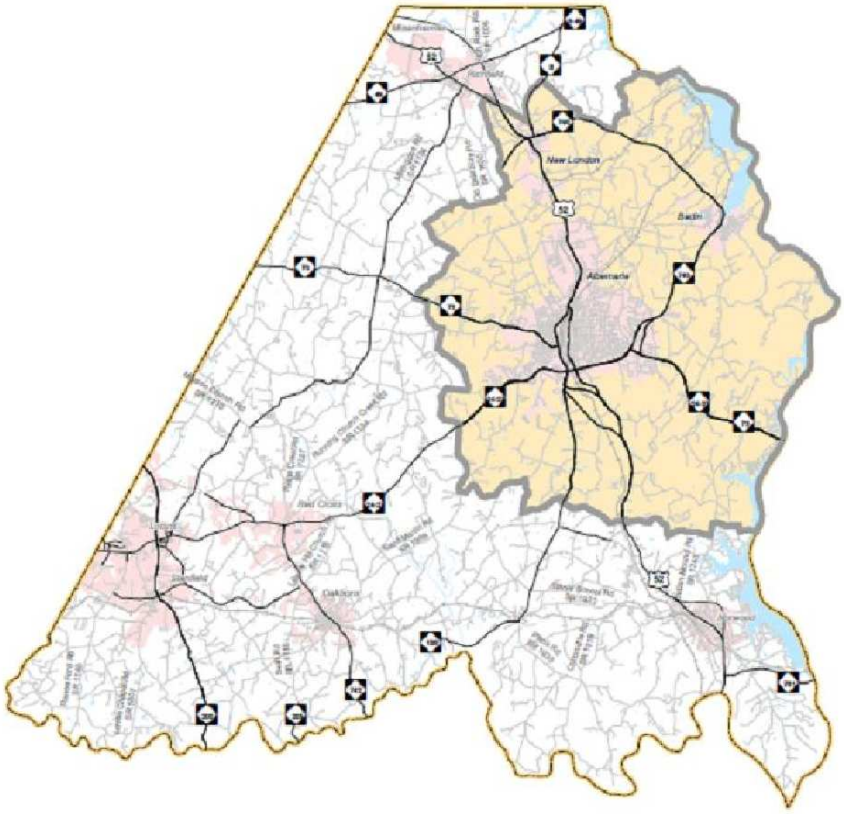
Comprehensive Transportation Plan



Albemarle, Badin, and New London

May 2013

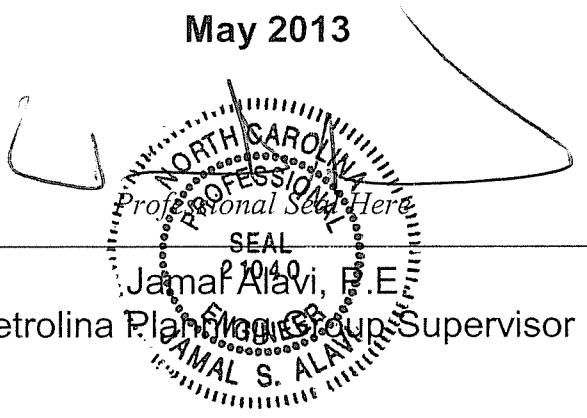
Comprehensive Transportation Plan

Albemarle, Badin, and New London

Prepared by: Reuben Q. Crummy, Project Engineer
Jamal Alavi, P.E., Metrolina Planning Group Supervisor
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Stanly County
City of Albemarle
Town of Badin
Town of New London
Rocky River Rural Planning Organization

May 2013



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Jamal Alavi, P.E.
Metrolina Planning Group Supervisor

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Executive Summary

In September of 2010, the Transportation Planning Branch of the North Carolina Department of Transportation, the City of Albemarle, the Town of Badin, the Town of New London, and Stanly County initiated a study to cooperatively develop the Albemarle, Badin, and New London Comprehensive Transportation Plan (CTP). This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover standard bridge replacements, routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2012-2013. Implementation of the plan is the responsibility of Albemarle, Badin, New London, Stanly County, and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Albemarle, Badin, and New London CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

- **US 52 (Local ID: STAN0036-H):** Widen to four lane boulevard from Finch Road (SR 1444) to NC 24/27/73.

- **US 52 (Part of TIP Project R-2320):** Widen to four lane boulevard from NC 24/27/73 to Porter Road (SR 1910).

- **"Northern Loop" (Local ID: STAN0037-H):** Construct a two lane boulevard on a four lane boulevard right-of-way (ROW) on new location from NC 24-27 0.3 miles east of Newt Road (SR 1258) to Pennington Road (SR 1401)/Mann Road (SR 1409). Widen Mann Road (SR 1409) to a two lane boulevard on a four lane boulevard ROW from Pennington Road (SR 1401) to Old Salisbury Road (SR 1400). Construct a two lane boulevard on four lane ROW on new location from Old Salisbury Road (SR 1400)/Mann Road (SR 1409) to Riley Street/Russell Road. Widen Russell Road to a two lane boulevard on a four lane boulevard ROW from Riley Street to US 52. Upgrade 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 0.7 miles north of NC 740 on Laton Road (SR 1537). Widen Laton Road (SR 1537) to a four lane boulevard from 0.7 miles north of NC 740 on Laton Road (SR 1537) to 0.38 miles north of NC 740/Vickers Store Road (SR 1730). Construct a four lane new location

boulevard from 0.38 miles north of NC 740/Vickers Store Road (SR 1730) on Laton Road (SR 1537) to Vickers Store Road (SR 1730)/NC 740. Widen Vickers Store Road (SR 1730) to a four lane boulevard from Vickers Store Road (SR 1730)/NC 740 to Sweet Home Church Road (SR 1731). 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.

- **NC 24-27/NC 73 (Part of TIP Project R-2530):** Widen to four lane expressway from Montgomery County to Sweet Home Church Road (SR 1731). Access control measures are needed to meet expressway standards. Additional improvements are needed to upgrade the facility from 3 lane to 5 lane other major thoroughfare standards from Sweet Home Church Road (SR 1731) to NC 740/NC 24/27/73/E Main St (SR 1274).

- **NC 24-27 Bypass "Southern Loop" (STAN0039-H):** 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 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). The Southern Loop expressway will include three interchanges at the eastern and western termini, and at US 52. A grade separation is recommended over the rail line.

- **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.

Adopted by:

Stanly County
Date: December 3, 2012

City of Albemarle
Date: November 19, 2012

Town of Badin
Date: December 11, 2012

Town of New London
Date: December 4, 2012

NCDOT
Date: February 7, 2013

Endorsed by:

Rocky River RPO
Date: January 17, 2013

Recommended by:

Transportation Planning Branch
Date: January 18, 2013

NOTES:

Albemarle, Badin, and New London

Stanly County
North Carolina

Comprehensive Transportation Plan

Plan date: October 22, 2012

Legend

- Schools
- Airports
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

0 0.5 1 2 3 Miles

Figure 1 - Sheet 1 of 5

Base map date: November 2011

Refer to CTP document for more details

See Stanly County CTP

Montgomery County

Highway Map

Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

Miles: 0, 0.5, 1, 2, 3

Figure 1 - Sheet 2 of 5

Base map date: November 2011

Refer to CTP document for more details

Inset A

See Stanly County CTP

Montgomery County

Highway Map Inset A

Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

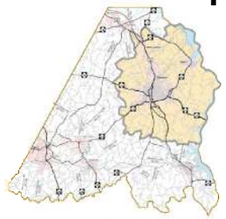
0 0.25 0.5 0.75 1 Miles

Figure 1 - Sheet 2A of 5

Base map date: November 2011

Refer to CTP document for more details

Public Transportation and Rail Map



Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Park and Ride
- Existing
- Recommended

0 0.5 1 2 3 Miles

Figure 1 - Sheet 3 of 5

Base map date: November 2011

Refer to CTP document for more details

Misenheimer
Richfield
New London
Badin
Albemarle
Badin Lake
Long Lake
Montgomery County
See Stanly County CTP
Henderson Rd (SR 1436)
Gene Rd (SR 1519)
Hearne Rd (SR 1518)
Mountain Creek Rd (SR 1522)
Barnhardt Rd (SR 1545)
Airport Rd (SR 1549)
Airport Rd (SR 1524)
Lowder Rd
Austin Rd (SR 1214)
Bethany Rd (SR 1418)
Old Salisbury Rd (SR 1400)
Kemp Rd (SR 1535)
Mountainview Church Rd (SR 1545)
Ridge St (SR 1542)
Kirk Rd (SR 1524)
Badin Rd
Pennington Rd (SR 1401)
Mann Rd (SR 1409)
Laton Rd (SR 1537)
Morrow Mountain Rd (SR 1798)
Park Ridge Rd (SR 1535)
Snuggs St
Watkin St
1st St
2nd St
9th St
Pee Dee Ave
Moss Springs Rd
E Main St (SR 1274)
Leonard Ave
Wall St
Center St
W Main St (SR 1274)
Old Charlotte Rd
Anderson Grove Church Rd (SR 1537)
Sweet Home Church Rd (SR 1731)
Vickers Store Rd (SR 1730)
Valley Dr (SR 1720)
Hatley Farm Rd (SR 1244)
Canton Rd (SR 1249)
St. Martin Rd (SR 1963)
Stony Gap Rd (SR 1720)
Old Aquadale Rd (SR 1956)
Indian Mound Rd (SR 1740)
Snuggs Rd (SR 1922)
Lake Tillery
N W E S

Bicycle Map

Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Misenheimer
Richfield
New London
Albemarle
Badin
Badin Lake
Inset A
Inset B
Montgomery County
See Stanly County CTP
Henderson Rd (SR 1436)
Gene Rd (SR 1519)
Hearne Rd (SR 1518)
Austin Rd (SR 1214)
Old Salisbury Rd (SR 1400)
Pennington Rd (SR 1405)
Mountain Creek Rd (SR 1522)
Airport Rd (SR 1524)
Barnhardt Rd (SR 1545)
Airport Rd (SR 1549)
Mountainview Church Rd (SR 15
Ridge Rd (SR 1527)
Kirk Rd (SR 1524)
Badin Rd
Morrow Mountain Rd (SR 1798)
Vickers Store Rd (SR 1730)
Valley Dr (SR 1720)
Stony Gap Rd (SR 1720)
Hatley Farm Rd (SR 1244)
Canton Rd (SR 1249)
St. Martin Rd (SR 1983)
Old Aquadale Rd (SR 1956)
Indian Mound Rd (SR 1740)
Snuggs Rd (SR 1922)
Nantahala St
Boyden St
Henderson St
Miles 0 0.1 0.2 0.4

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles 0 0.5 1 2 3

N W E S

Figure 1 - Sheet 4 of 5

Base map date: November 2011

Refer to CTP document for more details

Bicycle Map Inset A

Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

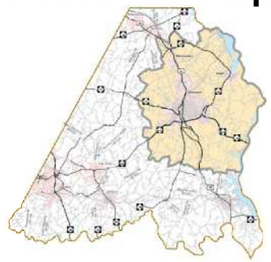
0 0.25 0.5 0.75 1 Miles

Figure 1 - Sheet 4A of 5

Base map date: November 2011

Refer to CTP document for more details

Pedestrian Map



Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Misenheimer
Richfield
New London
Albemarle
Badin
Badin Lake
Inset A
Inset B
See Stanly County CTP
Montgomery County
Heame Rd (SR 1518)
Gene Rd (SR 1519)
Henderson Rd (SR 1436)
Mountain Creek Rd (SR 1522)
Airport Rd (SR 1524)
Barnhardt Rd (SR 1545)
Airport Rd (SR 1549)
Mountain View Church Rd (SR 1545)
Kirk Rd (SR 1524)
Badin Rd
Old Salisbury Rd (SR 1400)
Pennington Rd (SR 401)
Ridge Rd (SR 1542)
Connector
Morrow Mountain Rd (SR 1798)
Vickers Store Rd (SR 1730)
Valley Dr (SR 1720)
Hatley Farm Rd (SR 1244)
Canton Rd (SR 1249)
St. Martin Rd (SR 1963)
Old Aquadale Rd (SR 1956)
Stony Gap Rd (SR 1720)
Indian Mound Rd (SR 1740)
Snuggs Rd (SR 1922)
Lake Tillery
LONG CREEK
RICHARDSON CREEK
LITTLE BEAR CREEK
JACOBS CREEK
8
740
52
73
24-27
138

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 Miles

N W E S

Figure 1 - Sheet 5 of 5

Base map date: November 2011

Refer to CTP document for more details

Pedestrian Map
Inset A

Albemarle, Badin, and New London

Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.2 0.4 0.8 1.2 Miles

Figure 1 - Sheet 5A of 5

Base map date: November 2011

Refer to CTP document for more details

Pedestrian Map
Inset B

Albemarle, Badin, and New London
Stanly County

Comprehensive Transportation Plan

Plan date: October 22, 2012

Badin Lake

Badin

740

Thomas St
Lincoln St
Roosevelt St
Mayo St
Washington St
Grant St
Lee St
Wood St
Falls Rd
(SR 1713)
Walnut St
Nantahala St
Tallassee St
Henderson St
Boyden St
Kirk Pl
Pine St
Hickory St
Cedar St
Cherry St
Maple St
Holly Pl
Spruce St
Willow St
Little Mountain Creek

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.05 0.1 0.2 0.3

N
W E
S

Figure 1 - Sheet 5B of 5

Base map date: November 2011

Refer to CTP document for more details

I. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a Comprehensive Transportation Plan (CTP), the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan[1] adopted by the Board of Transportation on September 2, 2004 and last revised on July 10, 2008. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2010 to 2035 using the Metrolina Regional Model (version MRM09v1.0), adopted on March 25, 2010. The Metrolina Regional Travel Demand Model was developed as a primary tool for evaluating existing and future travel in the region, encompassing the Cabarrus-Rowan MPO, Gaston Urban Area MPO, Mecklenburg-Union MPO, a portion of the Lake Norman RPO, a portion of the Rocky River RPO, York County, and a portion of Lancaster County in South Carolina. Stanly County is within the Rocky River RPO. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2035. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Rocky River RPO May 2008.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;

[1] *For more information on the SHC Vision Plan, go to: http://www.ncdot.gov/doh/preconstruct/tpb/SHC/.*

- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the NCLOS Program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed through the Transportation Mobility and Safety Division for the Albemarle, Badin, and New London CTP for crashes occurring in the planning area between January 1, 2009 and December 31, 2011. During this period, a total of 13 intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

Figure 2

2010 Volumes and Capacity Deficiency

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity
- 2010 Volumes (AADT)
  2010 Capacity
- Schools
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N
W E
S

0 0.5 1 2 3 Miles

Base map date: November 2011

Figure 3

2035 Volumes and Capacity Deficiency

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity
- 2035 Volumes (AADT)
  2010 Capacity
- Schools
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N
W E
S

0 0.5 1 2 3 Miles

Base map date: November 2011

Misenheimer
Richfield
New London
Albemarle
Badin
Badin Lake
Montgomery County
Lake Tillery

2,700 / 14,600
14,600 / 33,000
20,000 / 28,400
3,400 / 14,600
3,600 / 14,100
3,800 / 10,700
22,700 / 33,000
14,000 / 26,800
22,000 / 24,300
7,100 / 14,600
5,100 / 10,200
22,700 / 24,300
900 / 10,700
17,000 / 12,900
4,500 / 14,600
10,300 / 13,300
15,000 / 12,200
12,200 / 13,300
9,700 / 12,200
27,200 / 22,200
1,100 / 11,100
21,700 / 24,600
21,100 / 12,900
18,800 / 24,600
6,200 / 9,700
33,100 / 35,100
20,100 / 15,100
20,600 / 15,100
16,400 / 15,100
22,700 / 26,800
32,100 / 35,100
19,800 / 54,500
3,300 / 14,100
6,300 / 15,100
2,400 / 13,600
15,700 / 15,100
14,300 / 15,100
3,000 / 13,600

Hearne Rd (SR 1518)
Gene Rd (SR 1519)
Henderson Rd (SR 1436)
Mountain Creek Rd (SR 1522)
Barnhardt Rd (SR 1545)
Airport Rd (SR 1549)
Airport Rd (SR 1524)
Old Salisbury Rd (SR 1400)
Pennington Rd (SR 1401)
Ridge Rd (SR 1542)
Kirk Rd (SR 1524)
Church Rd (SR 1545)
Badin Rd
Morrow Mountain Rd (SR 1798)
Valley Dr (SR 1720)
Hatley Farm Rd (SR 1244)
Canton Rd (SR 1249)
St. Martin Rd (SR 1963)
Old Aquadale Rd (SR 1956)
Stony Gap Rd (SR 1720)
Indian Mound Rd (SR 1740)
Snuggs Rd (SR 1922)

