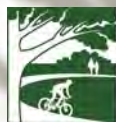




# **CENTRAL PARK NC REGIONAL BICYCLE PLAN**

**DRAFT July , 2014**



**Division of  
Bicycle &  
Pedestrian  
Transportation**



## ACKNOWLEDGEMENTS

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## A. BACKGROUND

### A.1 STUDY AREA

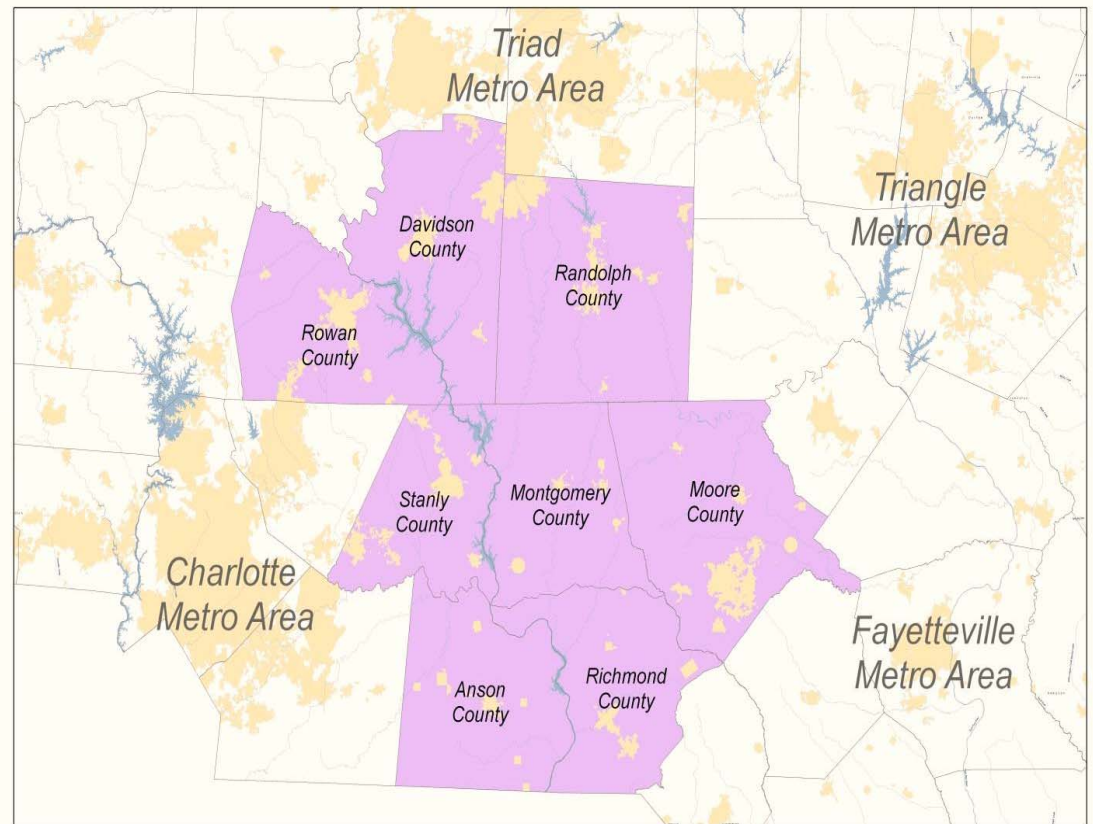
The Central Park region of North Carolina is comprised of eight counties in the south central Piedmont: Anson, Davidson, Montgomery, Moore, Randolph, Richmond, Rowan, and Stanly. While predominantly rural in character with small to mid-sized cities, the region is easily accessible from major metropolitan area's of the State (Figure 1). The Uwharrie National Forest (UNF) is located in the heart of the Central Park NC region in southern Davidson and Randolph County and much of Montgomery County. The UNF alone receives nearly 900,000 visitors annually. The North Carolina Zoo is located in Randolph County and attracts over 700,000 visitors annually. Moore County is home to Pinehurst and dozens of top ranked golf courses, while the Yadkin Pee-Dee river along Davidson, Rowan, Stanly, Montgomery, Anson and Richmond counties attracts boaters, anglers, hunters and ornithologists.

The Central Park NC non-profit organization has a mission to preserve the natural and cultural assets of this region, working with small businesses, existing organizations and other partners on different strategies across the region.

There are 6 different transportation planning organizations (2 MPOs and 4 RPOs) that cover the region. In addition to the 8 counties, there are over 40 different local municipalities in the study area.

***The Central Park Bicycle Plan's vision is to develop on-road and off-road cycling routes that connect communities and destinations to visitors across the Central Park region of North Carolina***

**FIGURE A-1 - CENTRAL PARK REGION OF NORTH CAROLINA**



Source: Piedmont Triad Regional Council (PTRC)



## A.2 PROJECT HISTORY

The Central Park Bicycle Plan began in the fall of 2011. Two previous efforts to map preferred bicycle routes for the region date back to the mid-1990s, but a lack of resources prevented the efforts from being completed. The Central Park Bicycle Plan assimilates the prior efforts on preferred routes, while identifying improvements needed to create a safe and accommodating bicycle route.

Over the past 15 to 20 years, there has been an evolution in bicycling tourism and recreation across the country. Off-road mountain bicycling trails in the Uwharrie National Forest and the development of local multi-use trail systems has increased off-road use with the construction of facilities. On-road bicycling preferences towards paved shoulders and bicycle lanes has driven the demand for dedicated bicycle facilities for recreational and utilitarian bicyclists. The preference for lower traffic roads has affected where people choose to bicycle. Different parts of the Central Park region have seen growth in population and traffic, while other areas have maintained a steady population and traffic volumes. This plan will identify needed improvements to regional roadways and off-road trail systems, while also promoting the Central Park NC region as a destination for on and off-road recreational bicycling.



The Uwharrie Trail in Northern Montgomery County Credit: PTRC

### A.3 VISION & GOALS

The vision and goals for the Central Park NC Regional Bicycle Plan were developed in collaboration with the stakeholder advisory committee; linking the diverse assets of Central Park NC. These goals are mirrored in other planning documents, building on the existing resource based recreation assets, targeting diversification of the regional economy through marketing of tourism assets and promoting the region as a destination. The State Parks, National Forest, open spaces, lakes, golf courses, equestrian centers, hilly terrain and historic villages are unique assets of the Central Park NC region.

## Vision

*Develop on-road and off-road cycling routes that connect communities and destinations to visitors across the Central Park region of North Carolina*

## Goals

Support  
resource based  
recreation

Diversify the  
regional  
economy

Develop  
authentic  
tourism assets

Promote the  
region as a  
destination





### A.3 THE DESIGN CYCLIST

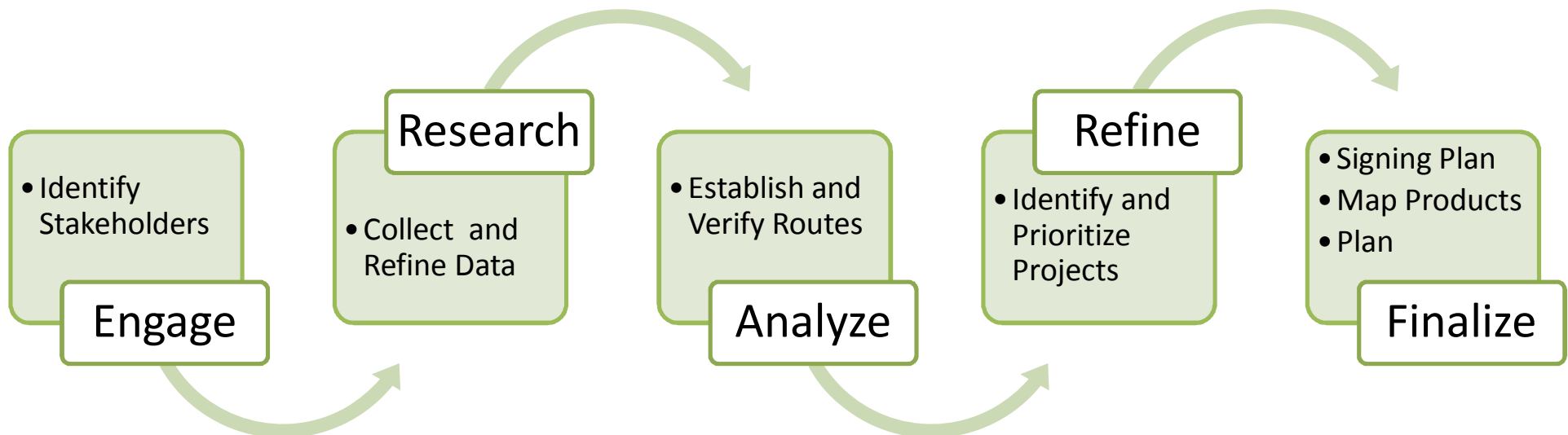
The majority of recommended on-road route improvements found in this plan are intended to accommodate a Type A: Advanced Cyclist, those who are comfortable with riding on roads with moderate traffic volumes and higher speeds, where some accommodations (e.g. paved shoulders) are available. The Type B: Intermediate Cyclist may feel comfortable riding with a group or other more experienced cyclists on portions of recommended routes that have lower speeds (e.g. within municipal limits). The off-road recommendations if implemented will provide facilities separated from traffic, providing an opportunity for Type C: Beginner Cyclists to enjoy bicycling in the Uwharrie region.



### A.4 PLANNING PROCESS

This planning effort followed the general process steps outlined below to produce four final products: a signing plan for each route, a print map and brochure, a web based map portal, and the final plan document. Section A.5 below describes how stakeholder feedback and input was incorporated into the planning process.

FIGURE A-2 – PLANNING PROCESS DIAGRAM



## A.5 STAKEHOLDER INVOLVEMENT

Stakeholders within the Central Park region were engaged to identify key points of interest, provide feedback on cycling routes, and assist in prioritizing proposed route improvements. More than 200 stakeholders were invited directly to project meetings, while over 100 participated in meetings during this initiative. The meetings conducted throughout the plan had a different focus:

- 3 Regional Meetings
- 8 County Level Meetings
- 5 RPO/MPO Presentations
- 2 Tourism Development Authorities Presentations

Several key regional agencies and organizations participated in the planning process including Central Park NC, Sustainable Sandhills, Central Land Trust, North Carolina Zoo; Sandhills Cycling Club, Middle Ring Cycling Club; Lumber River RPO, Piedmont Triad RPO, Rocky River RPO, Triangle Area RPO, Rowan Cabarrus MPO, High Point MPO, Friends of Uwharrie, Uwharrie Trails and Conservancy, County Tourism Development Authorities and local and County staff. These agencies have provided key feedback and input throughout the process to insure a relevant and useful plan is produced.



Stakeholders Provide Feedback on the Central Park Bicycle Plan and WalkBike NC Plan. Photo: PTRC

## Stakeholder Input Timeline

December 2011  
Regional Kick-  
Off Meeting

Spring 2012  
County Task  
Force  
Meetings

December 2012  
Regional  
Update  
Meeting

Winter 2012-13  
Presentations  
to MPOs and  
RPOs

Spring 2013  
Regional Off-  
Road Trail  
Meeting

Spring 2014  
County and  
RPO/MPO  
Adoption  
Hearings

## B. EXISTING CONDITIONS

### B.1 EXISTING ON-ROAD FACILITIES

The eight counties within the Central Park NC study area are served by a vast network of US, NC and secondary roads suitable for cycling and provide connectivity across the region. Several factors that impact the suitability of a roadway for cycling have been collected and mapped;

- Pavement condition - Figure B-1
- Traffic volumes - Figure B-2
- Roadway Lanes or Cross-section - Figure B-4
- Bicycle Crashes – Figure B-5

Generally most of the roads in these rural counties are high speed, two lane rural roads with no shoulder. Traffic volumes are typically low, with correlated low bicycle or pedestrian crashes (see Figure 5 – Bicycle Crash Map, Central Park Region). Typically the speed limits outside municipal limits are 55mph, while limits within the municipalities are reduced to 35mph. Some unincorporated areas with limited sight distance and curves will have a lower speed limit and conversely, multi-lane arterials inside municipal limits may have posted speed higher than 35mph.

Several local and County bicycle routes exist throughout the eight county region. The routes typically range between 20 and 50 miles allowing bicyclists to complete the ride in a 3-8 hour period depending on speed and rest stops. In most cases, the routes are signed without dedicated bicycle facilities requiring bicyclists to share vehicle travel lanes with automobiles. There are some examples of on street bicycle lanes and sharrows in Southern Pines, for example, along local routes within the municipal limits.

To access digital copies of local bicycle route maps such as the Bicycling Randolph County Map shown here or the Rowan County Bicycling map, you may visit: [www.ncdot.gov/travel/mappubs/bikemaps/](http://www.ncdot.gov/travel/mappubs/bikemaps/).





FIGURE B-1.1 - PAVEMENT CONDITION, CENTRAL PARK REGION - NORTH

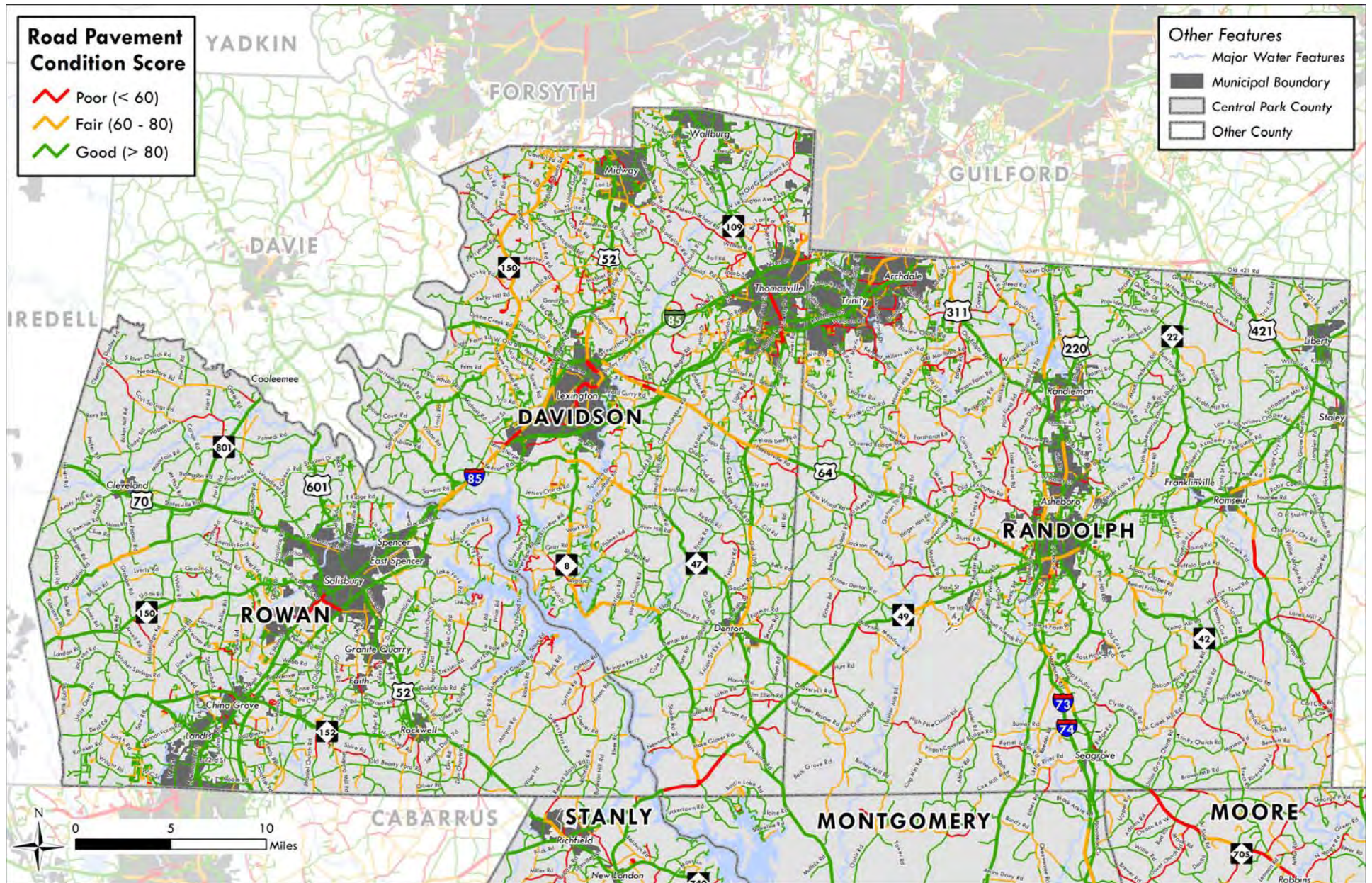




FIGURE B-1.2 - PAVEMENT CONDITION, CENTRAL PARK REGION -SOUTH

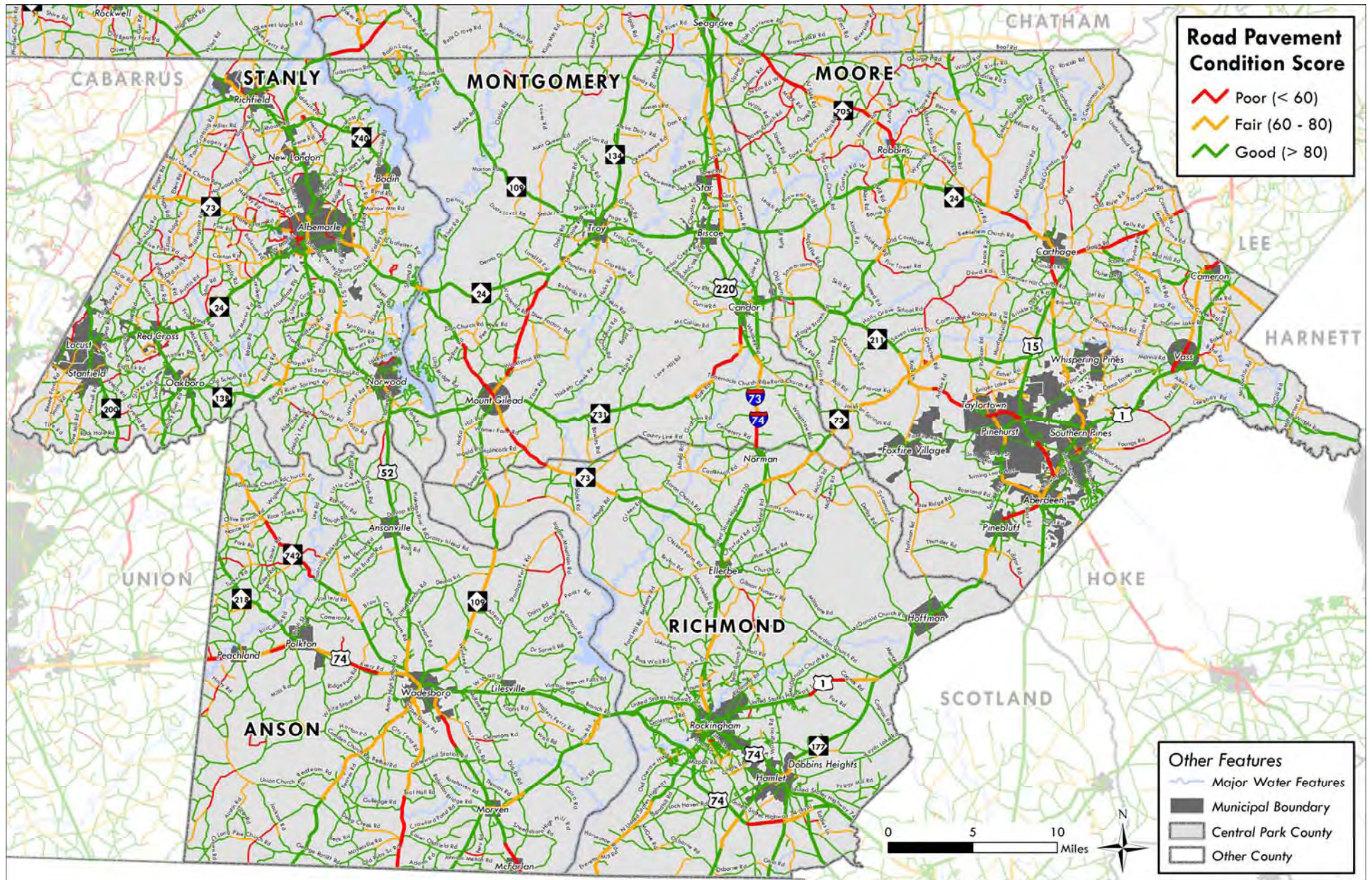




FIGURE B-2.1 - 2011 AVERAGE ANNUAL DAILY TRAFFIC, CENTRAL PARK REGION - NORTH

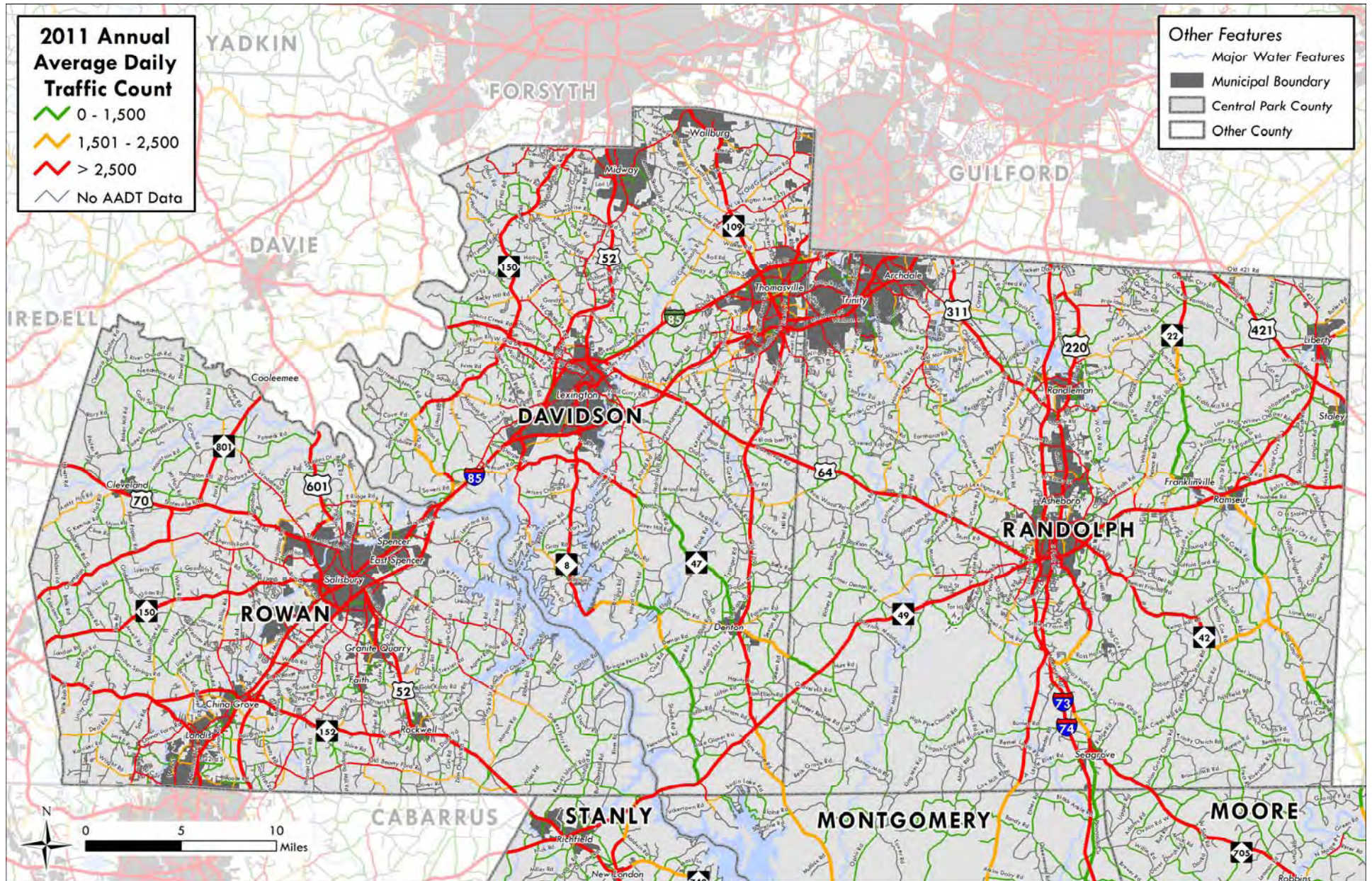




FIGURE B-2.1 - 2012 AVERAGE ANNUAL DAILY TRAFFIC, CENTRAL PARK REGION - SOUTH

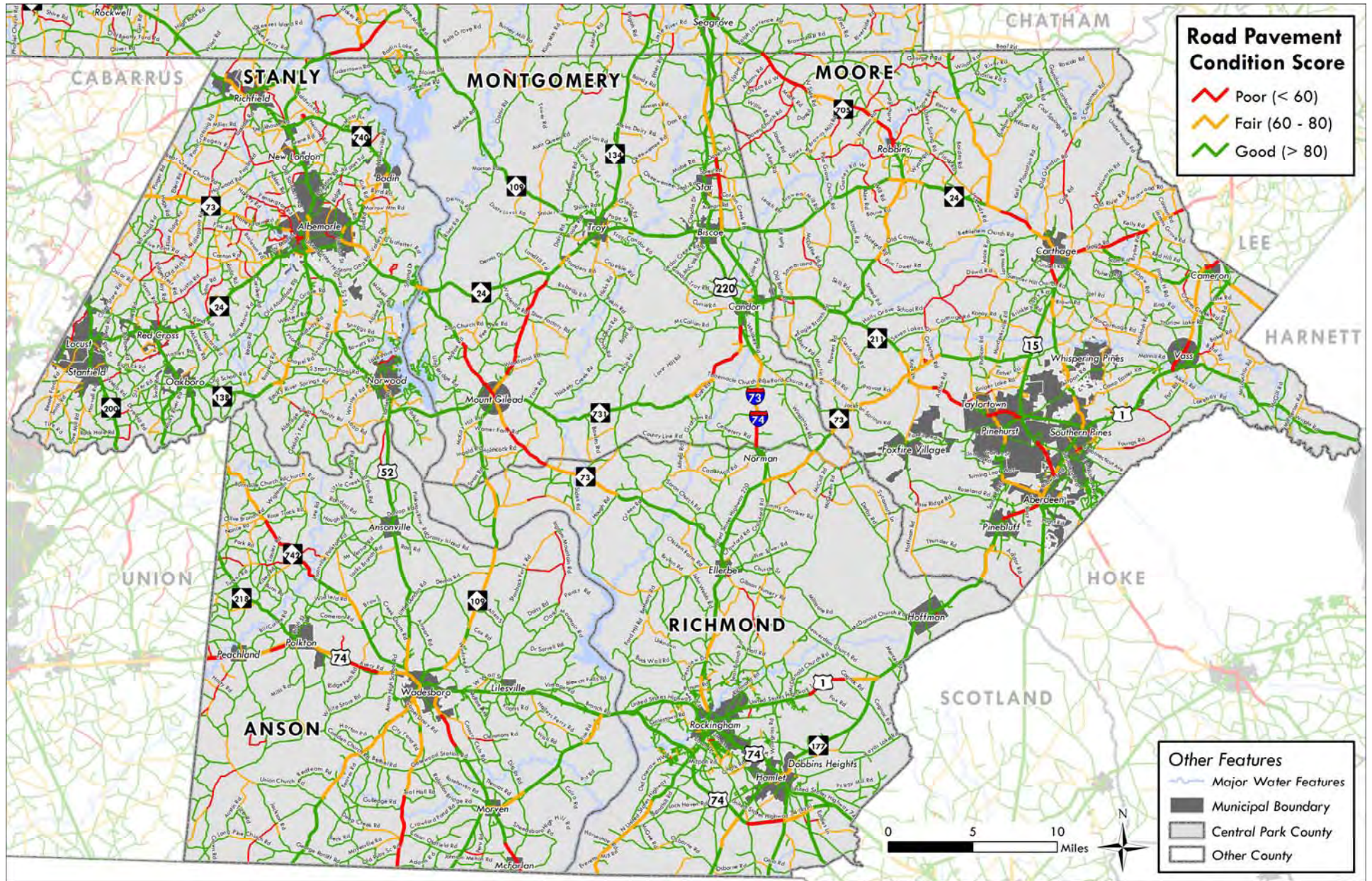




FIGURE B-3.1 - ROADWAY CROSS SECTION, CENTRAL PARK REGION-NORTH

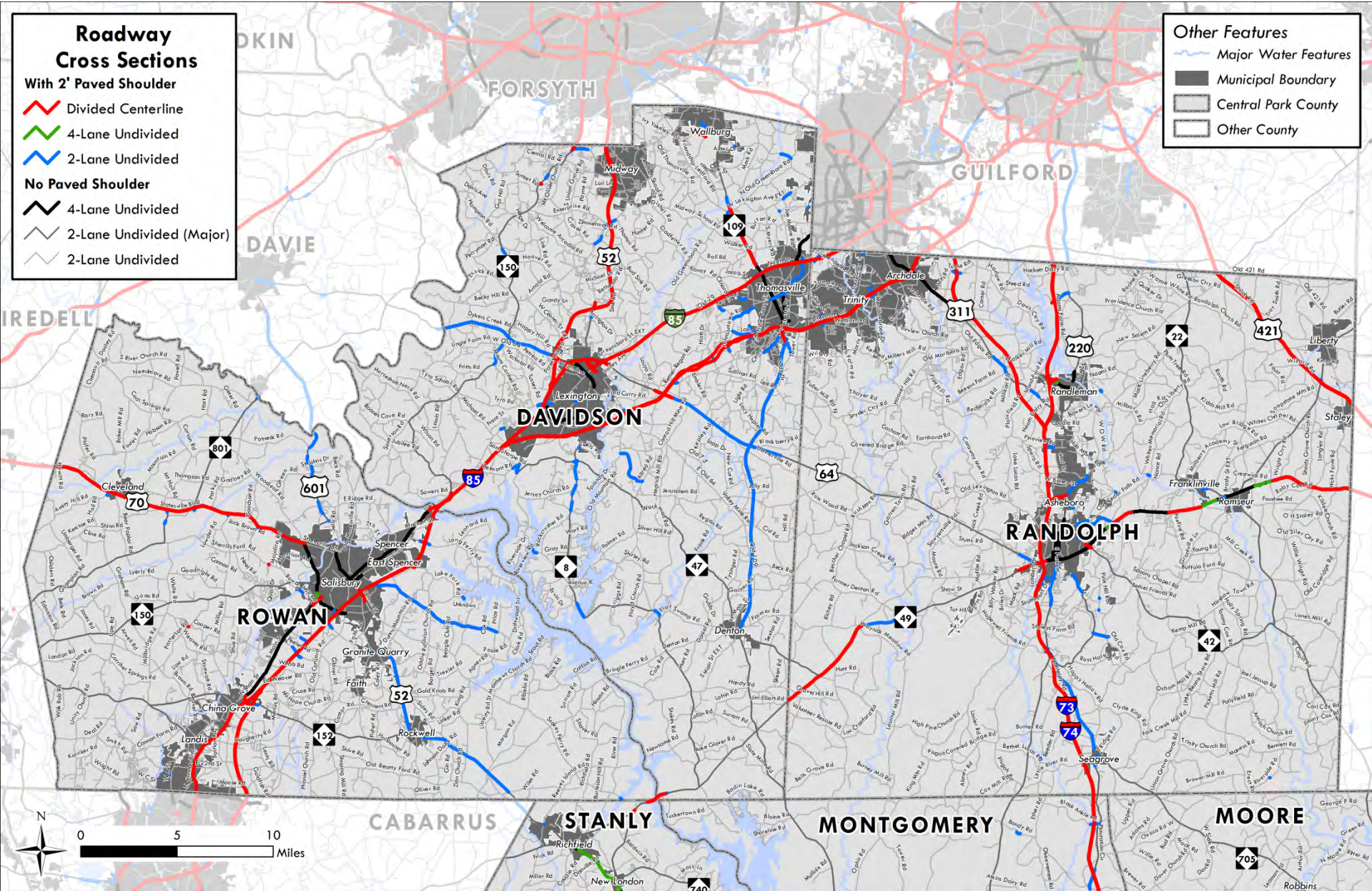




FIGURE B-3.2 - ROADWAY CROSS SECTION, CENTRAL PARK REGION-SOUTH

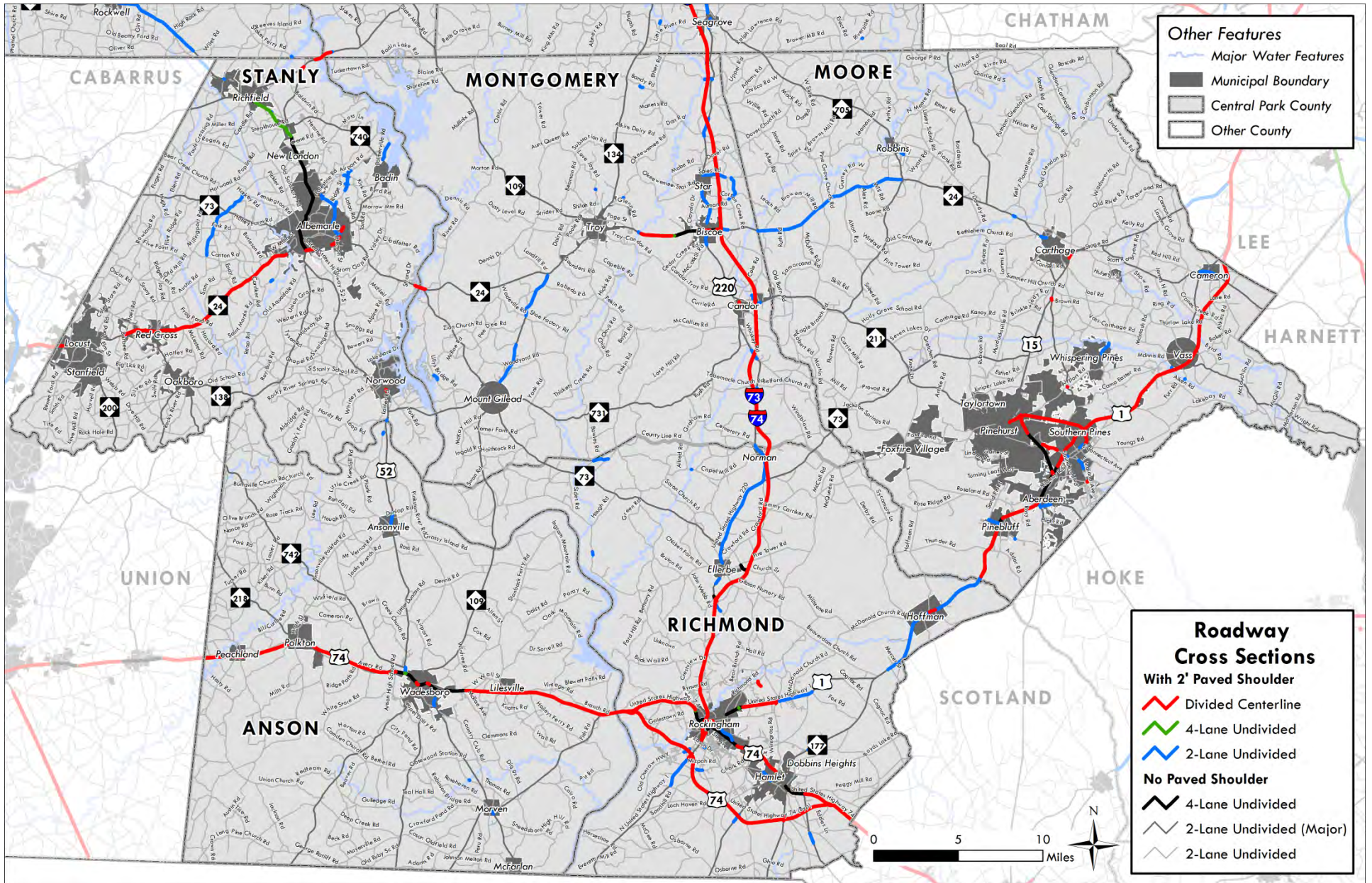




FIGURE B-4.1 - BICYCLE CRASH MAP, CENTRAL PARK REGION - NORTH

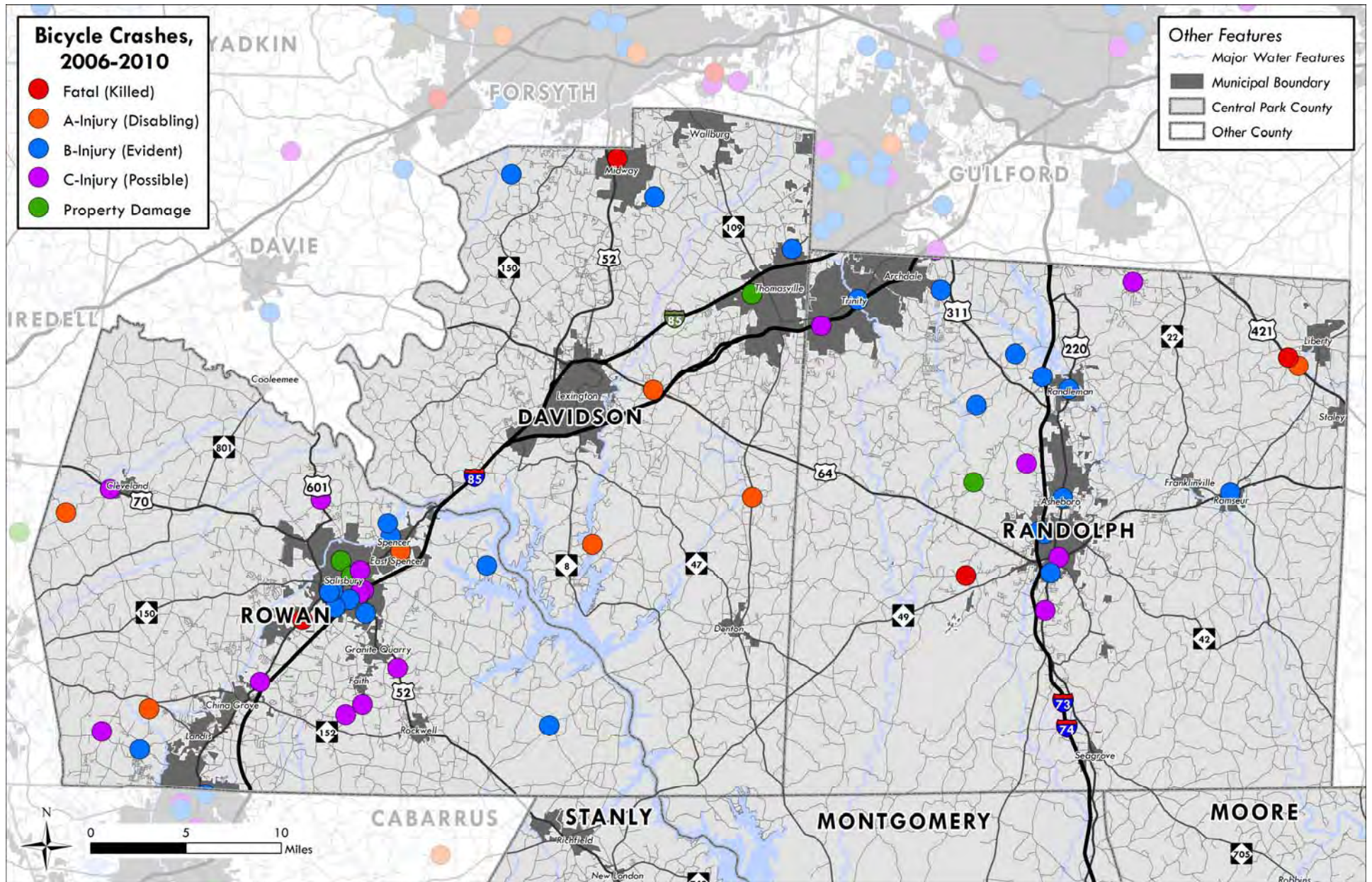
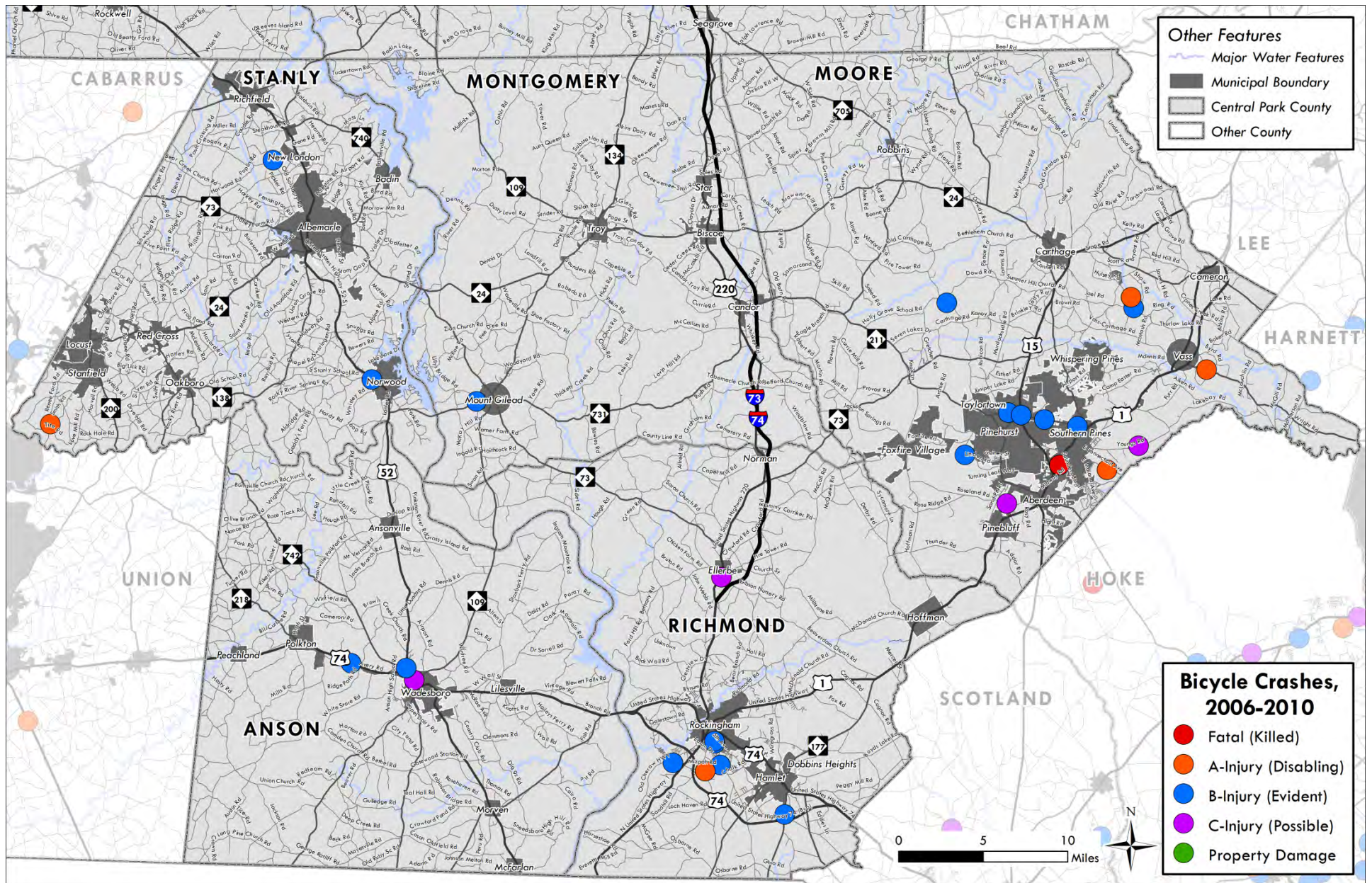




FIGURE B-4.2 - BICYCLE CRASH MAP, CENTRAL PARK REGION – SOUTH





**FIGURE B-5.1 –EXISTING BICYCLE ROUTES AND TRAILS, CENTRAL PARK REGION - NORTH**

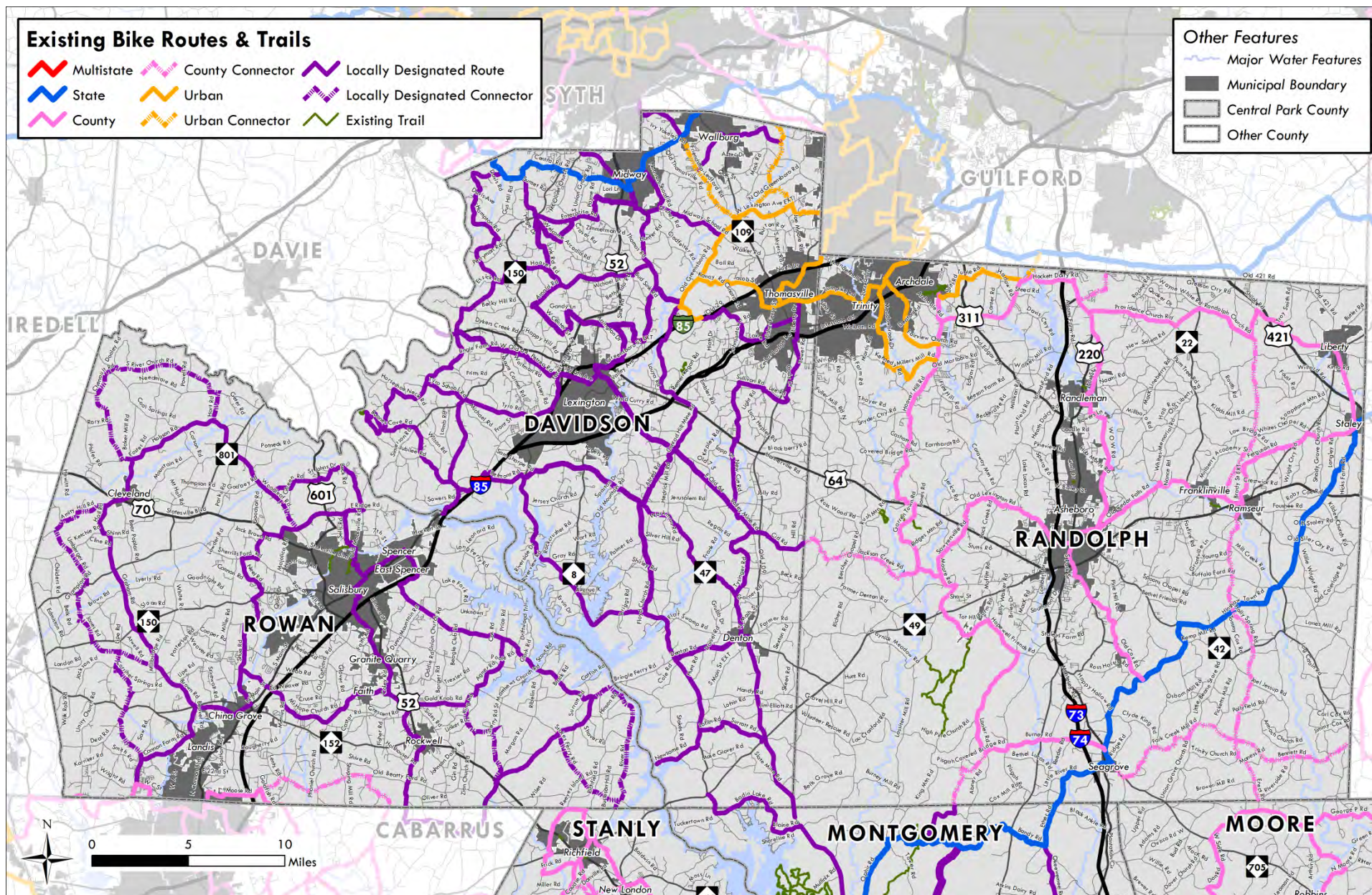
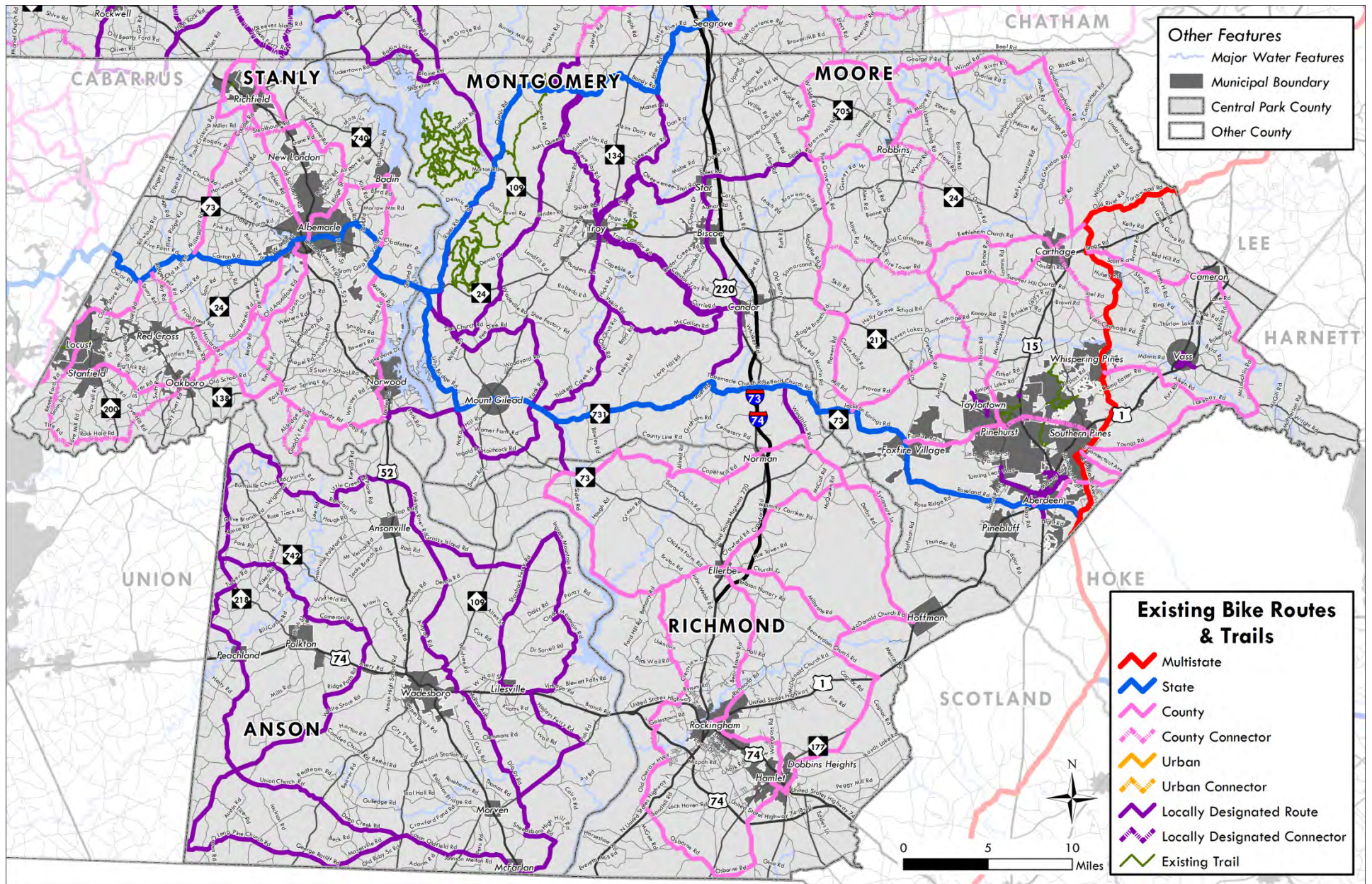




FIGURE B-5.2 –EXISTING BICYCLE ROUTES AND TRAILS, CENTRAL PARK REGION - SOUTH





## B.2 EXISTING OFF-ROAD FACILITIES

There are several off-road trail systems located in the Central Park NC region. In addition to trails maintained and operated by local governments, there are a few regional trail systems.

