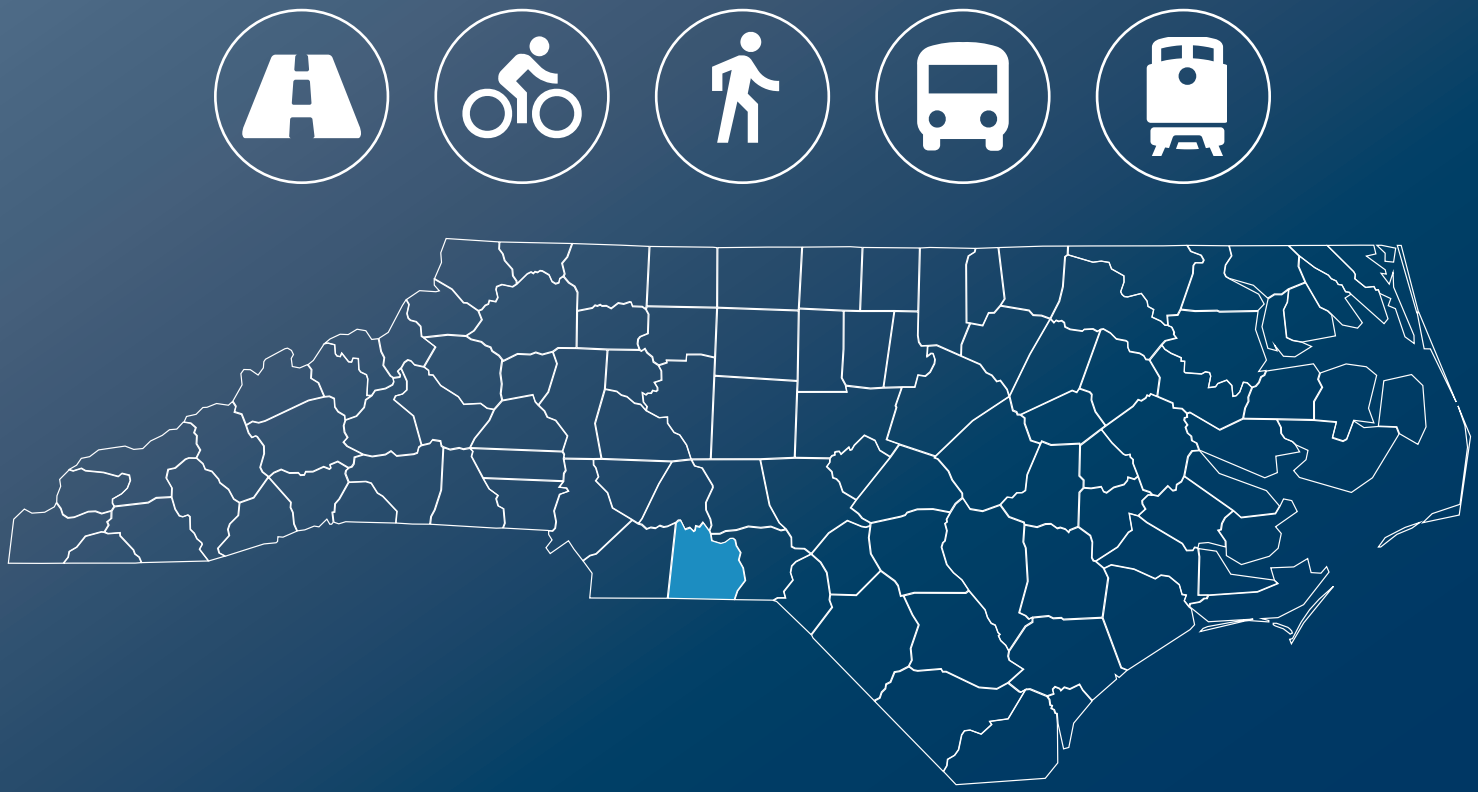
ANSON COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



July 2025

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CTP PROCESS

A Comprehensive Transportation Plan (CTP) is developed to identify transportation system needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. Local officials are encouraged to reference the CTP and coordinate land development and transportation facilities so future needs of the public are met while minimizing human and natural environmental impacts.

The CTP process consists of 7 Phases and 19 process steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below:

Process Guidance - 7 Phases to develop a CTP						
	CTP STEERING COMMITTEE INVOLVEMENT (PHASES 2-6)					
PHASE 1 **CTP Set-Up**	PHASE 2 **Develop Vision**	PHASE 3 **System Assessment**	PHASE 4 **Analyze Alternatives**	PHASE 5 **Develop Draft Plan**	PHASE 6 **Adopt Plan**	PHASE 7 **CTP Close-Out**
Initiate Study & Gather Data	Provide CTP Overview	Perform Highway Analysis	Evaluate Constraints	Consensus on "Draft" Plan	Seek Local Adoption	Distribute Adopted Plan
Establish Study Scope	Develop Community Vision	Perform Non-Highway Analysis	Evaluate Future Year Solutions	Complete Plan	Seek BOT Adoption	Archive Project File
Establish CTP Steering Committee	Select Transportation Network	Perform Multimodal Assessment	Validate Plan Against Vision			Publish CTP

The process is structured to offer flexibility to meet an area's planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area's transportation plan, locally adopted land development plans, and community vision. It provides opportunities for public involvement.

INTERAGENCY COORDINATION

During the long-range transportation planning process, it is important to coordinate with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination can follow the Interagency Coordination Protocol, which provides a consistent methodology for completing and documenting interagency coordination and facilitating the exchange of information in comprehensive transportation planning. The purpose is to provide an efficient way to get meaningful input from interagency partners on long-range transportation plans to enhance the development of the transportation plans and the project proposals. Following this section is a summary of the coordination that was conducted as part of this CTP study.

→ Initiate Contact

A letter notifying resource agencies to the start of the Anson County CTP study was sent in March 2022 to agency partners informing them of the first steering committee meeting. This letter was also used to identify the proper contacts for each agency as well as additional contacts. Additionally, environmental maps were shared to members so they could provide feedback on data layers.

→ Coordinate with Agencies on Data & Goals

Agency members were notified in August 2022 of the Anson County Draft Vision Statement developed by the steering committee, as well as the Anson County Goals and Objectives Survey that was ongoing at the time. In the previous email, they were sent environmental data that were used to create CTP environmental features maps.

→ Validating Resources & Transportation Priorities

Agency members were asked to verify information shared with them and to identify critical areas that should be taken into consideration throughout the study. Three agency members responded with additional resources to be used in consideration of the study area. Resources given by agency members at this stage included Pee Dee River Basin GIS layers, historic preservation GIS maps, and a scoping report from the Fish and Wildlife Resources Commission. One other agency member responded to provide feedback when recommendations were developed.

→ Coordinate on Project Proposals & Alternative Analysis

Project Proposals were shared with agency members to receive any feedback they may have. During the process of the CTP, the Wadesboro bypass project was going through alternatives analysis for the alignment of the roadway. Coordination with the NCDOT and consultant team helped inform the CTP during the process and for public involvement.

→ Submit Draft Transportation Plan for Review

Draft maps and project sheets were emailed to agency members for review. The website holding the draft documentation was also shared with them. No additional comments were received.

COMMUNITY UNDERSTANDING

Prior to the start of the Anson County CTP, the Rocky River Planning Organization (RPO) worked with NCDOT Transportation Planning Division (TPD) Project Engineer to collect information for the Community Understanding Report (CUR). This report was filled out by Rocky River Rural Planning Organization (RPO) and it was used by TPD to provide an overview of the study area throughout the CTP process. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

The CUR covers multiple pieces of information used in the CTP Study, including:

1. Population Trends
2. Population Diversity
3. Community Character
4. Schools, Parks and Community Centers
5. Public Safety/Emergency Response
6. Economic Conditions
7. Development Goals
8. Farming Operations
9. Natural Resources
10. Transportation Choices
11. Seasonal Traffic and Special Events

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1. Population Trends and Projection

Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high-level overview if it is an area where people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policies, efforts.
Potential Data Source(s)	US Census Bureau, NC Office of State Budget and Management
Other Source(s)	Land use/comprehensive plans

Time Horizon	CTP Study Area	County	% Growth from Previous Decade
1990 Census Population		23,474	
2000 Census Population		25,275	7.7%
2010 Census Population		26,948	6.6%
NC State Demographer Forecast Projection (2020)		22,030	—
NC State Demographer Forecast Projection (2030)		21,495	-2.4%
NC State Demographer Forecast Projection (Last Projected Year)		21,380 (2040) 21,349 (2050)	-0.5% -0.1%

A. What are the two most important reasons the CTP Study Area experienced the population trends it did? (Cite the source.)