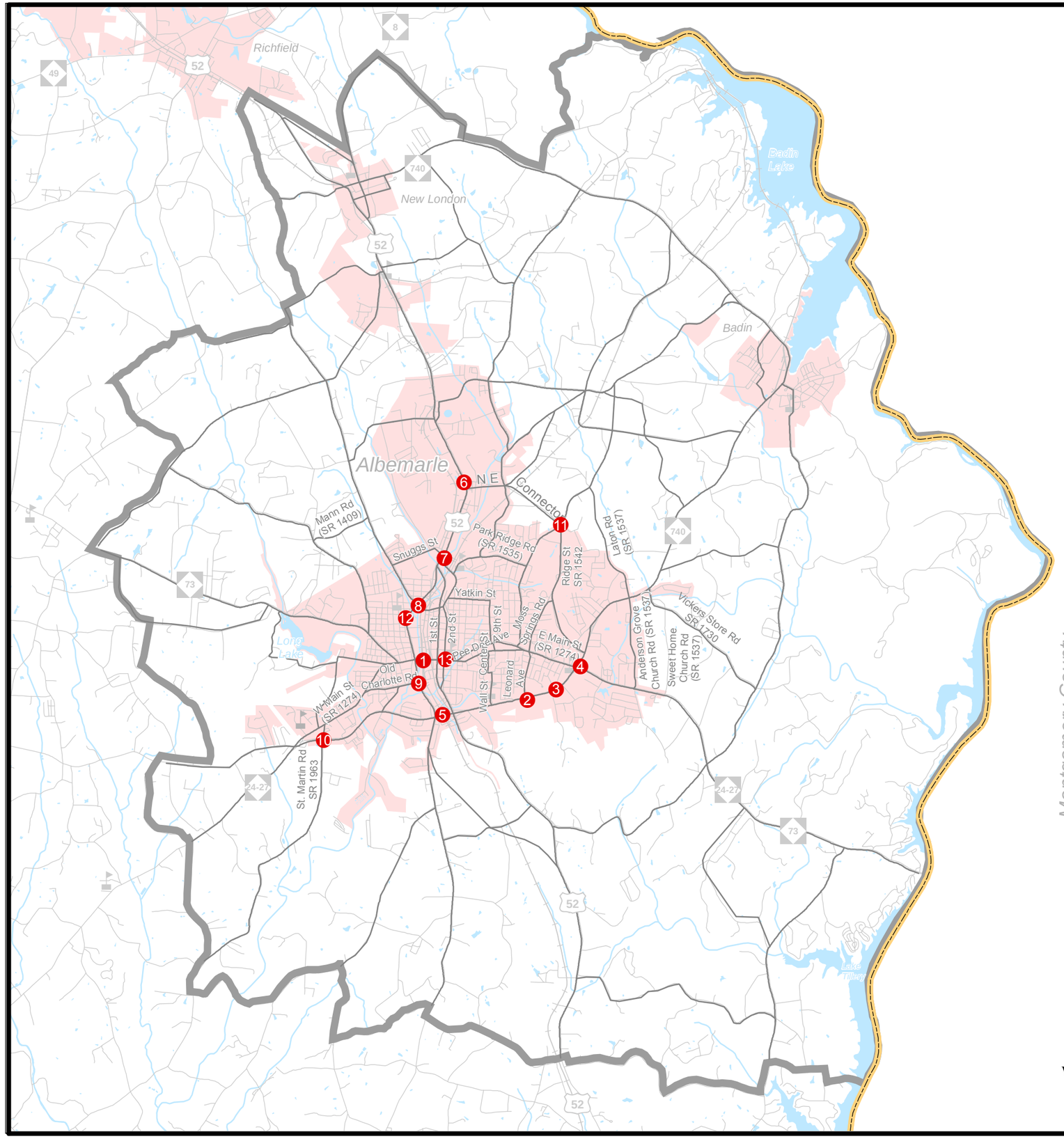


Figure 4

Crash Locations
January, 2009 to December 31, 2011

Albemarle, Badin, and New London

North Carolina

Comprehensive Transportation Plan

Legend

- Crash Locations (# Map Index)
- Schools
- Airports
- Study Roads
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary

0 0.5 1 2 3 Miles

Base map date: November 2011

Refer to Appendix F for more details

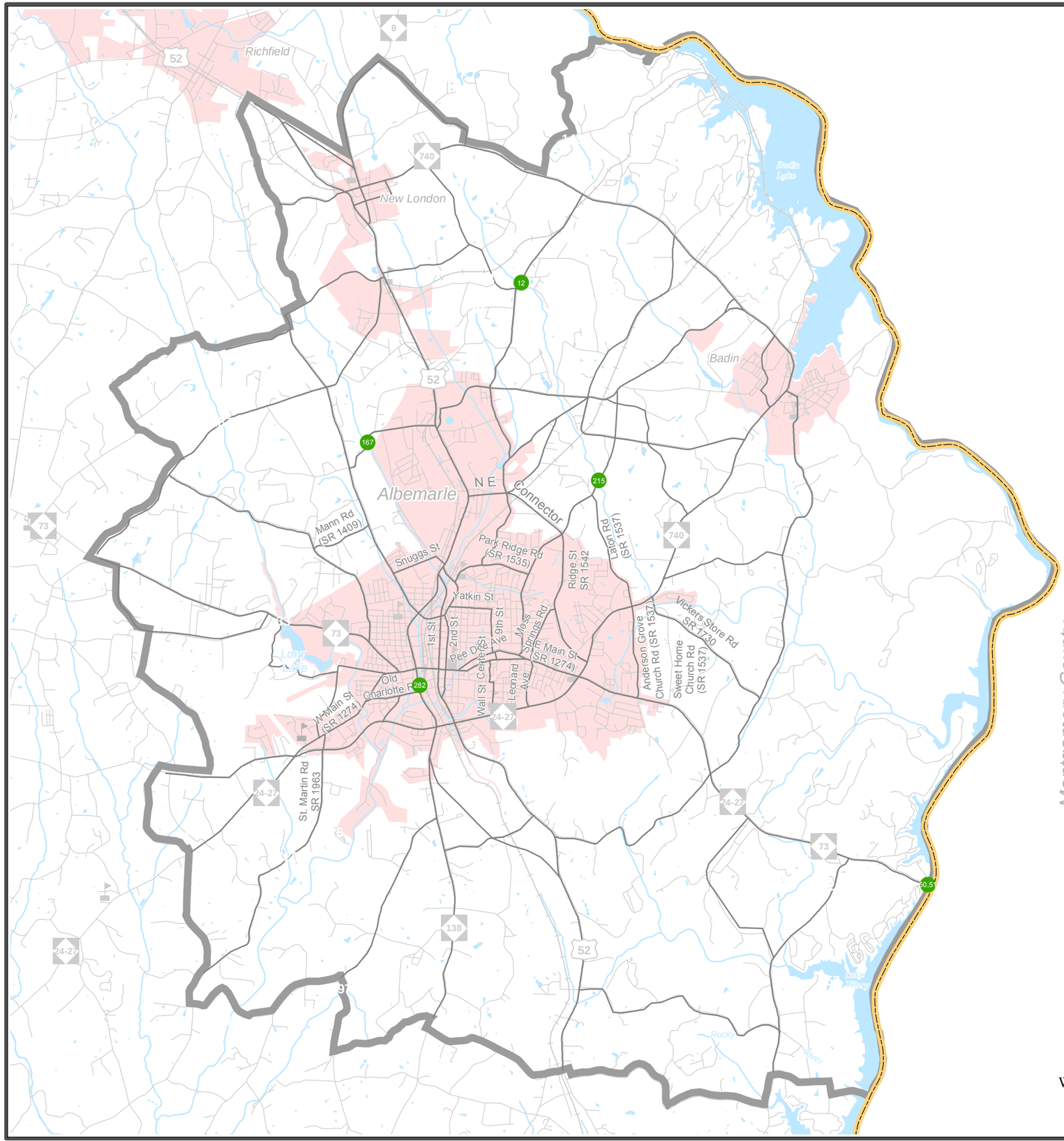


Figure 5

Deficient Bridges

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Legend

- Deficient Bridge (# Bridge Number)
- Schools
- Airports
- Roads
- Railroads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary

0 0.5 1 2 3 Miles

Base map date: November 2011

Refer to CTP document for more details

Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Six deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.

- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.

- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.

- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.

- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. There are no existing fixed public transportation routes within the Albemarle, Badin, and New London planning area, but there is a recommendation for a fixed bus route to serve the city of Albemarle and it's downtown area. Stanly County Umbrella of Services Association (SCUSA) provides community transportation services responsive to the current and changing needs of Stanly County residents. Services are provided utilizing vans and buses through subscription and demand response routes. Vehicles are available to better serve the disabled population. There is a recommendation for incorporating 4 park and ride lots within the planning area. Two park and ride lots would be located in Albemarle, one in Badin, and the other in New London. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are three active rail lines operating in the CTP planning area, including a Class I railroad and two short line railroads. Norfolk Southern (NS) operates the N-line, which runs northwest to the southeast through the planning area. The N-line is a freight line that connects Salisbury and Albemarle.

The Winston-Salem Southbound Railway (WSSB) is a short line railroad that operates a freight line between Winston-Salem and Wadesboro, passing through Whitney and Albemarle in Stanly County. The WSSB is jointly owned by NS and CSX and is operated as a separated railroad from their other rail operations.

The Carolina Coastal Railway (CLNA) is a short line railroad that operates the former NS WF-line that runs from Hall's Ferry Junction northeast to Whitney, then runs southward to Badin. NS discontinued service on the line in 2007. This rail corridor is now owned by Alcoa, and CLNA began operation for Alcoa between Badin and Whitney in June 2007.

There are currently no crossings closures proposed for any of the three rail lines in the CTP study area.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. There were no recommendations for rail coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2010 Carolina Thread Trail Master Plan, the 2000 Stanly County Bicycling Plan Map (NCDOT), the Albemarle Bicycle (2008) and Pedestrian (2005) Plans, the 2006 Badin Pedestrian Plan, and the 2011 New London Pedestrian Map were utilized in the development of these elements of the CTP. There is one regional bicycle facility, the Piedmont Spur (Route 6), as well as existing statewide NC Bicycle Routes 1, 2, and 3. The existing bicycle facilities incorporated into the CTP were developed from the 2011 Uwharrie/Central Park Regional Bicycle Plan Map that goes through the area. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Albemarle Land Use Plan, the Badin Zone Map, and the New London Zone Map were used to meet this requirement and are illustrated in Figures 6, 7, 8 and 9, respectively.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

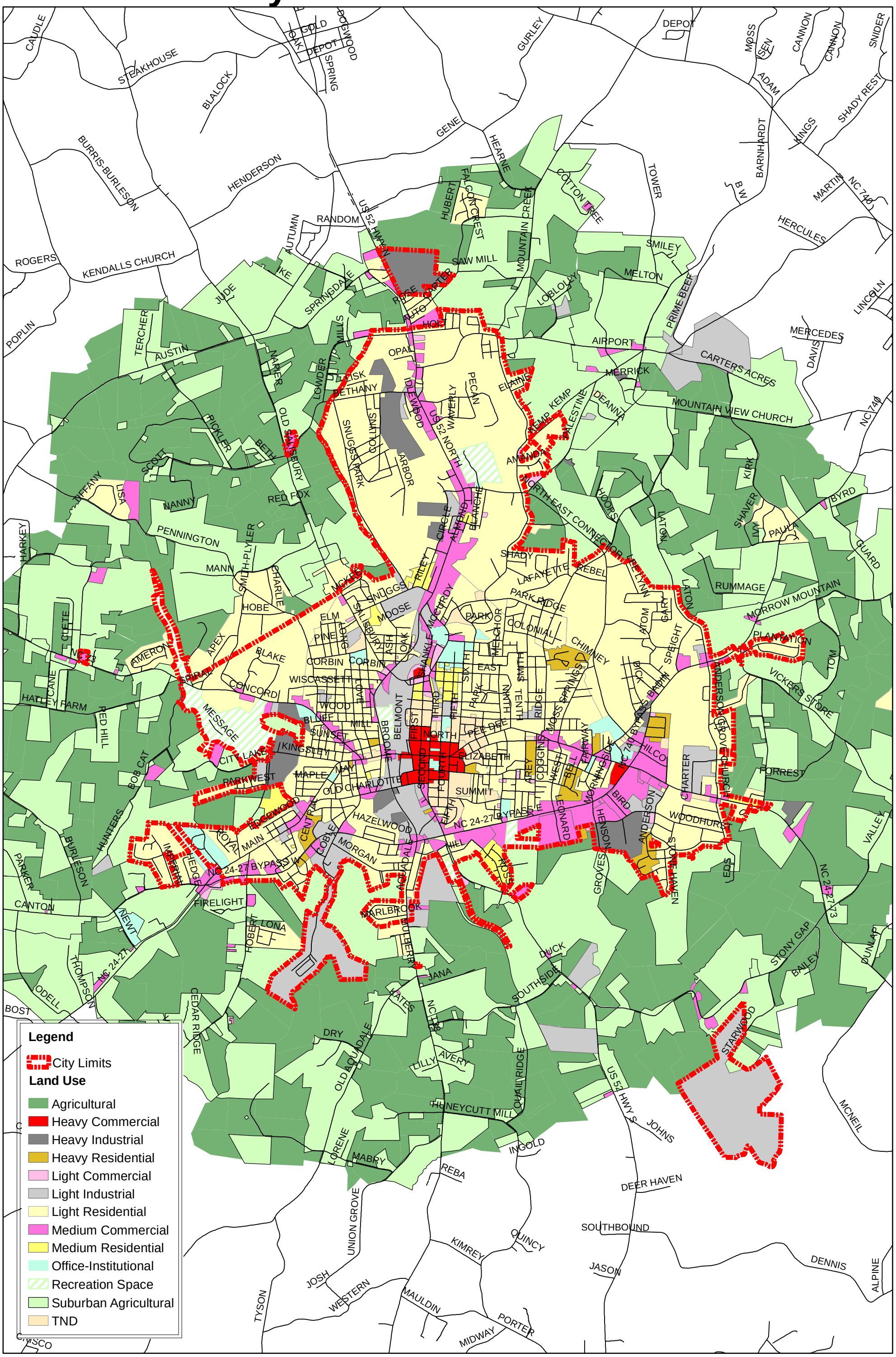
Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Population projections, based on Stanly County census data and base year figures, forecast moderate rates of growth in the future, excluding any annexations. Albemarle experienced a negative growth rate from 2000 to 2005. Population loss was most prevalent in the 25-34 age range, indicating that young professionals are leaving Albemarle for job opportunities elsewhere. In addition, the low percentage of residents with a bachelor's degree or higher

illustrates that many young people attend universities outside of the city and do not return upon graduation. Demographic information indicates that Albemarle is most attractive to retirees and families with small children. Demographics also show increasing diversity in the city‘s population; Albemarle is more diverse than Stanly County and comparable to in population makeup to state averages. With increasing rates of population diversity, Albemarle‘s neighborhoods are also becoming more diverse and inclusive.

Albemarle is currently experiencing an economic transition. Recent losses in the manufacturing industry have impacted the local economy, necessitating the emergence of new business sectors. Today, Albemarle‘s economy is still dependent upon the manufacturing sector but has diversified to include high employment rates in the health and social services, retail trade, and wholesale trade sectors. Albemarle has successfully met the challenges of a changing economic environment and demonstrated resiliency in the midst of industrial closings. Even with such fluctuations in the local economic base, Albemarle remains the retail and service center of Stanly County, additionally serving portions of several adjacent counties.

City of Albemarle: Land Use



NC Division of Community Assistance
Piedmont Regional Office

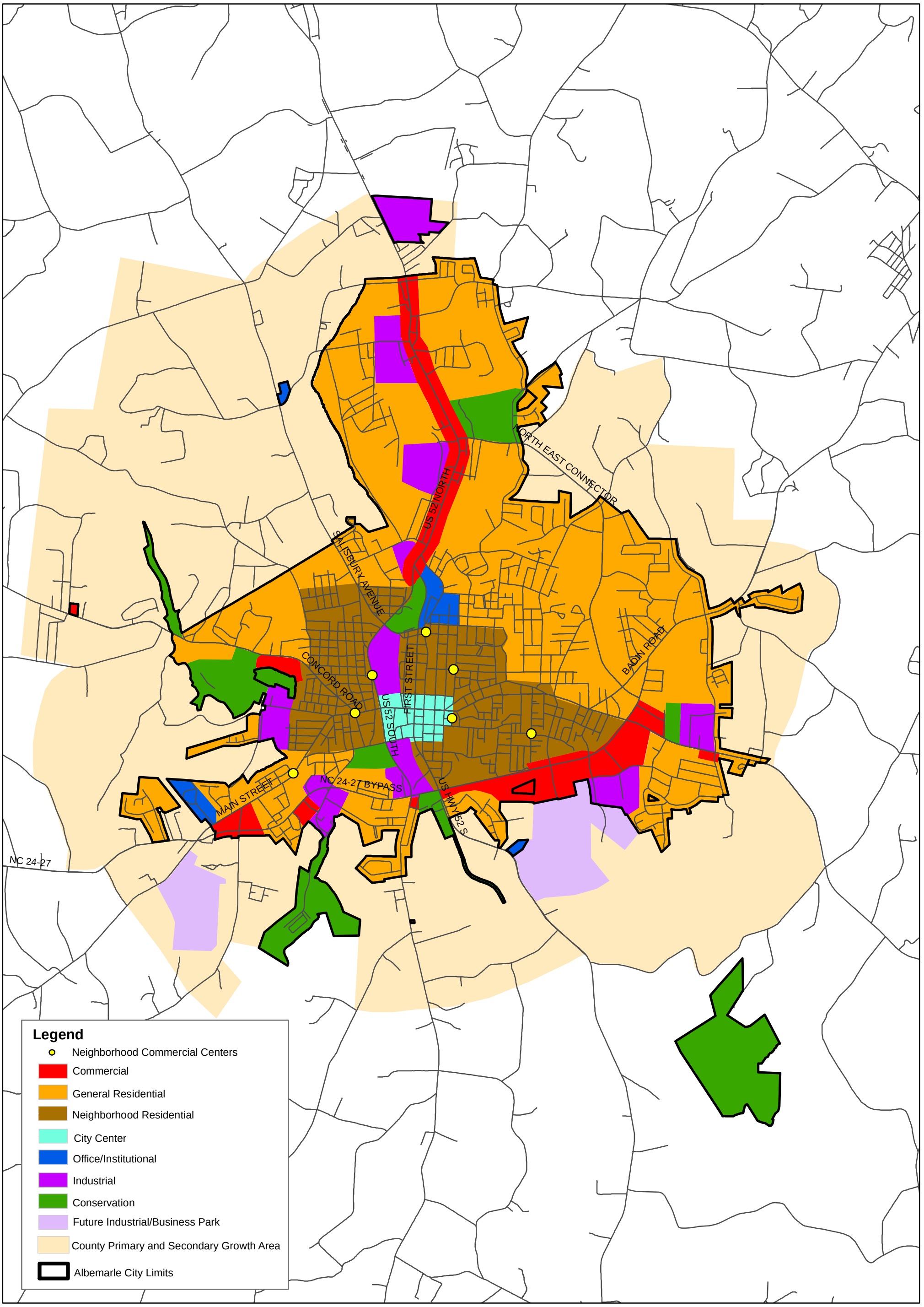
Albemarle Land Use Plan 2028
Land Use Map