**Morrow Mountain State Park** is located along the west side of Lake Tillery in Anson County. The Park currently features 15 miles of hiking trails and 16 miles of bridle trails for equestrian use. No cycling is currently permitted on park trails, but park roadways are open to bicycling and provide a challenging course with several miles of routes and steep climbs and descents. Camping, picnicking, cabins, boat rentals, lake access and a historical museum are also provided within Morrow Mountain State Park for visitors.

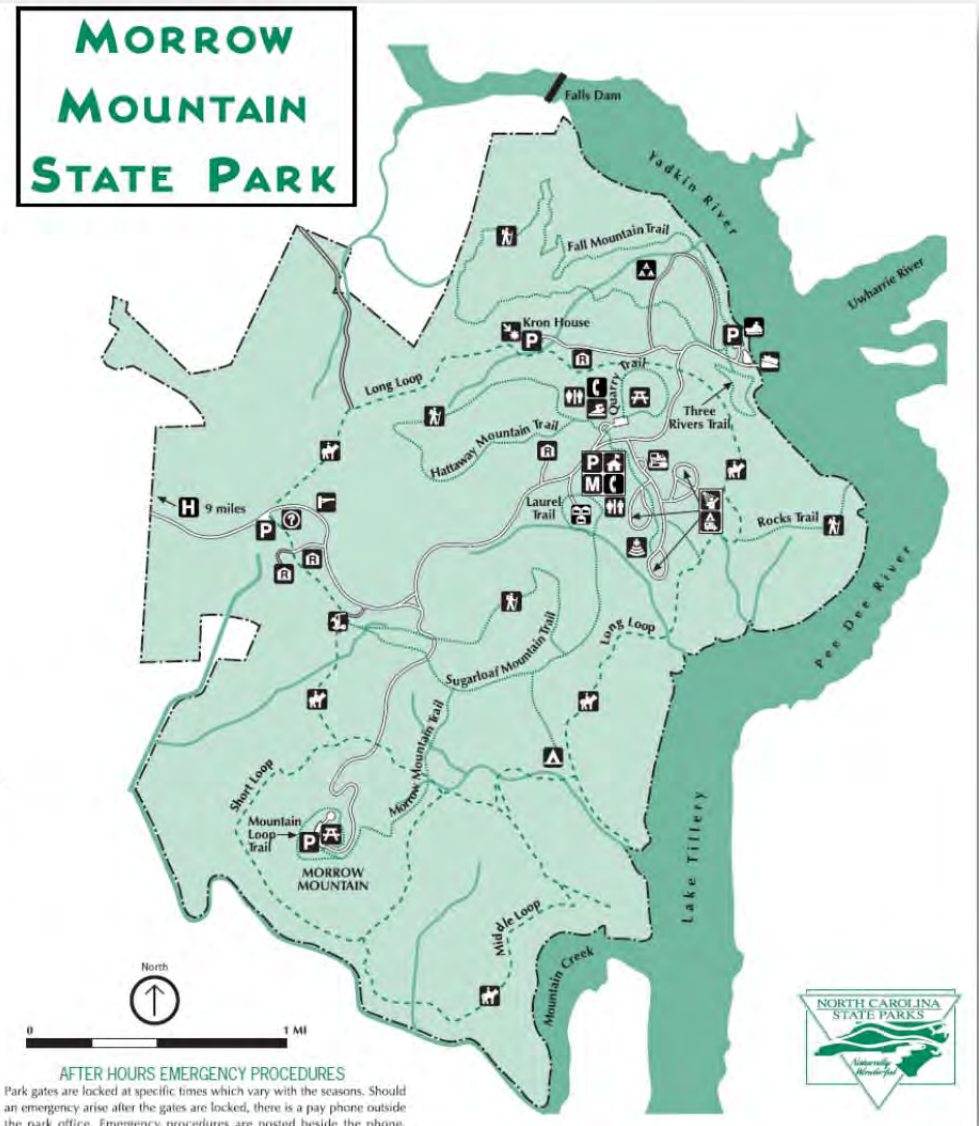
### LEGEND

- Amphitheater
- Bathhouse
- Boat Ramp
- Boat Rentals
- Bridle Trail
- Dump Station
- Family Camping
- Family Vacation Cabin
- Group Camping
- Hiking Trail
- Horse Trailer Parking
- Hospital
- Information
- Museum
- Parking
- Park Boundary
- Park Gate
- Park Office
- Picnic Area
- Point of Interest
- Primitive Camping
- Public Telephone
- Ranger Residence
- Restrooms
- Road - Gravel
- Road - Paved
- Swimming Pool

### TRAILS

Backpack	2.0 miles, easy	white circles
Bridle: Short Loop*	3.9 miles, moderate	white circles
Bridle: Middle Loop*	5.5 miles, moderate	blue circles
Bridle: Long Loop*	9.3 miles, moderate	red circles
Campground/Pool	.8 miles, easy	white triangles
Fall Mountain	4.1 miles, moderate	orange triangles
Hattaway Mountain	2.0 miles, strenuous	orange squares
Laurel	.6 miles, easy	red hexagons
Morrow Mountain**	2.6 miles, moderate	blue triangles
Mountain Loop	.8 miles, easy	red squares
Quarry	.6 miles, easy	blue diamonds
Rocks**	1.3 miles, easy	blue squares
Sugarloaf Mountain	2.8 miles, strenuous	orange diamonds
Three Rivers	.8 miles, easy	blue hexagons

\* All bridle trails may be used for hiking.  
\*\* Distance is measured one way, double distance for round trip.

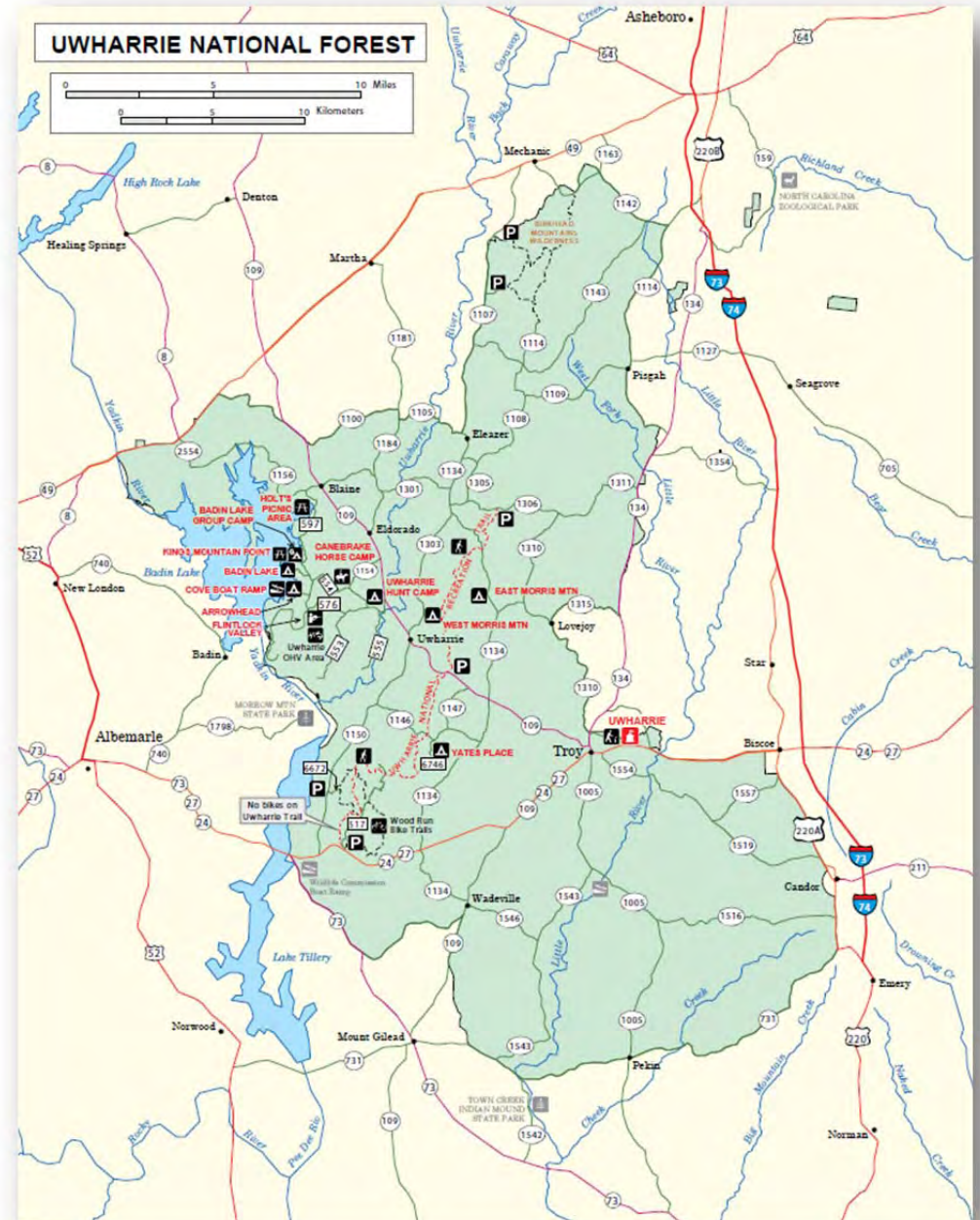




**Uwharrie National Forest** is named for the ancient mountain range it encompasses, occupying close to 53,000 acres in Montgomery, Davidson and Randolph Counties. Established by President John F. Kennedy in 1961,

it is one of America's youngest national forests. Uwharrie National Recreation Trail runs through the forest. Other trails and paths provide opportunities for hiking, mountain biking, camping, and horseback riding. According to the 2012 Uwharrie National Forest Plan, there are up to 100 miles of trails within the National Forest including hiking, equestrian and off-road vehicle trails. The Badin Lake Recreation Area provides approximately 40 miles of trails for different types of users. The Wood Run Mountain Bike Trails provide three main routes open to mountain bikes in the Wood Run Area of the Uwharrie National Forest covering over 22 miles, the 3 mountain bike trails are described here:

1. **Wood Run Road:** Wood Run Camp, a small open field, is located 1.4 miles down this road from the trailhead. There is a gated and graveled road leading out from the NC 24/27 trailhead parking lot. First opened for mountain bicycling in 1998, riding out and back is 11 miles. There is a newer section of the Wood Run Trail that starts immediately after the





utility corridor on the right side of the road. This new section of trail connects back to Wood Run Road near the second gate at the Wood Run Hunt Camp area. This new section of trail is approximately 0.5 mile.

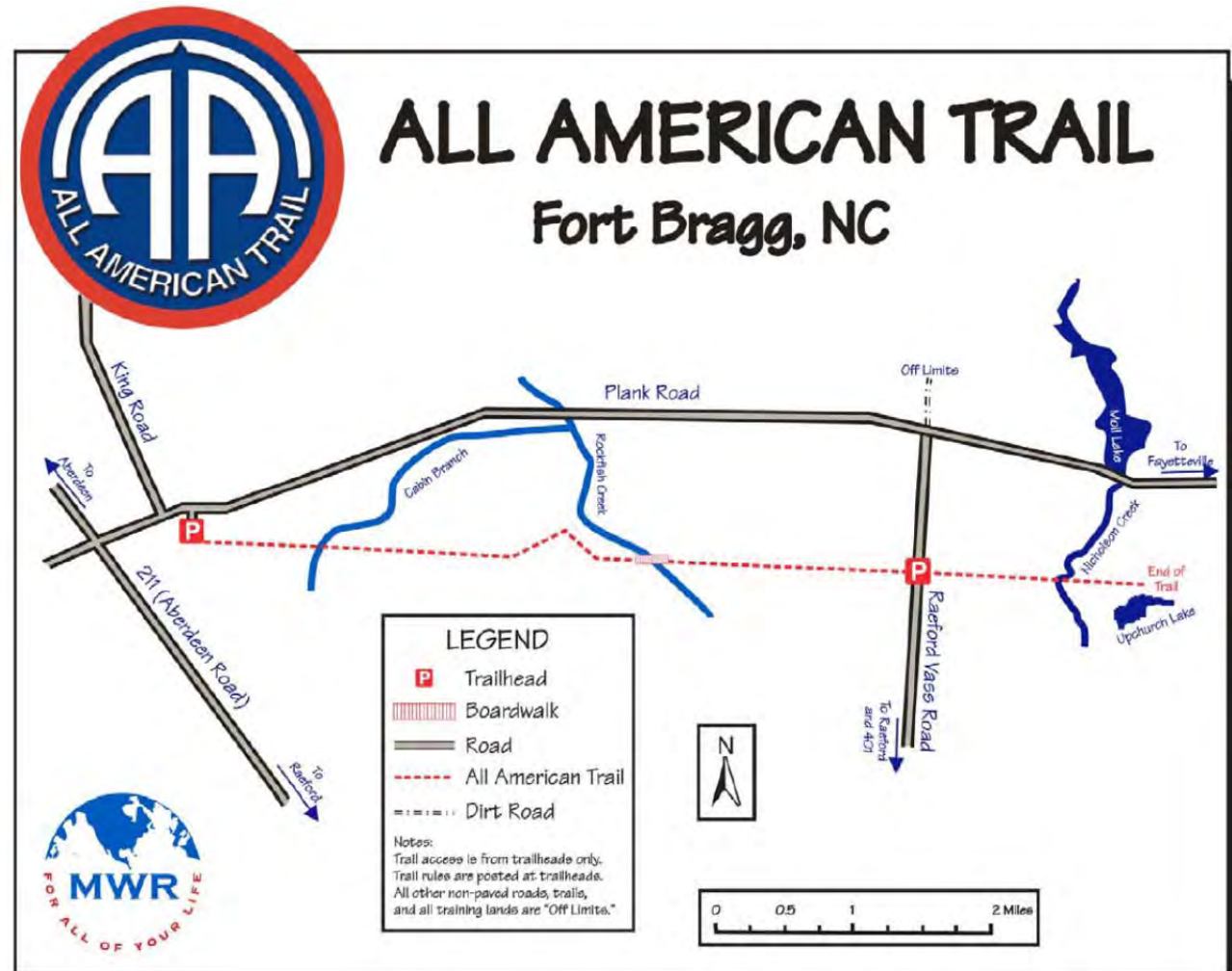


Mountain Bicycling in the Uwharries. Credit: Ed Sutton left, Cliff Neill right

2. **Supertree Trail:** Supertree is named for a stand of experimental Loblolly Pines along the route. Both ends connect to the east side of Wood Run Road. Ride this loop clockwise for more single-track downhill. This trail is 5 miles long.
3. **Keyauwee Trail:** Keyauwee is named for the last band of Native Americans to live in the Uwharrie Lakes Region. Both ends connect to the west side of Wood Run Road. Ride this loop counter clockwise for more single-track downhill. This trail is 6 miles long.

**The All American Trail** was developed by Fort Bragg and its public and private partners to create a safe, scenic, and educational recreation trail for everyone to enjoy. The All American Trail is a 10-15 foot wide unpaved pathway designed for use by hikers, runners, and bicyclists. Horses are not permitted. The trail (currently 11 miles long) follows the perimeter boundary of Fort Bragg through North Carolina's Sandhills Region and includes a 1,000 foot boardwalk that crosses Rockfish Creek and its wetlands. The terrain is mixed with sections ranging from nearly flat to fairly hilly.

Interpretive signage is provided along the trail that identifies and describes the unique plants and wildlife. There are more than 1,500 species of plants and trees, and over 400 species of wildlife — including the endangered Red Cockaded Woodpecker. The All American Trail will eventually extend through Cumberland, Hoke and Moore Counties — linking Fayetteville with Southern Pines. The first trail segment opened in 2007.



**Local Multi-Use Trails** Several of the municipalities in the Central Park Region have parks and recreation areas that may or may not allow off-road bicycling. These trails typically range between 1 and 5 miles. Please check with local municipal parks, recreation or trail websites for the most up to date information on access, hours, restrictions and other complementary amenities. Existing trails are shown here:

**B-6 LOCAL TRAIL SYSTEMS CENTRAL PARK REGION**

Anson County	Town	Park Name	Address	Trail Use	Trail Length	Surface Type	Organization
	Lilesville	Hatcher Park	206 N. Cowan Street	Walking	1/4 mile	Paved	Town of Lilesville
	Peachland	Peachland Park	64 Park Drive	Walking		Paved	Town of Peachland
	Wadesboro	Little Park	845 Airport Road	Walking			Anson County
	Wadesboro	Wadesboro Municipal Park	501 Gatewood Street	Walking	0.8 miles		Town of Wadesboro
Davidson County	Lexington	Boone's Cave Park	3552 Boones Cave Road	Hiking Nature	5+ miles		Davidson County
	Lexington	Charles England Park	301 Smith Avenue	Walking	1/8 mile		City of Lexington
	Lexington	Davidson County Parks and Recreation Center	555-D West Center Street Ext.	Walking	1/2 mile		Davidson County
	Lexington	Erlanger Park	605 Park Circle	Walking	1/3 mile		City of Lexington
	Lexington	Finch Park	15 Paul Beck Road	Nature Mtn. Biking	1/4 mile		City of Lexington
	Lexington	Grimes Park	25 Hege Drive	Walking	1/2 mile 1/3 mile		City of Lexington
	Lexington	Hamby Creek Trails	301 Daisy Court	Hiking Horse riding	3.5 miles		Davidson County
	Lexington	Jaycee Park	307 Burler Street	Walking	1/4 mile		City of Lexington
	Lexington	Linwood Park	5129 Linwood-Southmont Rd.	Walking	1/2 mile		Davidson County
	Lexington	Pickett School Park	200 Biesecker Road	Walking	1/4 mile		City of Lexington
	Lexington	Myers Park	101 S. Talbert Blvd.	Walking	1/4 mile 1/6 mile		City of Lexington



	Thomasville	Optimist Park	120 Optimist Club Road	Walking	0.4 miles		Davidson County
	Thomasville	Greenway		Multi-Use	0.75		City of Thomasville
Montgomery County	Biscoe	Deaton-Monroe Recreation Center	221 Mill Street	Walking			Town of Biscoe
	Troy	Lowe Warner Memorial Park		Walking			Town of Troy
	Troy	Roy J. Maness Nature Preserve		Walking Hiking	6+ miles		Town of Troy
	Troy	Troy Nature Trail		Walking			Town of Troy
Moore County	Aberdeen	Aberdeen Lake Park	301 Lake Park Crossing	Walking	2 miles		Town of Aberdeen
	Carthage	Hillcrest Park	115 Hillcrest Park Lane	Walking	1.5 miles		Moore County
	Carthage	Lake Luke Marion	Pinehurst Avenue	Walking	1/3 mile		Moore County
	Carthage	Nancy Kiser Park		Walking			Town of Carthage
	Foxfire Village	Foxfire Village Green Park	10 S. Shamrock Drive	Walking	1+ miles		Foxfire Village
	Pinehurst	Cannon Park & Camelot Playground		Walking			
	Pinehurst	Pinehurst Greenway System		Walking Bicycling	5.8 miles		
	Pinehurst	Rassie Wicker Park		Walking	3 miles		
	Pinehurst	Village Arboretum		Walking			
	Robbins	Milliken Park	541 Park Avenue	Walking			
	Southern Pines	Elizabeth High Rounds Park	570 Pee Dee Road	Hiking Greenway			Town of Southern Pines
	Southern Pines	Reservoir Park	300 Reservoir Park Road	Hiking Nature			Town of Southern Pines
	Southern Pines	Sandhurst Park	134 Barcroft Court	Walking Hiking			Town of Southern Pines
	Southern Pines	Southern Pines Greenway					Town of Southern Pines



Randolph County	Archdale	Creekside Park Walking Trails		Walking	3+ miles		
	Asheboro	North Asheboro Park	1939 Canoy Drive	Walking	1/4 mile	Paved	City of Asheboro
	Asheboro	Lake Lucas Park	3158 Old Lexington Road	Walking	1/4 mile		City of Asheboro
	Asheboro	Memorial Park		Walking			
	Franklinville	Deep River Trails		Walking Bicycling	2 miles		Town of Franklinville
	Liberty	Eight Oaks Nature Trail / Freedom Park		Nature	0.8 miles		
	Randleman	Presnell Street Park		Walking			
Richmond County	Rockingham	Hinson Lake	152 Hinson Lake Road	Walking	2+ miles		City of Rockingham
	Rockingham	Hitchcock Creek "Blue Trail" Paddleway		Boating	14 miles		City of Rockingham
Rowan County	Granite Quarry	Centennial Park	301 East Bank Street	Walking			Town of Granite Quarry
	Granite Quarry	Granite Lake Park	500 N. Salisbury Avenue	Walking			Town of Granite Quarry
	Kannapolis	Bakers Creek Greenway 8th Street Greenway		Walking Biking	2 miles		City of Kannapolis
	Landis	Lake Corriher Wilderness Area	955 Kimball Road, China Grove	Walking Hiking Bicycling	5+ miles		Town of Landis
	Mt. Ulla	Sloan Park	550 Sloan Road	Nature	3 miles		Rowan County
	Rockwell	Rockwell Park		Walking			Town of Rockwell



	Salisbury	Centennial Park	608 Wiley Avenue	Walking			City of Salisbury
	Salisbury	Dunn's Mountain Park	1740 Dunn's Mountain Road	Hiking			Rowan County
	Salisbury	Eagle Point Nature Preserve	665 Black Road	Nature	3+ miles		Rowan County
	Salisbury	Ellis Park	3541 Old Mocksville Road	Walking	1.5 miles		Rowan County
	Salisbury	Foil Tatum Park	223 N. McCoy Road	Walking	1/4 mile		City of Salisbury
	Salisbury	Forest Hills Park	230 Grove Street/Mahaley Avenue	Walking			City of Salisbury
	Salisbury	Jaycee-Optimist Sports Complex	1113 S. Martin Luther King Jr. Avenue	Walking			City of Salisbury
	Salisbury	Salisbury Community Park	935 Hurley School Road	Walking			City of Salisbury
	Salisbury	Salisbury Greenway		Walking Bicycling	4.2 miles		City of Salisbury
	Salisbury	Town Creek Park		Walking			City of Salisbury
Stanly County	Albemarle	Roger F. Snyder Greenway		Multi-use	3/4 mile		City of Albemarle
	Locust	Locust City Park		Walking			Town of Locust
	Oakboro	Oakboro District Park	423 S. Main Street	Walking Nature	1+ miles		Town of Oakboro



### B.3 RELEVANT LOCAL, REGIONAL, AND STATEWIDE PLANS

There are several planning efforts ongoing that affect the bicycling environment in communities. Local land use, Comprehensive Transportation and Long Range Transportation Plans provide an opportunity to set vision, goals and identify projects or policies for improving the built environment. Subsequent ordinances, regulations and project funding may assist in the development of trail systems or make local streets friendlier to bicycle travel. This section focuses specifically on existing bicycle transportation or trail related plans for Central Park.

Some communities in the Central Park NC region have conducted comprehensive bicycle transportation plans on the municipal level. Local vision and strategy is improving bicycle friendliness at the local level.

The following communities were awarded bicycle planning grants from the NCDOT Division of Bicycle and Pedestrian Transportation:

Thomasville: 2007

Albemarle: 2008

Southern Pines: 2009

Other communities in the region have completed comprehensive pedestrian transportation plans using planning grant funding:

Albemarle: 2005

Asheboro: 2006

Badin: 2006

Granite Falls: 2009

Aberdeen: 2010

Biscoe: 2010

#### **Piedmont Triad Regional Trail Plan and Inventory (2011)**

The regional trail plan and inventory identifies existing and proposed regional and State trails in the Piedmont Triad. Several potential trail connections were identified in three Central Park NC counties: Davidson, Randolph and Montgomery counties. It is recommended that on-road improvements accommodate future trail development recommendations found in the Piedmont Triad Regional Trail Plan and Inventory.

More Information: [www.pedpower.org/documents/TrailPlanInventoryReportFeb11v4print.pdf](http://www.pedpower.org/documents/TrailPlanInventoryReportFeb11v4print.pdf)



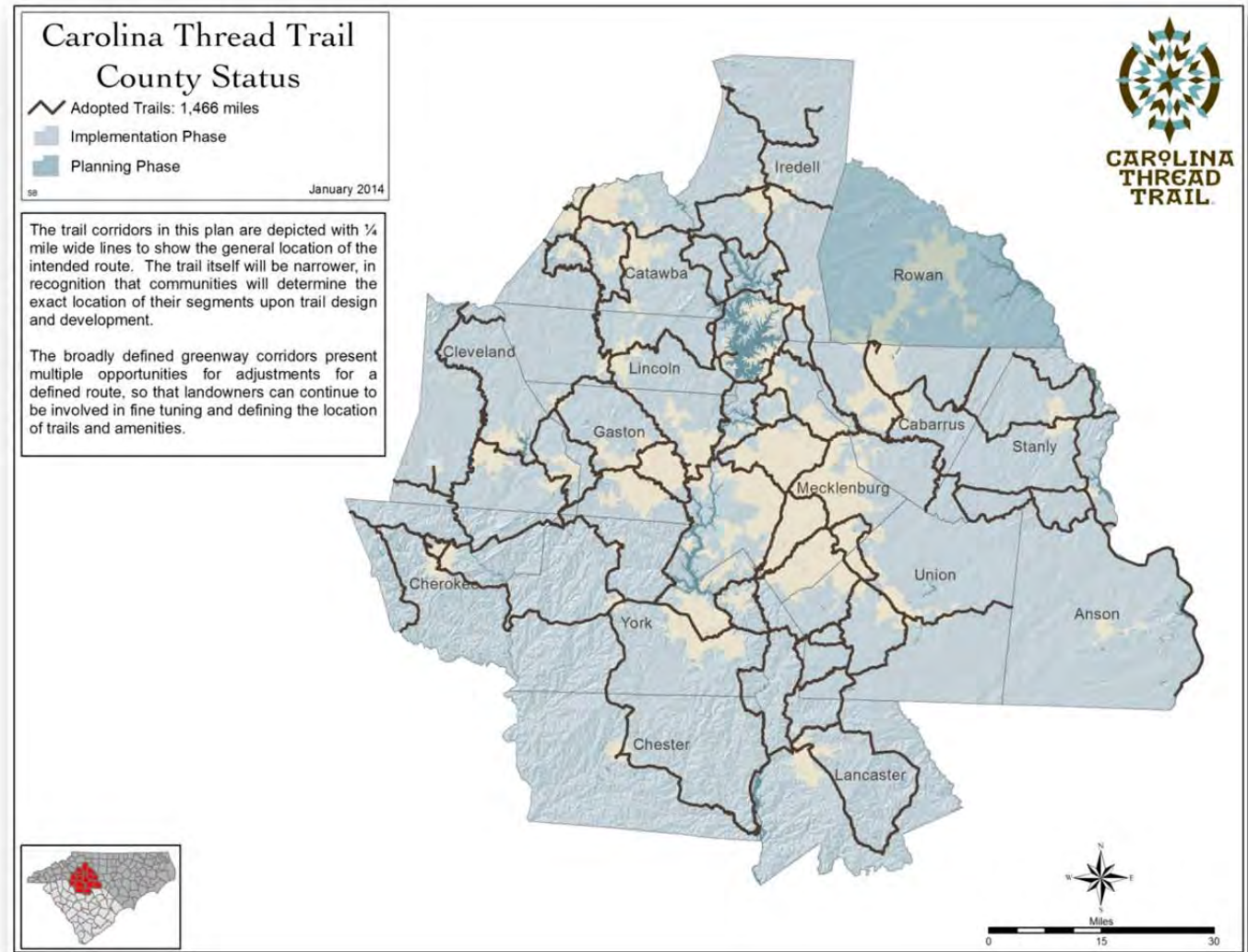
## Carolina Thread Trail



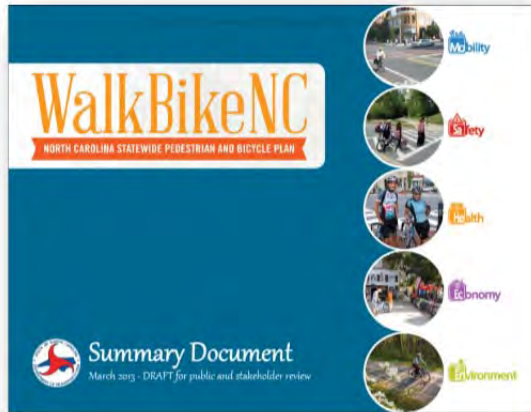
The Carolina Thread Trail, also known as The Thread, is a regional trail network that will ultimately reach 15 counties and more than 2.3 million people around the Charlotte region. More than a hiking trail, more than a bike path, The Thread preserves natural areas and is a place for exploration of nature, culture, science and history. The Thread covers three Central Park NC counties: Rowan, Stanly and Anson Counties. The Carolina Thread Trail funded a master plan for trails in Stanly County (2010) and Anson County (2012). Rowan County has not completed a master plan for trails with the Carolina Thread Trail. Implementation funding from private sources is available to Thread Trail communities that complete a master plan.

More Information:

[www.carolinathreadtrail.org/overview/about/](http://www.carolinathreadtrail.org/overview/about/)







## WalkBikeNC (2013)

The North Carolina Statewide Pedestrian and Bicycle Plan *WalkBikeNC* outlines a strategy for improving pedestrian and bicycle transportation in North Carolina. Framed around five pillars of Mobility, Safety, Health, Economy and the Environment, the plan provides detailed strategies and action steps to improve conditions for active transportation, while quantifying and cataloguing benefits.

**Vision Statement:** North Carolina is a place that incorporates walking and bicycling into daily life, promoting safe access to destinations, physical activity opportunities for improved health, increased mobility for better transportation efficiency, retention and attraction of economic development, and resource conservation for better stewardship of our environment

The following goals have been outlined for each of the five pillars:

*Mobility Goal:* Double state pedestrian and bicycle mode share by 2020 and double each decade thereafter.

*Safety Goal:* Reduce per capita pedestrian and bicycle crash rate by 10% by 2020 and by 10% each decade thereafter.

*Health Goal:* Reduce inactivity rates by 10% by 2020 and by 10% each decade thereafter.

*Economy Goal:* Increase investment in pedestrian and bicycle projects and programs by 25% and thus return on investment.

*Environment Goal:* Increase mileage of greenways by 10% by 2020 and by 10% each decade thereafter.

More Information: [www.ncdot.gov/bikeped/planning/walkbikenc/](http://www.ncdot.gov/bikeped/planning/walkbikenc/)



## B.4 BICYCLING TOURISM AND ECONOMIC DEVELOPMENT

One of the initial thrusts for developing a bicycle map and plan for the Uwharrie Lakes region in the 1990s was an interest in diversifying the economy of the region. Tourism and outdoor recreation is part of that diversification strategy. Traditional industry has become leaner in the way it produces goods, using less labor or relocating manufacturing operations. As the economy continues to evolve, there are opportunities for diversification into small business centered on bicycle tourism, outdoor recreation and active living. The Central Park NC region is diverse across the 8 counties, from horse farms and golf course communities to pottery and large scale manufacturing to vast open spaces.



Central Park NC was formed to enhance the local economy, building on the natural and cultural assets already in the region, while balancing the need for environmental management. The study titled "The Uwharrie Lakes Region – A Strategy for North Carolina’s ‘Central Park’" called for a “change to more pro-active, resource-based recreation and tourism development”. According to the study, small businesses rank the availability of open space, parks and recreational opportunities as their number one factor in choosing a new business location. Manufacturing businesses report access to major highways as prime criteria for location of facilities; however executives at large firms also report quality of life just behind access to markets and skilled labor availability as reasons for locating operations.

Located in Randolph County, the North Carolina Zoo alone brings in a total of \$146 million in expenditures, 1,655 jobs and has a tax impact to the State of North Carolina of \$5.3 million and Randolph County of \$2.9 million. Visitations to the NC Zoo in 2011 exceeded 700,000. Expansion plans for the Zoo, which include development of peripheral land and adding a third continent of zoo animals and facilities are projected to create annually 1,000 jobs, nearly \$120 million in additional expenditures, and have a total combined tax impact of nearly \$10 million to the State of North Carolina and \$5.3 million to Randolph County (Economic and Fiscal Impact Analysis for North Carolina Zoo Expansion and Peripheral Land Development, 2011).

The Uwharrie National Forest attracts an estimated 900,000 visits annually. Approximately 18% of the visits, or 162,000, are specifically for hiking, bicycling or equestrian trail use, but there are no comprehensive numbers on annual mountain bike trips. However, a limited sample survey conducted by Montgomery County in 2010 found that 1.8% of users access the Uwharrie National Forest for mountain biking. This would estimate the number of mountain biking trips to be around 16,200 in 2010 (Uwharrie National Forest Final Environmental Impact Statement, 2012).

According to the Economic Impact of Travel on North Carolina Counties in 2012, the Central Park NC Region received \$939.5 million in expenditures from visitors, which was responsible for 9,080 jobs, creating a \$77.5 million impact in State and local tax receipts . In 2005, the Central Park NC Region received \$753.7 million in expenditures by visitors, but employed more people at 9,730 jobs.

**FIGURE 6 - ECONOMIC IMPACT OF TRAVEL ON CENTRAL PARK NC COUNTIES**

2012

	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
County	\$(millions)	\$(millions)	(thousands)	\$(millions)	\$(millions)
Anson	16	1.88	0.1	0.91	0.38
Davidson	136.94	18.54	0.92	7.47	4.33
Montgomery	24.91	2.42	0.11	1.12	2.47
Moore	392.16	84.57	4.99	19.64	11.68
Randolph	120.28	17.64	0.9	7.08	1.9
Richmond	42.29	7.22	0.39	2.19	0.78
Rowan	137.74	21.7	1.21	7.16	4.44
Stanly	69.24	8.75	0.46	3.91	2
Total	939.56	162.72	9.08	49.48	27.98

2005

	Expenditures	Payroll	Employment	State Tax Receipts	Local Tax Receipts
County	\$(millions)	\$(millions)	(thousands)	\$(millions)	\$(millions)
Anson	12.65	1.77	0.11	0.74	0.33
Davidson	104.97	17.26	0.96	5.94	3.63
Montgomery	18.73	2.15	0.1	0.9	1.84
Moore	326.05	84.48	5.5	17.47	10.44
Randolph	91.73	16.29	0.91	5.55	1.53
Richmond	38.95	7.94	0.47	2.13	0.78
Rowan	103.61	19.43	1.18	5.65	3.45
Stanly	57.03	8.63	0.5	3.33	1.83
Total	753.72	157.95	9.73	41.71	23.83

Source: This study was prepared for the North Carolina Division of Tourism, Film and Sports Development by the US Travel Association



## B.5 HEALTHY AND ACTIVE LIVING

The economic and social issues facing North Carolina communities are complex. In addition to traditional concerns related to housing, transportation and economic development, a series of new issues has emerged. Rates of chronic disease and obesity are on the rise, not just in adults, but in children as well. Nearly two-thirds of adults and one-third of children in our region are overweight or obese. This unfortunate circumstance is leading to high rates of chronic disease and sky rocketing health care costs.

Research has now shown the importance of community design, built environment and public policy to help community members foster more active lifestyles and healthier eating habits. For example, a recent study in the American Journal of Preventive Medicine showed that the odds of a child being overweight or obese are significantly reduced with a higher walkability score in their community. In addition, access to parks and recreation facilities greatly increases a family's physical activity level and reduces their risk of chronic disease. The Central Park NC region is not unique in this area, it suffers from an epidemic of obesity. Sedentary lifestyles compounded with unhealthy food options beginning in the early stages of life contributes to the problem. Communities where the healthy choice is the easy choice may attract businesses, developers and new residents. In fact, active living research shows that home values increase in communities that provide access to physical activity. Increasing physical activity options and access to open space, parks and trails can reverse the direction of obesity rates (Community Transformation Grant Program, 2013).

The Central Park NC Regional Bicycle Plan outlines a vision for increasing outdoor recreation options, diversifying the regional economy, promoting the region as a destination and developing authentic tourism assets. Each element of the vision and the recommendations in this plan may also improve opportunities for a healthy and active lifestyle of residents and visitors alike. More paved shoulders and bicycle lanes on roadways will increase the safety of bicycling and walking, while building more trails and expanding uses will create attractive options for different physical activities. The many efforts to develop bicycle and walking friendly communities at the local level will yield benefits to the health of citizens and visitors alike.



Pedestrian Bridge over Business 85 in Lexington, NC - connecting neighborhoods to school. Photo: J. Day

There are several efforts ongoing within County health departments and local hospitals to improve health outcomes in the Central Park NC region:

### **Healthy Kids, Healthy Communities (HKHC)**

The project targets five communities in Montgomery and Moore Counties. Led by FirstHealth of the Carolinas and funded by the Robert Wood Johnson Foundation, the program has funded GIS analysis, comprehensive land use planning and event programming to identify project and funding priorities. The HKHC program aims to remove barriers to active living and healthy eating for children in Moore and Montgomery Counties. More Information: <http://www.healthykidshealthycommunities.org/communities/moore-and-montgomery-counties-nc>

### **Community Transformation Grant (CTG) Program**



CTG is working to create healthier communities by making healthy living easier and more affordable where people work, live, learn, and play. The State of North Carolina received a grant from the Center for Disease Control (CDC) totaling \$7.4 million in 2011 to improve health and wellness in North Carolina, focused on the following strategies:

Tobacco-free living,  
Active living and healthy eating,  
and Clinical and community preventive services to prevent and control high blood pressure and high cholesterol.

The funds awarded to North Carolina are distributed through the health director regions of North Carolina and CTG staff have been placed at local health departments to address the strategies listed above. The strategies may vary by health region, but opportunities for funding in these areas should be explored with the local CTG contact. More Information: North Carolina Association of Health Directors: <http://ncalhd.org/> AND Community Transformation Grant Fact Sheet: <http://www.cdc.gov/communitytransformation/funds/index.htm>

### **Other Programs and Policies to Benefit Active Living**

Communities across the State and region have taken steps to establish policies and programs to benefit active living and promote physical activity. The strategies include:



*Safe Routes to School Program:* The Safe Routes to School program is a national and international movement to enable and encourage children, including those with disabilities, to walk and bicycle to school. Safe Routes to School programs are comprehensive efforts that look at ways to make walking and bicycling to school a safer and more appealing transportation alternative, thus encouraging a healthy and active lifestyle from an early age. Efforts may include local training for crossing guards for walkers or bicyclists nearby schools, encouragement programs for children who walk or bicycle to school and also targeting engineering improvements along popular routes to school.

*Let's Go NC:* Let's Go NC! A Pedestrian and Bicycle Safety Skills Program for Healthy, Active Children is an all-in-one package of lesson plans, materials, activities and instructional videos that encourage children to learn about and practice fundamental skills that build safe habits.

This program was developed for the North Carolina Department of Transportation's Division of Bicycle and Pedestrian Transportation and Safe Routes to School Program by NC State University's Institute for Transportation Research and Education.

*Customized Local Design Workshops:* There are several forms of local design workshops or charrettes (1-2 day) that local communities can conduct to help address design issues with streets, trails or other bicycle infrastructure. The design workshops may be led by planners, architects, engineers or trained facilitators. Preferred design alternatives, as well as priorities and action steps for funding and implementation are important outcomes of the design workshops. The scale of the workshop needs to focus on a neighborhood or small town size, to allow detailed recommendations for improvement.

*Bicycle Education Classes:* The League of American Bicyclists League Cycling Instructors (LCIs) provide bicycle operation training for bicyclists. There are several different curricula from child safety courses that can be taught in schools to adult safety classes and skills training that can be taught online, in the classroom or on the bicycle. More Information: League of American Bicyclists: [www.bikeleague.org](http://www.bikeleague.org)

*Share the Road Campaigns:* The NCDOT has several posters, brochures and messages about how motorists and bicyclists can "Share the Road". Local media, businesses, bicycle clubs and shops can use the NCDOT resources to spread the message to the community and law enforcement, so that bicyclists and motorists alike understand the need to "Share the Road" and to do so safely.

## C. THE PLAN

Cyclists traveling in the Central Park NC region enjoy rolling hills, unspoiled scenery and lightly traveled rural roadways. The proposed network of routes and connectors identified in this plan provide a variety of scalable bicycle touring experiences, from day trips to multi-day tours along routes that connect to communities, historic sites, recreational areas, State parks and the North Carolina Zoo. While on-road cycling routes are the primary focus of this plan, connectivity to off-road facilities located in the Uwharrie National Forest, Morrow Mountain State Park and the All American Trail at Fort Bragg are included in the plan. Consideration was also given to off-road connections to local greenway, trail and park systems.

### C.1 PROPOSED ROUTES

Four multi-county regional loop routes have been identified to serve the Central Park region. In addition, a network of connectors has been identified to provide flexibility for users to create individual riding experiences that best meet their time constraints and abilities.

**PIEDMONT HERITAGE DANIEL BOONE** - Covers 152 miles and 11 small towns and cities in Randolph, Davidson and Rowan Counties. The route highlights the heritage of manufacturing in the Piedmont, while also taking bicyclists across the Yadkin River where Daniel Boone was alleged to have lived. The cycling route is located in the northern area of Central Park passing through several small cities and towns, villages, farms and forest land.

**POTTERY** - Covers 155 miles and 13 small towns and cities in Randolph, Montgomery, Richmond and Moore counties. Linking together bicycle friendly routes in the eastern part of the Central Park region, the route highlights the peach growing Sandhills, potters, equestrian farms, small towns and villages as well as several game lands and wildlife reserves.

**NORTH UWHARRIE** - Covers 132 miles and 7 small towns and cities in Montgomery, Southern Davidson, Rowan and Stanly Counties. The route highlights many of the natural heritage assets of the Uwharrie Region winding through National Forest lands, while also providing access to the Yadkin Pee Dee river and lakes and many of the small towns that grew up around gold mining and traditional manufacturing industries. The cycling route is located in the northwestern section of the Central Park region and 40 miles of the route is shared with the South Uwharrie.



Former NCDOT Board Member Ralph Womble and Division 9 Division Engineer Pat Ivey in front of the Historic Wilcox Bridge, preserved for bicycle and pedestrian travel along the Piedmont Heritage Daniel Boone Route. Photo: H. Cockburn



**SOUTH UWHARRIE** - Covers 135 miles and 8 small towns and cities in Anson and Stanly Counties. The flattest of the 4 routes, cultural and agricultural heritage is highlighted on this route, while also providing access to the Yadkin Pee Dee river, wildlife refuge and lakes. Some of the route coincides with the North Uwharrie along the eastern portion of Stanly County near the Yadkin Pee Dee river and lakes. The cycling route is located in the southwestern section of the Central Park region and 40 miles of the route is shared with the North Uwharrie.

The brochure document that accompanies the Central Park Bicycle Plan contains information about each of the regional Central Park Bicycle Plan routes. Included in the brochure is information about cultural and natural points of interest. Using the map brochure document as an introduction and the online mapping system as your route planning guide, you will insure your trip will highlight great roads to ride on, with interesting stops to make along the way.



Birkhead Wilderness and Uwharrie Trail Access Along the North Uwharrie Loop Photo: J. Day

