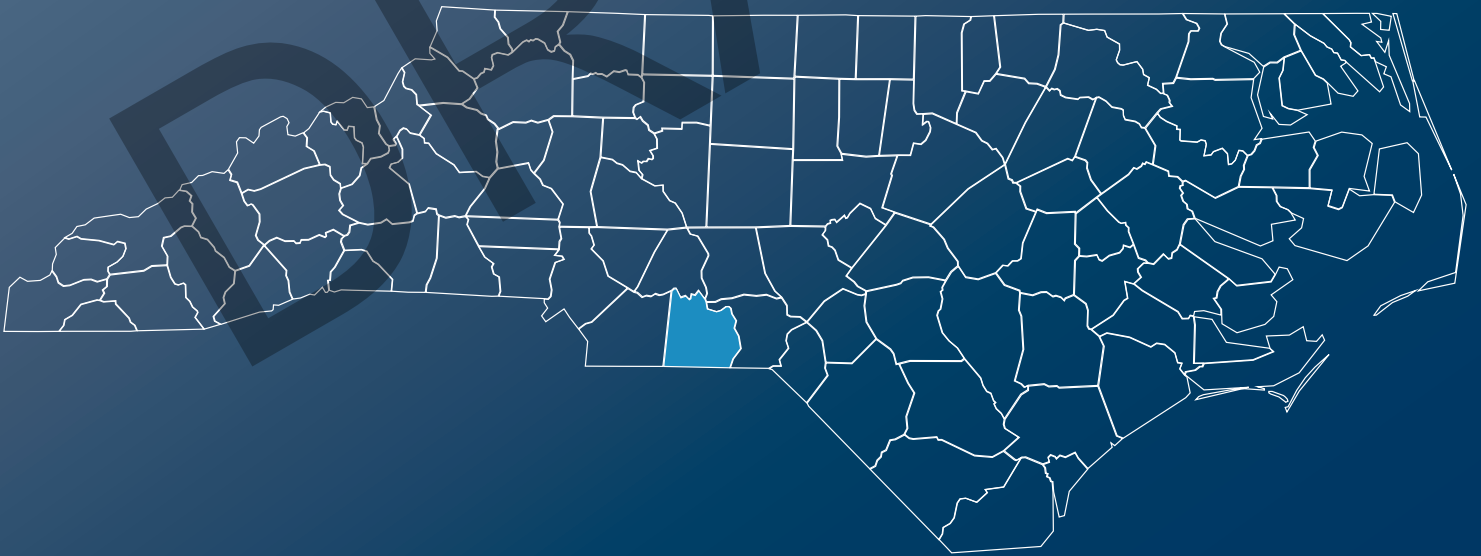


# ANSON COUNTY

## COMPREHENSIVE TRANSPORTATION PLAN



**JANUARY** 2024

## ACKNOWLEDGEMENTS

Thank you to the hundreds of residents, business owners, community leaders and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan review.

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 Town of Lilesville  
 Town of McFarlan  
 Town of Morven  
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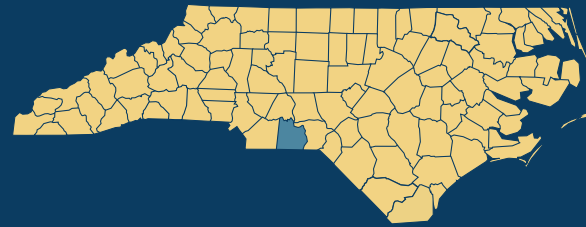
## EXECUTIVE SUMMARY

In 2022 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Anson County, its municipalities, and the Rocky River Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Anson County.

The Anson County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 31-year timeframe. Various modes of transportation were evaluated, and recommendations made including: highway, public transportation, bicycle/pedestrian.

The Anson County CTP was adopted locally and by the North Carolina Board of Transportation in September, 2023.

This plan does not cover routine maintenance or minor operations issues. Refer to the [Contact Information Appendix](#) for contact information on these types of issues.



## VISION

“Produce and maintain a Comprehensive Transportation Plan to preserve and promote the quality of life and economic development of Anson County and all its municipalities that includes roadway systems, rail, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system.”

- Vision statement from the Anson County CTP Steering Committee

## PLAN GOALS

- 🎯 Provide a transportation system that accommodates all modes of transportation.
- 🎯 Provide a safe transportation system.
- 🎯 Provide a transportation system accessible to all users.
- 🎯 Provide a transportation system that supports economic development.

## STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

## ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:



### Meetings

- 13 Steering Committee Meetings
- 2 Public Engagement Meetings
- 10 Adoption Meetings

Many survey respondents were in favor of widening roads with it scoring a **4.05/5 rating**.

**Safety, Modern Roads, and Growth/Development** were ranked the top 3 priorities.

Many survey respondents stated they are **not likely to use public transportation** with it scoring a 1.71/5 rating.



### Total number of Survey Respondents

**294**

See [Chapter 2](#) for more on this topic.






### Survey Comments

over **130**

## PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Anson County CTP. They are not listed in any priority order and more information can be found in [Chapter 3](#) and in the [CTP Projects Appendix](#).

<p><b>Polkton Rail Siding Extension (P-5750)</b></p> <p>Improve safety by removing the at-grade crossings at Ross Wright Rd and Freedom Rd. Construct a new overpass over the railroad at the proposed realignment of NC 218.</p>	<p><b>U.S. 74 (R-5871)</b></p>  <p>Perform access management improvements between NC 742 and Anson High School Rd to improve mobility throughout the corridor to create safe and efficient movement of people and goods.</p>
<p><b>U.S. 74 (R-5878 A&amp;B)</b></p>  <p>Construct a bypass around the town of Wadesboro to help alleviate traffic congestion throughout US 74 in downtown Wadesboro.</p>	<p><b>U.S. 74 (R-5798)</b></p>  <p>Construct a concrete median along East Caswell Street (US 74), from Graham Street to Allen Pond Road (SR 1749) to alleviate congestion and improve mobility.</p>

## PROJECT SHEETS

There are **48 Project Sheets** that feature individual project maps, recommendation details, and can be found in [CTP Projects Appendix](#).

## APPROVALS

This information will be added after mutual adoption.

# Chapter ONE

## Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

### PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the Rocky River Rural Planning Organization, and local planning partners with the support of Anson County Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This should be used by 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. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

## VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

"Produce and maintain a Comprehensive Transportation Plan to preserve and promote the quality of life and economic development of Anson County and all its municipalities that includes roadway systems, rail, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system."

**- Vision statement from the Anson County CTP Steering Committee**

The Vision Statement was developed from the 2012 Anson County CTP and Land Use plans from the county with the aid of the steering committee. The Vision Statement guided the development of the CTP and was used to establish identified needs and deficiencies and evaluate the project recommendations.

## STUDY GOALS AND OBJECTIVES



### PROVIDE A TRANSPORTATION SYSTEM THAT ACCOMMODATES ALL MODES OF TRANSPORTATION.

Improve bicycle and pedestrian accommodations on facilities that connect key destinations and provide opportunities for more transit options to medical centers.



### PROVIDE A TRANSPORTATION SYSTEM ACCESSIBLE TO ALL USERS.

Improve signage throughout Anson County for residents and visitors and provide safe access to transit facilities.



### PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS ECONOMIC DEVELOPMENT.

Improve mobility along the US 74 corridor to allow access for future businesses while supporting tourism and economic development opportunities.

The Measures of Effectiveness are detailed in [Public Involvement Appendix](#).



### PROVIDE A SAFE TRANSPORTATION SYSTEM.

Reduce crashes along major intersections and promote safe driving behaviors by providing speed controlling tools. Improve roadways to provide safe truck accommodations and routes.

## CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through public input meetings, committee meetings, and an online survey with a public input map. The overall process and timeline are summarized in the graphic below:

### SPRING 2022

Establishing the community Vision, Goals & Objectives; Reviewing existing transportation network

### SUMMER 2022

Launch Goals and Objectives Survey; Review Bicycle and Pedestrian destinations; Discuss Socio-Economic Data

### FALL 2022

Endorsement of Socio-Economic Data; Review Survey Results; Discuss Housing, Employment, and population distribution

### WINTER 2022

Review traffic volume and capacity maps for the base year and future year; Identify transportation network deficiencies

### SPRING-SUMMER 2023

Develop and discuss Draft CTP Recommendations

### FALL-WINTER 2023-24

Public Involvement, Local CTP Adoptions, RPO Endorsement, Board of Transportation Adoption

## STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Anson County CTP. See the [Appendices](#) for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

[Complete Streets](#)

[Multimodal Statewide Freight Plan](#)

[N.C. Planning Facility Types](#)

[N.C. General Statute 136-66.2](#)

[N.C. Moves 2050 Plan](#)

[Statewide Logistics Plan](#)

[Strategic Transportation Corridors](#)

[Strategic Transportation Investments](#)

[Title VI in Public Involvement](#)

## LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Anson County CTP. Please click on any item in the following list for more information:

[Anson County Vision 2040 Plan \(2021\)](#)

[NC Statewide Multimodal Freight Plan \(2022\)](#)

[NC Strategic Transportation Corridors: Vision Plan \(2020\)](#)

[Central Park Bicycle Plan \(2016\)](#)

[Anson County Technical Assistance Health Risk and Equity Community Assessment \(2023\)](#)

[Great Trails State Report \(2022\)](#)

### THIS PLAN FEATURES:



A thorough analysis of current and future projected conditions and public feedback regarding various modes of transportation.



Supporting documentation of the plan, study process, and recommendations



A list of recommendations



A recommended comprehensive transportation network for Anson County



# Chapter TWO

## Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Anson County CTP.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components.

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.

# PUBLIC, COMMUNITY, AND STAKEHOLDER INVOLVEMENT SUMMARY

**Public involvement is a key element in the transportation planning process.**

Public engagement was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Anson County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in [Public/community Involvement Appendix](#).

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Anson County Steering Committee and the Rocky River RPO. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

## COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarized local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in [Community Understanding Appendix](#).

## TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. The public engagement efforts as part of this study process ensured appropriate outreach and opportunity for involvement from these identified groups. More information can be found in [Community Understanding Appendix](#).

**The steering committee was involved during the process using:**

- Committee meetings
- E-mail and phone
- Surveys

**The public was involved using:**

- The study website
- Church notices
- Libraries
- Surveys (English and Spanish, online, paper)
- Anson County School notices
- Public Meetings
- Draft and final plan presentations

More information can be found in [Public Involvement Appendix](#).

# WHAT WE HEARD



Highway

"There is **so much traffic** through this area. The summer and after work is worse." – *about US 74*

"Stoplights on 74 in Wadesboro are awful which leads to **traffic congestion**."



Bicycle

"**Bike lanes** would be a welcome addition."

"Bike lanes to get you **to the refuge**." – *about the Pee Dee Wildlife Refuge*



Pedestrian

"I'm not sure what the solution is, but the amount of walking traffic/crossing 74 is **dangerous** and **pedestrians do not pay attention** to traffic."

"**Children crossing** 74 hwy to store."



Public Transit

"**Do not** expand ACTS."

"Expansion of the Public Transit hours & routes needed to encourage job access, etc; **safe & affordable** transit is needed."

## COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2019 to 2050. Growth in Anson County is expected to occur along US 74.

<b>2019</b> POPULATION	<b>21,999</b>
<b>2050</b> PROJECTED POPULATION	<b>25,409</b>
<b>2019</b> EMPLOYMENT	<b>10,192</b>
<b>2050</b> PROJECTED EMPLOYMENT	<b>12,704</b>

More information can be found in the [Socioeconomic Data Forecast and methodology Appendix](#) about the methodology that was used to project the population and employment to 2050.

The socioeconomic data was endorsed by the Anson County commissioners in October 2022. The county commissioners will continue to observe future population trends to see if the population growth increases due to the county's proximity to Charlotte.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans within the previous five years. The Anson County Vision 2040 Plan, adopted in April 2021, meets that requirement.

## TRANSPORTATION NETWORK SUMMARY

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 demand.

The following table shows specific highlights, and not a comprehensive list, of the transportation network.

<b>Primary North-South Roadways</b>	U.S. 52, N.C. 742, N.C. 109
<b>Primary East-West Roadways</b>	U.S. 74
<b>Strategic Transportation Corridors</b>	U.S. 74
<b>Public Transportation Services (Demand Response)</b>	Anson County Transportation System (ACTS)
<b>Fixed Route Bus</b>	None
<b>General Aviation Airports</b>	Anson County Airport – Jeff Cloud Field
<b>Park and Ride Lots</b>	N/A
<b>Freight Railroads</b>	CSX Transportation
<b>Passenger Railroads</b>	N/A
<b>Primary Freight Movement</b>	U.S. 74
<b>Sidewalks</b>	Most located in and near downtowns especially the town of Wadesboro
<b>Bicycle Lanes</b>	N/A
<b>Statewide Bicycle Routes</b>	N/A
<b>Greenways</b>	N/A
<b>Ferries</b>	N/A

Each mode of travel covered by this comprehensive transportation plan has been independently and collectively analyzed for both current and forecast conditions.



## HIGHWAY ANALYSIS SUMMARY

### Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity deficiencies occur when the current or expected traffic volume approaches or exceeds the road's capacity. The analysis assumes 2024-2033 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition, are under construction, or are in place.

### Key highway capacity deficiencies for the Anson County CTP



**📍 U.S. 74 (from Anson High School Road to U.S. 52)**

2019 (base year) – Over capacity  
2050 – Over capacity

**📍 U.S. 52 (from US 74 to Brown Creek Church Rd)**

2019 (base year) – Under capacity  
2050 – Over capacity

- 📍 U.S. 74 currently has two STIP projects within downtown Wadesboro to help address some of the congestion concerns. U.S. 74 is also a Strategic Transportation Corridor (Corridor U) and has a vision plan since it is a key corridor that connects many locations throughout the state.

Refer to the [Multimodal Analysis Appendix](#) for existing and future capacity deficiencies.

### Planning Level Intersection Assessment

Roadway intersections in Anson County were assessed using high level analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to the [Definitions and References Appendix](#) for definitions of any terms.



**The major intersections identified for improvement in the CTP are:**

- 📍 **U.S. 52 and Morven Rd (SR 1152) Intersection**
- 📍 **U.S. 52 and N.C. 145 Intersection**

### Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The crash locations in Anson County which occurred between January 1, 2015 and December 31, 2019 are shown on [Figure 3](#) which was reviewed by the CTP Steering Committee.

[Figure 5](#) shows bicycle and pedestrian crash locations in the [Transportation Planning Analysis Data Appendix](#).

Since safety concerns often need more immediate addressing than long range projects identified during a CTP, all public comments concerning safety received during the development of the Anson County CTP were shared with NCDOT Division 10 for review and consideration.

More discussion of Traffic Crashes can be found in the [Transportation Planning Analysis Data Appendix](#).

### Bridge Deficiency Assessment

There are 13 structurally deficient and functionally obsolete bridges were identified on studied roads. Of these, two are scheduled for improvements in the 2024-2033 State Transportation Improvement Program.

Refer to [Transportation Planning Analysis Data Appendix](#) for more



## BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

Bicyclists and pedestrians are elements of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians.

The Anson County steering committee identified many points of interest throughout the county that would serve as biking and walking destinations. These included schools, parks, the Pee Dee Wildlife Refuge, commercial centers and government buildings.

Many of the identified biking destinations were along the U.S. 74 corridor. This corridor currently has high vehicle and truck traffic which could make it unsafe for bicycles to ride on. The Wadesboro bypass project is expected to alleviate some congestion along this corridor. It is also recommended that this corridor be looked at in the future for bicycle improvements depending on changing traffic patterns. The CTP focused on connecting towns together while taking advantage of key destinations along the way by using side paths. The towns of Ansonville and Morven were looked at as key north-south connectors to the town of Wadesboro, with key destinations such as the Pee Dee Wildlife Refuge and the Anson County Airport along the way.

Sidewalks connect key destinations within each municipality with recommended sidewalk improvements improving these connections. Several existing sidewalks have utility poles in the middle which could cause problems.

Refer to [Multimodal Analysis Appendix](#) for more details.



## PUBLIC TRANSPORTATION ANALYSIS SUMMARY



Anson County Public Transportation offers two types of transportation supported by the Anson County Transportation Service (ACTS) – regular scheduled routes and demand response. Regularly Scheduled Routes transport individuals to the same destinations which include Dialysis treatment, employment routes, and nutritional routes in Anson County.

Demand response is a flexible way to travel and is accessible to anyone. In order to use this service, passengers would need to call at least 24 hours in advance and request transportation to approved locations.