Lack of educational and employment opportunities.

B. What are the two most important reasons the CTP Study Area is likely to experience the population trends forecast?

The proposed transportation projects (Wadesboro Bypass, Hwy 74 upgrade to interstate) that will make access to/from Anson and Mecklenburg county easier and the rising cost of living in Mecklenburg County would allow Anson County to provide housing for those areas.

C. If known, how is the study area expected to grow? Which areas will have lower or higher growth?

Anson County has an anticipated growth rate of 1% according to the 2020 census data. If the Wadesboro Bypass is constructed and Hwy 74 is upgraded then growth due to increasing housing developments that would allow for commuting to other towns along the corridor. Primary growth is anticipated in residential areas located on the NW part of the County.

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2. Population Diversity

Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Potential Data Source(s)	Population demographic data are important for understanding community characteristics. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Other Source(s)	US Census Bureau, American Community Survey

A. Identify notable and/or underrepresented communities in the CTP Study Area that need to be considered during the CTP process (total and percentage if available)? This does not need to be limited to Limited English Proficiency (LEP) groups.

The ELDERLY (19.7%) and HISPANIC (4.7%).

B. Note low-income populations in the CTP Study Area (total and percentage). The map from the RPO Title VI Plan may be sufficient.

See Title VI maps shown in the "Consideration of Natural and Human Environment" section of the Transportation Planning Analysis Data appendix.

C. Identify the main LEP language groups. Note which LEP language groups total at least 5% of the population, or 1000 total population, whichever is less. This may come from the RPO Title VI Plan.

HISPANIC (4.7%).

D. Are there areas within the CTP Study Area where concerns about race, ethnicity, income have affected project outcomes? (Provide examples and location.)

Anson County is primarily rural. For each project recommendation, the impact on racial, ethnic, and low-income groups is carefully considered.

E. Are there communities or populations within the CTP Study Area that have raised a concern about lack of voice in public opinions? (Provide examples and location.)

No

F. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero vehicles and seniors.

See Title VI maps shown in the "Consideration of Natural and Human Environment" section of the Transportation Planning Analysis Data appendix.

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3. Community Character

Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a "sense of place". The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific.
Data Source(s)	Historic Resources – National Register & Determined Eligible polygons
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Have communities identified community character goals?
Yes. To provide a safe, multimodal, transportation system for all users that supports economic development.

B. Have communities delineated any gateways, historic districts, view sheds, open space, and other areas to be protected or enhanced?

A few historic buildings in downtown Wadesboro.

C. List all major historic downtowns.

Wadesboro

D. List mixed use urban centers.

None to report.

E. List major industrial parks, office parks and single use centers.

Wadesboro Industrial Park

F. List large commercial strips and single use corridors (from a traffic generating perspective).

Anson County Landfill
Wadesboro Business District

G. List major attractions or events in the study area (example: sporting events, festivals, tourism destinations/attractions).

None to report.

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4.Schools, Parks, and Community Centers

Why important?	Schools (*including private schools, charter schools, and community colleges*), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources
Potential Data Source(s)	CTP GIS Data Layers.xls: *(http://data.nconemap.com/geoportal/catalog/main/home.page* *http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005profile.pdf (2005)*
Other Source(s)	County school system, County and municipal parks and recreation departments

Year/Enrollment	County	Elementary Age (K-5)	Middle School (6-8)	High School (9-12)
2000	***3068***	***1096***	***1165***	***807***
2010	***3122***	***1124***	***1020***	***978***
2020	***2974***	***1012***	***1007***	***955***

Year/Enrollment	County	South Piedmont Community College
2000	Anson	***12,034***
2010	Anson	***12,111***
2020	Anson	***12,178***

A. Are there particular geographic areas within the CTP Study Area where school facilities or operations have been especially affected by school age population changes? Are there schools that are expected or likely to close? Are there locations identified where new schools may be constructed?
No

B. Identify local, state, and national parks and recreational facilities.
Wadesboro Park
Pee Dee Wildlife Refuge

C. Are there any new parks and recreational facility locations planned?
No

D. List community centers, performing arts centers, libraries, and museums.
Anson Library in Wadesboro

5. Public Safety/Emergency Response

Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime).
Potential Data Source(s)	***Ped Data:*** http://www.pedbikeinfo.org/pbcat/index.cfm http://www.ncdot.gov/bikeped/researchreports/; http://www.pedbikeinfo.org/pbcat/_ped.cfm ***Bike Data:*** http://www.pedbikeinfo.org/pbcat/_bicycle.cfm
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

A. Identify any areas with high crime incidents that are relevant to the transportation plan.
N/A

B. Are the areas within the CTP Study Area with high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use?
The roads are very narrow and there is a lot of truck traffic. These factors discourage bike use.

C. Are there locations within the CTP Study Area with high medical response calls? (Nursing homes, retirement communities, summer camps, etc.)
No

D. Are there places in the CTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?
No

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6. Economic Conditions

Why important?	The local economy is the lifeblood of the community. Without access to jobs, communities may fade away. *Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh, and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus, two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center but is otherwise scattered.*
Potential Data Source(s)	**Industry Category:** http://accessnc.commerce.state.nc.us/EDIS/demographics.html **Top three employers:** http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

A. What are the major employment centers in the CTP Study Area (note the number of jobs if available)?
Agriculture, industrial

B. Which industry categories and companies employ the most people? (Provide available employment data for each)?
Agriculture, industrial

C. Which industries/companies have produced the newest jobs over the last ten years?
Timber and meat processing.

D. How many jobs are expected in the next 10 years? 20 years? What type of jobs?
Truck drivers, timber. See socioeconomic data appendix for projected jobs.

E. Are these jobs expected to be in the existing major employment centers or in other areas?
Yes

7. Development Goals

Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities.
Potential Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major target areas for residential development.
West along Hwy 74 from Wadesboro

B. Identify major target areas for employment centers.
West along Hwy 74 from Wadesboro

C. Identify major target areas for commercial development.
West along Hwy 74 from Wadesboro

D. Will development density be higher, lower or about the same as existing development?
Higher

E. Will the proximity of housing to jobs, shopping and services be more, less or about the same as existing development?
Same

F. What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area? (Provide a link or where to find it.)
N/A

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8. Farming Operations

Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas. The sector adds $70 billion annually to the State's economy, accounting for 18% of the State's income and employing 17% of its workforce.
Potential Data Source(s)	***http://srsfia2.fs.fed.us/states/north_carolina.shtml*** ***Farms***: *http://www.ncagr.gov/stats/codata/index.htm* ***Timber***: *pages 18-19 of report (http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf)*
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

A. List roads that are known to be impacted by farming equipment or timber trucks.
N/A

B. Are any farms given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?
N/A

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9. Natural Resources

Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies.
Potential Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available), *DENR's Conservation Planning Tool: http://portal.ncdenr.org/web/nhp/gis-download* NC Wildlife Resource Commission's NC Green Growth Toolbox: *http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx*,
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

A. Locate and describe any community identified natural areas, waters, and resources or other valued environmental areas or resources. Please also describe why the resource is important to the community.

Pee Dee River

Rocky River

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10. Transportation Choices

Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community's livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long-range transportation planning.
Potential Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner(s), local transportation plans (particularly if they include a bicycle component), local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major existing and proposed bicycle and pedestrian destinations.
See the Bicycle and Pedestrian Destinations Map in the Multimodal Analysis appendix.