FIGURE C-1 - CENTRAL PARK REGIONAL BICYCLE ROUTES

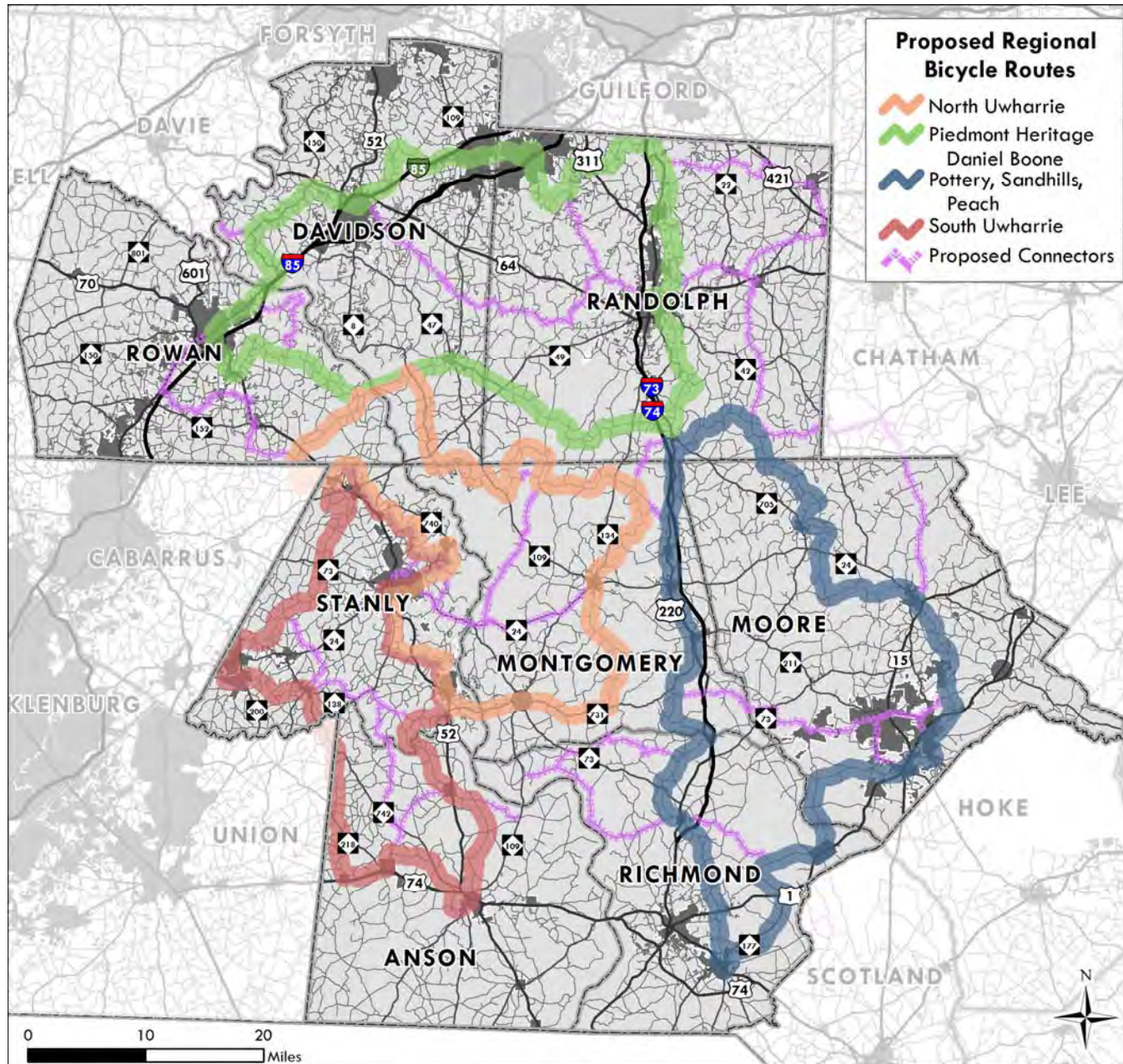




FIGURE C-2.1 – PROPOSED BICYCLE ROUTE ELEVATION PROFILE – PIEDMONT HERITAGE DANIEL BOONE

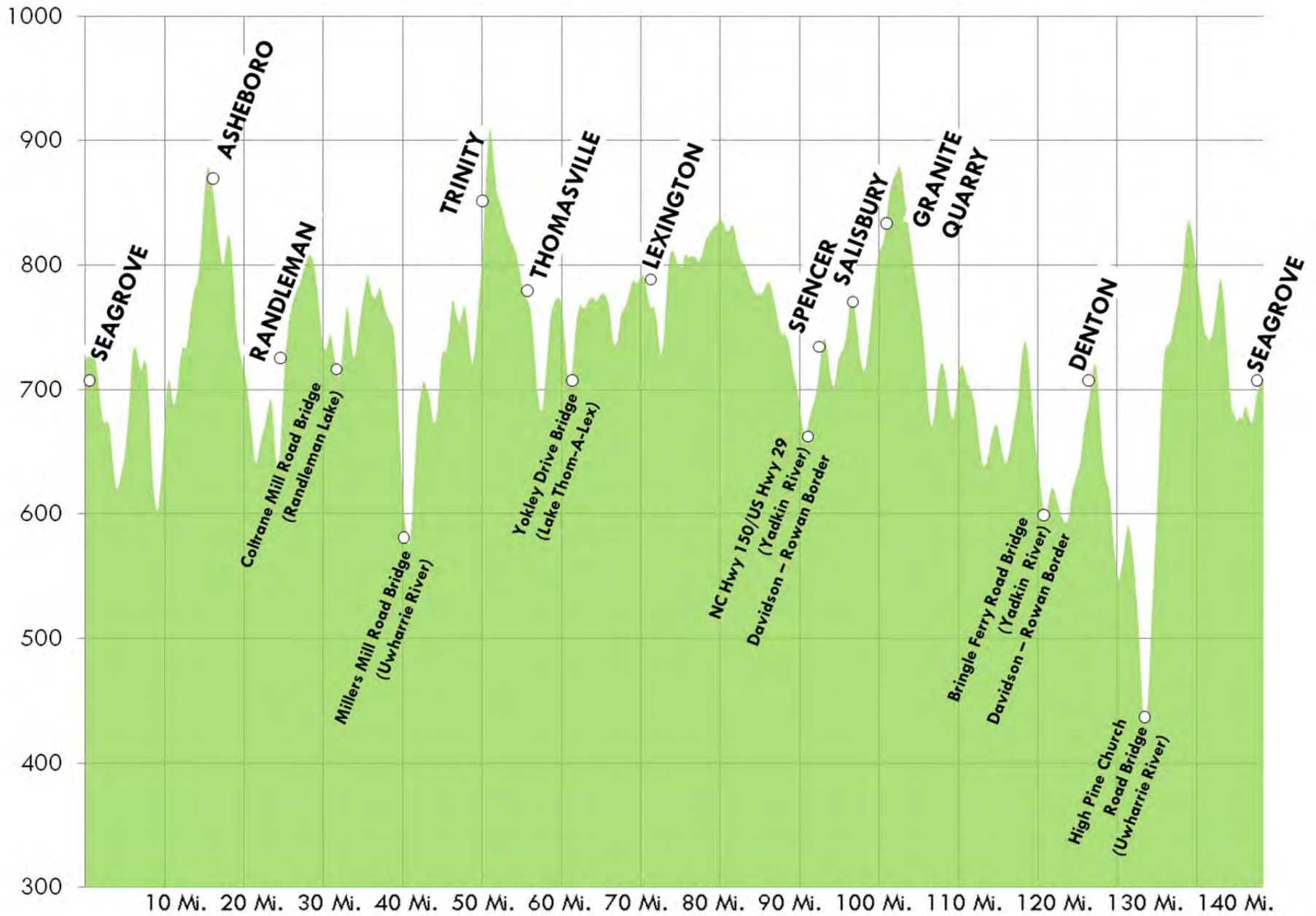


FIGURE C-2.2 – PROPOSED BICYCLE ROUTE ELEVATION PROFILE – POTTERY, SANDHILLS AND PEACH

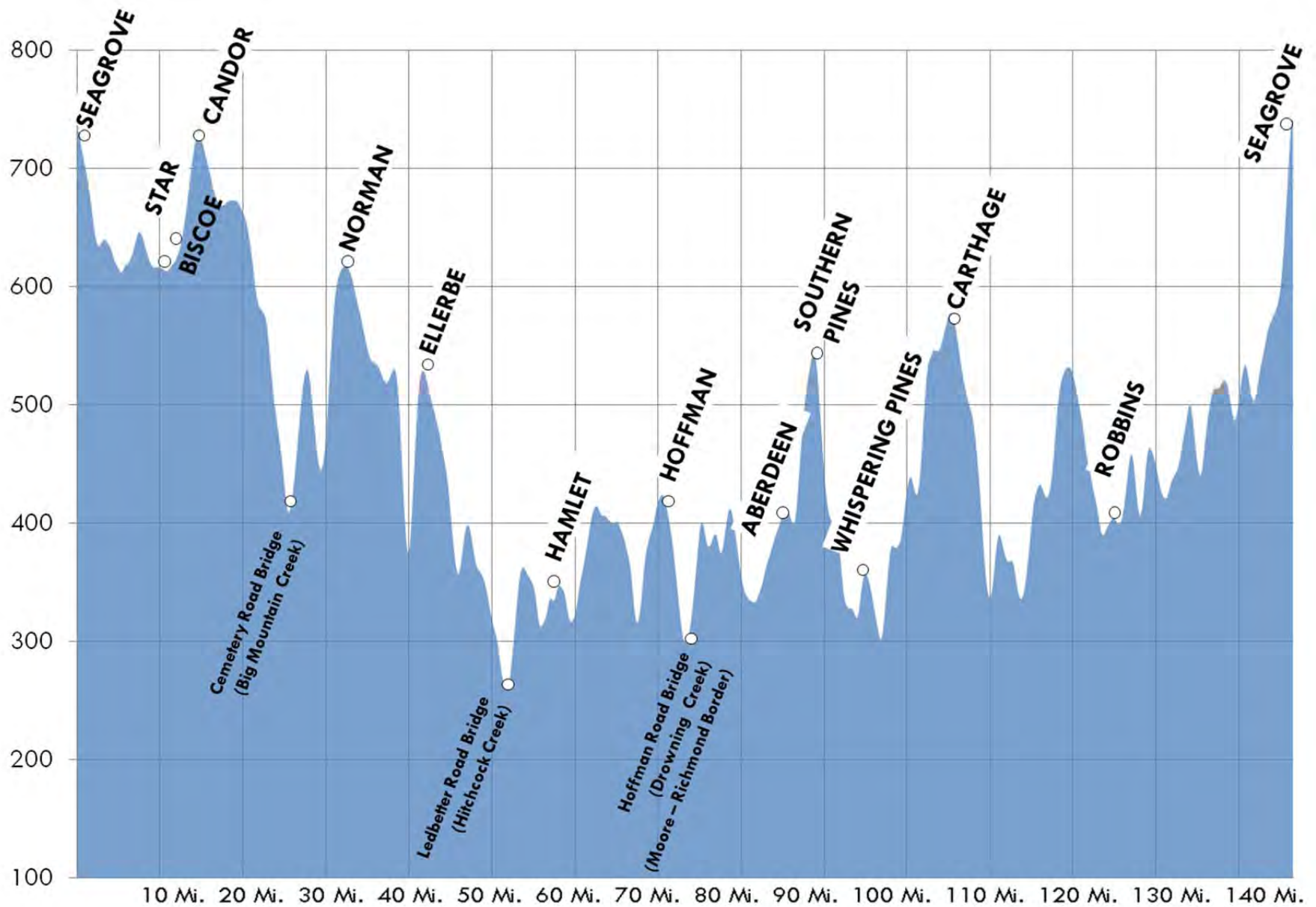




FIGURE C-2.3 – PROPOSED BICYCLE ROUTE ELEVATION PROFILE – NORTH UWHARRIE LOOP

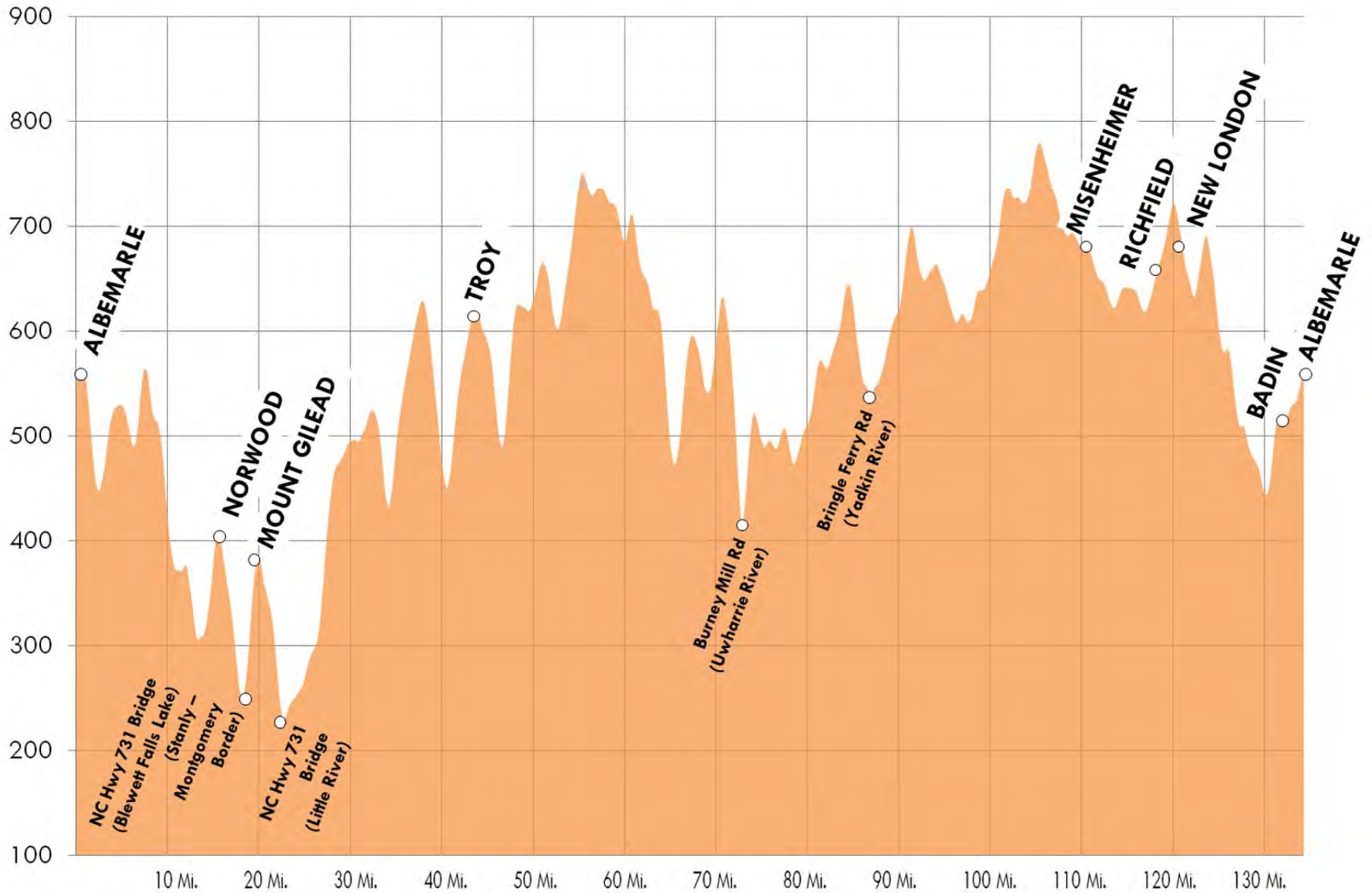


FIGURE C-2.4 – PROPOSED BICYCLE ROUTE ELEVATION PROFILE – SOUTH UWHARRIE LOOP

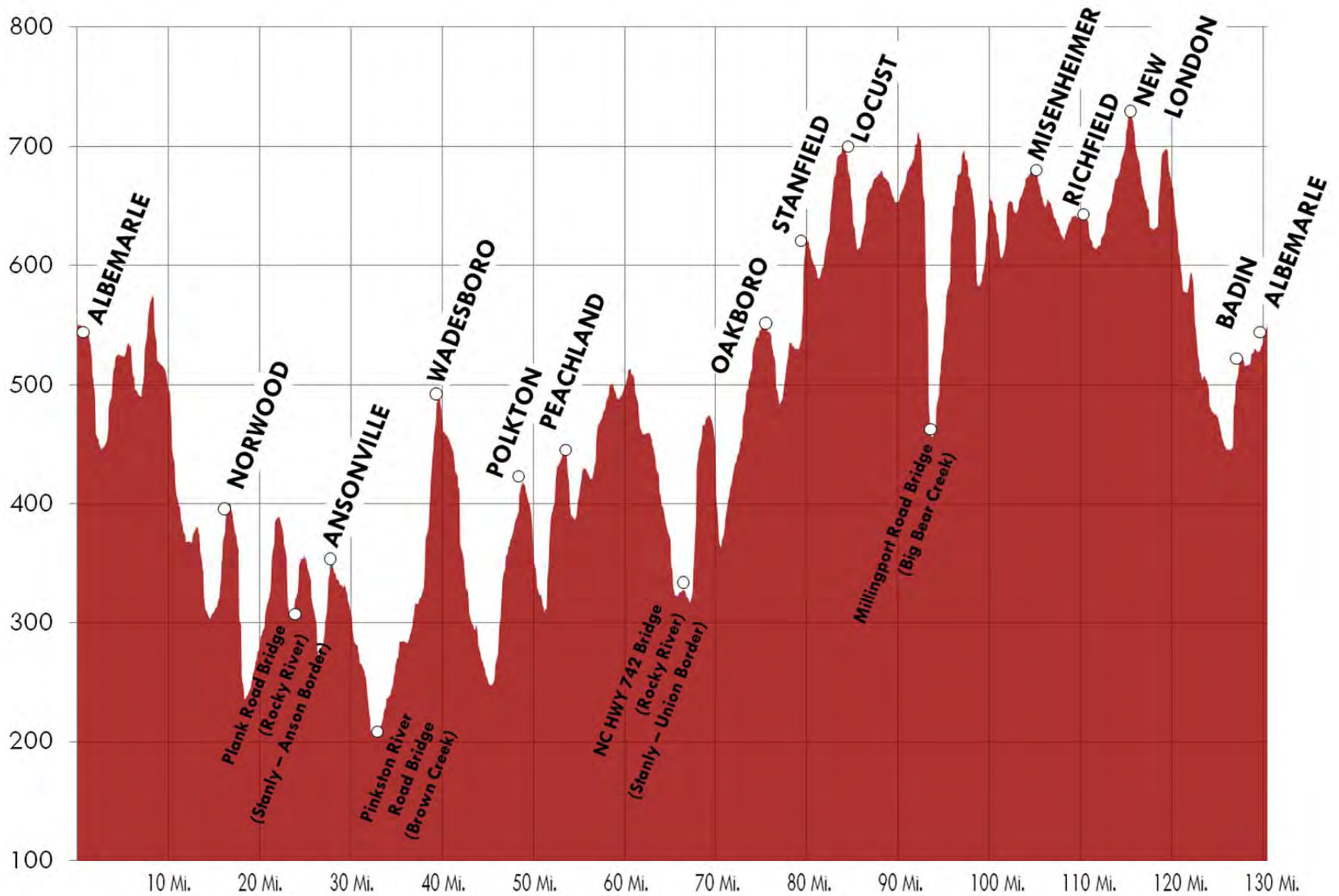
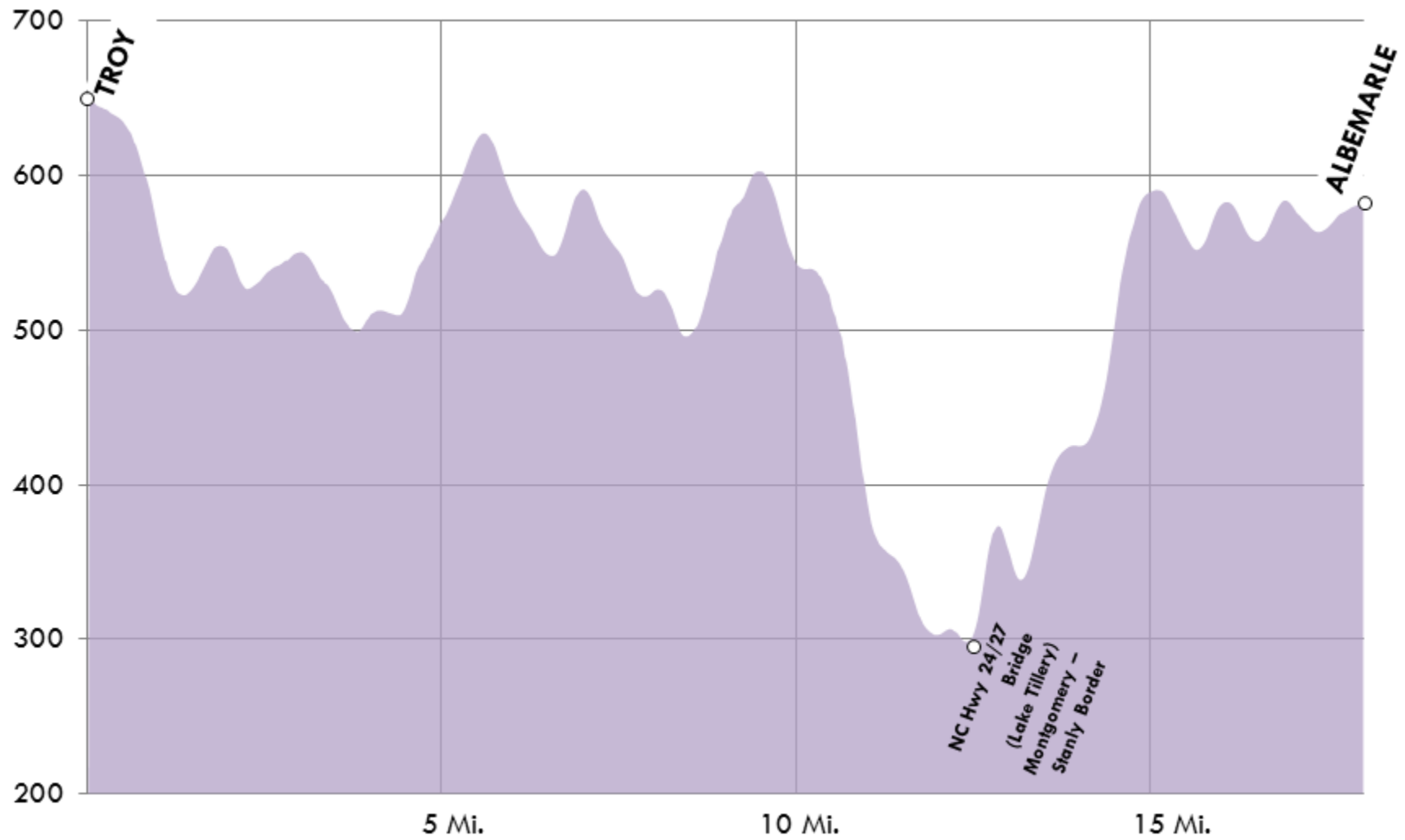




FIGURE C-2.5 – PROPOSED BICYCLE ROUTE ELEVATION PROFILE – CONNECTOR TROY TO ALBEMARLE



## C.2 PROJECT PRIORITIES & RECOMMENDATIONS

The project priorities for the Central Park NC Bicycle Plan are divided into 1) on and 2) off road recommendations. The on-road priorities are along more than 500 miles of the proposed signed bicycle routes, however additional paved shoulder and bicycle lane improvements should be incorporated into unsigned or local bicycle routes as roads are repaved. There are several off-road trail systems in local areas that were not included in this planning effort, these trail systems are important assets to the local built environment, encouraging active living or providing local connectors between parks and neighborhoods.

The local prioritization process conducted by RPOs, MPOs and NCDOTs should use this plan when considering major road improvement projects. Paved shoulders will not only benefit bicyclists, these facilities will also increase safety for automobile travel, reducing the likelihood of “run—off the road” crashes or crashes that result in over-correction when a passenger wheel drops off the edge of pavement. Installation of paved shoulders has a crash reduction factor of 3% for 4ft paved shoulders, 7% for 6ft paved shoulders and 12% for 8ft paved shoulders when compared with 3ft paved shoulders (Highway Safety Manual Knowledge Document, 2009).

## C.3 ON-ROAD IMPROVEMENTS

The on-road improvement recommendations below generally consist of paved shoulders of varying width, bicycle lanes or sharrows. Also included in the table of improvements are planning level cost estimates for construction and right of way acquisition if necessary. Project segment recommendations will vary in length from ¼ mile to 5 miles depending on road characteristics. The following road characteristics were used in determining project recommendations and priority and were compiled using field work data and NCDOT Roadway Characteristic Files from 2011.

### Criteria for Selecting On-Road Project Recommendations and Prioritization

- |   |   |
|---|---|
| 1. Posted speed limit (varies)                          | 6. Truck traffic volume share (where available) |
| 2. Travel lane width (<10ft, >10ft)                     | 7. Reported Crashes along Corridor              |
| 3. Existing paved or unpaved shoulder width (none-10ft) | 8. Connects to a Trail System                   |
| 4. Curb and gutter existing                             | 9. Access to a School                           |
| 5. Traffic volumes (AADT <1,500, <2,500 and >2,500)     | 10. ROW Required/Known                          |



## Route Segment #1—Piedmont Heritage Loop

## Seagrove to Asheboro

### Current Conditions:

Starting with Seagrove Plank Rd in Seagrove and going to Dublin Rd/US 64 intersection in Asheboro, the route follows 2-lane rural roads with low AADT traffic and shoulders that are all grass. The speed limit is 55 through this stretch and most of ROW is already publicly owned except for 0.2 mile length of Browsers Chapel Rd from Pine Hill Rd to Dublin Rd.

There are no connections to trails or schools, but there was a bike crash on Old Cox Rd near Pine Hill Rd. The route takes riders near the North Carolina Zoological Park.

When crossing US 64 onto Dublin Rd, the nature of the route changes from rural to urban residential. The AADT ranges from low to medium and high. Surface width varies between 18-30ft on the local roads where on-street parking is permitted. And the speed limit is 35.

No TIP projects are currently scheduled for this route.



Worth St. in Asheboro

Length: 14.7 Miles

Roads: Dublin Rd, Pine Hill Rd, Browsers Chapel Rd, Old Cox Rd, Seagrove Plank Rd, Old NC Hwy 13, Worth St, Greensboro St, Cox St

### Justification:

Route segment #1 connects Seagrove to Asheboro. It also gives a direct connection to the North Carolina Zoological Park. Parts of route segment 1, are either NC Bicycle Route #6 or Randolph Bicycle Route #1.

### Recommendation:

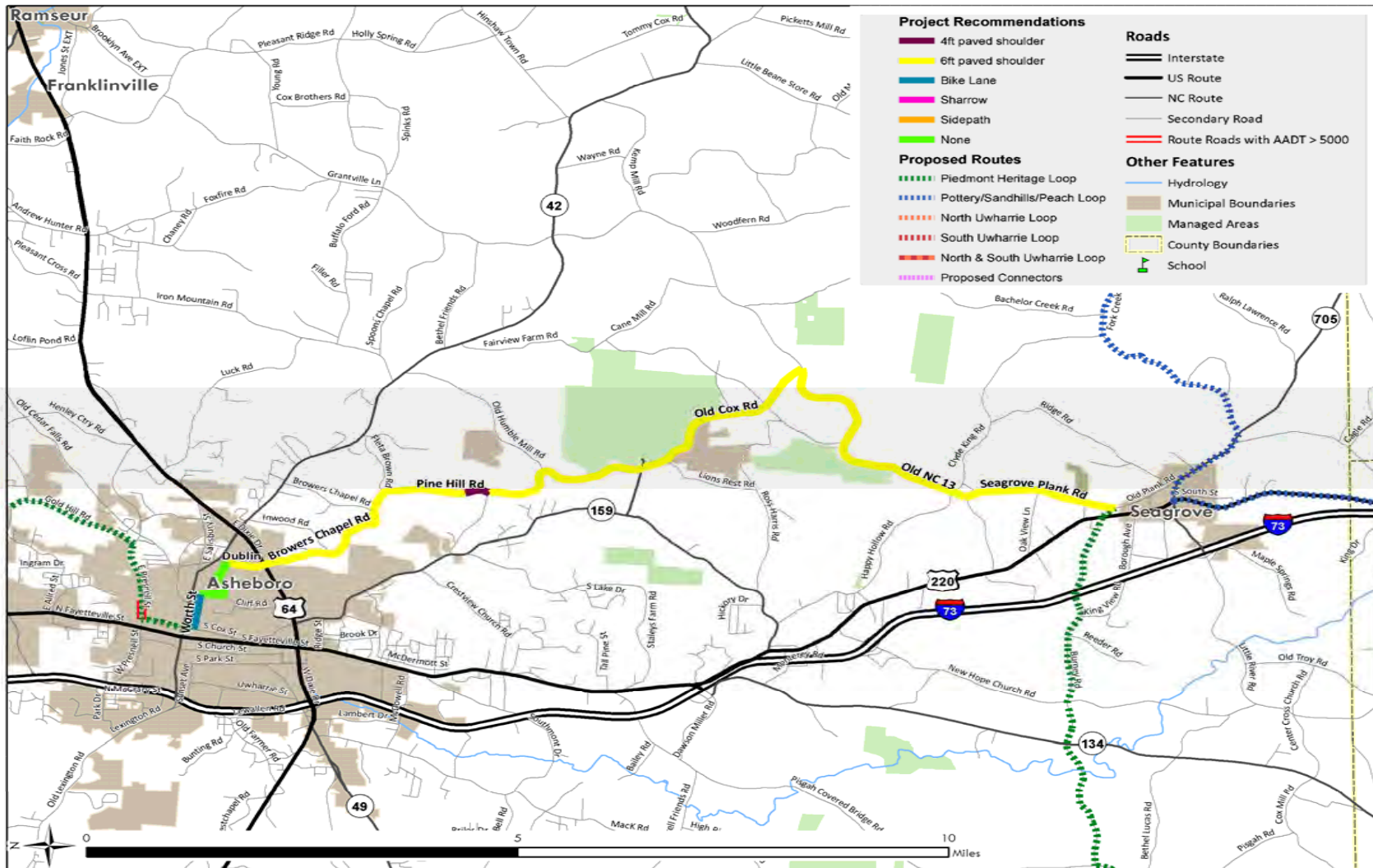
- Bike lane for Worth, Greensboro, and Cox St
- 6 ft paved shoulder for Seagrove Plank Rd, Old NC Hwy 13, Old Cox Rd, parts of Pine Hill Rd, Browsers Chapel Rd, and Dublin Rd.
- 4 ft paved shoulder on parts of Pine Hill Rd.



Seagrove; Source: Google

## Route Segment #1—Piedmont Heritage Loop

## Seagrove to Asheboro





## Route Segment #1—Piedmont Heritage Loop

## Seagrove to Asheboro

Road Name	From Street	To Street	Distance	Existing Condition	Facilities
Seagrove Plank Rd	Seagrove Plank Rd Ext	Old NC Hwy 13	1.8	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old NC Hwy 13	Grove Plank Rd	Old Cox Rd	3.2	Two lane road 22 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old Cox Rd	Old NC Hwy 13	Old Cox Rd - Speed Change	4.2	Two lane road 32 feet in width; 8' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old Cox Rd	Old Cox Rd - Speed Change	Pine Hill Rd	0.3	Two lane road 20 feet in width; 10' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pine Hill Rd	Old Cox Rd	Pine Hill Rd - Speed Change	0.1	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pine Hill Rd	Pine Hill Rd - Speed Change	Pine Hill Rd - Speed Change	0.2	Two lane road 24 feet in width; 9' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Pine Hill Rd	Pine Hill Rd - Speed Change	Browsers Chapel Rd	1.3	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Browsers Chapel Rd	Pine Hill Rd	Dublin Rd	1.7	Two lane road 20 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Dublin Rd	Browsers Chapel Rd	Parkview St	0.5	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 35 mph.	6ft paved shoulder
Parkview St, Ridgecrest Rd	Dublin Rd	Worth St	0.8	Two lane road; town maintained.	None
Worth, Greensboro, Cox Street	Ridgecrest St	E Presnell	0.5	Two lane road 30 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
Total Miles:			14.7		

## Route Segment #2—Piedmont Heritage Loop

## Asheboro to Randleman

### Current Conditions:

Starting on N Cox St at Worth St in Asheboro the route heads north on a 2-lane urban road with high AADT traffic when turning onto E Presnell St. The edge of pavement meets curb in the City limits of Asheboro, with some existing paved shoulder in the County. The speed limit is 35 to 55 through this stretch and most of the ROW needs to be acquired along N Cox, E Presnell, and Gold Hill Rd for facility improvements.

There was a Bike/Pedestrian Crash along N Cox St between 2001 and 2010 and the route comes within a 1/2 mile of a school on E Presnell St.

When leaving Asheboro on WOW Rd and entering into Randleman on Worthville Rd, the character of the route turns rural. It's a 2-lane Rd with 3ft grass shoulder. Some ROW will need to be acquired along WOW Rd for facility improvements. Speed limits range from 25 to 55.



*Main St looking south in Randleman*

In Randleman, an urban setting returns with concrete curb and large road width for Swaim and S Main St. There is a school nearby the route.

No TIP projects are currently scheduled for this route.

Length: 10.3 Miles

Roads: N Cox St, E Presnell St, Gold Hill Rd, Old Liberty Rd, WOW Rd, Worthville Rd, Worthville St, Swaim St, S Main St

### Justification:

Connects Downtown Asheboro to Downtown Randleman. All of segment #2 is part of existing Randolph Bicycle Route #1.

### Recommendation:

- Bike lane for N Cox, E Presnell, parts of Gold Hill, Swaim, and S Main St.
- 6 ft paved shoulder for parts of WOW Rd.
- 4 ft paved shoulder for parts of Gold Hill Rd, Worthville Rd, parts of WOW Rd, and Old Liberty Rd.

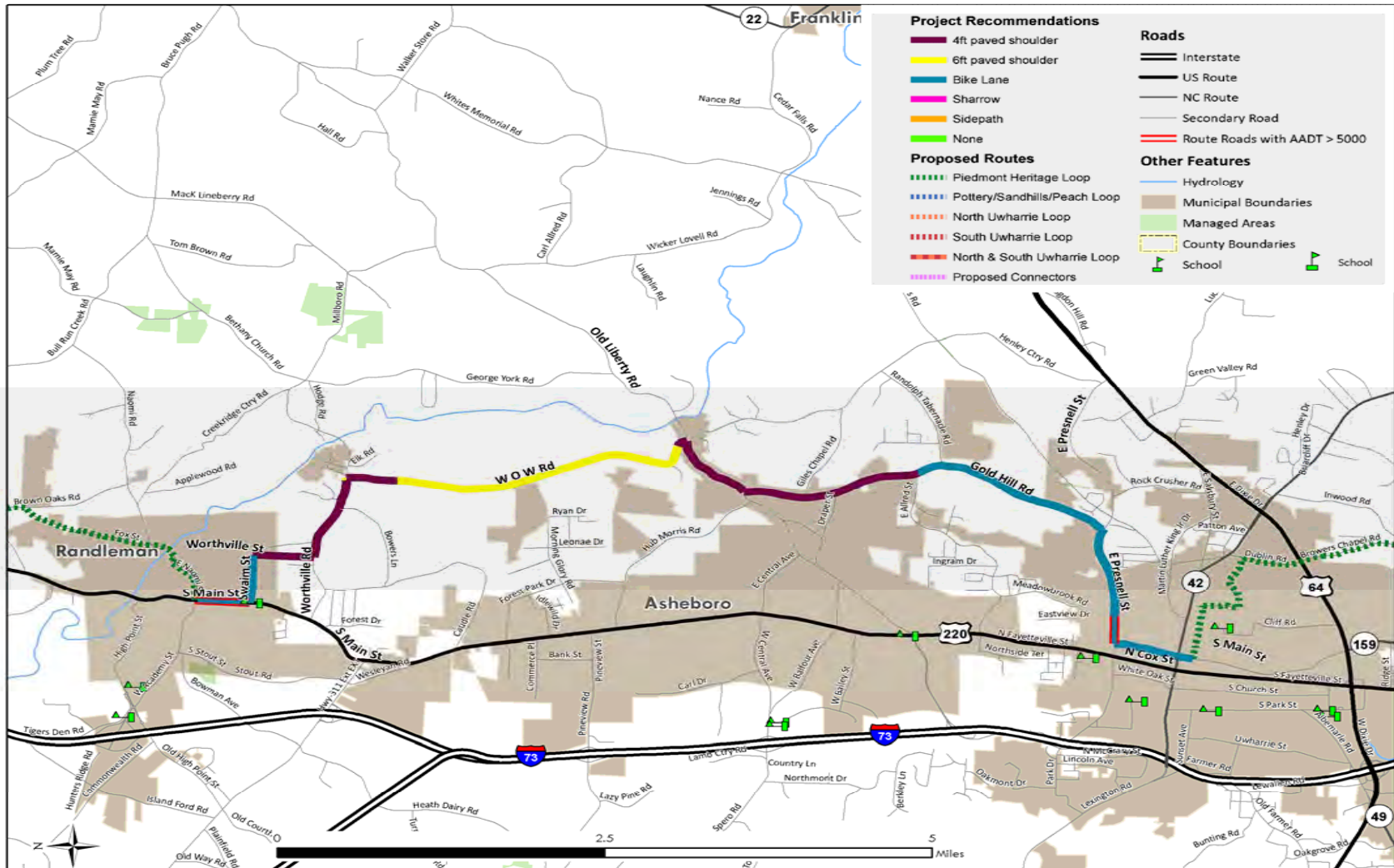


*Gold Hill Rd north of Asheboro; Source: Google*



## Route Segment #2—Piedmont Heritage Loop

## Asheboro to Randleman



## Route Segment #2—Piedmont Heritage Loop

## Asheboro to Randleman

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
N Cox St	Ridgecrest St	E Presnell	0.6	Two lane road 30 feet in width; has a concrete curb;	Bike Lane
E Presnell St	N Cox St	E Presnell St - Speed Limit Change	0.6	Two lane road 26 feet in width; 0' grass shoulder; speed limit of 55 mph.	Bike Lane
E Presnell St	E Presnell St - Speed Change	Gold Hill Rd	0.5	Two lane road 48 feet in width; 6' asphalt shoulder; speed limit of 45 mph.	Bike Lane
Gold Hill Rd	E Presnell St	Gold Hill Rd - Speed Limit Change	1.6	Two lane road 24 feet in width; 8' asphalt shoulder; speed limit of 55 mph.	Bike Lane
Gold Hill Rd	Gold Hill Rd - Speed Limit Change	Old Liberty Rd	1.4	Two lane road 22 feet in width; 5' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Old Liberty Rd	Gold Hill Rd	WOW Rd	0.7	Two lane road 22 feet in width; 6' grass shoulder;	4ft paved shoulder
WOW Rd	Old Liberty Rd	WOW Rd - Asheboro City Limit	0.1	Two lane road 18 feet in width; 2' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
WOW Rd	WOW Rd - Speed Limit Change	WOW Rd - Speed Limit Change	2.3	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
WOW Rd	WOW Rd - Speed Limit Change	Worthville Rd	0.4	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 25 mph.	4ft paved shoulder
Worthville Rd	WOW Rd	Worthville St	0.8	Two lane road 20 feet in width; 2' grass shoulder;	4ft paved shoulder
Worthville St	Worthville Rd	Swaim St	0.5	Two lane road 18 feet in width; 2' grass shoulder;	4ft paved shoulder
Swaim St	Worthville St	S Main St	0.4	Two lane road 46 feet in width; has a concrete curb;	Bike Lane
S Main St	Swaim St	S Main St - Speed Change	0.4	Three lane road 44 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
		<b>Total Miles</b>	10.3		



### Route Segment #3—Piedmont Heritage Loop

### Randleman to Trinity

#### Current Conditions:

Leaving downtown Randleman on E Naomi St, the route is on a wide road with plenty of ROW for bicycle facilities or sharing the road. There have been no bicycle/pedestrian accidents on this road.

Exiting the Randleman city limits on Fox St, the route becomes rural. With two-lane roads, grass shoulders vary between 2-7ft in width. The route has high traffic volumes on New Salem Rd & US Hwy 220 Bus and passes a school.

There are several twists and turns as the segment winds through rural northern Randolph County, providing views of Randleman Lake. The road characteristics change at US-311 Bus just southeast of Trinity.

Higher volumes of traffic exist on US-311 Bus and westward on Archdale Rd, Hillsville Rd, Meadowbrook Dr, and going into City of Trinity with NC-62, Trinity High School Dr, and Surret Dr.



*Cyclists on Old Glenola Rd.*

There is school access on Trinity High School Dr & Surret Dr.

There are no TIP Projects scheduled on this route.

Length: 28.0 Miles

Roads: E Naomi St, Fox St, Brown Oaks Rd, New Salem Rd, Old Greensboro Rd, US-220 Bus, Randleman Rd, Hockett Dairy Rd, River Mill Rd, Cedar Square Rd, US-311 Bus, Old Glenola Rd, Archdale Rd, Hillsville Rd, Millers Mill Rd, Kennedy Rd, Meadowbrook Dr, NC-62, Trinity High School Dr, Surret Dr

#### Justification:

Connects downtown Randleman to Trinity on rural roads and views of Randleman Lake. Portions of this bike route take up parts of existing Randolph County Route #1, #3, #5, and the Trinity Bicycle Loop from the High Point MPO Bicycle Map.

#### Recommendation:

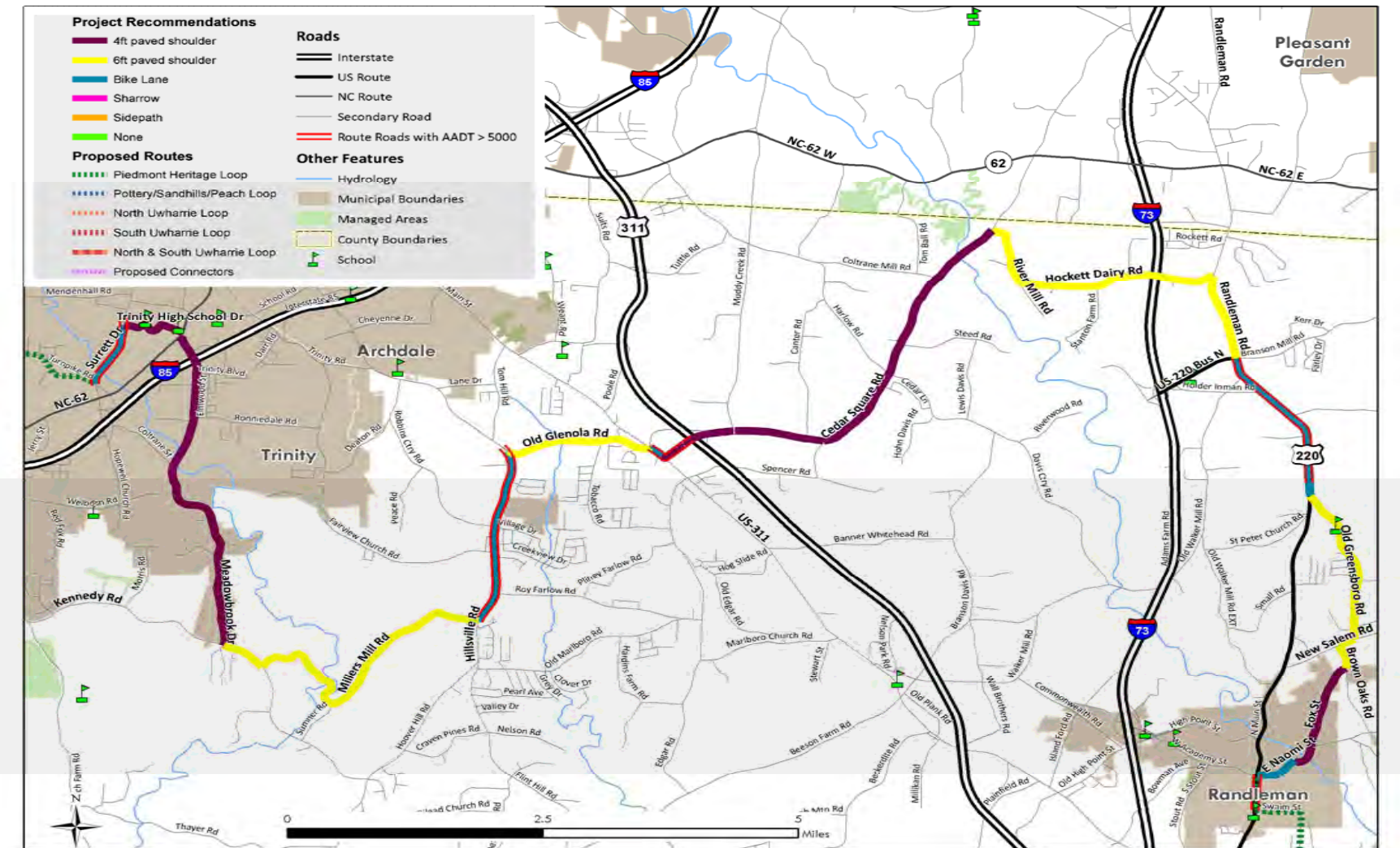
- Bike lane/Sharrow for E Naomi St, US-20 BUS, US-311, and Surret Dr.
- 4 ft paved shoulder for E Naomi, Fox St, Cedar Square Rd, Meadowbrook Dr, and Trinity High School Dr.
- 6 ft paved shoulder for the rest.



*Near Trinity*

## Route Segment #3—Piedmont Heritage Loop

## Route Segment #3—Piedmont Heritage Loop





### Route Segment #3—Piedmont Heritage Loop

### Randleman to Trinity

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
E Naomi St	S Main St	Mill St	0.2	Two lane road 30 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
E Naomi St	Church St	Upton St	0.2	Two lane road 40 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
E Naomi St	Mill St	Fox St	0.3	Two lane road 20 feet in width; 3' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Fox St	Fox St - Speed Change	Brown Oaks Rd	1.0	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Fox St	Fox St	New Salem Rd	0.3	Two lane road 21 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Brown Oaks Rd	Brown Oaks Rd	Old Greensboro Rd	0.2	Two lane road 18 feet in width; 2' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
New Salem Rd	US 220 Bus N	New Salem Rd	1.9	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old Greensboro Rd	Old Greensboro Rd	Randleman Rd	1.9	Two lane road 24 feet in width; 7' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
US-220 Business	Hockett Dairy Rd	US Hwy 220 Bus N	1.0	Two lane road 24 feet in width; 7' grass shoulder; speed limit of 45 mph.	Bike Lane
Randleman Rd	Randleman Rd	River Mill Rd	1.9	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Hockett Dairy Rd	Hockett Dairy Rd	Coltrane Mill Rd	0.8	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
River Mill Rd	River Mill Rd	Cedar Square Rd - Speed	4.0	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Cedar Square Rd	US 311 Business	Muddy Creek Rd	1.3	One lane road 24 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Cedar Square Rd	Old Glenola Rd/Cedar Square	Bowman Loop Dr	0.2	Two lane road 44 feet in width; 11' concrete shoulder; speed limit of 35	4ft paved shoulder
US-311	US Hwy 311	Archdale Rd	1.5	Two lane road 22 feet in width; 4' grass shoulder; speed limit of 45 mph.	Bike Lane
Old Glenola Rd	Old Glenola Rd	Millers Mill Rd	2.1	Two lane road 22 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Archdale Rd; Hillsville	Archdale Rd	Kennedy Rd	3.2	Two lane road 36 feet in width; no shoulder; speed limit of 55 mph.	Bike Lane/Sharrow
Millers Mill Rd	Miller Mill Rd	Meadowbrook Dr	0.5	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Kennedy Rd	Kennedy Rd	Meadowbrook Dr - Speed	2.0	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Meadowbrook Dr	Meadowbrook Dr - Speed	NC 62	2.0	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 40 mph.	4ft paved shoulder
Meadowbrook Dr	NC Hwy 62	Surrett Dr	0.1	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
NC-62	NC Hwy 62	Surrett Dr	0.7	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 25 mph.	4ft paved shoulder
Trinity High School	Trinity High School Dr	Turnpike Rd	0.7	Two lane road 24 feet in width; 3' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Surrett Dr	Trinity High School Dr	Turnpike Rd	0.1	Two lane road 24 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane/Sharrow
		<b>Total Miles:</b>	28.0		

## Route Segment #4—Piedmont Heritage Loop

## Trinity to Thomasville

### Current Conditions:

Starting in the City of Trinity at Turnpike Rd/Surrett Dr intersection, Turnpike Rd is a 2-lane road with high AADT traffic and shoulders that are all grass from 4-6ft in width. The speed limit is 45 through this stretch and ROW is already obtained.

When crossing into Davidson County on Trinity St, the AADT drops and the speed increases to 55 mph. Shoulder remains grass and no ROW is needed.

Entering Thomasville on Trinity St, the speed limit changes to 35 mph, but the road character remains the same. Once you turn onto Main Street, the road becomes a 3-lane road with curb and gutter and a speed limit of 35 mph.

No TIP projects are currently scheduled for this route.

Length: 4.7 Miles

:  
Roads: Turnpike Rd, Trinity St, E Main St, W Main St

### Justification:

Route segment #4 connects Trinity to Thomasville. The entire segment is part of Route #8, Thomasville to Archdale Connection.

### Recommendation:

- Bike lane/sharrow for Main St.
- 4 ft paved shoulder for Turnpike and parts of Trinity St.
- 6 ft paved shoulder for parts of Trinity St.



Trinity Town Center

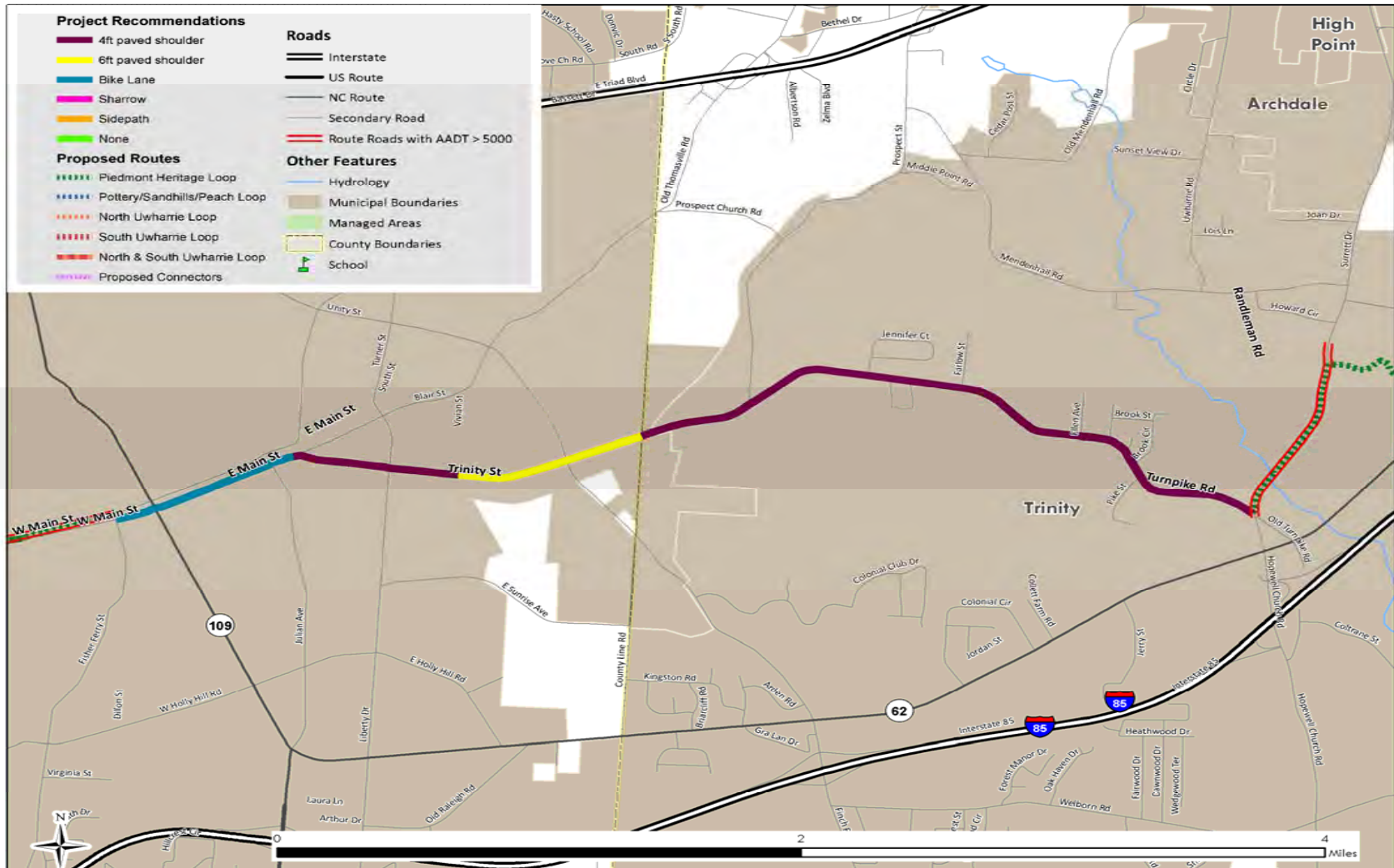


Thomasville tunnel under the Railroad



## Route Segment #4—Piedmont Heritage Loop

## Trinity to Thomasville



# Route Segment #4—Piedmont Heritage Loop

# Trinity to Thomasville

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Turnpike Rd	Surrett Dr	Trinity St - AADT Range Change	2.7	Two lane road 22 feet in width; 4' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Trinity St	Trinity St - AADT Range Change	Trinity St - Speed Limit Change	0.7	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Trinity St	Trinity St - Speed Limit Change	E Main St	0.6	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
E Main St	Trinity St	W Main St	0.6	Two lane road with a continuous left turn lane of 12 feet totaling 36 feet in width; curb and gutter speed limit of 35 mph.	Bike Lane
W Main St	E Main St	Fisher Ferry Rd	0.1	Two lane road 30 feet in width; curb and gutter ; speed limit of 35 mph.	Sharrow
		<b>Total Miles:</b>	4.7		



## Route Segment #5 — Piedmont Heritage Loop

## Thomasville to Lexington

### Current Conditions:

Starting at the railroad crossing onto W Main Street in Thomasville, heading West on W Main Street, the traffic is high, but there are two lanes 30ft in width with concrete curb and a 35 mph speed limit. When W. Main St. turns into Lexington Ave, the pavement width increases to 39ft with 3 lanes. As you get closer to the Thomasville Hospital, curb and gutter turns into grass shoulder and the speed limit increases to 45 mph.

Once you get onto Old Hwy 29 the land use becomes more rural with 20—24ft of pavement width, grass shoulder, and speed limit increasing to 55 mph\*. The AADT range is still high along Old Hwy 29 and a school is located along this road. After the school, AADT range lowers. Most ROW is acquired except along Evans Rd, Yokeley Rd, and Ridge Rd going into Lexington.

Upon entering Lexington on Greensboro St, speeds reduce to 35 mph but road characteristics stay the same. After turning onto 9th St Ext and Winston Rd, traffic increases where it becomes a four lane road, the roadways remain busy through Lexington, however wide outside travel lanes exist.

No TIP projects are currently scheduled.



Lake Thom-A-Lex Park

Length: 15.4 Miles

Roads: W Main St, Lexington Ave, Old Hwy 29, Bud Kanoy Rd, Evans Rd, Old Greensboro Rd, Yokeley Dr, Ridge Rd, Greensboro St, 9th St Ext, Winston Rd (NC 8), W 6th St (north), W 5th St (south), N State St, W 4th St, N Main St, S Main St

### Justification:

Connects downtown Thomasville to Uptown Lexington. Portions of the segment are parts of High Point Route #3, High Point Route #1, and Davidson County Bike Routes. This route brings cyclists by recreational and leisure amenities such as Doak Skate Park, Lake Thom-A-Lex Marina, and City Lake. It also brings cyclists close to Davidson Community College.

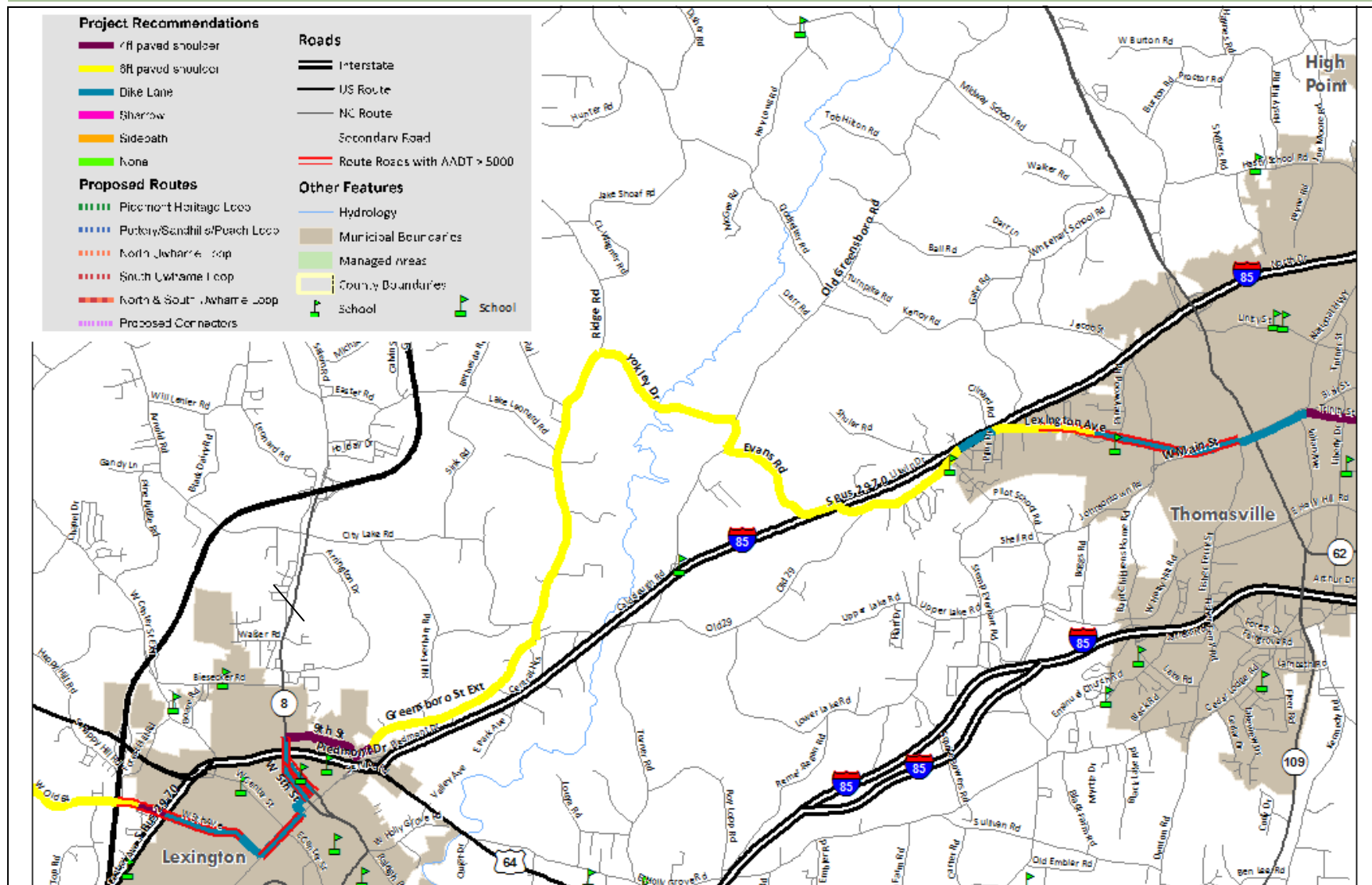
### Recommendation:

- Bike lane/sharrow for W Main St, Lexington Ave, Old Hwy 29, W Hempstead St, Greensboro St, Winston Rd, W 6th St, W 5th St, N State St, W 4th St, N Main St, and S Main St.
- 4ft paved shoulder for Greensboro St Ext, 9th St Ext
- 6ft paved shoulder for the rest

\*See the signage plan for the intersection of the route and Business 85 for extra signage preventing bicyclists from entering Business 85.

