

**US 74 (R-5798)**

From Graham Street to Allen Pond Rd (SR 1749)

Local ID: R-5798

Purpose: Congestion

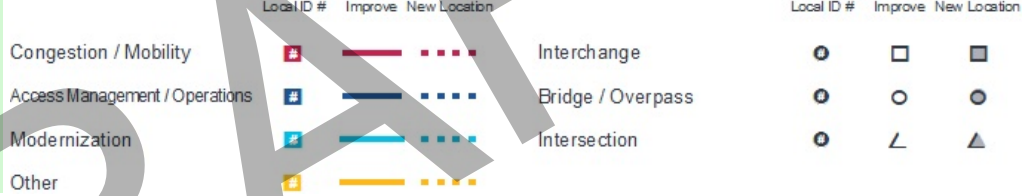
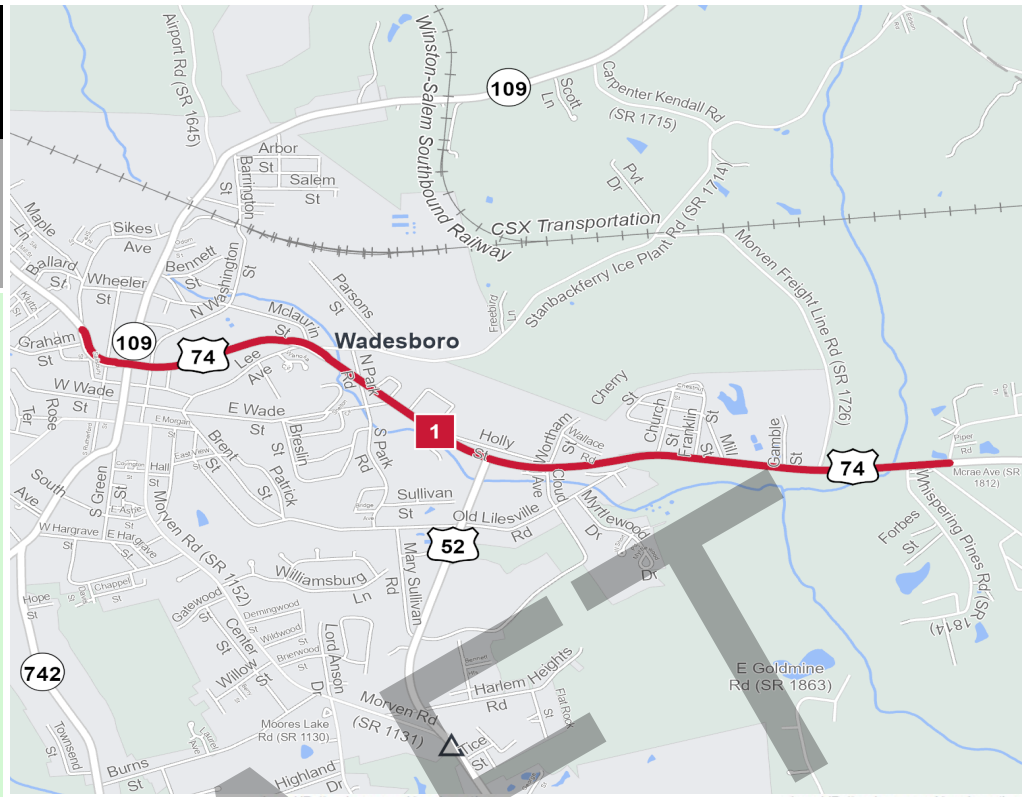
Improvement: Improve Existing

**Identified Need**

East Caswell Street (US 74 ) is projected to be overcapacity in the year 2050. It is an undivided arterial and a Strategic Highway Corridor. Traffic signals within the project limits exist currently at various intersections; some which have more than 5 crashes within 5 years.

**Recommendation**

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).



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	2.90
Existing ROW (feet)	50-75
Safety Risk Score	100

**Proposal Data: 2019 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	23500-31000	23500-31000	23500-31000
Capacity (vpd)	22200-28100	28100	28100

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	2019

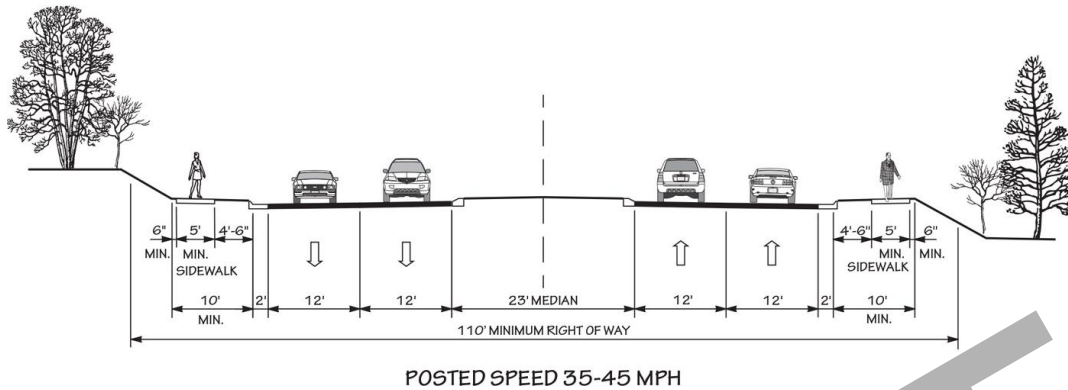


**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project History/Linkage to Other Plans

This project is a part of the 2024-2033 STIP. The right of way (ROW) year is projected to be 2025; while it is projected to begin construction in 2029. US 74 is classified as a Strategic Transportation Corridor (STC) and the entire route is federally designated as a truck route from Polk County to Wilmington. Truck traffic is high along this route (see Truck Traffic section for data), and local residents also highlighted the high amount of truck and summer traffic.

## CTP Goal Analysis

### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to enhance the roadway systems by providing better mobility and providing better control of access to businesses.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 23 participants. About 74% of participants agreed with this proposal. 2 comments were left. Both expressed interest in natural landscaping and beautification.

## Potential Impacts

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Flood Hazard Area Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)

- River And Stream Feature(s)
- Lake And Pond Feature(s)
- Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 75% and 100% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

### Relationship to Land Use

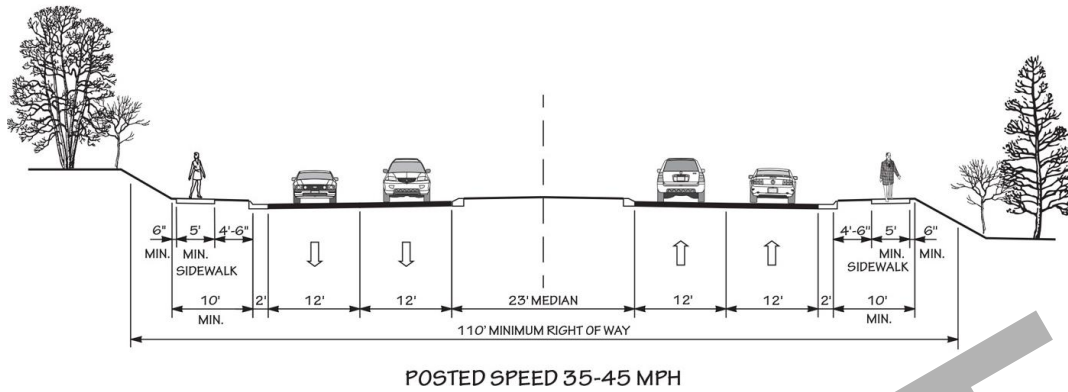
This section of the US 74 corridor has dense development and lies within the Wadesboro Municipal boundary(see the 2021 Vision 2040: Anson County Plan). It has multiple businesses on both sides including restaurants, gas stations, stores, and other services. This location also connects to downtown Wadesboro which has additional businesses and shops. Growth is expected to occur northeast of Wadesboro.

**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with a high Transportation Disadvantaged Index (TDI) score and has an average to concerning Health Risk Score.

### Crash Data

Between January 2015 and December 2019, there were a total of 230 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 103 moderate or minor injury crashes, and 125 property damage only crashes.

### Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

### Truck Traffic

Average truck traffic along this recommendation is around 16%.

### Resiliency

Resiliency along this corridor U was evaluated by analyzing flooding events and major incident data. Events such as floods, mudslides, or rockslides were looked at in the NC Strategic Transportation Corridors: Vision Plan for Corridor U.

**US 74 (R-5871)**

From NC 742 to Anson high School Rd

Local ID: R-5871

Purpose: Congestion

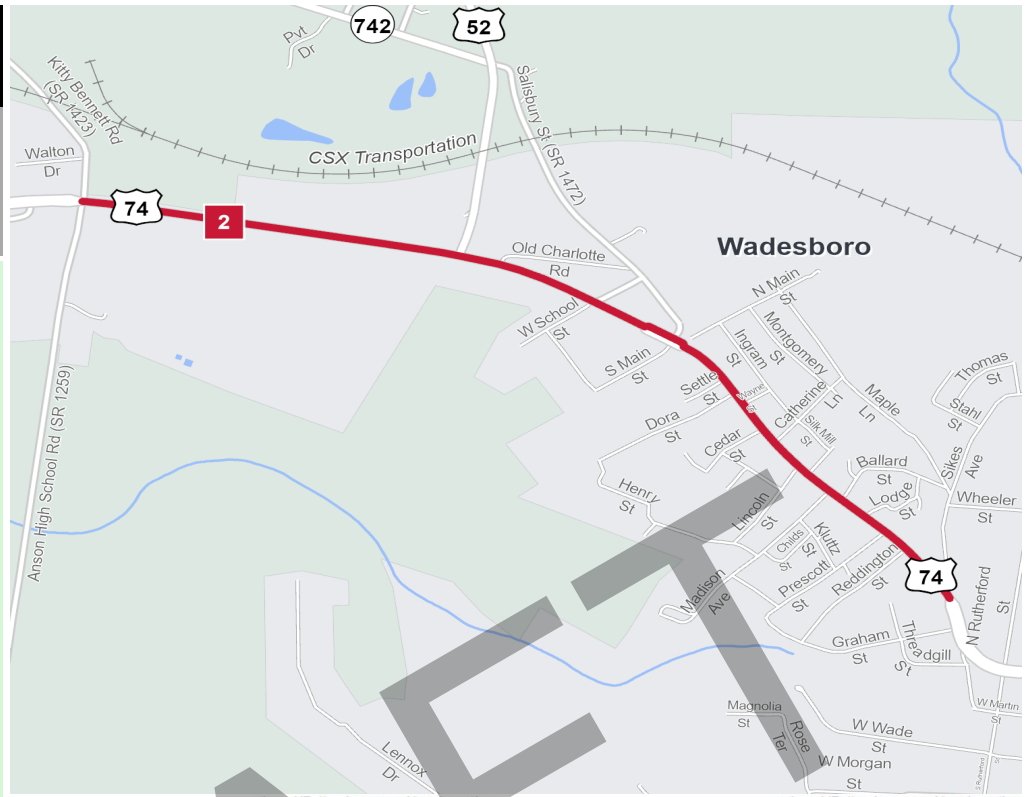
Improvement: Improve Existing

**Identified Need**

East Caswell Street (US 74 ) is projected to be overcapacity in the year 2050. It is an undivided arterial and a Strategic Highway Corridor. Traffic signals within the project limits exist currently at various intersections; some which have more than 5 crashes within 5 years.