B. Identify major existing and proposed transit (bus and/or rail) destinations.
N/A

C. Identify major existing and proposed freight corridors and destinations.
Hwy 74

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11. Seasonal Traffic and Special Events

Why important?	Estimating peak traffic volumes
Potential Data Source(s)	Tourism Development Authority, Chamber of Commerce
Other Source(s)	County and municipal staff and steering committee members

A. List major attractions or events (example: sporting events, festivals, tourism destinations/attractions).
Pee Dee National Wildlife Refuge
Gaddy's Goose Pond
Anson County Parks & Rec
Wadesboro Park
Annual Big Game Hunt (Polkton)
Christmas Parade (Wadesboro)
Fall Crawl and Candy Trail (Wadesboro)

B. List areas and routes that experience higher seasonal Traffic
US 74 through downtown Wadesboro. Beach Traffic

SOCIOECONOMIC DATA FORECAST AND METHODOLOGY

In the development of the Anson County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. The following socio-economic factors are integral in the establishment of planning assumptions for this study.

→ Population Trend and Projection

→ Employment Trend and Projection

→ Land Use

Travel demand was projected from 2019 to 2050 using a travel demand model based on Annual Average Daily Traffic (AADT) from 1990 to 2019. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the Anson County Vision 2040 Plan which was adopted in 2021 was used.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, employment projections and land use trends to determine the needs in the future transportation system in 2050. This data was endorsed by the Anson County Commissioners on September 12th, 2022.

Population Trends and Projection

Data from the Office of State Budget and Management (OSBM) was used to estimate population trends. The base year population data is consistent with other sources such as Assess NC (Anson County Profile for March 2022) and the Anson County Vision 2040 Plan. ACS (American Community Survey) data was also looked at and shows a decreasing growth rate, though it shows slightly increased population numbers. Population trends from OSBM gave a negative population growth of about 0.09 percent using the annual growth rate (AGR) from previous years (1970-2019). An estimated AGR rate of 0.5% was used for this CTP due to the steering committee's information on some upcoming development projects.

Table 1 - Population Data Table

Year	OSBM Population	Anson County CTP	Population North Carolina
1970	23,488	23,488	5,082,059
1980	25,649	25,649	5,881,766
1990	23,474	23,474	6,628,637
2000	25,275	25,275	8,046,668
2010	26,948	26,948	9,535,688
2015	24,599	24,599	9,968,747
2019	21,999	21,999	10,381,670
2020	22,055	22, 109	10,439,388
2030	21,495	23,209	11,527,150
2040	21,380	24,309	12,669,133
2050	**21,349**	**25,409**	**13,824,955**

County Estimates (North Carolina Office of State Budget and Management)
https://www.osbm.nc.gov/facts-figures/population-demographics

Accessed in March 2022

Employment

Data from the Bureau of Labor Statistics (BLS) was used to estimate future employment conditions. The base year employment conditions matched with other sources such as the N.C. Department of Commerce County Profile and Assess NC (Anson County Profile for March 2022) and the Anson County Vision 2040 Plan. The 2050 employment totals were based on an employment-population ratio of 0.50, which is in line with recent trends (See table 3).

Table 3 – Anson County Employment and Population to Employment

Year	Anson County Population	Yancey County Employed*	Employed/Population Ratio
2000	25,275	10,437	0.41
2010	26,948	9,649	0.36
2015	24,599	10,119	0.41
2019	21,999	10,192	0.46
2050	25,409	12,704	0.50

www.bls.gov/lau/
Accessed on March 2, 2022
*Extrapolated by NCDOT using ratio based on historic trends

Population and Employment data from here were used to help inform the Anson County Travel Demand Model. The model results from this model were used to develop the future traffic volumes for the year 2050 along with historic traffic volumes. Volume-capacity maps were developed for both the base year (2019) and the future year (2050) which were used to identify areas of congestion in Anson County.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Anson County Vision 2040 Plan was used to meet this requirement.

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

Residential:

Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

Commercial:

Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast-food restaurants and service stations; all other commercial establishments would be considered retail.

Industrial:

Land devoted to the manufacturing, storage, warehousing, and transportation of products.

Public:

Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

Agricultural:

Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

Mixed Use:

Land devoted to a combination of any of the categories above.

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

Steering committee meetings were held to help identify areas of growth and potential development for the future of Anson County. Areas in the western part of Wadesboro as well as the town of Polkton were identified as areas of potential growth.

This information was used to adjust the housing, population, and school enrollment for each Transportation Analysis Zone (TAZ) that was used in the Anson County Travel Demand Model. The model results were then used to inform growth rates for the future year. For more information on the travel demand model, see that section of the appendix.

TRANSPORTATION PLANNING ANALYSIS DATA

The influences and impacts of other transportation planning related data & analyses below were used to help analyze the existing transportation system and inform project proposal decisions. In this section, the following topics are included:

Bridge Deficiency Assessment

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

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Thirteen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 2. Of these, two are scheduled for replacement in the 2020 – 2029 TIP. Additionally, two others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to the proposed CTP recommendations and cross sections associated with the recommendations.

The Structures Management Unit analyzes bridges within the Division and shares this information with the Division Bridge Program Manager to assist in determining the prioritization of the bridge projects. The structures unit utilizes various metrics such as condition, structural adequacy, safety, serviceability, and functional capability during this analysis. Once the Division and Structures Management Unit agree upon the bridge replacement priority, the bridges with the highest priority are replaced as Federal and State funds become available.

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

Deficient bridges on roads in the CTP are shown in the table below. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in the Contact Information appendix.

Bridge ID	Facility	Feature	Condition	CTP Project
11	NC109	DEADFALL CREEK	Structurally Deficient & Functionally Obsolete	
14	US52	SOUTH FORK JONES CREEK	Structurally deficient	
28	SR1240	US74	Functionally Obsolete	
36	NC742	LAMPLEY BRANCH	Functionally Obsolete	
37	S.C.L. RR.	NC145	Functionally Obsolete	
38	S.C.L.RR	SR1472	Functionally Obsolete	
39	SR1812	JONES CREEK	Structurally Deficient & Functionally Obsolete	
50	US74 WBL	GOULDS FORK	Functionally Obsolete	
84	NC742	LANES CREEK	Structurally deficient	
87	NC742	RICHARDSON CREEK	Structurally deficient	
114	SR1003	BRANCH OF SHAW CREEK	Functionally Obsolete	
130	SR1252	BIG BRANCH	Functionally Obsolete	
217	SR1654	LANES CREEK	Functionally Obsolete	

Figure 2

BRIDGE DEFICIENCIES

ANSON COUNTY

CTP Analysis and Information

Bridge Features

- # Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 1

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: September 27, 2023

Planning Level Crash Analysis

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 Traffic Safety Unit within NCDOT's Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments. This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. The locations identified as having 5 or more crashes in Anson County between January 1, 2015 and December 31, 2019 are shown on Figure 3. Figure 4 shows fatal crash locations and Figure 5 shows bicycle and pedestrian crash locations. The CTP Steering Committee reviewed crash maps and commented that Anson County has high crashes along US 74, especially at intersections in downtown Wadesboro. The US 74 corridor is a corridor with high volume and a high percentage of truck traffic. Data on crashes from this section were used to identify safety needs on key locations and intersections.

The table in this section depicts a summary of the crashes occurring in the planning area between Jan. 1, 2015 and Dec. 31, 2019. The data represents locations with five or more crashes. The "Number of Crashes" column indicates the number of crashes reported within 150 feet of the intersection during the study period. Intersections are described as the crossing between "Road A" and "Road B". The Average Severity listed is the average crash severity for reported crashes at that location. The NCDOT is involved with investigating and improving many of these locations.

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 Generic Area CTP were shared with NCDOT Division 10.

The primary method for identifying locations that are likely to produce a safety project is through the Highway Safety Improvement Program (HSIP). The HSIP provides a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state

To request a more detailed analysis for any of the locations below, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in the Contact Information appendix.

.

