

II. Recommendations

This chapter presents recommendations for each mode of transportation in the 2012 Albemarle, Badin, and New London CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. For information on areas in the county that were not included as a part of the CTP, refer to the Stanly County CTP¹.

The N.C. Department of Transportation adopted a "Complete Streets²" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

¹ To view the Stanly County CTP, go to: <http://www.ncdot.gov/doh/preconstruct/tpb/planning/stanlycounty.html>.

² For more information on Complete Streets, go to: <http://www.nccompletestreets.org/>.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the Albemarle, Badin, and New London urban area. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Rocky River RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information for regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act³ (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

³ For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>

Justification of Need

Currently US 52 and NC 24/27/73 are the primary north-south and east-west corridors through the planning area, serving both local and through travel. These two corridors are both statewide tier facilities on the N.C. Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. Both US 52 and NC 24/27/73 are projected to have capacity deficiencies by 2040 and mobility will be impeded. There are several radial routes extending northward from NC 24/27/73 in the CBD. North of Albemarle, these radials are not connected, and all traffic is forced to converge within the CBD. Improvements are needed to provide connectivity north of Albemarle and ultimately improve mobility within the CBD.

Community Vision and Problem History

Albemarle, Badin, and New London are the largest municipal urban cluster in Stanly County and Albemarle is the county seat, covering an area of approximately 20 square miles and housing over 20,000 people. Albemarle is geographically situated for growth with its proximity to the Charlotte metropolitan region and access to major highways, including NC 24-27, NC 73, and US 52. It is the center of activity for the northeastern portion of the county. Several major regional and statewide highways and three sub-regional highways converge in Albemarle's CBD, bringing traffic from all directions. Albemarle, Badin, and New London would like to preserve and promote the quality of life and economic vitality of the downtown area.

Both the 1988 and 2001 Albemarle Thoroughfare Plans identified this problem on the western side of Albemarle between NC 24-27 and US 52.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (STAN0037-H) is to:

- construct a two lane boulevard on a four lane right-of-way (ROW) from 0.3 miles east of Newt Road (SR 1258) to Pennington Road (SR 1401),
- widen Mann Road (SR 1409) to a two lane boulevard on four lane ROW from Pennington Road (SR 1401) to Old Salisbury Road (SR 1400),
- construct a two lane boulevard on four lane ROW from Old Salisbury Road (SR 1400) to Riley Street,
- widen Russell Road to a two lane boulevard on four lane ROW from Riley Street to US 52,
- widen the NE Connector to a four lane boulevard from US 52 to Ridge Street (SR 1542),
- construct a four lane boulevard from Ridge Street (SR1542) to Laton Road (SR 1537),
- widen Laton Road (SR 1537) to a four lane boulevard from 0.7 miles north NC 740 to 0.38 miles north of NC 740,
- construct a four lane boulevard from Laton Road (SR 1537) to NC 740,

- widen Vickers Store Road (SR 1730) to a four lane boulevard from NC 740 to Sweet Home Church Road (SR 1731), and
- widen Sweet Home Church Road (SR 1731) to a four lane boulevard from Vickers Store Road (SR 1730) to NC 24/27/73.
- Interchanges are recommended at the eastern and western termini of the proposed project.

The proposed Northern Loop will create a continuous loop from NC 24-27, 0.3 miles east of Newt Road (SR 1258), to NC 24/27/73 at Sweet Home Church Road (SR 1731). The proposed Northern Loop will provide an alternate route of travel for the US 52 and NC 24-27 corridors. Implementing the proposed Northern Loop would allow the entire roadway system to operate more efficiently and will help reduce the projected heavy traffic volumes throughout the central portion of the city; hence, making the CBD more conducive to bicycle and pedestrian users.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the entire proposed project is within the targeted local watershed and portions of the eastern section are within the water supply watershed. It also crosses significant natural heritage areas and element occurrences, wetland areas, several streams and water and sewer pipes.

Relationship to Land Use Plans

The 2009 Albemarle Land Use Plan classifies existing land use along the proposed Northern Loop primarily as agricultural and suburban agricultural. Within the northern city limits land use is currently medium residential. In the future, the agricultural areas are designated primary and secondary growth areas for the county. The medium residential areas continue to be designated as residential in the future. US 52 north is designated as a commercial corridor in the future and there is a small industrial area planned in the southwest quadrant of the US 52 and Russell Road intersection.