**Recommendation**

Perform access management improvements to improve mobility throughout the corridor to create safe and efficient movement of people and goods.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	30-100
Safety Risk Score	67

**Proposal Data: 2019 Base Year 2050 Future Year**

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	27000-32500	33400-40000	28600-32900	
Capacity (vpd)	24300-27200	24300-27200	28100	

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	2019

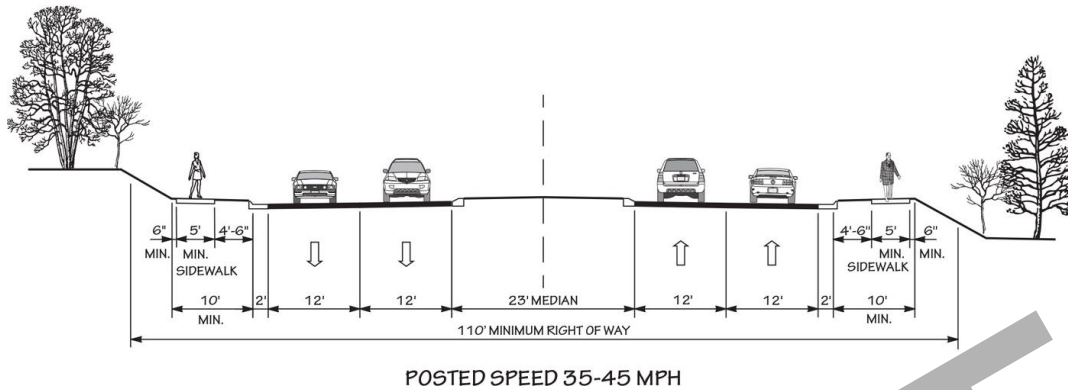


**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project History/Linkage to Other Plans

This project is a part of the 2024-2033 STIP and has a SPOT ID of H150586. The project is funded for preliminary engineering only. US 74 is classified as a Strategic Transportation Corridor (STC) and the entire route is federally designated as a truck route from Polk County to Wilmington. Truck traffic is high along this route (see Truck Traffic section for data), and local residents also highlighted the high amount of truck and summer traffic.

## CTP Goal Analysis

### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to enhance the roadway systems by providing better mobility and providing better control of access to businesses.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 22 participants. About 77% of participants agreed with this proposal. 2 comments were left on this project. Both comments were curious about landscaping plans, such as native plants, beautification efforts and erosion control. 1 comment wanted more information on access improvements.

## Potential Impacts

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Natural Heritage Element Occurrence Feature(s)

- Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 75% and 100% identify as African American
- Between 0% and 1% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

### Relationship to Land Use

This section of the US 74 corridor has dense development and lies within the Wadesboro Municipal boundary(see the 2021 Vision 2040: Anson County Plan). It has multiple businesses on both sides including restaurants, gas stations, stores, and other services. This location also connects to downtown Wadesboro which has additional businesses and shops. It is also adjacent to the Anson High School Atrium Health Anson Medical Center. Growth is expected to occur northeast of Wadesboro.

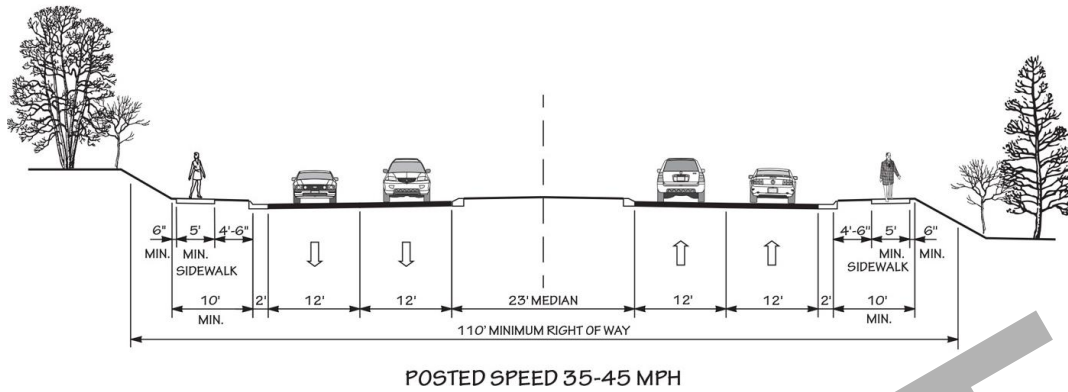
## Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with a high Transportation Disadvantaged Index (TDI) score and has an average to concerning Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 68 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 26 moderate or minor injury crashes, and 42 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 15%.

**Resiliency**

Resiliency along this corridor U was evaluated by analyzing flooding events and major incident data. Events such as floods, mudslides, or rockslides were looked at in the NC Strategic Transportation Corridors: Vision Plan for Corridor U.

### US 74 Bypass (R-5878)

Around the town of Wadesboro

Local ID: R-5878

Purpose: Congestion

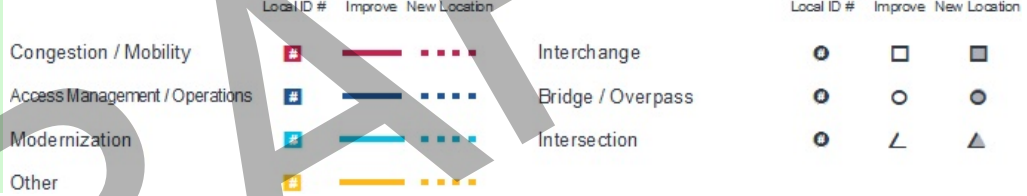
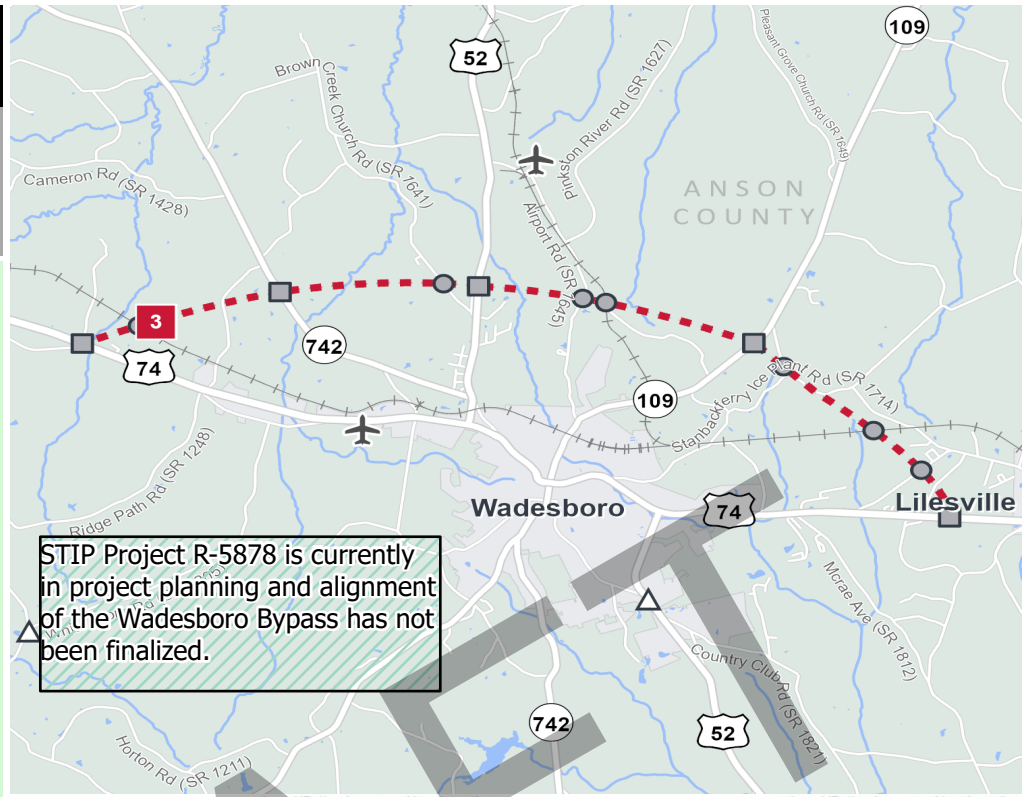
Improvement: New Location

#### Identified Need

US 74 is a major east-west corridor in Anson County which is vital to moving people and goods throughout North Carolina; connecting Wilmington to Asheville. It is projected to be over capacity by 2050 from Anson High School Rd to W Wall St (SR 1730).

#### Recommendation

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.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	9.90
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2019 Base Year 2050 Future Year

New Location	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	Freeway	Freeway	
Travel Lanes	-	4	4	
Volume (vpd)	-	13700-14300	12500-14900	
Capacity (vpd)	-	54000	54000	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

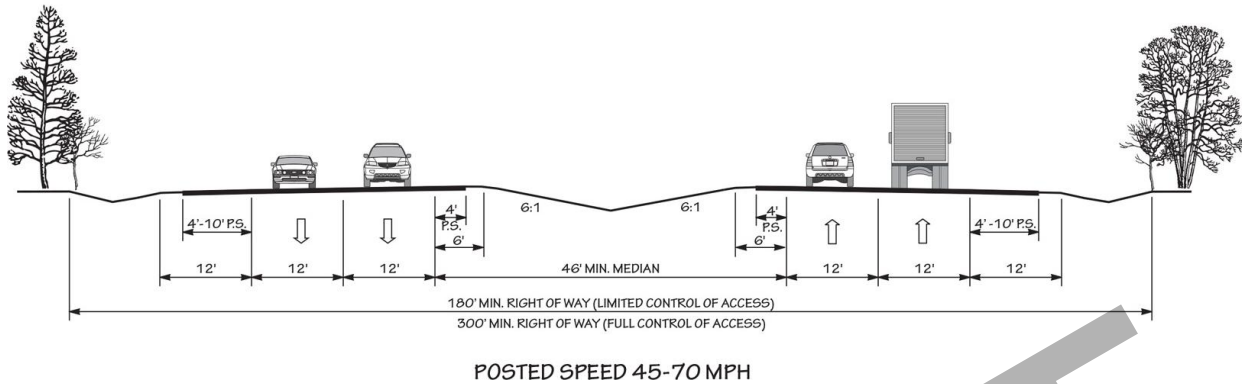


Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



## Project History/Linkage to Other Plans

This project is split in two parts with R-5878B (bypass east of US 52) being a part of the 2024-2033 STIP. The right of way (ROW) year for this section is projected to be 2028; while it is projected to begin construction in 2030. It has the SPOT ID H090281. The alignment for this project is not finalized and is still being decided.

This project is projected to serve as a bypass around the town of Wadesboro to improve mobility throughout that section of the corridor. US 74 is classified as a Strategic Transportation Corridor (STC) and the entire route is federally designated as a truck route from Polk County to Wilmington. This area has been known locally to hold a high amount of truck and summer traffic. This project was also a part of the 2012 Anson County CTP.

This recommendation has proposed interchanges at NC 742, US 52, NC 109, and US 74 at Old Prison Camp Rd and east of Firetower Rd. It is recommended that an interchange at Old Prison Camp Road is considered to connect with project ANSO40005-H.

## CTP Goal Analysis

### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to enhance the roadway systems by providing better mobility through diverting truck through traffic in order to alleviate congestion in downtown Wadesboro.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 44 participants. About 55% of participants disagreed with this proposal. 9 comments were left on this project. 2 comments expressed

concerns about tolls and where the revenue would be allocated. 3 comments expressed concerns about the effects on businesses in Wadesboro. 6 comments were concerned about the project going through homes and farms.