Vehicles used by the ACTS have lifts to accommodate to passengers in wheelchairs and/or affected with other disabilities that restrict mobility.

Refer to [Multimodal Analysis Appendix](#) for more details.

<p><b>Urban Transportation</b> (provide both rural and urban transportation)</p>	N/A
<p><b>Rural Transportation</b> (provide both local and rural transportation)</p>	Demand-response service available
<p><b>Regional Transportation</b> (Operate in multiple areas of the state and connect multiple municipalities and counties)</p>	Demand-response service available
<p><b>Intercity Transportation</b> (Greyhound and Amtrak)</p>	None



## AIRPORTS



The Anson County Airport - Jeff Cloud Field is a public airport located about 4 miles from downtown Wadesboro. It is along Airport Rd just north of Wadesboro and has a runway (runway 16-34) which is 5,498 feet long, 100 feet wide, 1,000 feet of overrun on each end, and no control tower. It operates from 8:30 a.m. to 5:00 p.m. Monday through Friday. The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public Airport	Anson County Airport – Jeff Cloud Field	Wadesboro, N.C.	4 miles
Public Airport	Richmond County Airport	Rockingham, N.C.	19 miles
Public Airport	KCQW Cheraw Municipal Airport	Cheraw, S.C.	20 miles
Public Airport	Pageland Municipal Airport	Pageland, S.C.	22 miles
Closest Passenger and International Service Airport	Charlotte Douglas International Airport	Charlotte, N.C.	51 miles

## GOODS MOVEMENT / FREIGHT

Major generators of goods in Anson County were identified, along with their proximity to nearby major roadways and railways.

Based on the data, the CSX rail service provides a method to transport goods within state of North Carolina and through Anson County. Most truck freight movement used the following roadways: U.S. 74, U.S. 52, and N.C. 109. Most freight generators and shippers were clustered along U.S. 74, including warehouses, landfills, and businesses. U.S. 74 has very high truck traffic and is a major truck route to transport goods and services east-west throughout the state.

U.S. 74 is part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity.

Refer to [Transportation Planning Analysis Data Appendix](#) for more details.



# Chapter THREE

## CTP Project Proposals

Each mode of travel included in the Anson County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently and collectively analyzed for current and future conditions.



Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in [Figure 1](#).

## NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the project development process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract (“Let”). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.



## CTP MAPS

The mutually adopted Anson County CTP Maps are found in Figure 1.

The maps included are:

- 1 Facility Types and Control of Access
- 2 Highway Recommendations
- 3 Public Transportation Recommendations
- 4 Bicycle / Pedestrian Recommendations

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps show agreement on the future potential transportation proposals to meet identified needs.

For more information, see the [Definitions and Resources Appendix](#).

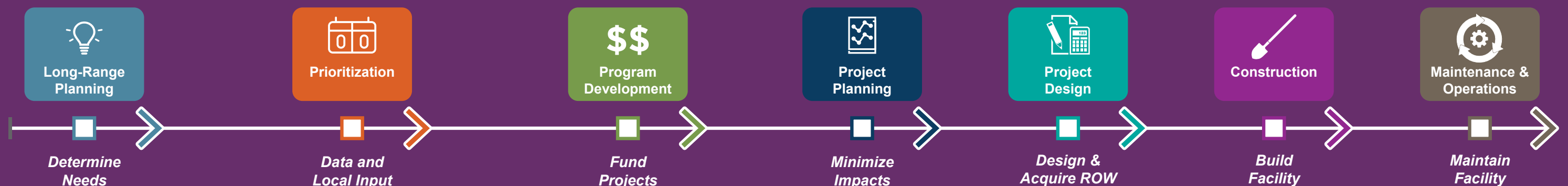
## CTP PROJECT RECOMMENDATIONS

The recommendation lists that follow each set of maps contain information about Anson County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions, called project recommendations, it may not represent the final location or cross-section and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The lists shown are not in any priority order.

## NCDOT PROJECT DELIVERY PROCESS





# FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



## ANSON COUNTY

### Comprehensive Transportation Plan

Facility Types and Control of Access  
( Listed in Order of Mobility Function )

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features  
Studied Roads



WebAddress



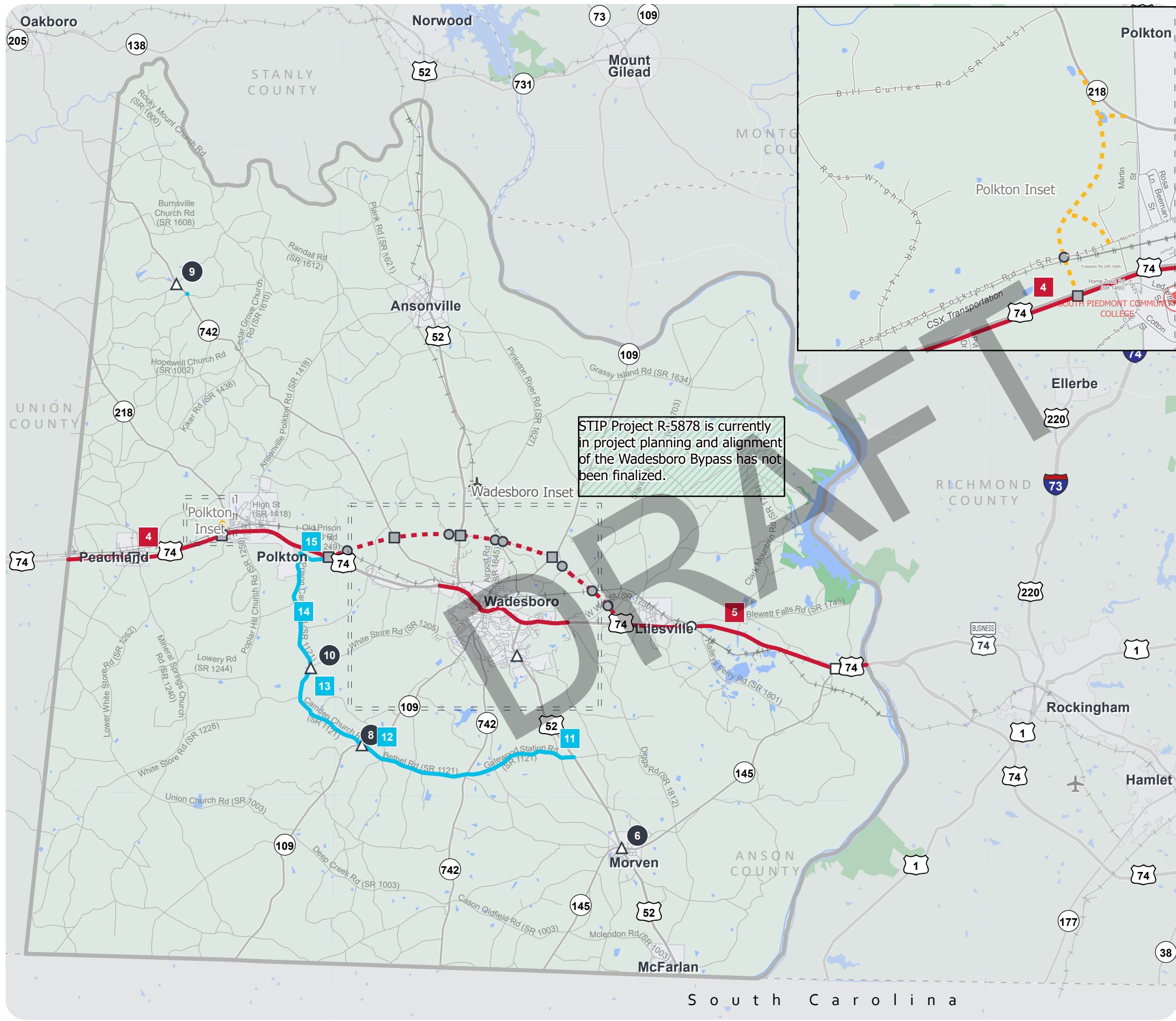
Sheet 1 of 4

Base map date: September 20, 2021

#### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
Plan Date: January 08, 2024



STIP Project R-5878 is currently in project planning and alignment of the Wadesboro Bypass has not been finalized.