Map Index	Number of Crashes	Road A	Road B	Average Severity
1	50	US 52	NC 109	3.22
2	42	US 74	NC 218	2.23
3	36	US 52	WASHINGTON	4.29
4	30	US 74	SR 1423	4.70
5	25	US 52	WADE	6.18
6	22	US 74	SR 1251	3.02
7	21	US 52	GREENWOOD	4.52
8	21	US 74	CLOUD	5.58
9	19	US 74	SR 1733	4.12
10	17	NC 218	MARTIN	2.31
11	16	US 52	SR 1133	4.24
12	14	NC 218	SR 1419	2.06
13	14	US 74	SR 1259	4.70
14	13	US 52	SR 1816	6.12
15	12	US 74	NC 145	4.70
16	12	US 74	SR 1207	2.85
17	12	US 52	MCDONALDS RESTURANT	4.70
18	11	US 52	SR 1472	5.04
19	10	NC 218	SR 1455	3.96
20	10	NC 742	SR 1138	10.26
21	10	US 52	SR 1131	19.52
22	10	US 52	NC 145	3.96
23	9	NC 218	SR 1002	13.76
24	9	NC 218	SR 1418	2.64
25	9	US 52 SB COUPLET	SR 1714	2.64
26	9	NC 218	SR 1415	3.47
27	9	NC 742	SR 1003	12.11
28	8	SR 1423	WALTON	7.48
29	8	US 74	SR 1422	3.78
30	8	NC 109	SR 1152	6.55
31	8	NC 742	SR 1131	2.85
32	7	NC 218	MONROE	4.17
33	7	NC 742	SR 1418	14.23
34	6	NC 218	SR 1443	3.47
35	6	US 52	BALLARD	20.13
36	6	US 74	CHURCH	5.93
37	6	US 52 SB COUPLET	MCLAUREN	4.70
38	5	NC 109	DEPOT	3.96
39	5	SR 1200	SR 1472	5.44
40	5	NC 109	SMITH	3.96
41	5	US 52	CATHERINE	3.96
42	5	US 74	SR 1812	2.48
43	5	US 52	SR 1418	3.96
44	5	US 52	WAYNE	5.44
45	5	US 74	FRANKLIN	5.44
46	5	NC 742	SR 1121	3.96

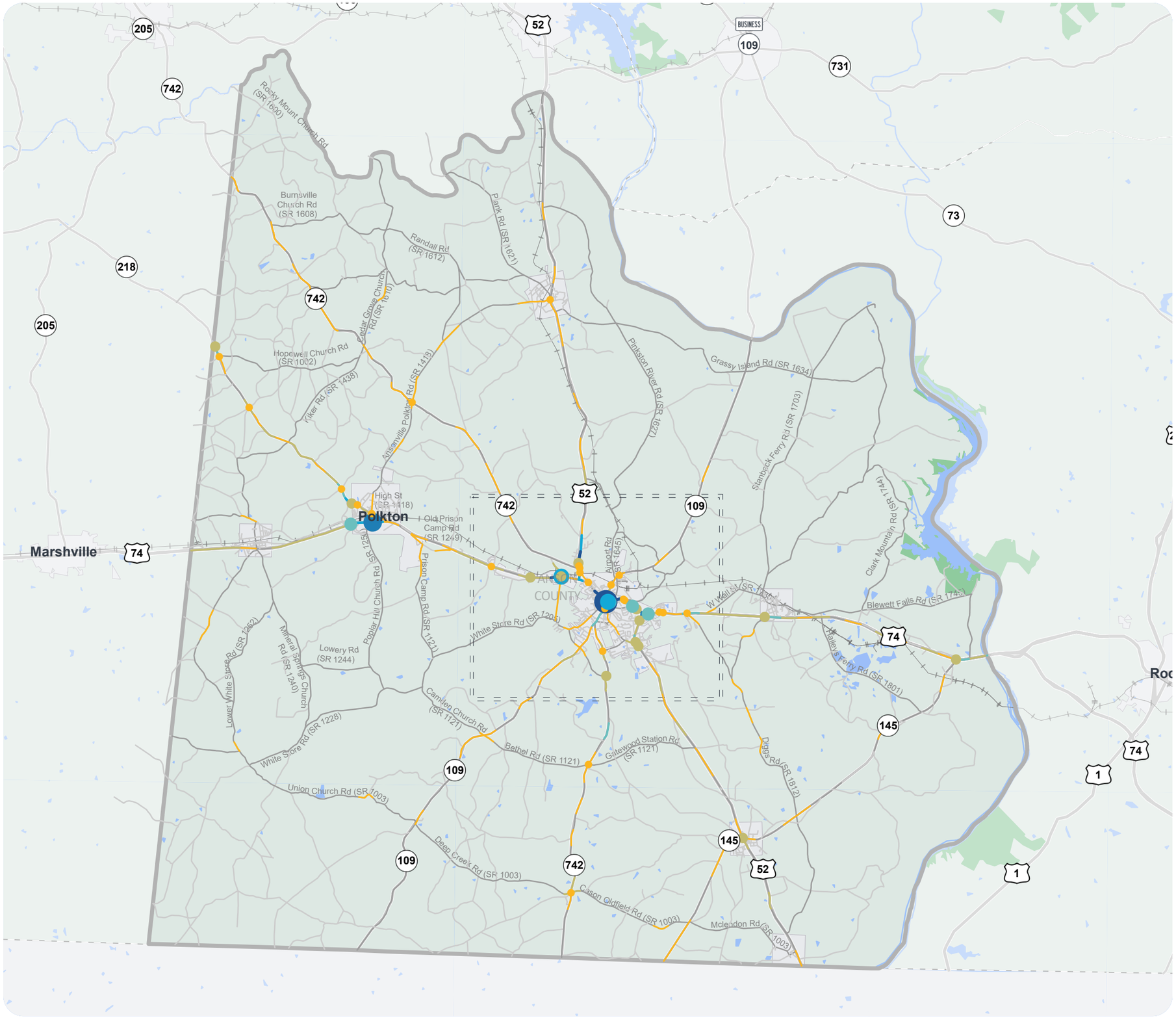

Figure 3

PLANNING LEVEL CRASH LOCATIONS

ANSON COUNTY

CTP Analysis and Information

Planning Level Crash Features

(January 2015 - December 2019)

Total Crashes	Intersection	Road Section
5 - 9	●	———
10 - 19	●	———
20 - 29	●	———
30 - 39	●	———
40 - 49	●	———
50 and above	●	———

Other Features

Study Road

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 1

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: September 27, 2023

Figure 3

PLANNING LEVEL CRASH LOCATIONS

ANSON COUNTY

TOWN OF PITTSBORO INSET

CTP Analysis and Information

Planning Level Crash Features

(January 2012 - December 2016)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
31 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Sheet 1A of 1

Inset A

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 4

FATAL CRASH LOCATIONS

ANSON COUNTY

CTP Analysis and Information

Fatal & Severe Injury Crash Locations
Sections & Intersections
January 2015 - December 2019

Fatal/Severe Injury Crashes Along Roads

- 1 Fatal/Severe Injury Crash
- 2+ Fatal/Severe Injury Crashes

Fatal/Severe Injury Crashes at Intersections

- 1 Fatal/Severe Crashes
- 2+ Fatal/Severe Crashes

Other Features

- Study Road

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 3

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 5

Bicycle and Pedestrian Crashes

ANSON COUNTY

CTP Analysis and Information

Wadesboro Inset

Bicycle Crashes (2015-2019)

Pedestrian Crashes (2015-2019)

Other Features

Study Road

WebAddress

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Sheet 1 of 1

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Consideration of Human and Natural Environmental Features

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

In the Interagency Coordination appendix, the engineer coordinates with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination follows an Interagency Coordination Protocol described in that section.

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following table. Environmental features occurring within **Anson County** are shown in Figure 6 and are shown in **bold** text in the table below.