## Potential Impacts

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Flood Hazard Area Feature(s)
- Landscape Habitat Indicator Guild Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Lake And Pond Feature(s)
- Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 75% and 100% identify as African American
- Between 5% and 15% identify as Hispanic and Latino
- Between 5% and 10% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

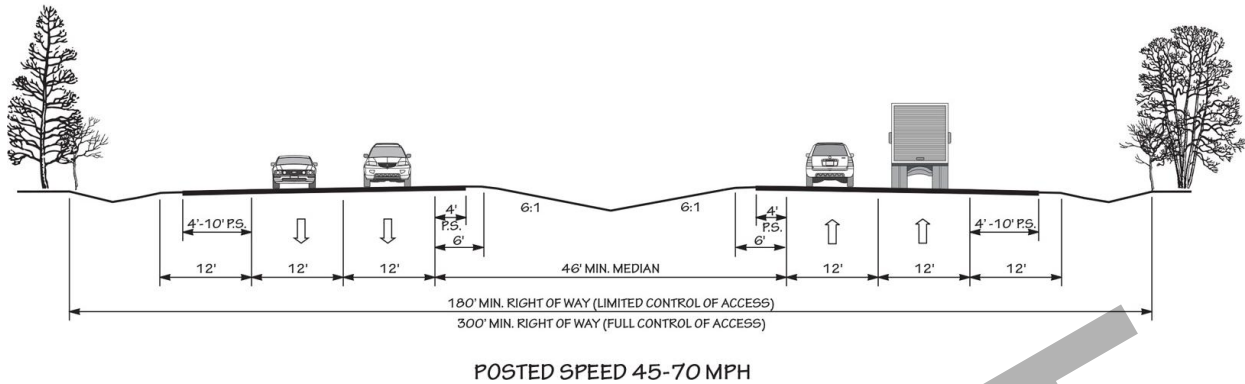


Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



**Relationship to Land Use**

The projected bypass is expected to go around the town of Wadesboro. With its displayed alignment, this project passes through projected municipal, rural, large lot residential, suburban commercial, and some single family neighborhood areas(see the 2021 Vision 2040: Anson County Plan). This bypass is projected to have interchanges at major routes that connect to the central part of Wadesboro which contains multiple businesses, restaurants, and stores. Growth is expected to occur northeast of Wadesboro.

*Other Information*

During the CTP Process, there was a ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. The study recommended for this project to ensure bicycle and pedestrian facilities were added and functioned at every overpass/underpass. It also recommends to evaluate additional roadway links, modernization and safety improvements. It is recommended to further review potential community impacts since this area has poor health risk scores and a high Transportation Disadvantage Index (TDI).

### US 74 Corridor

From the Union County Boundary to the Proposed Wadesboro Bypass

Local ID: ANSO10001-H

Purpose: Mobility

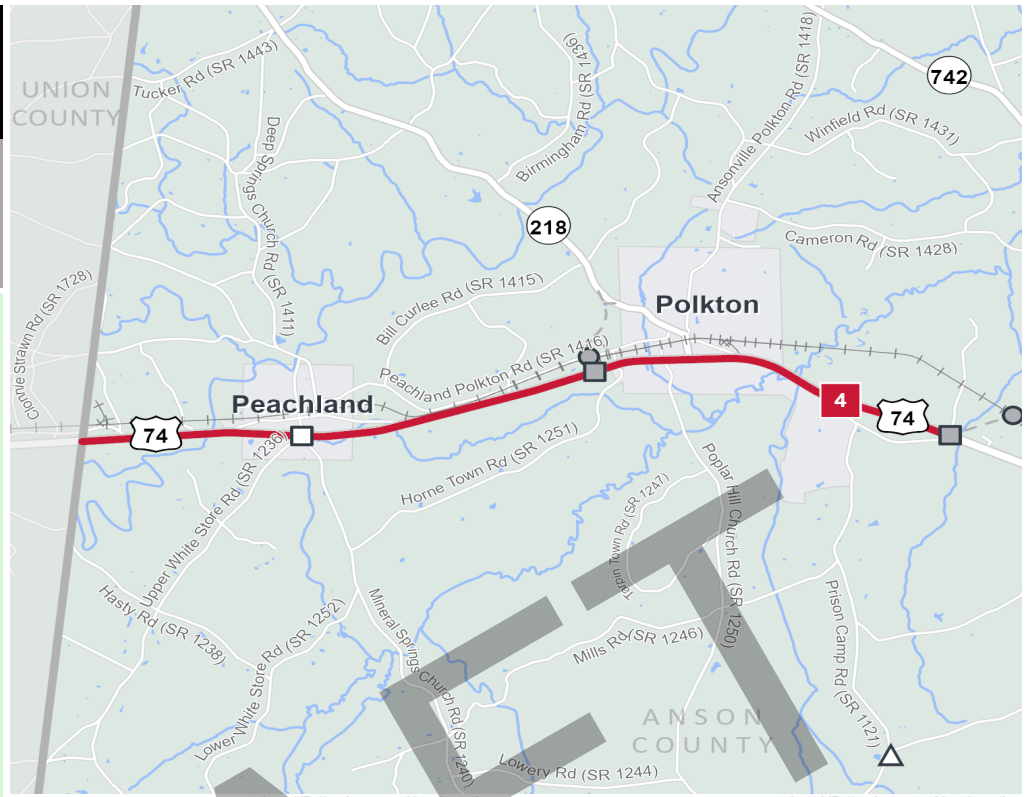
Improvement: Improve Existing

#### Identified Need

US 74 is a major east-west corridor in Anson County which is vital to moving people and goods throughout North Carolina; connecting Wilmington to Asheville. It is a Strategic Transportation Corridor that carries high truck and beach traffic which causes issues with mobility along the corridor.

#### Recommendation

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.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	8.20
Existing ROW (feet)	90-200
Safety Risk Score	-

### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Expressway	Expressway	Freeway	
Travel Lanes	4	4	4	
Volume (vpd)	15500-23500	24700-37900	26200-38300	
Capacity (vpd)	48400-51700	48400-51700	54000	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

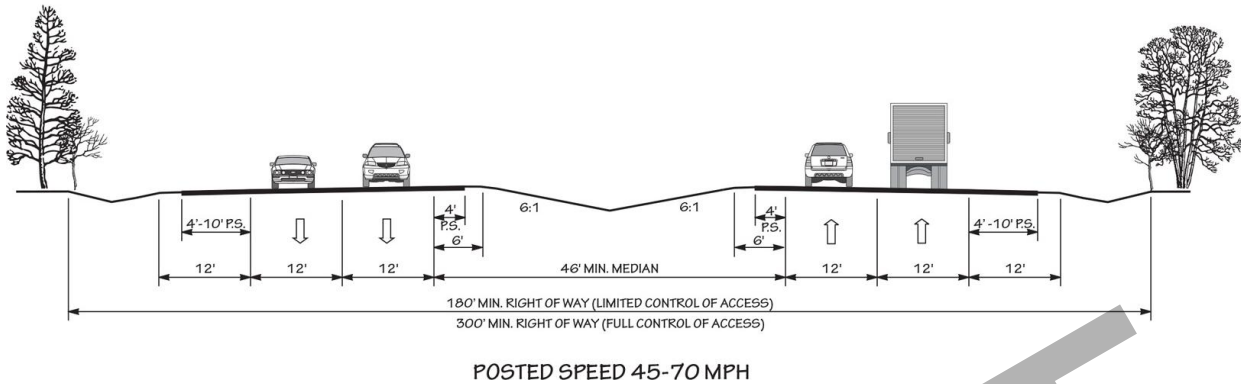


Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



### Project History/Linkage to Other Plans

US 74 is classified as a Strategic Transportation Corridor (STC) and the entire route is federally designated as a truck route from Polk County to Wilmington. This area has been known locally to hold a high amount of truck and summer traffic.

This recommendation is to improve the US 74 corridor west of the proposed Wadesboro Bypass.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to enhance the roadway systems by providing better mobility throughout the county.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 30 participants. About 77% of participants agreed with this proposal. 2 comments were left. 2 comments expressed the importance of a landscaping plan that combats air and noise pollution and erosion. 1 comment expressed support for the project in conjunction with the other highway projects in this plan.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Flood Hazard Area Feature(s)
- Impaired Waters Line Feature(s)
- Major River Feature(s)

- Managed Area Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Natural Heritage Natural Area Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Quality Monitored River And Stream Feature(s)
- Target Local Watershed Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

#### Relationship to Land Use

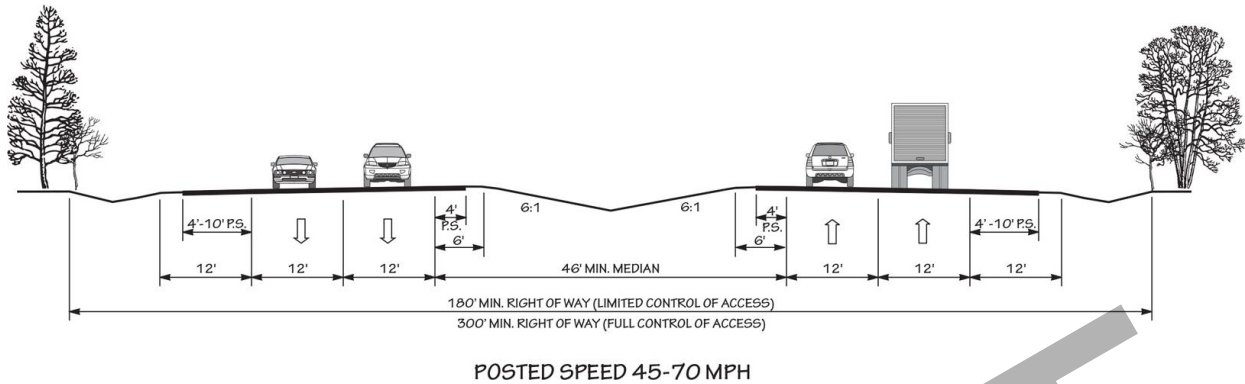
This section of the US 74 corridor lies in projected rural and some light industrial areas, and passes through the

**Typical Section Options:**

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



municipal boundaries of Peachland and Polkton (see the 2021 Vision 2040: Anson County Plan). Along this corridor, there are many key destinations such as the Anson High School, Atrium Health Anson Medical Center, the South Piedmont Community College, the Anson Landfill, and other businesses. There is projected residential development within the town of Polkton.

### Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. The study recommends to review potential interchanges with pedestrian improvements and to consider bicycle and pedestrian improvements along interchanges/overpasses to maintain connectivity across the highway. This project is within an area with an above average Health Risk Score.

### Crash Data

Between January 2015 and December 2019, there were a total of 286 crashes on the segments containing this recommendation. There were 5 fatal or severe injury crashes, 78 moderate or minor injury crashes, and 203 property damage only crashes.

### Deficient Bridges

There are two bridges along this facility which are Functionally Obsolete: Bridge #028 and Bridge #050. Functionally obsolete bridges are bridges that were built with different standards used today.

### Truck Traffic

Average truck traffic along this recommendation is around 15%.

### Resiliency

Resiliency along this corridor U was evaluated by analyzing flooding events and major incident data. Events such as floods, mudslides, or rockslides were looked at in the NC Strategic Transportation Corridors: Vision Plan for Corridor U. Additional analysis was done during the CTP process which identified an area along this recommendation near Polkton of possible inundation (flooding 0.5 feet above the road) in the future.