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



## ANSON COUNTY

### Comprehensive Transportation Plan

#### Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	—	- - -
Access Management / Operations (e.g., add median)	#	—	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - -
Other (e.g., safety, economic development)	#	—	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

#### Other Features

Studied Roads

\*See Rail Project for the "Other" New location road in the Polkton Inset



WebAddress



Sheet 2 of 4

Base map date: September 20, 2021

#### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

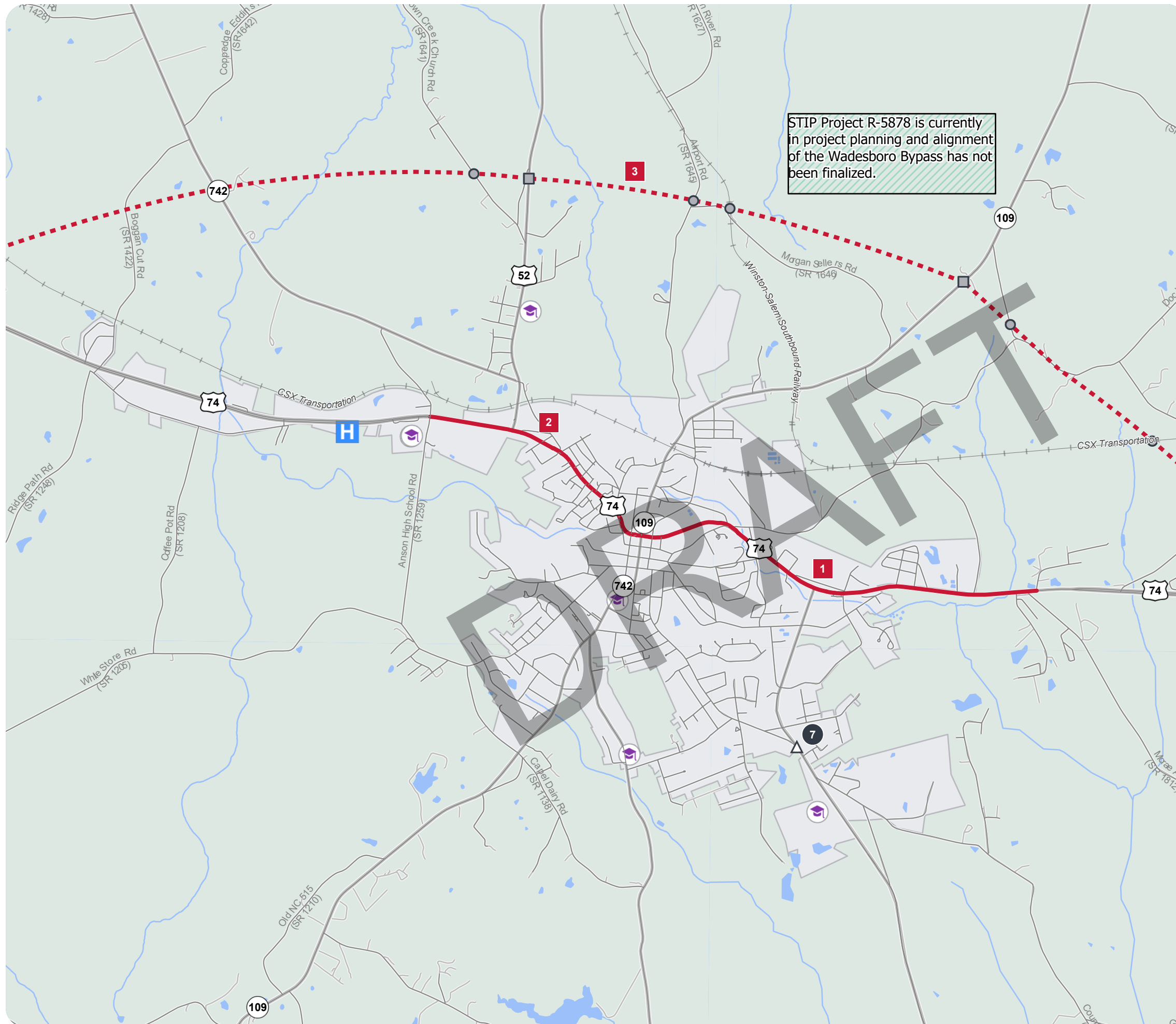
**DRAFT**  
Plan Date: January 08, 2024

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



## ANSON COUNTY TOWN OF WADESBORO INSET Comprehensive Transportation Plan Highway Features



Proposal ID # Improve New Location

Congestion / Mobility (e.g., add lanes)	#	—	- - -
Access Management / Operations (e.g., add median)	#	—	- - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - -
Other (e.g., safety, economic development)	#	—	- - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Other Features		—	
Studied Roads		—	



WebAddress



Sheet 2A of 4  
INSET A

Base map date: September 20, 2021

**Legal Disclaimer**

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

DRAFT  
Plan Date: January 08, 2024



# A Anson County Highway Recommendations

- 1 US 74 (R-5798):**  
*From Graham Street to Allen Pond Rd (SR 1749) | 2.92 miles*  
Construct a concrete median along East Caswell Street (US 74), from Graham Street to Allen Pond Road (SR 1749) to improve access management, mobility, and safety along the Strategic Transportation corridor (US 74).
- 2 US 74 (R-5871):**  
*From NC 742 to Anson high School Rd | 1.45 miles*  
Perform access management improvements to improve mobility throughout the corridor to create safe and efficient movement of people and goods.
- 3 US 74 Bypass (R-5878):**  
*Around the town of Wadesboro | 9.92 miles*  
Construct a 4-lane divided bypass around the town of Wadesboro to help alleviate traffic congestion and improve mobility throughout US 74 in downtown Wadesboro. Add interchanges at NC 742, US 52, NC 109, and US 74 at Old Prison Camp Rd and east of Firetower Rd. Alignment is not finalized.
- 4 US 74 Corridor:**  
*From the Union County Boundary to the Proposed Wadesboro Bypass | 8.24 miles*  
Improve to Interstate or Freeway standards by ensuring a minimum of 4 lanes with a median, including adding interchanges at Clinton Ave, the realigned NC 218, and Old Prison Camp Road to improve mobility along the US 74 corridor.
- 5 US 74 Corridor:**  
*From the Proposed Wadesboro Bypass to the Richmond County Boundary | 7.85 miles*  
Improve to Interstate or Freeway standards by ensuring a minimum of 4 lanes with a median, including adding an interchange at NC 145 and improving the intersection at the bridge over the CSX railroad east of Lilesville to improve mobility along the US 74 corridor.
- 6 US 52 and NC 145 Intersection:**  
0.0 miles  
Upgrade this intersection to reduce the number of crashes and accommodate truck traffic.

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ● Bridge/Intersection



- 7 US 52 and Morven Rd Intersection:**  
0.0 miles  
Upgrade this intersection to reduce the number of crashes by improving sight distance.
- 8 NC 109 and Bethel Rd Intersection:**  
0.0 miles  
Upgrade this intersection to improve the mobility of truck traffic and sight distance.
- 9 NC 742 and Olive Branch Rd Intersection:**  
0.0 miles  
Upgrade the alignment of this intersection to reduce the number of crashes while improving the mobility of turning movements and sight distance.
- 10 Prison Camp Rd (SR 1121) and White Store Rd Intersection:**  
0.0 miles  
Upgrade the alignment of this intersection to improve sight distance and accommodate truck traffic.
- 11 Gatewood Station Rd (SR 1121):**  
*From NC 742 to US 52 | 3.5 miles*  
Modernization: 12 foot wide lanes and add paved shoulder to improve mobility and accommodate truck traffic.
- 12 Bethel Rd (SR 1121):**  
*From NC 109 to NC 742 | 3.44 miles*  
Modernization: 12 foot wide lanes and add paved shoulder to improve mobility and accommodate truck traffic.
- 13 Camden Church Rd/White Store Rd (SR 1121):**  
*From White Store Rd (SR 1205) to NC 109 | 3.47 miles*  
Modernization: 12 foot wide lanes and add paved shoulder to improve mobility and accommodate truck traffic.

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ● Bridge/Intersection



14

**Prison Camp Rd (SR 1121):**

*From Old Prison Camp Rd (SR 1249) to White Store Rd (SR 1205) | 3.68 miles*

Modernization: 12 foot wide lanes and add paved shoulder to improve mobility and accommodate truck traffic.

15

**Old Prison Camp Rd (SR 1249):**

*From Prison Camp Rd (SR 1121) to US 74 | 0.94 miles*

Modernization: 12 foot wide lanes and add paved shoulder to better accommodate truck traffic; include an interchange at US 74 with the proposed Wadesboro bypass western terminus.

