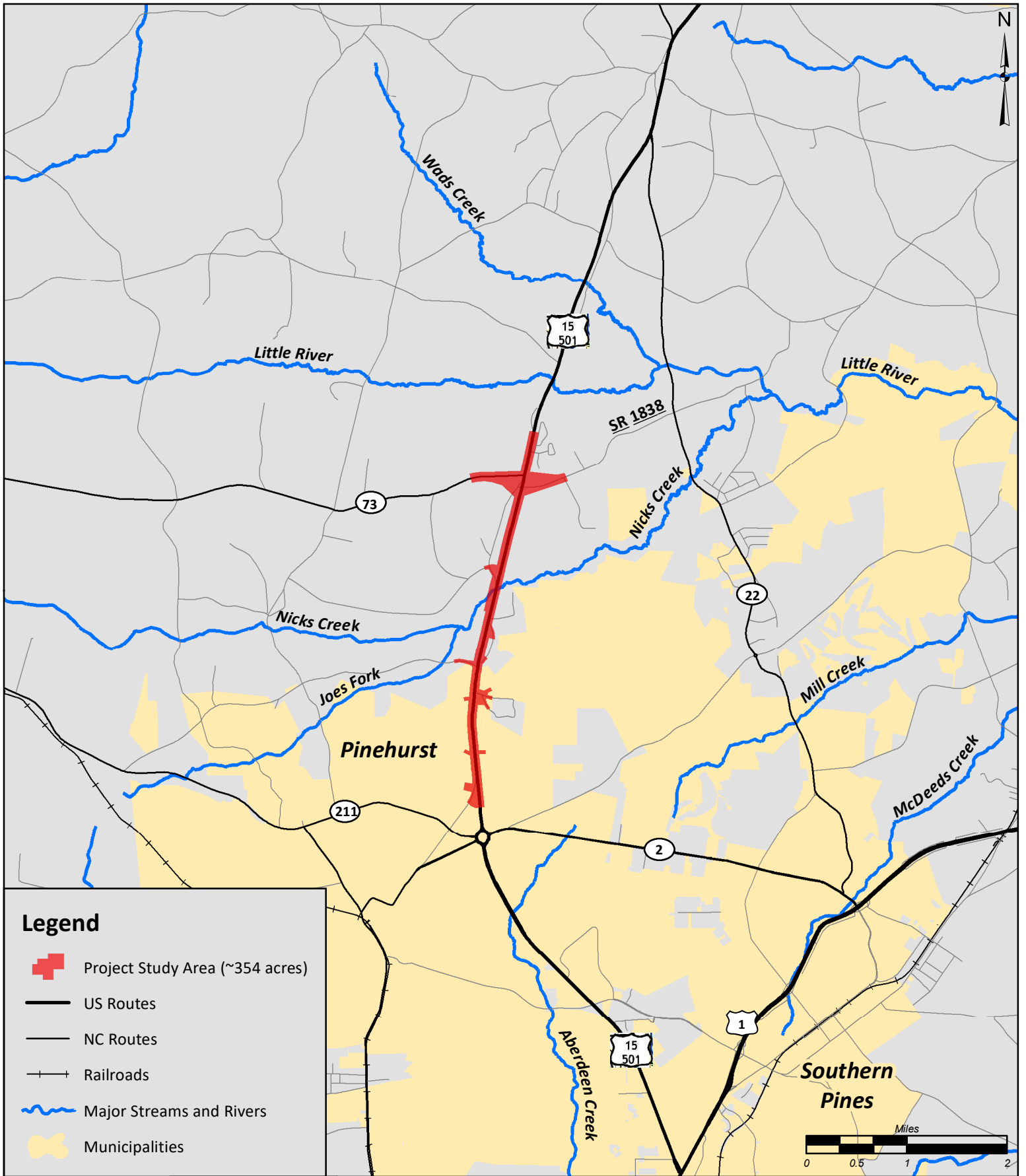
Mead & Hunt

R-5927: US 15-501 Traffic Operations Technical Report – Final Report. May 2026.







Natural Resources Technical Report – Widening of US15-501 from the NC 2/NC 211 Traffic Circle to NC 73 – Moore County, North Carolina. December 2025

Village of Pinehurst

Village of Pinehurst 2019 Comprehensive Plan. Adopted October 2019, Amended April 2025.



Legend

-  Project Study Area (~354 acres)
-  US Routes
-  NC Routes
-  Railroads
-  Major Streams and Rivers
-  Municipalities

**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)**

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1

SOURCE: TIGER 2010 ROAD,
COUNTY, AND MUNICIPALITY DATA

PREPARED FOR:



FIGURE 1: SITE LOCATION MAP

DRAWN BY: VM

QAQC BY: SB

DATE: 05/30/2023

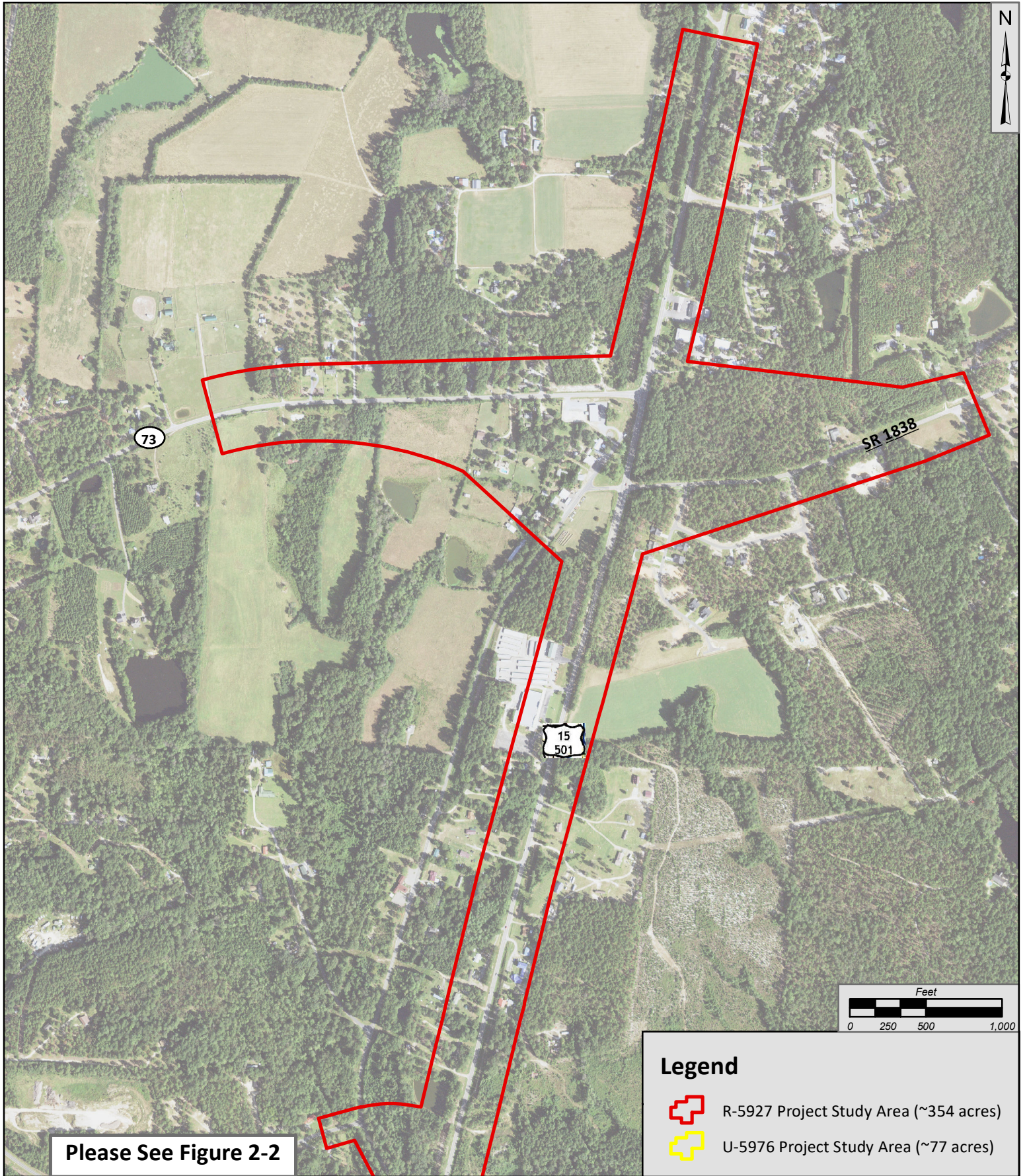
FIGURE 1

**Mead
& Hunt**

Mead & Hunt
111 E. Hargett Street, Suite 300
Raleigh, North Carolina 27601
Tele: (919) 714-8670
www.meadhunt.com





Moore County



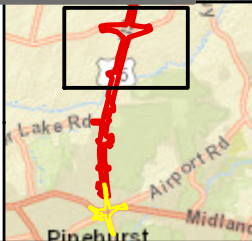
Please See Figure 2-2

Legend

-  R-5927 Project Study Area (~354 acres)
-  U-5976 Project Study Area (~77 acres)

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R-5927 Project:
US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)
MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1

SOURCE: NAIP AERIAL
IMAGERY (2020)

PREPARED FOR:



PROJECT STUDY AREA MAP

DRAWN BY: VM

QAQC BY: SB

DATE: 06/20/2023

FIGURE 2-1

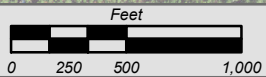
Please See Figure 2-1






Nicks Creek

Juniper Lake Road

15
501



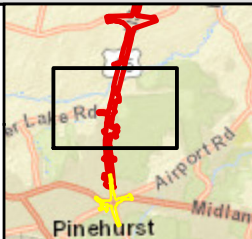
Legend

-  R-5927 Project Study Area (~354 acres)
-  U-5976 Project Study Area (~77 acres)
-  Major Hydrography

Please See Figure 2-3

Mead & Hunt

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R-5927 Project:
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Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)
MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1

SOURCE: NAIP AERIAL
IMAGERY (2020)

PREPARED FOR:



PROJECT STUDY AREA MAP

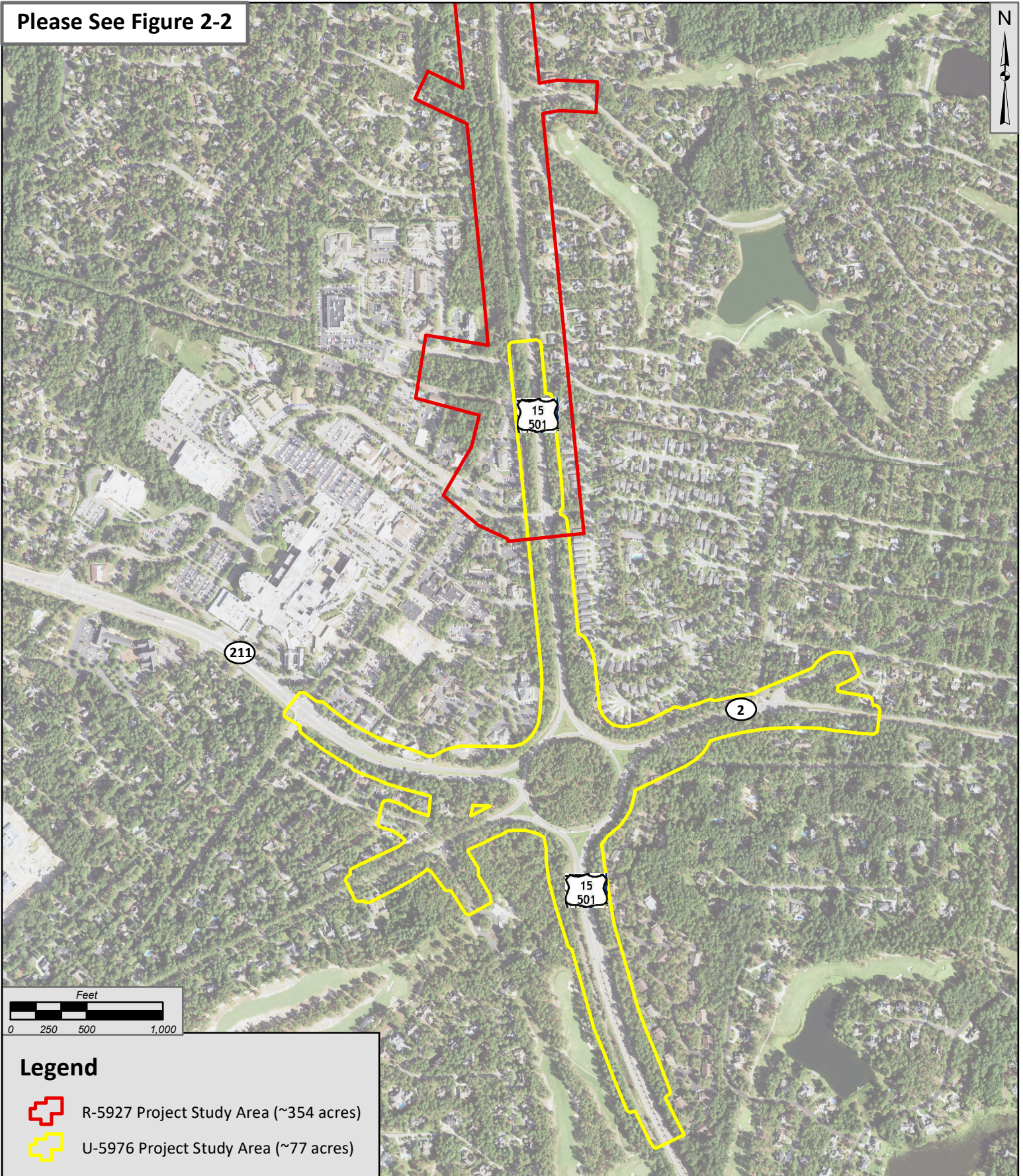
DRAWN BY: VM

QAQC BY: SB



DATE: 06/20/2023

FIGURE 2-2

Please See Figure 2-2



Legend

-  R-5927 Project Study Area (~354 acres)
-  U-5976 Project Study Area (~77 acres)



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MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1

SOURCE: NAIP AERIAL
IMAGERY (2020)

PREPARED FOR:



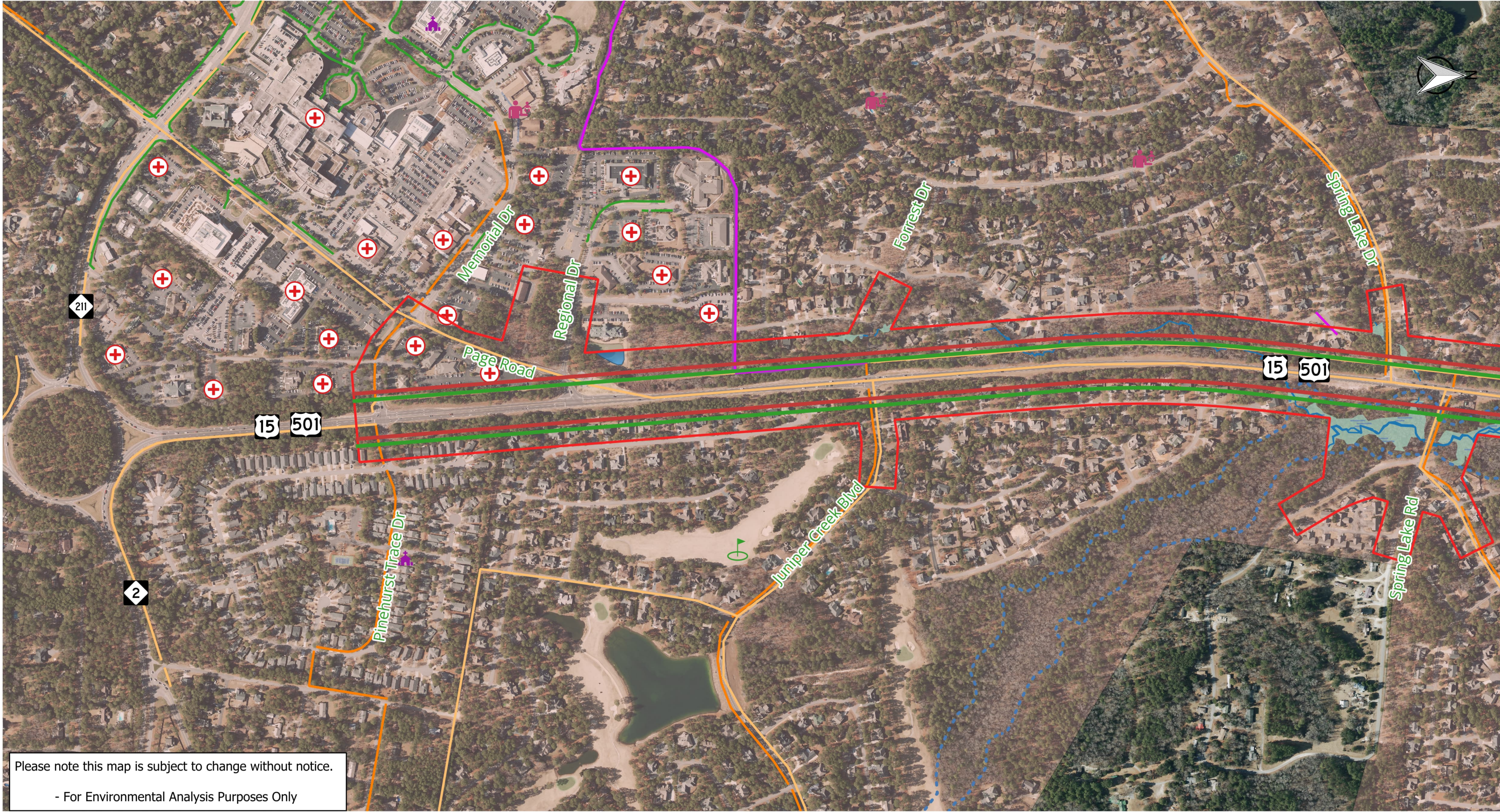
PROJECT STUDY AREA MAP

DRAWN BY: VM

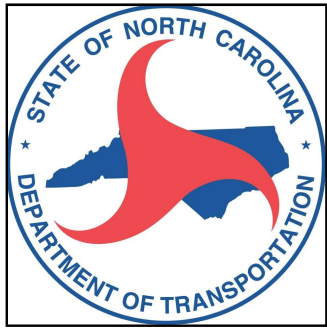
QAQC BY: SB

DATE: 06/20/2023

FIGURE 2-3



Please note this map is subject to change without notice.
 - For Environmental Analysis Purposes Only



LEGEND			
Project Study Area	Place of Worship	Community Center	Streams
Ex. Bike Facility	Medical	Gas Station	Wetlands
Ex. Pedestrian Facility	Cemetary	Golf Course	100 Year Flood
Ex. Shared Use Facility	Child Care	Municipal Boundaries	East Widening
Future Pedestrian Facility		Ponds	West Widening
Future Shared Use Facility			

R-5927
 US 15-501 Widen to Multi-lanes from
 NC 2 and NC 211 Traffic Circle to NC 73
 Pinehurst, Moore County
**Environmental
 Features Map**