**US 74 Corridor**

From the Proposed Wadesboro Bypass to the Richmond County Boundary

Local ID: ANSO10002-H

Purpose: **Mobility**

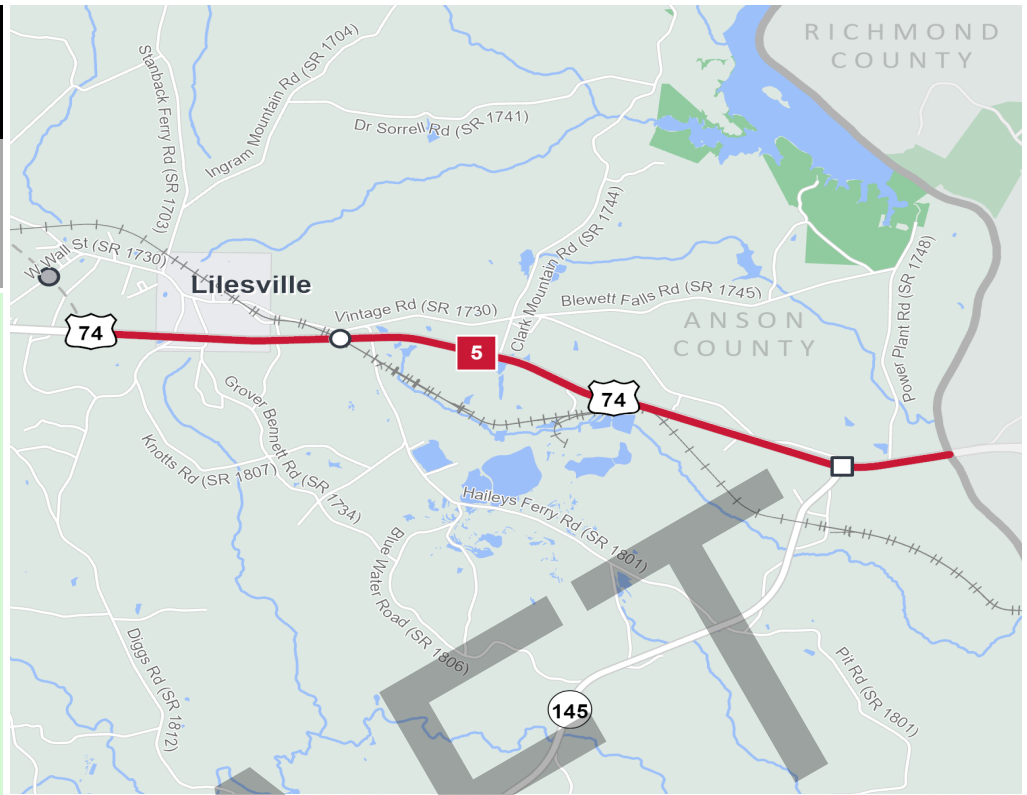
Improvement: **Improve Existing**

**Identified Need**

US 74 is a major east-west corridor in Anson County which is vital to moving people and goods throughout North Carolina; connecting Wilmington to Asheville. It is a Strategic Transportation Corridor that carries high truck and beach traffic which causes issues with mobility along the corridor.

**Recommendation**

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.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	7.80
Existing ROW (feet)	75-200
Safety Risk Score	-

**Proposal Data: 2019 Base Year 2050 Future Year**

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Expressway	Expressway	Freeway	
Travel Lanes	4	4	4	
Volume (vpd)	15000-18000	24100-28500	24100-28500	
Capacity (vpd)	48400-51700	48400-51700	54000	

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

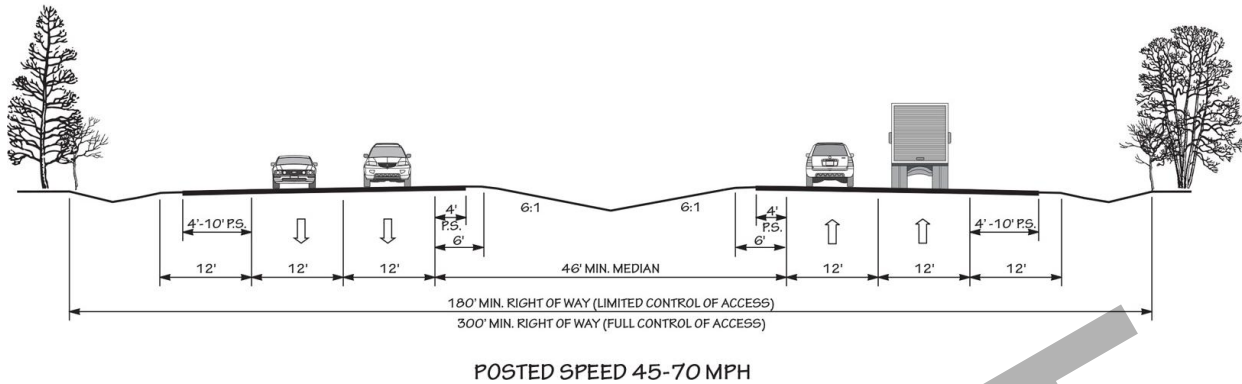


**Typical Section Options:**

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



## Project History/Linkage to Other Plans

US 74 is classified as a Strategic Transportation Corridor (STC) and the entire route is federally designated as a truck route from Polk County to Wilmington. This area has been known locally to hold a high amount of truck and summer traffic.

## CTP Goal Analysis

### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to enhance the roadway systems by providing better mobility throughout the county.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 30 participants. About 77% of participants agreed with this proposal. 2 comments were left. 2 comments expressed the importance of a landscaping plan that combats air and noise pollution and erosion. 1 comment expressed support for the project in conjunction with the other highway projects in this plan.

## Potential Impacts

### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Flood Hazard Area Feature(s)
- Impaired Waters Line Feature(s)
- Major River Feature(s)
- Natural Heritage Element Occurrence Feature(s)

- Natural Heritage Natural Area Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Lake And Pond Feature(s)
- Quality Monitored River And Stream Feature(s)
- Target Local Watershed Feature(s)

### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

### Relationship to Land Use

This section of the US 74 corridor lies in projected rural, suburban commercial, and some light industrial areas, and passes through the municipal boundaries of Wadesboro and Lilesville (see the 2021 Vision 2040: Anson County Plan). Along this corridor, there are a few key destinations such as the Lilesville Elementary School and a few businesses and restaurants.

## Other Information

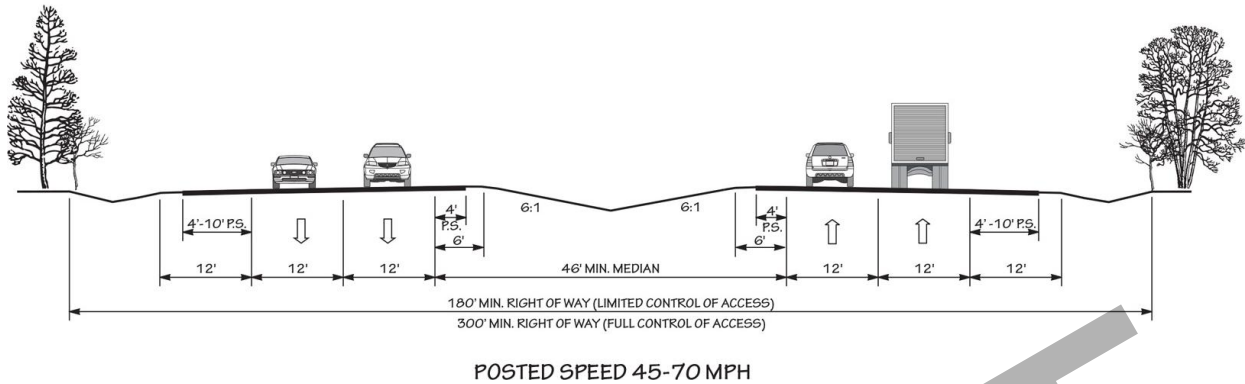
During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on

Typical Section Options:

# TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with a high Transportation Disadvantaged Index (TDI) score and has average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 210 crashes on the segments containing this recommendation. There were 4 fatal or severe injury crashes, 70 moderate or minor injury crashes, and 136 property damage only crashes.

**Deficient Bridges**

There is one bridge along this facility which is Functionally Obsolete: Bridge #078. Functionally obsolete bridges are bridges that were built with different standards used today.

**Truck Traffic**

Average truck traffic along this recommendation is around 15%.

**Resiliency**

Resiliency along this corridor U was evaluated by analyzing flooding events and major incident data. Events such as floods, mudslides, or rockslides were looked at in the NC Strategic Transportation Corridors: Vision Plan for Corridor U. Additional analysis was done during the CTP process which identified three past flooding events along this recommendation.

## US 52 and NC 145 Intersection

Local ID: ANSO20001-H

Purpose: Facility Deficiencies

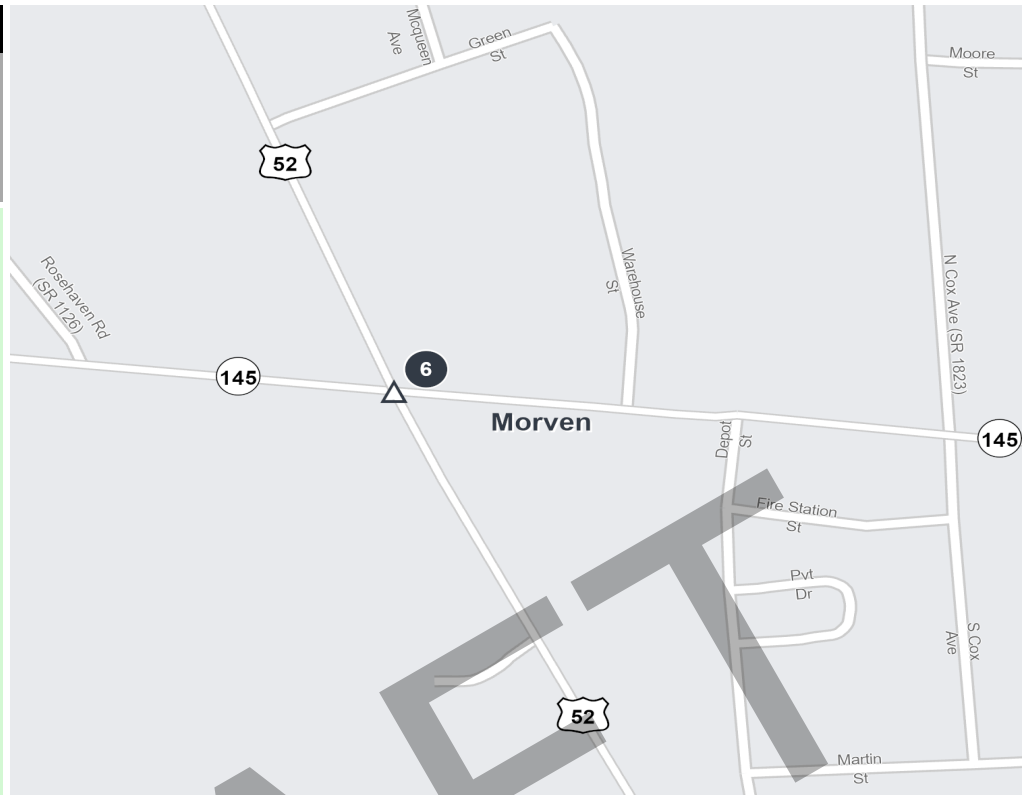
Improvement: Improve Existing

### Identified Need

The US 52/NC 145 intersection has several recorded crashes between 2015 and 2019. The intersection has multiple open driveways to the businesses along the roadway which can cause abnormal traffic patterns. It also serves truck traffic going south along US 52.