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Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ● Bridge/Intersection



**PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS**  
Proposals that address identified needs through 2050



**ANSON COUNTY**

**Comprehensive Transportation Plan**

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

Studied Roads  
Denotes Highway Incidental



WebAddress

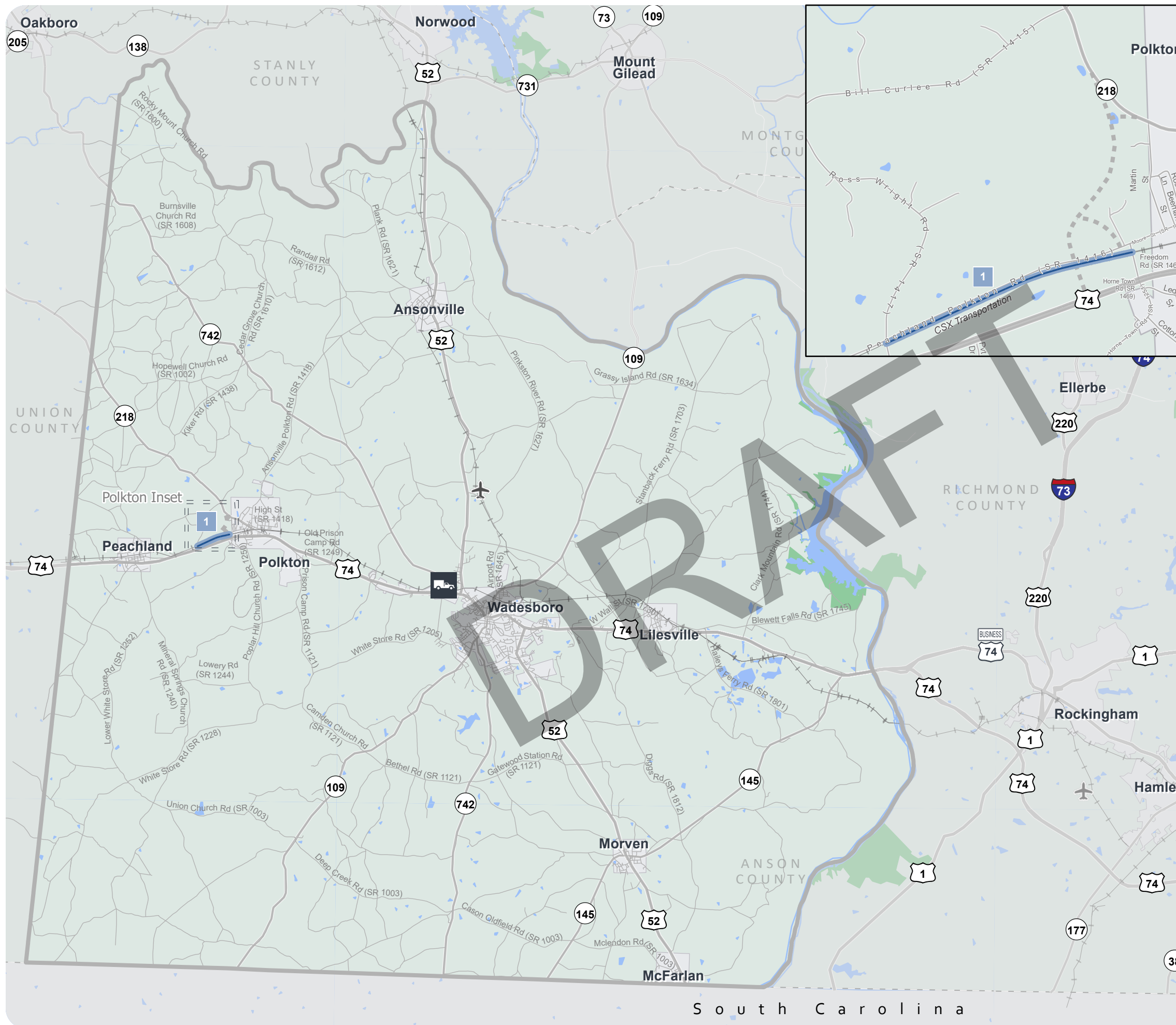


Sheet 3 of 4

Base map date: September 20, 2021

**Legal Disclaimer**

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



South Carolina

**DRAFT**  
Plan Date: January 08, 2024



# Anson County Public Transportation and Rail Recommendations








1

## Polkton Rail Siding Extension:

*From Ross Wright Rd to Freedom Rd | 0.0 miles*

Improve safety and mobility by removing the at-grade crossings at Ross Wright Rd and Freedom Rd. Construct a new overpass over the railroad at the proposed realignment of NC 218.

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Public Trans/Rail Class:  Urban Bus Corridor  Regional Bus Corridor  Rural Bus Corridor  Fixed Guideway  
 Amtrak/Freight Route  Park and Ride or Multimodal  Amtrak/Light Rail Station or Intermodal Terminal  
★ Denotes Highway Incidental



# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



## ANSON COUNTY

### Comprehensive Transportation Plan

#### Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

#### Other Features

Studied Roads



WebAddress

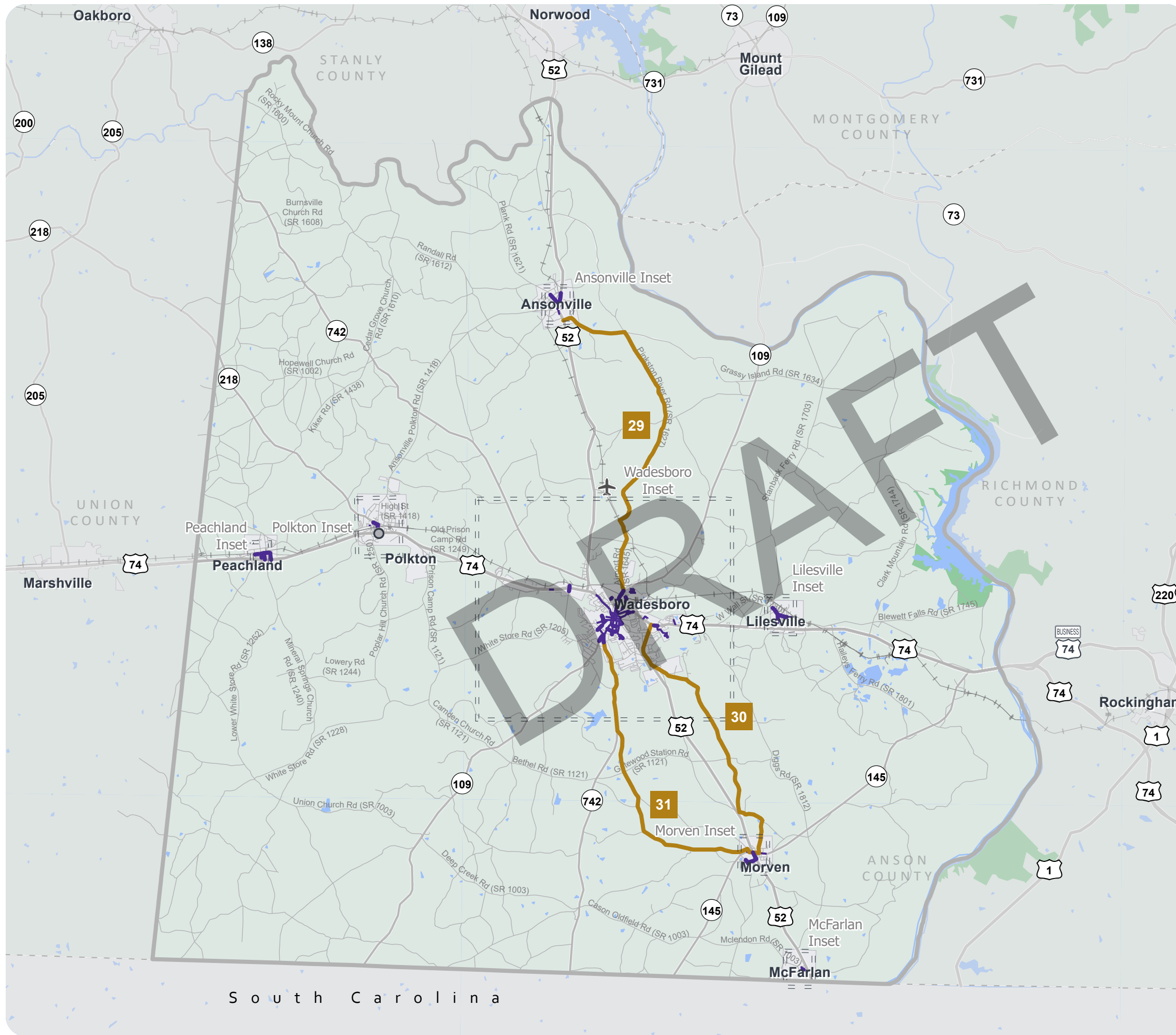


Sheet 4 of 4

Base map date: September 20, 2021

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South Carolina

**DRAFT**  
Plan Date: January 08, 2024

# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



## ANSON COUNTY TOWN OF WADESBORO INSET Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Other Features			
			Studied Roads