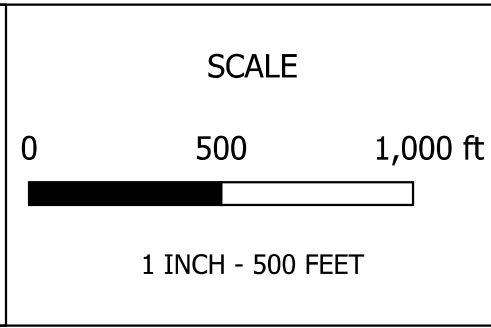
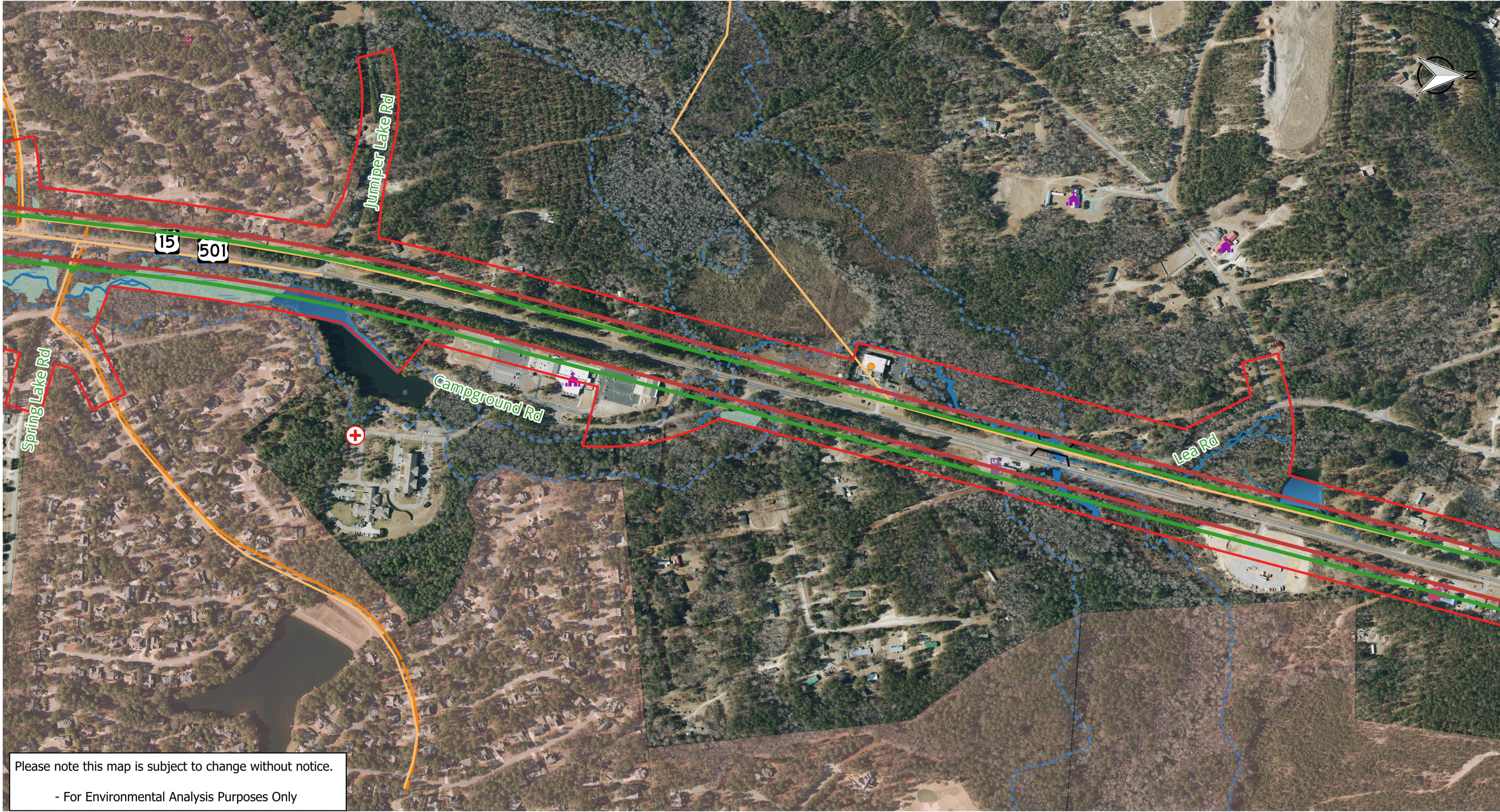
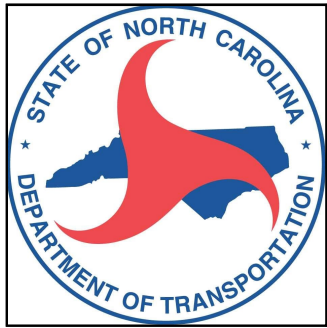


FIGURE
3
 Sheet 1 of 3



Please note this map is subject to change without notice.
 - For Environmental Analysis Purposes Only



LEGEND			
Project Study Area	Place of Worship	Community Center	Streams
Ex. Bike Facility	Medical	Gas Station	Wetlands
Ex. Pedestrian Facility	Cemetary	Golf Course	100 Year Flood
Ex. Shared Use Facility	Child Care	Municipal Boundaries	East Widening
Future Pedestrian Facility		Ponds	West Widening
Future Shared Use Facility			

R-5927
 US 15-501 Widen to Multi-lanes from
 NC 2 and NC 211 Traffic Circle to NC 73
 Pinehurst, Moore County
Environmental Features Map

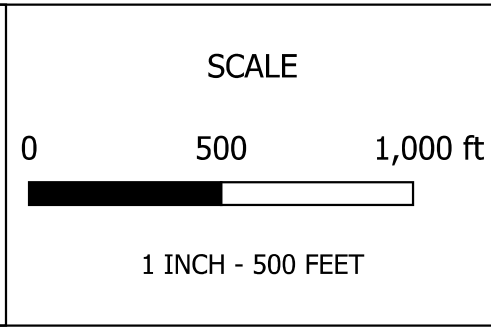


FIGURE 3
 Sheet 2 of 3



Please note this map is subject to change without notice.
- For Environmental Analysis Purposes Only



LEGEND			
Project Study Area	Place of Worship	Community Center	Streams
Ex. Bike Facility	Medical	Gas Station	Wetlands
Ex. Pedestrian Facility	Cemetary	Golf Course	100 Year Flood
Ex. Shared Use Facility	Child Care	Municipal Boundaries	East Widening
Future Pedestrian Facility		Ponds	West Widening
Future Shared Use Facility			

R-5927
 US 15-501 Widen to Multi-lanes from
 NC 2 and NC 211 Traffic Circle to NC 73
 Pinehurst, Moore County

Environmental Features Map

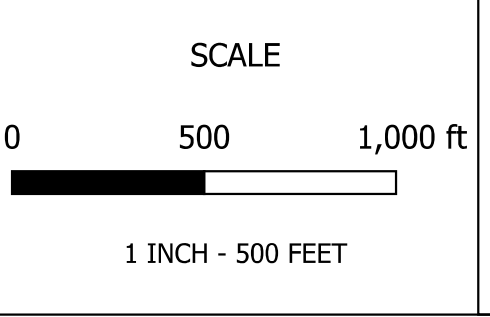
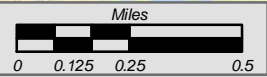
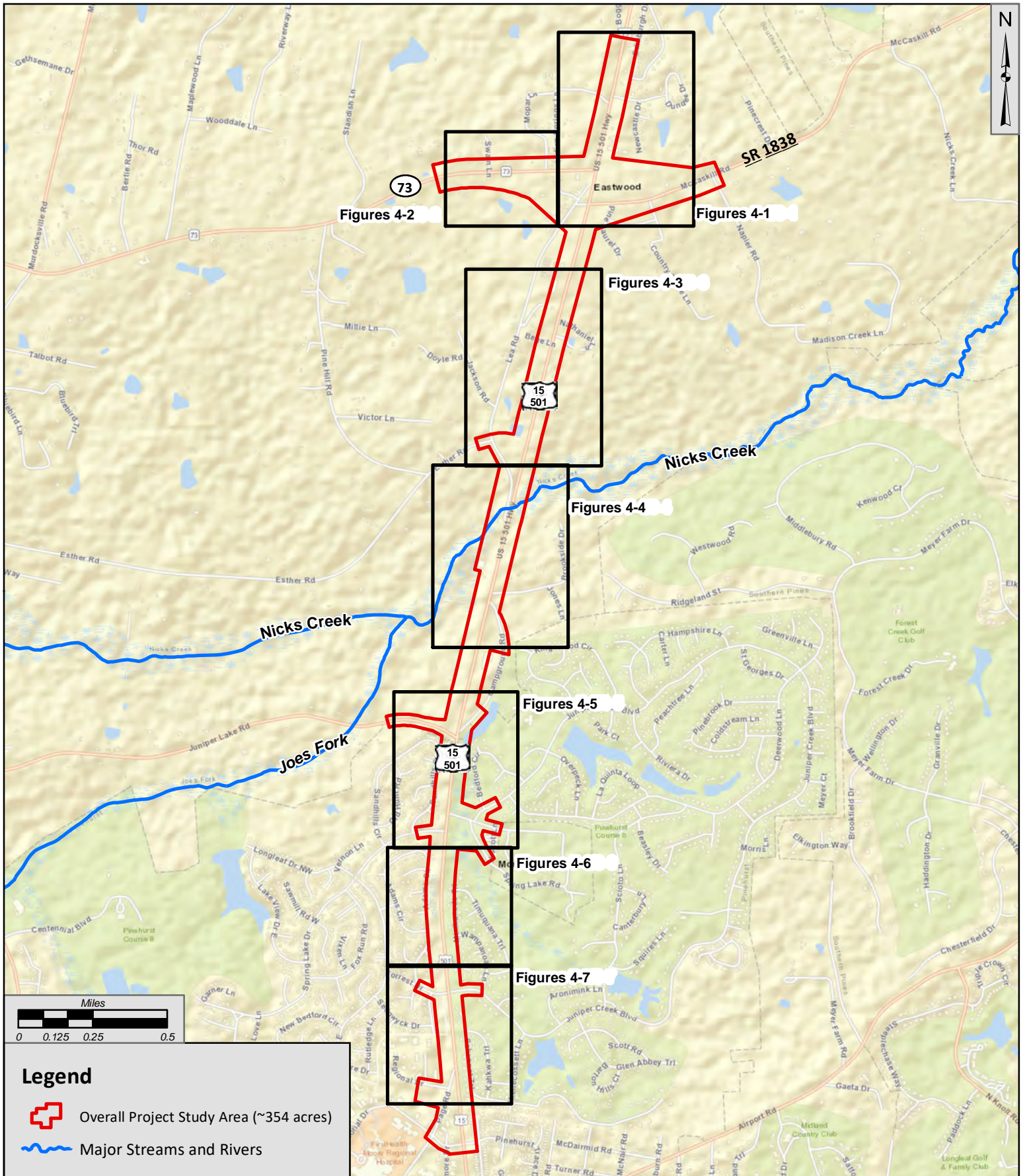