### Recommendation

Upgrade this intersection to reduce the number of crashes and accommodate truck traffic.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	△
Other	#	—	—				

## Proposal At A Glance

Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.28
Existing ROW (feet)	40-100
Safety Risk Score	-

## Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	2300-5400	2800-8000	2800-8900	2800-8900
Capacity (vpd)	10600-11600	10600-11600	10600-11600	10600-11600

## Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



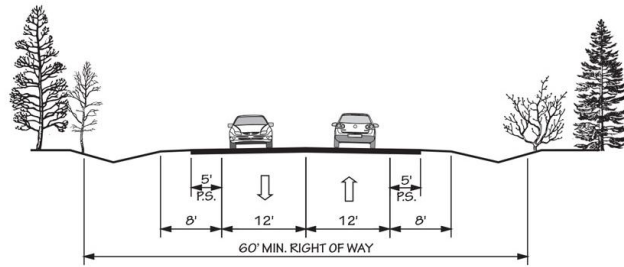


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### CTP Goal Analysis

#### **Vision and Goals**

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility in this intersection, which will provide a safer and more efficient transportation system.

#### **Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 11 participants. About 91% of participants agreed with this proposal. No comments were left.

### Potential Impacts

#### **Impacts to Natural and/or Human Environment**

All environmental data in the database was considered. This Project is within 150 feet of:

- Natural Heritage Element Occurrence Feature(s)

#### **Title VI Considerations**

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 1% and 5% identify as Hispanic and Latino
- Between 1% and 5% identify as Some Other Race

- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

#### **Relationship to Land Use**

This intersection lies within the municipal boundary of Morven (see the 2021 Vision 2040: Anson County Plan). Around this intersection there are gas stations, a church, a restaurant, and a connection to downtown Morven.

### Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with a high Transportation Disadvantaged Index (TDI) score and has average Health Risk Score.

#### **Crash Data**

Between January 2015 and December 2019, there were a total of 10 crashes on the segments containing this recommendation. There were no fatal or severe injury crashes, 4 moderate or minor injury crashes, and 6 property damage only crashes.

#### **Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

#### **Truck Traffic**

Average truck traffic is around 15% along NC 145 and around 24% along US 52.

## US 52 and Morven Rd Intersection

Local ID: ANSO20002-H

Purpose: Facility Deficiencies

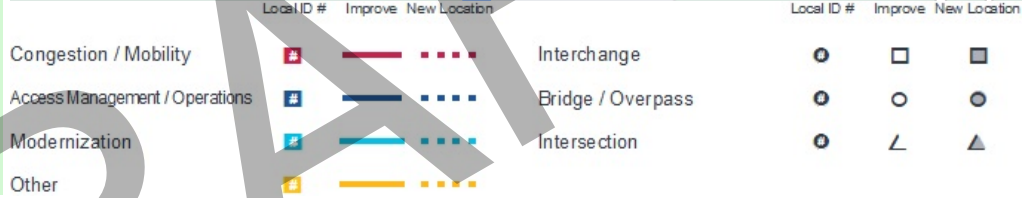
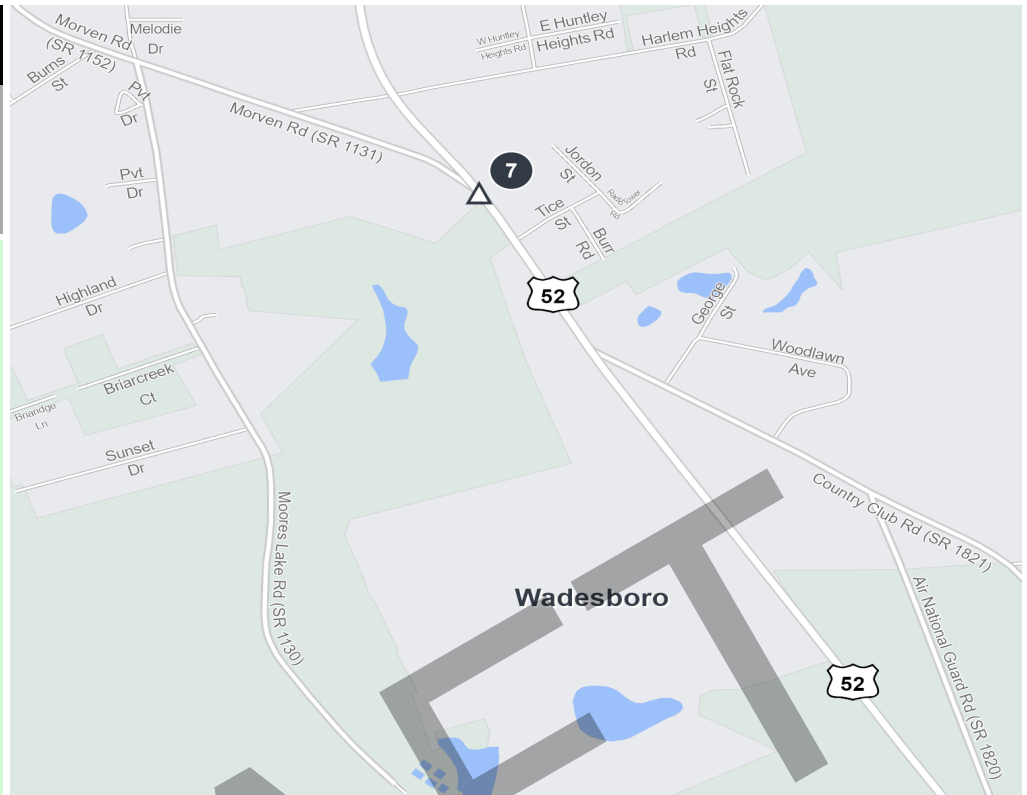
Improvement: Improve Existing

### Identified Need

The US 52/Morven Rd intersection is Y-intersection that has several recorded crashes between 2015 and 2019.

### Recommendation

Upgrade this intersection to reduce the number of crashes by improving sight distance.



## Proposal At A Glance

Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	100
Safety Risk Score	-

## Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1700-7600	2700-7500	2700-7500	2700-11600
Capacity (vpd)	11700-14600	11700-14600	11700-14600	11700-14600

## Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

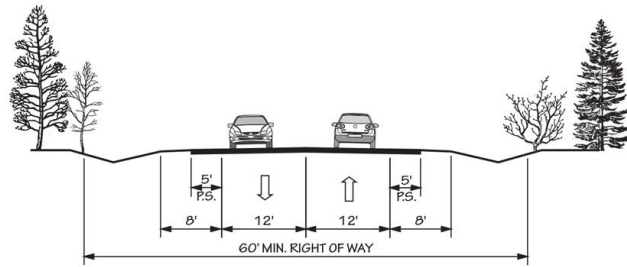


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### CTP Goal Analysis

**Vision and Goals**

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility in this intersection, which will provide a safer and more efficient transportation system.

**Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 14 participants. About 93% of participants agreed with this proposal. 1 comment was left. The comment highlighted the importance of a landscaping plan that deals with erosion control.

### Potential Impacts

**Relationship to Land Use**

This intersection lies within the municipal boundary of Wadesboro (see the 2021 Vision 2040: Anson County Plan). Around this intersection there are churches, gas stations, stores, and access to some residential areas.

### Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a

total of 10 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 4 moderate or minor injury crashes, and 4 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

## NC 109 and Bethel Rd Intersection

Local ID: ANSO30001-H

Purpose: Facility Deficiencies

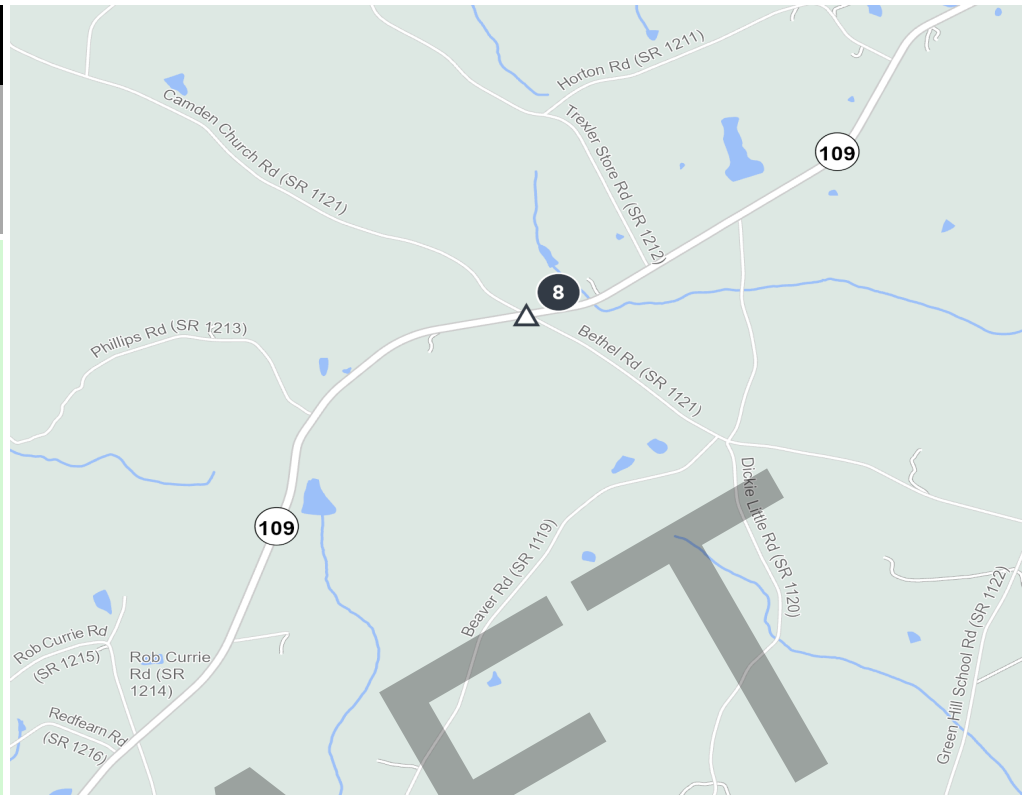
Improvement: Improve Existing

### Identified Need

The NC 109/Bethel Rd intersection has sight distance issues. There is high Truck Traffic along NC 109 passing through this intersection.

### Recommendation

Upgrade this intersection to improve the mobility of truck traffic and sight distance.



## Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	60
Safety Risk Score	-

## Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	750-3300	700-4200	800-3900	
Capacity (vpd)	13100-14100	13100-14100	14100-15100	

## Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

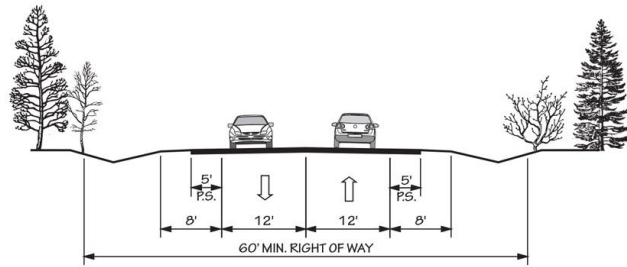


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility in this intersection, which will provide a safer and more efficient transportation system.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 18 participants. About 89% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Relationship to Land Use

This intersection lies within a projected rural living area(see the 2021 Vision 2040: Anson County Plan). Around this intersection is the Camden Church.

### Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average Health Risk Score..

#### Truck Traffic

Average truck traffic along NC 109 near this intersection is around 32%.