***Environmental Features* (Bold those included)**

- 24k Hydro Lines
- **303D Streams**
- Airport Boundaries
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- **Benthic Habitat**
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- **Critical Habitat for Threatened andEndangered Species**
- Emergency Operation Centers
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points &polygons)**
- **Hazardous Waste Facilities**
- **High Quality Waters and OutstandingResource Water Management**
- **Historic Resources – National Register andDetermined Eligible (points and polygons)**
- **Hospitals**
- Hydrography - 1:24,000-scale (polygons)
- **Landscape Habitat Indicator Guilds (LHIGs)Managed Areas**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- NC-CREWS: N.C. Coastal Region Evaluationof Wetland Significance
- NCDOT Maintained Mitigation Sites
- **Railroads (1:24,000)**
- Recreation Projects - Land and Water Conservation Fund
- Regional Trails
- Sanitary Sewer Systems - Treatment Plants
- **Schools (Public & Non-Public)**
- Significant Natural Heritage Areas
- State Natural and Scenic Rivers
- State Parks
- **Target Local Watersheds - EEP**
- **Trout Streams (DWQ)**
- Trout Waters WRC (arcs & polygons)
- Unique Wetlands
- **Water Distribution Systems –Tanks & Treatment Plants**
- **Water Supply Watersheds**

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

Title VI

The N.C. Department of Transportation is committed to ensuring that no person – on the grounds of race, color, national origin, limited English proficiency, income status, sex, age or disability – is excluded from participating in, denied the benefits of or otherwise subjected to discrimination under any NCDOT program or activity, as provided by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination laws and authorities.
Title VI applies to NCDOT and any entities receiving federal financial assistance through NCDOT. Other nondiscrimination laws also protect against discrimination, including:

- Section 162(a) of the Federal-Aid Highway Act of 1973 (sex or gender)
- Age Discrimination Act of 1975 (age)
- Section 504 of the Rehabilitation Act of 1973 (disability)
- Americans with Disabilities Act of 1990 (disability)
- Fair Housing Act (religion)
- Federal Aviation Administration's 49 U.S.C. 47123 (religion)

Consideration of Title VI information was used in public engagement and identification of project proposals. Figure 7 shows Title VI maps of different population groups shown by census block group.

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

- National Register and Determined Eligible
- Historic Resources - National Register and Determined Eligible
- Targeted Local Watersheds - EEP
- NC National Parks

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1.1 of 4

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: September 27, 2023

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

- Mitigation Site - NCDOT Maintained
- Natural Heritage Natural Areas
- Managed Areas
- Land and Water Conservation Fund (Recreation Projects)
- Parks and Recreation
- Landscape Habitat Indicator Guilds

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1.2 of 4

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: September 27, 2023

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

School - Colleges & Universities

COLLEGES, UNIVERSITIES, AND PROFESSIONAL SCHOOLS

Other Colleges, Universities, and Technical Schools

JUNIOR COLLEGES

School - Public

School - Private

ArtificialPath

StreamRiver

Airport Boundaries

Flood Hazard Area

Biodiversity Wildlife Habitat Assessment

- 9 - 10 (Maximum)
- 8
- 7
- 6
- 5
- 2 - 4
- 1 (Moderate)
- 0 (Unrated)
- Impervious Surface > 20%

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1.3 of 4

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

- Hospital
- NC CREWS
- National Wetlands Inventory (NWI)
- APNEP Submerged Aquatic Vegetation
- StudyRoads

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1.4 of 4

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: September 27, 2023

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Environmental Features Legend

- HW — Hazard Substance Disposal Site
- HW — Hazardous Waste Facility
- 303d - Streams
- Hazard Substance Disposal Area
- High Quality Waters and Outstanding Resource Water Management
- Water Supply Watershed

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 2.1 of 3

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: September 27, 2023

Figure 6

ENVIRONMENTAL FEATURES

ANSON COUNTY

CTP Analysis and Information

Environmental Features Legend

- Boating Access - Public
- Emergency Operation Center
- Bicycle Routes

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 2.2 of 3

Base map date: September 20, 2021

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Plan Date: September 27, 2023

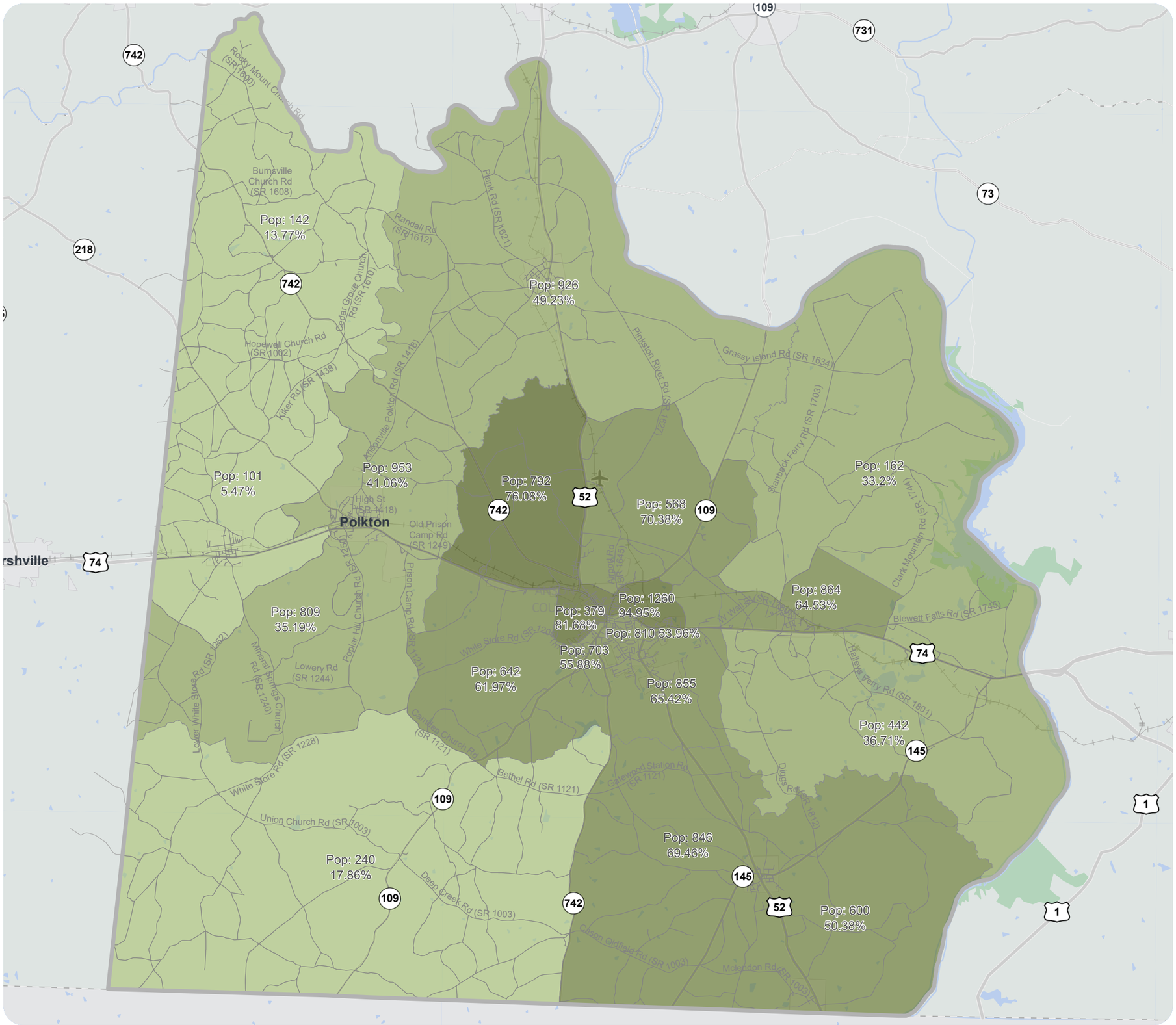

Figure 7

Title VI % of Population for Minority/Non-White: African American

ANSON COUNTY

CTP Analysis and Information

African American

Percentage by Census Block Group

- 0%
- 0.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 14

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.

Plan Date: July 25, 2023

Figure 7

Title VI % of Population for Age 65 and Over

ANSON COUNTY

CTP Analysis and Information

Age 65 and Over Population

Percentage by Census Block Group

- 0%
- 0.1% - 25%
- 25.1% - 50%
- 50.1% - 100%

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 14

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.

Plan Date: July 25, 2023

Figure 7

Title VI % of Population for Minority/Non-White: Asian

ANSON COUNTY

CTP Analysis and Information

Asian

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 100%
- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 3 of 14

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: July 25, 2023

Figure 7

Title VI % of Population Below Poverty Line

ANSON COUNTY

Comprehensive Transportation Plan

Populations Below Poverty Line
Percentage by Census Block Group

- 0% - 0.9%
- 1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 4 of 14

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.