FIGURE
3

Sheet 3 of 3



Legend

- Overall Project Study Area (~354 acres)
- Major Streams and Rivers



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**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
 Widen to multilanes.
 Realignment of NC 73 and SR 1838 (McCaskill Rd)**

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
 WBS NO.: 48544.1.1
 USACE NO: SAW-2023-01800

SOURCE: NAIP IMAGERY
 MOORE COUNTY, NC (2020)

PREPARED FOR:



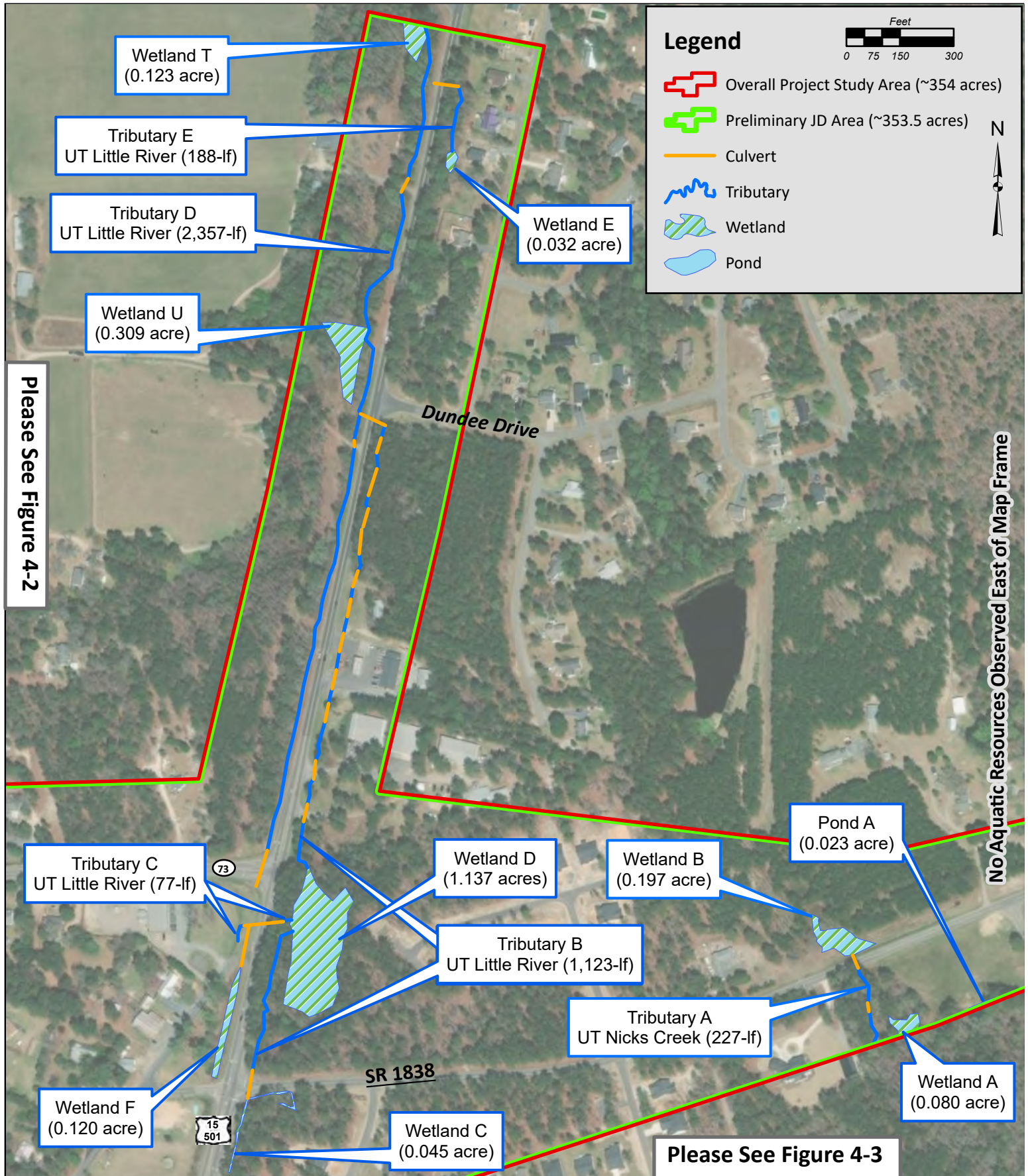
INSET OVERVIEW MAP

DRAWN BY: VM

QAQC BY: SG

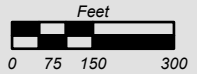
DATE: 11/20/2024

FIGURE 4-0



Legend

- Overall Project Study Area (~354 acres)
- Preliminary JD Area (~353.5 acres)
- Culvert
- Tributary
- Wetland
- Pond

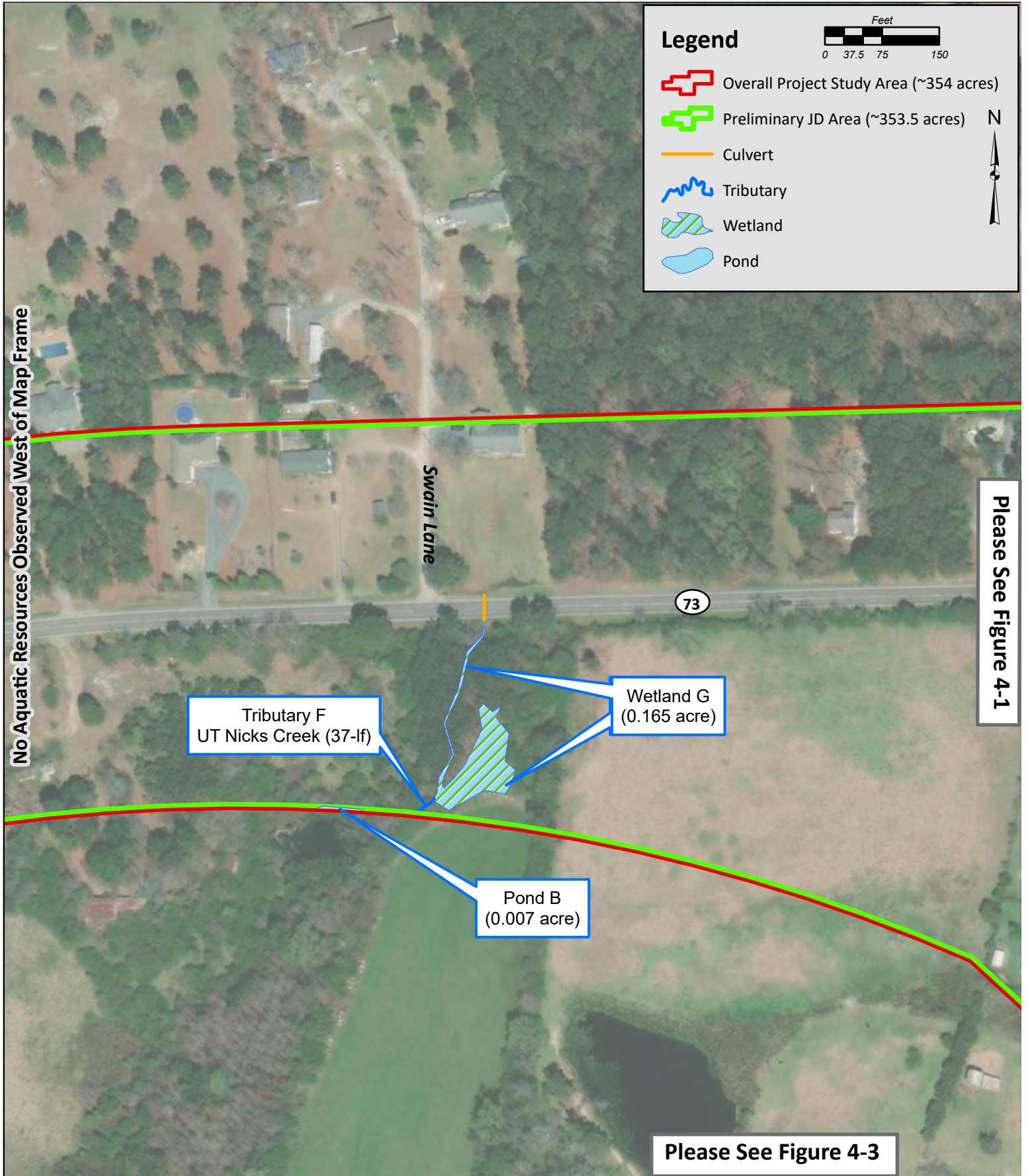


Please See Figure 4-2

No Aquatic Resources Observed East of Map Frame

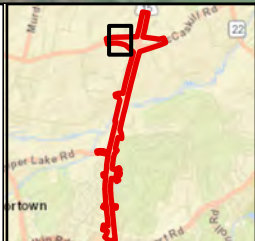
Please See Figure 4-3

<p>Mead & Hunt 111 E. Hargett Street, Suite 300 Raleigh, North Carolina 27601 Tele: (919) 714-8670 www.meadhunt.com</p>		<p>US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst. Widen to multilanes. Realignment of NC 73 and SR 1838 (McCaskill Rd)</p> <p>MOORE COUNTY, NORTH CAROLINA</p>		<p>PREPARED FOR:</p>	
		<p>MOORE COUNTY, NORTH CAROLINA</p>		<p>DELINEATED WATERS OF THE U.S. MAP</p>	
<p>TIP NO.: R-5927 WBS NO.: 48544.1.1 USACE NO.: SAW-2023-01800</p>		<p>SOURCE: NAIP IMAGERY MOORE COUNTY, NC (2020)</p>		<p>DRAWN BY: VM</p> <p>DATE: 11/20/2024 REVISED: 06/02/2025</p>	<p>QAQC BY: SG</p> <p>FIGURE 4-1</p>



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**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)**

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO: SAW-2023-01800

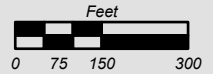
PREPARED FOR:

DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM	QAQC BY: SG
DATE: 11/20/2024 REVISED: 06/02/2025	FIGURE 4-2