## Route Segment #5 — Piedmont Heritage Loop

## Thomasville to Lexington





## Route Segment #5 — Piedmont Heritage Loop

## Thomasville to Lexington

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Lexington Ave	Bike Crossing/W Main St	Holliman St/Lexington Ave intersection	1.5	Two lane road 30 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
Lexington Ave; Old Hwy 29	Holliman St/Lexington Ave intersection	Old Hwy 29/Pilot Dr intersection	1.0	Two lane road with a continuous left turn lane of 12 feet totaling 20 feet in width; 6' grass shoulder; speed limit of 45 mph.	6ft paved shoulder
Old Hwy 29	Old Hwy 29/Pilot Dr intersection	Old Hwy 29/Pilot Lions Club Rd intersection	0.4	Two lane road totaling 24 feet in width; 10' asphalt shoulder; speed limit of 55 mph.	Bike Lane
Old Hwy 29	Old Hwy 29/Pilot Lions Club Rd intersection	Bud Kanoy Rd	1.1	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Bud Kanoy Rd	Old Hwy 29	S Bus 29-70	0.3	Two lane road 20 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Evans Rd	S Bus 29-70	Old Greensboro Rd Ext	1.5	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old Greensboro Rd; Yokeley Dr	Evans Rd	Ridge Rd	2.0	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Ridge Rd; Greensboro St Ext	Yokeley Rd	Piedmont Dr	5.3	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
9th St; 9th St Exd	Greensboro St Ext	NC-8	0.8	Town maintained.	4ft paved shoulder
NC-8/Winston Rd	9th St	W 5th St	0.4		Bike Lane
W 5th St or W 6th	NC-8	Greensboro St	0.3 (W 5th St); 0.4 (W 6th St)	Both roads are two lane, one-directional, roads. 30 feet in width with concrete curb.	Bike Lane
N State St; W 4th St;	W 5th St	N Main St	0.3	Town maintained	Bike Lane
N Main St; S Main St	N Main St - Speed Change	S Main St - Speed Change	0.4	Four lane road 60 feet in width; has a concrete curb; speed limit of 20 mph.	Bike Lane
		<b>Total Miles:</b>	15.3		

## Route Segment #6 — Piedmont Heritage Loop

## Lexington to Spencer

### Current Conditions:

Leaving Downtown Lexington on W 5th Ave and the route quickly becomes rural, the road is a two-lane road between 18 and 26 feet wide with 4 to 6 foot grass shoulder. The speed limit starts at 35mph in Lexington and goes to 55mph in the County. All the ROW for this segment appears publicly owned.

This route will take riders to the historic Wilcox Bridge over the Yadkin River, which has been preserved for pedestrian and bicycle traffic. Paved trail connections will be needed to fully utilize the Wilcox Bridge for bicycle transportation.

Upon entering N US 29 Hwy over the Yadkin River in Rowan County, the road becomes a 4-lanes with a 10 foot grass shoulder. As you continue on US 29 into Spencer the shoulder changes to concrete curb and the speed limit decreases from 55 to 45 and then 35 in the Town of Spencer.

No TIP projects are currently scheduled for this route.



*Wilcox Bridge over the Yadkin River*

Length: 21.9 Miles

Roads: W 5th Ave, Old Hwy 64, S NC-150, Old Salisbury Rd, N US 29 Hwy, US-29, W Jefferson St

### Justification:

Connects Lexington to Spencer. Parts of route segment #6 is also a Davidson County Bike Route. This segment will take you by the Cross Winds Family Campground, near Boone's Cave Park, the Trading Ford Historic Area and Historic Downtown Spencer and the North Carolina Transportation Museum.

### Recommendation:

- Bike lane/sharrow for W 5th St, N US 29 Hwy, US-29 (N Salisbury Ave), and W. Jefferson St.
- 6 ft paved shoulder for Old Hwy 64, S NC-150 and Old Salisbury Rd.
- Trail connections to the Wilcox Bridge from the East and West

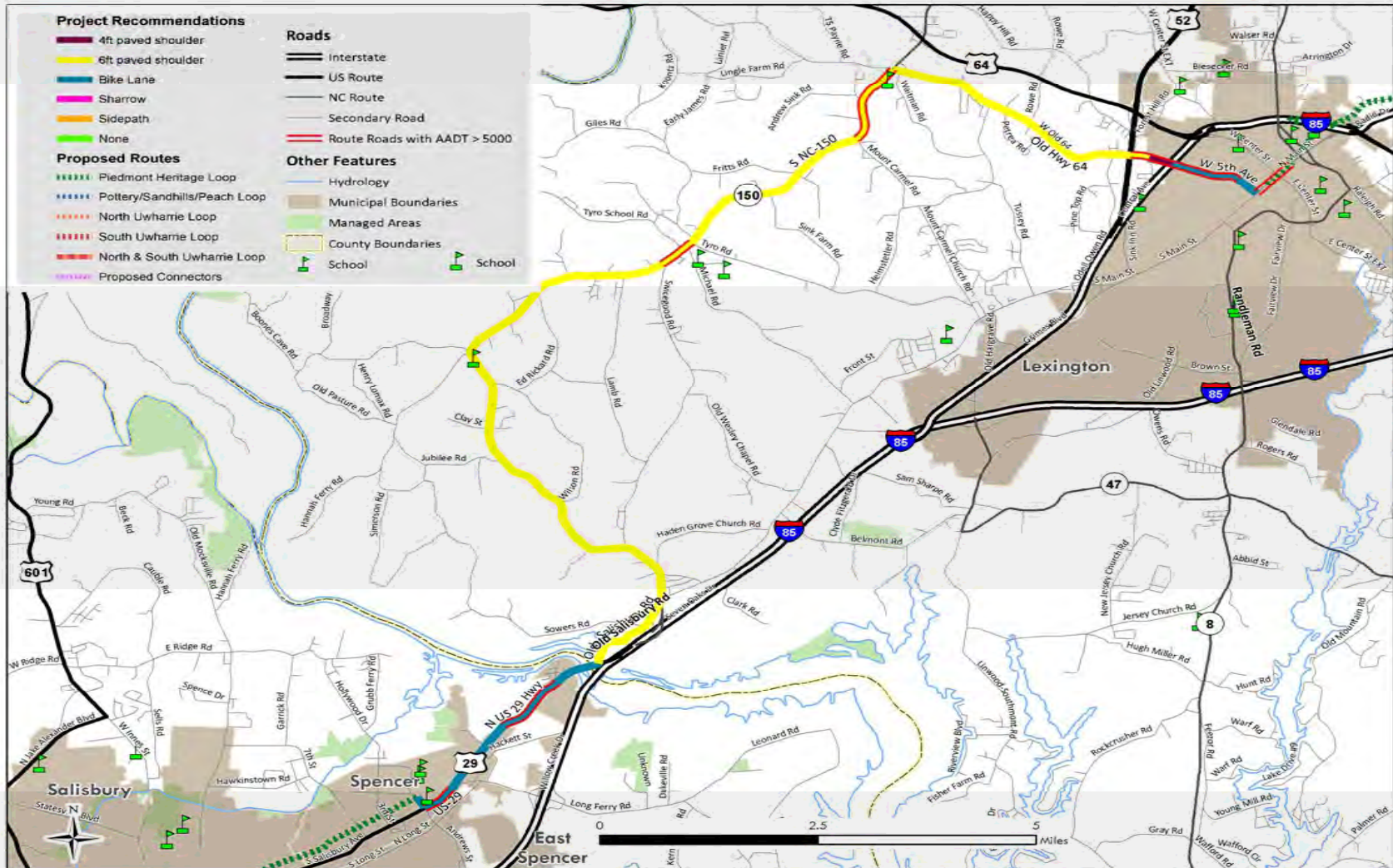


*US 29 Entering Spencer; Source: Google*



## Route Segment #6 — Piedmont Heritage Loop

## Lexington to Spencer



## Route Segment #6 — Piedmont Heritage Loop

## Lexington to Spencer

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
W 5th Ave	S Main St	US 52 Interchange	1.1	Two lane road 26 feet in width; 4' grass shoulder; speed limit of 35 mph.	Bike Lane
Old Hwy 64	US 52 Interchange	S NC-150	3.6	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
S NC-150	S NC-150	Old Salisbury Rd	11.4	Two lane road 24 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Old Salisbury Rd	S NC-150	N US 29 Hwy	1.3	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
N US 29 Hwy	Old Salisbury Rd	N Salisbury Ave - Speed Change	2.3	Four lane road 42 feet in width; 10' grass shoulder; speed limit of 55 mph.	Bike Lane
US-29	N Salisbury Ave - Speed Change	N Salisbury Ave - Speed Change	0.2	Four lane road 48 feet in width; has a concrete curb; speed limit of 45 mph.	Bike Lane
US-29	N Salisbury Ave - Speed Change	W Jefferson St	1.6	Four lane road 50 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
W Jefferson St	N Salisbury Ave	N Rowan Ave	0.3	Two lane road 30 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
Total Miles:			21.8		



## Route Segment #7 — Piedmont Heritage Loop

## Spencer to Salisbury

### Current Conditions:

Beginning at Jefferson and N Rowan Ave, this segment connects Spencer to Downtown Salisbury and is only 3.7 miles. Rowan Ave and N Jackson Street is a 2-lane residential street providing relief from high traffic on US 29. The bicycle route runs parallel and is in close proximity to downtown Spencer and the North Carolina Transportation Museum. At W. Henderson Street in Salisbury, the route turns south and joins Main Street east of downtown Salisbury. Main Street is a 4-lane road with concrete curb and a speed limit of 35.

This segment will take you one block from NC Transportation Museum and provide access to many different services and land uses, including schools, institutional buildings and downtown areas. There is high AADT along parts of this route. No ROW acquisition is needed for facility improvements.

No TIP projects are currently scheduled for this route.

Length: 3.7 Miles

Roads: W Henderson St, N Jackson St, Rowan Ave, and US-29/Main St

### Justification:

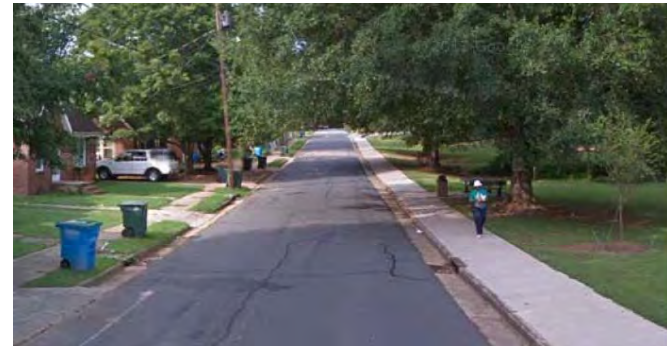
Route segment #7 connects Spencer to Salisbury. All of route segment 7 is part of Rowan-Cabarrus Bike Route 1 or 5.

### Recommendation:

- Bike lane striping on Rowan Avenue and Jackson Street
- Sharrow on Main Street.



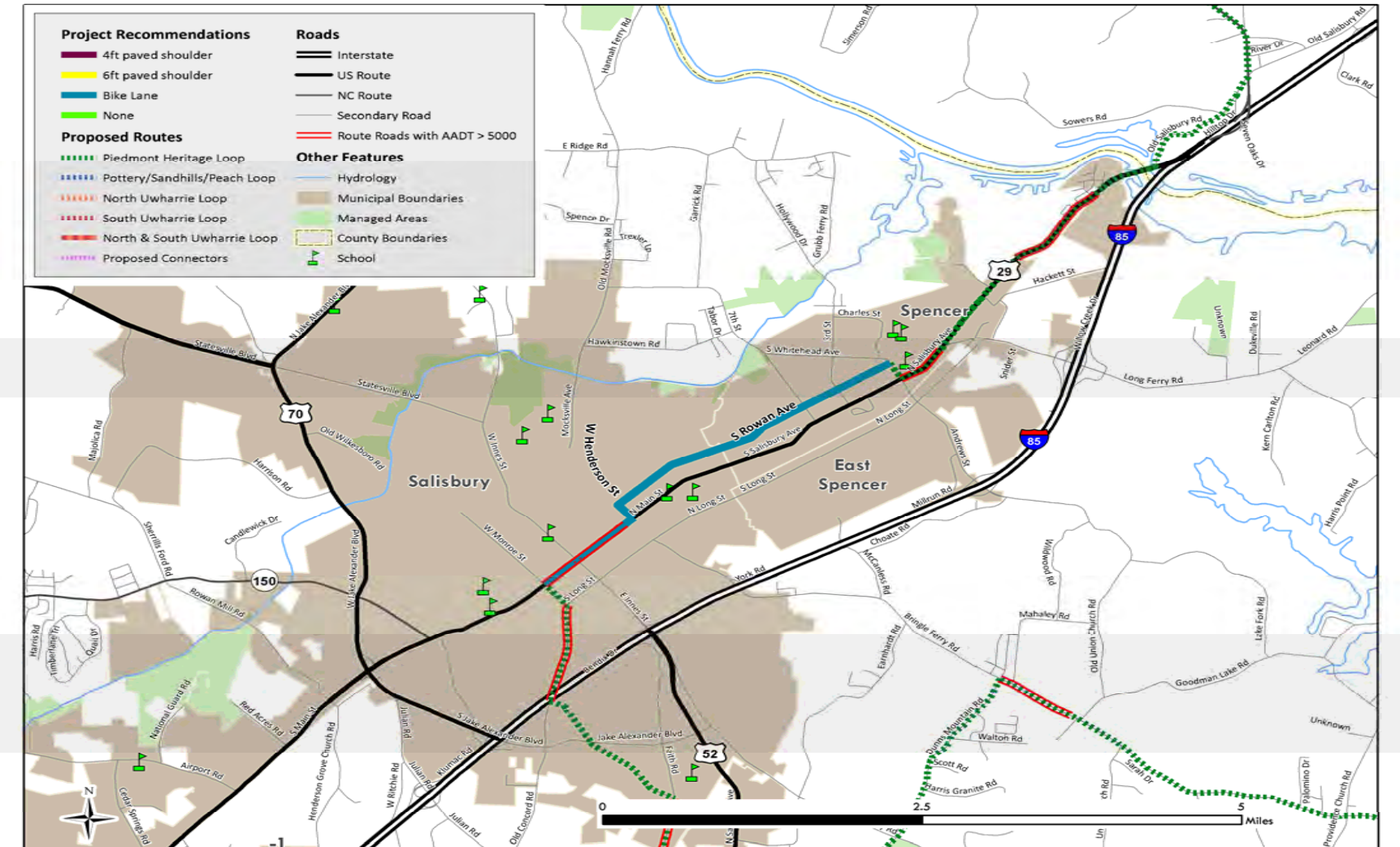
Near Downtown Salisbury; Source: Google



Jackson Street Salisbury; Source: Google

Route Segment #7 — Piedmont Heritage Loop Spencer to Salisbury

Route Segment #7 — Piedmont Heritage Loop Spencer to Salisbury





## Route Segment #7 — Piedmont Heritage Loop

## Spencer to Salisbury

Road Name	From Street	To Street	Distance	Existing Condition	Facilities
W Henderson Street, N Jackson Ave and S Rowan Ave	N. Main Street	W. Jefferson Street	2.7	Town maintained, two lane road, 35 mph	Bike Lane
US-29	S Main St	Monroe St	0.9	Four lane road 50 feet in width; has a concrete curb; speed limit of 35 mph.	Sharrow
		<b>Total Miles:</b>	3.7		

## Route Segment #8 — Piedmont Heritage Loop

## Salisbury to Granite Quarry

### Current Conditions:

Beginning at E Monroe St and Main St in Salisbury, the route leaves the downtown area of Salisbury and heads south on a 2 lane road. The route goes through a mix of residential, industrial, highway business land use districts as well as parks, cemeteries and over the North Carolina Railroad and Interstate 85 as it winds its way towards Granite Quarry.

There are some high traffic areas along the route. When the route turns onto Old Concord Rd from E Monroe St, there are 4 lanes and a posted speed of 35-45mph. Old Concord Rd eventually narrows to 2 lanes as land development transitions from urban to suburban just before going under Interstate 85.

Immediately after crossing Interstate 85 going south, the route turns left onto Gold Hill Dr and shortly after a right onto Morlan Park Rd. When the route turns onto Faith Rd further south, there is higher AADT and the roadway is posted at 45mph, with low density residential land use.

When the route turns onto N Main St outside the town limits of Granite Quarry, the pavement width is narrower and is unposted for speed.

Some ROW will need to be acquired to construct facility improvements. No TIP projects are currently scheduled for this route.



Old Concord Rd at Gold Hill Dr; Credit: Google

Length: 4.6 Miles

Roads: E Monroe St, Old Concord Rd, Gold Hill Dr, Morlan Park Rd, Faith Rd, N Main St and S Main St

### Justification:

Route segment #8 connects Salisbury to Granite Quarry. Much of the route segment is part of Rowan Bike Route 1.

### Recommendation:

- Bike lanes on E Monroe St and Old Concord Rd
- Bike lanes on N and S Main St in Granite Quarry
- 4 ft paved shoulder on Morlan Park Rd
- 6 ft paved shoulder on Faith Rd and N Main Street outside Granite Quarry city limits

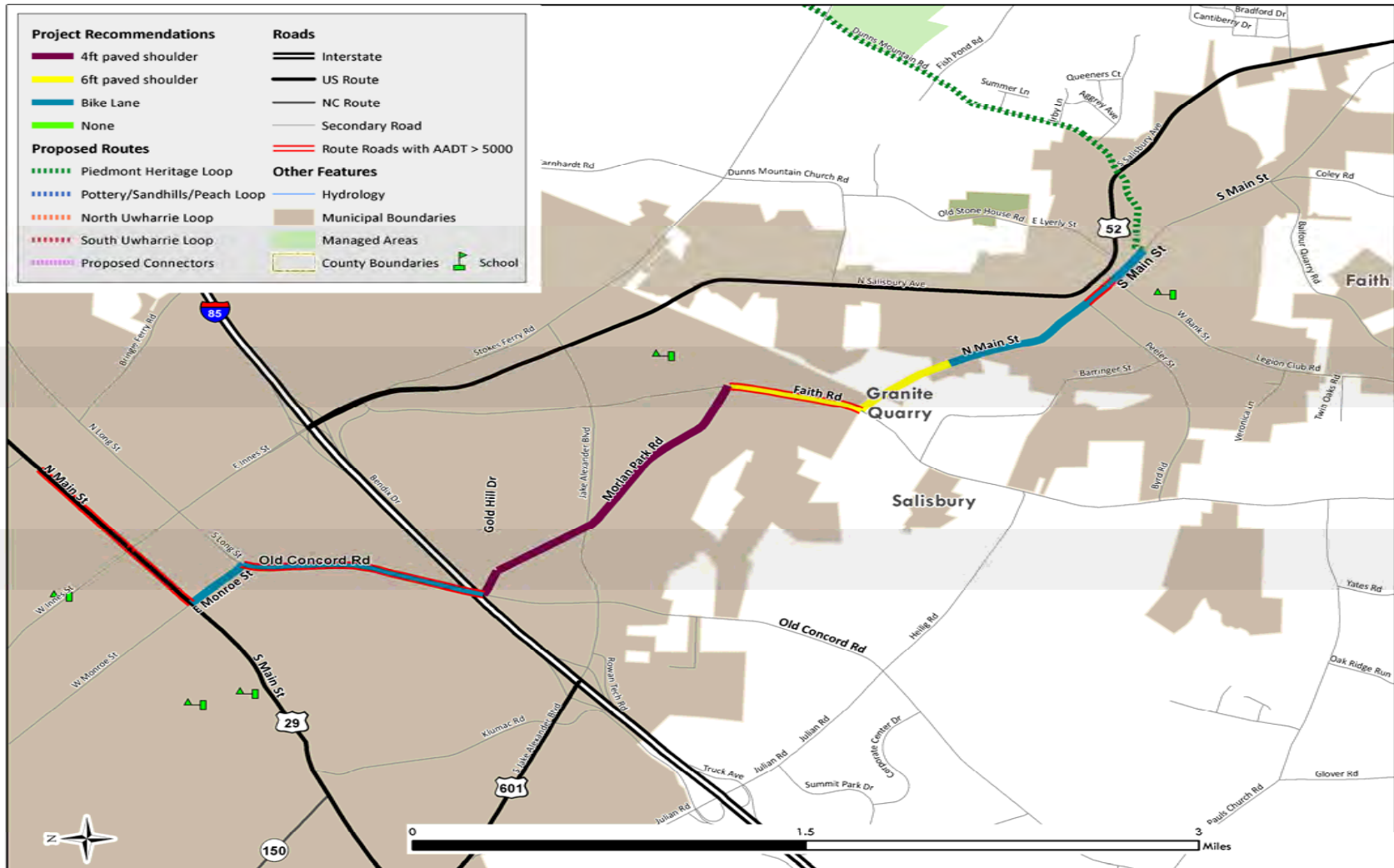


N Main St north of Granite Quarry; Credit: Google



## Route Segment #8 — Piedmont Heritage Loop

## Salisbury to Granite Quarry



# Route Segment #8 — Piedmont Heritage Loop

# Salisbury to Granite Quarry

Road Name	From Street	To Street	Distance	Existing Conditions	Facilities Improve-
E Monroe St	S Main St	Old Concord Rd	0.3	Two lane road 26 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
Old Concord Rd	Old Concord Rd - Speed Change	Gold Hill Dr	1.0	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 45 mph.	Bike Lane
Gold Hill Dr	Old Concord Rd	Morlan Park Rd	0.1	Two lane road; no shoulder.	4ft paved shoulder
Morlan Park Rd	Gold Hill Dr	Faith Rd	1.3	Two lane road; no shoulder.	4ft paved shoulder
Faith Rd	Morlan Park Rd	N Main St	0.5	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 45 mph. High traffic >5,000 AADT	6ft paved shoulder
N Main St	Faith Rd	N Main St - Speed Change	0.4	Two lane road 20 feet in width; 3' grass shoulder; speed limit of 55 mph (unposted).	6ft paved shoulder
N Main St	N Main St - Speed Change	S Main St	0.8	Two lane road 28 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
S Main St	N Main St	Depot St	0.2	Two lane road 28 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
		<b>Total Miles:</b>	4.6		

## Route Segment #9 — Piedmont Heritage Loop

## Granite Quarry to Denton

### Current Conditions:

This segment follows rural two lane roads primarily. Utilizing town roads in Granite Quarry (Depot and Railroad St) to avoid the higher traffic of US 52, the route crosses US 52 and follows Dunns Mountain Road, a narrow, hilly, but low traffic roadway posted at 45 mph. After turning onto Bringle Ferry Road, there is higher traffic, but a 2 ft paved shoulder exists on part of the roadway, with a posted speed of 55 mph. The traffic reduces significantly on Bringle Ferry Rd south and east away from the greater Salisbury area.

Continuing along on Bringle Ferry Road, the route provides views of High Rock Lake and dam and the Tuckertown Reservoir. The posted speeds are primarily 55mph pavement width ranges from 22 to 24 feet with a 4 ft grass shoulder

After intersecting with NC 8, the road changes names to Denton Road and narrows slightly with a 4ft grass shoulder. The road has similar characteristics, until the speed limit changes to 35mph at the Town of Denton City limits on Peacock Ave. In Denton there

are 2 travel lanes with a left turn only lane totaling 40 ft of pavement width and curb and gutter.

No TIP projects are currently scheduled for this route.



Bringle Ferry Rd at Dunns Mtn Rd; Credit: Google

Length: 23 Miles

Roads: Depot St, Railroad St, Dunns Mountain Rd  
Bringle Ferry Rd, Denton Rd, W & E Peacock Ave

### Justification:

Connects Granite Quarry to Denton. Bringle Ferry Road is popular local bicycle route. Dan Nicholas Park a popular County park and the Eagle Point Nature Preserve on High Rock Lake is located adjacent to this segment.

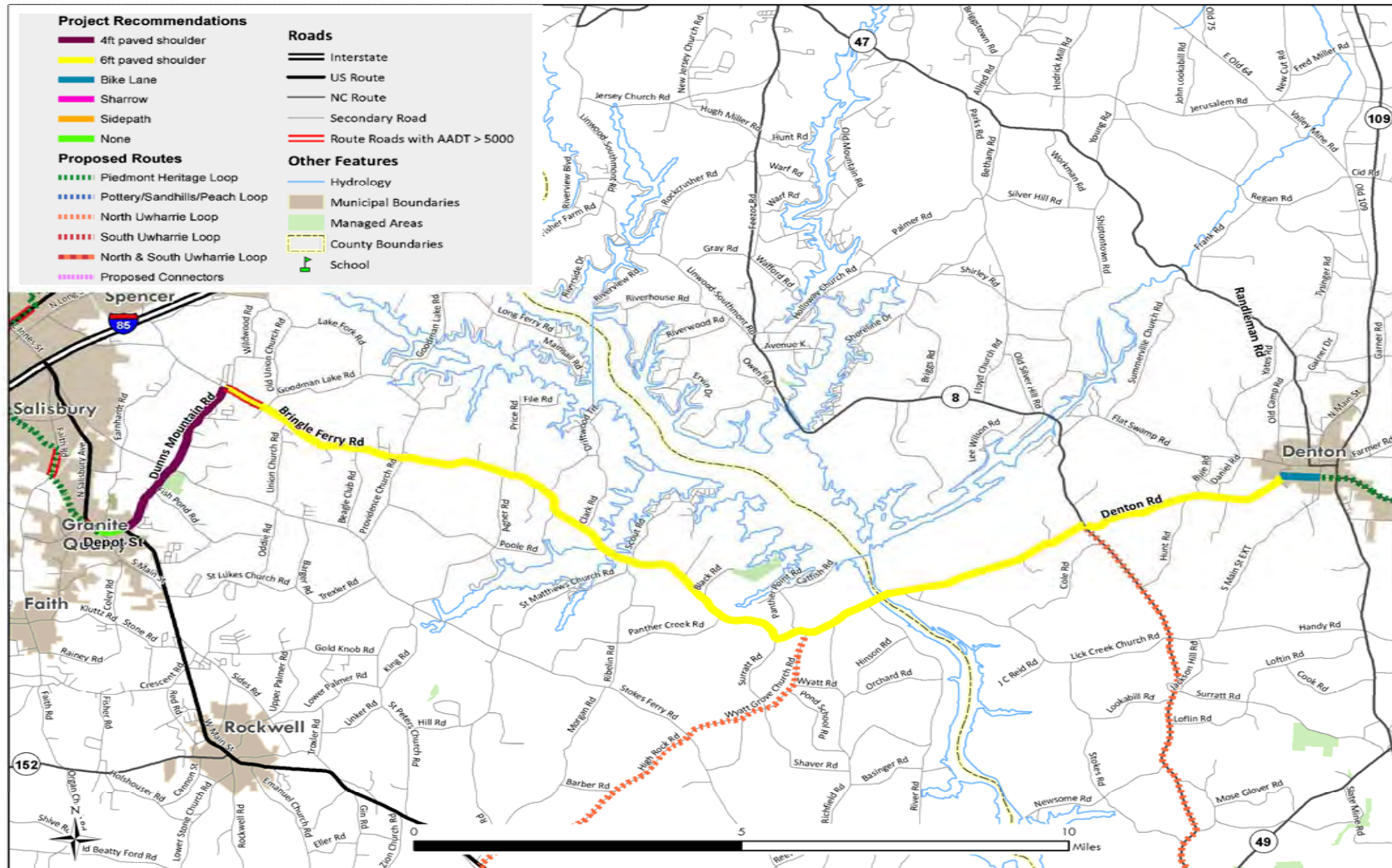
### Recommendation:

- 4 ft paved shoulder on Dunns Mountain Rd
- 6 ft paved shoulder on Bringle Ferry Road and Denton Rd
- Bike lanes on W & E Peacock Avenue



Bringle Ferry Road Boat Access along route





## Route Segment #9 — Piedmont Heritage Loop

## Granite Quarry to Denton

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Depot and Railroad Street	S Main St	S Salisbury Ave	0.4	Town maintained, 35 mph.	None
Dunns Mountain Rd	Railroad St	Bringle Ferry Rd	3.1	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Bringle Ferry Rd	Dunns Mountain Rd	NC Hwy 8	15.6	Two lane road 24 feet in width; 4' grass shoulder; 2' paved shoulder to Dan Nicholas Park, speed limit of 55 mph.	6ft paved shoulder
Denton Rd	NC Hwy 8	W Peacock Ave	3.3	Two lane road 18-20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
W Peacock Ave	Denton Rd	W Peacock Ave - Speed Change	0.1	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
W Peacock Ave; E Peacock Ave	W Peacock Ave - Speed Change	E Peacock Ave	0.5	Two lane road with turn lanes 40 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane/Sharrow
		<b>Total Miles:</b>	23.0		

## Route Segment #10 — Piedmont Heritage Loop

## Denton to Seagrove

### Current Conditions:

This segment takes bicyclists through downtown Denton on a parallel route to Main Street. Leaving Denton heading east on E Peacock Avenue, the route crosses busy NC 109 and changes names to Bombay Rd. The speed limit is 35mph as the route crosses NC 109, but quickly rises to 45 mph and subsequently 55mph within 1/2 mile. Bombay Rd is also NC 47, the route is rural, with an 4-8 foot grass paved shoulder to the intersection with NC 49.

After crossing NC 49, the route follows several low traveled and scenic routes. The typical cross section is 18-20 feet of road, with 4-8' grass shoulders. The ROW for the roadway may not be recorded on tax records for Bombay School Rd, New Hope Rd, High Pine Church Rd, but does appear to be recorded at 60 feet for sections of Pisgah Covered Bridge Rd and Burney Rd. Along Pisgah Covered Bridge Rd is the historic Pisgah Covered Bridge, which has a short and shaded walking trail with access to the wooden bridge.



East Peacock Ave in Denton Source: Google

The segment ends crossing US 220 Business and a short section on Seagrove Plank Rd. just north of the heart of Seagrove.

No TIP projects are currently scheduled for this route.

Length: 23.5 Miles

Roads: E Peacock Ave, Bombay Rd, NC-47, Bombay School Rd, New Hope Rd, High Pine Church Rd, Pisgah Covered Bridge Rd, Burney Rd, US 220 S Business and Seagrove Plank Rd Ext

### Justification:

Route segment #10 connects Denton to Seagrove. Historic sites such as the Pisgah Covered bridge and scenic views of the Uwharries are offered on this route.

### Recommendation:

- Bike lanes on E Peacock Avenue and Bombay Rd.
- 4 ft paved shoulder for parts of Burney Rd, US-220 BUS, and Seagrove Plank Rd Ext.
- 6 ft paved shoulder for the rest.

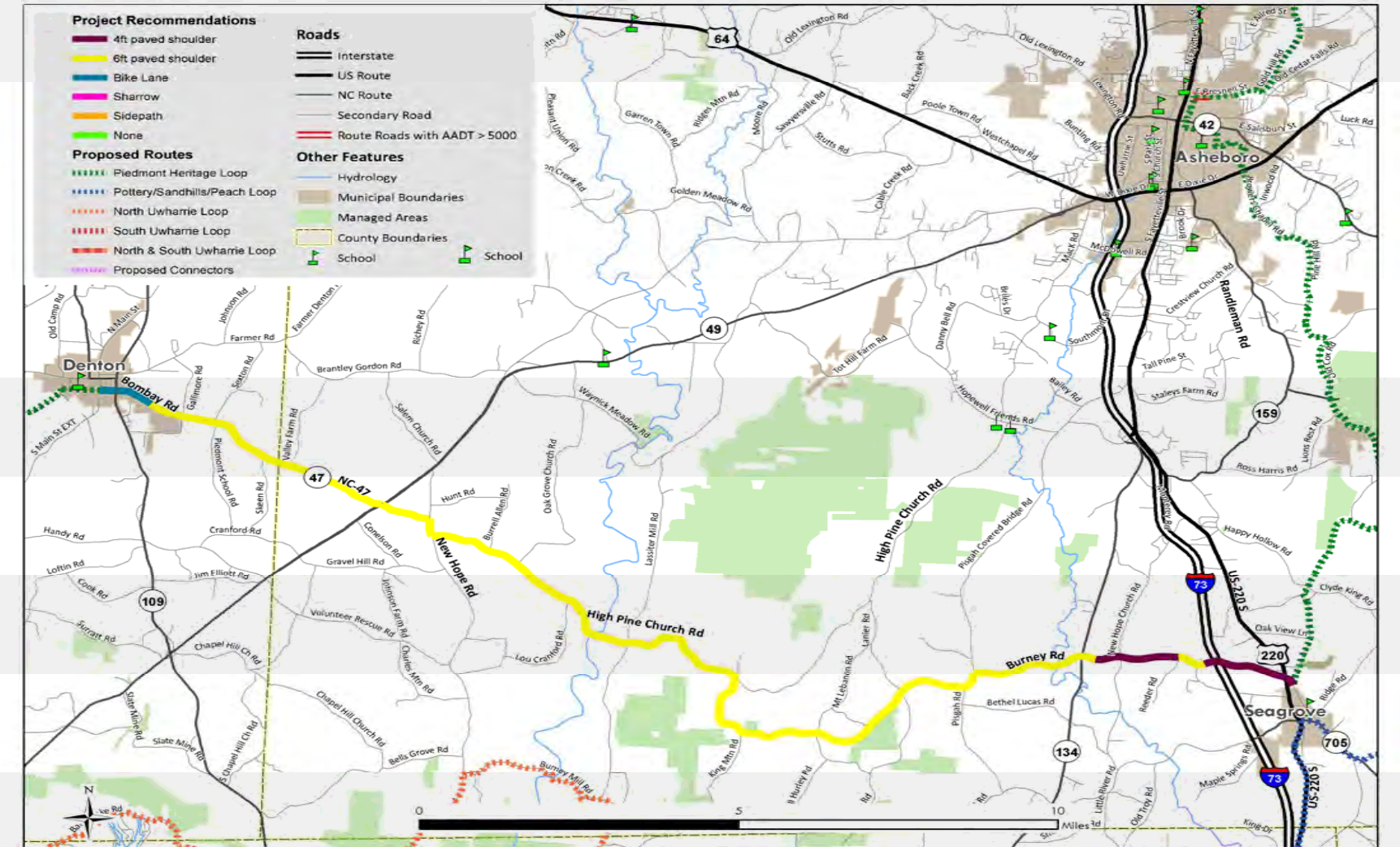


Pisgah Covered Bridge



Route Segment #10 — Piedmont Heritage Loop Denton to Seagrove

Route Segment #10 — Piedmont Heritage Loop Denton to Seagrove



# Route Segment #10 — Piedmont Heritage Loop

# Denton to Seagrove

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities
E Peacock Ave	W Peacock Ave	Bombay Rd	0.3	Two lane road 38 feet in width; has a concrete	Bike Lane
Bombay Rd	E Peacock Ave	Bombay Rd - Speed Change	0.6	Two lane road 24 feet in width; has a concrete curb that changes to ditch and swale; speed limit of 35-45 mph.	Bike Lane
NC-47	Bombay Rd - Speed Change	E NC 47	0.6	Two lane road 20 feet in width; has a concrete curb; speed limit of 55 mph.	6ft paved shoulder
NC-47	Bombay Rd	NC Hwy 49 S	3.7	Two lane road 24 feet in width; 4-8' grass	6ft paved shoulder
Bombay School Rd	NC Hwy 47	New Hope Rd	0.8	Two lane road 18 feet in width; 4' grass	6ft paved shoulder
New Hope Rd	Bombay School Rd	Pine Church Rd	0.3	Two lane road 18 feet in width; 4' grass	6ft paved shoulder
High Pine Church Rd	New Hope Rd	Pisgah Covered Bridge	6.1	Two lane road 18 feet in width; 4' grass	6ft paved shoulder
Pisgah Covered Bridge Rd	High Pine Church Rd	Burney Rd	5.8	Two lane road 20 feet in width; has a concrete curb; speed limit of 55 mph.	6ft paved shoulder
Burney Rd	Pisgah Covered Bridge Rd	Burney Rd - Speed Change	2.0	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Burney Rd	Burney Rd - Speed Change	Burney Rd - Speed Change	1.3	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Burney Rd	Burney Rd - Speed Limit Change	Burney Rd - Speed Limit Change	0.4	Two lane road 18 feet in width; 7' asphalt shoulder; speed limit of 55 mph.	6ft paved shoulder
Burney Rd	Burney Rd - Speed Change	Burney Rd - Speed Change	1.3	Two lane road 19 feet in width; 3' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
US 220 Business	Burney Rd - Speed Change	Burney Rd - Speed Change	0.0	Two lane road 19 feet in width; 3' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Seagrove Plank Rd Ext	US Hwy 220 S	Seagrove Plank Rd	0.2	Two lane road 18 feet in width; 0' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
		<b>Total Miles:</b>	23.5		

## Route Segment #1—Pottery Loop

## Seagrove to Star

### Current Conditions:

Starting at the intersection of NC 705 and US 220 Alt/Broad Street in the heart of Seagrove, the route heads South along US 220 Alt. The route quickly becomes rural, within 1/2 mile the route is outside the City Limits. There is some paved shoulder at the beginning of the route, however it quickly turns to grass shoulder. The grass shoulder varies between 6 and 12 ft in width. The speed limit outside the municipal limits is 55mph and the right of way appears to be 150 feet in width.

The speed limit remains at 55mph until the Star municipal limits, where it drops to 35 mph. The roadway characteristics also change from ditch and swale to curb and gutter and increase to a 3 lane cross section with no median. The roadway in this section carries less than 1500 vehicles daily and may benefit from converting one of the three lanes to two bicycle lanes.

No TIP projects are currently scheduled for this route.



US 220 Alternate North of Star Source: Google

Length: 10.2 Miles

Roads: Broad Street and US 220 Alt

### Justification:

Route segment #1 connects Seagrove to Star. The route also connects Randolph to Montgomery County.

### Recommendation:

- 4 ft paved shoulder for S Broad St.
- 6 ft paved shoulder for US 220 Alt.
- Bike lane on US 220 Alt in Star when roadway changes to curb and gutter.

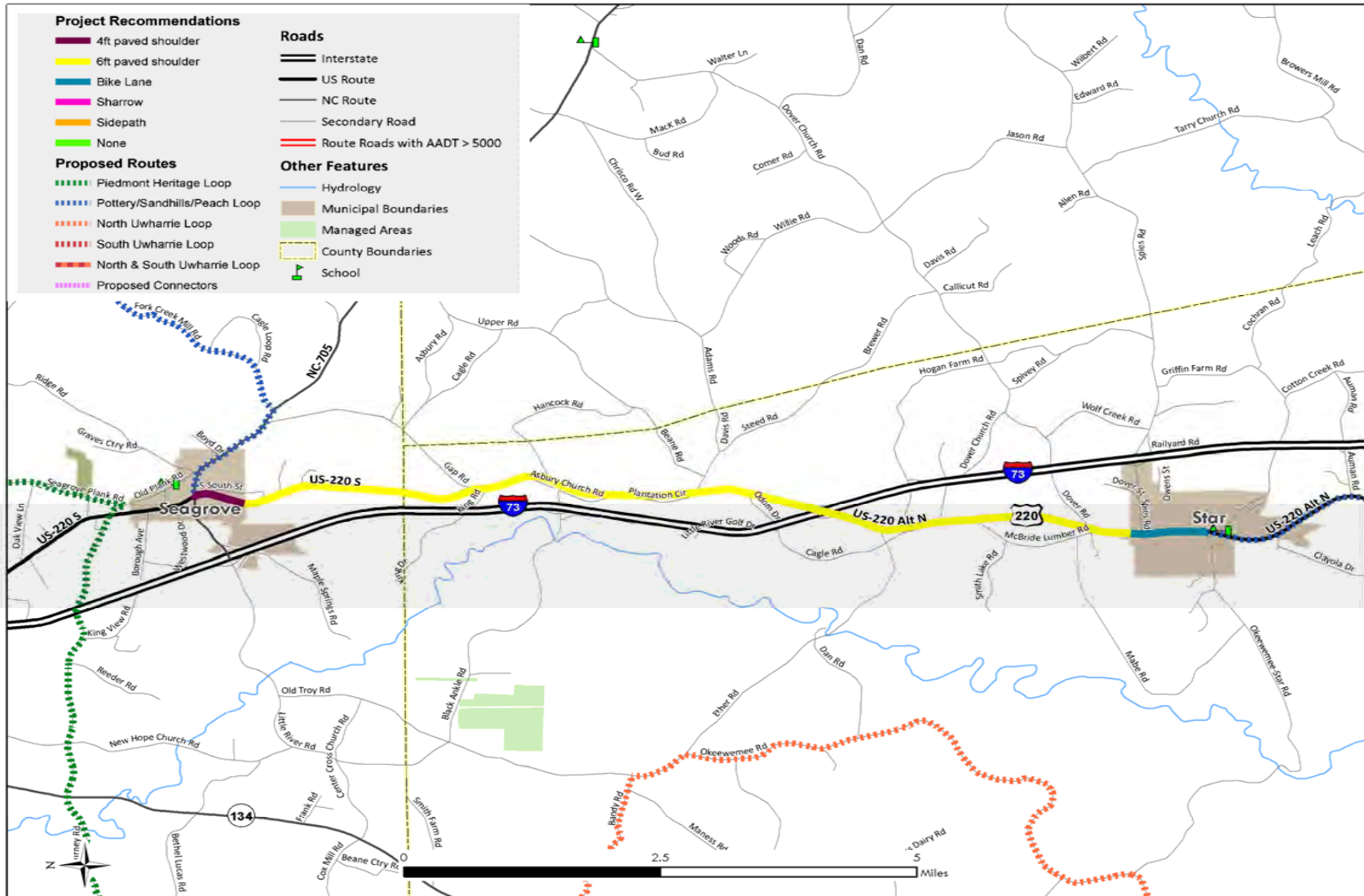


US 220 Alternate, Star Source: Google



## Route Segment #1—Pottery Loop

## Seagrove to Star



## Route Segment #1—Pottery Loop

## Seagrove to Star

Road Name	From Street	To Street	Distance	Existing Conditions	Facilities
S Broad St, US-220 Alt & NC	NC 705	Seagrove Municipal Limits	0.5	Two lane road 24 feet in width; 4' asphalt shoulder near intersection; speed limit of 35 mph.	4ft paved shoulder
US-220 S	Municipal Limits	Black Ankle Rd	3.2	Two lane road 24 feet in width; 6' grass shoulder; speed limit of 55	6ft paved shoulder
US-220 Alt	Black Ankle Road	Star Municipal Limits	5.7	Two lane road 24 feet in width; 12' asphalt shoulder; speed limit of 55 mph.	6ft paved shoulder
US-220 Alt	Star Municipal Limits (N)	Okeeweemee Star Rd	0.8	Two and three lane road 22-36 feet in width; curb and gutter with parking/edge lines; speed limit of 35 mph.	Bike Lane/Sharrow
		<b>Total Miles:</b>	10.2		

## Route Segment #2—Pottery Loop

## Star to Biscoe

### Current Conditions:

Continuing to head south from the intersection of Okeewemee Road in the heart of Star, the route follows US 220 Alt and Main Street. After leaving the central business district of Star, the road widens from 2 to 3 lanes with curb and gutter. After leaving the Star municipal limits the edges of the roadway change to paved and grass shoulder. The paved shoulder section is typically between 1 and 2 feet.

The route continues south past the Montgomery County airport. The speed limit in this section is 45mph. After the airport, the roadway narrows to 2 lanes. Ample grass shoulder and an average ROW of 90 feet is in place for future paved shoulder improvements. The existing shoulder continues to be between 1 and 2 feet.

No TIP projects are currently scheduled for this route.

Length: 2.9 Miles

Roads: Main St and US 220 Alt

### Justification:

Route segment #2 connects Star to Biscoe.

### Recommendation:

- Bike lane on US 220 Alt for entire section. Some sections may also be constructed as a paved shoulder where curb and gutter does not exist.



US 220 Alternate, Near Montgomery County Airport Source: Google

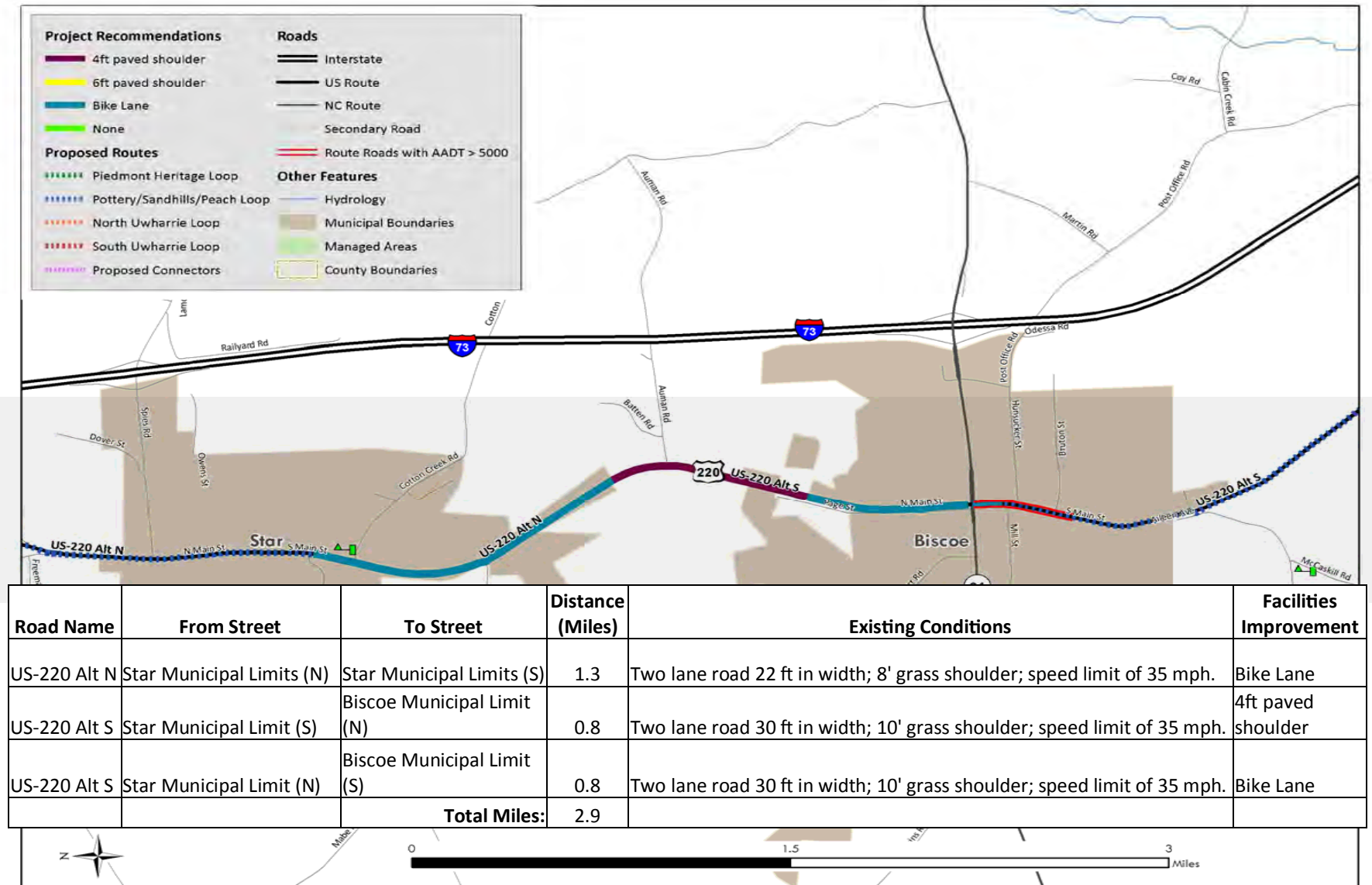


US 220 Alternate, Biscoe Source: Google



## Route Segment #2—Pottery Loop

## Star to Biscoe



### Route Segment #3—Pottery Loop

### Biscoe to Candor

#### Current Conditions:

Continuing to head south from the intersection of NC 24/27 and US 220 Alt in the heart of Biscoe the route continues to head South along US 220 Alt past Eastern and Middle High School. After leaving the Biscoe municipal limits, the speed limit changes to 55mph. There are 3 lanes for a couple blocks and then it narrows to 2 lanes with little or no paved shoulder.

Once past the schools, the roadway becomes very rural. The railroad parallels US 220 Alt. on the right side as the route heads south. There is a 10 foot grass shoulder and ROW to construct a paved shoulder on this section of US 220 Alt. The route follows Packhouse Road into Candor south of Biscoe. On this section the roadway width narrows and the 10 foot grass shoulder is reduced to 6 feet, however ROW exists to construct additional paved shoulder.

No TIP projects are currently scheduled for this route.

Length: 5 Miles

Roads: US 220 Alt and Packhouse Road

#### Justification:

Route segment #3 connects Biscoe to Candor.