Plan Date: July 25, 2023

Figure 7

Title VI % of Population for Minority/Non-White: Hawaiian or Pacific Islander

ANSON COUNTY

CTP Analysis and Information

Hawaiian/Pacific Islander Percentage by Census Block Group

- 0% - 0.9%
- 1% - 2.5%
- 2.6% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 5 of 14

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: July 25, 2023

Figure 7

Title VI % of Population for Minority/Non-White: Hispanic and Latino

ANSON COUNTY

CTP Analysis and Information

Hispanic/Latino

Percentage by Census Block Group

- 0% - 0.9%
- 1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 6 of 14

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: July 25, 2023

Figure 7

Title VI % of Households with No Car

ANSON COUNTY

Populations - No Car Ownership

Percentage by Census Block Group

- 0%
- 0.1% - 15%
- 15.1% - 20%
- 20.1% - 50%
- 50.1% - 75%
- 75.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 7 of 14

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: July 25, 2023

Figure 7

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander

ANSON COUNTY

CTP Analysis and Information

Limited English Proficiency - Asian

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 8 of 14

Base map date: September 20, 2021

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Plan Date: July 25, 2023

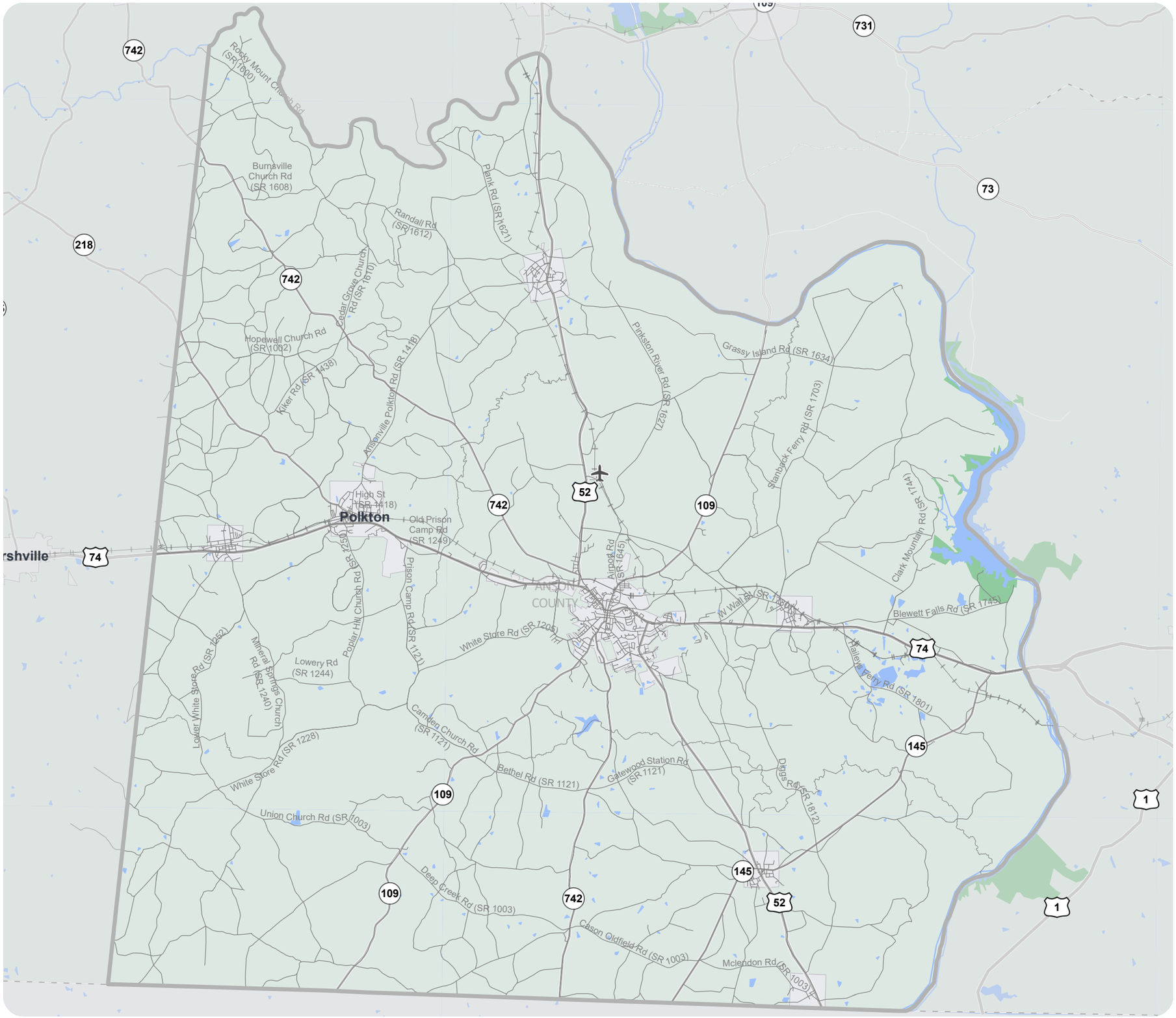

Figure 7

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Indo-European

ANSON COUNTY

CTP Analysis and Information

Limited English Proficiency - Indo-European

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 9 of 14

Base map date: September 20, 2021

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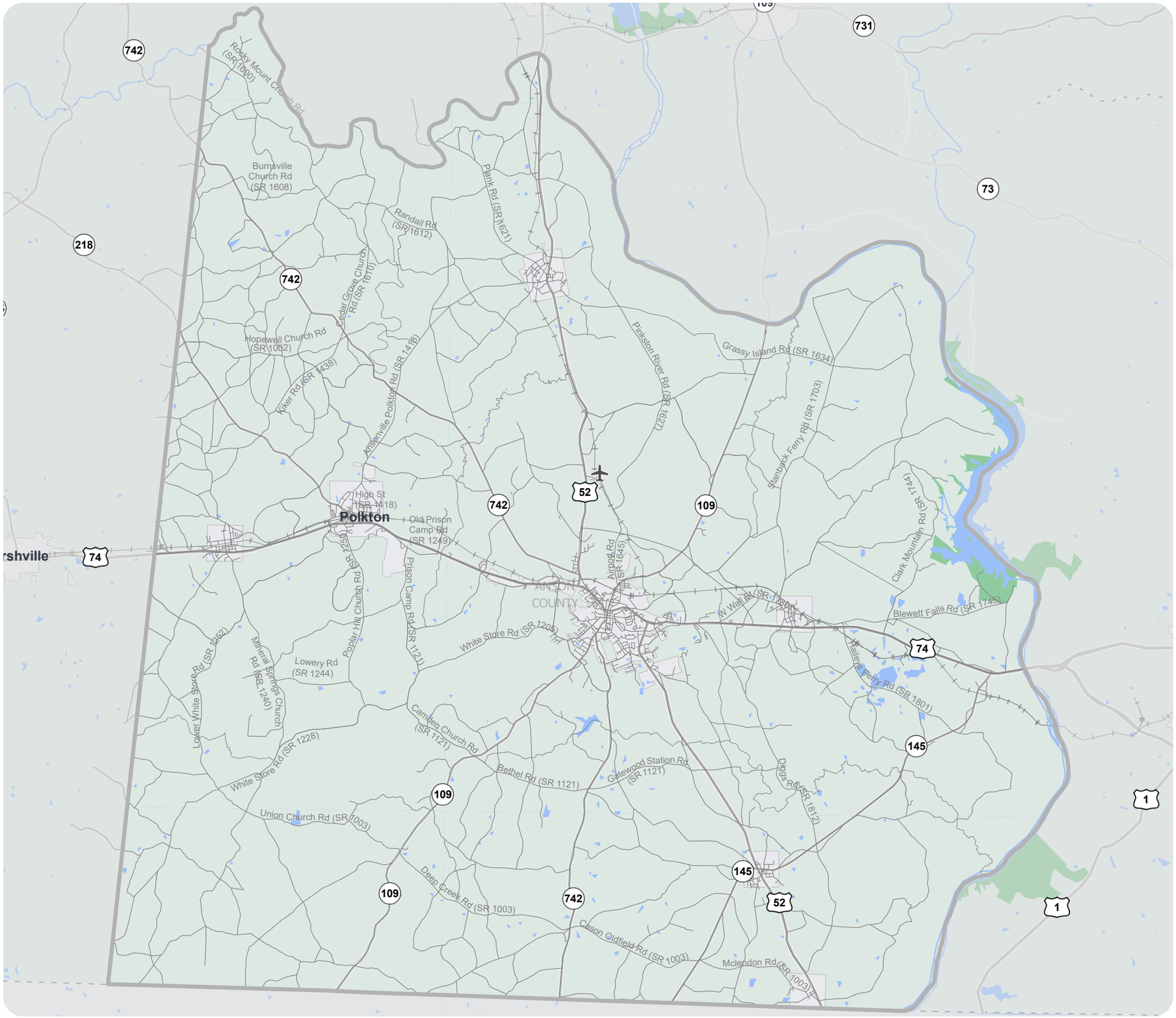