## NC 742 and Olive Branch Rd Intersection

Local ID: ANSO30002-H

Purpose: Facility Deficiencies

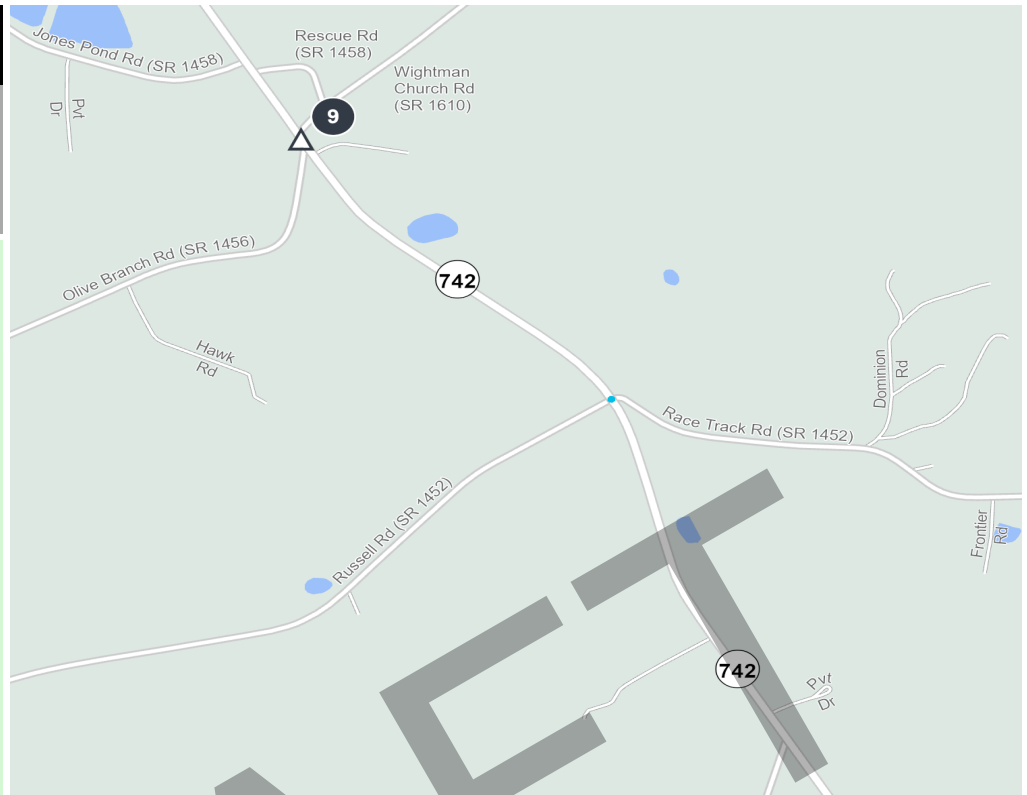
Improvement: Improve Existing

### Identified Need

The NC 742/Olive Branch Rd intersection has sight distance concerns due to the roads on both sides of NC 742 not aligning well. It connects both Olive Branch Rd and Wightman Church Road within 50 feet of each other on opposite sides.

### Recommendation

Upgrade the alignment of this intersection to reduce the number of crashes while improving the mobility of turning movements and sight distance.



## Proposal At A Glance

Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.68
Existing ROW (feet)	100
Safety Risk Score	-

## Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700-1800	2500-2600	2500-2600
Capacity (vpd)	12500	12500	12500

## Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

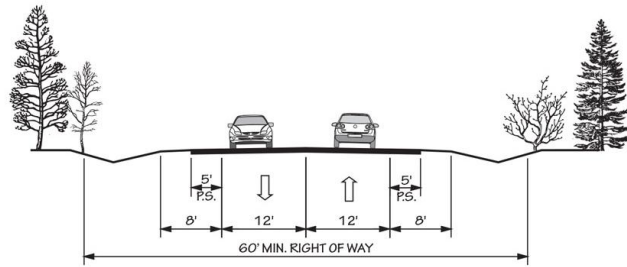


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### CTP Goal Analysis

**Vision and Goals**

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility in this intersection, which will provide a safer and more efficient transportation system.

**Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. About 80% of participants agreed with this proposal. No comments were left.

### Potential Impacts

**Impacts to Natural and/or Human Environment**

All environmental data in the database was considered. This Project is within 150 feet of:

- Natural Heritage Element Occurrence Feature(s)

**Title VI Considerations**

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 1% and 5% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Relationship to Land Use**

This intersection lies near projected suburban commercial and light industrial center areas(see the 2021 Vision 2040: Anson County Plan). Around this intersection there is a gas station and a tire shop. It is near the Burnsville Fire Station and Burnsville Recreation and Learning Center.

### Other Information

During the CTP Process, there was a ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an above average Health Risk Score.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along NC 742 near this intersection is around 13%.

### Prison Camp Rd (SR 1121) and White Store Rd Intersection

Local ID: ANSO40001-H

Purpose: Facility Deficiencies

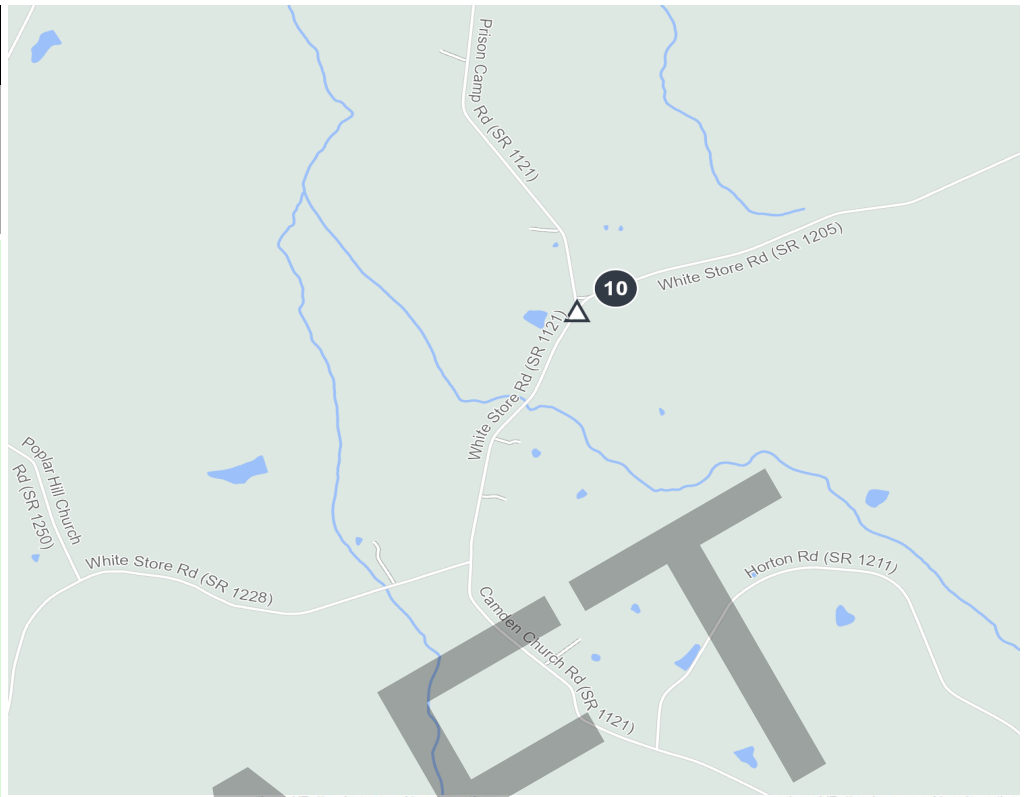
Improvement: Improve Existing

#### Identified Need

The Prison Camp Rd/White Store Rd intersection has sight distance issues due to an older intersection design standard. Prison Camp road can act as a good alternate route to truck traffic going towards NC 109.

#### Recommendation

Upgrade the alignment of this intersection to improve sight distance and accommodate truck traffic.



### Proposal At A Glance

Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	2.50
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	350-750	500-1300	400-1300	400-1300
Capacity (vpd)	13600-15100	13600-15100	13600-15100	13600-15100

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



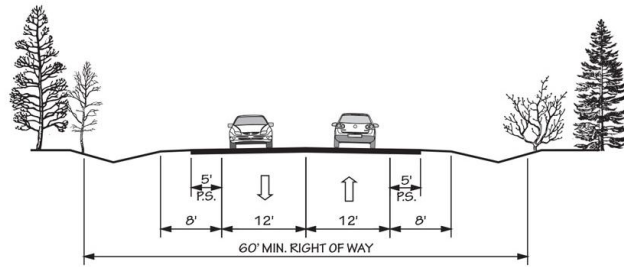


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility in this intersection, which will provide a safer and more efficient transportation system. It also aims to improve useability for truck traffic.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 18 participants. About 83% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Natural Heritage Element Occurrence Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

#### Relationship to Land Use

This intersection lies within a projected rural living area(see the 2021 Vision 2040: Anson County Plan).

### Other Information

During the CTP Process, there was a ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average to above average Health Risk Score.

### Gatewood Station Rd (SR 1121)

From NC 742 to US 52

Local ID: ANSO40002-H

Purpose: Facility Deficiencies

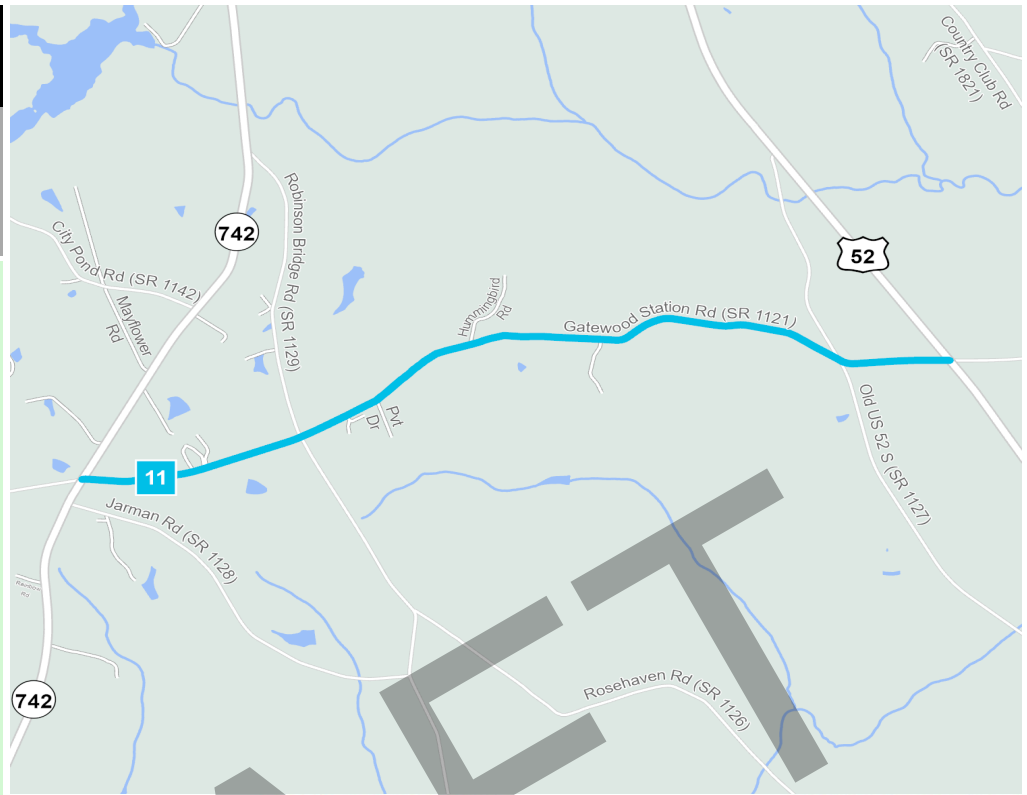
Improvement: Improve Existing

#### Identified Need

Gatewood Station Rd is currently 18-foot wide (9-foot lanes), which creates mobility issues. It can also act as an alternative route for truck traffic heading south of the county.