#### Recommendation:

- Bike lane on US 220 Alt/Main Street in Biscoe municipal limits
- 6 ft paved shoulder on US 220 Alt from Biscoe municipal limits to Packhouse Road
- 4 ft paved shoulder on Packhouse Road



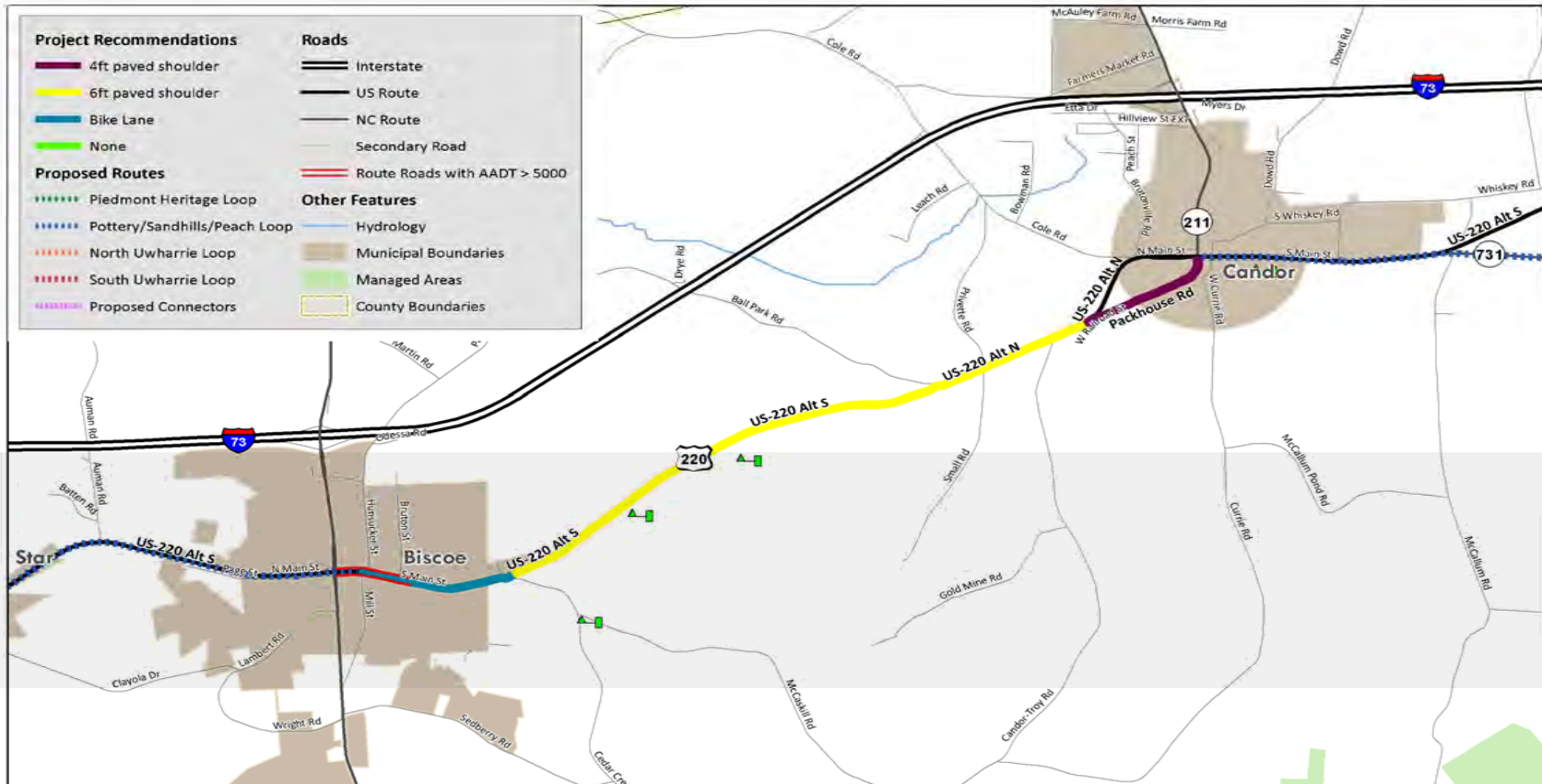
Packhouse Rd and US 220 Alt intersection, Candor Source: Google



Near Candor Town Limits on Packhouse Rd

## Route Segment #3—Pottery Loop

## Biscoe to Candor



Road Name	From Street	To Street	Distance	Existing Conditions	Facilities
US-220 Alt S	Mill St	Cedar Creek Rd	0.8	Two lane road 30 feet in width; 10' grass shoulder; speed limit of 35 mph.	Bike Lane
US-220 Alt S	Brooks Street	Pack House Rd	3.4	Two lane road 24 feet in width; 10' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Packhouse Rd	US 220 Alt	US 220 Alt	0.8	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
<b>Total Miles:</b>			5.0		



## Route Segment #4—Pottery Loop

## Candor to Norman

### Current Conditions:

The route continues south from the center of Candor on S Main St and US 220 Alt. There road is very wide in the Candor municipal limits. The route continues onto once leaving Candor on NC 731 and is a narrow roadway with 10 ft lanes. When the route continues onto Tabernacle Church Rd to Cemetery Rd, the width narrows further to 8 and 9 foot lanes, requiring special care in sharing the road between bicyclists and automobile drivers. There is grass shoulder of 6 to 8 ft south of Candor until reaching Norman. Cemetery Road meets McLeon Avenue in Norman and the speed limit reduces from 55mph to 35mph at the intersection and the lanes widen significantly.

No TIP projects are currently scheduled for this route.

Length: 12.3 Miles

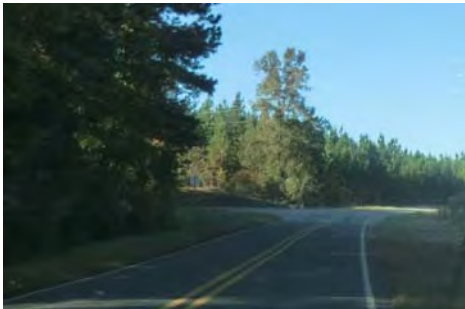
Roads: S Main St, NC 731, Tabernacle Church, Cemetery Rd and McLeon Ave

### Justification:

Route segment #4 connects Candor to Norman.

### Recommendation:

- Bike lane Main St and McLeon Ave in Candor and Norman
- 6 ft paved shoulder on NC 731, Tabernacle Church Rd, Cemetery Rd and McLeon Ave



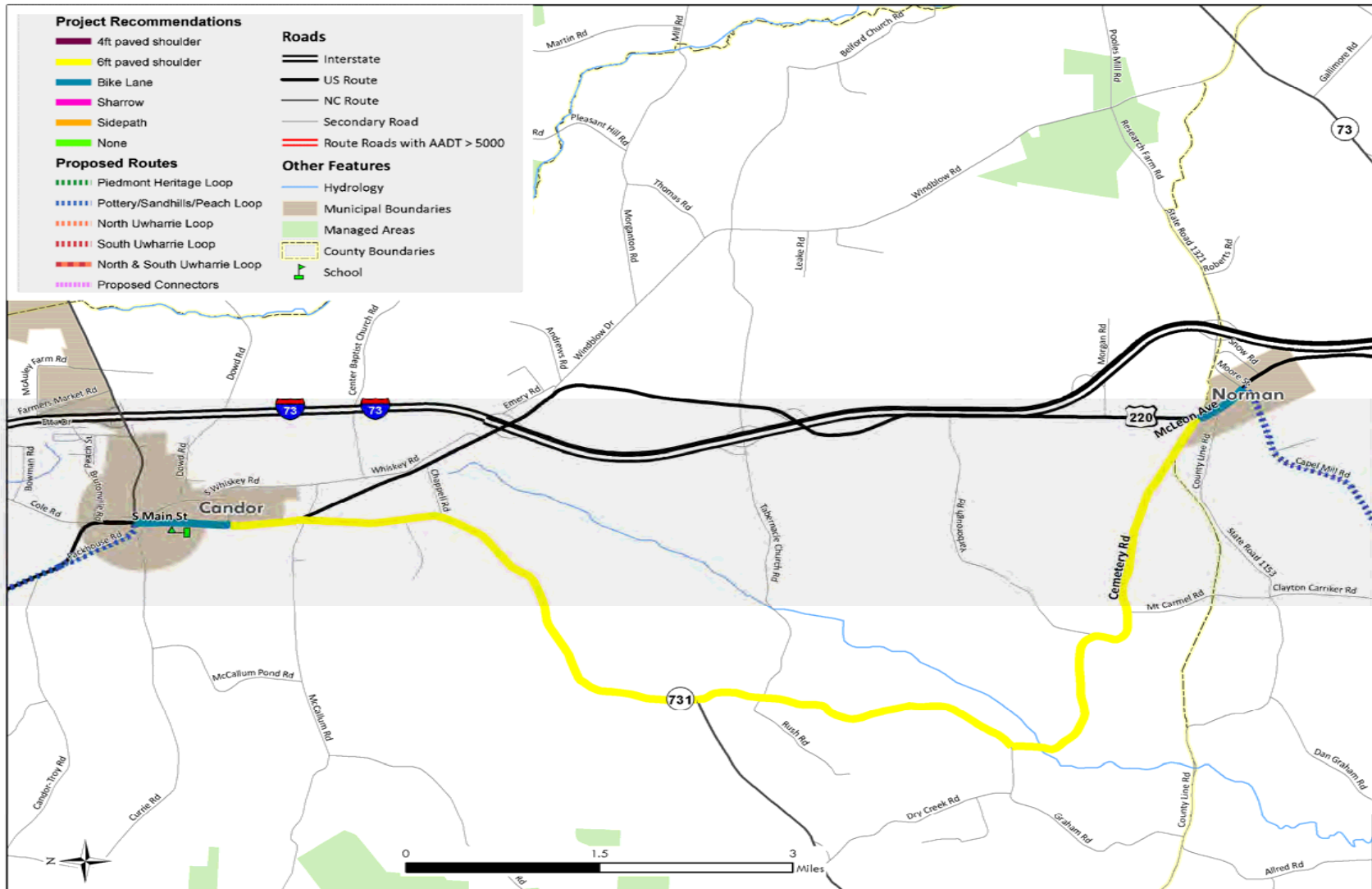
Tabernacle Church Rd Source: Google



McLeon Ave (US 220 Alt) Source: Google

## Route Segment #4—Pottery Loop

## Candor to Norman



## Route Segment #4—Pottery Loop

## Candor to Norman

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
S Main St	Main Street	McCaskill Dr	0.7	Two lane road 44 feet in width; curb and gutter to a 10' grass shoulder; speed limit of 35 mph.	Bike Lane
NC-731 E	McCaskill Dr	Tabernacle Church Rd	4.6	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Cemetery Rd	NC 731	Graham Rd	2.7	Two lane road 16 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Cemetery Rd	Graham Rd	US 220 Alt	3.9	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
McLeon Ave	Cemetery Rd	Moore St	0.5	Two lane road 24 feet in width; 3-8' asphalt shoulder; speed limit of 35 mph.	Bike Lane
		<b>Total Miles</b>	12.3		



## Route Segment #5—Pottery Loop

## Norman to Ellerbe

### Current Conditions:

Heading out of Norman on Capel Mill Rd the route quickly changes speed limits from 35 mph to 55 mph. The roadway width is 18 ft on Capel Mill, but reduces to 16 ft in some locations on Clayton Carriker, Godfrey and Bennett Rd. The shoulder areas although 6 feet of grass, do not appear to be publicly owned.

When the route enters Ellerbe on W Page Street, grass and minimal paved shoulder transitions to curb and gutter with 13 ft travel lanes and a municipal speed limit of 35 mph.

No TIP projects are currently scheduled for this route.

Length: 10 Miles

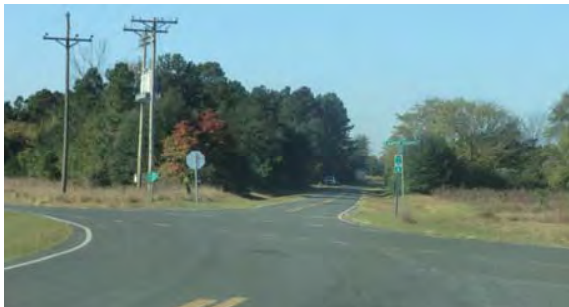
Roads: Capel Mill, Clayton Carriker, Godfrey and Bennett Rd, W Page St

### Justification:

Route segment #5 connects Norman to Ellerbe. The route follows an existing Richmond County bicycle route near Norman.

### Recommendation:

- Bike lane on Capel Mill Rd and W Page Street inside Norman and Ellerbe Town Limits
- 6 ft paved shoulder on Capel Mill, Clayton Carriker, Godfrey and Bennett Rd



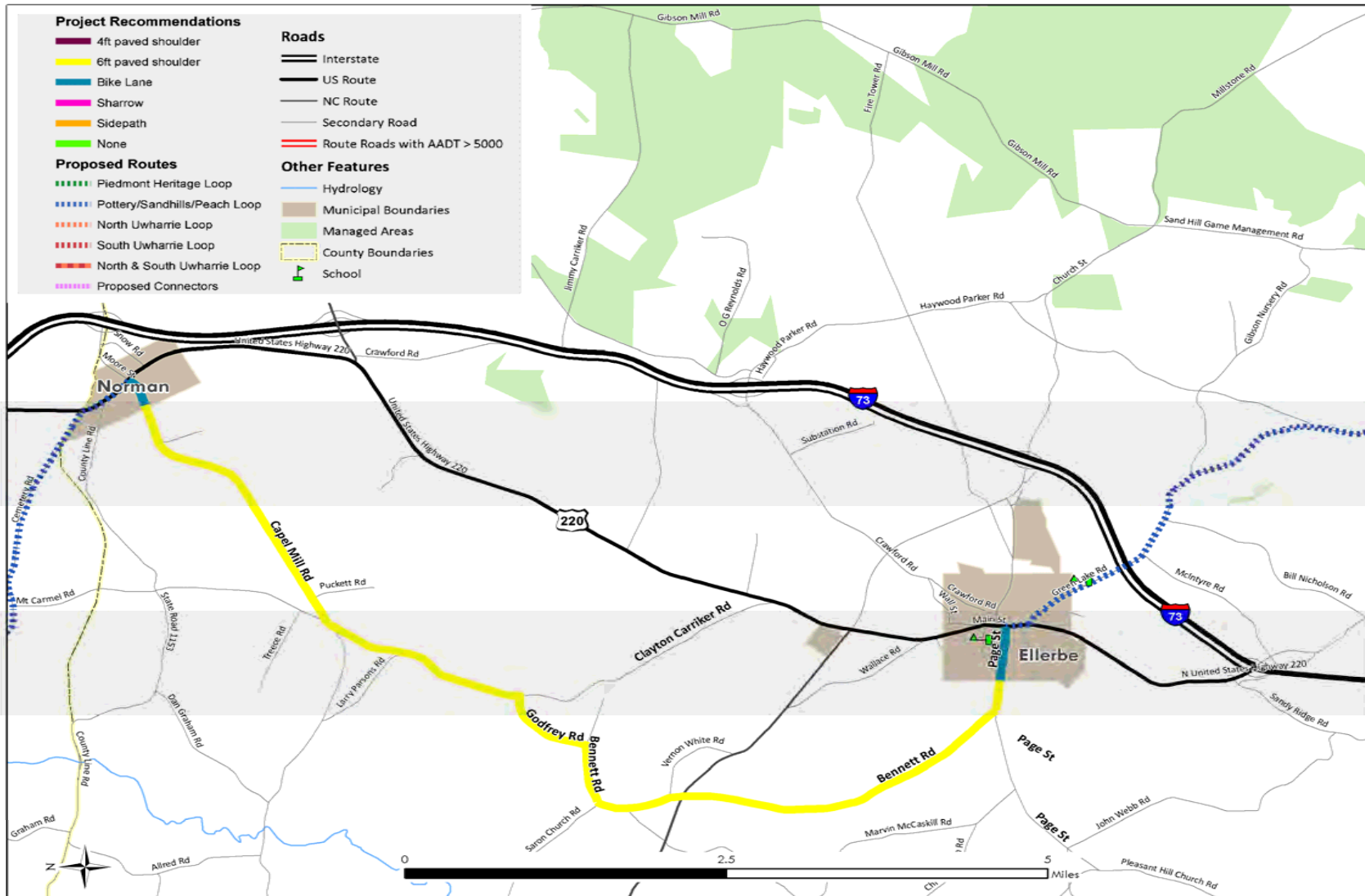
*Crossing Clayton Carriker Rd near Norman*



*W Page Street, Ellerbe Source: Google*

## Route Segment #5 — Pottery Loop

## Norman to Ellerbe



## Route Segment #5 — Pottery Loop

## Norman to Ellerbe

Road Name	From Street	To Street	Distance	Existing Condition	Facilities Improve-
Capel Mill Rd	US 220 Alt	Norman Municipal Limits/Capel Mill Rd	0.3	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 35 mph.	Bike Lane
Capel Mill Rd	Norman Municipal Lim-	Clayton Carriker Rd	2.6	Two lane road 18 feet in width; 6' grass shoulder;	6ft paved shoulder
Clayton Carriker,	Capel Mill Rd	Saron Church Rd	3.0	Two lane road 16 feet in width; 6' grass shoulder;	6ft paved shoulder
Bennett Rd	Saron Church Rd	Page St Ext	3.4	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
W Page St	Bennett Rd	Main St	0.3	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
W Page St	W Page St - Town Limit	Main St	0.5	Two lane road 26 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
		<b>Total Miles:</b>	10.0		



## Route Segment #6—Pottery Loop

## Ellerbe to Hamlet

### Current Conditions:

As the route continues to head South towards Hamlet, the automobile traffic gets heavier, but the terrain flattens out somewhat. As the route leaves the municipal limits of Ellerbe, the pavement width narrows to 20 ft and the speed limit increases to 55mph, there is not ROW beyond the edge of pavement maintained grass shoulders are typically 6 feet wide. The road characteristics stay consistent when merging onto Ledbetter Rd, but change after crossing US 1 onto Wiregrass Rd. At Wiregrass, the pavement width widens to 22 ft, with a 2 ft paved shoulder. The roadway narrows slightly at the Hamlet municipal limits where the speed limit changes to 35 mph, but the 2 ft paved shoulder remains. When the route merges onto Williams St the pavement narrows to 20 ft in width and remains narrow on Charlotte and Front St but travel speeds and speed limits remain low.

No TIP projects are currently scheduled for this route.

Length: 14.4 Miles

Roads: Main, N Ledbetter St, Green Lake, Ledbetter, Wiregrass Rd, Williams, Charlotte and Front St

### Justification:

Route segment #6 connects Ellerbe to Hamlet. The route follows an existing Richmond County bicycle route near Norman.

### Recommendation:

- 4 ft paved shoulder on Main and N Ledbetter St.
- 6 ft paved shoulder on Green Lake, Ledbetter and Wiregrass.



Green Lake Rd Source: Google



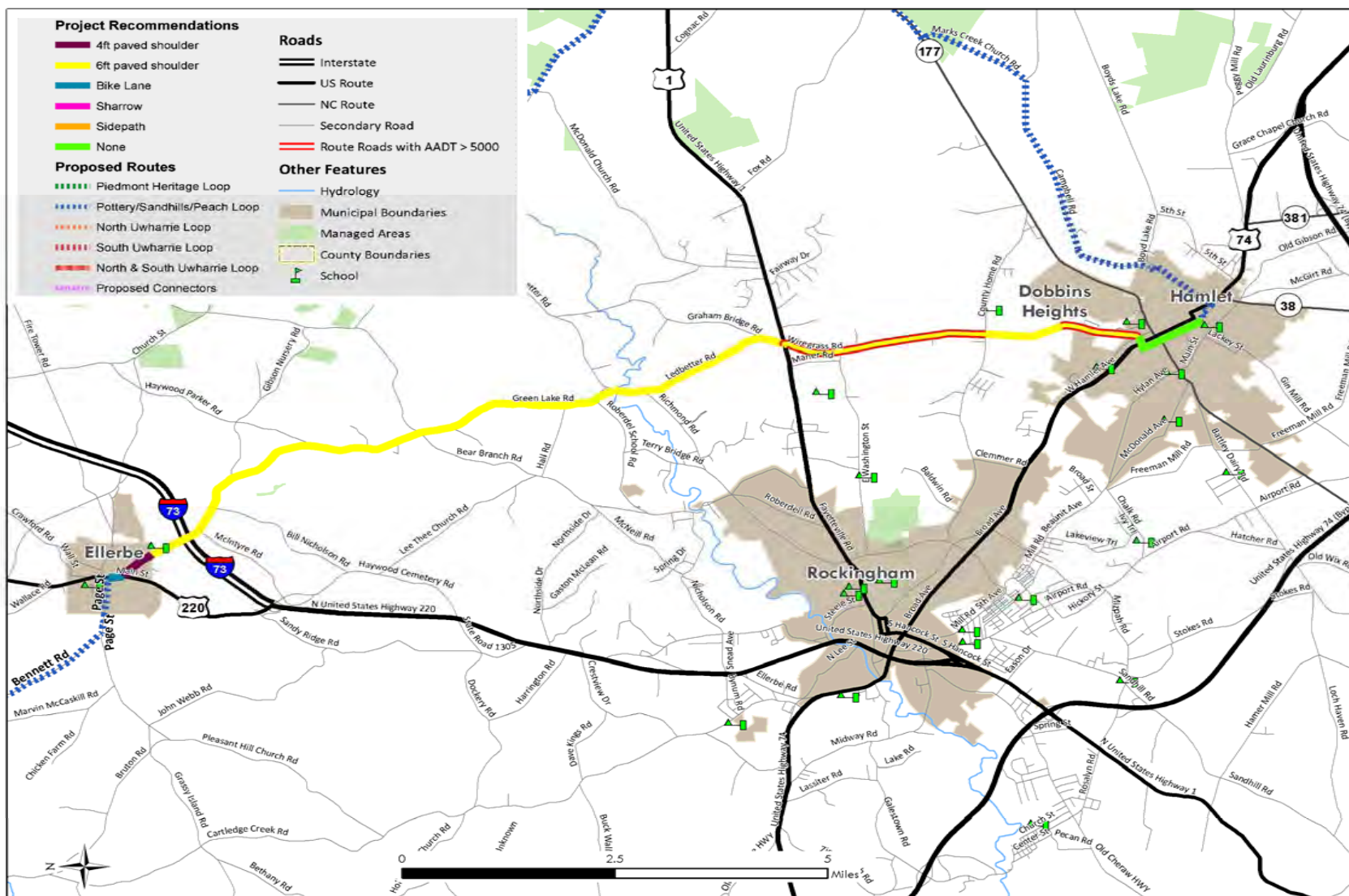
Wiregrass Rd Source: Google



Wiregrass Rd Looking Towards William St, Hamlet Source: Google

## Route Segment #6 — Pottery Loop

## Route Segment #6 — Pottery Loop



## Route Segment #6 — Pottery Loop

## Ellerbe to Hamlet

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Main St	W Page St	N Ledbetter St	0.2	Two lane road 43 feet in width; has a concrete curb; speed limit of 20 mph.	Bike Lane
N Ledbetter St	Main St	Green Lake Rd	0.5	Two lane road 30 feet in width; has a concrete curb; speed limit of 35 mph.	4ft paved shoulder
Green Lake Rd	N Ledbetter St	Haywood Parker Rd	2.6	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 35 to 55 mph.	6ft paved shoulder
Green Lake Rd	Haywood Parker Rd	Ledbetter Rd	3.8	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Ledbetter Rd	Green Lake Rd	N US 1 Hwy	2.2	Two lane road 62 feet in width; no shoulder; speed limit of 55 mph	6ft paved shoulder
Wiregrass Rd	N US 1 Hwy	Williams St	4.2	Two lane road 20-22 feet in width; 6' grass shoulder; speed limit of 55 to 35 mph.	6ft paved shoulder
Williams St, Charlotte St, Front St	Spring St	Spring St	1.0	Town maintained; 25 feet in width; curb and gutter, speed limit of 35 mph.	None
		<b>Total Miles</b>	14.4		



## Route Segment #7—Pottery Loop

## Hamlet to Hoffman

### Current Conditions:

This route segment heads out of Hamlet along Lakeside/Veterans Dr with views of City Lake. The route follows an existing Richmond County bicycle route towards Hoffman. The travel lanes are 10-11 ft in width until the route reaches NC 177 and US 1, where the travel lane widths are 12 ft. Although ROW appears to be publicly owned in Hamlet and along NC 177, ROW is not publicly owned for paved shoulder widening on secondary routes in the County. Some portions of the route require riding on US 1, which has high traffic volumes, but a 3-4 ft paved shoulder exists to improve safety.

TIP Project R-2502 goes along part of this route, which is a multi-county project along US 1. The phases and funding of the project are unknown.

Length: 19.5 Miles

Roads: Williams St; Charlotte St; Front St; Boyds Lake/Lakeside/Veterans Dr; Apex St; Wellington/Campbell Rd; Marks Creek Church Rd; NC-177; US-1; Beaverdam Church Rd; McDonald Church Rd/Caddell Rd; Main St

### Justification:

Route segment #7 connects Norman to Ellerbe. The route follows an existing Richmond County bicycle route.

### Recommendation:

- 4ft paved shoulder along Veterans Dr, Lakeside Dr, Apex St, and Caddell Rd.
- 6ft paved shoulder along all other road sections.
- Bike lane in Hoffman on Main St/US 1.



Boyds Lake, Lakeside, Veterans Dr Hamlet  
Source: Google



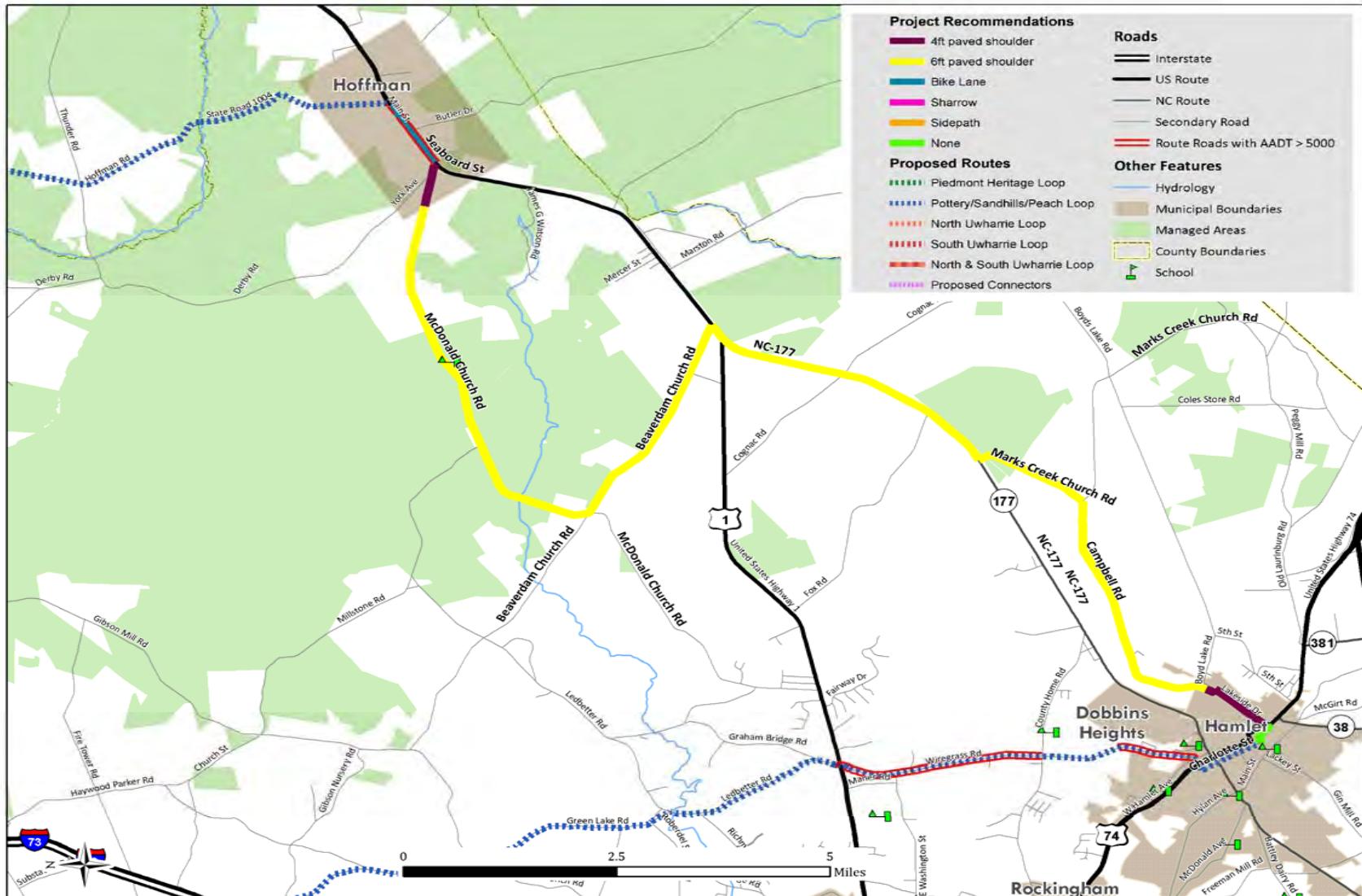
Marks Creek Church Rd Source: Google



Beaverdam Church Rd at US 1 Source: Google

## Route Segment #7 — Pottery Loop

## Hamlet to Hoffman



## Route Segment #7 — Pottery Loop

## Hamlet to Hoffman

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Williams St, Charlotte St, Front St	Spring St	Spring St	0.3		None
Veterans Dr/Lakeside Dr	E Hamlet Ave	Apex St	0.8	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Apex St	Veterans Dr	Wellington St	0.1	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Campbell, Marks Creek Church Rd	Apex St	N NC 177 Hwy	4.8	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-177, US-1	Mark's Creek Rd	Beaverdam Church Rd	3.8	Two lane road 24 feet in width; 7' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Beaverdam Church, McDonald Church Rd	N NC 177 Hwy	Caddell Rd	8.2	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Caddell Rd	McDonald Church Rd	Main St/US 1	0.6	Two lane road 30 feet in width; 8' grass shoulder; speed limit unknown.	4ft paved shoulder
Main St/US 1	Caddell Rd	Little Rd	0.9	Four lane road with a continuous left turn lane 72 feet in width; 3-4' asphalt shoulder; speed limit of 35 mph. High traffic.	Bike Lane
		<b>Total Miles:</b>	19.5		



## Route Segment #8—Pottery Loop

## Hoffman to Aberdeen

### Current Conditions:

This segment goes from Hoffman to Aberdeen along primarily secondary roads and is primarily rural. Little Rd allows riders to get off of US 1 and head north onto lower traffic roads. Little, Hoffman and Rose Ridge Rd have approximately 9 ft travel lanes, with well maintained 5 to 6 ft grass shoulders. These routes do not appear to have documented ROW, which may require acquisition of ROW to complete paved shoulder improvements. When the project turns onto Roseland Rd, pavement width widens to 10 ft lanes and then again widens to 11 ft lanes on Roseland. The route turns suburban on Pinehurst St and urban on NC 5. The NC 5 section takes a couple of turns through the heart of Aberdeen. N Sycamore Street turns from urban to suburban and is ideal for a sidepath.

TIP Project R-2591 runs along Roseland Rd, funding and project schedule is unknown.

Length: 15.1 Miles

Roads: Little Rd; Hoffman Rd; Rose Ridge Rd; Roseland Rd; Pinehurst St; NC-5

### Justification:

Route segment #8 connects the small village of Hoffman to Aberdeen. When the segment turns onto Roseland Rd, it follows a State designated bicycle route into Aberdeen.

### Recommendation:

- 6 ft paved shoulder on Roseland Rd and Rose Ridge Rd.
- Sharrow on NC 5 and N Sycamore St (part)
- 4ft paved shoulder on other sections
- Sidepath Along N Sycamore St



Hoffman Rd Source: Google



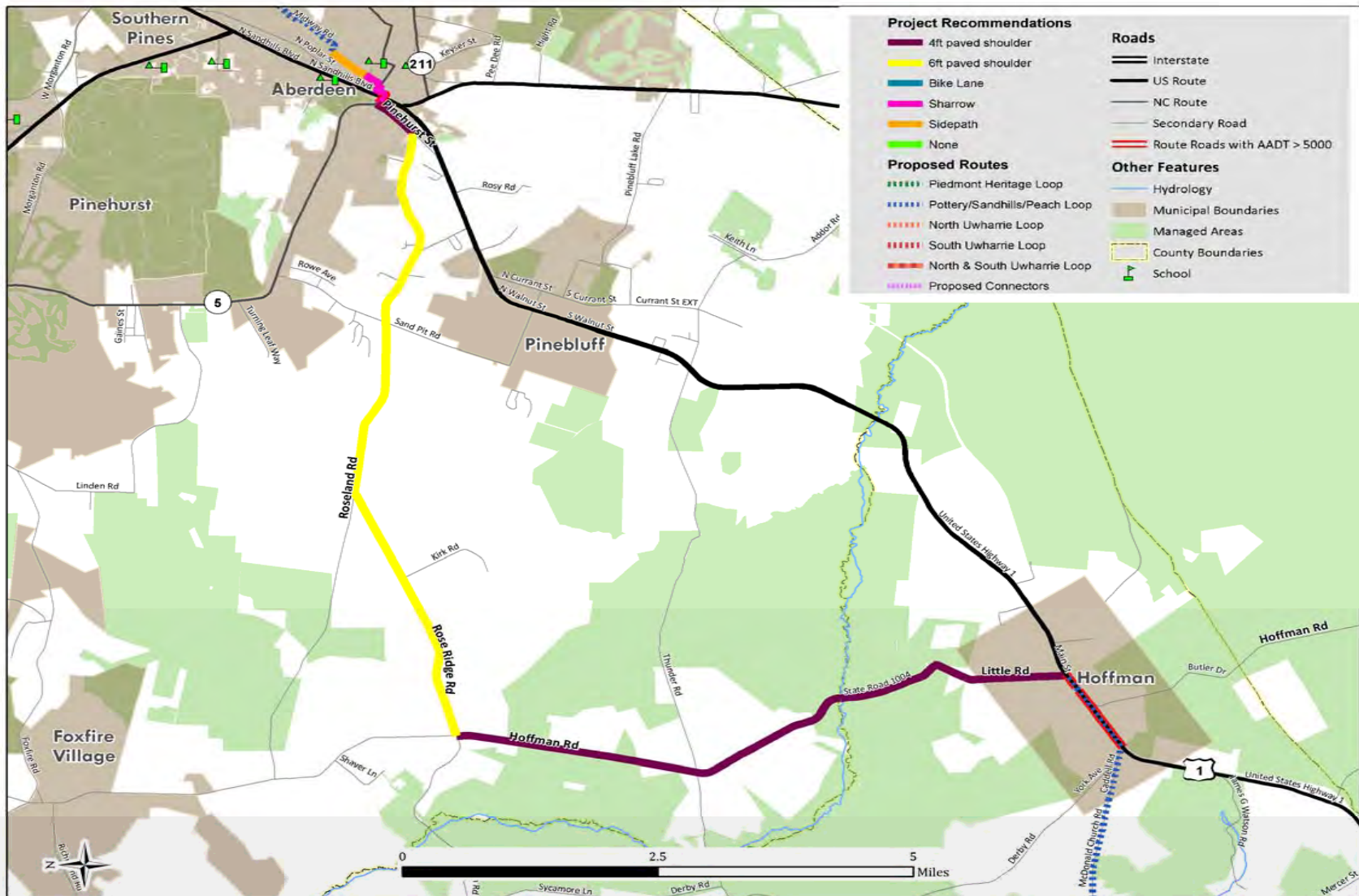
Roseland Rd, near Aberdeen Town Limits Source: Google



NC 5 at the intersection of US 1 Source: Google

## Route Segment #8 — Pottery Loop

## Hoffman to Aberdeen



## Route Segment #8 — Pottery Loop

## Hoffman to Aberdeen

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Little Rd	N US 1 Hwy	Hoffman Rd	2.4	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Hoffman Rd	Little Rd	Rose Ridge Rd	4.1	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 35 to 55 mph.	4ft paved shoulder
Rose Ridge Rd	Hoffman Rd	Roseland Rd	3.0	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Roseland Rd	Rose Ridge Rd	Pinehurst St	4.2	Two lane road 20 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pinehurst St	Roseland Rd	NC 5 Hwy	0.5	Two lane road 22 feet in width; 4' grass shoulder; speed limit of 55 to 35 mph.	4ft paved shoulder
NC-5	Pinehurst St	N Sycamore St	0.3	Two-four lane road 24-50 feet in width; concrete curb; speed limit of 25-45 mph.	Sharrow
N Sycamore St	NC 5/Main St	Maple St	0.2	Two lanes with turn lanes, width varies; concrete curb; speed limit 25-35 mph	Sharrow
N Sycamore St	Maple St	Midway	0.4	Two lanes with turn lanes, width varies; concrete curb	Sidewalk
		<b>Total Miles:</b>	15.1		



## Route Segment #9—Pottery Loop

## Aberdeen to Southern Pines

### Current Conditions:

This route transitions from urban to rural and back to urban, following lower travelled roadways between Aberdeen and Southern Pines, when possible. Even so, E Indiana Avenue does have over 5,000 AADT and is indicated as a high traffic route. The route begins at Midway Rd in Aberdeen, averages 18 feet in total pavement width, but appears to have ample grass shoulder width to accommodate paved shoulders and available ROW. Saunders Blvd also has wider existing pavement width, averaging 22 feet, and wider paved shoulders, but ROW for shoulder widening may require purchase or negotiation. Bethesda and Fort Bragg Rd have wider total pavement width at 24 feet, with a paved shoulder varying between 6 inches and 2 feet. Additional, ROW appears to be publicly owned for any paved shoulder improvements along these corridors. Paved shoulders do not exist on E Indiana Avenue and ROW ownership beyond the pavement is unclear, this roadway is indicated as a higher traffic roadway. No TIP projects are currently scheduled for this segment.

Length: 4.7 Miles

Roads: Midway Rd; Saunders Blvd; Bethesda Rd; Fort Bragg Rd; E Indiana Ave

### Justification:

Routes segment #9 connects Aberdeen to Southern Pines.

### Recommendation:

- 4 ft paved shoulder on Midway Rd and Saunders Blvd.
- 6 ft paved shoulder on Bethesda, Ft. Bragg, and E Indiana.
- Bike Lane on E Indiana Ave.



Midway Rd, Aberdeen Source: Google



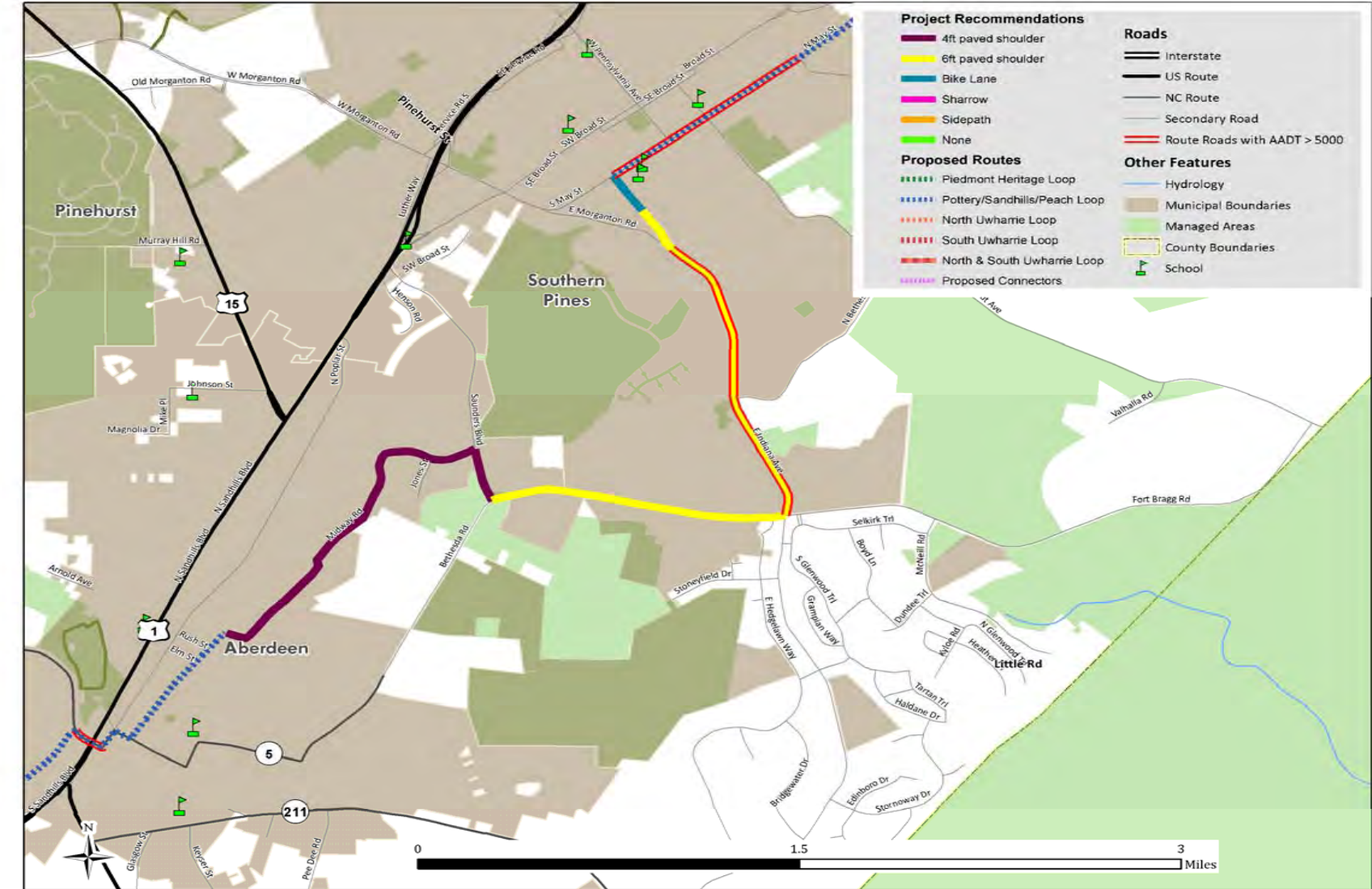
Bethesda/Fort Bragg Rd, Southern Pines Source: Google



E Indiana Ave, Southern Pines Source: Google

Route Segment #9 — Pottery Loop      Aberdeen to Southern Pines

Route Segment #9 — Pottery Loop      Aberdeen to Southern Pines



## Route Segment #9 — Pottery Loop

## Aberdeen to Southern Pines

Road Name	From Street	To Street	Distance	Existing Conditions	Facilities
Midway Rd	N Sycamore St	Saunders Blvd	1.5	Two lane road 18 feet in width; 3-5' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Saunders Blvd	Midway Rd	Bethesda Rd	0.2	Two lane road 22 feet in width; 6' grass shoulder;	4ft paved shoulder
Bethesda Rd	Saunders Blvd	Fort Bragg Rd	0.3	Two lane road 24 feet in width; 6' grass shoulder;	6ft paved shoulder
Fort Bragg Rd	Bethesda Rd	E Indiana Ave	0.8	Two lane road 24 feet in width; 2' paved shoulder, 6' grass shoulder; speed limit of 35 to 55 mph.	6ft paved shoulder
E Indiana Ave	Fort Bragg Rd	S May St	1.8	Two lane road 18-40 feet in width; 6' grass shoulder and concrete curb in Town; speed limit of 35-	Bike Lane
		<b>Total Miles:</b>	<b>4.7</b>		



## Route Segment #10—Pottery Loop

## Southern Pines to Whispering Pines

### Current Conditions:

The route heads north and east along May Street leaving Southern Pines. There is a sharrow along May Street in the Southern Pines municipal limits. The AADT along May St exceeds 5,000 vehicles, but the speed limit is 35mph. Shortly after leaving the municipal limits the route bears slightly left onto Valley View Rd, a lower traffic roadway with 11 foot lanes. The ROW is not indicated as publicly owned.

After crossing under US 1, the route takes a sharp left onto Connecticut Avenue, which turns into Niagara-Carthage Road. This corridor has narrower pavement widths averaging 9 to 10 foot travel lanes. There is a wide grass shoulder for potential paving improvements, with some locations having a 1 foot paved shoulder, however the ROW is not indicated as publicly owned.

No TIP projects are currently scheduled for this segment.

Length: 7.5 Miles

Roads: S May St; N May St; Valley View Rd; Connecticut Ave, Niagara-Carthage Rd;

### Justification:

This segment connects Southern Pines to Whispering Pines, using lower traveled roadways whenever possible. Southern Pines has several opportunities for shopping and services. Whispering Pines has a forested village feel with few services, but offers several opportunities for views and breezes along man-made lakes and ponds.

### Recommendation:

- 6 ft paved shoulder on S May St, Valley View, Connecticut, Niagara-Carthage Rd
- 4 ft paved shoulder on N May St, Niagara-Carthage Rd in Whispering Pines



May St, Southern Pines Source: Google



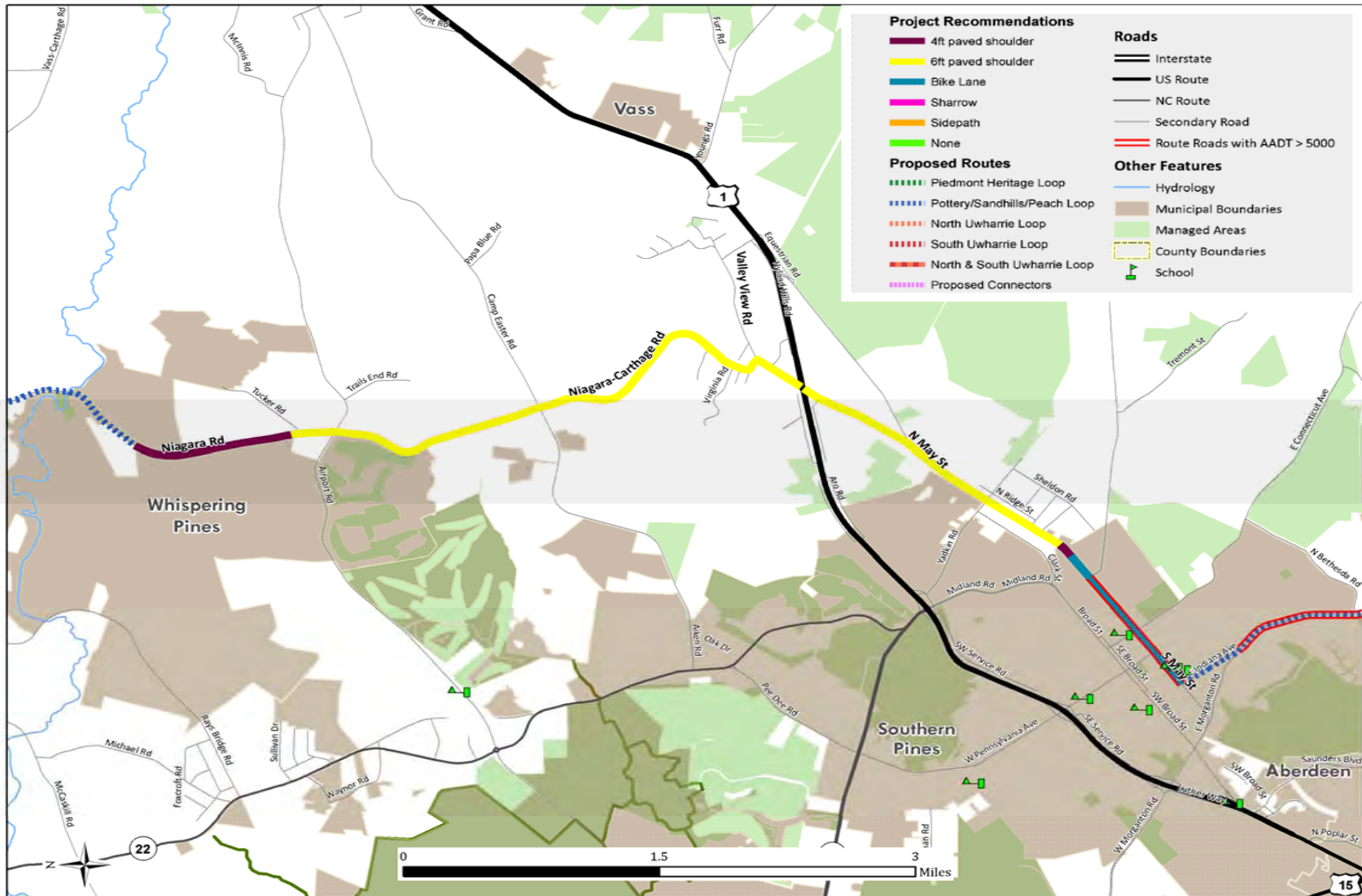
N May St and Valley View Rd Source: Google



Niagara Carthage Rd Source: Google

## Route Segment #10 — Pottery Loop

## Southern Pines to Whispering Pines



## Route Segment #10 — Pottery Loop

## Southern Pines to Whispering Pines

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
S May St,	E Indiana	Manley St		Two lane road 27 feet in width; curb; speed limit of 35mph	Bike Lane
N May St	Manley St	N May St - Speed	1.2	Two lane road 27 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
N May St, Valley View Rd	N May St - Speed Change	US 1 Hwy	1.9	Two lane road 22 feet in width; 4-6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Valley View; Connecticut, Niagara-Carthage	US 1 Hwy	Camp Easter Rd	1.9	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Niagara-Carthage Rd	Camp Easter Rd	Niagara Rd -	1.5	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Niagara Rd-Carthage Rd	Niagara Rd - Speed Change	Niagara-Carthage Rd	0.9	Two lane road 18 feet in width; 1' paved shoulder and 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
		Total Miles	7.5		



## Route Segment #11—Pottery Loop

## Whispering Pines to Carthage

### Current Conditions:

The route leaves Whispering Pines on Niagara-Carthage Rd heading north towards Carthage. The segment is primarily rural with some areas of low density residential development around Whispering Pines. The end of the segment in Carthage becomes urban on Monroe Street.

There are several privately owned man-made lakes and ponds along this segment. The pavement width remains narrow along this stretch of roadway at around 18 ft in total width of pavement, although speed limits are reduced to 45 mph. Vass Rd is also narrow at 18ft in total pavement width. This segment does appear to have publicly owned ROW in hand for paved shoulder widening.

TIP project U—3628 is identified along Monroe St in Carthage, but funding availability for the project is unknown. Monroe St is urban and runs to downtown Carthage. The large paved area is 44ft in width with 3 automobile lanes and on-street parking on one side, providing options on re-designating space for a bicycle lane.

Length: 7.4 Miles

Roads: Niagara-Carthage Rd; Vass Rd; Monroe St

### Justification:

This segment connects Whispering Pines to Carthage. Carthage is the County seat and has several National Register historic homes.