Figure 6

1:50,000

City of Albemarle
Department of Engineering Services
GIS Division (704) 984-9437

City of Albemarle:Future Land Use



NC Division of Community Assistance
Piedmont Regional Office

Albemarle Land Use Plan 2028
Future Land Use Map

1:50,000

City of Albemarle
Department of Engineering Services
GIS Division (704) 984-9437

Figure 7

Badin Existing Land Use Plan Map

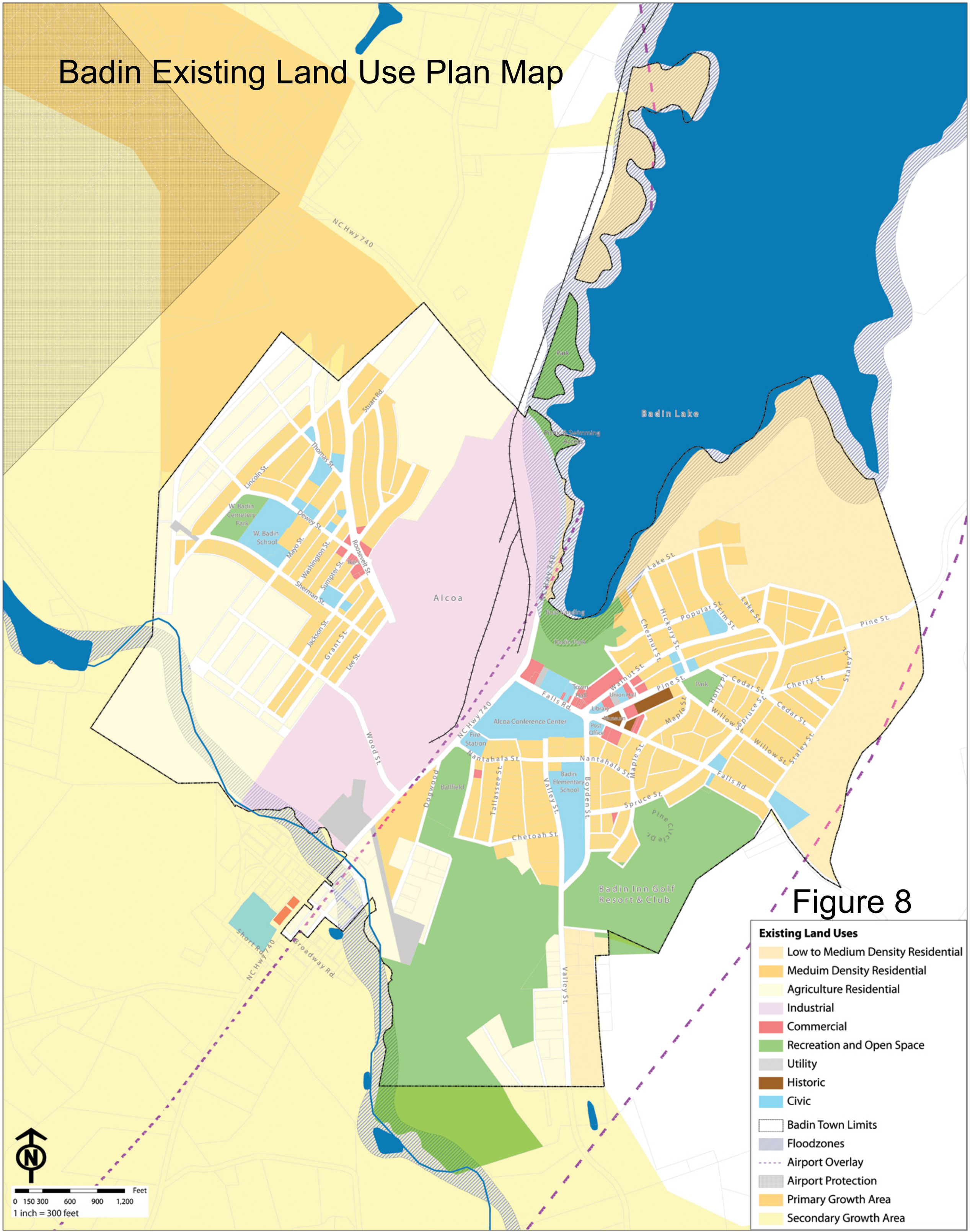


Figure 8

Existing Land Uses

- Low to Medium Density Residential
- Meduim Density Residential
- Agriculture Residential
- Industrial
- Commercial
- Recreation and Open Space
- Utility
- Historic
- Civic

- Badin Town Limits
- Floodzones
- Airport Overlay
- Airport Protection
- Primary Growth Area
- Secondary Growth Area

ZONING FOR THE TOWN OF NEW LONDON

0 2,400 4,800 Feet

NC 49
STATE
FLOYD
MAIN
LEE
RHEA
FRICK
CHURCH
PANNITCH
GOLD BRANCH
MOOK MOCK
KERR
BALDWIN
EDWARDS
FISHCAMP
LEDBETTER
LUV
HOPKINS
OLD WHITNEY
MANERS
NC 740
MOUNTAIN CREEK
HERLOCKER
HONEYBEE
FIELD
NC 8
OLD US 52
FINCH
MILLINGPORT
CAUDLE
OLD SALISBURY
MISENHEIMER
DANVILLE
US 52 HWY N
COGGINS
PARK
MAIN
GOLD
CHURCH
DEPOT
OAK
SPRING
STEAKHOUSE
BLALOCK
GENE
GURLEY
HEARNE
TOWER
HUBERT
RYAN
BURRIS-BURLESON
HENDERSON
ROGERS
CHILDERS
KENDALLS CHURCH
IKE
AUSTIN
LOCUST
AUTUMN
RANDOM
KIPS
CARTER
SAW MILL
MELTON

M-1
H-B
R-A
R-20
M-2
N-B

JULY 16, 2009

Figure 9

Legend

- Rail Roads
- Roads
- Property Lines
- City Limits

Zoning

- N-B
- H-B
- M-1
- M-2
- R-20
- R-A

STANLY COUNTY GIS

NORTH CAROLINA STANLY COUNTY

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Albemarle, Badin, and New London are shown in Figure(s) 10.

Table 1 – Environmental Features

- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- Beach Access Sites
- **Bike Routes (NCDOT)**
- Coastal Marinas
- **Colleges and Universities**
- **Conservation Tax Credit Properties**
- **Emergency Operation Centers**
- Federal Land Ownership
- Fisheries Nursery Areas
- Geology (including Dikes and Faults)
- Hazardous Substance Disposal Sites
- **Hazardous Waste Facilities**
- High Quality Water and Outstanding Resource Water Management Zones
- **Hospital Locations**
- **Hydrography (1:24,000 scale)**
- Land Trust Priority Areas
- **Natural Heritage Element Occurrences**
- **National Wetlands Inventory**
- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails – Coastal Plain
- **Railroads (1:24,000 scale)**
- **Recreation Projects – Land and Water Conservation Fund**
- **Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants**
- **Schools – Public and Non-Public**
- Shellfish Strata
- **Significant Natural Heritage Areas**
- **State Parks**
- Submersed Rooted Vasculars
- Trout Streams (DWQ)
- Trout Waters (WRC)
- **Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells**
- **Water Supply Watersheds**
- Wild and Scenic Rivers

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- **Archaeological Sites**
- **Historic National Register Districts**
- **Historic National Register Structures**
- Macrosite Boundaries
- **Managed Areas**
- Megasite Boundaries

Figure 10

Environmental Features

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Stanly County

North Carolina

Legend

- Schools
- Airports
- Water Distribution System - Pumps
- Water Distribution System - Treatment
- Sanitary Sewer Systems - Treatment
- Natural Heritage Element Occurrences
- Hospitals
- Roads
- Rivers and Streams
- Railroads
- Water Distribution Systems - Pipes
- Significant Natural Heritage Areas
- Water Bodies
- Municipal Limits
- Planning Area Boundary
- Stanly County Boundary

N W E S

0 1 2 3 Miles

Figure 10 - Sheet 1 of 3

Base map date: November 2011

Refer to CTP document for more details

Figure 10

Environmental Features

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Stanly County

North Carolina

Legend

- Schools
- Airports
- Roads
- Railroads
- Rivers and Streams
- National Wetlands Inventory
- Natural Heritage Element Occurrences
- Water Bodies
- Municipal Limits
- Planning Area Boundary
- Stanly County Boundary

N
W E
S

0 1 2 3 Miles

Figure 10 - Sheet 2 of 3

Base map date: November 2011

Refer to CTP document for more details

Figure 10

Environmental Features

Albemarle, Badin, and New London

Comprehensive Transportation Plan

Stanly County

North Carolina

Legend

- Schools
- Airports
- Roads
- Railroads
- Sanitary Sewer Systems - Pipes
- Rivers and Streams
- Rec. Projects Land Water Conservation Fund
- StateParks
- Water Supply Watersheds
- Water Bodies
- Municipal Limits
- Planning Area Boundary
- Stanly County Boundary

N
W E
S

0 1 2 3 Miles

Figure 10 - Sheet 3 of 3

Base map date: November 2011

Refer to CTP document for more details

Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

A meeting was held with the Albemarle, Badin, and New London CTP Focus Group in January 2011 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Albemarle, Badin, and New London CTP Focus Group, which included a representative from each municipality, county staff, the RPO and others, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding one public drop-in session in Albemarle to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The meeting was held on Tuesday, September 11, 2012 at the Stanly County Public Library. The session was publicized in the local newspaper and was held from 4:00 pm – 6:00 pm. No formal comments were made during the session held on September 11, 2012.

Public hearings were held on:

- November 19, 2012 - Albemarle City Council Meeting held in the Albemarle City Hall at 6:00 pm.
- December 3, 2012 - Stanly County Board of County Commissioners Meeting held at the Stanly Commons Building in the Commissioners Meeting Room at 7:00 pm.
- December 4, 2012 - New London Town Council Meeting held in the New London Town Hall at 7:00 pm
- December 11, 2012 - Badin Town Council Meeting held in the Badin Town Hall at 6:45 pm.

The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted by each jurisdiction during all four meetings.

The Rocky River RPO endorsed the CTP on January 17, 2013. The North Carolina Board of Transportation voted to mutually adopt the Albemarle, Badin, and New London CTP on February 7, 2013.

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 CTP[1].

The N.C. Department of Transportation adopted a "Complete Streets[2]" 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 Act[3] (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

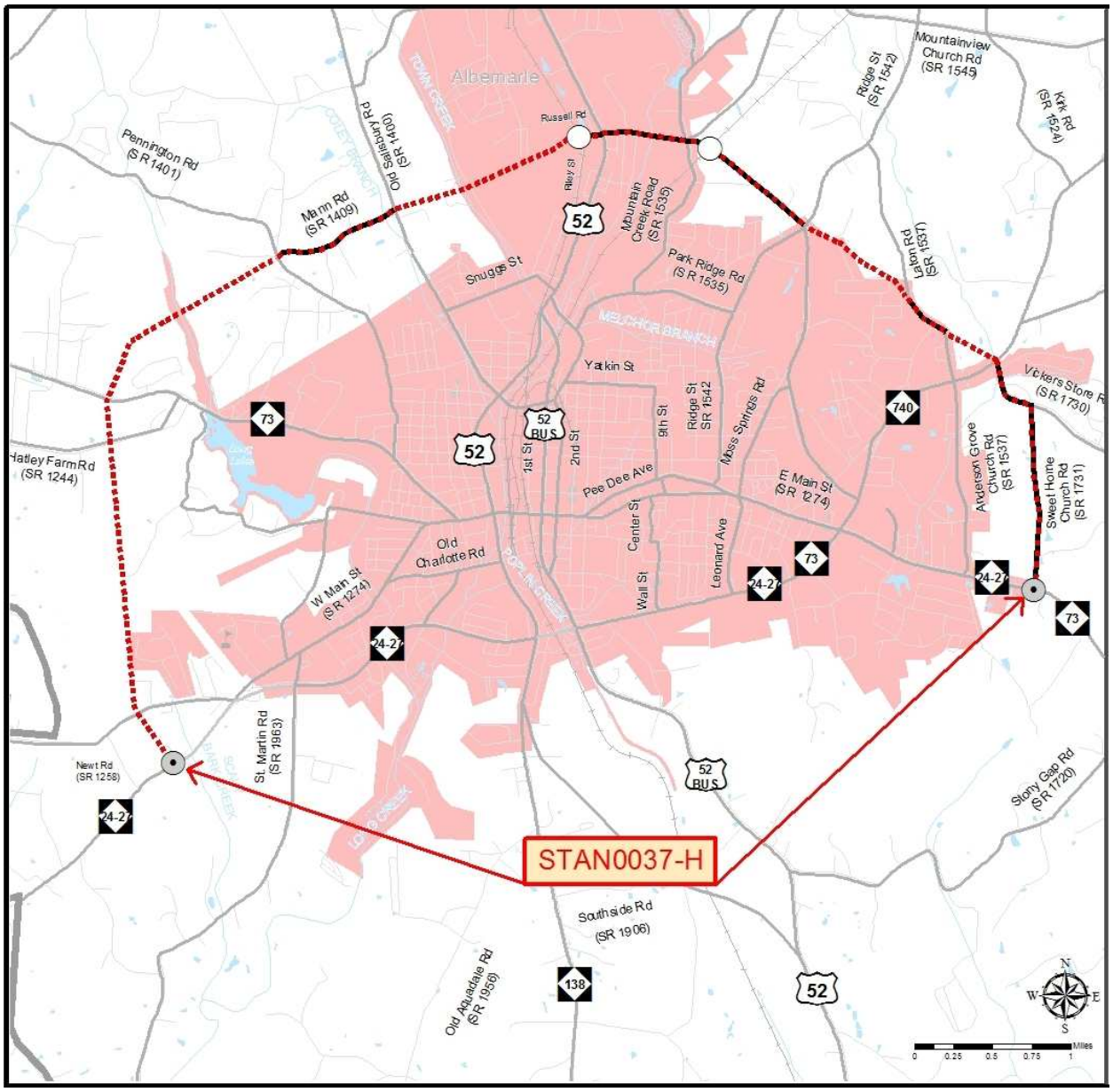
Problem Statements

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*

HIGHWAY

Proposed Northern 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)	**Local ID: STAN0037-H** **Last Updated: 10/22/12**



Identified Problem

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), improvements are needed to enhance mobility north of Albemarle and to provide connectivity to radial facilities that serve the Central Business District (CBD).

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 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.

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 with a proposed grade separation along the WSSB rail,
- 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 recommended 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

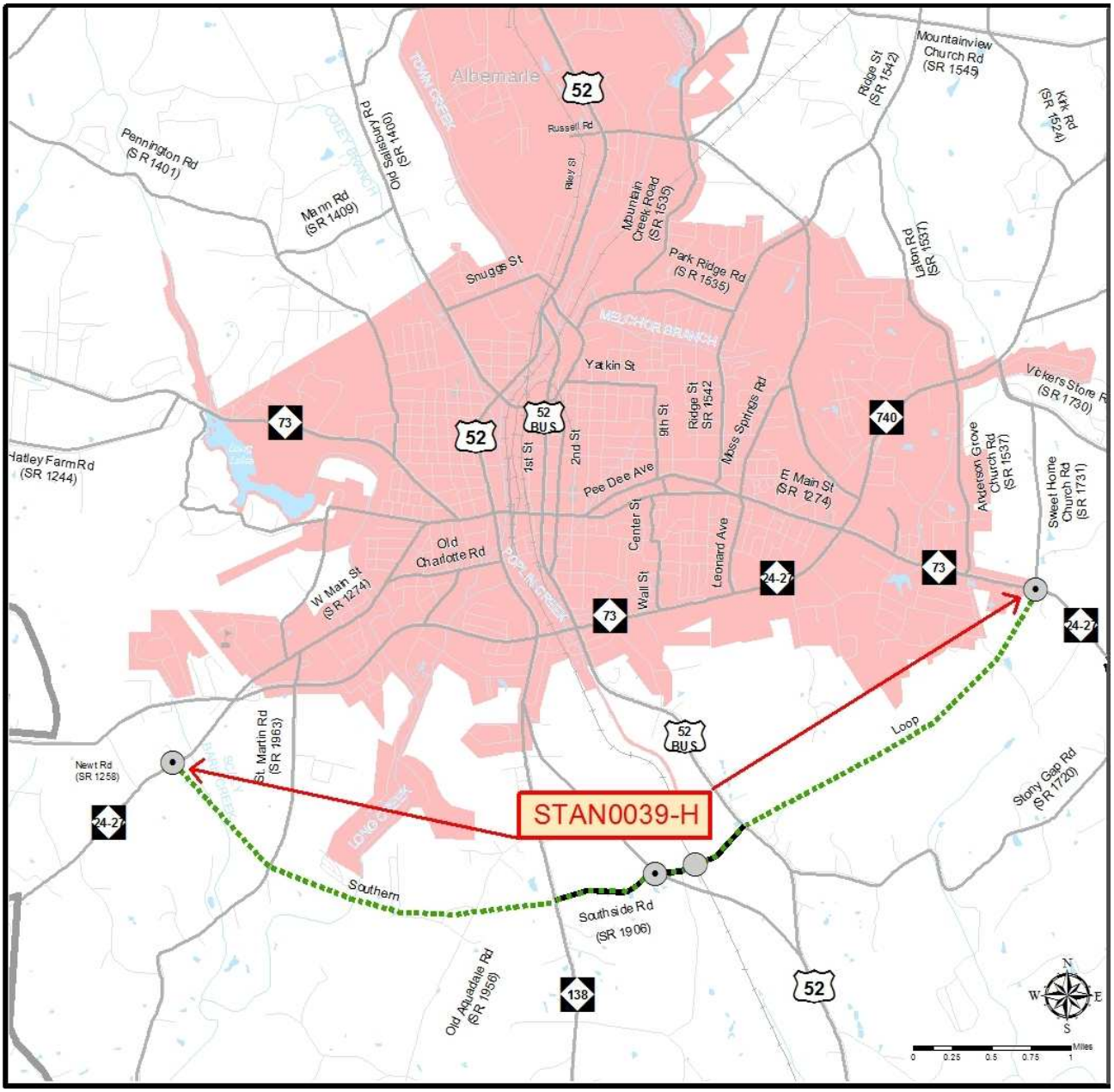
Sidewalks are recommended on the proposed Northern Loop from Pennington Road (SR 1401) to Ridge Street, based on the 2007 Albemarle Comprehensive Pedestrian Plan.