Linkages to Other Plans and Proposed Project History

The 2001 Albemarle Thoroughfare Plan recommended constructing the Western Bypass, a four lane boulevard from US 52 north of Albemarle to US 52 south of Albemarle, which has been a long range project since 1973. The 2001 plan also recommendation for a northwest connector from NC 73 to US 52, which included using the existing Mann Road (SR 1409) and Russell Road. These facilities were intended to relieve congestion on the existing north-south streets and to serve the mobility needs in the area.

The CTP proposed Northern Loop combines elements of the projects from the previous thoroughfare plan and eliminates the need for the two separate projects. The proposed Northern Loop will connect to the proposed Southern Loop (STAN0039-H), and together will form a complete loop around the urban area. Incorporating a loop system will also help decrease congestion in the downtown area by providing an alternative route for

travel. It is imperative that the city and the county work together to protect the ROW for the proposed loop system. Loop systems generally move traffic between outlying areas and provide congestion relief to the central areas.

Multi-modal Considerations

Sidewalks are recommended on the proposed Northern Bypass from Pennington Road (SR 1401) to Ridge Street.

Public/Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP expressed concern with safety at the intersection of North East Connector (SR 1650) and Ridge Street (SR 1542). During the most recent three year period this intersection experienced 11 crashes with an average severity index of 2.35, which was less than the state's 4.45 average for the same period. Respondents also noted issues pertaining to sight distance and knowing which vehicle has the right of way at the intersection of North East Connector (SR 1650) and Mountain Creek Road (SR 1535). Since the completion of the roundabouts at Ridge Street (SR 1542) and Mountain Creek Road (SR 1535), safety concerns on speed, yielding for vehicles driving in the roundabouts, and instructions on how to properly and lawfully utilize them have arisen and are currently being addressed.

Justification of Need

NC 24/27/73 is the only major east-west corridor through Stanly County, connecting the Albemarle area with the rural areas in the county and the greater Charlotte area. The facility is a vital artery for moving people and goods into and out of Albemarle. NC 24-27 is on the statewide tier of the N.C. Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. This section of NC 24/27/73 is currently a four lane divided boulevard from 0.3 miles east of Newt Road (SR 1258) to St. Martin Road (SR 1963) and a five lane major thoroughfare from St. Martin Road (SR 1963) to NC 740, all with 12 foot lanes. The 2010 traffic volumes along this section of NC 24/27/73 range from 12,300 to 24,600 vehicles per day (vpd). By 2035, traffic volumes are projected to range from 22,400 to 33,100 vpd, compared to an existing LOS D capacity of 26,800 to 35,100 vpd.

Main Street is the primary east-west route through downtown Albemarle and is on the subregional tier of NCMIN. Subregional tier facilities serve localized movements and primarily provide access rather than serving mobility. West Main Street is currently a two lane facility from NC 24-27 to NC 73 and a four lane undivided facility from NC 73 to US 52, both with 12 foot lanes. East Main Street is currently a two lane facility from US 52 to East Pee Dee Avenue and a three lane facility from East Pee Dee Avenue to NC 740/NC 24/27/73. The 2010 traffic volumes along Main Street range from 3,700 to 13,500 vpd. By 2035, traffic volumes are projected to range from 4,500 to 18,400 vpd, compared to an existing LOS D capacity of 9,700 to 22,200 vpd.

Community Vision and Problem History

Albemarle, Badin, and New London are the largest municipal urban cluster in Stanly County and Albemarle is the county seat, covering an area of approximately 130 square miles and housing over 29,000 people. Albemarle is geographically situated for growth with its proximity to the Charlotte metropolitan region and access to major highways, including NC 24-27, NC 73, and US 52. It is the center of activity for the northeastern portion of the county. Several major regional and statewide highways and three sub-regional highways converge in Albemarle's CBD, bringing traffic from all directions. Albemarle, Badin, and New London would like to preserve and promote the quality of life and economic vitality of the downtown area.

This deficiency was identified in the 2001 Albemarle Thoroughfare Plan.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (STAN0039-H) is to:

- Construct a four lane expressway on new location from NC 24-27, 0.3 miles east of Newt Road (SR 1258), to NC 138 at Southside Road (SR 1906);
- Widen Southside Road (SR 1906) to a four lane expressway from NC 138 to US 52 Business;

- Construct a four lane expressway on new location from US 52 Business at Southside Road (SR 1906) to NC 24/27/73 at Sweet Home Church Road (SR 1731).
- Interchanges are recommended at the eastern and western termini of the proposed Southern Loop and at US 52.
- A grade separation is recommended over the rail line.