### Recommendation:

- 4ft paved shoulder on Niagara-Carthage Rd, Vass Rd, and Monroe St.
- Bicycle lane on Monroe St



Niagara-Carthage Road Source: Google



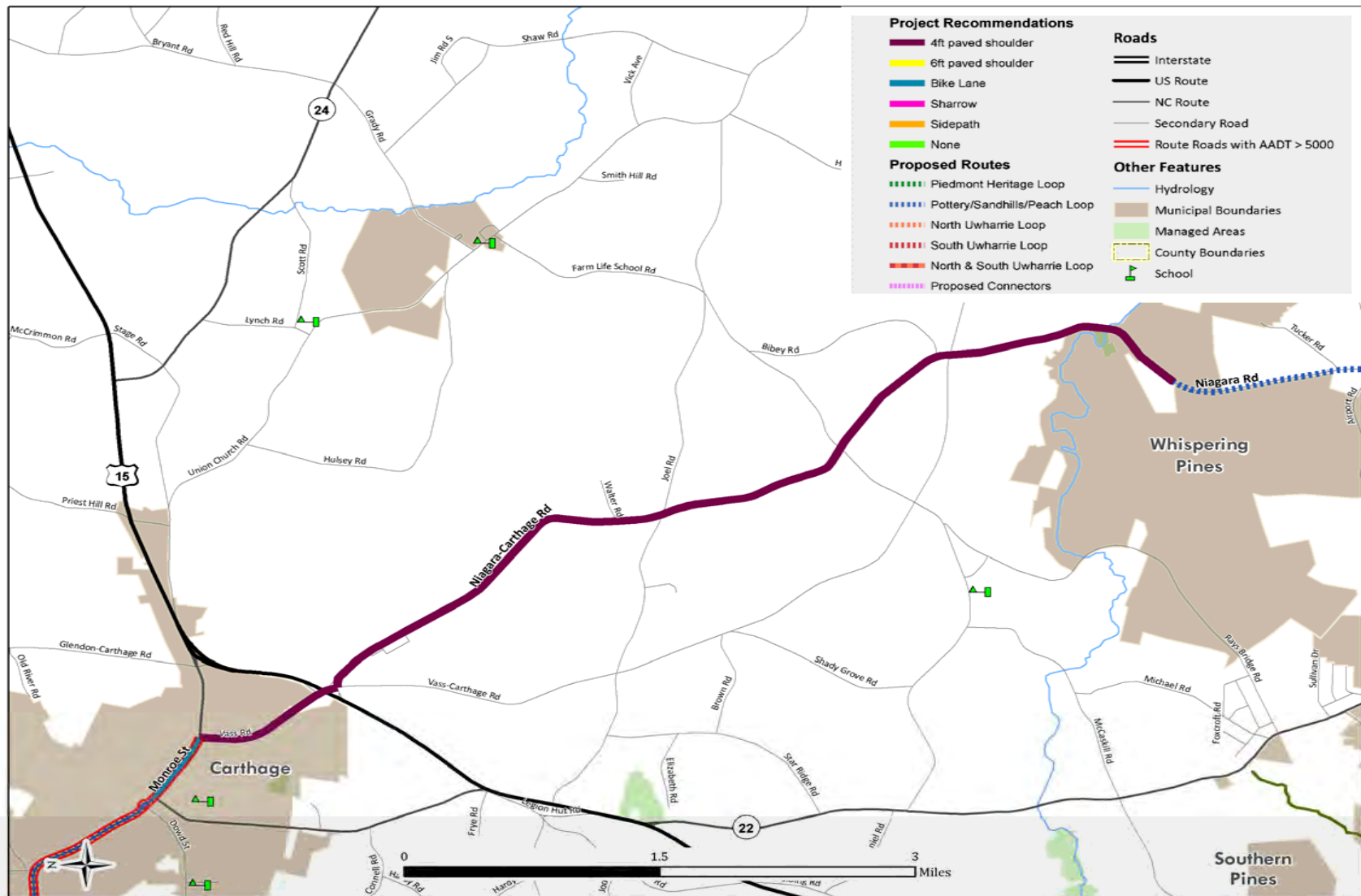
Vass Road Source: Google



Monroe St, Downtown Carthage Source: Google

## Route Segment #11 — Pottery Loop

## Whispering Pines to Carthage



# Route Segment #11 — Pottery Loop

# Whispering Pines to Carthage

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Niagara-Carthage Rd	Niagara Rd - Speed Change	Niagara-Carthage Rd	0.6	Two lane road 18 feet in width; 6' asphalt shoulder; speed limit of 35 mph.	4ft paved shoulder
Niagara-Carthage Rd	Niagara Rd	Vass-Carthage Rd	5.4	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Vass Rd	Niagara-Carthage Rd	Monroe St	0.9	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
Monroe St	Vass Rd	McReynolds St	0.5	Three lane road w/ on street parking 44 feet in width curb to curb; speed limit of 35-45 mph. TIP Project U-3628 exists on this section.	Bike Lane
		Total Miles	7.4		



## Route Segment #12—Pottery Loop

## Carthage to Robbins

### Current Conditions:

The route begins in the heart of historic Carthage near the Courthouse Square, the roadway is 40ft in width with two travel lanes and on-street parking on both sides of the roadway leaving the courthouse on McReynolds St. After leaving the historic district on McReynolds St/NC 22, the roadway narrows to 20ft in width with minimal paved shoulder. As the route turns left onto Bethlehem Church Road, the speed increases to 55mph and the roadway narrows to 18 feet in width. The route turns onto Mt Carmel Rd, with similar characteristics. Briefly the route runs along NC 24-27, where there is a high traffic area, but with 22ft width pavement, it is easier to share the road. On Flint Hill and Plank Road, the roadway varies between 18 and 20ft in width and a grass shoulder that varies between 4 and 6 feet. On Plank Rd, the speed limit lowers to 35mph on the outskirts of Robbins, but roadway characteristics remain the same. A 60 ft public ROW appears to be documented on Monroe, McReynolds and NC 24/27, but nowhere else. NC 24-27 has TIP project R-2528, but no funding.

Length: 17.3 Miles

Roads: Monroe St; McReynolds St; NC 22; Bethlehem Church Rd; Mt Carmel Rd; NC 24-27; Flint Hill Church Rd; Plank Rd; N Moore Rd

### Justification:

Robbins is a small village between Carthage and Seagrove. The route attempts to connect Carthage and Robbins, but avoiding NC 24/27 and NC 705 where possible.

### Recommendation:

- Bicycle lane on Monroe and McReynolds St in Carthage
- 6ft paved shoulder on McReynolds/NC 22 where curb ends NC 24/27, Mt Carmel Rd, Flint Hill, and Bethlehem Church Rd.
- 4ft paved shoulder on Plank Rd and N Moore Rd.



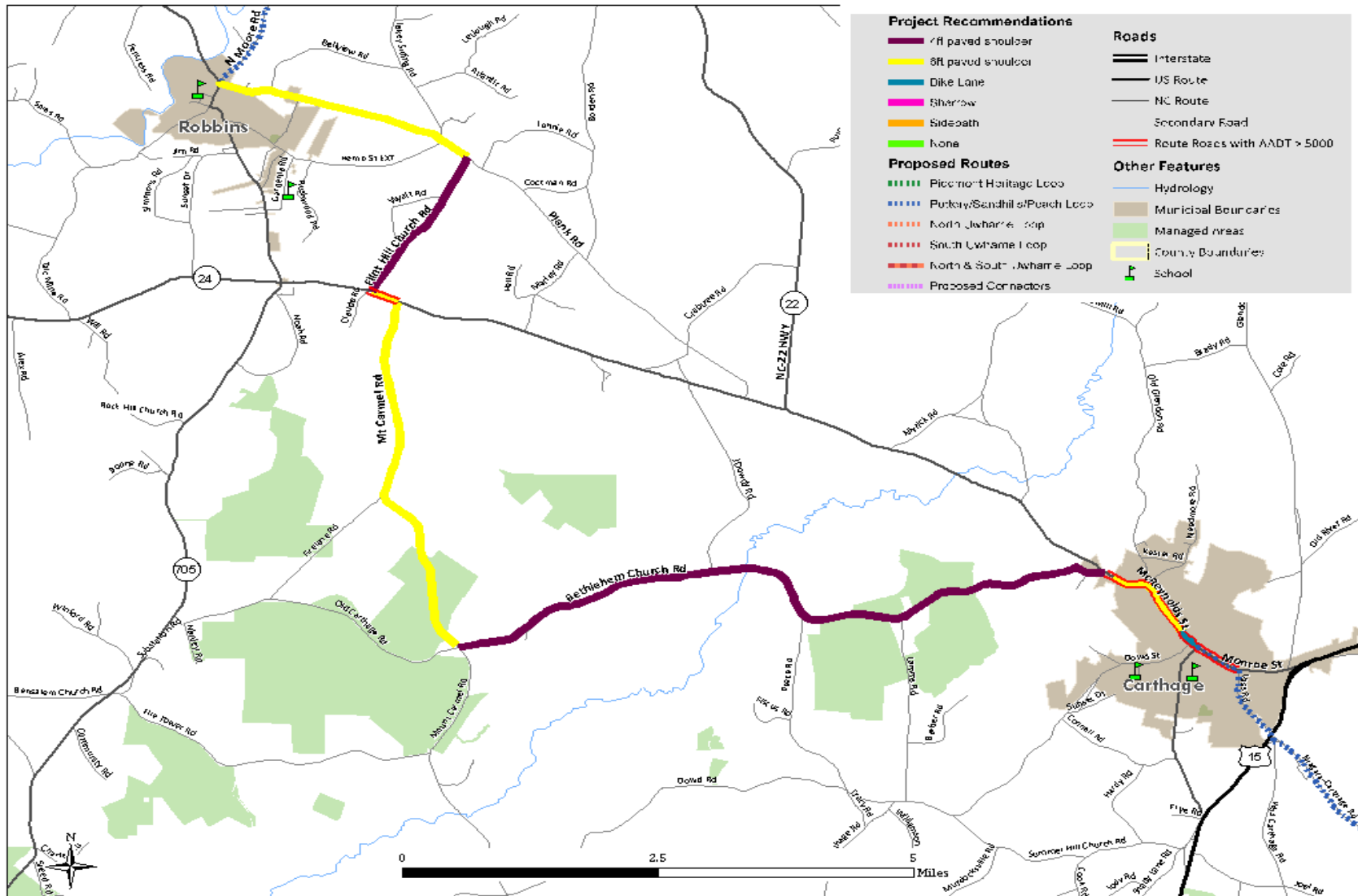
McReynolds Street Leaving Courthouse Sq Source: Google



NC 24/27 Intersection with Flint Hill Church Rd Source: Google



Plank Rd entering Robbins Source: Google



## Route Segment #12 — Pottery Loop

## Carthage to Robbins

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Monroe St, McReynolds St, NC-22	Monroe St	Bethlehem Church Rd	1.2	Two lane road 20-40 feet in width; on-street parking for part; speed limit of 35 mph.	Bike Lane / 6ft paved shoulder
Bethlehem Church Rd	NC 24-27	Mount Carmel Rd	7.0	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Mt Carmel Rd	Bethlehem Church Rd	NC 24-27 Hwy	4.2	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC 24-27	Mt Carmel Rd	Flint Hill Church Rd	0.3	Two lane road 22 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Flint Hill Church Rd	NC 24-27 Hwy	Plank Rd	1.8	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Plank Rd	Flint Hill Church Rd	Plank Rd - Speed Change	2.4	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Plank Rd; N Moore Rd	Plank Rd - Speed Change	N Moore Rd - Speed Change	0.2	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
		<b>Total Miles:</b>	17.3		



## Route Segment #13—Pottery Loop

## Robbins to Seagrove

### Current Conditions:

The final segment of the Pottery Loop takes riders through hilly and rural roadways of northern Moore and southern Randolph County. The route also crosses the Deep River, a State trail system. Leaving Robbins on N Moore Rd, the pavement width goes from 20 to 24 feet in width as the speed limit changes from 35 to 55 mph. There is a grass shoulder that ranges from 4-6ft in width. As the route winds its way along Reynolds Mill, Cedar Hill, Erect and Fork Creek Mill Rd, the pavement narrows averaging 20 feet in width, with 3ft grass shoulders. The final stretch of the route goes along NC 705 and E Main Street in Seagrove. There is an 8' grass shoulder on NC 705 and public ROW appears to be available for paved shoulder. After Old Plank Road, NC 705 widens to 40ft in width with curb and gutter. There are two bridge TIP projects along this route B-5364 & B-4608.

Length: 21.8 Miles

Roads: High Falls; N Moore Rd; Reynolds Mill Rd; Cedar Hill Rd; Needham Grove Rd; Erect Rd; Fork Creek Mill Rd; NC-705; E Main St

### Justification:

The final segment of the Pottery Loop connects Robbins to Seagrove avoiding the busy NC 705 highway, highlighting some local pottery workshops.

### Recommendation:

- Bike lane on NC 705 (where curb and gutter exists).
- 6 ft paved shoulder on the other road sections.



High Falls and N Moore Rd Leaving Robbins Source: Google



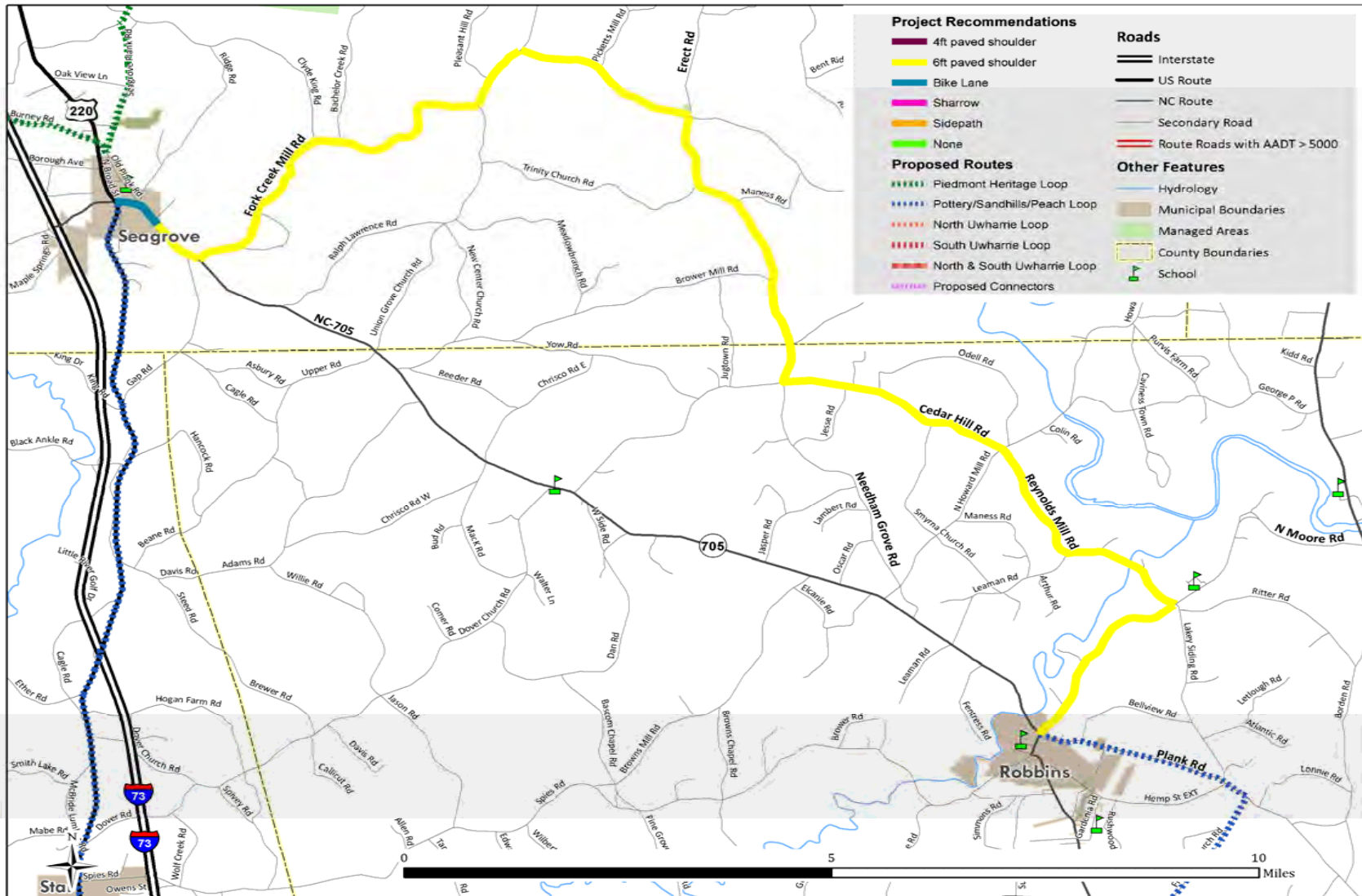
Fork Creek Mill Rd Source: Google



NC 705 in Seagrove Source: Google

## Route Segment #13 — Pottery Loop

## Robbins to Seagrove



## Route Segment #13 — Pottery Loop

## Robbins to Seagrove

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
N Middleton St, N Moore Rd	Plank Rd	Reynolds Mill Rd	0.5	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 35 mph.	6ft paved shoulder
Reynolds Mill Rd, Cedar Hill Rd	N Moore Rd	Needham Grove Rd	6.1	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Needham Grove Rd; Erect Rd	Cedar Hill Rd	Fork Creek Mill Rd	4.1	Two lane road 22 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Fork Creek Mill Rd	Erect Rd	NC-705	7.9	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-705	Fork Creek Mill Rd	Boone St/E Main St	0.7	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
E Main St	Boone St/NC-705	US 220 ALT	0.6	Two lane road 24 feet in width; 8' grass shoulder; speed limit of 35 mph.	6ft paved shoulder
		<b>Total Miles:</b>	21.8		



## Route Segment #1—North & South Uwharrie Loop

## Albemarle to Norwood

### Current Conditions:

This segment heads south from Albemarle to Norwood on Badin Rd and E & W Main St vary from 3 to 5 lane roads with curb and a speed limit of 35 mph. Some sections have turn lanes and medians, some do not. The width of the road varies from 40 to 67 ft. Coble Ave and Morgan Rd are two lane municipal roads with 40 ft pavement width, concrete curb, and a 35 mph speed limit. When the route turns onto US-52 going southbound, the road widens to 64 ft and 5 lanes. Turning right onto NC-138, the road becomes a more typical rural road, 2-lanes, 24 ft width, with 3 ft grass shoulders and a speed of 55 mph. Porter Rd, Snuggs Rd, Indian Mound Rd, and Pee Dee Ave are all two lanes and the width of the road reduces to 18 ft with no shoulder.

Length: 19.2 Miles

Roads: Badin Rd; E & W Main St; Morgan Rd; Coble Ave; US-52 S; NC-138; Porter Rd; Snuggs Rd; Indian Mound Rd; Pee Dee Ave

### Justification:

Route segment #1 connects Albemarle to Norwood, two historic towns located in the Uwharrie region.

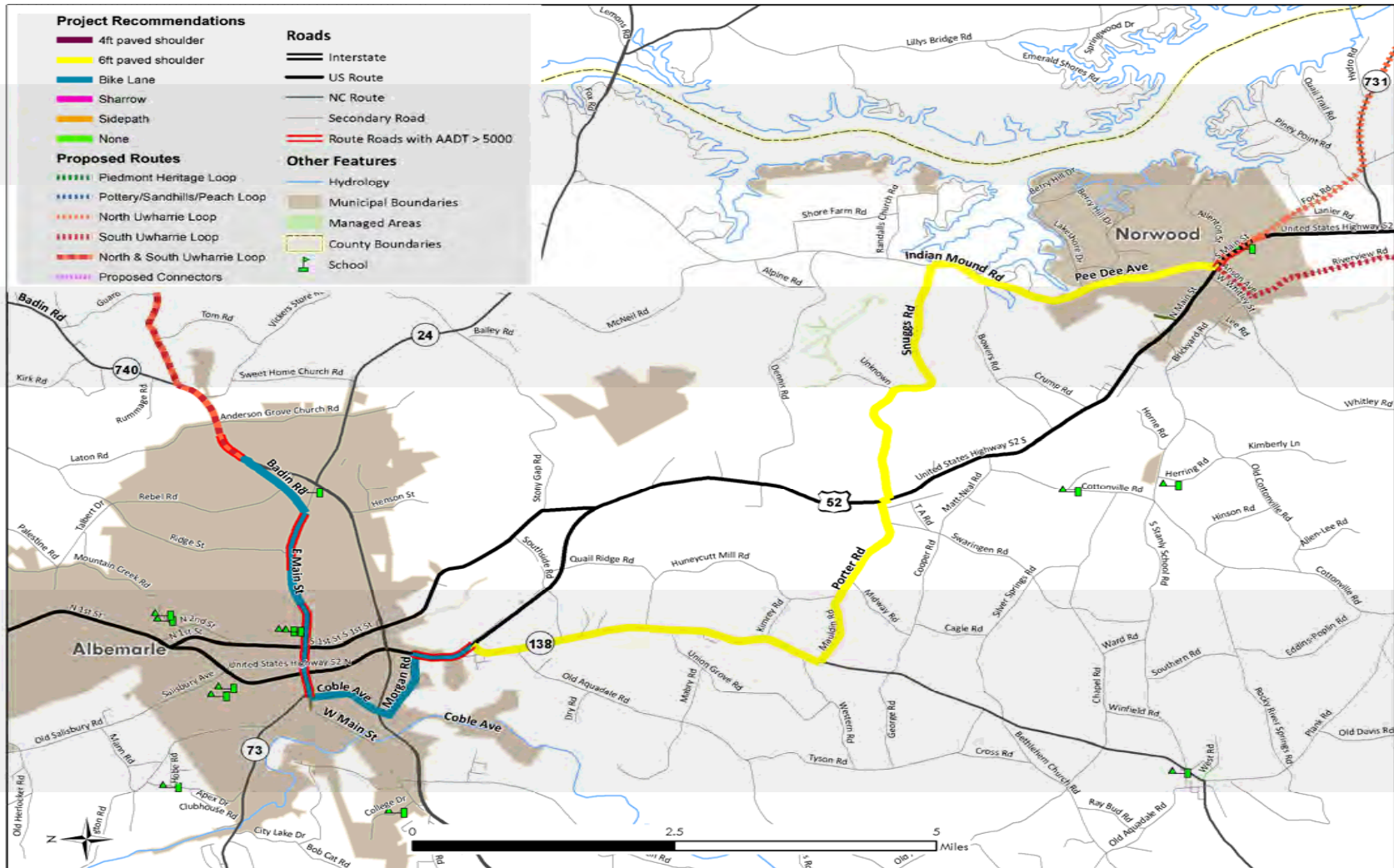
### Recommendation:

- Bike lane on Badin Rd, E & W Main St, Morgan Rd, Coble Ave, and US-52 S.
- 6-ft paved shoulder for NC-138, Snuggs Rd, Indian Mound Rd, Porter Rd, and Pee Dee Ave.



Indian Mound Rd over Lake Tillery, Source: Google

## Albemarle to Norwood



# Route Segment #1—North & South Uwharrie Loop

# Albemarle to Norwood

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Badin Rd	NC 740 Hwy	E Main St	0.9	Four lane road 67 feet in width; has concrete curb; turn lane or median; speed limit of 35	Bike Lane
E & W Main St	Badin Rd	Coble Ave	2.2	Three-to-four lane road 40 feet in width; has a concrete curb; no median; speed limit of 35 mph.	Bike Lane
Morgan Rd; Coble Ave	W Main St	US 52 Hwy S	1.6	Two lane road 40 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
US-52 S	Morgan Rd	NC 138 Hwy S	0.6	Four lane road 64 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
NC-138	US 52 Hwy S	Mauldin Rd	5.5	Two lane road 24 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Porter Rd	NC 138 Hwy	US 52 Hwy S	2.1	Two lane road 16 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Snuggs Rd	US 52 Hwy S	Indian Moun Rd	3.2	Two lane road 18 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Indian Mound Rd	Snuggs Rd	Pee Dee Ave - Norwood Town Limit	1.2	Two lane road 20 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Pee Dee Ave	Indian Mound Rd - Norwood Town Limit	S Main St	1.7	Two lane road 20 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Total Miles:			19.2		



## Route Segment #2—North Uwharrie Loop

## Norwood to Mount Gilead

### Current Conditions:

This segment heads east from Norwood to Mount Gilead on S Main St and Fork Rd. Inside the municipal limits of Norwood, S Main St is 43 ft in width, concrete curb, and a speed limit of 20 mph. Fork Rd, in the municipal limits goes to a 2-lane road with, 10 ft lanes and 2 ft curb. The speed limit increases to 35 mph. Once outside the municipal limits, Fork Rd and NC-731 are two-lane roads with widths varying from 20 feet to 24 feet and grass shoulders ranging from 4 to 8 feet and a speed of 55 mph. W Allenton Rd in Mount Gilead is a 2-lane road, 25 ft wide, with curb, and a speed limit of 20 mph.

Length: 7.6 Miles

Roads: S Main St; Fork Rd; NC-731; NC-731 W; W Allenton St

### Justification:

Route segment #2 connects Norwood to Mount Gilead.

### Recommendation:

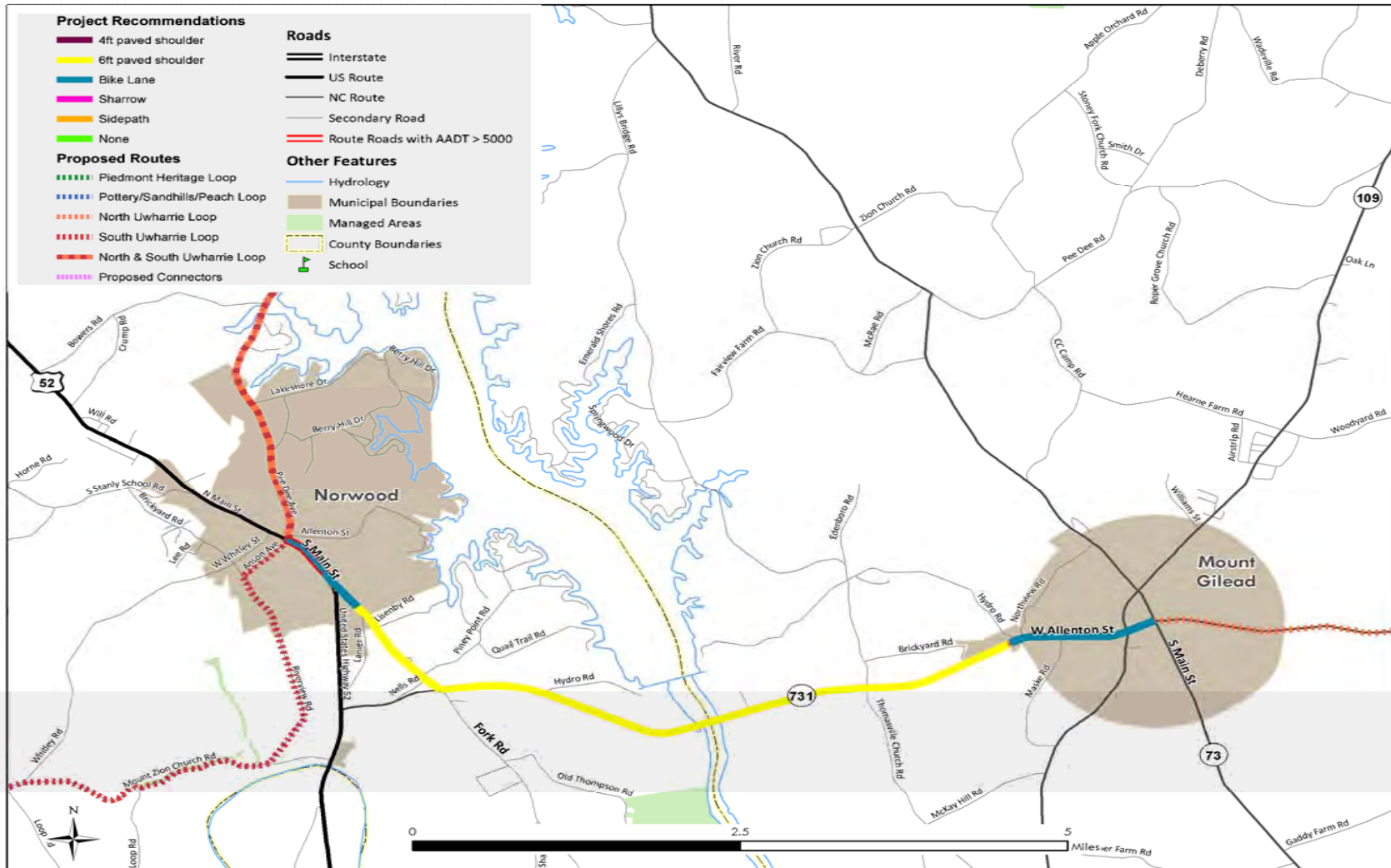
- Bike lane on S Main St, Fork Rd (in municipal limits), and W Allenton St.
- 6 ft paved shoulder for Fork Rd (outside municipal limits), NC-731, and NC-731 W.



S Main St, Norwood Source: Google

## Route Segment #2—North Uwharrie Loop

## Norwood to Mount Gilead



## Route Segment #2—North Uwharrie Loop

## Norwood to Mount Gilead

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Fork Rd, S Main St	Pee Dee Ave	Fork Rd - Norwood Town Limit	0.8	Two to three lane road 43 feet in width; has a concrete curb; speed limit of 20 mph.	Bike Lane
Fork Rd	Fork Rd - Norwood City Limit	NC 731 Hwy	1.0	Two lane road 20 feet in width; 4'	6ft paved shoulder
NC-731	Fork Rd	Hwy 731 W - Montgomery County Boundary	2.2	Two lane road 24 feet in width; 8' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-731 W	NC Hwy 731 - Stanley County	W Allenton St - Mt Gilead	2.4	Two lane road 24 feet in width; 8'	6ft paved shoulder
W Allenton St	NC Hwy 731 W - Mt Gilead Town Boundary	Main St	1.1	Two lane road 25 feet in width; has a concrete curb; speed limit of 20 mph.	Bike Lane
		<b>Total Miles:</b>	7.6		



### Route Segment #3—North Uwharrie Loop

### Mount Gilead to Troy

#### Current Conditions:

This segment heads east from Mount Gilead to Troy on E Allenton St. E Allenton St is a two-lane road that is 30 ft wide, concrete curb, and a speed limit of 20 mph. Once outside of Mount Gilead, E Allenton becomes NC-731 and the road changes to a two-lane road that is 22 ft wide, 6 ft wide grass shoulder and a speed limit of 55 mph. Turning left on Pekin Rd, this is a very similar road to NC-731, except the road narrows to 18 feet. Entering Troy on S Main St, it is a two-lane road, 34 to 50 ft in width, with on-street parking on one or both sides. At certain intersections, there are turn lanes and concrete curb exists along the street.

Length: 20.3 Miles

Roads: E Allenton St; NC-731 W; Pekin Rd; N & S Main St

#### Justification:

Route segment #3 connects Mount Gilead to Troy in the Uwharrie Mountains, the oldest range in North America.

#### Recommendation:

- Bike lane on E Allenton St and N-S Main St.
- 6 ft paved shoulder for NC-731.
- Give Pekin Rd a 4-ft shoulder when upgrading it according to R-2314 in NCDOT TIP.



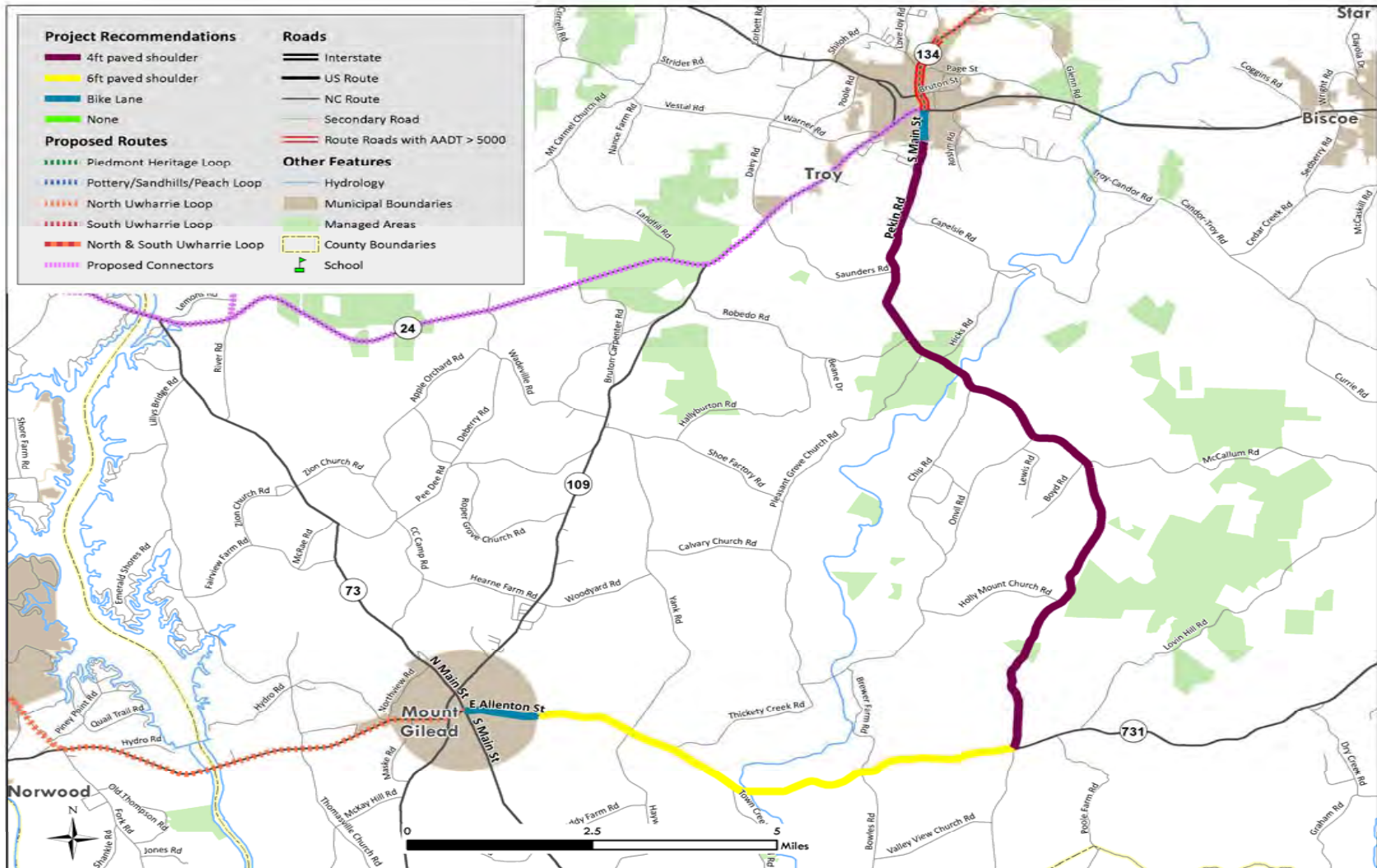
NC-731, Mount Gilead Source: Google



S Main St, Troy Source: Google

## Route Segment #3—North Uwharrie Loop

## Route Segment #3—North Uwharrie Loop



### Route Segment #3—North Uwharrie Loop

### Mount Gilead to Troy

Road Name	From Street	To Street	Distance	Existing Condition	Facilities Improvement
E Allenton	NC Hwy 731 W - Mt Gilead	Main St	1.0	Two lane road 30 feet in width; has a concrete curb;	Bike Lane
NC-731 W	Pekin Rd	E Allenton St - Mt Gilead Town Boundary	7.0	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pekin Rd	S Main St	NC Hwy 731 W	11.8	Two lane road 18 feet in width; 6' grass shoulder;	4ft paved shoulder
N & S Main St	N Main St - Speed Change	S Main St - Volume Change	0.5	Two lane road 50 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
		<b>Total Miles:</b>	20.3		



## Route Segment #4—North Uwharrie Loop

## Troy to Misenheimer

### Current Conditions:

This segment is the longest distance between municipalities and heads north out of Troy on N Main St. N Main St is a 2-lane, 50 ft wide road, with on-street parking on both sides, and a speed limit of 35 mph. Upon leaving Troy, the road becomes NC-134.

To get to Misenheimer, there are many rural roads, all of them are 2-lanes, with widths ranging from 16 to 24 ft. Prior to crossing US 52, all of them also have no shoulder or grass shoulder ranging from 3 to 6 ft. The speed limit is primarily 55 mph. Bringle Ferry Rd is also part of Daniel Boone Heritage Loop.

The US-52 section of this route is a 28 ft, 3-lane road, with a turn lane and 9 ft asphalt shoulder. Speed limit is 45 mph.

Rest of roads to Misenheimer have the same characteristics of the rural roads before US-52.



*Badkin Lake Rd, near Misenheimer Source: Google*

Length: 68.1 Miles

Roads: N & S Main St; NC-134; Okeeweemee Rd; Ether Rd; Bandy Rd; Abner Rd; Flint Hill Rd; Ophir Rd; Ophrl Rd; Burney Mill Rd; New Hope Rd; Coggins Mine Rd; NC-109 N; Blaine Rd; Badin Lake Rd; NC-8; Bringle Ferry Rd; Wyatt Grove Church Rd; High Rock Rd; US-52; Gold Hill Rd E; Melchor Rd; St Stephens Church Rd; Glenmore Rd; US 52 Hwy N

### Justification:

Route segment #4 connects Troy to Misenheimer, leaving the gates of the Uwharries and entering the oldest gold mining region on the East Coast.

### Recommendation:

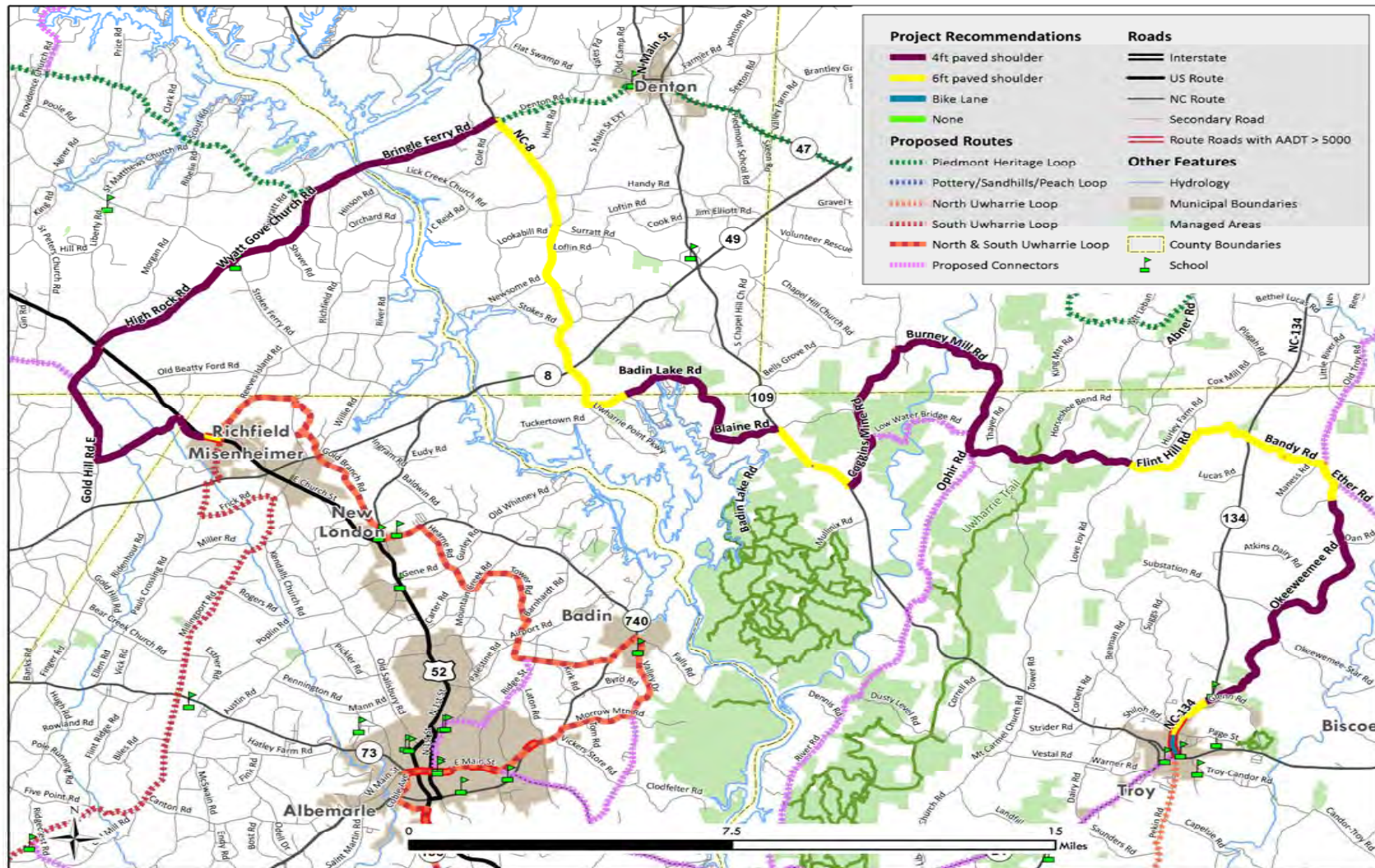
Too many to list, see table after map on following page.



*Entering Misenheimer Source: Google*

## Route Segment #4—North Uwharrie Loop

## Troy to Misenheimer



## Route Segment #4—North Uwharrie Loop &amp; part Pottery Loop Troy to Misenheimer

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
N & S Main St	N Main St - Speed Change	S Main St - Volume Change	0.7	Two lane road 50 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
NC-134	NC 134 - Town Boundary	Ophlr Ave	1.2	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 45 mph.	6ft paved shoulder
Okeewemee Rd	Okeewemee Rd - Speed Change	NC Hwy 134 N	8.3	Two lane road 18 feet in width; 6' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Ether Rd, Okeewemee Rd	Bandy Rd	Okeewemee Rd - Speed Change	1.1	Two lane road 20 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Bandy Rd	Abner Rd	Ether Rd	2.1	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Abner Rd	Flint Hill Rd	Bandy Rd	1.5	Two lane road 20 feet in width; 0' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Flint Hill Rd	Love Joy Rd	Abner Rd	2.2	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Flint Hill Rd	Ophir Rd	Love Joy Rd	4.4	Two lane road 16 feet in width; 6' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Ophir Rd	Low Water Bridge Rd	Flint Hill Rd	0.6	Two lane road 16 feet in width; 6' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Burney Mill Rd; Ophrl Rd	New Hope Rd	Low Water Bridge Rd	4.8	Two lane road 20 feet in width; no shoulder; speed limit of 55 mph.	4ft paved shoulder
Coggins Mine Rd; New Hope Rd	Low Water Bridge Rd	Burney Mill Rd	2.8	Two lane road 16 feet in width; 3' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Coggins Mine Rd	NC Hwy 109 N	Low Water Bridge Rd	1.6	Two lane road 16 feet in width; 6' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
NC-109 N	Blane Rd	Coggins Mine Rd	2.4	Two lane road 20 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Blaine Rd	Badkin Lake Rd - Davidson County Boundary	NC Hwy 109 N	3.1	Two lane road 16 feet in width; 6' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Badin Lake Rd	Blaine Rd - Montgomery County Boundary	Blaine Rd - Montgomery County Boundary	2.3	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Blaine Rd	Badin Lake Rd - Davidson County Boundary	Badin Lake Rd - Davidson County Boundary	1.3	Two lane road 22 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Badin Lake Rd	NC Hwy 49	Blaine Rd - Montgomery	0.9	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-8	Bringle Ferry Rd	Badin Lake Rd	7.8	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Bringle Ferry Rd	Wyatt Grove Church Rd	NC Hwy 8	4.8	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
Wyatt Grove Church Rd	Stokes Ferry Rd	Bringle Ferry Rd	3.0	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
High Rock Rd	US 52 Hwy	Stokes Ferry Rd	4.1	Two lane road 20 feet in width; 0' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
US-52	Doby Dr	High Rock Rd	0.1	Three lane road 28 feet in width; 9' asphalt shoulder; speed limit of 45 mph.	6ft paved shoulder
Gold Hill Rd E, Melchor Rd; St Stephens Church Rd;	Glenmore Rd	US 52 Hwy	5.9	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Glenmore Rd	US 52 Hwy N	Shortcut Rd	0.9	Two lane road 20 feet in width; 0' grass shoulder; speed limit of 55 mph.	4ft paved shoulder
US 52 Hwy N	Wesley Chapel Rd	Glenmore Rd	0.4	Two lane road 24 feet in width; 10' grass shoulder; speed limit of 45 mph.	6ft paved shoulder
		<b>Total Miles:</b>	68.1		



## Route Segment #5—North & South Uwharrie Loop

## Misenheimer to Richfield

### Current Conditions:

To avoid traffic and speed of US 52. Cyclists will go north onto Wesley Chapel Rd to leave Misenheimer for Richfield. While in Misenheimer Town Limits, Wesley Chapel and Reeves Island Rd have a speed limit of 35 mph. Outside of Misenheimer, the rest of the roads have a 55 mph.

Wesley Chapel Rd, Reeves Island Rd, Goodman Rd, High Rock Rd, Rider Rd, and Gold Branch Rd are all rural two-lane roads with a width of 18 to 20 feet and no shoulder.

Length: 4.9 Miles

Roads: Wesley Chapel Rd; Reeves Island Rd; Goodman Rd; High Rock Rd; Rider Rd; Gold Branch Rd

### Justification:

Route segment #5 connects Misenheimer to Richfield.

### Recommendation:

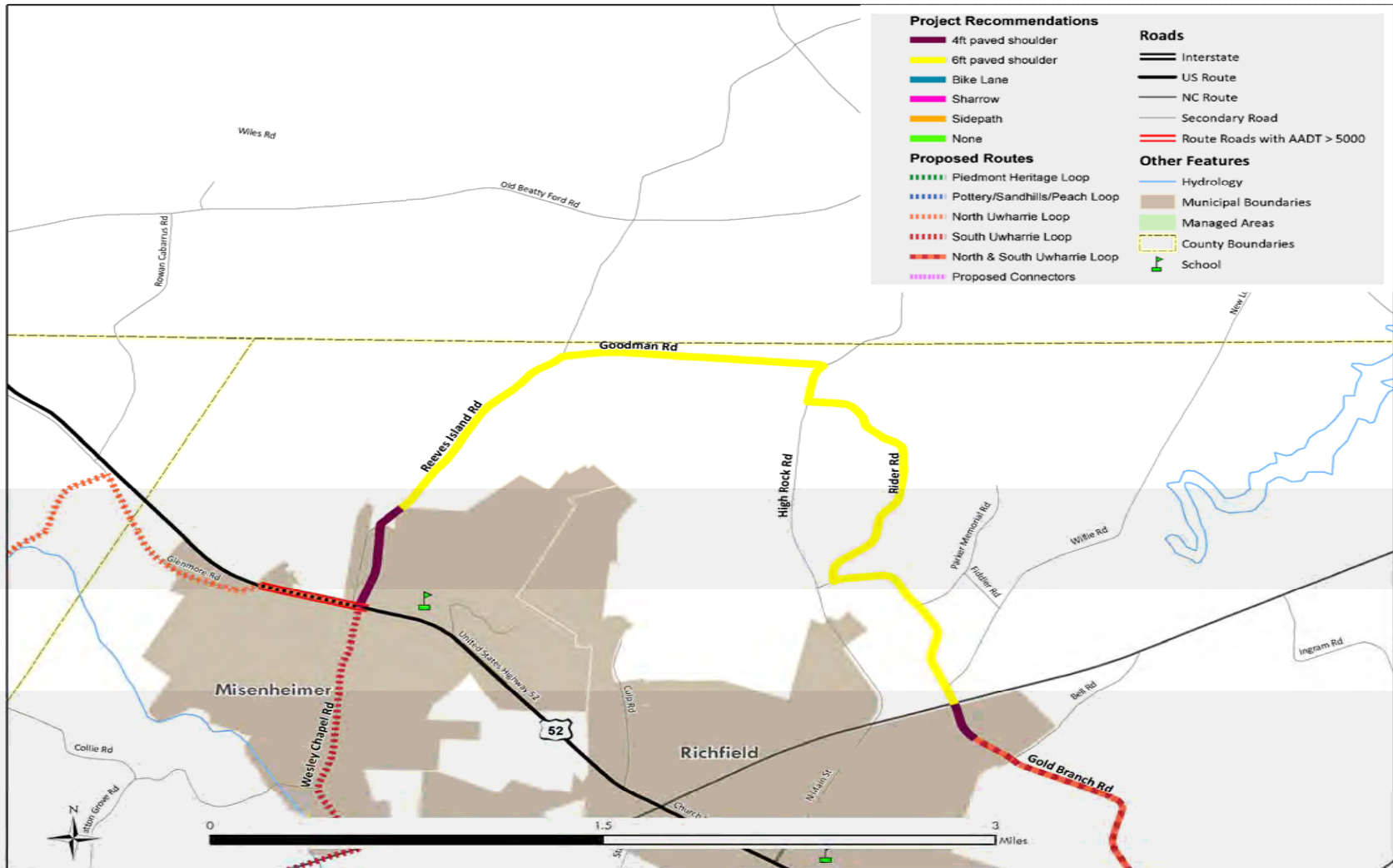
- 4-ft paved shoulder for Wesley Chapel Rd and Reeves Island Rd.
- 6-ft paved shoulder for Goodman Rd, High Rock Rd, Rider Rd, and Gold Branch Rd.



Turning onto Wesley Chapel Rd from US-52 Source: Google

## Route Segment #5—North & South Uwharrie Loop

## Misenheimer to Richfield



## Route Segment #5—North & South Uwharrie Loop

## Misenheimer to Richfield

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Reeves Island Rd; Wesley Chapel Rd	Reeves Island Rd - Misenheimer Town Boundary	NC 49 Hwy	0.5	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Gold Branch Rd; Rider Rd; High Rock Rd; Goodman Rd	NC Hwy 49	Reeves Island Rd - Misenheimer Town Boundary	4.2	Two lane road 20 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Gold Branch Rd	Gold Branch Rd - Richfield Town Boundary	NC 49 Hwy	0.2	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
		<b>Total Miles:</b>	4.9		



## Route Segment #6—North & South Uwharrie Loop

## Richfield to New London

### Current Conditions:

Heading Southeast on Gold Branch Rd out of Richfield to New London. Gold Branch Rd is a two-lane road, 18 foot in width, and no shoulder. In the Richfield Town Limits, the speed is 35 mph, outside it is 55 mph. Old US 52 Hwy widens out to 24 feet and has 8 foot grass shoulder. The speed goes back down to 35 as you are entering New London. NC-8 in New London is a 44 foot, two-lane road, with on-street parking on both sides.

Length: 2.9 Miles

:  
Roads: Gold Branch Rd; Old US 52 Hwy; NC-8

### Justification:

Route segment #6 connects Richfield to New London. This route gives you a feel of small town NC life. And brings you back to the area that witnessed the first United States' gold rush.

### Recommendation:

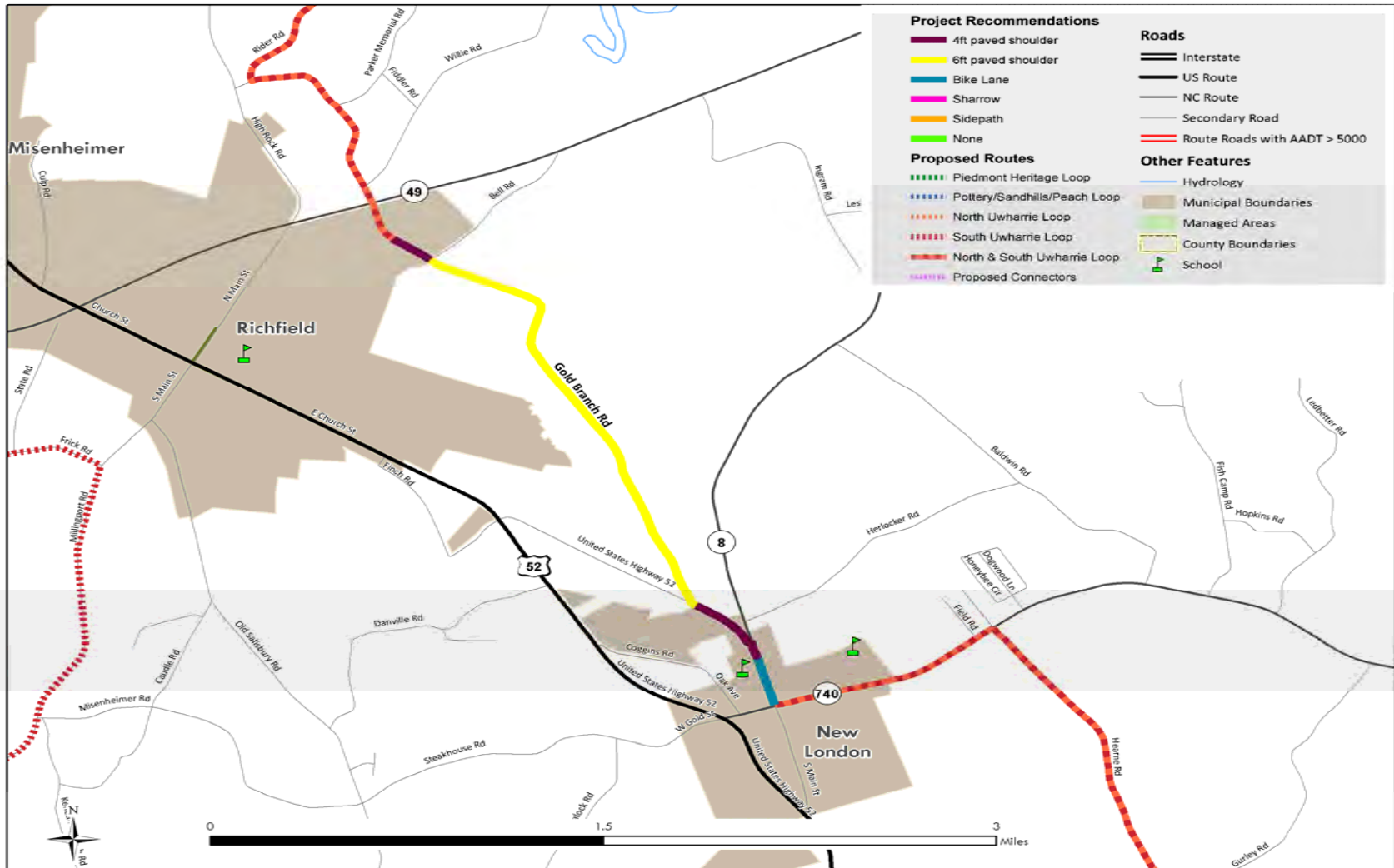
- 4-ft paved shoulder for Gold Branch Rd (inside municipal limits), and Old US 52 Hwy.
- 6-ft paved shoulder for Gold Branch Rd (outside municipal limits).
- Bike Lane for NC-8.