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.

Proposed NC 24-27 Bypass (Southern Loop) from NC24-27, 0.3 miles east of Newt Road (SR 1258), to NC 24/27/73 at Sweet Home Church Road (SR 1731)

Local ID: STAN0039-H
Last Updated: 10/22/12



Identified Problem

Portions of NC 24/27/73 and Main Street are projected to be near or over capacity by 2035 from 0.3 miles east of Newt Road (SR 1258) to Sweet Home Church Road (SR 1731). Improvements are needed to maintain mobility through the downtown areas and to relieve congestion on the existing facilities and such that a minimum of LOS D can be achieved.

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 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 range from 15,000 vehicles per day (vpd). By 2035, traffic volumes are projected to range from 19,800 to 23,100 vpd, compared to an existing LOS D capacity of 26,800 to 54,500 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 16,000 vpd. By 2035, traffic volumes are projected to range from 4,500 to 22,000 vpd, compared to an existing LOS D capacity of 9,700 to 13,300 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 8,900 to 19,000 vpd, compared to a LOS D capacity from 22,200 to 33,000 vpd. The projected 2035 traffic volume ranges from 14,600 to 27,200 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 NCODT'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 NCODT'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:

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

There are two at-grade highway/railroad crossing improvements 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 2000 Stanly County Bicycling Plan Map (NCDOT), 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 developed in the 2010 Carolina Thread Trail Master Plan for Stanly County Communities, 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.

APPENDICES

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT directory:

1-877-DOT-4YOU (1-877-368-4968)
https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800
http://www.ncdot.org/about/leadership/secretary.html

Board of Transportation

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820
http://www.ncdot.gov/about/board/

Highway Division

716 W. Main St. Albemarle, NC 28001 (704) 983-4400
https://connect.ncdot.gov/letting/Pages/Letting-List.aspx?let_type=10

Contact the:

- Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.
- Division Construction Engineer for information concerning major roadway improvements under construction.
- Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings, and crash history.
- Division Operations Engineer for information concerning facility operations.
- Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.
- District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

  615 Concord Rd. Albemarle, NC 28001 (704) 982-0104

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services.

1554 Mail Service Center Raleigh, NC 27699-1554 (919) 707-0900
http://www.ncdot.gov/doh/preconstruct/tpb/

Rocky River Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

1000 N. 1st St. Albemarle, NC 28001 (980) 581-6589
www.rockyriverrpo.org

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-4740
http://www.ncdot.gov/performance/reform/prioritization/

Project Development & Environmental Analysis (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center Raleigh, NC 27699-1548 (919) 707-6000
https://connect.ncdot.gov/resources/Environmental/Pages/default.aspx

Secondary Roads Unit

Contact the Secondary Roads Unit for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center Raleigh, NC 27699-1535 (919) 707-2500
https://connect.ncdot.gov/resources/stateroads/Pages/default.aspx

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534 (919) 707-4610
https://connect.ncdot.gov/projects/planning/Pages/default.aspx

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550 (919) 707-4670
http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553 (919) 707-4700
http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center Raleigh, NC 27699-1552 (919) 707-2600
http://www.ncdot.gov/bikeped/

Structures Management Unit

Contact the Structures Management Unit for information on bridge management throughout the state.

1581 Mail Service Center Raleigh, NC 27699-1581 (919) 707-6400
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

Contact the Roadway Design Unit for information regarding design plans and proposals for road and bridge projects throughout the state.

1582 Mail Service Center Raleigh, NC 27699-1582 (919) 707-6200
https://connect.ncdot.gov/projects/Roadway/Pages/default.aspx

Transportation Mobility and Safety Division

Contact the Traffic Safety Unit for information regarding crash data throughout the state.

1561 Mail Service Center Raleigh, NC 27699-1561 (919) 773-2800
https://connect.ncdot.gov/resources/safety/Pages/default.aspx

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/cd

Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/.

Facility Type Definitions

- **Freeways**
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed

- **Expressways**
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
  - Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median *(US and NC routes may have less than four lanes)*
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing "Off Road" facilities and "Multi-use Paths" are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where "Off Road" facilities and "Multi-use Paths" are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.
- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.

- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.

- **Existing Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.

- **Existing ROW:** The estimated existing right-of-way is based on data from Division 10 - District 3, Pavement Management Unit (PMU) and the NCDOT Road Characteristics file. These right-of-way amounts are approximate and may vary.

- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using NCLOS, as documented in Chapter I.

- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2010 AADT E+C' is an estimate of the volume in 2010 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012-2018 Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.

- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.

- **Tier:** Tiers are defined as part of the North Carolina Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.

- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
R-2320	US 52/NC 138	NC 138 to 'NC 24-27/NC 73	Albemarle	0.43	65	5	135	45	26,800	9,700	14600	10,800	35,100	4A	180	B	Sta	B, P
R-2320	US 52	NC 24-27/NC 73 to Old US 52	Stanly County	2.51	26	2	60	55	15,100	9,900	16,300	11,100	45,200	4 A	180	B	Sta	
R-2320	US 52	Old US 52 to Norwood planning area	Stanly County	2.72	26	2	60	55	15,100	10,700	17,400	17,400	45,200	4 A	180	B	Sta	
STAN0036-H	US 52	Albemarle, Badin, and New London northern planning area to Steakhouse Rd (SR 1440)	Stanly County	1.77	65	5	100	55	33,000	9,900	14,600	15,400	45,200	4 B	150	B	Sta	B
STAN0036-H	US 52	Steakhouse Rd (SR 1440) to Old US 52	New London	0.55	65	5	100	55	28,400	8,900	13,000	15,200	40,000	4 B	150	B	Sta	P
STAN0036-H	US 52	Old US 52 to Austin Rd (SR 1214)	Stanly County	0.77	65	5	100	55	33,000	13,000	17,600	24,800	45,200	4 B	150	B	Sta	P
STAN0036-H	US 52	Austin Rd (SR 1214) to New London Southern Town Limits	New London	0.77	65	5	100	55	28,400	15,000	20,000	22,900	40,000	4 B	150	B	Sta	
STAN0036-H	US 52	New London SouthernTown Limits to Albemarle City Limits	Stanly County	0.72	65	5	100	55	33,000	16,800	22,000	22,900	45,200	4 B	150	B	Sta	
STAN0036-H	US 52	Albemarle City Limits to Gray St	Albemarle	2.05	65	5	100	45	26,800	17,000	22,700	21,500	35,100	4 E	135	B	Sta	P
STAN0036-H	US 52	Gray St to Snuggs St	Albemarle	0.62	65	5	100	35	24,300	17,000	22,700	21,500	28,100	4 E	135	B	Sta	P
STAN0036-H	US 52	Snuggs St to N 1st St	Albemarle	0.22	65	4	100	35	22,200	19,000	27,200	20,600	28,100	4 E	135	B	Sta	P
STAN0036-H	US 52	N 1st St to NC 24-27/NC 73	Albemarle	2.3	65	4	100	45	24,600	14,000	18,800	25,300	35,100	4 E	135	B	Sta	T, P
	US 52 B	US 52 to Franklin St	Albemarle	0.9	21	2	54	35	10,400	2,900	3,300	2,300	10,400	ADQ	ADQ	Maj	Sta	P
	US 52 B	Franklin St to Old Charlotte Rd	Albemarle	0.68	42	2	70	20	9,900	7,700	7,900	3,000	9,900	ADQ	ADQ	Maj	Sta	P
	US 52 B S FIRST ST	Old Charlotte Rd to S 2nd St	Albemarle	0.43	46	2	72	35	12,700	4,100	4,100	9,200	12,700	ADQ	ADQ	Maj	Sta	P
	US 52 B	S 2nd St to NC 24-27/NC 73	Albemarle	0.07	38	2	60	25	10,300	3,400	3,300	3,300	10,300	ADQ	ADQ	Maj	Sta	P
	US 52 (Old)/Bus	NC 24-27/NC 73 to Ross Drive (SR 1753)	Albemarle	0.8	26	2	60	45	12,200	9,200	8,400	5,400	12,200	ADQ	ADQ	B	Sta	B, P
	US 52 (Old)/Bus	Ross Drive (SR 1753) to Snuggs Road (SR 1922)	Stanly County	1.92	26	2	60	55	15,100	7,900	11,000	9,500	15,100	ADQ	ADQ	B	Sta	B, P
STAN0037-H	US-52 Loop (New Location)	NC 24-27 to NC 73	Stanly County	2.36	-	-	-	-	-	-	-	7,500	45,200	2 B	150	B	Sta	
STAN0037-H	US-52 Loop (New Location)	NC 73 to Pennington Road (SR 1401)	Stanly County	1.35	-	-	-	-	-	-	-	7,000	45,200	2 B	150	B	Sta	
STAN0037-H	US-52 Loop, Mann Road (SR 1409)	Pennington Road (SR 1401) to Old Salisbury Road (SR 1400)	Stanly County	0.84	18	2	60	45	10,500	820	1,200	7,400	45,200	2 B	150	B	Sta	P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
STAN0037-H	US-52 Loop (New Location)	Old Salisbury Road (SR 1400) to Albemarle WCL	Stanly County	0.43	-	-	-	-	-	-	-	4,000	45,200	2 B	150	B	Sta	
STAN0037-H	US-52 Loop (New Location)	Albemarle WCL to US 52	Albemarle	0.95	-	-	-	-	-	-	-	4,000	40,000	4 B	150	B	Sta	
STAN0037-H	US-52 Loop, NE Connector	US 52 to Mountain Creek Road (SR 1522)	Albemarle	0.52	60	5	70	45	26,800	12,000	17000	16200	40,000	4 B	150	B	Sta	P
STAN0037-H	US-52 Loop, NE Connector	Mountain Creek Road (SR 1522) to Ridge Road (SR 1542)	Stanly County	0.95	32	2	60	45	14,600	7,700	11300	17100	36,600	4 B	150	B	Sta	P
STAN0037-H	US-52 Loop (New Location)	Ridge Road (SR 1542) to Laton Road (SR 1537)	Albemarle	0.79	-	-	-	-	-	-	-	10,100	40,000	4 B	150	B	Sta	
STAN0037-H	US-52 Loop, Laton Road (SR 1537)	Laton Road (SR 1537) to Laton Road (SR 1537)	Albemarle	0.32	22	2	30	45	9,900	430	1,000	12,500	40,000	4 B	150	B	Sta	P
STAN0037-H	US-52 Loop (New Location)	Laton Road (SR 1537) to NC 740	Stanly County	0.37	-	-	-	-	-	-	-	10,000	45,200	4 B	150	B	Sta	
STAN0037-H	US-52 Loop, Vickers Store Road (SR 1730)	NC 740 to Sweet Home Church Road (SR 1731)	Stanly County	0.19	16	2	60	55	13,300	750	1,200	11,000	45,200	4 B	150	B	Sta	
STAN0037-H	US-52 Loop, Sweet Home Church Road (SR 1731)	Vickers Store Road (SR 1730) to NC 24-27/NC 73	Stanly County	1.3	20	2	60	45	13,600	-	-	11,000	45,200	4 B	150	B	Sta	
	NC 740	US 52 to New London Town Limits	New London	0.35	40	2	60	35	11,100	2700	4,300	2,900	11,100	ADQ	ADQ	Maj	Reg	B, P
	NC 740	New London Town Limits to north of Airport Road (SR 1549)	Stanly County	5.45	22	2	60	55	14,600	2200	2,700	3,100	14,600	ADQ	ADQ	Maj	Reg	
	NC 740	North of Airport Road to Stuart Road (SR 1551)	Stanly County	0.88	22	2	60	45	14,100	2,500	3,600	3,200	14,100	ADQ	ADQ	Maj	Reg	
STAN0038-H	NC 740	Stuart Road (SR 1551) to Woods Street (SR 1586)	Badin	1.46	22	2	60	35	10,700	3,000	3,800	7,300	11,100	2 A	ADQ	Maj	Reg	B, P
STAN0038-H	NC 740	Woods Street (SR 1586) to Murrow Mountain Road (SR 1798)	Stanly County	2.9	22	2	60	55	14,600	3,200	4,500	10000	15,100	2 A	ADQ	Maj	Reg	B, P
STAN0038-H	NC 740	Murrow Mountain Road (SR 1798) to Vickers Store Road (SR 1730)	Stanly County	0.29	22	2	60	45	14,100	5,400	7,200	10300	14,600	2 A	ADQ	Maj	Reg	P
STAN0038-H	NC 740	Vickers Store Road (SR 1730) to Impala Drive	Albemarle	0.74	22	2	60	45	11,800	10,100	12,500	7,100	12,200	2 A	ADQ	Maj	Reg	B, P
	NC 740	Impala Drive to Palmetto Drive	Albemarle	0.27	24	2	60	45	12,200	12000	15000	8,200	12,200	ADQ	ADQ	Maj	Reg	B, P
	NC 740	Palmetto Drive to NE Connector	Albemarle	0.36	65	5	70	45	26,800	12000	15000	8,200	26,800	ADQ	ADQ	Maj	Reg	T, B, P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
					2010 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	NC 740	NE Connector to NC 24-27/NC 73 and E Main Street	Albemarle	0.23	48	4D	70	45	24,600	16200	21700	13,100	24,600	ADQ	ADQ	Maj	Reg	T, B, P
	NC 138	Stanly County planning area to Southside Rd (SR 1906)	Stanly County	2.34	24	2	60	55	15,100	4,200	5000	6,800	15,100	ADQ	ADQ	Maj	Reg	
	NC 138	Southside Rd (SR 1906) to 'Old Aquadale (SR 1956)	Stanly County	0.45	24	2	60	45	14,600	4,600	5300	5,500	14,600	ADQ	ADQ	Maj	Reg	
	NC 138	Old Aquadale (SR 1956) to US 52	Stanly County	0.83	24	2	60	45	14,600	5,900	6800	14,500	14,600	ADQ	ADQ	Maj	Reg	B
R-2320	NC 138/US 52	US 52 to 'NC 24/27	Albemarle	0.43	65	5	135	45	26,800	9,700	14600	10,800	35,100	4A	180	B	Sta	B
R-2410	NC 73	W Main St to Pennington Rd (SR 1401)	Albemarle	0.84	36	2	60	35	11,100	8,200	11,100	4,600	22,200	4 B	150	Maj	Reg	B, P
R-2410	NC 73	Pennington Rd (SR 1401) to (SR 1266)	Albemarle	0.98	24	2	60	45	12,200	6800	9,700	3,500	24,600	4 B	150	Maj	Reg	B, P
R-2410	NC 73	(SR 1266) to Hatley Farm Rd (SR 1242)	Albemarle	0.19	24	2	60	55	12,900	8,200	11,100	3,500	30,200	4 B	150	Maj	Reg	P
R-2410	NC 73	Hatley Farm Rd (SR 1242) to planning area	Stanly County	2.19	24	2	60	55	15,100	6,200	8,700	10,700	30,200	4 B	150	Maj	Reg	
	NC 24/27	Planning area to W Main St (SR 1274)	Stanly County	1.6	48	4D	150	55	54,500	15000	19800	18423	54,500	ADQ	ADQ	E	Sta	
	NC 24/27	W Main St (SR 1274) to Commerce St	Albemarle	1.14	48	4D	150	45	35,100	15000	23100	8,000	35,100	ADQ	ADQ	B	Sta	T, P
	NC 24/27	West of Creekridge Rd Circle to US 52	Albemarle	0.9	65	5	150	45	26,800	15000	22700	9,200	26,800	ADQ	ADQ	Maj	Sta	T, P
	NC 24/27	US 52 to US 52 B	Albemarle	0.25	48	4D	150	45	35,100	32500	33400	19000	35,100	ADQ	ADQ	B	Sta	T, P
STAN0039-H	NC 24-27 Bypass (New Location)	NC 24-27 to NC 138	Stanly County	2.92	-	-	-	-	-	-	-	16000	56,100	4 A	250	E	Sta	
STAN0039-H	NC 24-27 Bypass	NC 138 to US 52	Stanly County	0.46	20	2	60	45	13,600	1,300	2,100	17700	56,100	4 A	250	E	Sta	
STAN0039-H	NC 24-27 Bypass	NC 138 to US 52	Stanly County	0.24	20	2	60	45	13,600	1,300	2,100	17700	56,100	4 A	250	E	Sta	
STAN0039-H	NC 24-27 Bypass	US 52 to Old US 52	Stanly County	0.35	20	2	60	45	13,600	900	1,500	12400	56,100	4 A	250	E	Sta	
STAN0039-H	NC 24-27 Bypass	US 52 to Old US 52	Stanly County	0.31	20	2	60	45	13,600	800	1,300	12300	56,100	4 A	250	E	Sta	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
STAN0039-H	NC 24-27 Bypass (New Location)	Old US 52 to NC 24-27/NC 73	Stanly County	2.38	-	-	-	-	-	-	-	14000	56,100	4 A	250	E	Sta	
R-2530	NC 24/27/73	Planning area to Indian Mound Rd (SR 1740)	Stanly County	1.1	24	2	60	55	15,100	10000	16400	16800	56,100	4 A	250	E	Sta	B
R-2530	NC 24/27/73	Indian Mound Rd (SR 1740) to NcNeil Rd (SR 1739)	Stanly County	1.5	24	2	60	55	15,100	11400	18300	18700	56,100	4 A	250	E	Sta	B
R-2530	NC 24/27/73	NcNeil Rd (Sr 1739) to Valley Dr (SR 1720)	Stanly County	0.81	24	2	60	55	15,100	12000	20600	24600	56,100	4 A	250	E	Sta	B
R-2530	NC 24/27/73	Valley Dr (SR 1720) to Albemarle City Limits	Stanly County	1.16	24	2	60	55	15,100	12000	20100	23300	56,100	4 A	250	E	Sta	B
R-2530	NC 24/27/73	Albemarle City Limits to Sweet Home Church Rd (SR 1731)	Albemarle	0.45	24	2	60	45	12,200	12200	20500	7,400	56,100	4 A	250	E	Sta	
R-2530	NC 24/27/73	Sweet Home Church Rd (SR 1731) to NC 740/E Main St (SR 1274)	Albemarle	0.84	33	3	150	45	12,900	14000	21100	8,700	26,800	5 A	250	Maj	Reg	P
	NC 24/27/73	NC 740/E Main St (SR 1274)/NC 24-27/NC 73 to Henson St (SR 1783)	Albemarle	0.6	48	4D	150	45	35,100	17000	25600	12800	26,800	ADQ	ADQ	Maj	Reg	T, P
	NC 24/27/73	Henson St (SR 1783) to E of US 52 B Interchange	Albemarle	0.97	65	5	150	45	26,800	24000	33300	22700	26,800	ADQ	ADQ	Maj	Reg	T, P
	NC 24/27/73	E of US 52 Interchange to US 52 B	Albemarle	0.53	48	4D	150	45	35,100	25100	35000	22300	35,100	ADQ	ADQ	Maj	Reg	T, P
	NC 8	US 52 - Speed Limit Change	New London	0.33	40	2	60	35	10,200	3,100	3,900	4,000	10,200	ADQ	ADQ	Maj	Reg	
	NC 8	Speed Limit Change - NC 740	New London	0.2	40	2	60	25	10,000	3,100	3,900	4,000	10,000	ADQ	ADQ	Maj	Reg	
STAN0016-H	NC 8	NC 740 -Old US 52 (SR 1638)	New London	0.25	43	2	60	35	10,500	4,100	5,500	3,500	10,500	2 A	60	Maj	Reg	B
STAN0016-H	NC 8	Old US 52 (SR 1638) to planning area	Stanly County	1.68	20	2	60	55	14,100	3,000	4,000	3,400	14,100	2 A	60	Maj	Reg	P
	Airport Rd (SR 1524)	Mountain Creek Rd (SR 1522) to Carters Acres Rd (SR 1524)	Stanly County	1.57	20	2	60	45	13,600	1,100	1,900	5,000	13,600	ADQ	ADQ	Min	Sub	
	Airport Rd (SR 1549)	Carters Acres Rd (SR 1524) to NC 740	Stanly County	2.33	22	2	60	55	14,600	1,500	1,800	1,900	14,600	ADQ	ADQ	Min	Sub	
	Austin Rd (SR 1214)	NC 73 to Speed Limit Change	Stanly County	2.46	20	2	60	55	14,100	1,300	1,700	1,400	14,100	ADQ	ADQ	Min	Sub	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Austin Rd (SR 1214)	Speed Limit Change to Henderson Rd (SR 1438)	Stanly County	3.31	20	2	60	45	13,600	1,500	1,800	2,400	13,600	ADQ	ADQ	Min	Sub	
	Austin Rd (SR 1214)	US 52 to Henderson Rd (SR 1436)	New London	0.06	18	2	60	35	9,500	980	1,700	1,200	9,500	ADQ	ADQ	Min	Sub	
STAN0040-H	Austin Rd (SR 1214)/Lowder Rd (SR 1418)/ Connector	Lowder Rd (SR 1418) to Austin Rd (SR 1214)	New London	0.5	-	-	-	-	-	-	-	1,000	9,500	2 B	60	Min	Sub	
	Baldwin Rd (SR 1514)	NC 8 to NC 740	Stanly County	1.76	18	2	60	35	9,200	590	900	600	9,200	ADQ	ADQ	Min	Sub	
STAN0041-H	Barnard St	NC 24-27/NC 73 to End of Street	Albemarle	0.2	18	2	30	35	9,500	-	-	3,000	10,200	2 A	60	Min	Sub	
	Bethany Rd (SR 1418)	Burris Rd (SR 1421) to Albemarle City Limits	Stanly County	0.29	18	2	60	45	13,100	5,400	7,100	6,200	13,100	ADQ	ADQ	Min	Sub	B
	Bethany Rd (SR 1418)	Albemarle City Limits to US 52	Albemarle	0.56	18	2	60	35	9,200	4,500	6,100	5,900	9,200	ADQ	ADQ	Min	Sub	B
	Burris Rd (SR 1421)	Salisbury Rd (SR 1400) to Bethany Rd (SR 1418)	Stanly County	0.64	20	2	60	45	13,600	4,700	6,300	6,200	13,600	ADQ	ADQ	Min	Sub	
	Canton Rd (SR 1249)	Planning Area to NC 24-27	Stanly County	1.84	20	2	60	45	13,600	2,100	3,300	5,100	13,600	ADQ	ADQ	Min	Sub	B
	City Lake Dr (SR-1266)	NC 73 to Poplins Grove Church Rd (SR 1268)	Albemarle	1.71	20	2	60	35	9,500	1,000	1,200	1,200	9,500	ADQ	ADQ	Min	Sub	
	T E White Sr. Dr (Center St)	E Main St (SR 1274) to Pee Dee Ave	Albemarle	0.29	26	2	45	35	10,200	1,700	2,200	2,100	10,200	ADQ	ADQ	Min	Sub	B
STAN0042-H	Clover Fork Circle	Holt Rd (SR) to Airport Rd (SR 1524)	Albemarle	0.43	20	2	45	35	10,200	2,900	3,800	3,600	10,200	ADQ	ADQ	Min	Sub	P
	Coble Ave (SR 1900)	NC 24/27 to Old Charlotte Rd (SR	Albemarle	0.43	40	2	60	35	10,200	1,100	1,800	3,600	10,200	ADQ	ADQ	Min	Sub	B, P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
					2010 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Gene Rd (SR-1519)	US 52 to Hearne Rd (SR 1518)	Stanly County	1.29	18	2	60	35	9,200	300	400	250	9,200	ADQ	ADQ	Min	Sub	
	Hatley Farm Rd. (SR 1242)	NC 73 to Red Hill Rd (SR 1245)	Stanly County	2.08	20	2	60	45	13,600	400	800	500	13,600	ADQ	ADQ	Min	Sub	
	Hatley Farm Rd. (SR 1242)	Red Hill Rd (SR 1245) to NC 73	Stanly County	0.78	16	2	60	45	12,800	600	1,000	2,300	12,800	ADQ	ADQ	Min	Sub	
	Hearne Rd (SR-1518)	NC 740 to Mountain Creek Rd (SR 1522)	Stanly County	2.33	16	2	60	45	12,600	1,000	1,700	1,700	12,600	ADQ	ADQ	Min	Sub	B
	Henderson Rd (SR-1436)	Austin Rd (SR 1214) to Speed Limit Change	Stanly County	0.2	20	2	60	25	9,300	500	800	500	9,300	ADQ	ADQ	Min	Sub	
	Henderson Rd (SR-1436)	Speed Limit Change to planning area	Stanly County	1.32	20	2	60	30	9,900	500	800	500	9,900	ADQ	ADQ	Min	Sub	
STAN0043-H	Holt Rd	US 52 to Clover Fork Circle	Albemarle	0.5	17	2	60	35	9,000	-	700	2,100	9,000	ADQ	ADQ	Min	Sub	B
STAN0005-H	Indian Mound Rd (SR 1740)	NC 24-27 to planning area	Stanly County	2.79	20	2	60	45	13,600	1,200	3,000	5,200	13,600	2 A	60	Min	Sub	B
	Kemp Rd (SR 1535)	Mountain Creek Road to Palestine Road	Albemarle	0.29	20	2	60	45	10,900	1,800	700	800	10,900	ADQ	ADQ	Min	Sub	
	Laton Rd (SR 1537)	Ridge Street (SR 1542) to Laton Rd (SR 1537) 1st curve	Albemarle	1.05	22	2	30	45	9,900	430	500	1,700	9,900	ADQ	ADQ	Min	Sub	
STAN0037-H	Laton Rd (SR 1537)	Laton Road (SR 1537) 1st curve to Laton Rd (SR 1537) 2nd	Albemarle	0.31	22	2	30	45	9,900	430	500	12,500	40,000	4 B	150	B	Sta	P
	Laton Rd (SR 1537)	Laton Rd (SR 1537) 2nd curve to NC 740	Albemarle	0.3	22	2	30	45	9,900	430	500	1,300	9,900	ADQ	ADQ	Min	Sub	P
	Laton/Anderson Grove Church Rd (SR 1537)	NC 740 to NC 24-27/NC 73	Albemarle	1.24	22	2	30	45	9,900	600	700	1,300	9,900	ADQ	ADQ	Min	Sub	P
	Leonard Ave	Main St to NC 24/27	Albemarle	0.35	22	2	45	35	9,900	2,400	4,200	3,600	9,900	ADQ	ADQ	Min	Sub	P
STAN0044-H	Lowder Rd (SR 1418)	US 52 to west of US 52	Albemarle	0.8	20	2	60	35	-	-	1,500	1,000	9,500	ADQ	ADQ	Min	Sub	P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
STAN0037-H	Mann Rd (SR 1409) US 52 Loop	Pennington Rd (SR 1401) to Salisbury Rd (SR 1400)	Albemarle	0.84	18	2	60	45	10,500	820	900	7,400	35,100	4 E	135	B	Sta	P
	Mountain Creek Rd (SR 1522)	Park Ridge Rd (SR 1535) to Palestine Rd (SR 1534)	Albemarle	1.64	20	2	60	45	13,600	1,100	2,000	3,300	13,600	ADQ	ADQ	Min	Sub	P
	Mountain Creek Rd (SR 1522)	Palestine Rd (SR 1534)to Carter Rd (SR 1523)	Stanly County	1.9	20	2	60	35	9,500	1,600	2,500	3,000	9,500	ADQ	ADQ	Min	Sub	P
	Mountain Creek Rd (SR 1522)	Carter Rd (SR 1523) to Hearne Rd (SR 1518)	Stanly County	0.54	20	2	60	55	13,600	1,600	2,500	2,800	13,600	ADQ	ADQ	Min	Sub	P
	Mountain Creek Rd (SR 1522)	Hearne Rd (SR 1518) to NC 740	Stanly County	1.58	20	2	60	45	13,600	500	570	1,000	13,600	ADQ	ADQ	Min	Sub	
	Mountain View Church Rd (SR 1545)	Airport Rd (SR 1524) to Ridge St (SR 1542)	Albemarle	0.94	24	2	60	34/45	14,600	1,700	2,500	2,500	14,600	ADQ	ADQ	Min	Sub	B
	Mountain View Church Rd (SR 1545)	Ridge St (SR 1542) to with change	Albemarle	0.15	24	2	60	45	14,600	1,800	2,800	2,900	14,600	ADQ	ADQ	Min	Sub	B
	Mountain View Church Rd (SR 1545)	With change to Valley Dr. (SR 1720)	Albemarle	1.65	18	2	60	45	13,100	870	1,300	2,800	13,100	ADQ	ADQ	Min	Sub	B
	Murrow Mountain Road (SR 1798)	Valley Dr (SR 1720) to NC 740	Stanly County	1.74	20	2	60	55	14,100	780	1200	300	14,100	ADQ	ADQ	Min	Sub	
	9th Street	Yatkin St to Pee Dee Ave	Albemarle	0.59	28	2	50	35	11,000	4,800	5,100	4,700	11,000	ADQ	ADQ	Min	Sub	B
	N. Cotton St	E Main St (SR 1274) to Pee Dee Ave	Albemarle	0.11	17	2	30	35	9,500	3,100	3600	3600	9,500	ADQ	ADQ	Min	Sub	
STAN0045-H	NE Connector Extension	NC 740 to Barnard St	Albemarle	0.22	-	-	-	-	-	-	-	3,000	11,700	2 A	60	Min	Sub	
	Old Aquadale Road (SR 1954)	NC 138 to planning area	Stanly County	2.34	20	2	60	45	13,600	1,800	2,400	2,800	13,600	ADQ	ADQ	Min	Sub	B
	Old Charlotte Rd (SR 1274)	W Main St (SR 1274) to Palmer St	Albemarle	0.4	23	2	30	45	11,400	7,000	8,100	6,200	11,400	ADQ	ADQ	Min	Sub	B, P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	Old Charlotte Rd (SR 1274)	Palmer St to Coble Ave (SR 1900)	Albemarle	0.08	32	2	42	45	12,900	7,600	8,100	6,400	12,900	ADQ	ADQ	Min	Sub	B, P
	Old Charlotte Rd (SR 1274)	Coble Ave (SR 1900) to US 52	Albemarle	0.27	46	2	60	45	15,100	10100	12100	9,800	15,100	ADQ	ADQ	Min	Sub	B, P
	Old Salisbury Rd (SR 1400)	Mann St (SR 1409) to Burris Rd (SR 1421)	Stanly County	0.82	24	2	60	45	14,600	4,500	6,200	7,800	14,600	ADQ	ADQ	Min	Sub	B
	Old Salisbury Rd (SR 1400)	Burris Rd (SR 1421) to Austin Rd (SR 1214)	Stanly County	1.15	24	2	60	55	15,100	2,100	3,000	3,300	15,100	ADQ	ADQ	Min	Sub	B
	Old Salisbury Rd (SR 1400)	Austin Rd (SR 1214) to Henderson Rd (SR 1436)	Stanly County	0.96	24	2	60	45	14,600	1,400	2,200	1,800	14,600	ADQ	ADQ	Min	Sub	B
	Old Salisbury Rd (SR 1400)	Henderson Rd (SR 1436) to planning area	Stanly County	0.21	24	2	60	55	15,100	1,400	2,200	1,800	15,100	ADQ	ADQ	Min	Sub	B
	Old US 52 (SR 1638)	US 52 to NC 740	Stanly County	1.19	24	2	60	55	15,100	1100	1700	700	15,100	ADQ	ADQ	Min	Sub	B
	Palenstine Rd (SR 1534)	Airport Rd (SR 1524) to N E Connector	Albemarle	1.78	20	2	60	45	10,900	210	400	2,600	10,900	ADQ	ADQ	Min	Sub	
	Park Ridge Rd (SR 1535)	Second St to Ridge St (SR 1537)	Albemarle	1.13	44	2	60	35	10,200	3,500	4,300	5,100	10,200	ADQ	ADQ	Min	Sub	B
	Pee Dee Ave	E Main St (SR 1274) to E Main St (SR 1274)	Albemarle	0.99	30	2	50	35	11,000	7,400	8,900	7,000	11,000	ADQ	ADQ	Min	Sub	B
	Pennington Rd (SR 1401)	E Main St (SR 1274) to Pine St	Albemarle	0.8	18	2	60	35	9,200	1,200	1,700	1,700	9,200	ADQ	ADQ	Min	Sub	
	Pennington Rd (SR 1401)	Pine St to planning area	Stanly County	3.16	16	2	60	45	10,700	650	900	3,500	10,700	ADQ	ADQ	Min	Sub	
	Prospect Church Rd (SR 1524)	US 52 to Mountain Creek Rd (SR 1522)	Albemarle	1.11	24	2	60	35	10,200	2,400	3,800	2,800	10,200	ADQ	ADQ	Min	Sub	B
	Ridge St (SR 1542)	Pee Dee Ave to Park Ridge Rd	Albemarle	1.14	24	2	60	35	10,200	2,900	3,300	2,200	10,200	ADQ	ADQ	Min	Sub	
	Ridge St (SR 1542)	Park Ridge Rd to NE Connector	Albemarle	0.74	24	2	60	45	11,700	1,900	2,500	3,800	11,700	ADQ	ADQ	Min	Sub	B