Please See Figures 4-1 & 4-2

Legend



- Overall Project Study Area (~354 acres)
- Preliminary JD Area (~353.5 acres)
- Culvert
- Tributary
- Wetland
- Pond



Tributary G
UT Nicks Creek (692-lf)

Wetland I
(0.670 acre)

Wetland H
(0.074 acre)

Tributary H
UT Nicks Creek (262-lf)



Tributary L
UT Nicks Creek (27-lf)

Pond C
(0.756 acre)

Wetland J
(0.021 acre)

Tributary I
UT Nicks Creek (281-lf)

Tributary M
UT Nicks Creek (470-lf)

Lea Road

Tributary N
UT Nicks Creek (1,453-lf)
(cont'd Fig. 7-4)

Please See Figure 4-4



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US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO: SAW-2023-01800

SOURCE: NAIP IMAGERY
MOORE COUNTY, NC (2020)

PREPARED FOR:



DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM

QAQC BY: SG

DATE: 11/20/2024
REVISED: 06/02/2025

FIGURE 4-3

Please See Figure 4-3

Tributary N
UT Nicks Creek (1,453-lf)
(cont'd Fig. 7-3)

Tributary P
UT Nicks Creek (53-lf)

Tributary O
Nicks Creek (1,501-lf)

Non-jurisdictional
Wetland L
(0.044 acre)

Wetland K
(0.342 acre)
(continues outside the PSA;
connects with Tributary J)

Tributary K
UT Nicks Creek (58-lf)

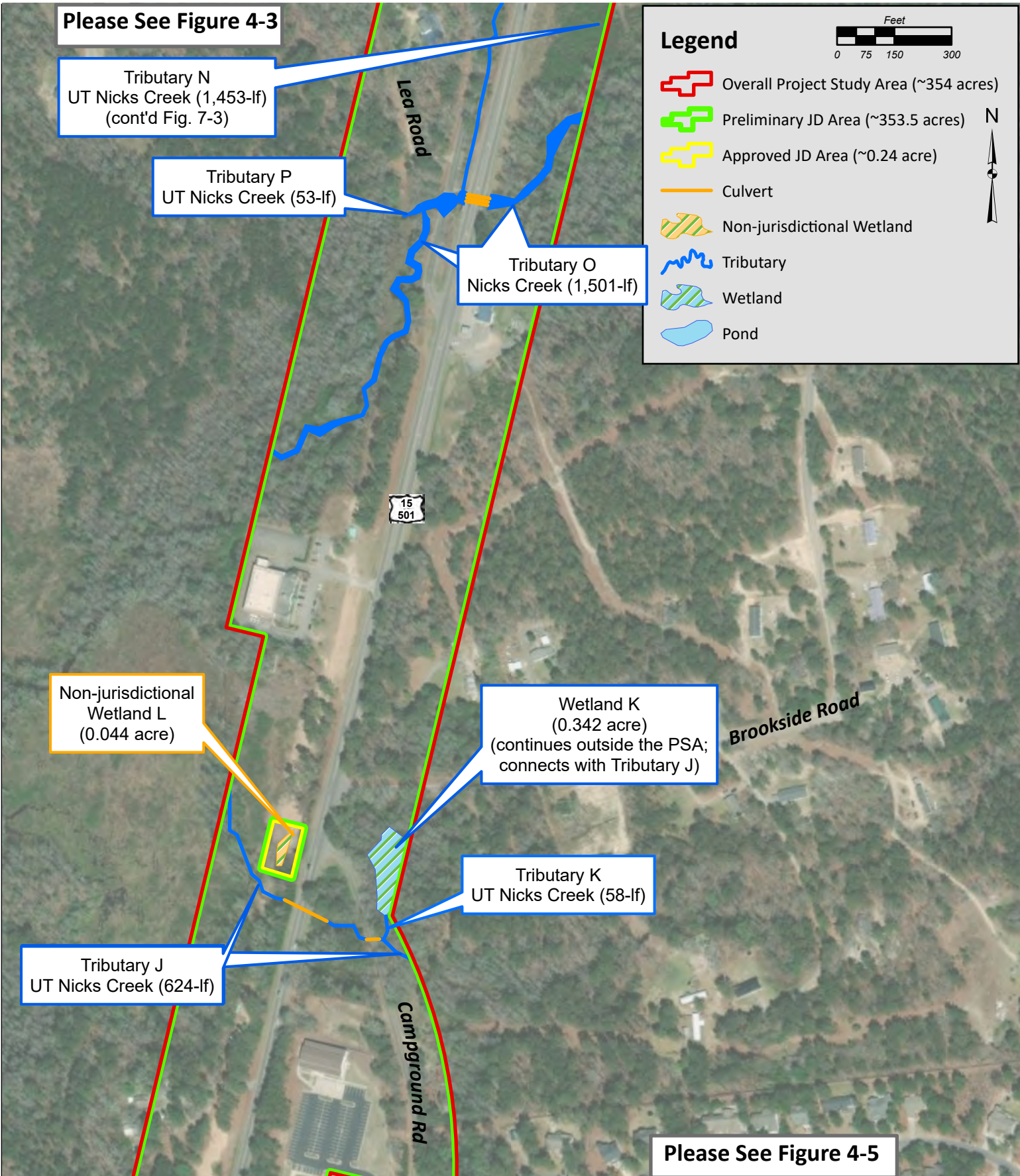
Tributary J
UT Nicks Creek (624-lf)

Please See Figure 4-5

Legend



- Overall Project Study Area (~354 acres)
- Preliminary JD Area (~353.5 acres)
- Approved JD Area (~0.24 acre)
- Culvert
- Non-jurisdictional Wetland
- Tributary
- Wetland
- Pond



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**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)**

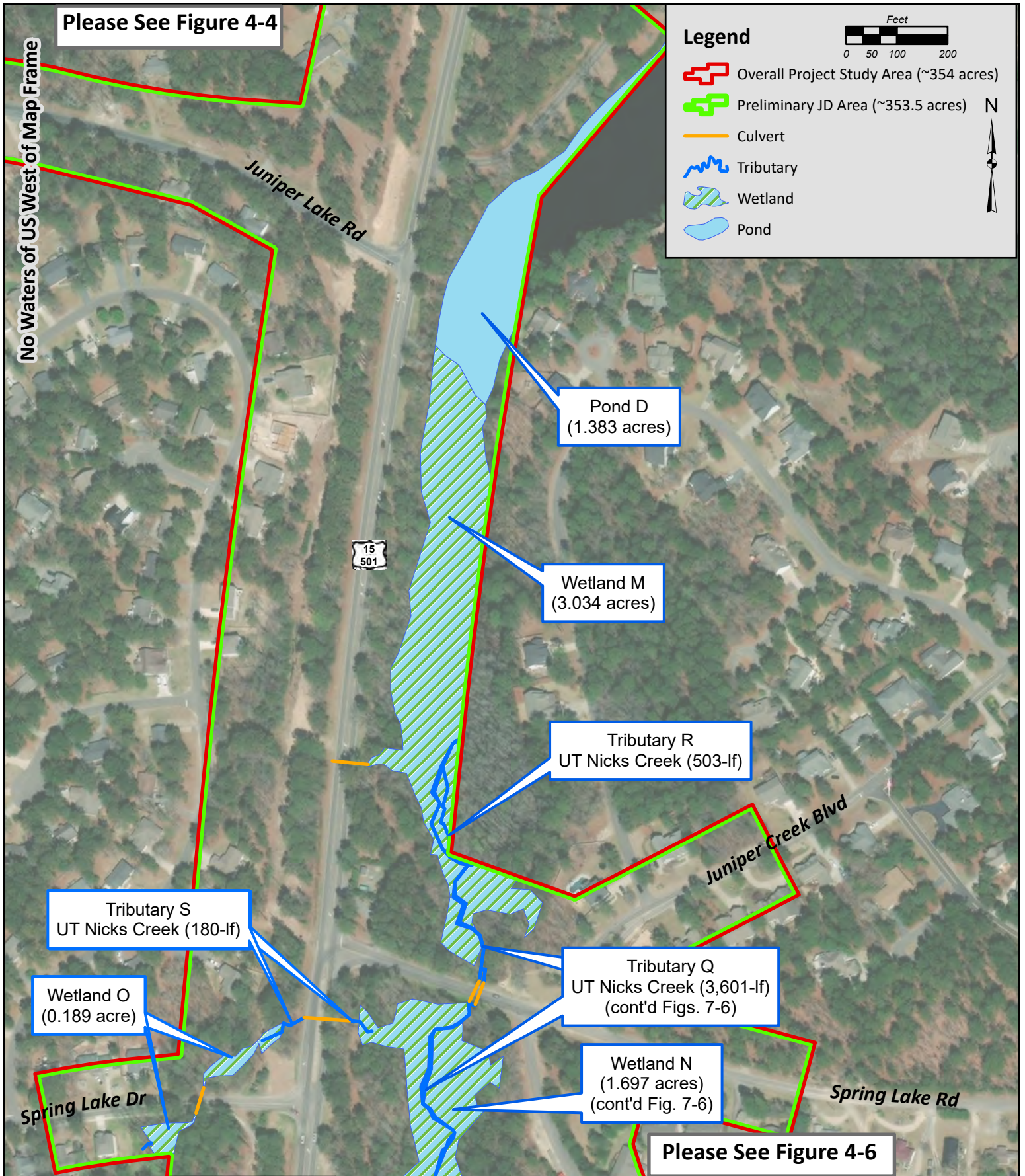
MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO: SAW-2023-01800

PREPARED FOR:

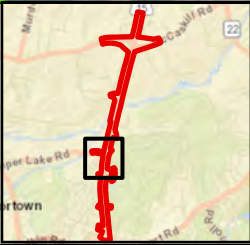
DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM	QAQC BY: SG
DATE: 11/20/2024 REVISED: 06/04/2025	FIGURE 4-4



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**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)**