WebAddress



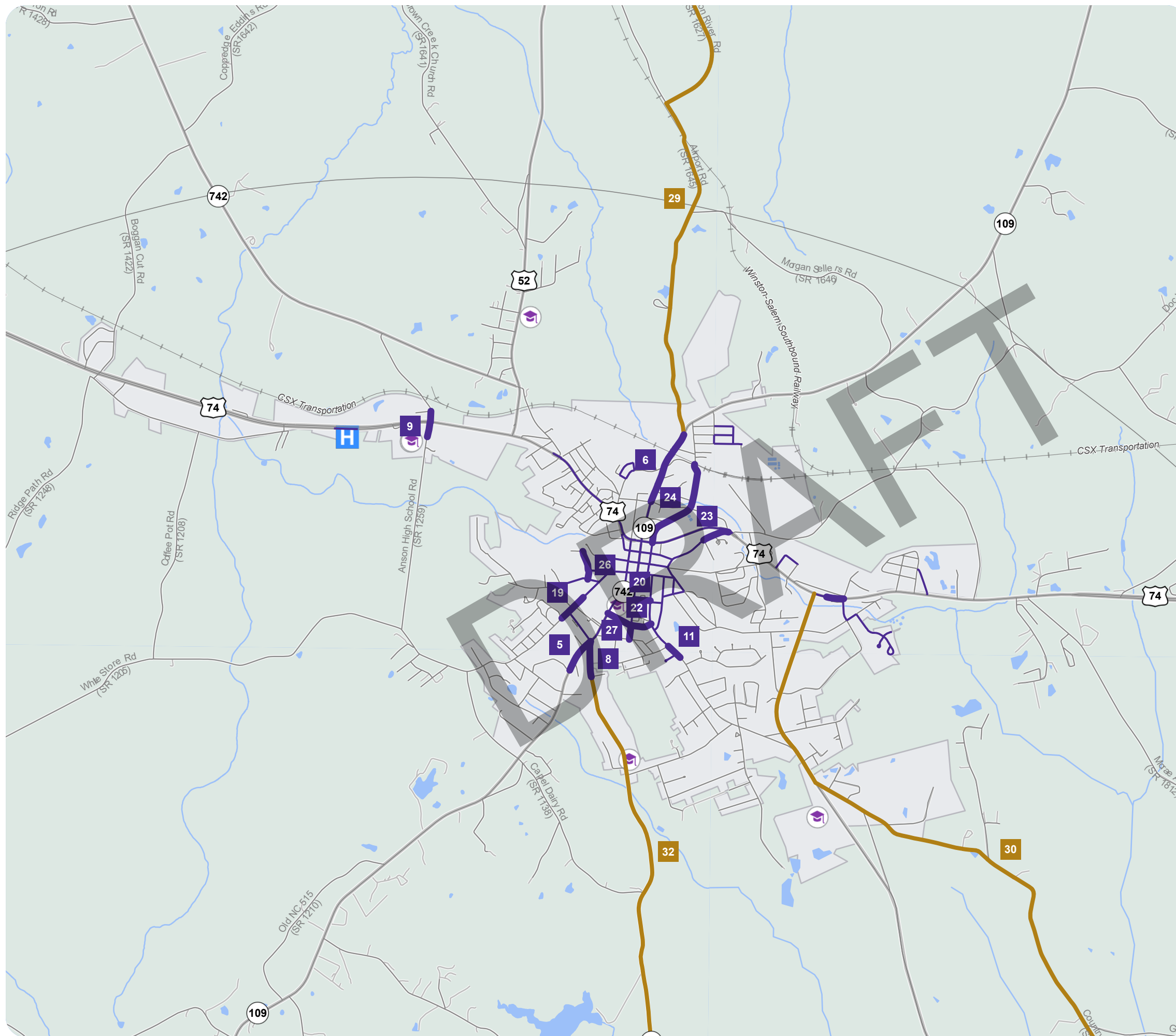
Sheet 4 of 4

Base map date: September 20, 2021

### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
Plan Date: January 08, 2024



# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



## ANSON COUNTY INSET B

### Comprehensive Transportation Plan

#### Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

#### Other Features

Studied Roads



WebAddress



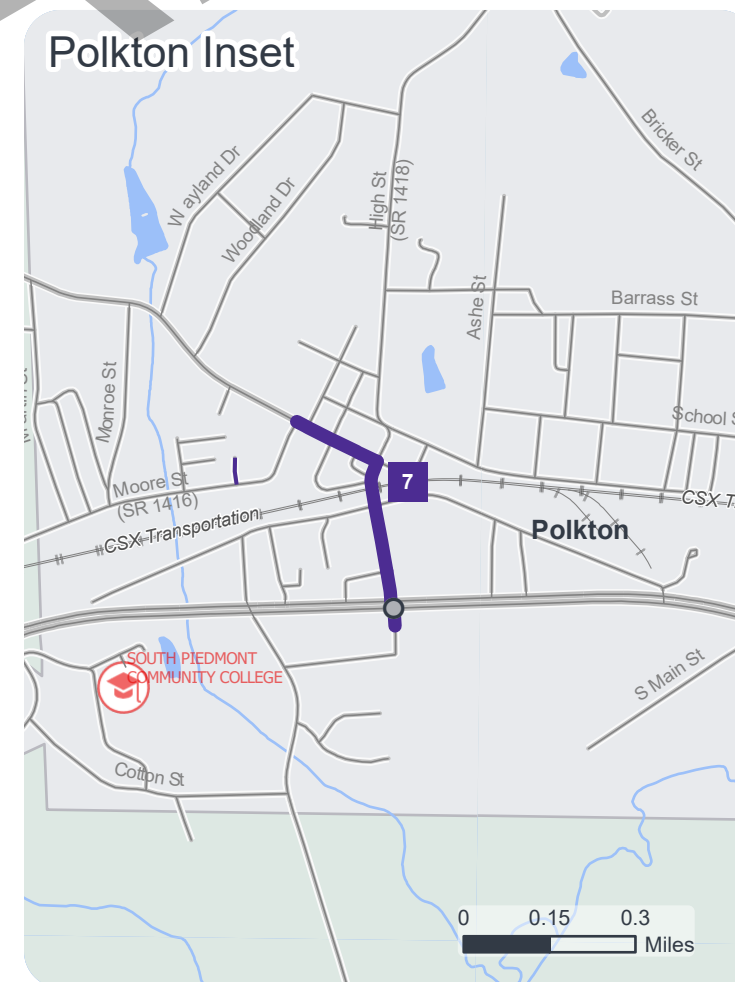
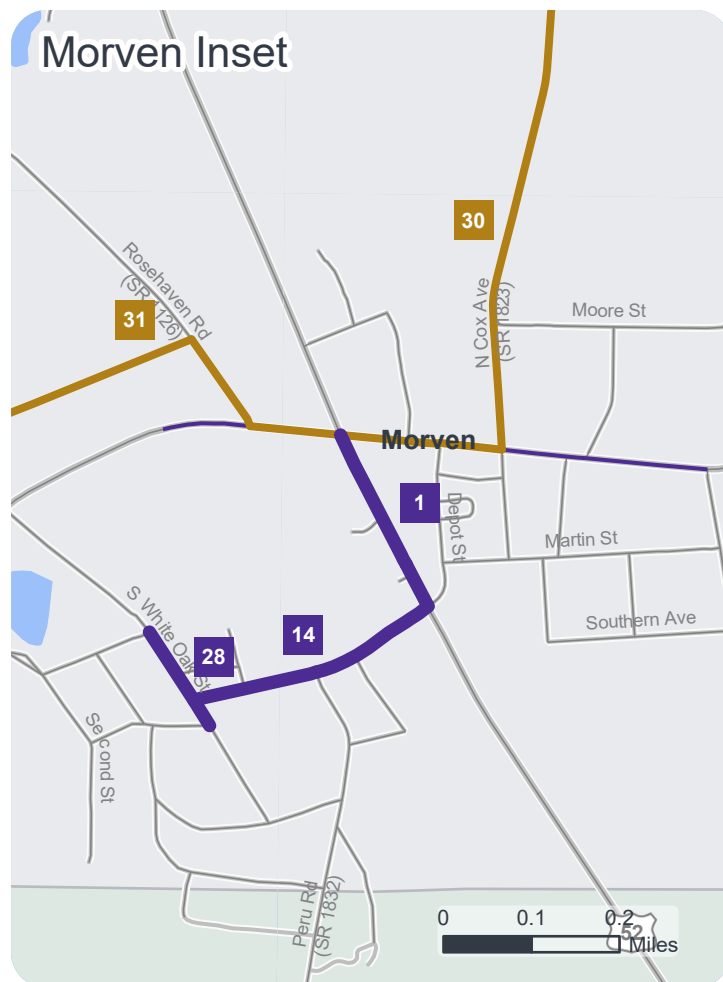
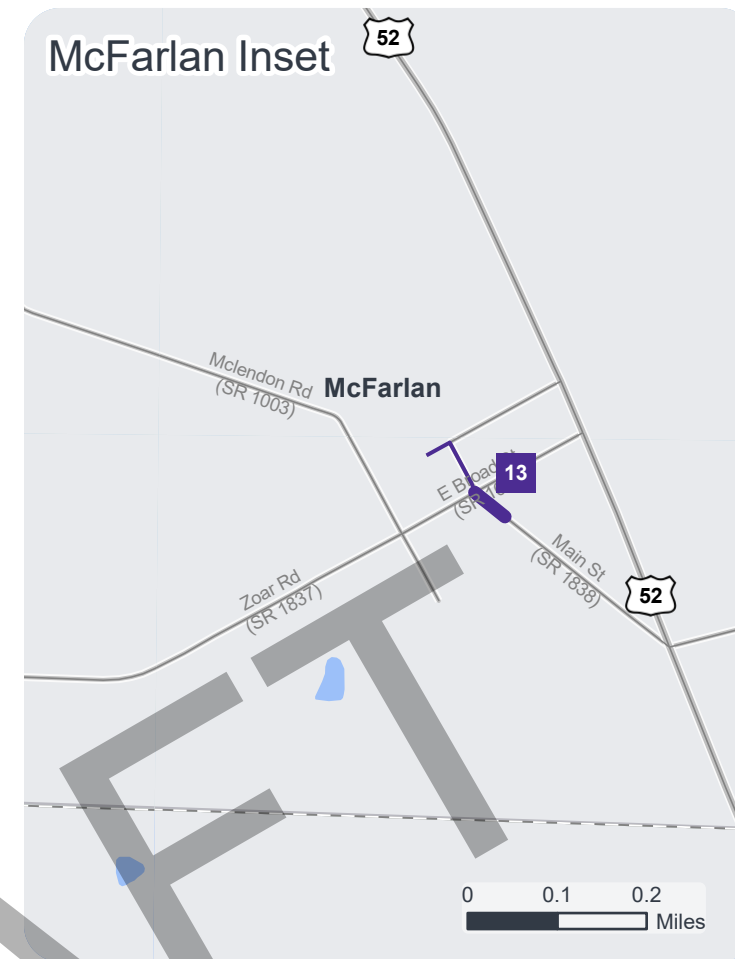
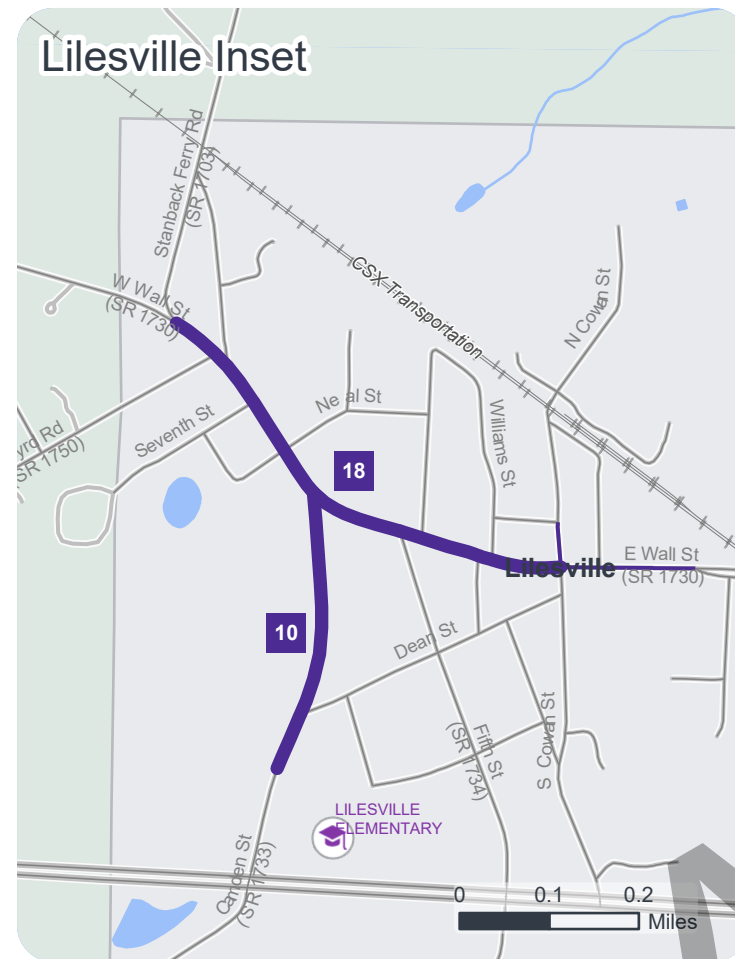
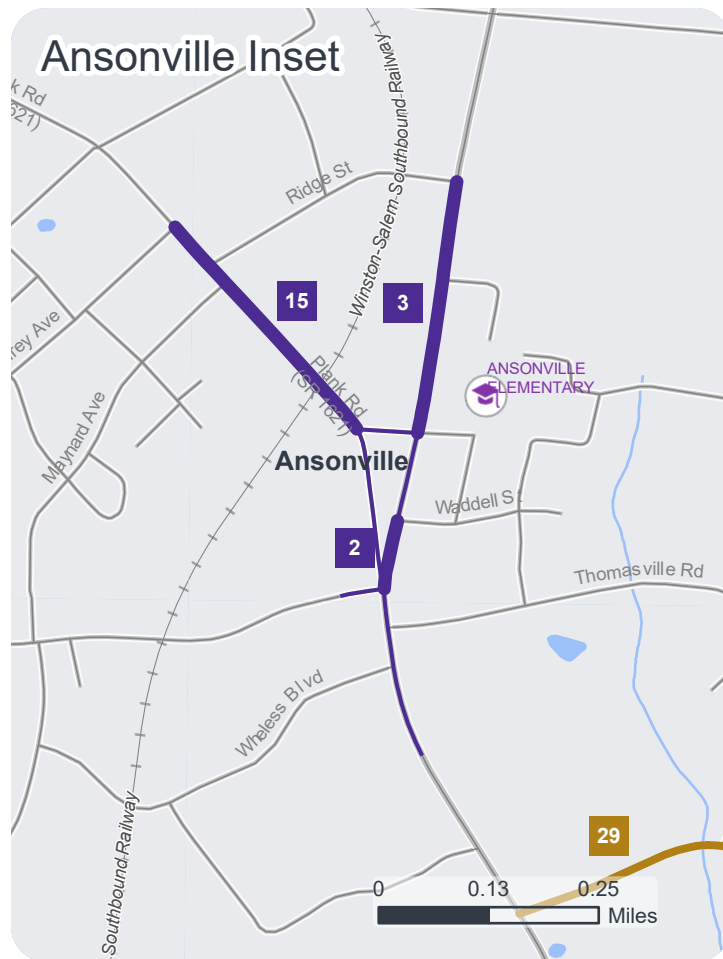
Sheet 4 of 4

Base map date: September 20, 2021








#### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
Plan Date: January 08, 2024