The proposed Southern Loop will assist in reducing congestion along the existing NC 24/27/73 corridor. Implementation of the proposed Southern Loop would allow for the through traffic to utilize the Southern Loop while the existing NC 24/27/73 will continue to operate as a major thoroughfare within the urban area.

Additionally, during the most recent three year period, the intersection at NC 24-27 and St. Martin Road (SR 1963) experienced 13 crashes with an average severity index of 2.14 and the intersection of NC 24/27/73 and East Main Street (SR 1274) experienced 23 crashes with an average severity index of 2.93. The state's average index for the same period was 4.37.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within the targeted watershed area. The portion of the proposed project that connects Southside Road (SR 1906) to Sweet Home Church Road (SR 1731) is within the water supply watershed and crosses a natural heritage area. The proposed project also crosses an active rail line.

Relationship to Land Use Plans

Current land use along the proposed project is agricultural. The 2009 Albemarle Land Use Plan designates property along the proposed Southern Loop as a primary and secondary growth area for the county. There is also a future industrial/business park planned north of the proposed project between NC 24-27 and St. Martin Road (SR 1963).

Linkages to Other Plans and Proposed Project History

The 2001 Albemarle Thoroughfare plan recommended a new multi-lane facility, similar to the proposed Southern Loop. The 2001 plan recommended constructing a two lane facility from NC 24-27 (East Main Street) to NC 24-27 west of Albemarle, utilizing the existing Anderson Grove Church Road (SR 1537) and Southside Road (SR 1906). The alignment for the proposed Southern Loop was modified to reflect the desires of the locals, businesses, and local government where the loop terminates at Sweet home Church Road (SR 1537).

NC 24-27 is designated as an expressway on NCDOT's Strategic Highway Corridor Vision Plan that was adopted on September 2, 2004. This facility is intended to provide mobility in Stanly County, and ultimately, connectivity between Charlotte and Fayetteville. With the implementation of the proposed Southern Loop, the CTP

recommends that the SHC designation be added to the Southern Loop and removed from existing NC 24/27/73 through Albemarle.

NC 24-27/NC 73 was widened in the 2000's to accommodate the increased amount of traffic existing along this corridor. The proposed Southern Loop will connect to the proposed Northern Loop (STAN0037-H), and together will form a complete loop around the urban area. Adding a loop would allow the entire system of roadways to operate more efficiently and provide an alternative route for the projected heavy traffic throughout the central portion of the county.

Multi-modal Considerations

There are no other modes of transportation associated with this project proposal.

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP were concerned about safety at the intersection of NC 2427/NC 73 and Valley Drive (SR 1720), where there was a fatality. There is an issue with sight distance and speed at this intersection.

US 52, TIP No. R-2320

US 52 from the southern planning boundary at Snuggs Road (SR 1922) to NC 24-27 does not meet the future mobility needs in central North Carolina. This facility is intended to provide mobility in Stanly County and, ultimately, connectivity between Salisbury, NC and Florence SC. Additionally, US 52 from the southern planning boundary at Snuggs Road (SR 1922) to US 52 Business is projected to be near or over capacity by 2035.

US 52 is designated as a boulevard on NCDOT's the Strategic Highway Corridor (SHC) Vision Plan adopted on September 2, 2004. US 52 is currently a five lane facility from NC 24-27/73 to Southside Road (SR 1906) and a two lane facility from Southside Road (SR 1906) to Snuggs Road (SR 1922), both having 12 foot lanes. The 2010 Annual Average Daily Traffic (AADT) volume ranges from 9,700 to 10,700 vpd, compared to a LOS D capacity from 15,100 to 26,800 vpd. The projected 2035 traffic volume ranges from 13,600 to 16,200 vpd. Additionally, from 2009 through 2011 the intersection of US 52 and NC 24-27 experienced 21 crashes with an average severity of 4.52, compared to the state's average of 4.45 for the same period.

TIP project R-2320 includes widening US 52 to a four lane boulevard from US 74 in Wadesboro (Anson County) to NC 24-27 in Albemarle. The proposed Southern Loop (STAN0039-H) includes a proposed interchange at US 52 and Southside Road (SR 1906). As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

Based on a planning level environmental assessment using available GIS data, a portion of the proposed project is within the water supply watershed and wetlands south of Southside Road (SR 1906) and the targeted local watershed area north of Southside Road (SR 1906). There is also a natural heritage element occurrence located north of the US 52/US 52 Business split. The proposed project also crosses an active rail line, where there is an existing grade separation.