MOORE COUNTY, NORTH CAROLINA

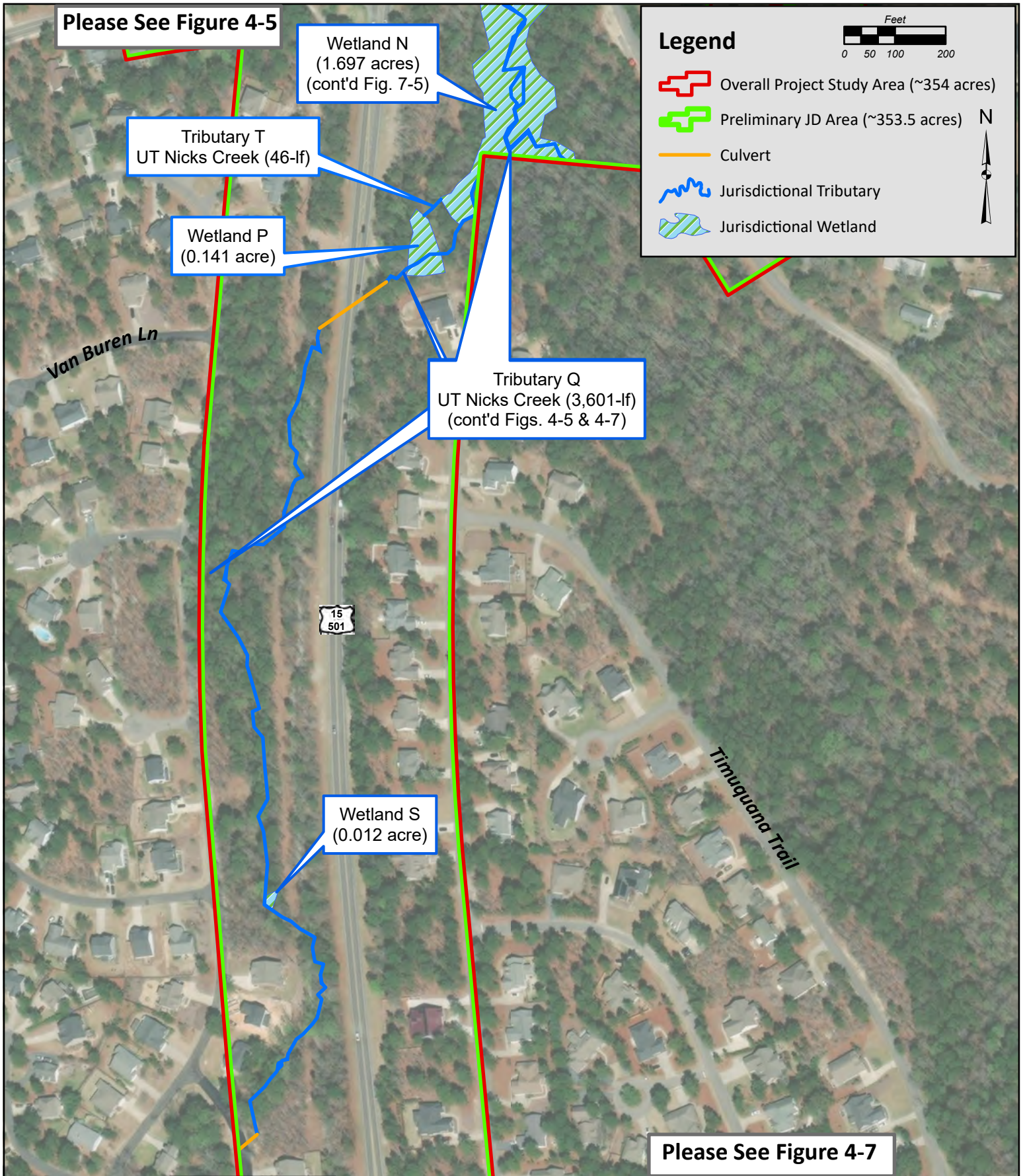
TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO.: SAW-2023-01800

SOURCE: NAIP IMAGERY
MOORE COUNTY, NC (2020)

PREPARED FOR: 

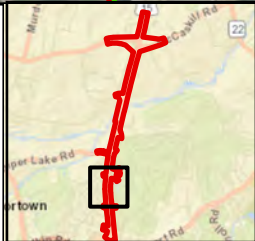
DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM	QAQC BY: SG
DATE: 11/20/2024 REVISED: 06/06/2025	FIGURE 4-5



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**US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)**

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO.: SAW-2023-01800

SOURCE: NAIP IMAGERY
MOORE COUNTY, NC (2020)

PREPARED FOR:

DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM	QAQC BY: SG
DATE: 11/20/2024 REVISED: 06/06/2025	FIGURE 4-6

Please See Figure 4-6

Wetland R
(0.048 acre)
(continues north outside
the PSA; connects with
Tributary Q)

Wetland Q
(0.105 acre)

Tributary Q
UT Nicks Creek (3,601-lf)

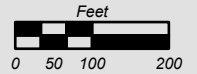
Pond E
(0.185 acre)

Sedgwick Dr

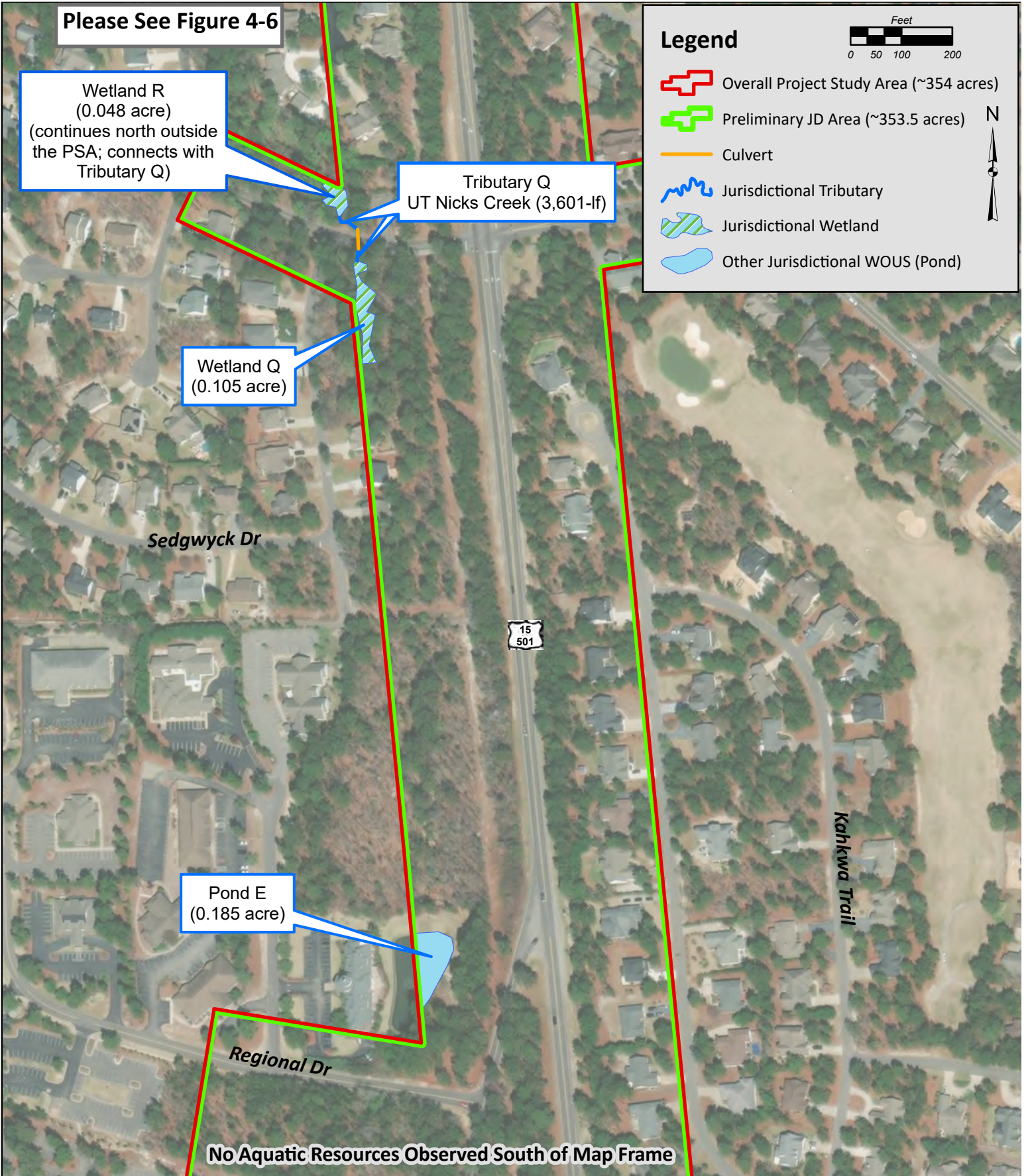
Regional Dr

No Aquatic Resources Observed South of Map Frame

Legend

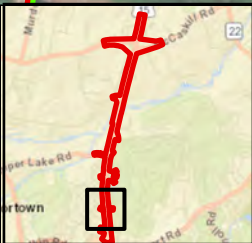


- Overall Project Study Area (~354 acres)
- Preliminary JD Area (~353.5 acres)
- Culvert
- Jurisdictional Tributary
- Jurisdictional Wetland
- Other Jurisdictional WOUS (Pond)



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US 15-501 from NC 2 and NC 211 to NC 73 in Pinehurst.
Widen to multilanes.
Realignment of NC 73 and SR 1838 (McCaskill Rd)

MOORE COUNTY, NORTH CAROLINA

TIP NO.: R-5927
WBS NO.: 48544.1.1
USACE NO: SAW-2023-01800

SOURCE: NAIP IMAGERY
MOORE COUNTY, NC (2020)

PREPARED FOR:



DELINEATED WATERS OF THE U.S. MAP

DRAWN BY: VM

QAQC BY: SG

DATE: 11/20/2024
REVISED: 06/06/2025




FIGURE 4-7

STIP Project R-5927

Other STIP Projects in Area

February 2026

Legend

-  NCDOT STIP Line Projects
-  NCDOT STIP Point Projects
-  STIP R-5927

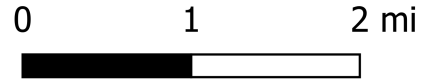
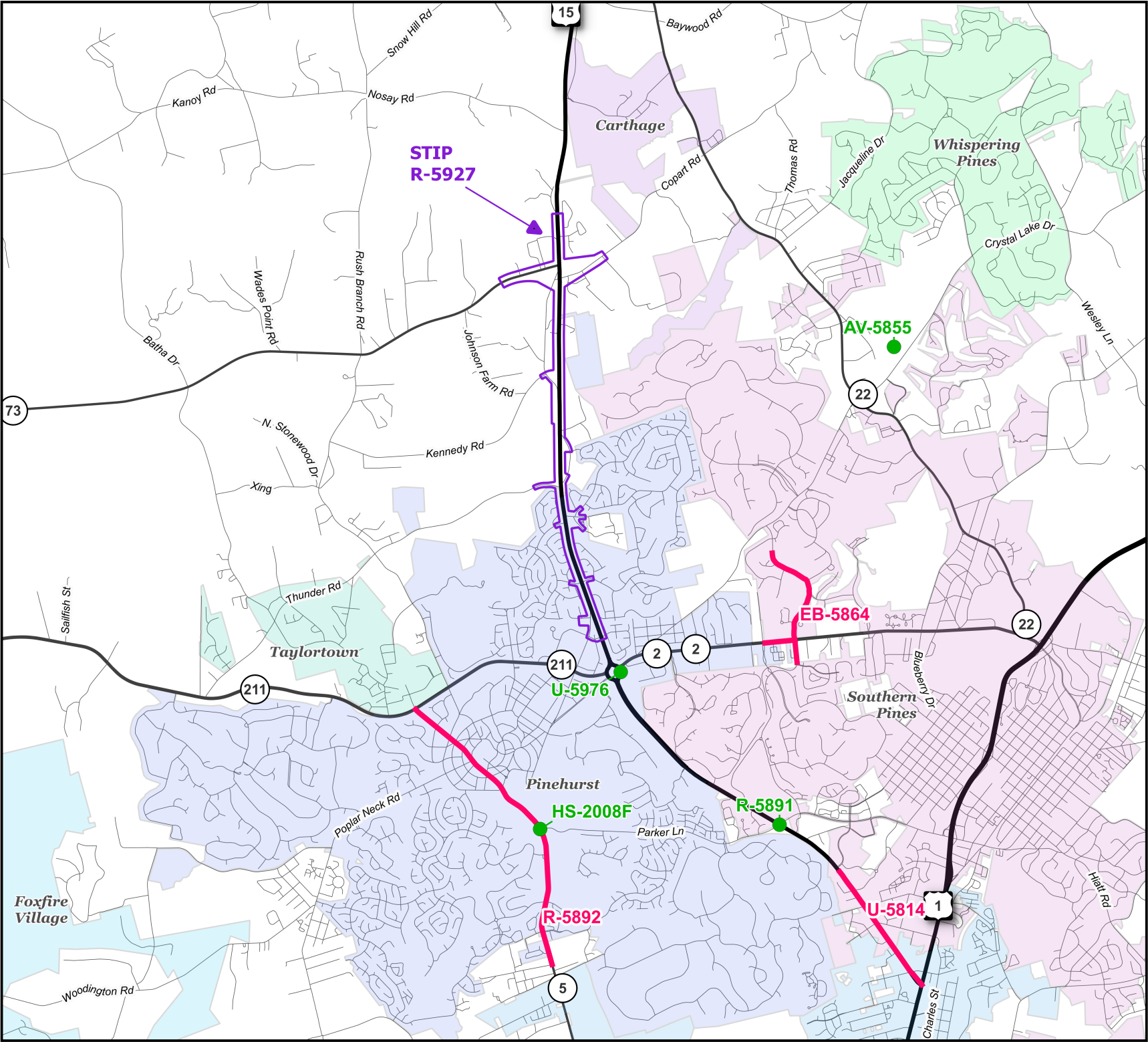
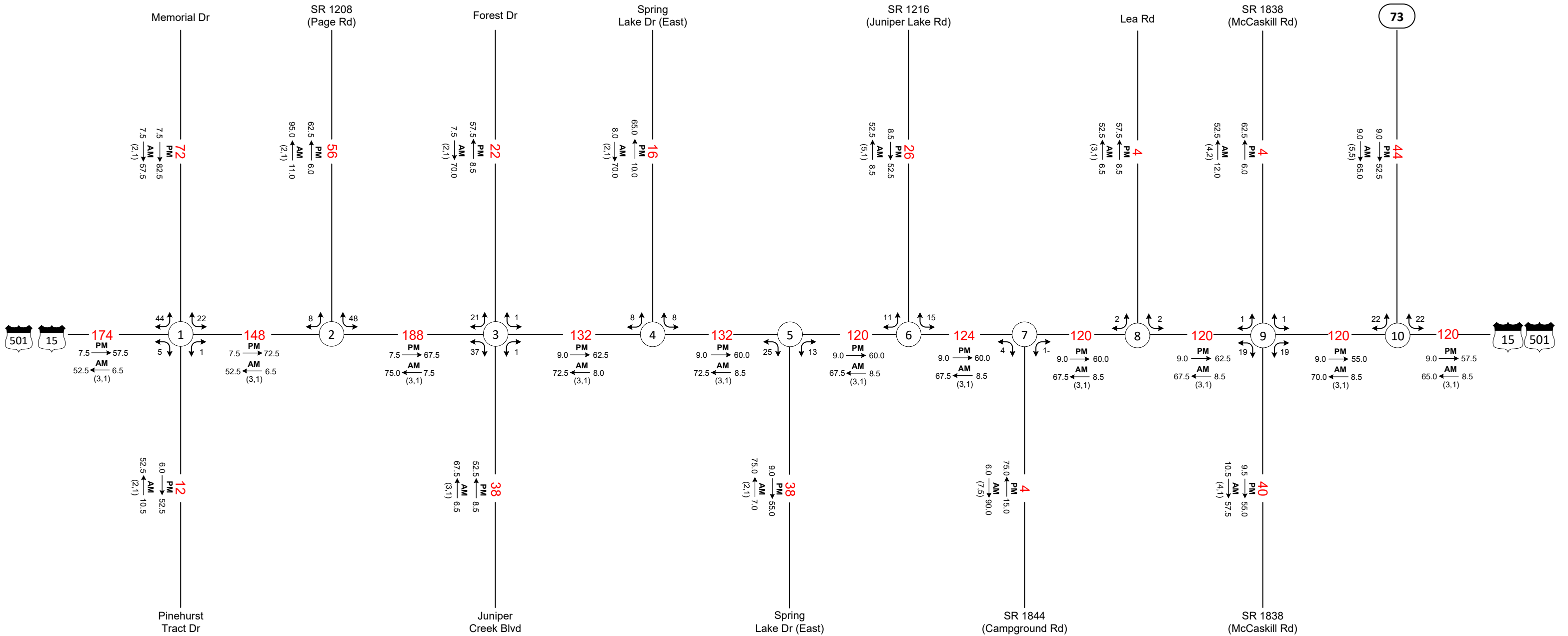
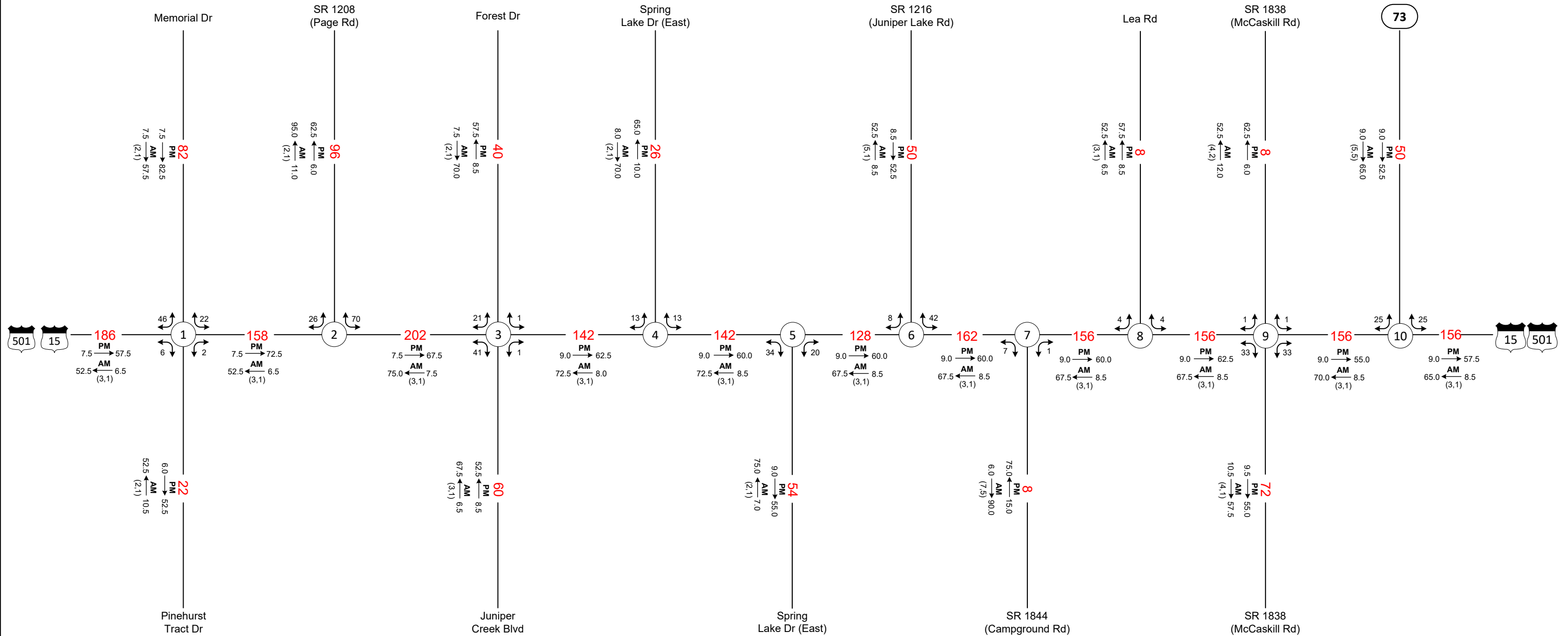