#### Recommendation

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



### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	
Safety Risk Score	100

### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	350-450	400-500	400-500
Capacity (vpd)	12700-13100	12700-13100	14600-15100

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

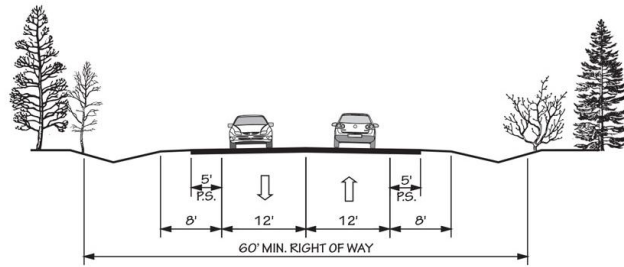


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility through this road by modernizing this roadway system. The modernizations aims to improve safety and accessibility throughout this project.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 27 participants. About 85% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- High Quality And Outstanding Resource Water Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Target Local Watershed Feature(s)
- Water Supply Watershed Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 25% and 50% identify as Hispanic and Latino
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

#### Relationship to Land Use

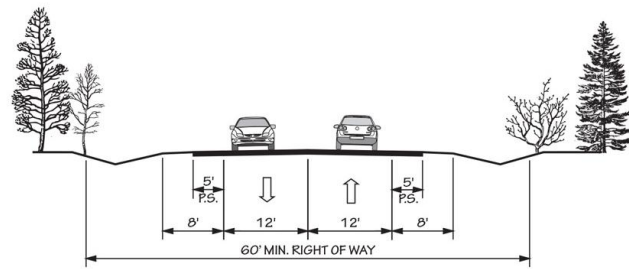
This road lies in projected rural living and working farm areas(see the 2021 Vision 2040: Anson County Plan). Gatewood Station Road passes through the Gatewood Station Zion Church, the William Little Cemetery, and some residential housing.

**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Other Information

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with a high Transportation Disadvantaged Index (TDI) score and has an average Health Risk Score.

### Crash Data

Between January 2015 and December 2019, there were a total of 15 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 6 moderate or minor injury crashes, and 9 property damage only crashes.

### Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

### Bethel Rd (SR 1121)

From NC 109 to NC 742

Local ID: ANSO40003-H

Purpose: Facility Deficiencies

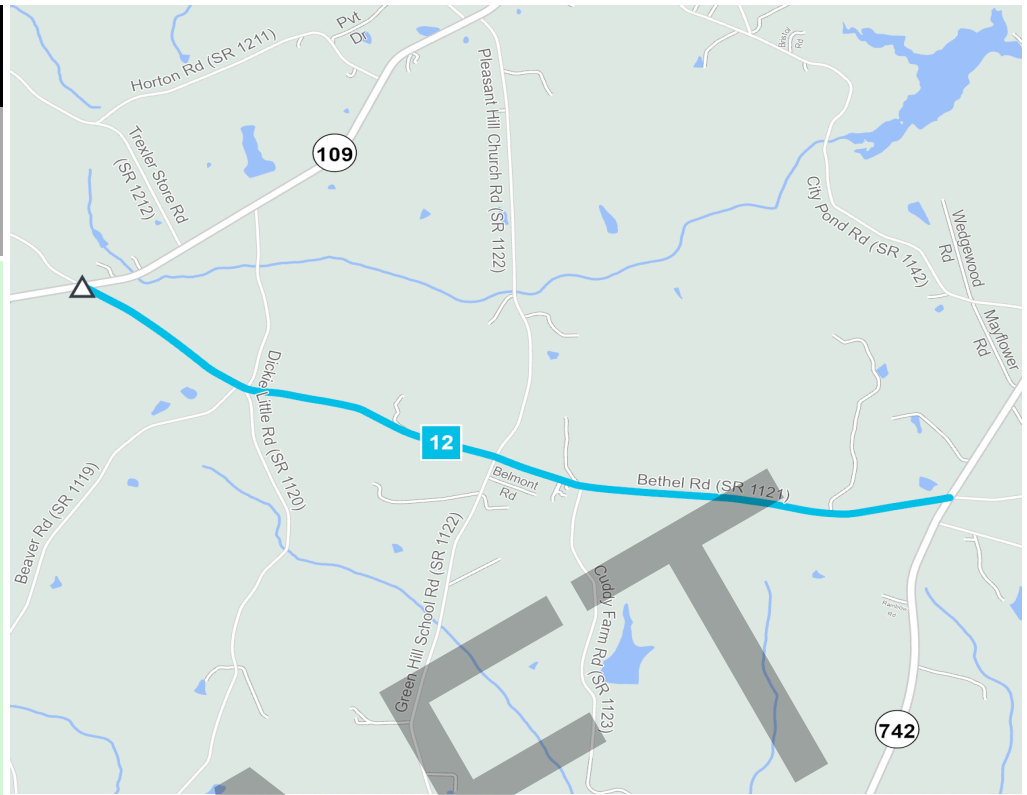
Improvement: Improve Existing

#### Identified Need

Bethel Rd is currently 18-foot wide (9-foot lanes), which creates mobility issues. It can also act as an alternative route for truck traffic heading south of the county.

#### Recommendation

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



### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.40
Existing ROW (feet)	
Safety Risk Score	78

### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	750	700	700	
Capacity (vpd)	13100	13100	15100	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

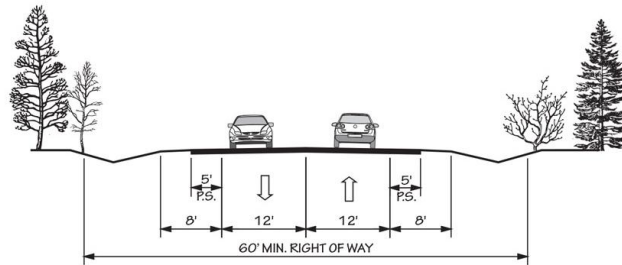


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility through this road by modernizing this roadway system. The modernizations aims to improve safety and accessibility throughout this project.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 26 participants. About 85% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- High Quality And Outstanding Resource Water Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Target Local Watershed Feature(s)
- Water Supply Watershed Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

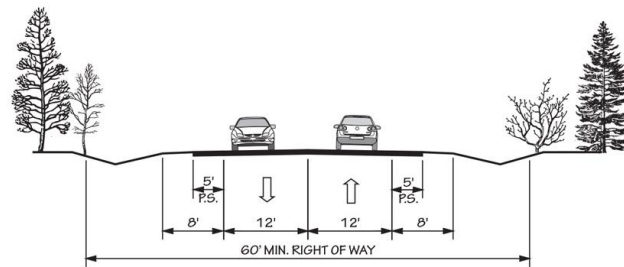
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

**Relationship to Land Use**

This road lies in projected rural living and working farm areas (see the 2021 Vision 2040: Anson County Plan). Gatewood Station Road passes through a few businesses and residential housing.

**Other Information**

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 16 crashes on the segments containing this recommendation. There were 1 fatal or severe injury crash, 6 moderate or minor injury crashes, and 9 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

### Camden Church Rd/White Store Rd (SR 1121)

From White Store Rd (SR 1205) to NC 109

Local ID: ANSO40004-H

Purpose: Facility Deficiencies

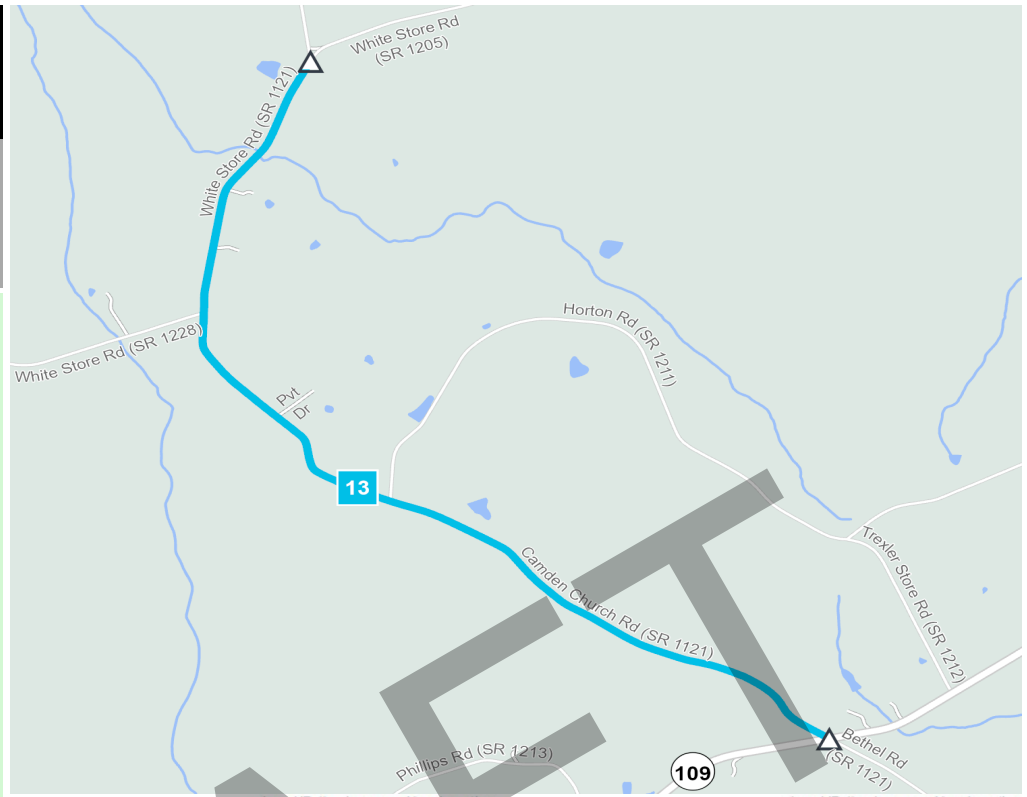
Improvement: Improve Existing

#### Identified Need

Camden Church Rd/White Store Rd are currently 18-foot wide (9-foot lanes), which creates mobility issues. It can also act as an alternative route for truck traffic heading south of the county.

#### Recommendation

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



#### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	
Safety Risk Score	78

#### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	650-750	800-1300	800-1300	
Capacity (vpd)	13600	13600	15100	

#### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



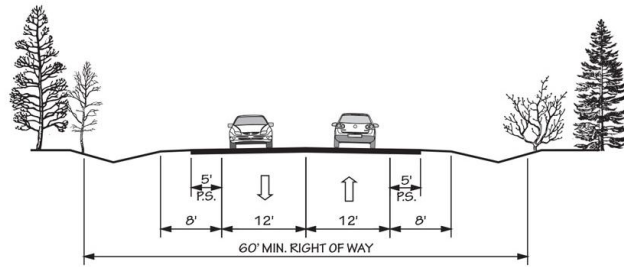


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility through this road by modernizing this roadway system. The modernizations aims to improve safety and accessibility throughout this project.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 27 participants. About 89% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Flood Hazard Area Feature(s)

- High Quality And Outstanding Resource Water Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Target Local Watershed Feature(s)
- Water Supply Watershed Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

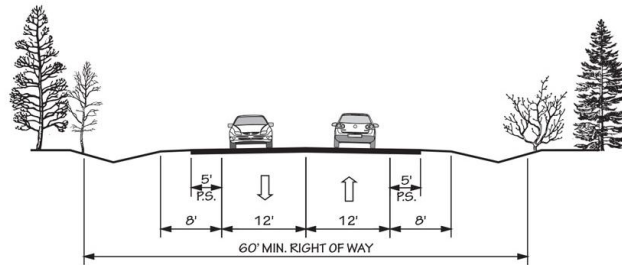
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line

**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 0% and 15% identify as Households with No Car

**Relationship to Land Use**

This road lies in projected rural living and working farm areas (see the 2021 Vision 2040: Anson County Plan).