NC-8 in New London Source: Google

## Route Segment #6—North & South Uwharrie Loop

Richfield to New London



## Route Segment #6—North & South Uwharrie Loop

## Richfield to New London

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Gold Branch Rd	Gold Branch Rd - Richfield Town Boundary	NC 49 Hwy	0.2	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Gold Branch Rd	Old US 52 Hwy	Gold Branch Rd - Richfield	2.1	Two lane road 18 feet in width; no shoulder; speed limit of	6ft paved shoulder
Old US 52 Hwy	N Main St	Gold Branch Rd	0.4	Two lane road 24 feet in width; 8' grass shoulder; speed	4ft paved shoulder
NC-8	E Gold St	Old US 52 Hwy	0.2	Two lane road 44 feet in width; has a concrete curb; speed	Bike Lane
		<b>Total Miles:</b>	2.9		



## Route Segment #7—North & South Uwharrie Loop

## New London to Badin

### Current Conditions:

This segment heads east on E Gold St in New London towards Badin. E Gold St is a two-lane road that is 36 feet in width with concrete curb and a speed limit of 35 mph.

NC-740, Hearne Rd, Mountain Creek Rd, Tower Rd, Melton Rd, Barnhardt Rd, and Mountain View Church Rd are all rural two-lane roads with a width ranging from 16 to 24 feet. All but Hearne Rd has 5 to 6 foot grass shoulder. Hearne has no shoulder. And the speed limit is 55 except for Hearne and Mountain View Church Rd is 45.

Entering Town of Badin on NC-740/Badin Rd, is a two-lane road that is 22 feet wide with some grass shoulder and some curb. Falls Rd is a two-lane road that is 42 feet in width with on-street parking on both sides and concrete curb. Speed limit is 35 mph.



*E Gold St, New London Source: Google*

Length: 10.2 Miles

Roads: E Gold St; NC-740; Hearne Rd; Mountain Creek Rd; Tower Rd; Melton Rd; Barnhardt Rd; Mountain View Church Rd; Badin Rd; Falls Rd

### Justification:

Route segment #7 connects New London to Badin. Continuing the feel of small town 'Mayberry' lifestyle with the recreation opportunities of Badin Lake.

### Recommendation:

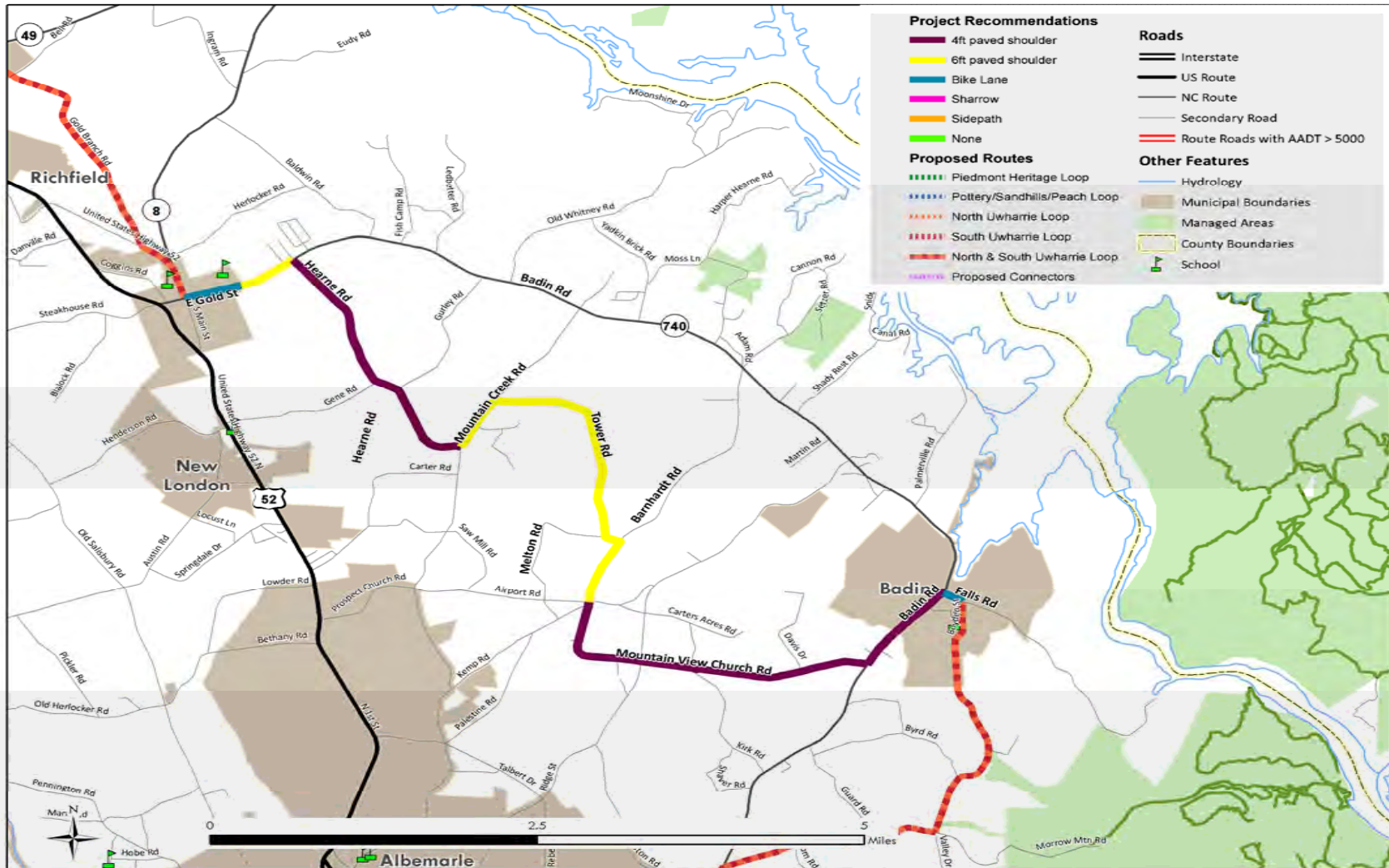
- Bike lane for Gold Branch Rd, and Old US 52 Hwy.
- 4-ft shoulder for Hearne Rd, Mtn. View Church Rd, NC-740, and Badin Rd..
- 6-ft paved shoulder for Mtn. Creek Rd, Barnhardt Rd, Melton Rd, and Tower Rd.



*Falls Rd, Badin Source: Google*

## Route Segment #7—North & South Uwharrie Loop

New London to Badin



# Route Segment #7—North & South Uwharrie Loop

# New London to Badin

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improve-
E Gold St	NC 740 Hwy - New	Main St	0.5	Two lane road 36 feet in width; has a concrete curb; speed limit	Bike Lane
NC-740	Hearne Rd	E Gold St - New Lon-	0.5	Two lane road 22 feet in width; 5' grass shoulder; speed limit of	6ft paved shoulder
Hearne Rd	Mountain Creek Rd	NC 740 Hwy	2.3	Two lane road 16 feet in width; no shoulder; speed limit of 45	4ft paved shoulder
Mountain Creek Rd	Tower Rd	Hearne Rd	0.5	Two lane road 20 feet in width; 5' grass shoulder; speed limit of	6ft paved shoulder
Barnhardt Rd; Mel-ton Rd; Tower Rd	Airport Rd	Mountain Creek Rd	2.6	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Mountain View	NC 740 Hwy	Airport Rd	2.7	Two lane road 24 feet in width; 6' grass shoulder; speed limit of	4ft paved shoulder
NC-740; Badin Rd	Falls Rd	Mountain View	1.0	Two lane road 22 feet in width; 6' grass shoulder; speed limit of	4ft paved shoulder
Falls Rd	Boyden St	Badin Rd	0.2	Two lane road 42 feet in width; concrete curb; speed limit of 35	Bike Lane
		<b>Total Miles:</b>	10.2		



## Route Segment #8—North & South Uwharrie Loop

## Badin to Albemarle

### Current Conditions:

This segment heads south from the Town of Badin to the City of Albemarle. Boyden St and Valley Dr are two-lane roads, with a width of 28 ft, concrete curbs, and speed limit of 35 mph. Upon leaving the Town of Badin, Valley Dr narrows to 22 ft, its shoulder becomes 6-foot wide grass shoulder. And the speed limit increases to 55 mph. Morrow Mountain Rd becomes a little more narrow with a width of 20 ft, and the grass shoulder narrows to 4 ft. Badin Rd/NC-740 has a width of 20 ft with a 2 ft asphalt shoulder and speed limit of 55 mph outside of Albemarle and 35 entering Albemarle.

Length: 5.2 Miles

Roads: Boyden St; Valley Dr; Morrow Mountain Rd; Badin Rd

### Justification:

Route segment #8 connects Badin to Albemarle. Leaving the small town feel of previous segments, this route brings you to Historic Albemarle, the County seat for Stanly County.

### Recommendation:

- Bike Lane for Boyden St and Valley Dr inside Badin municipal limits.
- 6-ft shoulder for Badin Rd, Valley Dr (outside of municipal limits, and Morrow Mountain Rd.



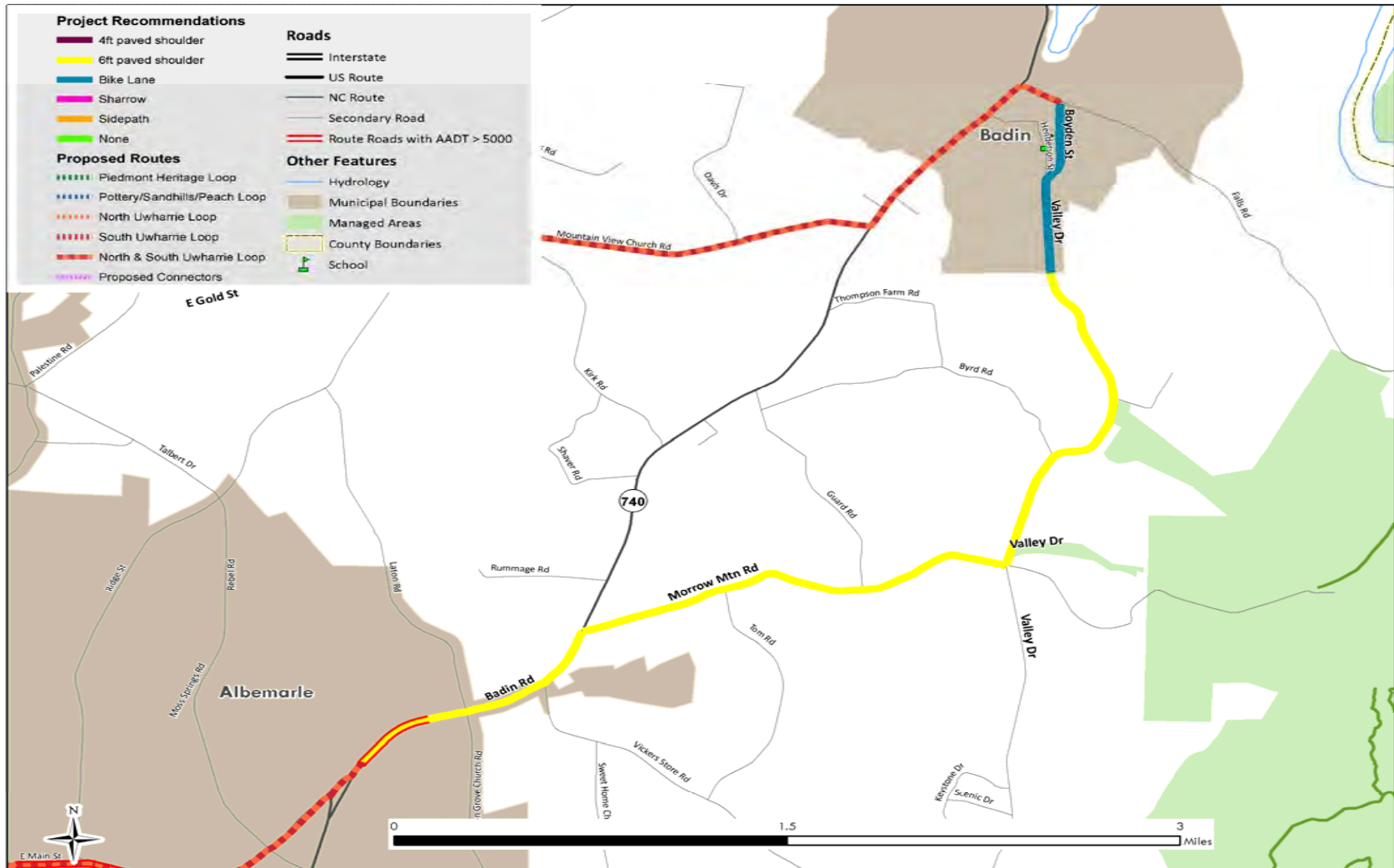
Boyden St, Badin Source: Google



Morrow Mountain Rd., near Albemarle Source: Google

## Route Segment #8—North Uwharrie Loop

Badin to Albemarle



## Route Segment #8—North Uwharrie Loop

## Badin to Albemarle

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Valley Dr; Boyden St	Ralls Rd	Valley Dr - Speed Change	0.8	Two lane road 28 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
Valley Dr	Valley Dr - Speed Change	Morrow Mountain Rd	1.6	Two lane road 22 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Morrow Mountain Rd	Valley Dr	NC 740 Hwy	1.7	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Badin Rd	NC 740 Hwy	E Main St	1.1	Two lane road 20 feet in width; 2' asphalt shoulder; speed limit of 55 mph.	6ft paved shoulder
Total Miles:			5.2		



## Route Segment #1—South Uwharrie Loop

## Norwood to Ansonville

### Current Conditions:

This segment which heads south from Norwood to Ansonville on Kendall St, Anson Avenue, Riverview Rd and Mt. Zion Church Rd has 9 ft travel lanes with no shoulder. The speed limit increases from 35 to 55 mph at the town limits. When the route turns onto Plank Rd, the road widens to 10-11 ft travel lanes with a 3-4' grass shoulder and crosses over the Rocky River. The route turns south onto US 52 and Main Street near downtown Ansonville. Main Street in Ansonville is two lanes, is 45 ft wide and has a speed limit of 35mph. There is a TIP project R-2320 to widen US 52 to multiple lanes in Ansonville, but is unfunded currently.

Length: 14.0 Miles

Roads: Anson Ave; S Kendall St; Riverview Rd; Mt Zion Church Rd; Plank Rd; US-52 N

### Justification:

Route segment #1 connects Norwood to Ansonville, two historic towns located in the Southern Uwharrie region.

### Recommendation:

- 4 ft paved shoulder on S. Kendall St and Plank Rd (inside municipal limits).
- 6 ft paved shoulder on Riverview Rd, Mt Zion Rd, and Plank Rd (outside municipal limits).
- Bike lane on Anson Ave and US 52/Main St



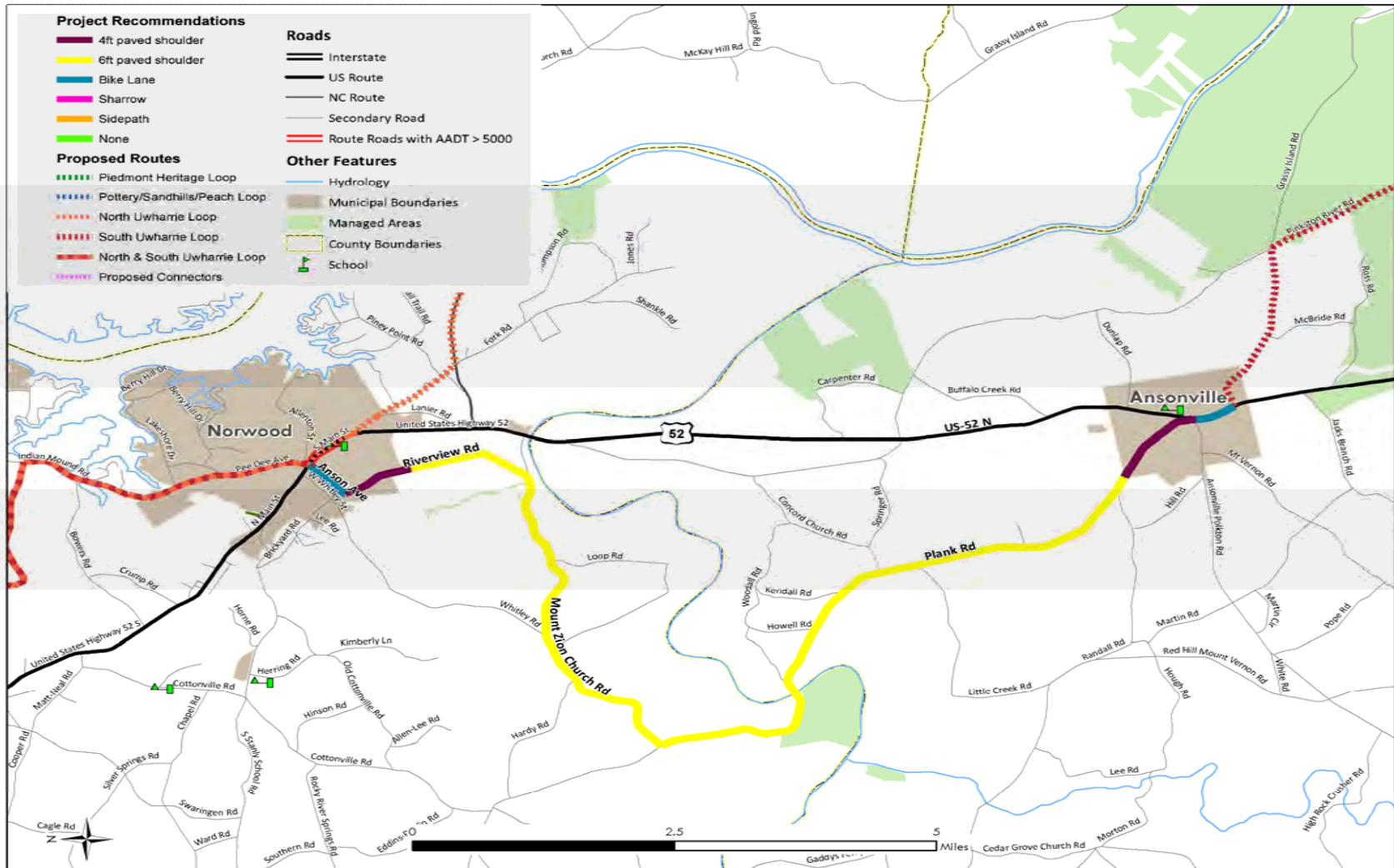
Plank Rd over the Rocky River. Source: Google.



Main St/NC 52 Ansonville Source: Google.

## Route Segment #1—South Uwharrie Loop

## Norwood to Ansonville



# Route Segment #1—South Uwharrie Loop

# Norwood to Ansonville

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Anson Ave	Fork Rd	S Kendall St	0.5	Two lane road 35 feet in width, curb and gutter speed limit of 35 mph.	Bike Lane
S Kendall St	Anson Ave	Norwood Town Boundary	0.7	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph	4ft paved shoulder
Riverview Rd	S Kendall St - Norwood Town Boundary	Mt Zion Church Rd	1.2	Two lane road 18 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Mt Zion Church Rd;	Riverview Rd	Plank Rd	3.9	Two lane road 18 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Plank Rd	Mt Zion Church Rd	Plank Rd - Ansonville Town Boundary	6.3	Two lane road 22 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Plank Rd	Plank Rd - Ansonville Town Boundary	Ansonville Polkton Rd	1.0	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
US-52 N	Ansonville Polkton Rd	Grassy Island Rd	0.4	Two lane road 47 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
		<b>Total Miles:</b>	14.0		



## Route Segment #2—South Uwharrie Loop

## Ansonville to Wadesboro

### Current Conditions:

This segment heads south out of Ansonville and towards Wadesboro on Grassy Island Rd. Grassy Island Rd, Pinkston River Rd, and Airport Rd are two-lane roads with a width of 18 ft and a 3-ft grass shoulder and intermittent asphalt shoulder. N Green St is a two-lane, 36 foot wide road with concrete curb and 35 mph speed limit.

When replacing bridges on Pinkston River Rd (SR-1627) in the Pee Dee National Wildlife Refuge (B-2506), consideration for bicyclists is recommended.

Length: 11.8 Miles

Roads: Grassy Island Rd; Pinkston River Rd; Airport Rd; N Green St

### Justification:

Route segment #2 connects Ansonville to Wadesboro, two historic towns located in the Southern Uwharrie region. The route also goes through the Pee Dee National Wildlife Refuge.

### Recommendation:

- 6 ft paved shoulder on Grassy Island Rd, Pinkston River Rd, and Airport Rd.
- Bike lane on N Green St.



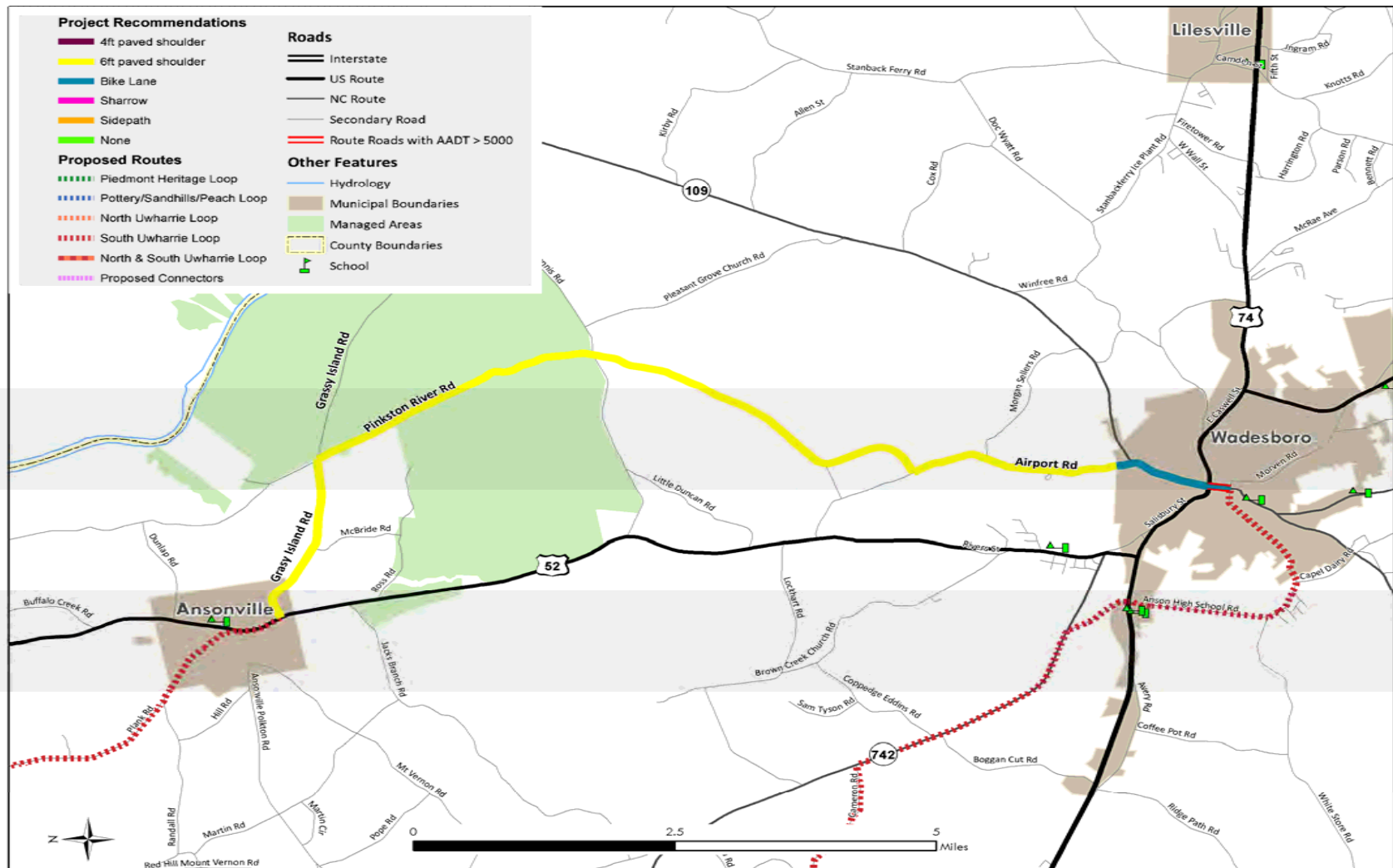
*Airport Rd, Anson County. Source: Google.*



*N Green St, near Wadesboro. Source: Google.*

## Route Segment #2—South Uwharrie Loop

## Ansonville to Wadesboro



## Route Segment #2—South Uwharrie Loop

## Ansonville to Wadesboro

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
Grassy Island Rd	US Hwy 52 N	Pinkston River Rd	2.0	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pinkston River Rd	Grassy Island Rd	Airport Rd	6.6	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Airport Rd	Pinkston River Rd	Airport Rd - Wadesboro Town Boundary	2.0	Two lane road 16 feet in width; 2' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
N Green St; Airport Rd	Airport Rd - Wadesboro Town Boundary	W Morgan St	1.2	Two lane road 36 feet in width; has a concrete curb; speed limit of 35 mph.	Sharrow
		<b>Total Miles:</b>	11.8		



### Route Segment #3—South Uwharrie Loop

### Wadesboro to Polkton

#### Current Conditions:

Leaving Wadesboro on W Morgan St and White Store Rd., both are two-lane roads with a width of 18 ft combined with a concrete curb, and a speed limit of 35 mph. Outside of Wadesboro, White Store Rd's speed limit changes to 55 mph.

Anson High School Rd starts outside of the Wadesboro town limits and goes back inside and the speed limit varies between 55 mph outside of town limits and 35 mph inside of town limits.

NC 742 N, Kitty Bennett Rd, and Cameron Rd are two-lane roads varying between 16 and 18 ft wide and 3 ft grass shoulder, with a speed limit of 55 mph.

The pavement width widens at Ansonville Polkton Rd to 24 ft and a 4 ft grass shoulder. The speed limit decreases to 35 mph entering Polkton. High St and N Williams St keep the same characteristics.



W Morgan St, Wadesboro. Source: Google.

Length: 12.0 Miles

Roads: W Morgan St; White Store Rd; Anson High School Rd; NC 742 N; Kitty Bennett Rd; Cameron Rd; Ansonville Polkton Rd; High St; N Williams St

#### Justification:

Route segment #3 connects Wadesboro to Polkton.

#### Recommendation:

- 4 ft paved shoulder on Anson High School Rd (inside municipal limit, NC-742 N, Kitty Bennett Rd, Cameron Rd (inside municipal limits), High St, and N Williams St.
- 6 ft paved shoulder on White Store Rd (outside municipal limits), Anson High School Rd (outside municipal limit), Ansonville Polkton Rd, NC-742 N, Kitty Bennett Rd, and Cameron Rd (outside municipal limits).
- Bike lane on W Morgan St

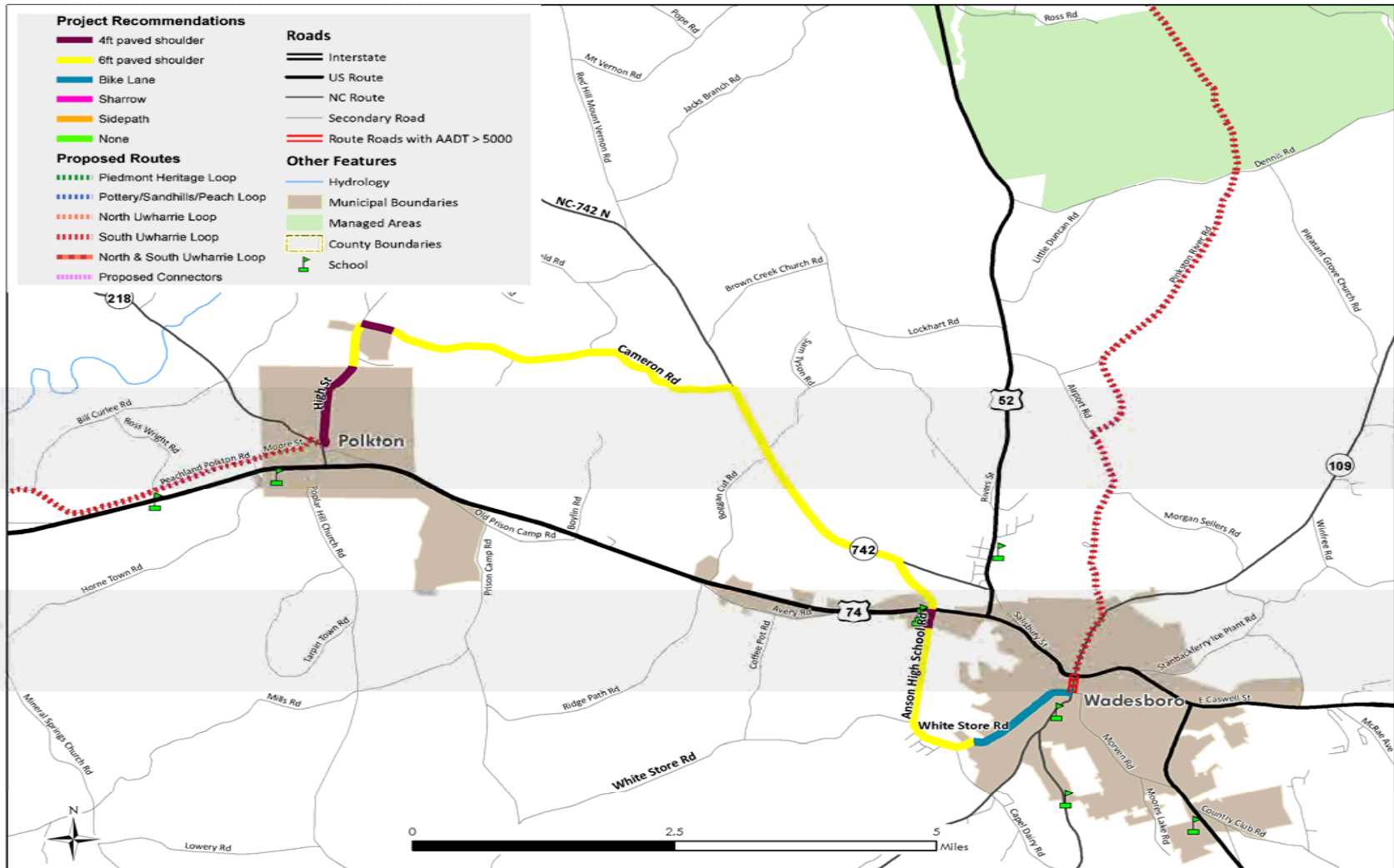


High St, Polkton. Source: Google.

on W Morgan St and White Store Rd

## Route Segment #3—South Uwharrie Loop

## Wadesboro to Polkton



### Route Segment #3—South Uwharrie Loop

### Wadesboro to Polkton

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
White Store Rd; W Morgan St	S Greene St	White Store Rd - Wadesboro Town Limit	1.2	Two lane road 18 feet in width; concrete curb; speed limit of 35 mph.	Bike Lane
White Store Rd	White Store Rd - Wadesboro Town Limit	Anson High School Rd	0.7	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Anson High School Rd	White Store Rd	Anson High School Rd - Wadesboro City Limit	1.1	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Anson High School Rd	Anson High School Rd - Wadesboro Town Limit	US Hwy 74 W	0.2	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
NC 742 N; Kitty Bennett Rd	US Hwy 74 W	Cameron Rd	3.4	Two lane road 22 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Cameron Rd	NC 742 N	Cameron Rd - Speed Change	3.5	Two lane road 16 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Cameron Rd	Cameron - Speed Change	Ansonville Polkton Rd	0.3	Two lane road 16 feet in width; 3' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Ansonville Polkton Rd	Cameron Rd	High St	0.5	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
N Williams, High St	Ansonville Polkton Rd - Polkton Town Limit	W Polk St	1.0	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
		<b>Total Miles:</b>	12.0		



## Route Segment #4—South Uwharrie Loop

## Polkton to Peachland

### Current Conditions:

This segment which heads west from Polkton to Peachland on W Polk St. W Polk St is a 2-lane road with a width of 44 ft and on-street parking on both sides. Moore St is a 24-ft, two-lane road, with a 4-ft grass shoulder. Speed limit for both roads is 35 mph.

Peachland Polkton Rd is a rural, two-lane road, 18 ft wide with 4-foot grass shoulder and the speed limit increases to 55 mph. E Lacawanna St has the same characteristics, but the speed limit drops to 35 mph upon entering Peachland.

Length: 3.9 Miles

Roads: W Polk St; Moore St; Peachland Polkton Rd; E Lacawanna St

### Justification:

Route segment #4 connects Polkton to Historic Peachland.

### Recommendation:

- 4 ft paved shoulder on Moore St and E Lacawanna St.
- 6 ft paved shoulder on Peachland Polkton Rd.
- Bike lane on W Polk St.



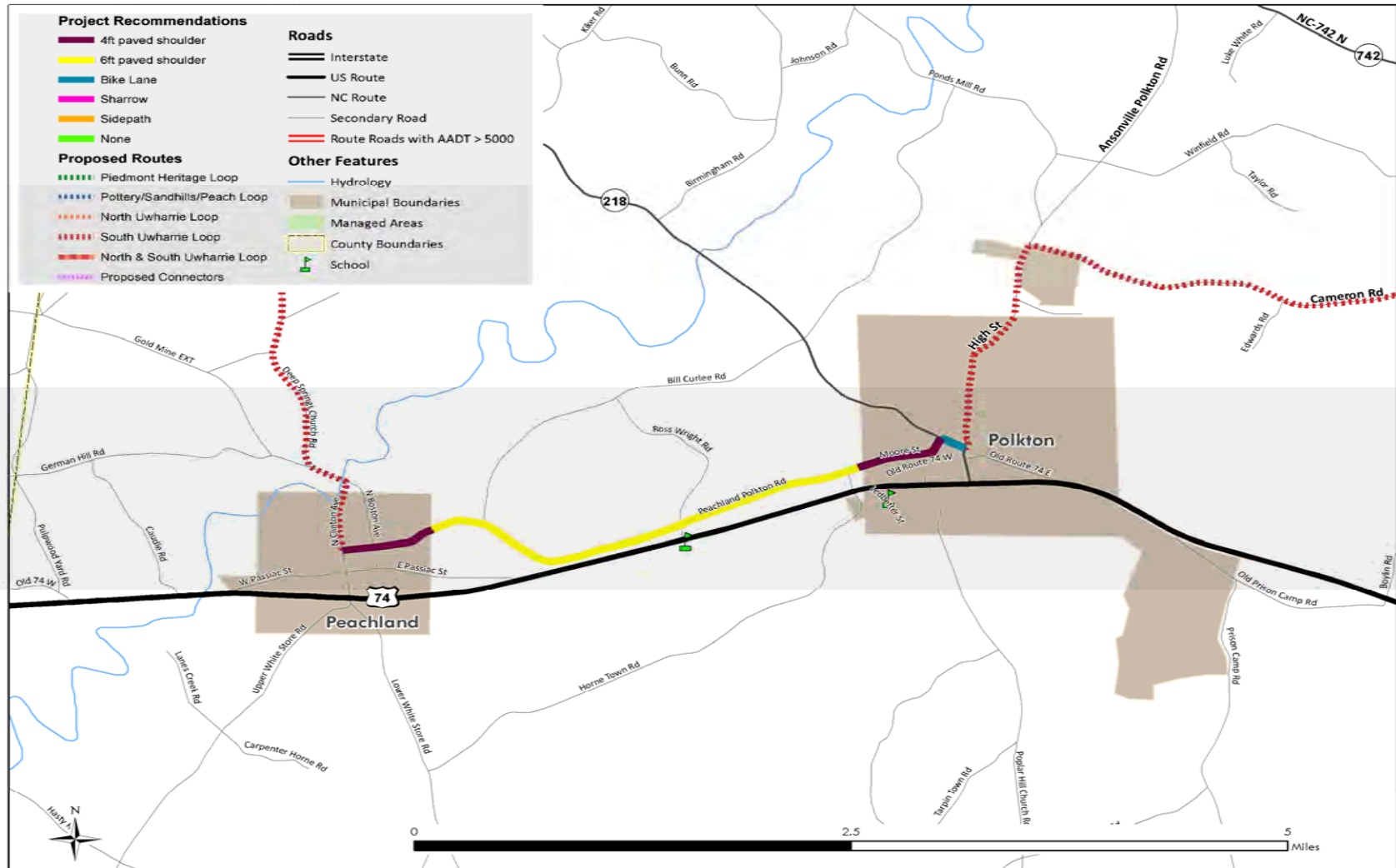
W Polk St, Moore St on left, Polkton. Source: Google.



E Lacawanna St, Peachland. Source: Google.

## Route Segment #4—South Uwharrie Loop

## Polkton to Peachland



# Route Segment #4—South Uwharrie Loop

# Polkton to Peachland

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
W Polk St	Williams St	Moore St	0.2	Two lane road 44 feet in width; 6' asphalt shoulder; speed limit of 35 mph.	Bike Lane/Sharrow
Moore St	W Polk St	Peachland Polkton Rd - Polkton Town Limit	0.5	Two lane road 24 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Peachland Polkton Rd	Moore St - Polkton Town Limit	E Laccawanna St - Peachland Town Limit	2.7	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
E Lacawanna St	Peachland Polkton - Peach Town Limit	N Clinton Ave - Peachland Town Limit	0.5	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Total Miles:			3.9		



## Route Segment #5—South Uwharrie Loop

## Peachland to Oakboro

### Current Conditions:

This segment which heads north from Peachland to Oakboro on N Clinton Ave. N Clinton Ave, N Boston Ave, Deep Springs Rd, NC-218, Blonnie Boss Rd, Edwards Store Rd, and Traywick Rd are all two-lane roads with a width of 18 ft and a 3-to-4 foot grass shoulder. Speed limit is 35 mph on N Clinton Ave and 55 mph for the other roads mentioned above.

NC 742 Hwy widens to 24 ft in width and becomes S Main St up entering Town of Oakboro.

Main Street is a two-lane road, 40 ft in width, with on-street parking on both sides, and concrete curb. The speed limit also slows down to 35 mph.



*Deep Springs Church Rd on right. Peachland.  
Source: Google.*

Length: 18.5 Miles

Roads: N Clinton Ave; N Boston Ave; Deep Springs Rd; NC-218; Traywick Rd; Edwards Store Rd; Blonnie Ross Rd; NC 742 N; NC 742 Hwy; S Main St; N Main St

### Justification:

Route segment #5 connects Peachland to Oakboro.

### Recommendation:

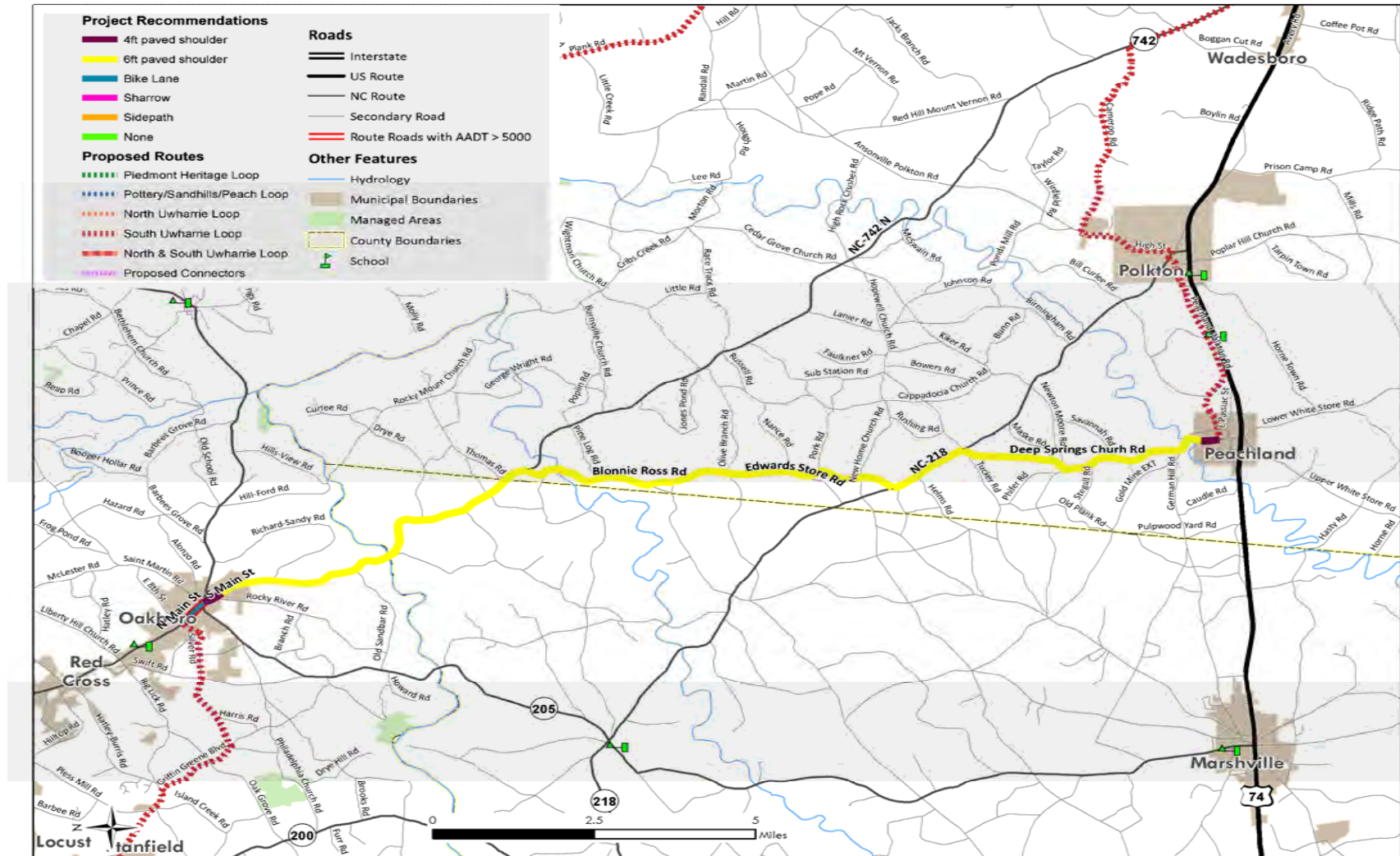
- 4 ft paved shoulder on N Clinton Ave (inside municipal limits), N and S Main St.
- 6 ft paved shoulder on Deep Springs Rd, N Boston Ave, N Clinton Ave (outside municipal limits), NC-218, NC 742 N, Traywick Rd, Edwards Store Rd, and Blonnie Ross Rd.
- Bike lane on N Main St.



*N Main St. Oakboro. Source: Google.*

## Route Segment #5—South Uwharrie Loop

Peachland to Oakboro



## Route Segment #5—South Uwharrie Loop

## Peachland to Oakboro

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
N Clinton Ave	E Lacawanna St	N Clinton Ave - Peachland Town Limit	0.3	Two lane road 20 feet in width; 4' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
Deep Springs Church Rd; N Boston Ave; N Clinton Ave	N Clinton Ave - Peachland Town Limit	NC Hwy 218	4.1	Two lane road 18 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-218	Tucker Rd	Traywick Rd	1.3	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC 742 N; Blonnie Ross Rd; Edwards Store Rd; Traywick Rd	NC Hwy 218	Union County Boundary	6.1	Two lane road 18 feet in width; 3' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
S Main St; NC 742 Hwy	Blonnie Ross Rd	S Main St - Speed Change	5.9	Two lane road 25 feet in width; 4' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
N Main St; S Main St	S Main St - Speed Change	N Main St - Volume Change	0.3	Two lane road 40 feet in width; has a concrete curb; speed limit of 35 mph.	4ft paved shoulder
N Main St	N Main St - Volume Change	W 8th St	0.5	Two lane road 44 feet in width; has a concrete curb; speed limit of 35 mph.	Sharrow
<b>Total Miles:</b>			18.5		



## Route Segment #6—South Uwharrie Loop

## Oakboro to Stanfield

### Current Conditions:

This segment heads west from Oakboro to Stanfield on W 8th St. West 8th St is a two-lane road, 18 ft in width with no shoulder, the speed limit is 35 mph. Silver Rd and Griffin Greene Rd have the same characteristics, except the speed limit increases to 55 mph.

Big Lick Rd is also 18 ft wide and has a 5 ft grass shoulder. East Stanley St widens to 20 ft and the speed will decrease to 35 mph as it enters Stanfield. West Stanley St widens to 40 ft with on-street parking on both sides and concrete curb until intersecting with N Love Chapel Rd. Then it narrows to 20 ft wide two lane road with concrete curb and grass shoulder outside the town limits.



*Big Lick Rd, Stanfield*

Length: 7.9 Miles

Roads: W 8th St; Silver Rd; Griffin-Greene Blvd; Big Lick Rd; E Stanly St; W Stanly St

### Justification:

Route segment #6 connects Oakboro to Stanfield. Both towns grew up around the Raleigh to Charlotte rail line.

### Recommendation:

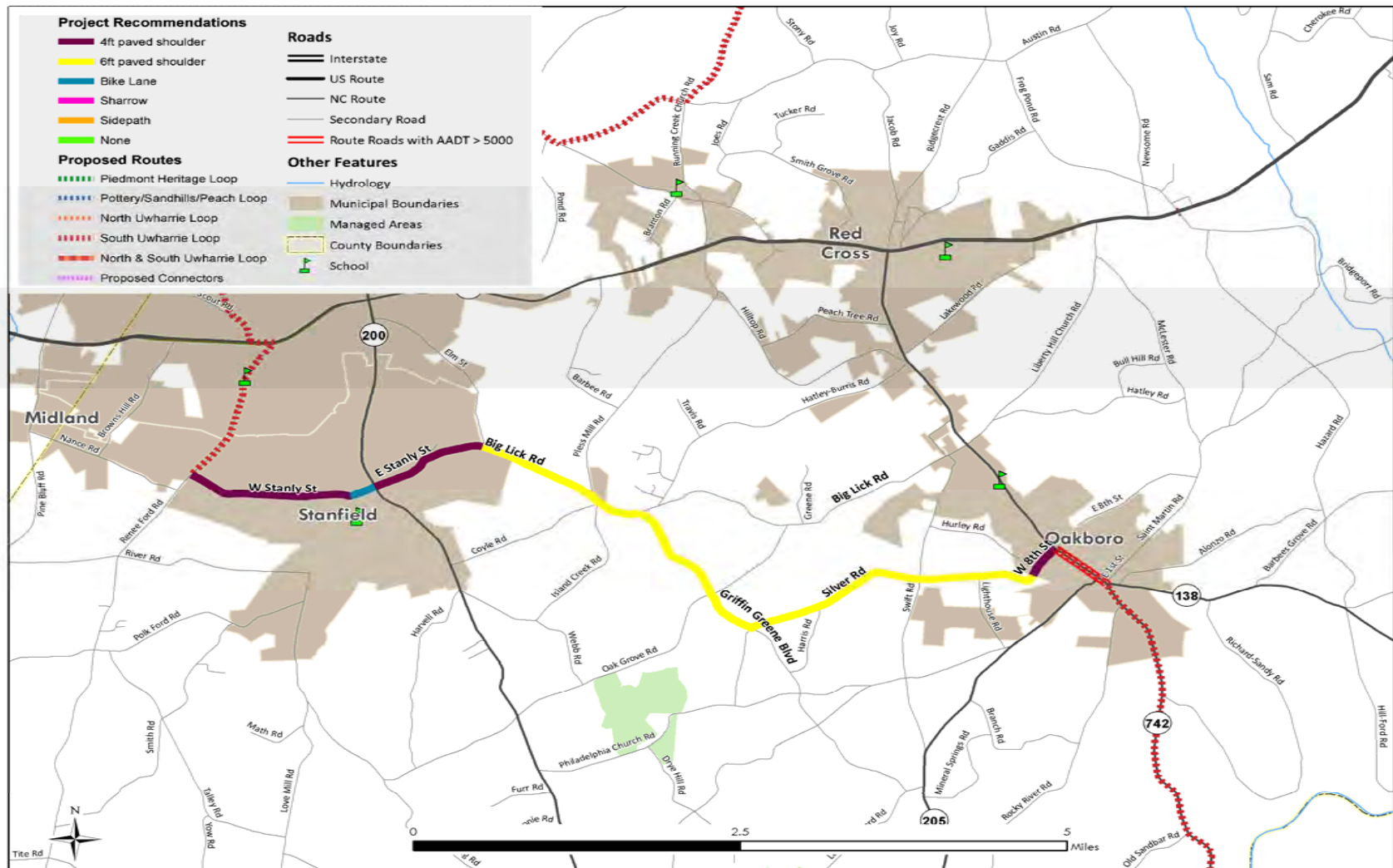
- 4 ft paved shoulder on W 8th St, E Stanly St, and parts of W Stanly St.
- 6 ft paved shoulder on Silver Rd, Griffin-Green Blvd, and Big Lick Rd.
- Bike lane on parts of W Stanly St.



*W Stanly St, Stanfield*

## Route Segment #6—South Uwharrie Loop

## Oakboro to Stanfield



## Route Segment #6—South Uwharrie Loop

## Oakboro to Stanfield

Road Name	From Street	To Street	Distance (Miles)	Existing Conditions	Facilities Improvement
W 8th St	N Main St	Silver Rd - Oakboro Town Boundary	0.3	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Griffin-Greene Blvd; Silver Rd	W 8th St - Oakboro Town Boundary	Big Lick Rd	3.8	Two lane road 18 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Big Lick Rd	Rustic Ln	Elm St	1.4	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
E Stanly St	Elm St	NC Hwy 200 N	0.9	Two lane road 20 feet in width; 5' grass shoulder; speed limit of 35 mph.	4ft paved shoulder
West Stanly St	N Main St	Renee Ford Rd	0.2	Two lane road 40 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane
West Stanly St	S Loves Chapel Rd	Renee Ford Rd	1.3	Two lane road 40 feet in width; has a concrete curb; speed limit of 35 mph.	4ft paved shoulder
		<b>Total Miles:</b>	7.9		



## Route Segment #7—South Uwharrie Loop

## Stanfield to Locust

### Current Conditions:

This segment which heads north from Stanfield to Locust on Renee Ford Rd. Renee Ford Rd is a two-lane road that is 20 ft in width, 5 ft grass shoulders, and a speed limit of 45 mph.