FIGURE 6



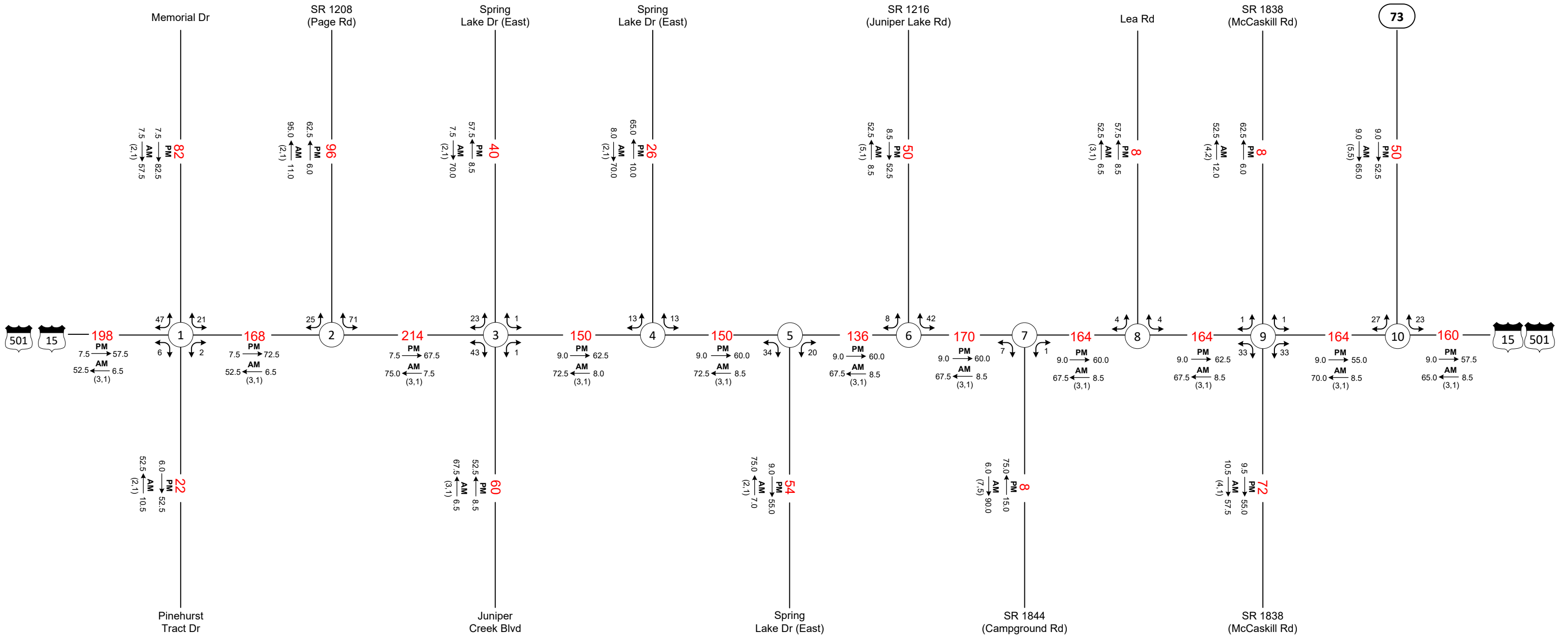
<h1>2023</h1> <p>AVERAGE ANNUAL DAILY TRAFFIC</p>	<h2>NO BUILD SCENARIO</h2> <h3>SHEET 1 OF 1</h3>	
	<p>LEGEND</p> <p>### No. of Vehicles Per Day (VPD), in 100s</p> <p>1- Less than 50 VPD</p> <p>X Movement Prohibited</p> <p style="text-align: center;"> $\xrightarrow{\text{AM / PM}}$ (d,t) </p> <p>K Design Hour Factor (%)</p> <p>PM PM Peak Period</p> <p>D Peak Hour Directional Split (%)</p> <p>→ Indicates Direction of D</p> <p>(d,t) Duals, TT-STs (%)</p>	<p>TIP: R-5927</p> <p>COUNTY: Moore</p> <p>DATE: August 2024</p> <p>PREPARED BY: Stantec Consulting Services Inc.</p>
	<p>LOCATION: US 15/501 from the Pinehurst Traffic Circle to NC 73</p>	
	<p>PROJECT: Widen to Multilane</p>	

FIGURE 6



2050	AVERAGE ANNUAL DAILY TRAFFIC	NO BUILD SCENARIO	
		SHEET 1 OF 1	
LEGEND		TIP: R-5927	WBS: 48544.1.1
###	No. of Vehicles Per Day (VPD), in 100s	COUNTY: Moore	DIVISION: 8
1-	Less than 50 VPD	DATE: August 2024	
X	Movement Prohibited	PREPARED BY: Stantec Consulting Services Inc.	
	$\xrightarrow[\text{(d,t)}]{\text{AM/PM}}$	LOCATION: US 15/501 from the Pinehurst Traffic Circle to NC 73	
K	Design Hour Factor (%)	PROJECT: Widen to Multilane	
PM	PM Peak Period		
D	Peak Hour Directional Split (%)		
\rightarrow	Indicates Direction of D		
(d,t)	Duals, TT-STs (%)		

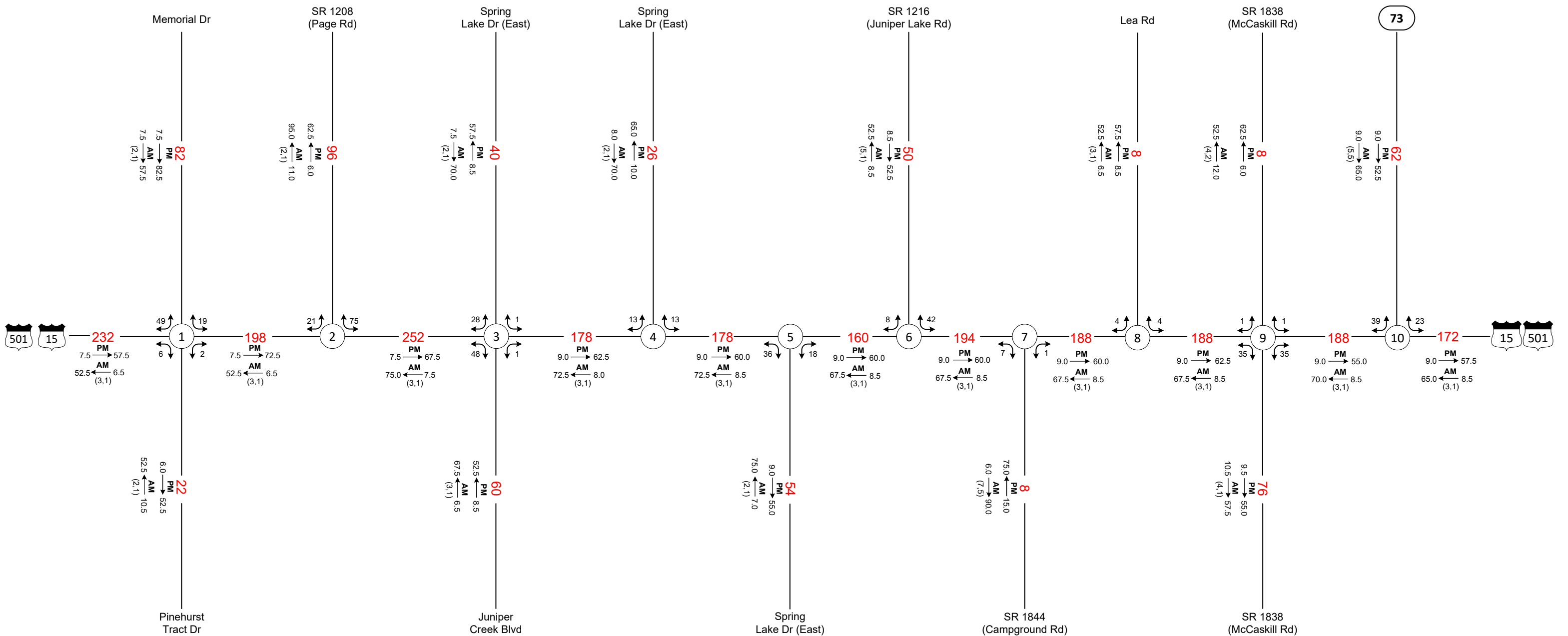
FIGURE 6



2050 AVERAGE ANNUAL DAILY TRAFFIC **3-LANE BUILD SCENARIO SHEET 1 OF 1**

<p>LEGEND</p> <p>### No. of Vehicles Per Day (VPD), in 100s 1- Less than 50 VPD X Movement Prohibited</p> <p style="text-align: center;"> $\xrightarrow{\text{AM / PM}}$ (d,t) D</p> <p>K Design Hour Factor (%) PM PM Peak Period D Peak Hour Directional Split (%) \rightarrow Indicates Direction of D (d,t) Duals, TT-STs (%)</p>	TIP: R-5927	WBS: 48544.1.1
	COUNTY: Moore	DIVISION: 8
DATE: August 2024		
PREPARED BY: Stantec Consulting Services Inc.		
LOCATION: US 15/501 from the Pinehurst Traffic Circle to NC 73		
PROJECT: Widen to Multilane		

FIGURE 6



2050

AVERAGE ANNUAL DAILY TRAFFIC

4-LANE BUILD SCENARIO

SHEET 1 OF 1

LEGEND

- ### No. of Vehicles Per Day (VPD), in 100s
- 1- Less than 50 VPD
- X Movement Prohibited

- $\frac{AM}{PM} \rightarrow D$
(d,t)
- K Design Hour Factor (%)
- PM PM Peak Period
- D Peak Hour Directional Split (%)
- \rightarrow Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: R-5927	WBS: 48544.1.1
COUNTY: Moore	DIVISION: 8
DATE: August 2024	
PREPARED BY: Stantec Consulting Services Inc.	
LOCATION: US 15/501 from the Pinehurst Traffic Circle to NC 73	
PROJECT: Widen to Multilane	