 **Anson County  
Bicycle and Pedestrian Recommendations**

- 1** **US 52:**   
From NC 145 to Peru Rd (SR 1832) | 0.21 miles  
Add sidewalk to connect downtown Morven to nearby homes.
- 2** **US 52:**   
From Ansonville Polkton Rd (SR 1418) to Waddell St | 0.08 miles  
Add sidewalk to connect existing sidewalk within downtown Ansonville.
- 3** **US 52:**   
From Smith St to Ridge St | 0.29 miles  
Add sidewalk on both sides to improve sidewalk connections between downtown Ansonville and Ansonville Elementary School.
- 4** **US 74:**   
From 430 ft east of US 52 to Cloud Ave | 0.11 miles  
Add sidewalk to improve sidewalk connections from the residential areas to businesses along US 74.
- 5** **NC 109:**   
From Lansford Dr to NC 742 | 0.23 miles  
A sidewalk is recommended to connect homes to nearby stores along NC 109.
- 6** **NC 109:**   
From Airport Rd (SR 1645) to McLaurin St | 0.48 miles  
Add sidewalk on both sides to improve sidewalk connections from homes in Wadesboro to downtown Wadesboro.
- 7** **NC 218:**   
From Moore St (SR 1419) to the Exxon driveway | 0.44 miles  
Add sidewalk on both sides to improve sidewalk connections along downtown Polkton, nearby homes and gas stations. Add a grade separation to connect sidewalks to the gas station south of US 74.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge  
★ Denotes Highway Incidental




- 8** **NC 742:**   
From Hope St to NC 109 | 0.23 miles  
A sidewalk is recommended to connect homes and the Senior Center to nearby stores and the existing sidewalk.
- 9** **Anson High School Rd (SR 1259)/ Kitty Bennet Rd (SR 1423):**   
From Walton Dr to Anson High School | 0.17 miles  
Add sidewalk between the Anson County High School and stores and services with a crosswalk over US 74 at Anson High School Rd to improve connectivity.
- 10** **Camden St (SR 1733):**   
From Wall St (SR 1730) to Lilesville Elementary School | 0.32 miles  
Add sidewalk to connect Lilesville to the church, Lilesville Elementary School, and nearby homes.
- 11** **Morven Rd (SR 1152):**   
From Burnsville St to 200 ft south of Wadesborough Pl | 0.11 miles  
Add sidewalk on both sides to improve connections between several homes and downtown Wadesboro to Anson Pediatrics and Wadesboro Park.
- 12** **E Passiac St:**   
From Delta St to Clinton Ave (SR 1240) | 0.28 miles  
Improve existing sidewalk and add new sidewalk between downtown Peachland and nearby homes.
- 13** **Main St (SR 1838):**   
From E Broad St (SR 1003) to 200 ft south of E Broad St | 0.04 miles  
Add sidewalk on both sides to improve sidewalk connections between homes in McFarlan and the nearby church.
- 14** **Peru Rd (SR 1832)/Mill St:**   
White Oak St to US 52 | 0.29 miles  
Add sidewalk on both sides to improve sidewalk connections between nearby homes and downtown Morven.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge  
★ Denotes Highway Incidental






- 15 Plank Rd (SR 1621):** 


*From Godfrey Ave to Smith St | 0.31 miles*

Add sidewalk on both sides to improve sidewalk connections between homes and churches from the eastern side of Ansonville to downtown.
- 16 S Clinton Ave (SR 1240):** 


*From Allen St to Fuller St | 0.04 miles*

Add sidewalk on both sides to improve sidewalk connections between downtown Peachland to nearby churches.
- 17 W Passiac St (SR 1403):** 


*From New England St to Peach Tree Ln | 0.1 miles*

Add sidewalk on both sides to improve sidewalk connections between within downtown Peachland to nearby homes.
- 18 W Wall St (SR 1730):** 


*From Cowan St (SR 1770) to Stanback Ferry Rd (SR 1703) | 0.55 miles*

Add sidewalk on both sides to improve sidewalk connections to improve connections throughout downtown Lilesville.
- 19 White Store Rd (SR 1205):** 

*From N Pine Ln to 400 ft north of South Ave | 0.19 miles*


Add sidewalk on both sides to improve sidewalk connections between homes and downtown Wadesboro.
- 20 Covington St:** 

*From Green St to Morgan St (SR 1152) | 0.11 miles*


Add sidewalk on both sides to improve sidewalk connections between homes and sidewalks near the Wadesboro Elementary School.
- 21 Delta St:** 

*From Passiac St (SR 1403) to US 74 | 0.21 miles*


Add sidewalk on both sides to improve sidewalk connections between downtown Peachland and planned homes.

- 22 E Ashe St/W Ashe St:** 


*From NC 109 to Morgan St (SR 1152) | 0.3 miles*

Add sidewalk on both sides to improve sidewalk connections from nearby homes to Wadesboro Elementary School.
- 23 Lee Ave:** 


*From Woodside Dr to US 74 | 0.17 miles*

Add sidewalk on both sides to improve sidewalk connections from downtown homes to businesses along US 74.
- 24 N Washington St:** 


*From US 74 to Depot St | 0.65 miles*

Add sidewalk on both sides to improve sidewalk connections between homes and the community college to downtown Wadesboro.
- 25 New York Ave:** 


*From Passiac St (SR 1403) to US 74 | 0.2 miles*

Add sidewalk on both sides to improve sidewalk connections from downtown Peachland to nearby homes and the Dollar General.
- 26 Rose Ter:** 

*From Magnolia St to West Ave | 0.19 miles*

Add sidewalk on both sides to improve sidewalk connections between homes and downtown Wadesboro.
- 27 S Green St:** 

*From Ashe St to Hargrave St | 0.09 miles*

Add sidewalk on both sides to improve sidewalk connections from homes to Wadesboro Elementary School.
- 28 S White Oak St:** 

*From Lakeview Dr to Kathrine Ln | 0.13 miles*

Add sidewalk on both sides to improve sidewalk connections between homes and downtown Morven.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge  
 ★ Denotes Highway Incidental



Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge  
 ★ Denotes Highway Incidental



29

**Ansonville to Wadesboro Multiuse Path:** 

*From US 52 in Ansonville to NC 109 in Wadesboro | 10.87 miles*

A side path is recommended to connect Ansonville, the Pee Dee National Wildlife Refuge, and Wadesboro.

30

**Morven to Wadesboro Multiuse Path:** 

*From US 74 in eastern Wadesboro to US 52 in Morven | 9.0 miles*

A side path is recommended to connect Wadesboro, the Anson County Emergency Services Center, the Twin Valley Golf Club, the Morven Elementary School, and Morven.

31

**Morven to City Pond Lake Multiuse Path:** 

*From US 52 in Morven to NC 742 | 6.77 miles*

A side path is recommended to connect downtown Morven to City Pond Lake and Anson Memorial Park.

32

**Wadesboro to City Pond Lake Multiuse Path:** 

*From Robinson Brg Rd (SR 1129) to Hope St | 2.79 miles*

A side path is recommended to connect downtown Wadesboro to City Pond Lake and Anson Memorial Park.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge

★ Denotes Highway Incidental



## CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Anson County CTP.

Area	Dates	Type
<b>Municipality Name(s):</b> Ansonville Lilesville McFarlan Morven Peachland Polkton Wadesboro	(Will be filled in after mutual adoption)	Adoption
<b>Anson County</b>		Adoption
<b>Rocky River Rural Organization</b>		Endorsement
<b>N.C. Board of Transportation</b>		Adoption

Adoption and endorsement resolutions are available in the [Approvals/Resolutions Appendix](#)

## OTHER COMMUNITY INTERESTS

Occasionally, a Comprehensive Transportation Plan cannot satisfy all the of the varied needs of a community. This section identifies any local desires that did not meet the criteria to achieve a recommendation, or local interests that are outside of the scope of the plan.

They are:

- Morven Rd (SR 1152) within the Wadesboro Town boundary has multiple recorded crashes. Due to its very wide shoulders, it is recommended to add rumble strips to deter vehicles from driving on the shoulders. This improvement was not listed as a project recommendation on this CTP due to it being more of a maintenance and operations adjustment.

More detail can be found in the [Unaddressed Deficiencies Appendix](#).

## DISCLAIMER

This report documents the work of the Anson County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Anson County Comprehensive Transportation Plan:

- 1 Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- 2 Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- 3 Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

*Primary sources from which this data was compiled must be consulted for verification of information contained in this report.*

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