Figure 7

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Other

ANSON COUNTY

CTP Analysis and Information

Limited English Proficiency - Other

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 10 of 14

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: July 25, 2023

Figure 7

Title VI % of Population Over 18 w/ Limited English Proficiency (LEP) - Spanish

ANSON COUNTY

CTP Analysis and Information

Limited English Proficiency - Spanish

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 15%
- 15.1% - 25%
- 25.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 11 of 14

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: July 25, 2023

Figure 7
Title VI % of Population for Minority/Non-White: Native American

ANSON COUNTY

CTP Analysis and Information

Minority/Non-White: Native American

Percentage by Census Block Group

- 0%
- 0.1% - 15%
- 15.1% - 25%
- 25.1% - 50%
- 50.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 12 of 14

Base map date: September 20, 2021

Legal Disclaimer

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Plan Date: July 25, 2023

Figure 7
Title VI
% of Population for
Minority/Non-White: Some Other Race

ANSON COUNTY

CTP Analysis and Information

Minority/Non-White: Some Other Race

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 13 of 14

Base map date: September 20, 2021

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Plan Date: July 25, 2023

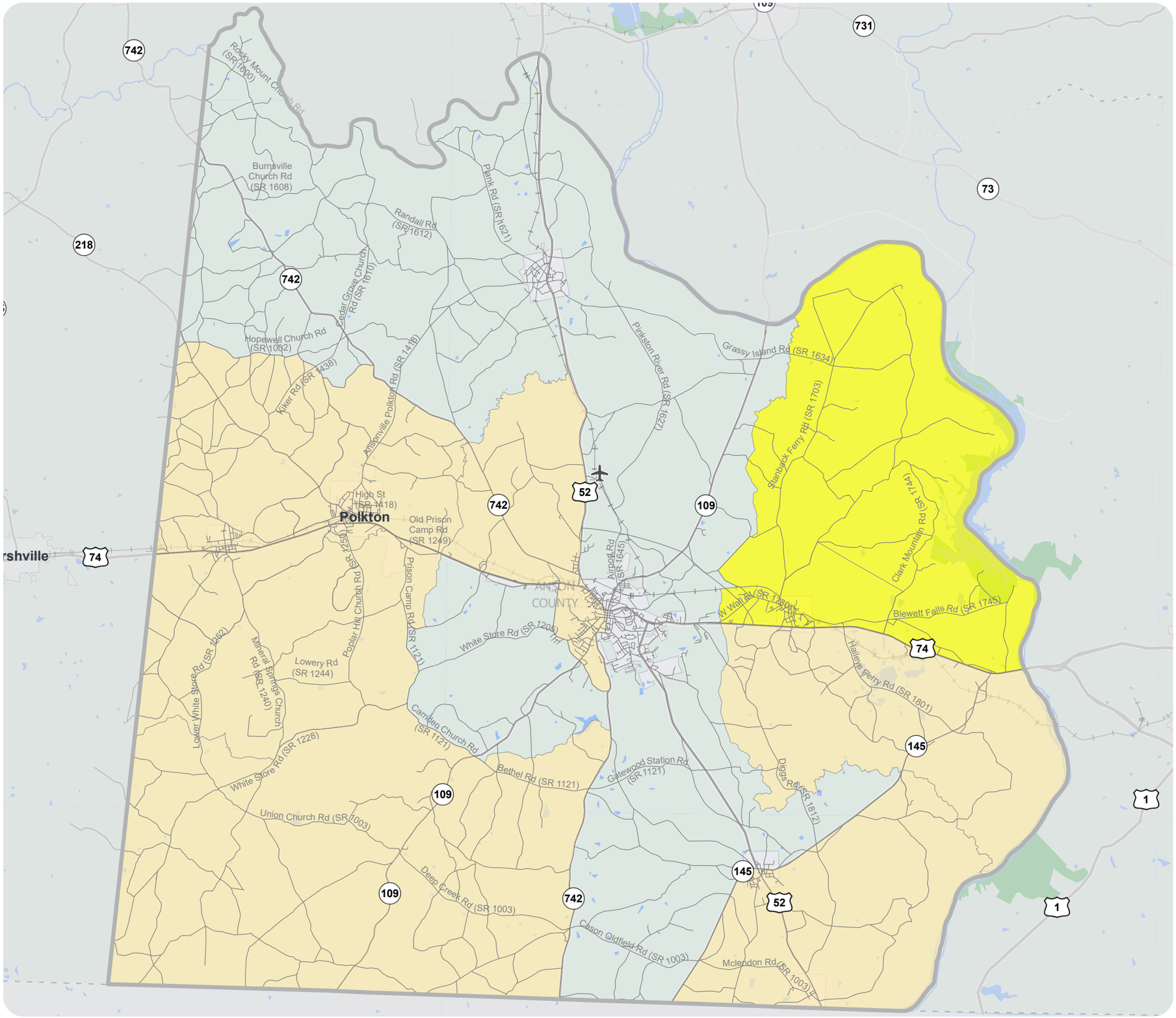

Figure 7

Title VI % of Population for Minority/Non-White: Two or More Races

ANSON COUNTY

CTP Analysis and Information

Minority/Non-White: Two or More Races

Percentage by Census Block Group

- 0%
- 0.1% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 100%

Other Features

- Study Road
- MPO Boundary
- RPO Boundary

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 14 of 14

Base map date: September 20, 2021

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

Plan Date: July 25, 2023

Freight

NCDOT's Statewide Freight Plan provides a framework for consideration in CTPs, so that the following can be accomplished:

- Set specific multimodal transportation goals, strategies and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life
- Provide clear, compelling freight-specific recommendations that support the 25-year vision, strategic corridors and address the criteria in the Strategic Transportation Investments prioritization process
- Offer strategies for helping elected officials, taxpayers and voters, and the public better understand the value of freight transportation investments
- Meet FAST Act requirements and ensure that North Carolina can use its National Freight Program funds, which require states to develop comprehensive state freight plans and encourages states to establish state freight advisory committees.
    - N.C. Freight Network Assessment
    - Supply Chain and Logistics Profile
    - Truck Parking Study

Anson County carries a large volume of through traffic throughout its major roadways. One of the major statewide connectors is US 74, referred to as Corridor U, which acts as a major east-west facility connecting Wilmington to Columbus. Roads such as US 52, NC 109, and NC 742 also have a high percentage of truck traffic, but their overall traffic volume is lower compared to the US 74 corridor. This was used to inform the identified need of major freight corridors.