The 2001 Albemarle Thoroughfare plan recommended US 52 be upgraded to a multi-lane facility on new location from existing US 52 at Johns Road (SR 1785) to NC 138.

US 52, Local ID: STAN0036-H

US 52 from the northern planning boundary at Richfield to NC 24-27 does not meet the future mobility needs in central North Carolina. This facility is intended to provide mobility in Stanly County and, ultimately, connectivity between Salisbury, NC and Florence, SC. Additionally, US 52 from the northern Albemarle city limits to NC 24-27 is projected to be near or over capacity by 2035.

US 52 is designated as a boulevard on NCDOT's the Strategic Highway Corridor (SHC) Vision Plan adopted on September 2, 2004. US 52 is currently a five lane facility with from the northern planning boundary to Snuggs Street and a four lane undivided facility from Snuggs Street to NC 24-27/73, both having 12 foot lanes. The 2010 Annual Average Daily Traffic (AADT) volume ranges from 19,800 to 18,000 vpd, compared to a

LOS D capacity of ranges from 24,600 to 33,000 vpd. The projected 2035 traffic volume ranges from 27,300 to 29,700 vpd. Additionally, from 2009 through 2011, six intersections along this corridor were identified as having 10 or more crashes. Refer to Appendix F for more detailed information on these locations.

US 52 from the northern planning boundary at Richfield to NC 24-27 is recommended to be upgraded to a four lane boulevard. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the targeted local watershed area. There is also a water treatment facility located between Prospect Church Road (SR 1524) and Bethany Road (SR 1418). Additionally, NCDOT's Structure Management Unit identified bridge #282 over Town Creek as functionally obsolete.

There were no recommendations for this section of US 52 in the 2001 Albemarle Thoroughfare plan.

NC 24-27, TIP No. R-2530

Portions of NC 24-27 from NC 740 to Montgomery County are currently near or over capacity. The 2012 – 2018 Transportation Improvement Program (TIP) includes project R-2530 that is intended to address this deficiency. Additionally, NC 24-27 is designated as an expressway on NCDOT's the Strategic Highway Corridor (SHC) Vision Plan adopted on September 2, 2004.

The TIP project includes widening NC 24-27 to multi-lanes from St. Martin Road (SR 1963) in Albemarle to NC 73 in Montgomery County. The portion of this project from St. Martin Road (SR 1963) to NC 740 has been completed. NC 24-27 will be upgraded to a multi-lane major thoroughfare from NC 740 to the proposed Southern Loop (STAN0039-H) at Sweet Home Church Road (SR 1731) and a multi-lane expressway from Sweet Home Church Road (SR 1731) to Montgomery County. With the implementation of the proposed Southern Loop, the CTP recommends that the SHC designation be added to the Southern Loop and removed from existing NC 24/27/73 through Albemarle.

This project is scheduled for right-of-way in 2014 and construction in 2016. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA).

Austin Road (SR 1214)/Lowder Road (SR 1418) Connector, Local ID STAN0040-H:

There are currently no direct east-west facilities north of downtown Albemarle. All traffic is funneled into downtown primarily via US 52 before travelling east or west. US 52 is anticipated to have capacity deficiencies by 2035. Improvements are needed to improve connectivity and mobility in this area.

The CTP project proposal is construct a two lane minor thoroughfare with 12 foot lanes on new location to connect Austin Road (SR 1214) and Lowder Road (SR 1418). In conjunction with Austin Road (SR 1214), Lowder Road (SR 1418), Holt Road, Clover

Fork Circle, Prospect Church Road (SR 1524), Airport Road (SR 1524), Carters Acres Road (SR 1548) and Kirk Road (SR 1524), this new connector will form a continuous east-west route between NC 73 and NC 740 and will help reduce congestion on US 52 as well as all other radials in the urban area. The proposed connector will also provide better access to the town of Badin, the Stanly County Airport and the industrial park which are located along Airport Road (SR 1524).

Based on a planning level environmental assessment using available GIS data, the proposed project is within the targeted local watershed area.

The 2001 Albemarle Thoroughfare plan included this project recommendation.

North East Connector Extension, Local ID STAN0045-H:

The North East Connector currently extends from US 52 in northern Albemarle to NC 740 in eastern Albemarle. In order to continue travelling east, one must turn right onto NC 740 and then left onto NC 24-27. The NC 24-27 and NC 740 intersection is a well-developed and heavily accessed intersection. Improvements are needed to improve connectivity and improve mobility in this area.