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Ridge St (SR 1542)	NE Connector to Hoops Ct	Stanly County	0.32	24	2	60	45	14,600	2,800	3,800	3,300	14,600	ADQ	ADQ	Min	Sub	B
	Ridge St (SR 1542)	Hoops Ct to Laton Rd (SR 1537)	Albemarle	0.48	24	2	60	45	11,700	860	1,300	5,200	11,700	ADQ	ADQ	Min	Sub	B
	Ridge St (SR 1542)	Laton Rd (SR 1537) to Mountain View Church Rd (SR 1542)	Albemarle	0.36	24	2	60	55	12,900	860	1,300	5,200	12,900	ADQ	ADQ	Min	Sub	B
	Ridge St (SR 1542)	Mountain View Church Rd (SR 1542) to Carters Acres	Albemarle	0.46	44	2	60	55	15,100	3,300	5,200	5,200	15,100	ADQ	ADQ	Min	Sub	
	Ridge St (SR 1542)	Carters Acres to Airport Rd (SR 1549)	Albemarle	0.18	31	2	60	55	15,100	1,600	2,300	2,400	15,100	ADQ	ADQ	Min	Sub	
	Saint Martin Rd (SR 1963)	Planning area to Cedar Ridge Ln	Stanly County	2.23	20	2	60	50	14,100	2,100	3,300	5,200	14,100	ADQ	ADQ	Min	Sub	B
	Saint Martin Rd (SR 1963)	Cedar Ridge Ln to City Limits	Stanly County	1.08	20	2	60	45	13,600	3,300	5,600	3,100	13,600	ADQ	ADQ	Min	Sub	B
	Saint Martin Rd (SR 1963)	City Limits to NC 24-27	Albemarle	0.29	20	2	60	45	10,900	3,900	5,600	2,500	10,900	ADQ	ADQ	Min	Sub	B
	Salisbury Ave (SR 1474)	2nd St to Mann Rd (SR 1409)	Albemarle	1.84	24	2	60	35	10,200	3,300	4,500	4,500	10,200	ADQ	ADQ	Min	Sub	B, P
	Second St	US 52 B/S First St to Old Salisbury Rd (SR 1400)	Albemarle	1.13	46	2	72	25	12,100	6,100	9,100	8,700	12,100	ADQ	ADQ	Min	Sub	T, P
	Second St	Old Salisbury Rd (SR 1400) to Yadkin St	Albemarle	0.13	46	2	72	35	12,100	8,500	9,100	8,700	12,100	ADQ	ADQ	Min	Sub	T, B, P
	Second St	Yadkin St to Penny St	Albemarle	0.24	42	2	70	35	11,400	7,200	7,500	7,300	11,400	ADQ	ADQ	Min	Sub	T, B
	Second St	Penny St to Park Ridge Rd	Albemarle	0.13	38	2	60	35	10,200	6,800	7,700	7,700	10,200	ADQ	ADQ	Min	Sub	T, B
	Second St	Park Ridge Rd to US 52	Albemarle	0.27	21	2	54	35	9,500	6,200	7,000	6,200	9,500	ADQ	ADQ	Min	Sub	T
	Snuggs St	US 52 to Salisbury Ave (SR 1474)	Albemarle	0.78	22	2	50	35	9,900			1,700	9,900	ADQ	ADQ	Min	Sub	B
STAN0046-H	Snuggs St - (Extension)	Salisbury Ave (SR 1474) to Pennington Rd (SR 1401)	Albemarle	0.54	-	-	-	-	-	-	-	2,600	10,200	ADQ	ADQ	Min	Sub	
STAN0039-H	Southside Rd (SR 1906)	NC 138 to US 52	Stanly County	0.7	20	2	60	45	13,600	1,300	2,100	17700	56,100	4 A	250	E	Sta	
STAN0039-H	Southside Rd (SR 1906)	US 52 to Dead End (Old US 52)	Stanly County	0.76	20	2	60	45	13,600	800	1,300	12400	56,100	4 A	250	E	Sta	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
					2010 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
STAN0037-H	NE CONNECTOR (SR 1650)	US 52 to Mountain Creek Rd (SR 1650)	Albemarle	0.52	60	5	70	45	26,800	12,000	17600	16700	35,100	4E	135	B	Sub	P
STAN0037-H	NE CONNECTOR (SR 1650)	Mountain Creek Rd (SR 1650) to Talbert Dr	Stanly County	0.39	32	2	60	45	14,600	7,700	11300	17100	36,600	4E	135	B	Sub	P
STAN0037-H	NE CONNECTOR (SR 1650)	Talbert Dr to Ridge St (SR 1542)	Stanly County	0.56	32	2	60	55	14,600	9,500	14000	16700	40,500	4E	135	B	Sub	P
	NE CONNECTOR (SR 1650)	Ridge St (SR 1542) to Speed Limit Change	Albemarle	1.73	32	2	60	55	12,900	12000	17000	16200	12,900	ADQ	ADQ	Min	Sub	P
	NE CONNECTOR (SR 1650)	Speed Limit Change to NC 740	Albemarle	0.18	60	5	100	45	26,800	6,700	9300	5,700	26,800	ADQ	ADQ	Min	Sub	P
	Steakhouse Rd (SR 1440)	Planning area to Speed Limit Change	Stanly County	0.07	18	2	60	25	9,000	600	980	1,000	9,000	ADQ	ADQ	Min	Sub	B
	Steakhouse Rd (SR 1440)	Speed Limit Change to Blaylock Rd (SR 1441)	Stanly County	0.64	18	2	60	45	13,100	800	1,400	1,400	13,100	ADQ	ADQ	Min	Sub	B
	Steakhouse Rd (SR 1440)	Blaylock Rd (SR 1441) to US 52	New London	0.3	18	2	60	35	9,200	800	1,400	1,400	9,200	ADQ	ADQ	Min	Sub	B
	Valley Dr/Stony Gap Rd (SR 1720)	US 52 to NC 24/27	Stanly County	2.79	24	2	60	40	14,100	880	1,800	1,800	14,100	ADQ	ADQ	Min	Sub	
	Valley Dr (SR 1720)	NC 24/27 to Bird Rd (SR 1723)	Stanly County	3.65	22	2	60	55	14,600	930	1,800	800	14,600	ADQ	ADQ	Min	Sub	B
	Valley Dr (SR 1720)	Bird Rd (SR 1723) to Golf Resort Limits/Valley Dr (SR 1720)	Stanly County	1.83	22	2	60	45	14,100	300	800	600	14,100	ADQ	ADQ	Min	Sub	B
	Valley Dr (SR 1720)/Boyden St (SR 1717)	Golf Resort Limits/Valley Dr (SR 1720) to Kirk Pl (SR 1707)	Badin	0.28	22	2	60	25	9,700	300	860	600	9,700	ADQ	ADQ	Min	Sub	B
	Valley Dr (SR 1720) (Falls Rd (SR 1719)/Boyden St (SR 1717)	Kirk Pl (SR 1707) to NC 740	Badin	0.46	26	2	60	25	10,300	1,300	2500	6,200	10,300	ADQ	ADQ	Min	Sub	B
	Vickers Store Rd (SR 1730)	NC 740 toValley Dr (SR 1720)	Stanly County	1.62	16	2	60	55	13,300	750	1,200	1000	13,300	ADQ	ADQ	Min	Sub	B
	W Main St (SR 1274)	NC 24-27 to Poplins Grove Church Rd (SR 1268)	Albemarle	0.42	24	2	60	35	9,700	4,300	5,800	2,100	9,700	ADQ	ADQ	Maj	Sub	T, B, P
	W Main St (SR 1274)	Poplins Grove Church Rd (SR 1268) to Old Charlotte Rd	Albemarle	0.8	24	2	60	45	11,700	6,300	7,400	5,200	11,700	ADQ	ADQ	Maj	Sub	T, B, P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
					2010 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	W Main St (SR 1274)	Old Charlotte Rd to NC 73	Albemarle	0.66	40	2	60	35	10,200	7,300	9,800	9,200	10,200	ADQ	ADQ	Maj	Sub	T, B, P
	W Main St (SR 1274)	NC 73 to US 52	Albemarle	0.24	40	4	60	35	22,200	16000	22000	13200	22,200	ADQ	ADQ	Maj	Sub	T, B, P
	E Main St (SR 1274)	US 52 to Pee Dee Ave	Albemarle	0.58	24	2	60	20	9,700	7,400	8,500	7,400	9,700	ADQ	ADQ	Maj	Sub	T, B, P
	E Main St (SR 1274)	Pee Dee Ave to Pee Dee Ave	Albemarle	1.62	24	2	60	35	10,200	3,700	4,500	3,900	10,200	ADQ	ADQ	Maj	Sub	T, B, P
	E Main St (SR 1274)	Pee Dee Ave to NC 740/NC 24-27/NC 73	Albemarle	0.74	40	3	60	35	13,300	10000	12200	10300	13,300	ADQ	ADQ	Maj	Sub	T, B, P
	Wall St	NC 24/27/73 to Lundix St	Albemarle	0.34	22	2	30	35	9,900	1,700	2,200	2,100	9,900	ADQ	ADQ	Min	Sub	B
	Wall St	Lundix St to Martin Luther King Jr Dr	Albemarle	0.11	28	2	30	35	10,200	1,700	2,200	2,100	10,200	ADQ	ADQ	Min	Sub	B
	Yadkin St	9th St to 2nd St	Albemarle	0.28	28	2	50	35	10,200	4,800	5,100	4,700	10,200	ADQ	ADQ	Min	Sub	B
	Yadkin St	2nd St to 10th St	Albemarle	0.3	26	2	50	35	10,200	3,500	4,100	3,700	10,200	ADQ	ADQ	Min	Sub	B

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION[1]							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Limit (mph)	Distance (mi)	Type	Type	Other Modes
STAN0001-T	W Main St (SR 1274)	NC 24-27 to US 52	35-45	2.12	-	Bus	H
	US 52	W Main St (SR 1274) to 2nd St	35-45	1.61	-	Bus	H
	2nd St	US 52 to E Main St	25-35	1.51	-	Bus	H
	E Main St (SR 1274)	2 nd St to Badin Rd	20-35	1.56	-	Bus	H
	Badin Rd	E Main St (SR 1274) to	45	0.7	-	Bus	H
	NC 740	Badin Rd to E Main St (SR 1274)	45	0.6	-	Bus	H
	NC 24-27/NC 73	NC 740/E Main St to 0.15 mi. east of NC 740/E Main St	45	0.15	-	Bus	H
	NC 24-27/NC 73	NC 740/E Main St to W Main St	45-55	4.19	-	Bus	H

[1] Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to *[insert name of document(s)]* .

RAIL												
				Speed		Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
	Norfolk Southern (NS) N-line	Cabarrus County to Albemarle, Badin, and New London planning area	I	10 - 25	3.7	Freight	Unknown	1 to 3	---	---	---	
	Carolina Coastal Railway - CLNA (Alcoa)	Hall's Ferry to Whitney to Badin	III	5 - 10	6.4	Freight	100	No Daily Trains	---	---	---	
	Winston Salem Southbound Railway (WSSB)	Albemarle, Badin, and New London planning area to Anson County	III	15 - 25	6.4	Freight	Unknown	2 to 3	---	---	---	

Appendix D
Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

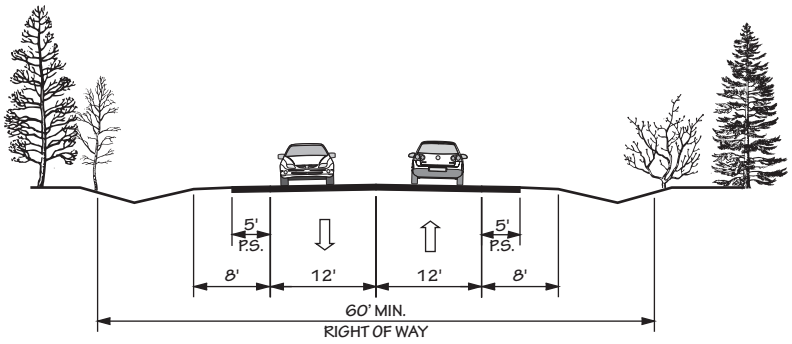
FIGURE 9

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

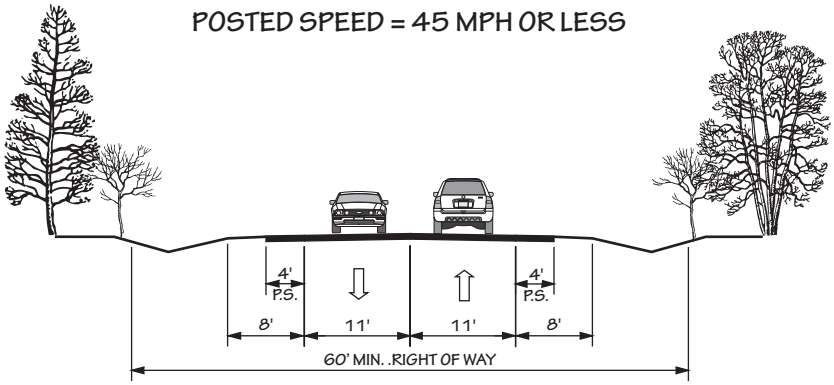
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



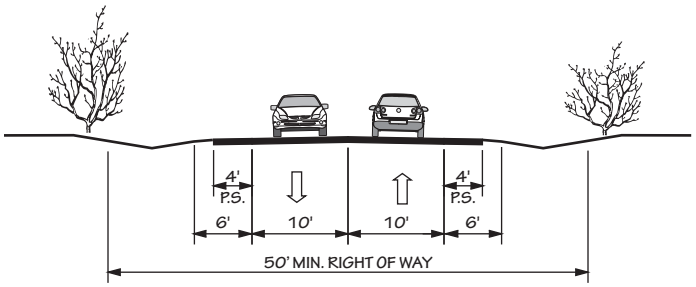
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



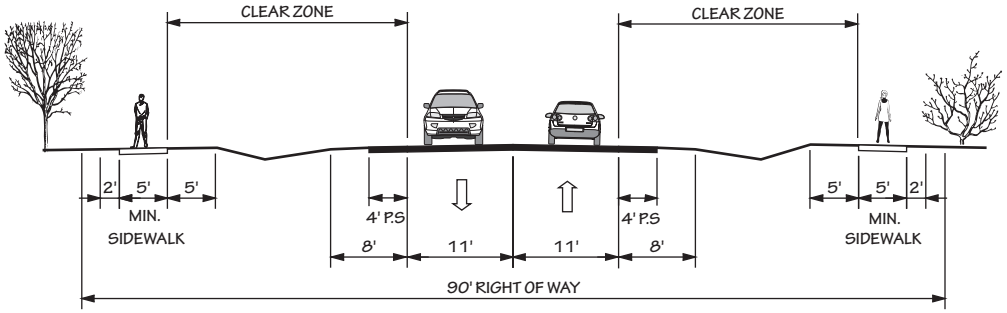
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

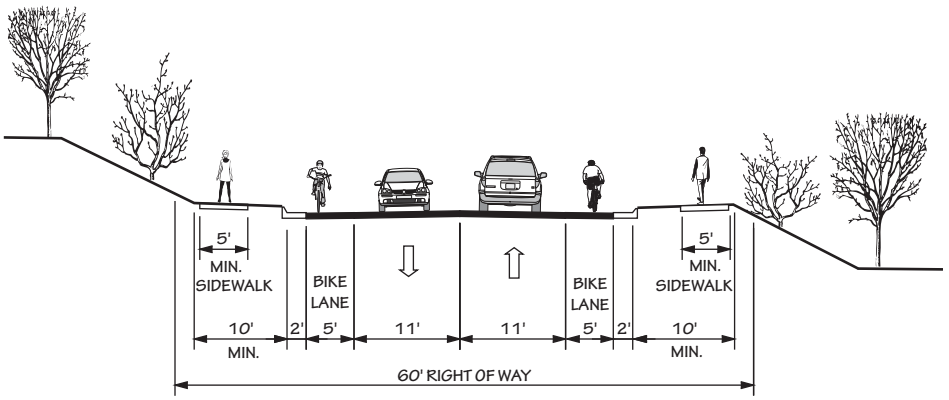
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



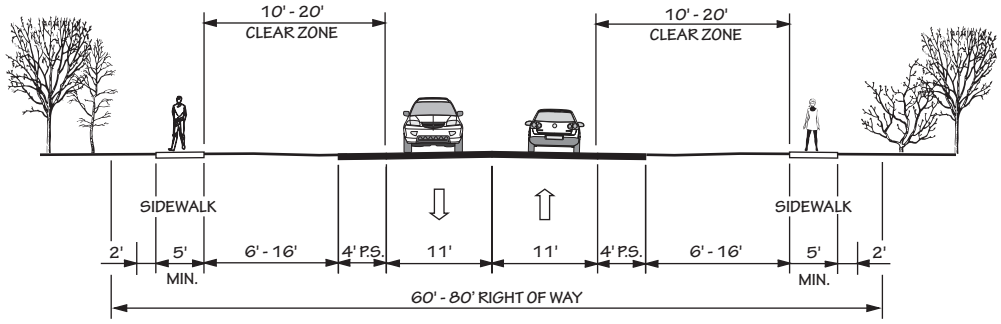
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



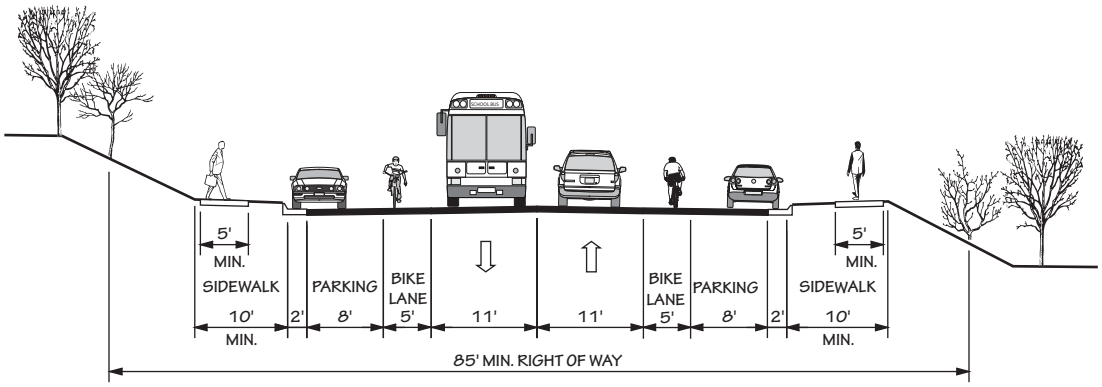
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