Length: 1.4 Miles

:

Roads: Renee Ford Rd

### Justification:

Route segment #7 connects Stanfield to Locust.

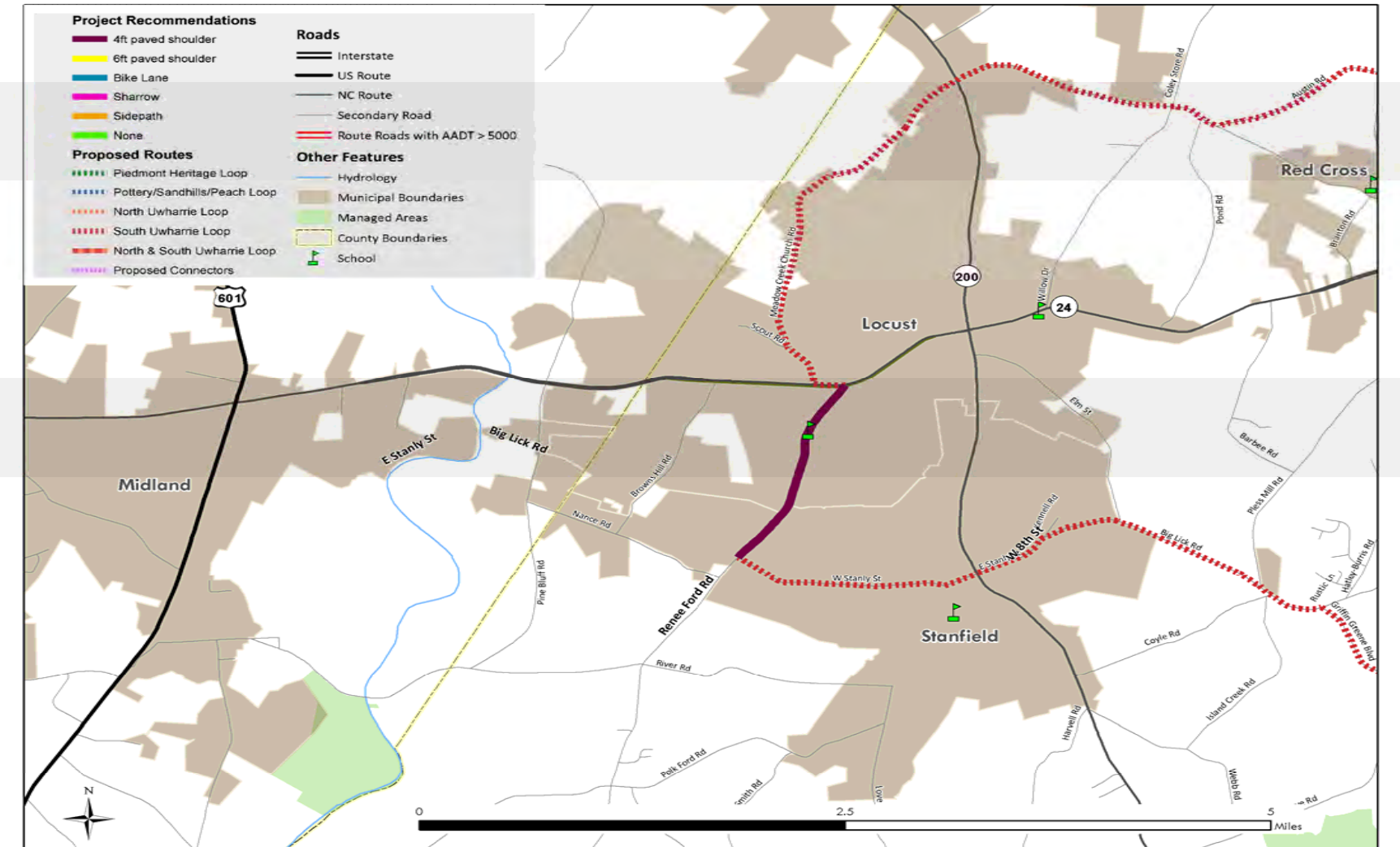
### Recommendation:

- 4 ft paved shoulder on Renee Ford Rd.

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
Renee Ford Rd	West Stanly St	W Main St	1.4	Two lane road 20 feet in width; 5' grass shoulder; speed limit of 45 mph.	4ft paved shoulder
		<b>Total Miles:</b>	1.4		

## Route Segment #7—South Uwharrie Loop

## Route Segment #7—South Uwharrie Loop



## Route Segment #8—South Uwharrie Loop

## Locust to Misenheimer

### Current Conditions:

This segment begins on W Main St. a 63 ft wide road, with a 5-lane road and intermittent outside turn lanes at certain intersections. It has a concrete curb and a speed limit of 35 mph. Turning right on Meadow Creek Church Rd and Bethel Creek Church Rd the roadway cross section is a two-lane road 20 ft in width with no shoulder, the speed limit is 35 mph.

Austin Rd, Running Creek Church Rd, and Millingport Rd narrow to 18 ft width, but add a 5 ft grass shoulder. Speed limit increases to 55 mph. Frick Rd, Pauls Crossing Rd, and NC-49 widen back to 20 ft width and the grass shoulder is 6 ft wide.

Entering Misenheimer on Wesley Chapel Rd and Reeves Island Rd, the roadway narrows to 18 ft with no shoulder and the speed limit decreases to 35 mph.

Length: 25.1 Miles

Roads: W Main St; Meadow Creek Church Rd; Bethel Church Rd; Austin Rd; Running Creek Church Rd; Millingport Rd; Frick Rd; Pauls Crossing Rd; NC-49; Wesley Chapel Rd; Reeves Island Rd

### Justification:

Route segment #8 connects Locust to Misenheimer.

### Recommendation:

- 4 ft paved shoulder on Meadow Creek Church Rd, Wesley Chapel Rd, and Reeves Island Rd.
- 6 ft paved shoulder on Bethel Church Rd, Austin Rd, Running Creek Church Rd, Millingport Rd, Frick Rd, Pauls Crossing Rd and NC-49.
- Bike lane/Sharrow on W Main St.



W Main St, Locust

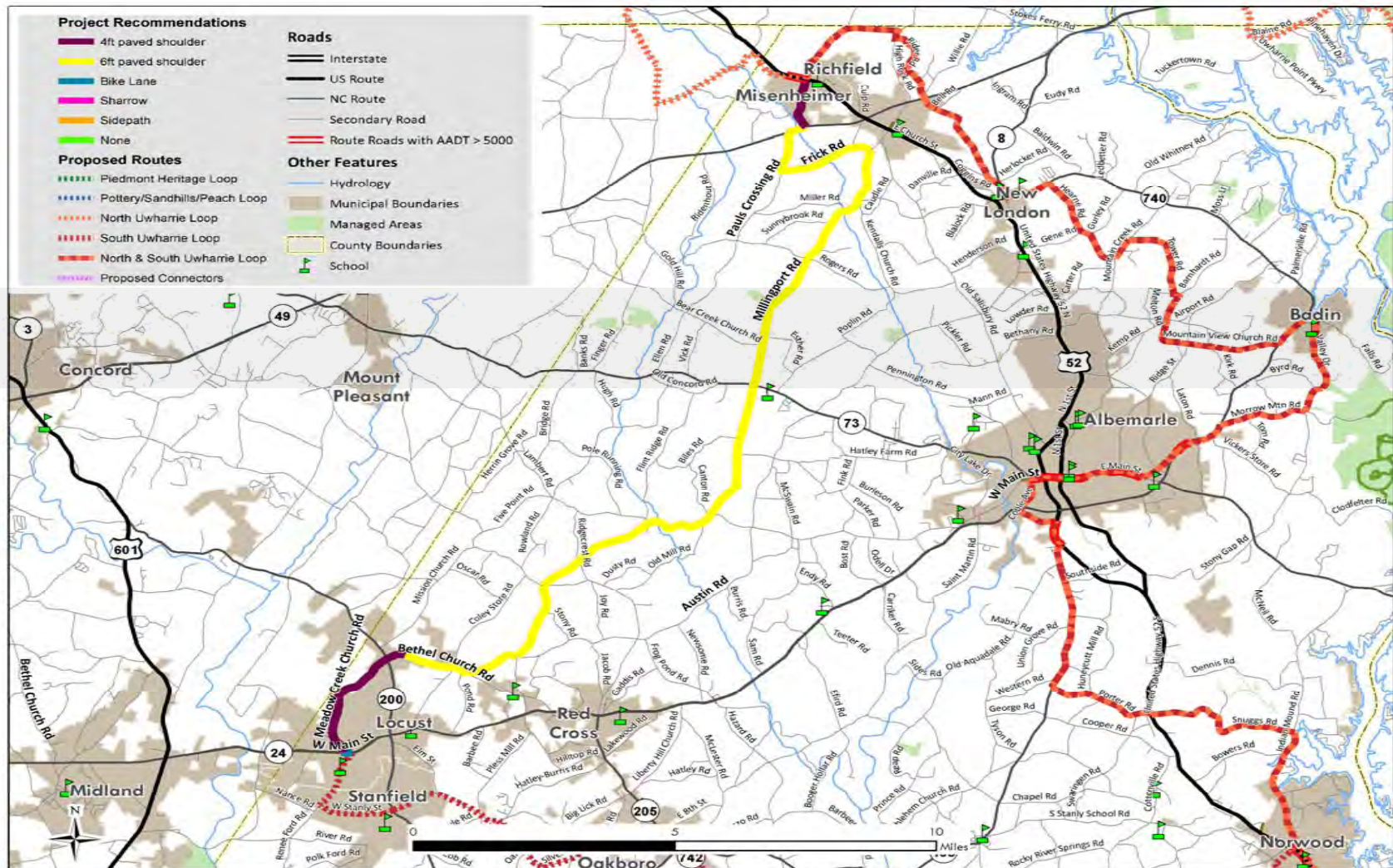


Austin Rd, towards Misenheimer



## Route Segment #8—South Uwharrie Loop

## Locust to Misenheimer





## Route Segment #8—South Uwharrie Loop

## Locust to Misenheimer

Road Name	From Street	To Street	Distance (Miles)	Existing Condition	Facilities Improvement
W Main St	Renee Ford Rd	Meadow Creek Church Rd	0.2	Five-to-six lane road 63 feet in width; has a concrete curb; speed limit of 35 mph.	Bike Lane/Sharrow
Meadow Creek Church Rd	W Main St	Meadow Creek Church Rd - Locust Town Limit	2.2	Two lane road 20 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Bethel Church Rd; Meadowcreek Church Rd	Meadowcreek Church Rd - Locust Town Limit	Bethel Church Rd - Locust Town Limit	0.8	Two lane road 21 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
Bethel Church Rd	Bethel Church Rd - Locust Town Limit	Austin Rd	1.3	Two lane road 17 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Austin Rd	Bethel Church Rd	Running Creek Church Rd	1.1	Two lane road 18 feet in width; no shoulder; speed limit of 55 mph.	6ft paved shoulder
Running Creek Church Rd	Austin Rd	Substation Rd	1.8	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Millingport Rd	Substation Rd	Frick Rd	13.3	Two lane road 18 feet in width; 5' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Pauls Crossing Rd; Frick Rd	Millingport Rd	NC 49 Hwy	2.8	Two lane road 20 feet in width; 6' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
NC-49	Pauls Crossing Rd	Wesley Chapel Rd	0.4	Two lane road 22 feet in width; 8' grass shoulder; speed limit of 55 mph.	6ft paved shoulder
Reeves Island Rd; Wesley Chapel Rd	NC 49 Hwy	Reeves Island Rd - Misenheimer Town Boundary	1.2	Two lane road 18 feet in width; no shoulder; speed limit of 35 mph.	4ft paved shoulder
<b>Total Miles:</b>			25.1		

## C.4 OFF-ROAD IMPROVEMENTS

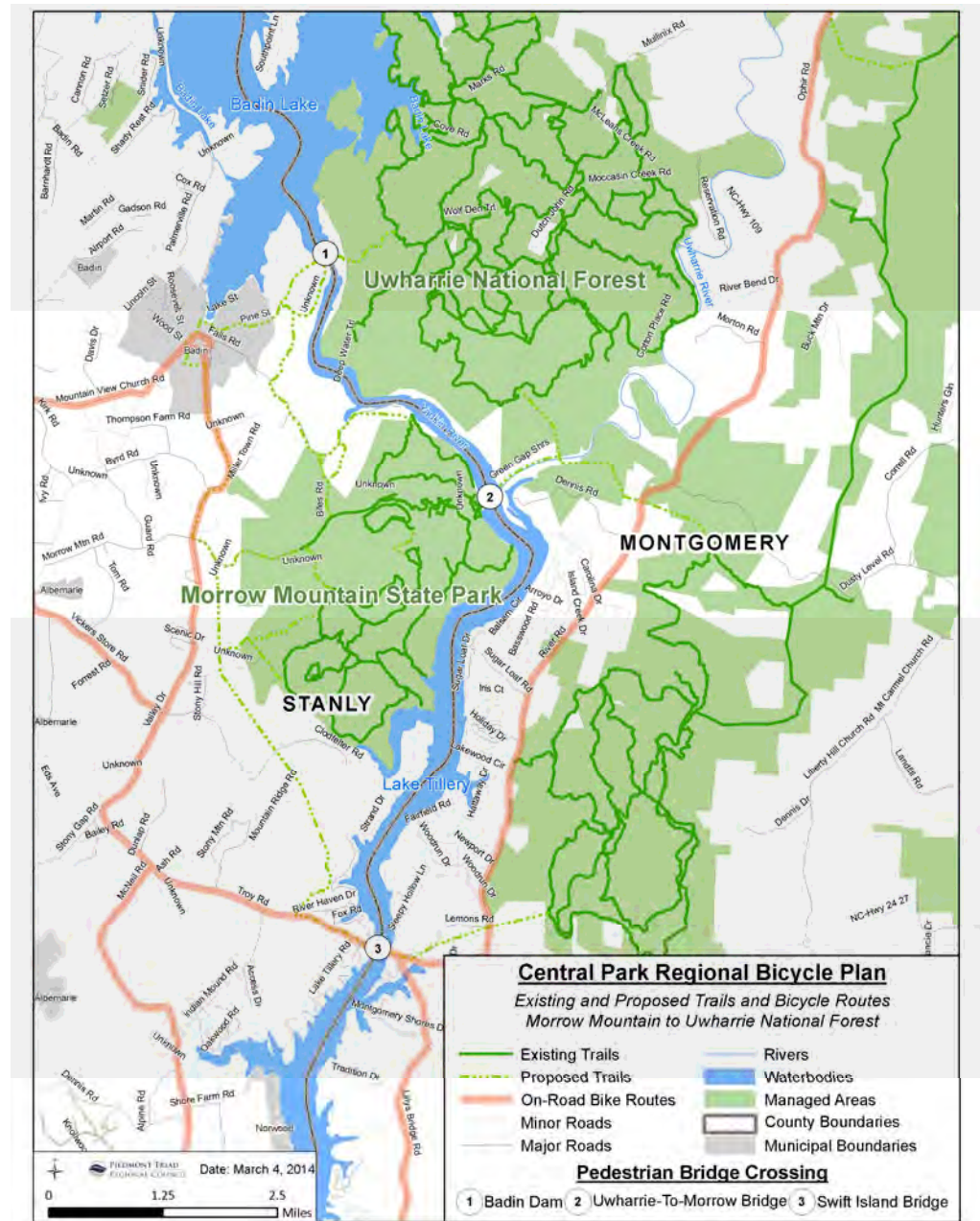
The off-road improvement recommendations are centered in the Uwharrie National Forest to Morrow Mountain State Park crescent. The majority of off road trails elsewhere in the region are hiking or equestrian trails and may not be suitable for bicycle access as currently designed. The competition for different trail use allowances make good design, wayfinding and education important for accommodating different trail users at intersections and along corridors.

Local trail development is occurring all across the region, primarily at the municipal level where public land may be available or along utility lines. Improving access for both mountain bicycling and general bicycle use is encouraged where design and funds allow these improvements.

### Uwharrie National Forest to Morrow Mountain State Park Trail Opportunities

A proposed multi-use trail system beginning at the Wood Run Trail system trail head off of NC 24/27 in Montgomery County connecting with Morrow Mountain State Park is recommended. This connection if implemented could be a catalyst for attracting additional users to the Central Park NC region. Providing a multi-use trail system allows bicyclists of all ages and abilities to explore the natural features of Central Park NC. There are three alternative crossings to be considered bridging the Yadkin River as the off –road trail system in the Central Park NC is developed. 1) Badin Dam, 2) Uwharrie-To-Morrow Bridge and 3) Swift Island Bridge

FIGURE C-4.1 - TOP PRIORIITY OFF-ROAD TRAIL RECOMMENDATION



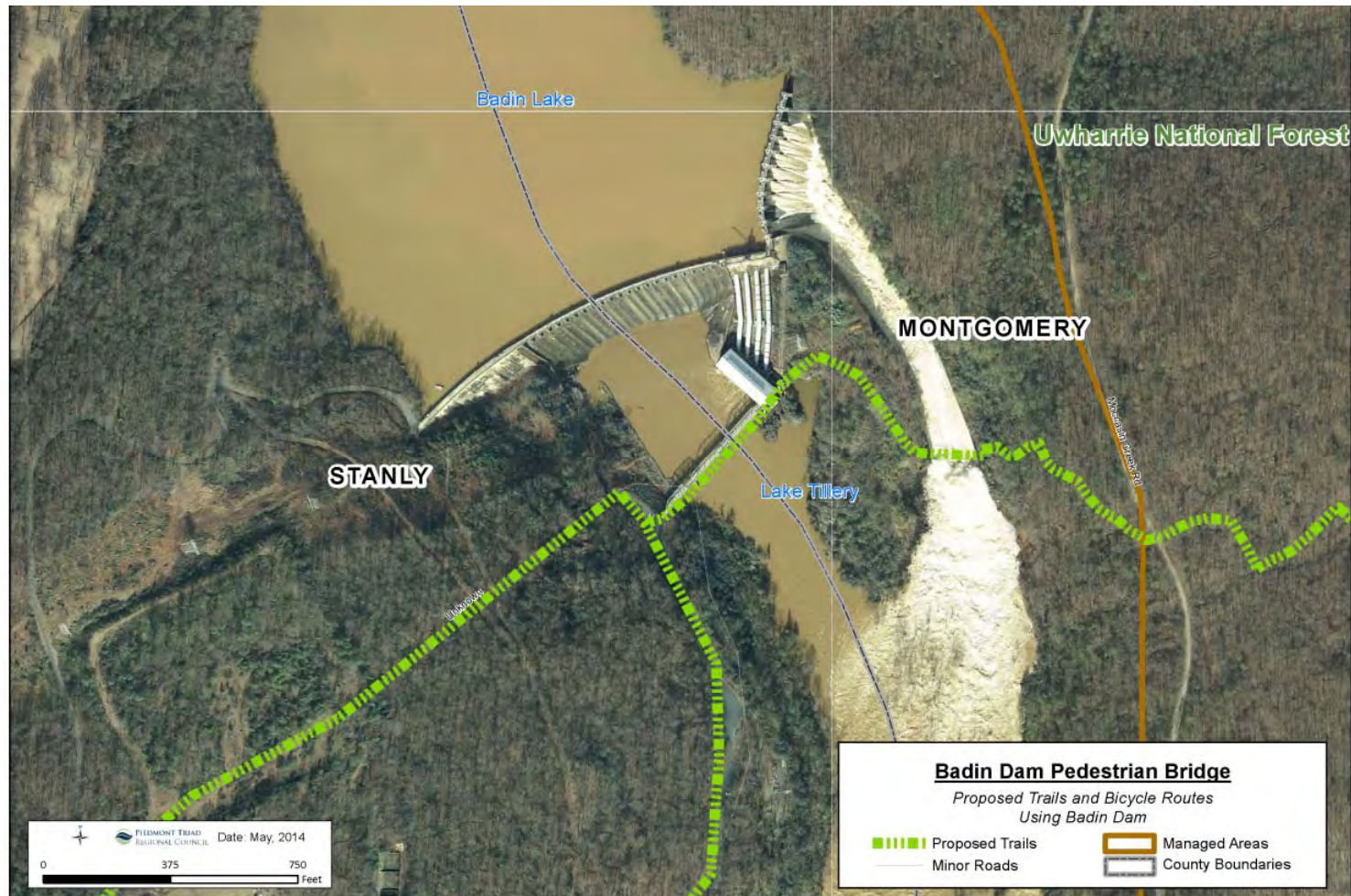


## Alternative Crossing 1 – Badin Dam

Distance: 360 ft using existing bridge to power plant.

Description: The Badin Dam area has several opportunities for crossing the Yadkin River. However security regarding the dam and the power equipment involved will require further study and collaboration with the dam owners and other private property owners. This crossing is closest to Badin, with associated tourist services and amenities.

**FIGURE C-4.2 YADKIN RIVER ALT 1 - BADIN DAM**



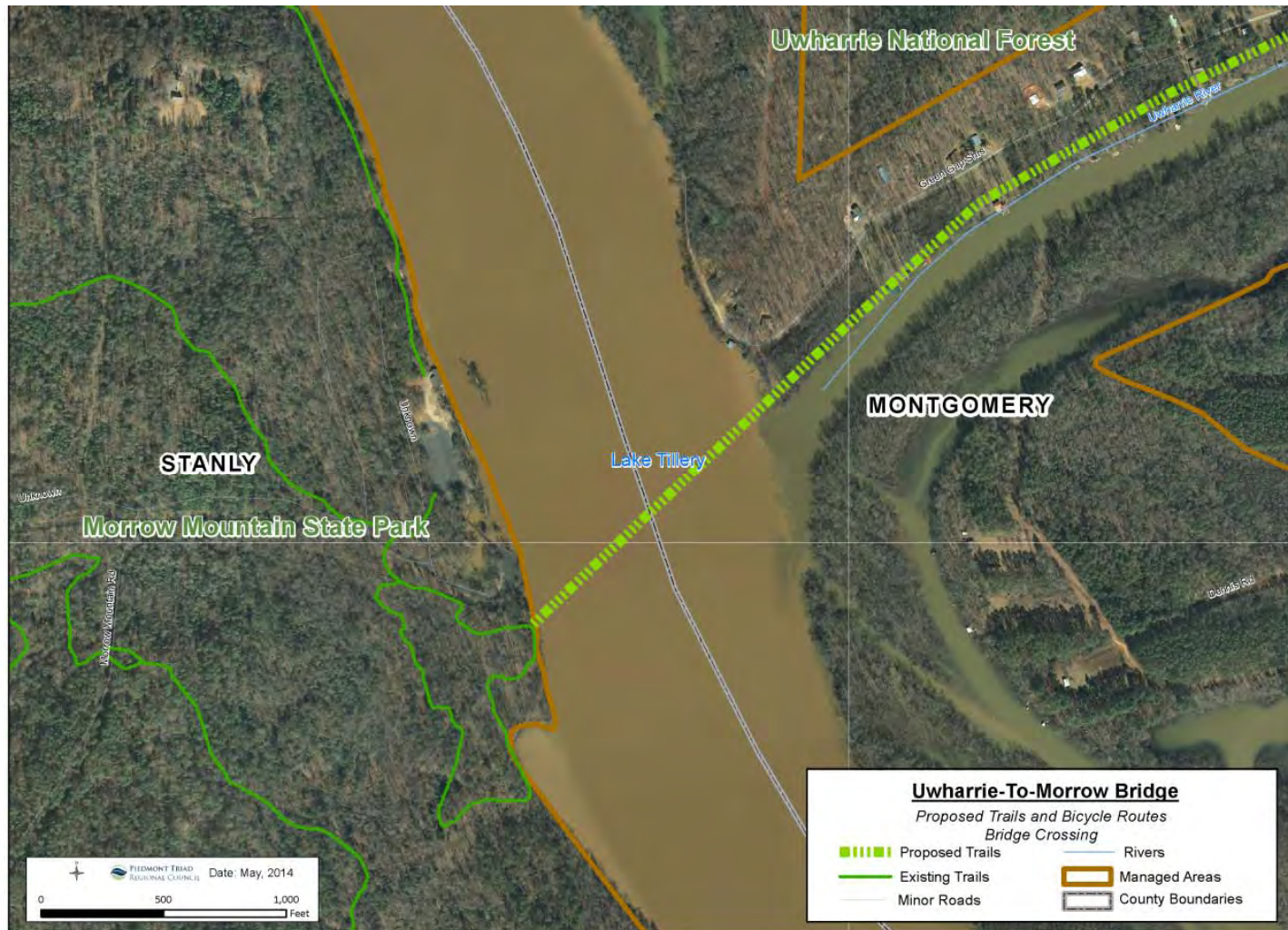


## Alternative Crossing 2 – Uwharrie-to-Morrow Bridge

Distance: 1,170 ft

Description: This area is the least developed of the three crossing points, but does provide a direct connection to Morrow Mountain State Park from the Uwharrie National Forest area. Proximity to the Morrow Mountain and the Uwharrie River will be a strong attractor for potential bicyclists and hikers. Right of way does not exist currently on the eastern side of the river, the alignment shown is conceptual.

**FIGURE C-4.3 YADKIN RIVER ALT 2 – UWHARRIE TO MORROW BRIDGE**



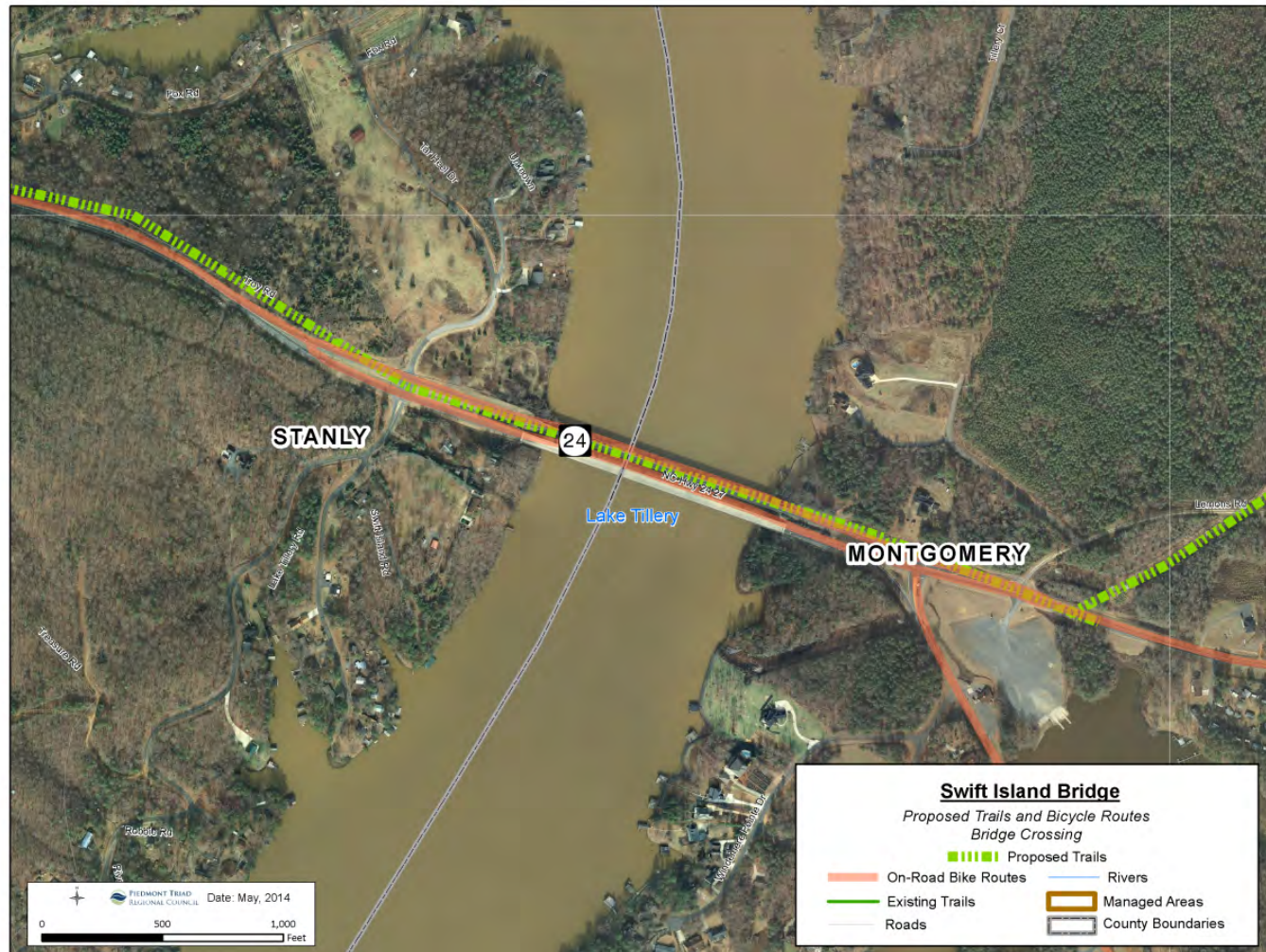


### Alternative Crossing 3 – Swift Island Bridge

Distance: 1,075 ft

Description: The historic Swift Island Bridge is slated to be preserved for non-motorized travel as a part of TIP B-4974 and other planned improvements to NC 24/27. The project is not funded currently, however this may be the most easily implemented opportunity for bicycle and pedestrian access across the Yadkin River, since the bridge is currently scheduled to be preserved.

**FIGURE C-4.3 YADKIN RIVER ALT 3 – SWIFT ISLAND BRIDGE**



## D. IMPLEMENTATION STRATEGIES

### D.1 PROMOTION ACTION PLAN

Marketing and promotion are key components to developing the Central Park NC region as a destination for bicycle tourism. The proposed four signed routes encompass over 500 miles and target weekend bicycle touring trips, however there are opportunities to promote shorter routes which can be completed in a half day or less. As the region continues to build its natural and resource based recreation activities, it will be important to develop new promotion strategies, while also using existing events, studies and marketing infrastructure to get the message out about bicycle touring and amenities. The following promotion strategies will help to increase awareness of bicycle tourism in the Central Park Region:

- Support existing events that promote outdoor recreation (e.g. Uwharrie Trail Run, Discover Anson Ride, Tour De Lions, Pig, Elvis, Moore, etc. and other major club rides); **Lead Partners: Existing event organizers, tourism development authorities, friends groups**
- Publicize bicycle touring routes at community festivals and County fairs; **Lead Partners: Tourism development authorities, local bicycle clubs and bicycle related business (e.g. bike shops and bed and breakfasts)**
- Incorporate sample rides routes in regular tourism promotional items; **Lead Partners: Tourism development authorities**
- Distribute Central Park NC Bicycle Plan route maps/brochures to North Carolina visitor centers; **Lead Partners: NCDOT Bicycle and Pedestrian Division and tourism development authorities**
- Develop an app for bicycle tourism and related activities in Central Park NC; **Lead Partners: Tourism development authorities, Central Park NC, freelance app developers**
- Continue local health promotion programs to support active living choices as bicycling infrastructure is implemented; **Lead Partners: Local health departments and Community Transformation Grant partners, Local Safe Routes to School programs, Healthy Kids Healthy Communities**



Tour De Moore Race 2013 Photo: Hannah Sharpe



## D.2 ON-ROAD ACTION PLAN FOR BICYCLE FACILITIES

The successful implementation of on-road bicycling facilities will improve safety for both bicyclists and motorists. As paved shoulders and bicycle lanes are constructed, a broader range of less experienced or leisure cyclists (Class B) may feel safe riding on the bicycle routes identified in this plan in addition to the confident cyclists (Class A) already out riding these roads. Project development through transportation planning organizations will be assisted through the following action steps:

- Increase communication and education between the bicycle riding public, municipalities and transportation planning organizations and NCDOT, formalize input from bicycle advocates into the existing Transportation Coordinating Committees or other ad hoc committees.

**Lead Partners: RPOs, MPOs, NCDOT, Advocacy leaders**

- Encourage local municipalities and Counties to provide input and financial support (when possible) for re-paving projects on bicycle routes to provide paved shoulders where right of way allows.

**Lead Partners: Municipal leaders, NCDOT District Offices**

- Compile speed and crash data for bicycle routes and use this information in project prioritization and selection.

**Lead Partners: NCDOT Traffic Safety and Mobility, MPOs and RPOs**

- Incorporate paved shoulder recommendations into modernization and safety projects along bicycle routes to improve safety for bicyclists and motorists.

**Lead Partners: RPOs, MPOs, NCDOT District Office and Safety and Mobility**

- Identify local funding sources to leverage federal funding for bicycle and pedestrian improvements in absence of State funding dedication for stand alone bicycle projects.

**Lead Partners: Advocacy leaders, municipal leaders.**



*Wide Paved Shoulder Photo: UNC HSRC*

### D.3 OFF-ROAD ACTION PLAN FOR UWHARRIE NATIONAL FOREST AND MORROW MOUNTAIN STATE PARK CRESCENT TRAIL

The region has the potential to attract different types of bicyclists if facilities outlined in this plan are implemented. Different strategies will be needed to develop the off-road trail system in the Uwharrie National Forest in Montgomery County, while access across Lake Tillery along NC 24/27 will require another set of partnerships to ensure separate facilities exists for bicyclists on newly planned bridges. Separated use accommodations will allow the Type C or beginning cyclist to use the facility and access the heart of the Uwharrie Region. Providing an off-road connection to Morrow Mountain State Park in Stanly County will provide a missing link between the Uwharrie National Forest and Morrow Mountain State Park. The following action steps are critical to supporting the off-road trail crescent between the Uwharrie National Forest Wood Run trail system in Montgomery County and the Morrow Mountain State Park in Stanly County:

- Preserve historic Swift Island Bridge (NC 24/27) for future bicycle and pedestrian traffic or provide dedicated off-road facility for bicyclists and pedestrian on future bridge. **Lead Partners: Montgomery and Stanly County, Land Trust for Central NC, Uwharrie National Forest, Central Park NC, Duke Energy, NCDOT and bicycle clubs and advocates.**
- Expand the Carolina Thread Trail coverage area to the Uwharrie National Forest. **Lead Partners: Carolina Thread Trail, Land Trust for Central NC.**
- Expand and enhance the Wood Run trail system and implement the Uwharrie Comprehensive Trail Plan (see executive summary in the appendix). **Lead Partners: Friends of the Uwharrie, Central Park NC, Uwharrie Trails and Conservancy, Uwharrie National Forest, Land Trust for Central NC**
- Allow for future development of bicycle trails in Morrow Mountain State Park and amend the General Management Plan. **Lead Partners: Morrow Mountain State Park, bicycle clubs and advocates.**
- Conduct a master trail plan for connecting the Uwharrie National Forest Wood Run trail with Morrow Mountain State Park. Explore feasibility and potential of alternative crossing points and methods to facilitate a loop option for crossing between the two destinations. **Lead Partners: Morrow Mountain State Park, State Trails Program, Land Trust for Central NC, NCDOT Bicycle and Pedestrian Division, Uwharrie Trails and Conservancy, Uwharrie National Forest**



*Swift Island Bridge (NC 24/27) Photo: NCDOT*



## D.4 OFF-ROAD ACTION PLAN FOR TRAIL FACILITIES IN OTHER AREAS OF THE CENTRAL PARK NC REGION

The development of mountain bike or multi-use trail systems outside of State or Federal lands is important as communities attempt to provide more quality of life amenities to residents, while balancing local budgets. Typically municipalities and large private landowners will have the most success in developing trail systems when public and private funding is aligned through a common vision. The following action items will support the development of off-road trails systems in communities across the Central Park NC region.

- Develop and implement local municipal bicycle and pedestrian comprehensive plans. **Lead Partners: Local advocates, municipal leaders, RPOs, MPOs.**
- Develop local bicycle club capacity through education and awareness campaigns. **Lead Partners: Local advocates and bicycle club leaders, safe kids and health coalition partners.**
- Incorporate bicycle and recreational tourism impacts into County tourism strategic plans. **Lead Partners: Tourism development authority, county economic development, bicycle related business and organizations.**
- Prioritize bicycle facilities that connect safely with schools and establish a Safe Routes to Schools program locally. **Lead Partners: Local parent teacher associations, NC Safe Routes to School Partnership, NCDOT Safe Routes to School Program, Healthy Kids Healthy Communities, advocacy leaders.**
- Ensure that local development regulations support dedication of public access easements for land sub-divisions and extension of utilities. **Lead Partners: Municipal and County planners, planning board leaders and utility owners.**



Signage for Town Creek Indian Mound Along Proposed Bicycle Route Photo: PTRC

## E. APPENDICES

### E.1 BICYCLE FACILITY DESIGN GUIDELINES

Proposed design guidelines and examples are included here for reference. The latest AASHTO Design Guide for the Development of Bicycle Facilities (2012) should be referenced during project development and installation.

#### Off-Road Facilities

The following off-road facilities types may vary during project development in width and surfacing depending on funding available, property rules and regulations.

Crushed Stone Trail



Surface: Crushed stone or granite dust  
Width: 8ft wide

Uses: Walking, Bicycling, Wheelchair Accessible  
Cost Estimate: \$20 per linear foot

Natural Surface Trail



Surface: Natural  
Width: 2-4ft

Uses: Walking or Mountain Biking  
Cost Estimate: \$7 per linear foot

Cost Estimate Source: Costs for Pedestrian and Bicyclist Infrastructure, UNC Highway Safety Research Center, 2013



Surface: Wood or Manufactured Decking  
Width: 8ft+

Uses: Walking/Bicycling  
Cost Estimate: \$375 per linear foot

Bridges



Surface: Varies  
Width: 8ft+

Uses: Walking/Emergency Access/Bicycling  
\$130 per square foot – wood  
\$200 per square foot – steel/concrete  
(costs estimates include abutments)

## On-Road Facilities

The following on-road facilities and recommended uses are proposed in the plan. During project development, widths and types of facilities may change due to land use changes, local interest or changes in traffic. The North Carolina Complete Streets Guidelines should be referenced as facilities are developed and implemented.

Sharrows



Surface: Asphalt

Width: See AASHTO Guide for proper placement

Uses: Bicycling

Cost Estimate: Minimal

Bicycle Lane



Surface: Asphalt

Width: 4-6ft

Uses: Bicycling

Cost Estimate: \$85 per linear foot (includes right and left sides)

Sidepath



Surface: Asphalt or Concrete

Width: 8-10ft

Uses: Bicycling and Walking

Cost Estimate: \$140 per linear foot

Paved Shoulder



Surface: Asphalt

Width: 4-6ft

Uses: Bicycling

Cost Estimate: \$75 per linear foot (includes right and left sides)

Cost Estimate Source: Costs for Pedestrian and Bicyclist Infrastructure, UNC Highway Safety Research Center, 2013; Virginia DOT Bicycle and Pedestrian Cost Estimates, 2011; Photos: Pedestrian and Bicycling Information Center (PBIC)



## Proposed Trail Cross Sections

### Accessible Trail

Surface: Paved, crushed stone, granite millings

Width: 5ft+ wide (Depending on use, traffic)

Uses: Bicycling, Walking, Handicap Accessible



### Boardwalk

Surface: Wood/Manufactured Decking

Width: 8ft+

Uses: Walking/Emergency access/Bicycling

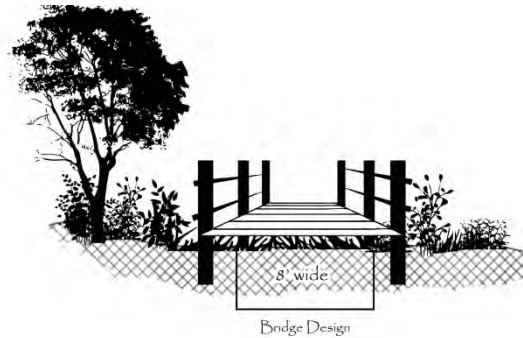


### Bridge

Surface: Wood/Manufactured Decking/Concrete

Width: 8ft+

Uses: Walking/Emergency access/Bicycling

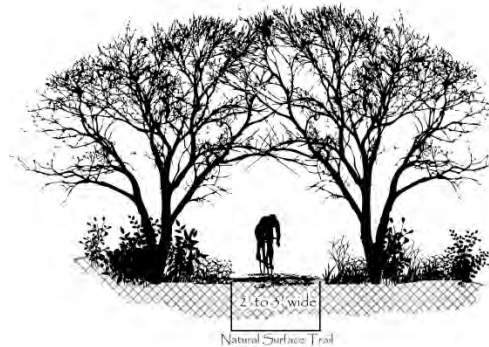


### Mountain Bike Trail

Surface: Natural

Width: 3-4ft

Uses: Walking/Mountain bike





## E.2 BICYCLE OUTFITTERS AND RENTALS

The following bicycle shops and outfitters are located in the Central Park NC region and may be have bicycle rentals available and provisions for planning your bicycle trip. There are likely other stores and retail outlets available for your bicycling needs not found in the list below.

Moore	Rainbow Cycles	239 NE Broad Street	Southern Pines	Store	Bicycle Shop
Rowan	Skinny Wheels Bike Shop	111 W Innes Street	Salisbury	Store	Bicycle Shop
Stanly	Vac N Dash Sports Store	231 W Main Streed	Albemarle	Store	Bicycle Shop
Davidson	Sportsmen's Choice	3335 Floyd Church Road	Lexington	Store	Outfitter
Davidson	Yadkin Lakes Guide Service	437 Stratford Road	Lexington	Store	Outfitter
Stanly	God's Country Outfitters	1454 Us Highway 52 N	Albemarle	Store	Outfitter
Stanly	Beard Bikes & Boards	405 W Main Street	Albemarle	Store	Outfitter
Stanly	Uwharrie Lake Rentals	26 Falls Road	Badin	Store	Outfitter
Davidson	High Rock Outfitters	13 S Main Street	Lexington	Store	Outfitter
Montgomery	Eldorado Outpost	4021 NC Hwy 109 N	Eldorado	Store	Outfitter

## E.3 MEETING NOTES

Please visit [www.ptrc.org/cpbp](http://www.ptrc.org/cpbp) for meeting notes.



## E.4 RESOURCES

Crash Modification Factor Clearinghouse, Paved Shoulder <http://www.cmfclearinghouse.org/>

NCHRP Research Results Digest 299 “Crash Reduction Factors for Traffic Engineering And ITS Improvements : State of Knowledge Report”, 2005, [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rrd\\_299.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_299.pdf)

Guide for the Development of Bicycling Facilities, 4<sup>th</sup> Edition, 2012 AASHTO

Highway Safety Manual Knowledge Document, 2009 [http://www.cmfclearinghouse.org/collateral/HSM\\_knowledge\\_document.pdf](http://www.cmfclearinghouse.org/collateral/HSM_knowledge_document.pdf)

North Carolina Complete Streets Guidelines, 2012 <http://www.completestreetsnc.org>

Progress Energy Relicensing Agreement Recreation Resources Section 4.8 [http://www.duke-energy.com/pdfs/pe-sect4\\_8.pdf](http://www.duke-energy.com/pdfs/pe-sect4_8.pdf)

Travel Economic Impact Model, 2013 <http://www.nccommerce.com/tourism/research/economic-impact/teim>

“The Uwharrie Lakes Region – A Strategy for North Carolina’s “Central Park” and other works by Central Park that identified tourist attractions in the area <http://www.centralparknc.org/rokdownloads/CentralParkStrategy.pdf>

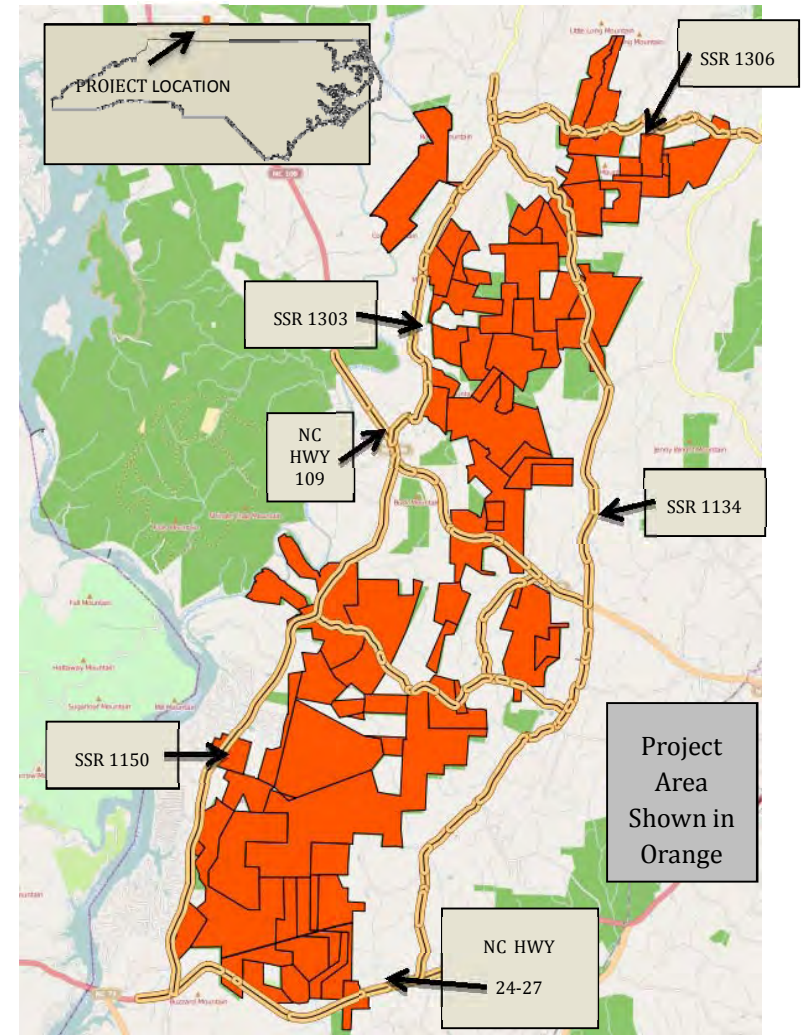
Uwharrie National Forest Final Environmental Impact Statement, 2012 [http://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/stelprdb5367123.pdf](http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5367123.pdf)

## E.5 UWHARRIE TRAIL CONSERVANCY MASTER TRAIL PLAN EXECUTIVE SUMMARY

This comprehensive trail plan has been made to study the potential for bike/hike trails in a portion of Uwharrie National Forest and to design a preliminary network of trails. The study area consists of approximately 14,000 acres in Montgomery County, NC. (See below right). In order to facilitate the construction and financing of the project it has been divided into four phases of roughly equal size (2900-4700 acres).

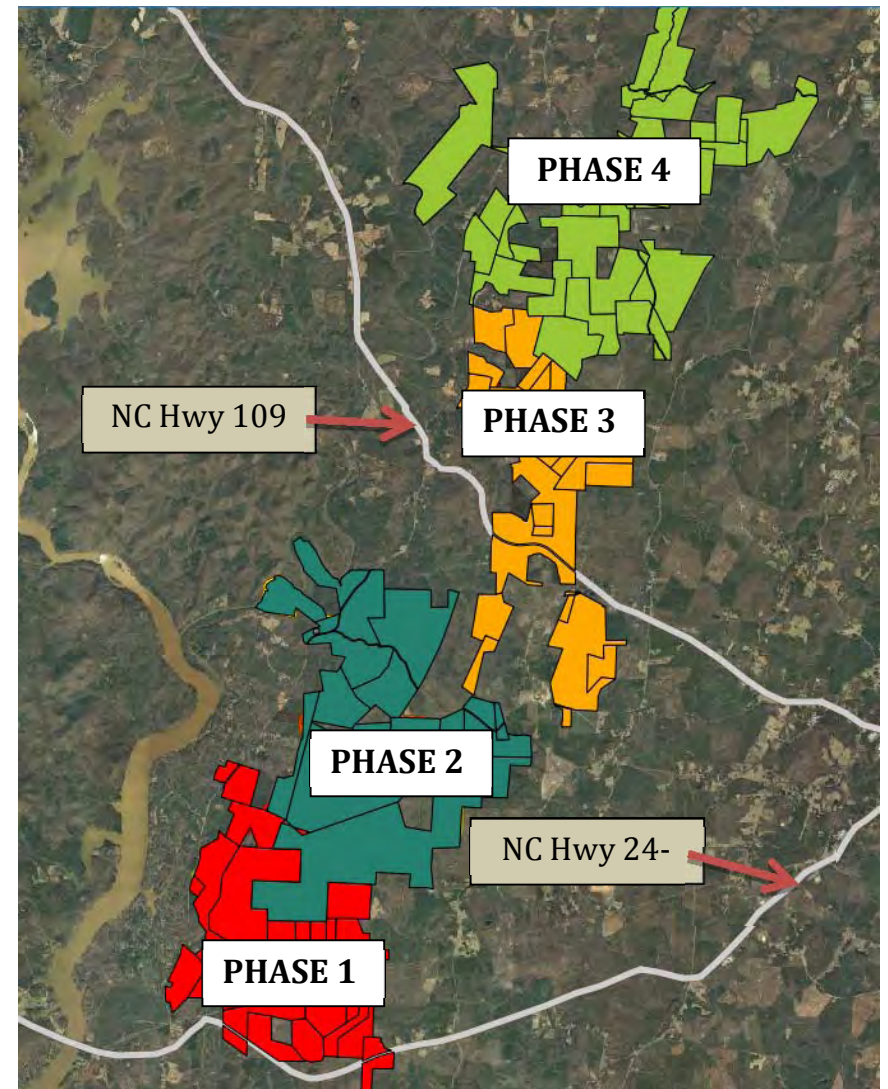
One of the initial goals guiding this project has been to incorporate the existing US Forest Service facilities, including campgrounds, parking areas, etc. The network of potential trails utilizes these facilities. Another goal of this project has been to lay out a network of trails that provides the most extensive access to the project area, while at the same time passing through the best scenery in the area. The seven months of planning and field work that went into this project revealed that the project area contains excellent potential for bike/hike trails. The future trail network contained in this plan has been designed according to accepted trail design principles in order to avoid the bad qualities of the majority of existing trail within the project area.

The four phases of this project contain a total of approximately 60 miles of designed trail. According to the general rule of thumb that trail construction adds about an additional 25% to the length of a designed trail (due to unaccounted for twists and turns), the constructed trail mileage should be in the neighborhood of 75 total miles. The initial target goal of the project was to add 85 miles of trail to the approximate existing 15 miles of bike/hike trail for a resultant total of 100 miles. As the plan developed, it was thought better to leave some target trail mileage to a future date after some new trail has been constructed so that trail designers would have a better idea of how to place the new trail mileage. Additionally, some unused target trail mileage was left for future design of specialty trail for advanced-expert riders as the need arises. The future trail network has sought to make available some of the best features of the project area such as mature hardwood forests, longleaf pine savannahs, river and stream frontage (yet above floodplain), substantial climbs and descents, and scenic vistas.



For the most part, the 14,000 acres forming the project area of this plan are contiguous, however, there are a few areas that offer difficulties to the layout of future trail due to fragmentation of Uwharrie National Forest property by intervening private properties. To temporarily resolve these problems, alternate routes have been made using public roads. It is hoped that these would only be temporary measures and that the Forest Service could eventually obtain land to connect these isolated land parcels.

From the outset of the development of this plan, Uwharrie trail user input has been sought. In order to systematically collect user data, a questionnaire was developed. Initially, trail user surveys were conducted in person. Afterwards, a new more extensive questionnaire was developed and made available through the Internet. The majority of responses were gathered from the use of this second questionnaire. Data was placed in Microsoft Excel spreadsheets, analyzed, and charted. The results, along with the two questionnaires, are contained in the Addendum to the plan.



## E.6 SIGNING PLANS

Please visit [www.ptrc.org/cpbp](http://www.ptrc.org/cpbp) for signing plan maps and document.