**Other Information**

During the CTP Process, there was an ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average to above average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 14 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 5 moderate or minor injury crashes, and 9 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

**Prison Camp Rd (SR 1121)**

From Old Prison Camp Rd (SR 1249) to White Store Rd (SR 1205)

Local ID: ANSO40005-H

Purpose: Facility Deficiencies

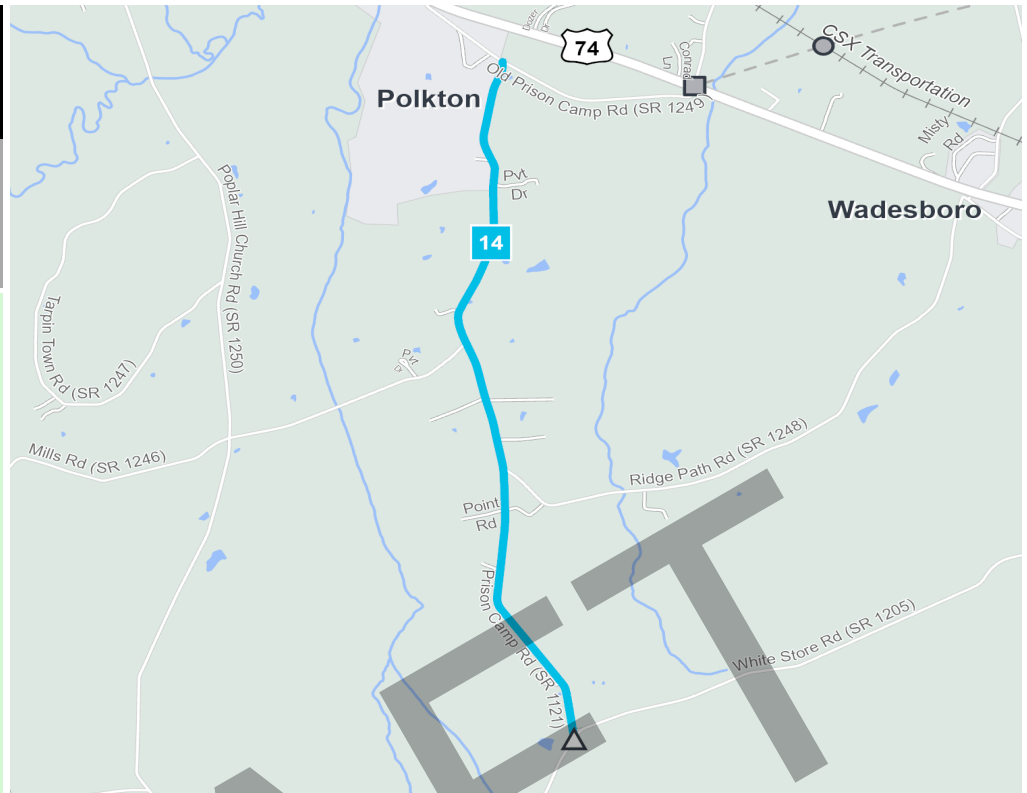
Improvement: Improve Existing

**Identified Need**

Prison Camp Rd is currently 18-foot wide (9-foot lanes), which creates mobility issues. It can also act as an alternative route for truck traffic heading south of the county.

**Recommendation**

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



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.70
Existing ROW (feet)	
Safety Risk Score	100

**Proposal Data: 2019 Base Year 2050 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	600-1400	1100-3700	1100-3700
Capacity (vpd)	13600-15100	13600-15100	15100

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

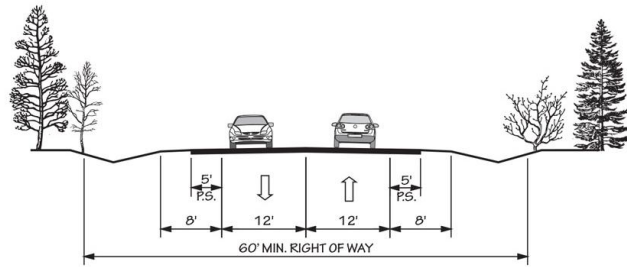


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility through this road by modernizing this roadway system. The modernizations aims to improve safety and accessibility throughout this project.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 25 participants. About 84% of participants agreed with this proposal. 2 comments were left. Both expressed support for the project in conjunction with the other highway projects in this plan. The comments also highlighted the importance of a landscaping plan that combats air and noise pollution.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Managed Area Feature(s)

- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Lake And Pond Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

#### Relationship to Land Use

This road lies in projected rural living and working farm areas(see the 2021 Vision 2040: Anson County Plan).

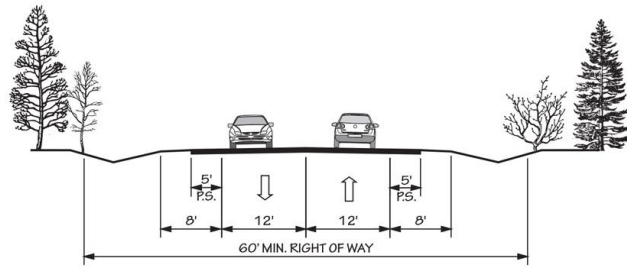
### Other Information

During the CTP Process, there was a ongoing study to evaluate Anson County's health and equity based on

Typical Section Options:  
None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is within an area with an average to above average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 25 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 8 moderate or minor injury crashes, and 17 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

### Old Prison Camp Rd (SR 1249)

From Prison Camp Rd (SR 1121) to US 74

Local ID: ANSO40006-H

Purpose: Facility Deficiencies

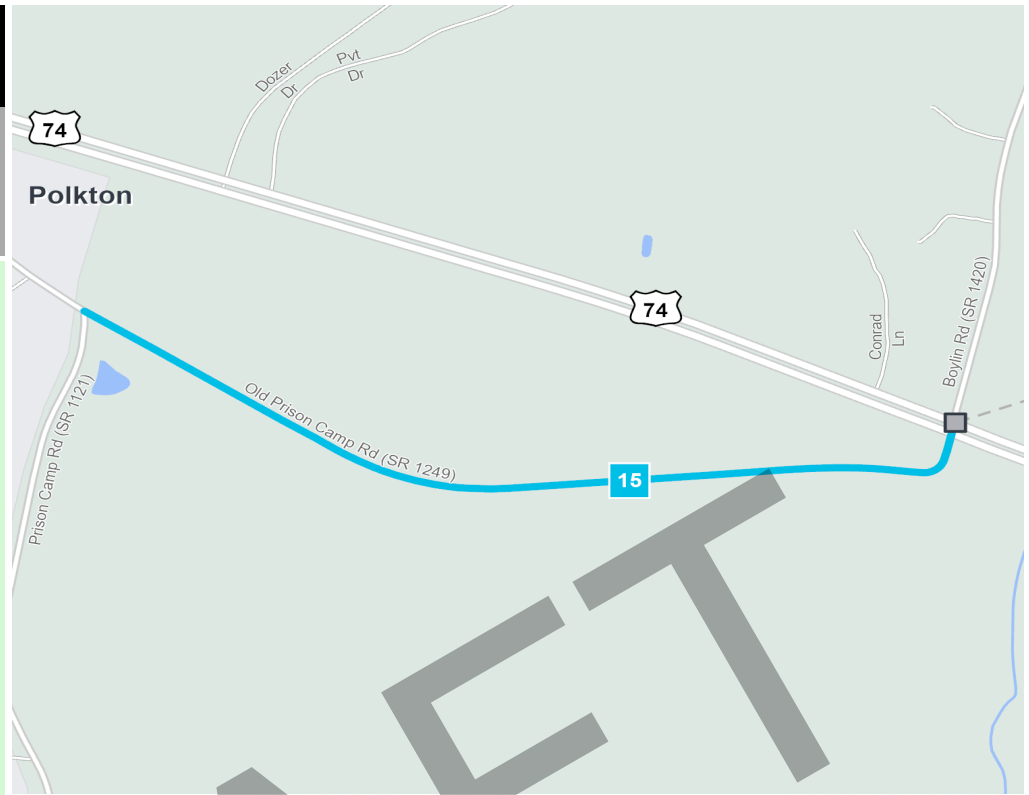
Improvement: Improve Existing

#### Identified Need

Old Prison Camp Rd is currently 20-foot wide (10-foot lanes). It can also act as an alternative route for truck traffic heading south of the county.

#### Recommendation

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.



### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.94
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	800	1100	1100	
Capacity (vpd)	13600	13600	15100	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

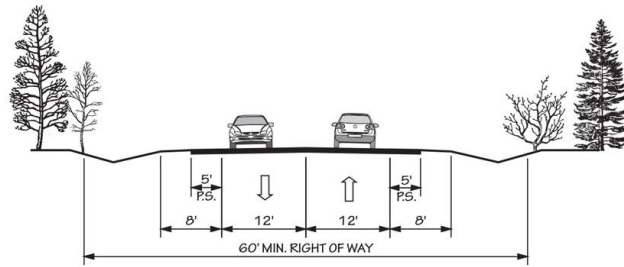


**Typical Section Options:**

None

# TYPICAL SECTION No. 2A

## 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

### Project History/Linkage to Other Plans

Due to high truck traffic in downtown Wadesboro along US 74, this project aims to provide an alternative to trucks travelling towards the southern parts of Wadesboro. By improving existing roads to help accommodate trucks, this aims to alleviate some of the need for trucks to go through downtown before heading towards NC 109, NC 742, and US 52 going south from US 74.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Anson County CTP is to preserve and promote the quality of life and economic development of Anson County and all its municipalities, that includes roadway systems, transit, and sidewalks. This will be accomplished by providing an accessible, integrated, efficient, and safe transportation system. This recommendation aims to improve mobility through this road by modernizing this roadway system. The modernizations aims to improve safety and accessibility throughout this project.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 27 participants. About 70% of participants agreed with this proposal. 3 comments were left. 2 comments expressed support for the project in conjunction with the other highway projects in this plan and the importance of a landscaping plan that combats air and noise pollution. 1 comment was concerned about the project going through their property.

### Potential Impacts

#### Impacts to Natural and/or Human Environment

All environmental data in the database was considered. This Project is within 150 feet of:

- Managed Area Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)

#### Title VI Considerations

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

#### Relationship to Land Use

This road lies in projected rural living areas(see the 2021 Vision 2040: Anson County Plan).

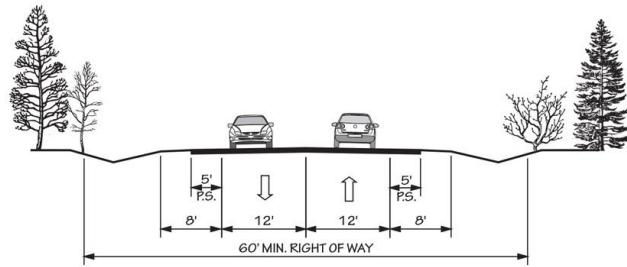
### Other Information

During the CTP Process, there was a ongoing study to evaluate Anson County's health and equity based on demographics, food and health resources, and local facilities. This study recommends to consider the low presence of outdoor recreation and allow for the implementation and mobility to potential recreation spaces near residential communities. This project is

Typical Section Options:  
None

# TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

within an area with an average Health Risk Score.

**Crash Data**

Between January 2015 and December 2019, there were a total of 6 crashes on the segments containing this recommendation. There were 1 fatal or severe injury crash, 0 moderate or minor injury crashes, and 5 property damage only crashes.

**Deficient Bridges**

There are no structurally deficient or functionally obsolete bridges along this recommendation.

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