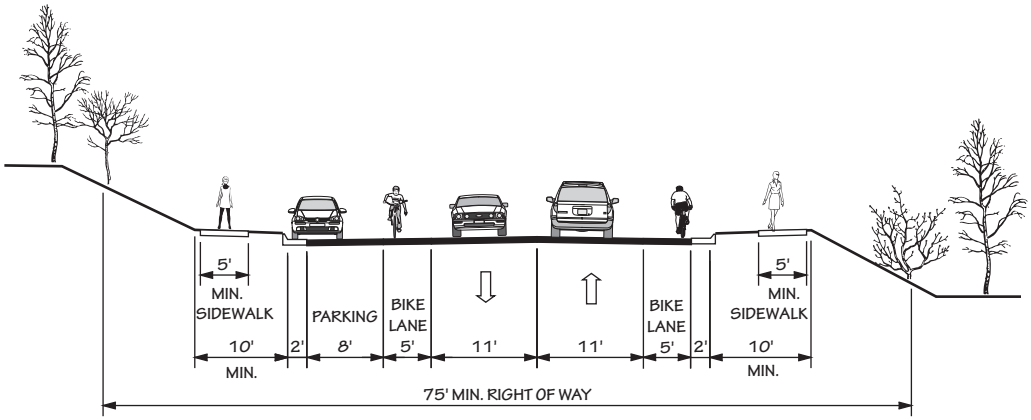
2 G

CURB & GUTTER - PARKING ON EACH SIDE



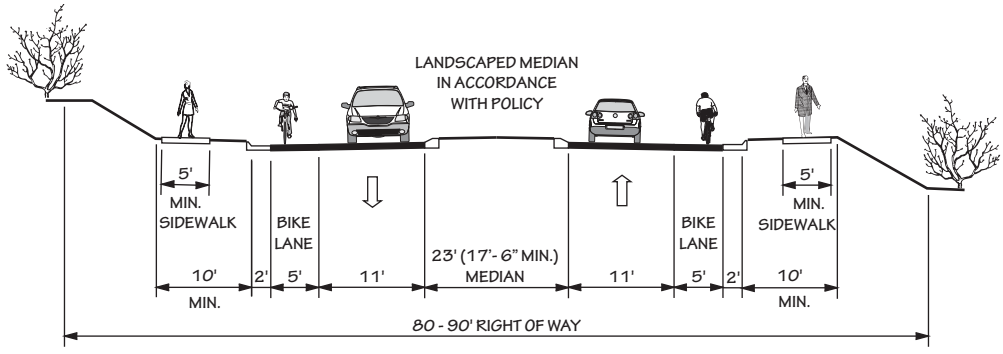
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER



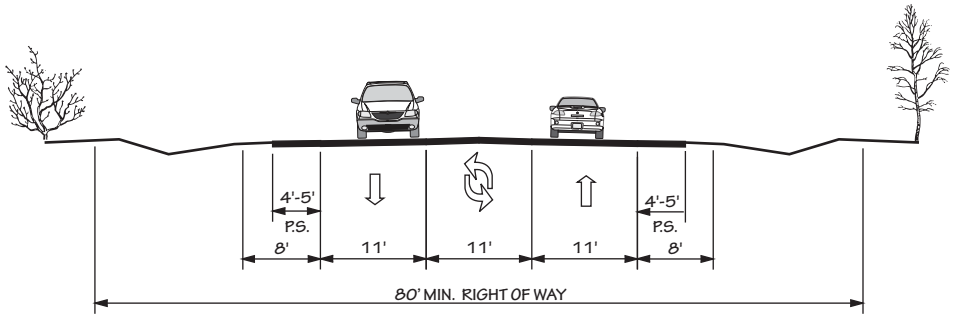
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

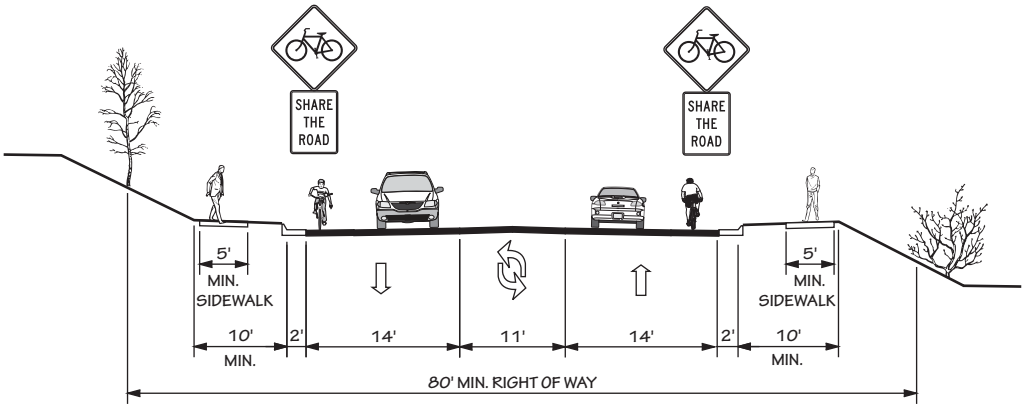
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



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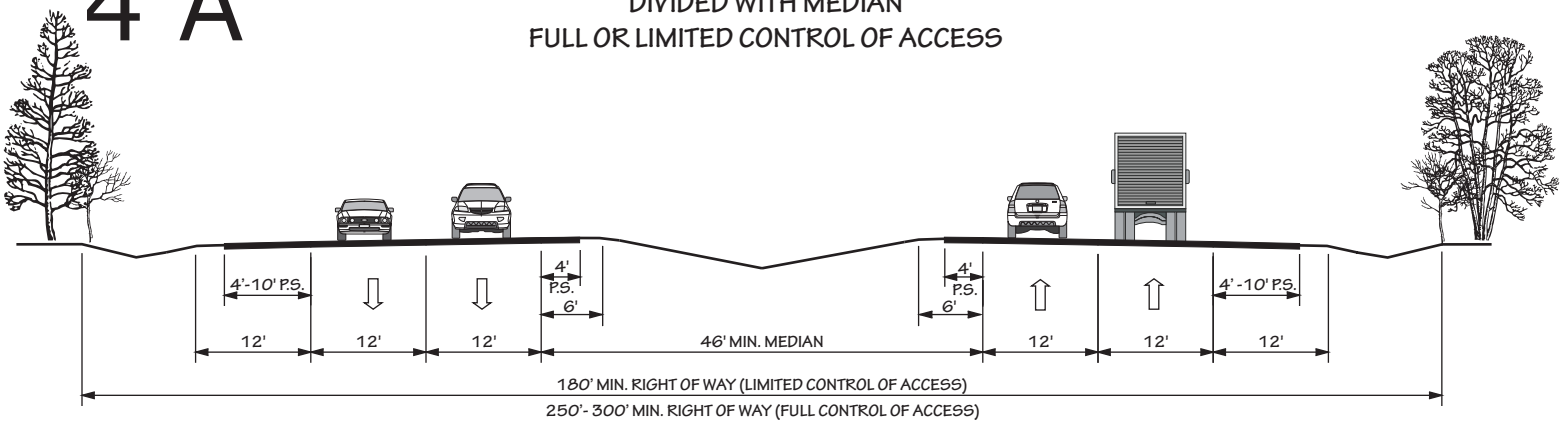
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

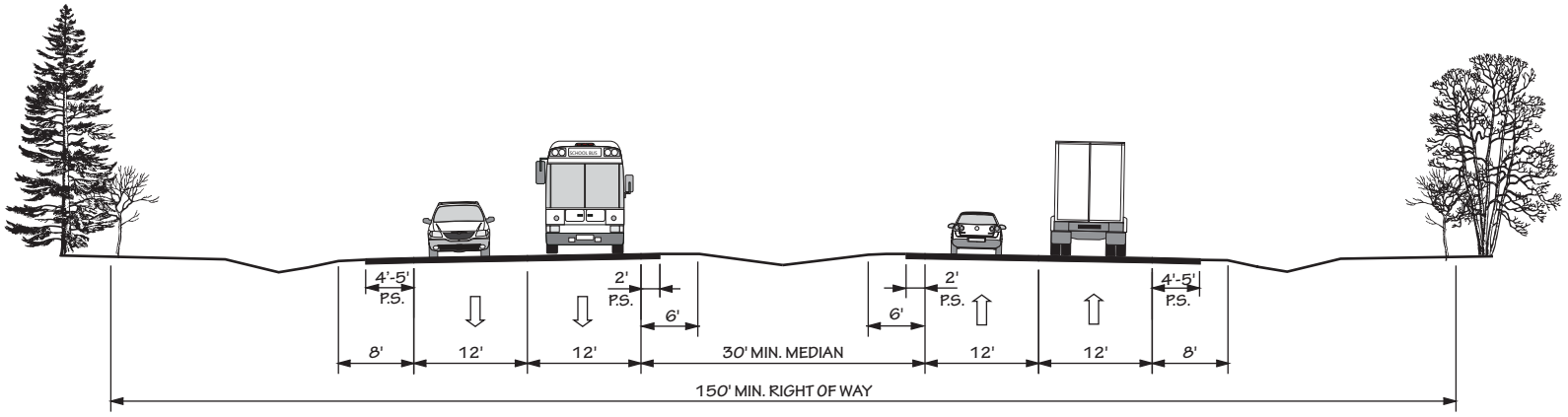
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



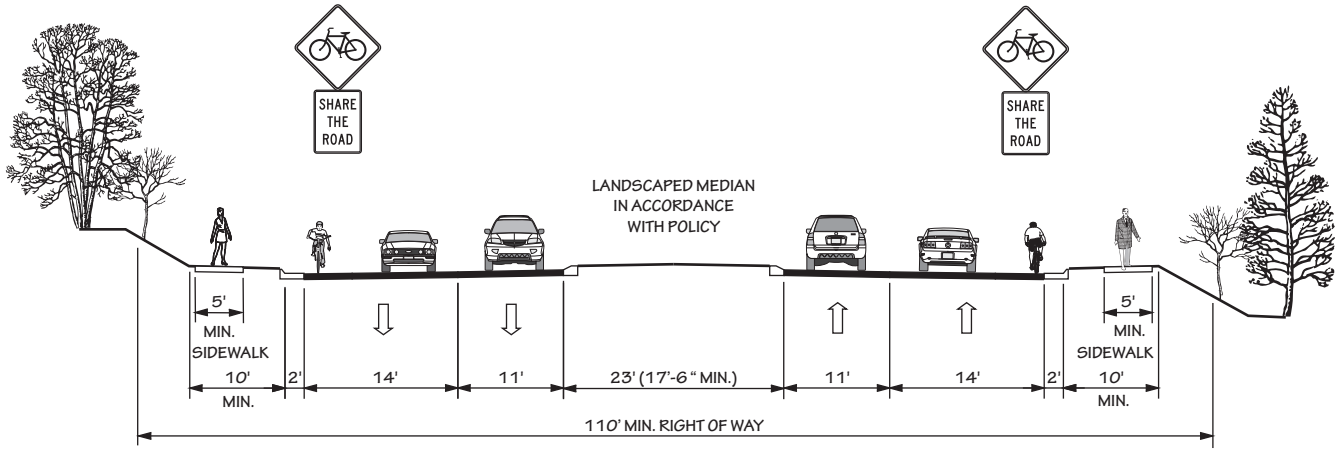
4 B

DIVIDED WITH MEDIAN - NO CURB & GUTTER
PARTIAL CONTROL OF ACCESS



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



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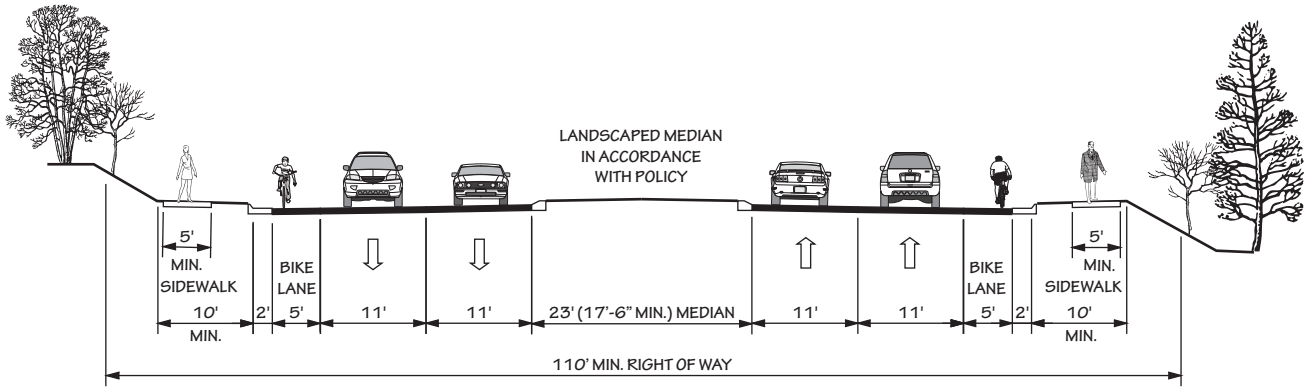
TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

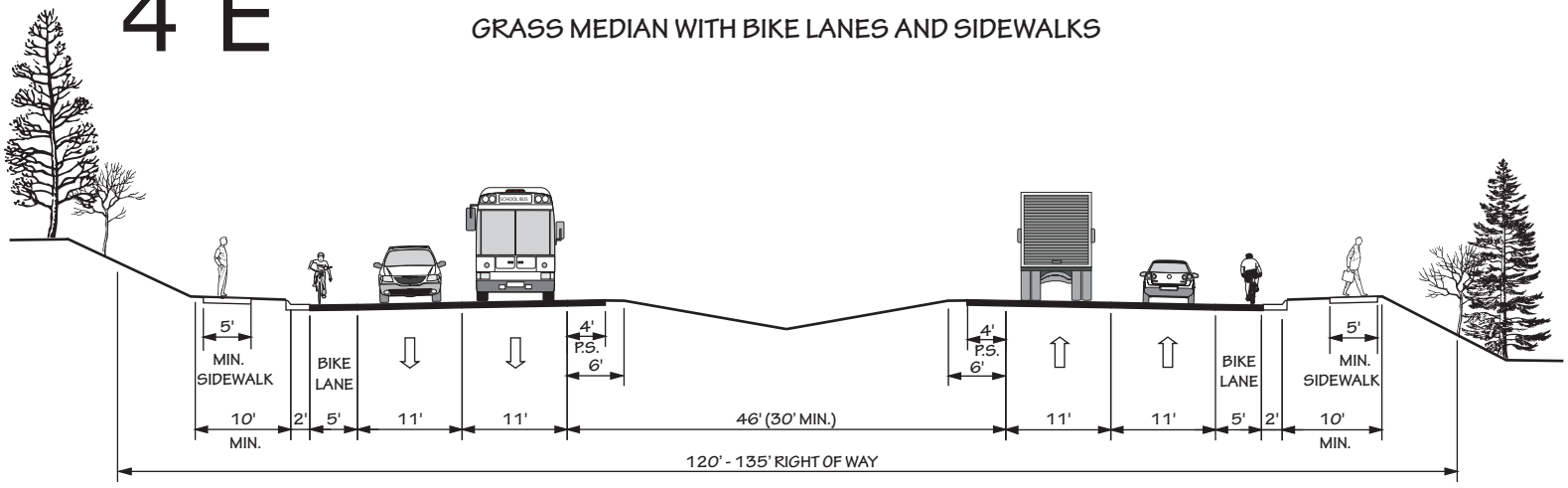
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

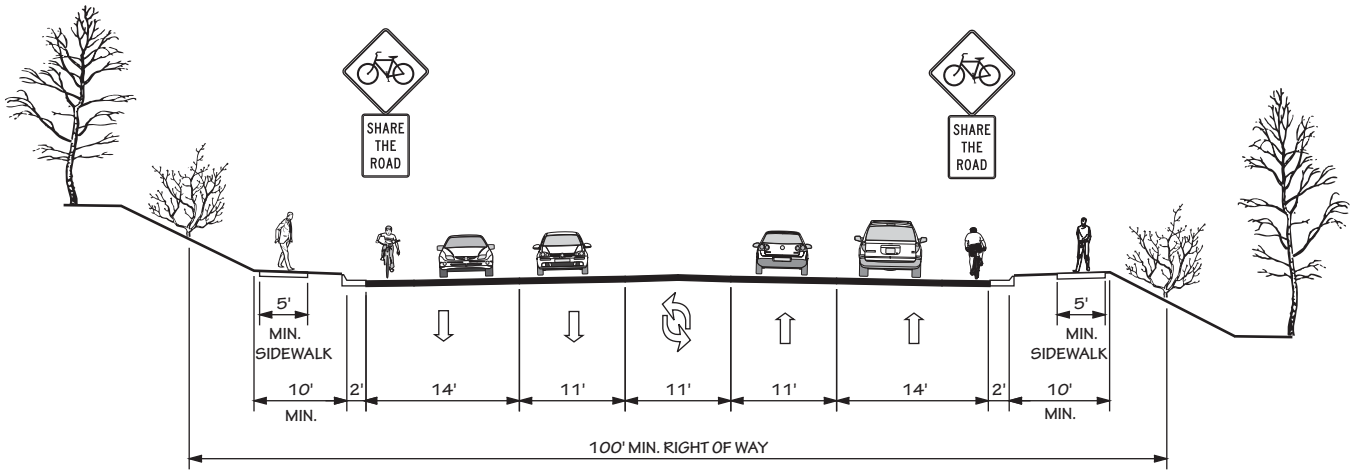
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES



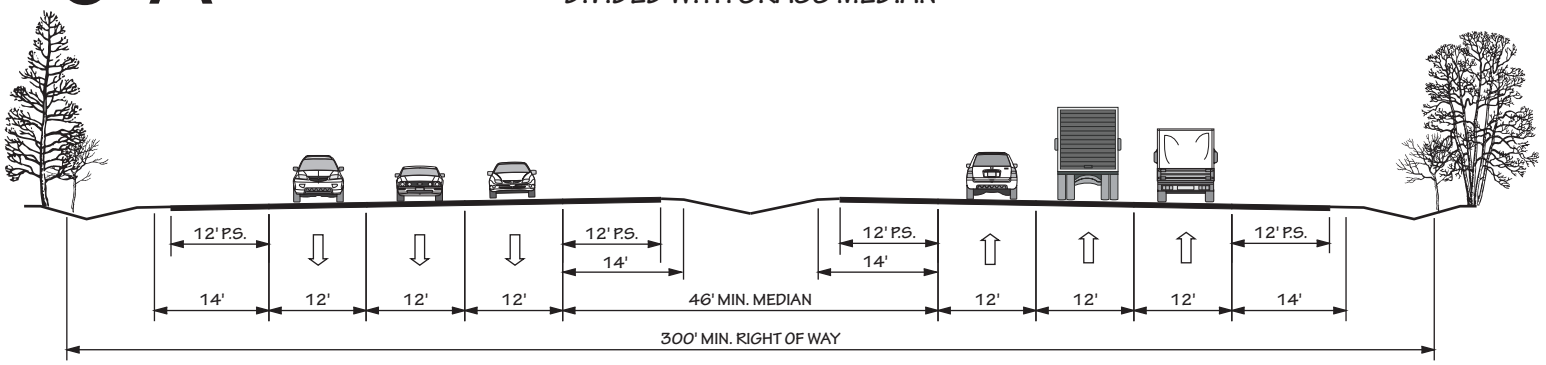
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

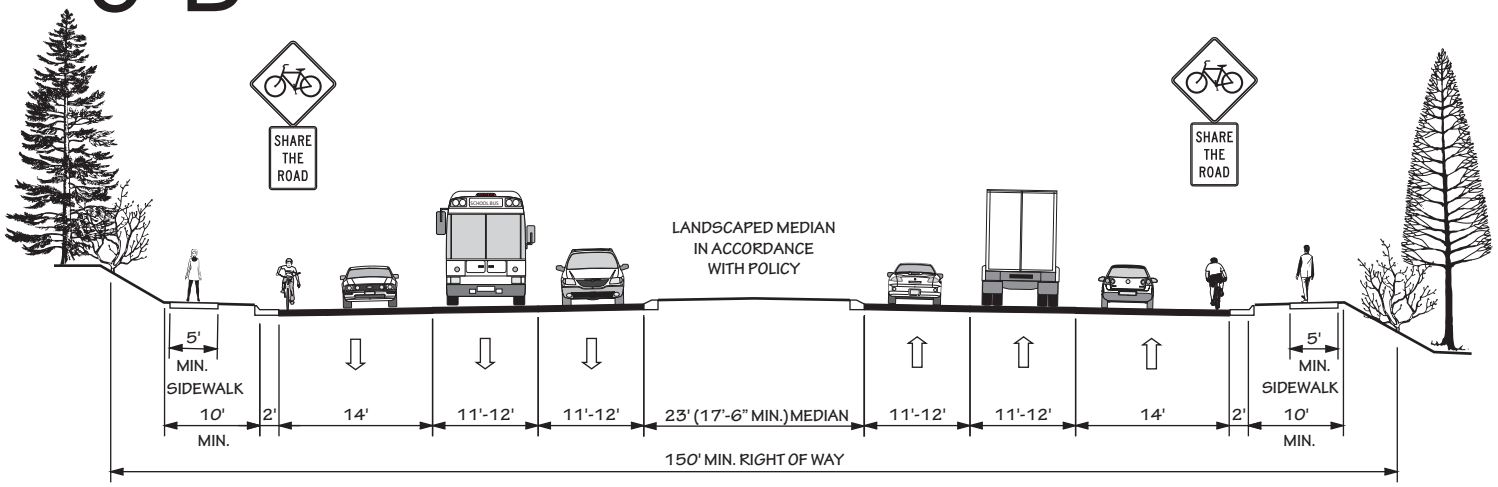
6 A

DIVIDED WITH GRASS MEDIAN



6 B

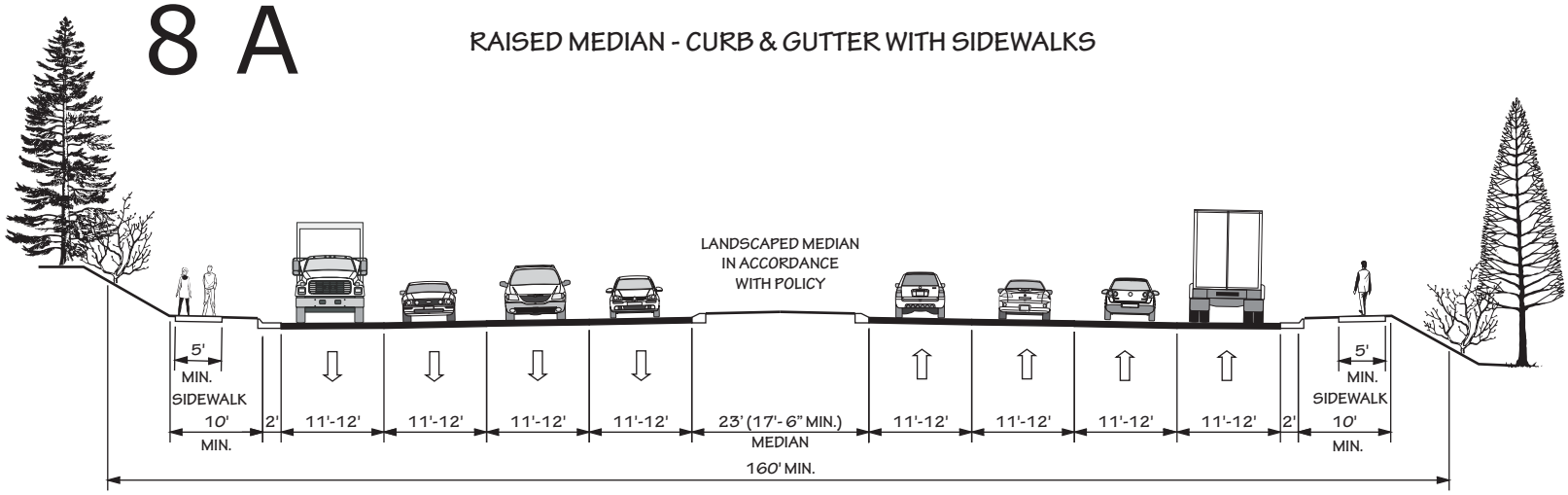
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS

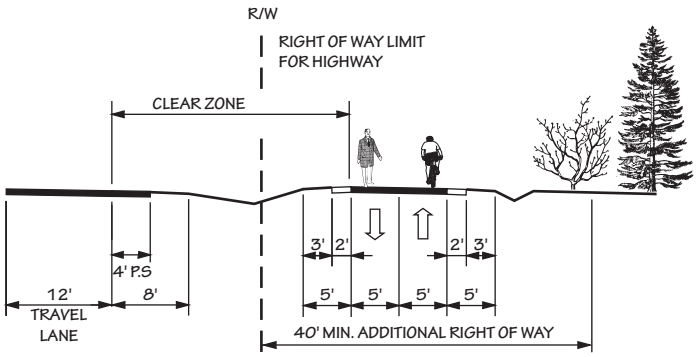


Revised 12/07/2010

TYPICAL MULTI - USE PATH

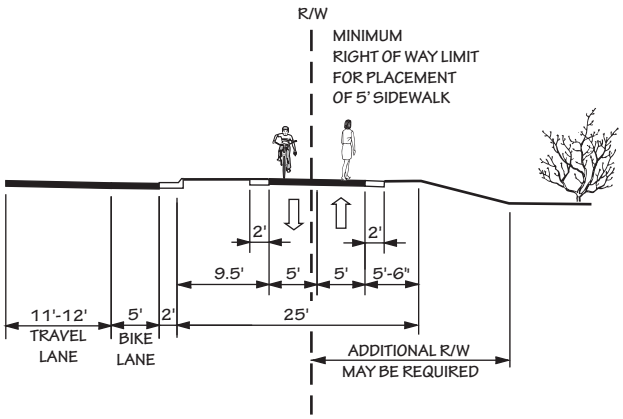
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Revised 12/07/2010

Appendix E
Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 11.

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 11 - Level of Service Illustrations

Source: 2010 Highway Capacity Manual

Appendix F
Traffic Crash Analysis

A crash analysis performed for the Albemarle, Badin, and New London CTP factored crash frequency, crash type, and crash severity. Crash frequency is the total number of reported crashes and contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe accidents. Listed below are levels of severity for various severity index ranges.

Severity	Severity Index
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2009 and December 31, 2011. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.45 index. The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

Map Index	Intersection	Average Severity	Total Crashes
1	US 52 and Main Street	2.96	34
2	NC 24-27 and Leonard	3.22	30
3	NC 24-27 and Henson	2.85	24
4	NC 24-27 and Main Street	2.93	23
5	US 52 and NC 24-27	4.52	21
6	US 52 and Connector	2.23	18
7	NC 24-27 and Second Street	3.64	14
8	US 52 and Salisbury	4.98	13

9	US 52 and Old Charlotte	3.85	13
10	NC 24-27 and St. Martin	2.14	13
11	Connector and Ridge Street	2.35	11
12	US 52 and Carolina	3.96	10
13	Main and Second Street	9.32	10

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 4, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Appendix G
Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The Structures Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to quality for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 5.

Table 5 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
12	SR 1522	Little Mountain Creek	Functionally Obsolete	
50	NC 24-27, NC 73 EBL	Pee Dee River	Structurally Deficient & Functionally Obsolete	R-2530
51	NC 24-27, NC 73 WBL	Pee Dee River	Structurally Deficient & Functionally Obsolete	R-2530
167	SR 1421	Town Creek	Functionally Obsolete	
215	SR 1542	Little Mountain Creek	Structurally Deficient	
282	US 52	Town Creek	Functionally Obsolete	STAN0036-H

Appendix H
Public Involvement

A listing of focus group members, the vision statement/objectives, the goals and objectives survey results, and a summary of each public involvement opportunity are included in this appendix.

Albemarle, Badin, and New London CTP Focus Group members:

- Becky Troutman, Badin Town Clerk
- Becky Weemhoff, Stanly County Senior Services
- Calvin Gaddy, New London Mayor
- Charles McComas, Wheelmen's Club
- Curt Dorsey, Concerned Citizen
- Toby Thorpe, Albemarle Parks and Recreation Director
- David Griffin, Stanly County Airport Director
- Gene McIntyre, Stanly County Commissioner
- Gwen Hinson, Stanly County SCUSA
- Jack Flaherty, NCDOT - Transit
- Todd Walter, Concerned Citizen
- Jason Gwinn, Morrow Mountain Park Director
- Jay Almond, Badin Town Manager
- Jim Harrison, Badin Mayor
- Jim Misenheimer, Richfield Mayor
- John Thompson, Concerned Citizen
- Keith Wolf, Albemarle Planning Director
- Marc Morgan, NCDOT – District Engineer, Highway Division 10
- Michael Riemann, Misenheimer Mayor
- Michael Sandy, Stanly County Planning Director
- Mike Lambert, Albemarle Public Works
- Raymond Allen, Albemarle City Manager
- Tony Dennis, Stanly County Commissioner
- Dana Stoogenke, Rocky River Rural Planning Organization (RRRPO)
- Jamal Alavi, NCDOT – Transportation Planning Branch
- Reuben Q. Crummy, NCDOT – Transportation Planning Branch

Vision Statement

Produce and maintain a Comprehensive Transportation Plan to preserve and promote the quality of life and economic vitality of the Albemarle, Badin, and New London planning area. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system.

Objectives

1. Preserve, protect, and enhance the natural and human environment.

2. Improve the safety, connectivity, and mobility of the transportation system, for people and freight, for all modes of transportation in and through the region.

3. Maintain and enhance the quality and performance of the transportation system in the Albemarle, Badin, and New London planning area through efficient congestion management and operations techniques.

4. Promote and enhance connectivity and mobility throughout the Albemarle, Badin, and New London planning area, the surrounding region, and metropolitan areas.

5. Improve the security of the transportation system in the Albemarle, Badin, and New London planning area for all modes and users.

6. Encourage preservation of scenic views and rural character.

7. Provide an adequate transportation network and infrastructure for the agricultural industry.

Summary of Public Involvement Opportunities

Goals and Objectives Survey

There were a total of 111 surveys received.

1. **How important are the following transportation goals to you? (Please rank in order of importance from 1, most important to 6, least important; please select only one rank for each goal.)** (total responses - 110)
   Of those goals identified, the top six are listed below.

Rank	Location
1	Improving roads to attract new businesses and to encourage existing businesses to expand - 1
2	Improving roads to increase speeds and reduce congestion - 1
3	Preserving businesses in downtown areas - 2
4	Improving transportation services for low income, elderly, and disabled residents - 4
5	Increase walking and biking accessibility - 5
6	Increased park-n-ride lots to facilitate carpooling, vanpooling, and transit service - 6

2. **To alleviate traffic congestion a road should be improved by: (Please rank in order of importance from 1, most important to 4, least important; please select only one rank for each goal.)** (total responses - 104)
   Of these goals identified, the top four are listed below.

Rank	Location
1	Adding new or connection roads - 1
2	Improving Intersection design, better traffic signal timing, adding turning lanes, and creating roundabouts
3	Building additional travel lanes - 2
4	Controlling the frequency and locations of driveways and cross streets that access the road - 2

3. **Are you concerned with safety or crash problems at any specific locations?** (total responses - 105)
   61.9% of respondents indicated that there was a concern with crash problems or safety in the area. Of those locations identified, the top three are listed below.

Rank	Location
1	Ridge Street and The NE Connector
2	Leonard Ave East Main St. Hwy 24-27
3	Amhurst!! Cars speed through everyday like it's their personal highway

4. **When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested?** (total responses - 106)
   84.0% of respondents indicated that there was not a concern with having to find another route while traveling because the direct route was too congested. Of those locations identified, the top three are listed below.

Rank	Location
1	Highway 24-27, too much traffic.
2	Hwy 73 West of Albemarle to Hwy 740 or Hwy 73 East.
3	1st and 2nd Street

5. **Is truck traffic a problem in the area?** (total responses - 108)
   88.9% of respondents indicated that there was not a concern with truck traffic problems in the area. Of those locations identified, the top three are listed below.

Rank	Location
1	NC 24/27 - Hwy 73 from Hwy 52 south to East Main St.
2	Hwy 73, from Albemarle to Concord Hwy 52, from Richfield to Salisbury
3	The roads are not wide enough to provide good service to truck traffic. Kendalls Church Road, Rogers Road and others in the area.

6. **What towns or destinations would you like to have access improved? (Please check all that apply.)** (total responses - 88) Of those towns identified, the destinations are listed below.

Rank	Location
1	Concord
2	Albemarle
3	Charlotte
4	Badin
5	Monroe
6	Norwood
7	Locust
8	Oakboro
9	New London
10	Richfield
11	Wadesboro
12	Misenheimer

7. **Please rank the following major roadways in Stanly County in the order by which they need to be improved: 1-Most Important to 9-Least Important; please select only one rank for each roadway.** Of those roads identified, the roads most important (1) and the roads least important (8) are listed below.

Rank	Location
1	NC 73 - 1
2	NC 740 Badin Rd. - 1
3	US 52 - 1
4	NC 49 - 2
5	NC 24-27 – 2
6	NC 8 - 4
7	St. Martin Rd – 6
8	NC 138 Aquadale Rd - 7

8. **Identify any secondary roadways that need improvement.** (total responses - 33) Of those locations identified, the top three are listed below.

Rank	Location
1	St. Martin Rd
2	E. and W. Main St
3	NC 24-27

9. **Would you use the following transportation alternatives instead of your own personal vehicle if they were provided? (Please check the appropriate box and write in the locations)** (total responses - 100) The top three alternatives are listed below.

Rank	Alternatives
1	Sidewalks
2	Off-road trails or greenways for walking and biking
3	Rail service (throughout the County)

10. **What other transportation issues exist in the Albemarle, Badin, and New London area?** (total responses - 30) The top three are listed below.

Rank	Location
1	Not enough stoplights or lesser speed limits.
2	No shoulders on roads for walking and biking
3	Dangerous intersection on the Northeast connector at Ridge Street - needs improvement!

Appendix I
Existing Transportation Plans

The following Thoroughfare Plan for areas within the County that are not included as a part of this plan are listed below and can be viewed on the web.

- 2012 Stanly County Comprehensive Transportation Plan: *http://www.ncdot.gov/doh/preconstruct/tpb/planning/stanlycounty.html*

The following CTP for areas within the County that was incorporated as a part of this plan is listed below and may be viewed on the web. Refer to this report for detailed descriptions of recommendations that were not documented as a part of this report.

- 2001 Albemarle and Badin Thoroughfare Plan: *http://www.ncdot.gov/doh/preconstruct/tpb/planning/AlbemarleCTP.html*