The CTP project proposal includes extending the N. E. Connector (SR 1650) from NC 740 to Barnard Street (SR 1401). This short connection is recommended to be constructed as a new two lane minor thoroughfare with 12 foot lanes. The proposed improvements will allow the North East Connector (SR 1650) to have a direct connection between US 52 to the north and NC 24-27 to the east.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed, a wetland area, and the targeted local watershed.

The 2001 Albemarle Thoroughfare plan recommended the North East Connector be extended from NC 740 to NC 24-27 as a new five lane facility.

Snuggs Street Extension, Local ID STAN0046-H:

Currently there are limited east-west connections in northwest Albemarle. Improvements are needed to improve connectivity within this area.

Snuggs Street currently exists from US 52 to Old Salisbury Road (SR 1400). The CTP recommends extending Snuggs Street to Pennington Road (SR 1401). The extension is recommended to be constructed as a two lane minor thoroughfare with 12 foot lanes. The proposed improvements will provide better connectivity in this area as well as provide an east-west connector north of Main Street. It would provide improved cross town access to the high school, county health facilities, hospital, and shopping while decreasing through traffic from neighborhood streets.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the targeted local watershed area.

The 2001 Albemarle Thoroughfare Plan included this project recommendation.

Minor Widening Improvements

The following routes are recommended to be upgraded to improve mobility, safety, and/or to accommodate bicycles.

- **NC 740, Local ID: STAN0038-H** – Widen to 12 foot lanes from Stuart Road (SR 1551) in Badin to Impala Drive in Albemarle.
- **NC 73, TIP No. R-2410** – Widen to 12 foot lanes from West Main Street (SR 1274) to the eastern planning boundary at Austin Road (SR 1214).
- **NC 8, Local ID: STAN0016-H** – Widen to 12 foot lanes from Old US 52 (SR 1638) to the northern planning boundary at Baldwin Road (SR 1514).
- **Barnard Street, Local ID: STAN0041-H** – Widen to 12 foot lanes from NC 24/27/73 to the end of Barnard Street.
- **Clover Fork Circle, Local ID: STAN0042-H** – Widen to 12 foot lanes from Holt Road to Airport Road (SR 1524).
- **Holt Road, Local ID: STAN0043-H** – Widen to 12 foot lanes from US 52 to Clover Fork Circle.
- **Indian Mound Road (SR 1740), Local ID: STAN0005-H** – Widen to 12 foot lanes from NC 24/27/73 to the southern planning boundary at Snuggs Road (SR 1922).
- **Lowder Road (SR 1418), Local ID: STAN0044-H** – Widen to 12 foot lanes from US 52 to 0.6 miles west of US 52.

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP resulting in the following recommendations.

- **Circulator Route, Local ID: STAN0001-T** – A fixed bus route is recommended within the downtown and urban area of Albemarle, utilizing US 52, NC 24/27/73, East and West Main Streets, and Second Street. The recommendation was developed and approved through Stanly County Umbrella Services Association (SCUSA), the Rocky River RPO, and the CTP Focus Group.

There are four park and ride lots recommended within the planning area:

- **Local ID: STAN0002-T** – NC 24/27/73 and Henson Street in Albemarle
- **Local ID: STAN0003-T** – US 52 and Snuggs Street in Albemarle
- **Local ID: STAN0004-T** – NC 740 and Falls Road in Badin
- **Local ID: STAN0005-T** – US 52 and Danville Road in New London

There is one at-grade highway/railroad crossing improvement planned for rail within the planning area.

- Crossing 849923W– Mountain View Church Rd (SR1545) near Albemarle at WSSB Milepost WSSB54.6, install gates.

BICYCLE

The existing bicycle facilities incorporated into the CTP were from the 2011 Uwharrie/Central Park Regional Bicycle Plan Map. The existing regional Piedmont Spur (Route 6), as well as NC Bicycle Routes 1, 2, and 3 are within the planning area and those facilities have been identified as needing improvements. These facilities are shown on the Bicycle Map.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

PEDESTRIAN

The pedestrian recommendations incorporated into the CTP were incorporated from the 2007 Albemarle Comprehensive Pedestrian Plan, the 2008 Badin Pedestrian Plan and the 2011 New London, Richfield, and Misenheimer Pedestrian Sidewalk recommendation. These features are shown on the Pedestrian Map.