Figure 8

FREIGHT MAP

ANSON COUNTY

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
- Active Rail
- High Crash Intersection
- Study Road

NCDOT Truck Network

- Restricted
- Reasonable Access
- Unrestricted

Intermodal Truck Terminals

- Air
- Rail
- Truck
- Port & Rail
- All Other Types

Other Features

- Airport
- Seaport
- Existing Freight Generator
- Future Freight Generator
- Military Facility
- Military Installation

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 2

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 8

Truck Percentage

ANSON COUNTY

CTP Analysis and Information

Truck AADT %

0 - 5%

Truck AADT (# Trucks/day)

- Less than 500
- 500 to 1000
- 1001 to 2000
- 2001 to 3500
- More than 3500

5 - 10%

Truck AADT (# Trucks/day)

- Less than 500
- 500 to 1000
- 1001 to 2000
- 2001 to 3500
- More than 3500

10 - 15%

Truck AADT (# Trucks/day)

- Less than 500
- 500 to 1000
- 1001 to 2000
- 2001 to 3500
- More than 3500

>15%

Truck AADT (# Trucks/day)

- Less than 500
- 500 to 1000
- 1001 to 2000
- 2001 to 3500
- More than 3500

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 2 of 2

Base map date: September 20, 2021

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Plan Date: September 27, 2023

North Carolina Department of Transportation - Transportation Planning Division and North Carolina Department of Information Technology - Transportation GIS Unit.

Resiliency

NCDOT considers resiliency, starting with consideration in CTPs. NCDOT is developing a statewide Risk and Resiliency Plan, which will include a Vulnerability and Risk assessment for all the Strategic Transportation Corridors (STCs). The aim of the Risk and Resiliency Plan is to achieve the initial objectives set forth by Governor Cooper's Executive Order 80 Section 9 (EO 80) and define meaningful, action-oriented pathways to further understand, identify and manage weather and climate risk and vulnerabilities in order to plan, design, build and maintain a more resilient and sustainable transportation network.

When examining Anson County, a few different factors were looked at in terms of resiliency:

- Deficient Bridge data from NCDOT's structures division
- Historic Flooding events between 2015 and 2019 using Traveler Information Management System (TIMS) data
- Projected Inundation locations based on 100–500-year flooding events. These are at the point when the road is expected to be 0.5 feet inundated.

A map was created that displays this information and it was shared with the steering committee. This map was used to identify areas of concern along major roadways in case of flooding events.

The majority of projected flooding events occur along minor roadways; however, there is a location along US 74 near Polkton which shows projected flooding. US 74 is the major east-west highway in the county, but there are alternative roadways around the projected inundation area which are not projected to flood and can be used as an alternate route. There are not any projected inundation chances along major north-south roadways based on the data considered.

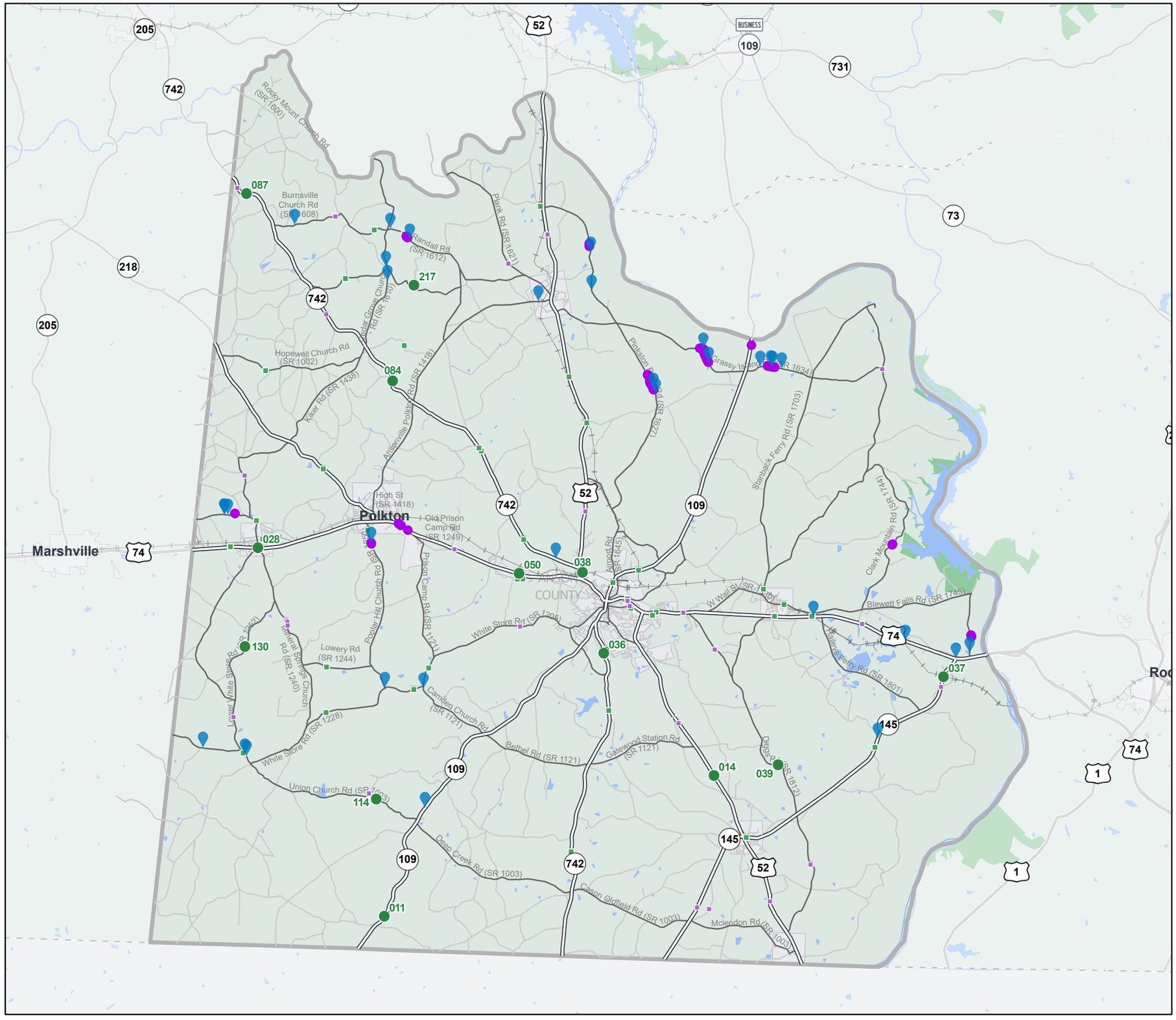

Figure 9

Resiliency Analysis

ANSON COUNTY

CTP Analysis and Information

Bridge Features

- Deficient Bridge
- Bridge
- Other Structure
- Projected Inundation Chances
- Reported Flooding Events (2015-2019)

Other Features

- Study Road

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 1

Base map date: September 20, 2021

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Plan Date: July 25, 2023

MULTIMODAL ANALYSIS

This appendix shows documentation for the methodologies used for each mode of transportation. This section provides maps utilized in the analysis process for each mode.

NCDOT adopted a **"Complete Streets"** policy in July 2009, and it was updated in 2019. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

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

The following information is provided in this section:

Highway

Analysis of the Existing and Future Transportation System

In order to develop a CTP, the following are considered:

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

Analysis Methodology and Data Requirements

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. Reliable forecasts of future travel patterns must be estimated to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns. 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.

After forecasts are complete, deficiencies are identified through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis.

Roadway System Analysis

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

One of those statewide initiatives is the Strategic Transportation Corridors (STC) adopted by the Board of Transportation on March 4, 2015.

The STC identified a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and seaports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs, and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities. They connect statewide and regional activity centers to enhance economic development, promote highly reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network has been cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network has been done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution has been sought.

In the development of this plan, travel demand was projected from 2019 to 2050 using a travel demand model. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Anson County Commissioners (September 12th, 2022). Refer to the Socio-economic Data forecasting methodology Appendix for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 2 for existing and future capacity deficiencies. The 2050 traffic volumes in Figure 2 are an estimate of the traffic volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2024 – 2033 Transportation Improvement Program (TIP).

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

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2015 Highway Capacity Manual using the Transportation Planning Division's LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to the Definition and References appendix for detailed information on LOS.

Implementation

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

Initiative for implementing the CTP rests mostly with the policy boards and residents of Anson County. Projects should be prioritized locally and submitted to the Rocky River RPO and submittal to NCDOT. Refer to the Contact Information Appendix for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does

propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or state) Environmental Policy Act (SEPA), as applicable. During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data to the NEPA/SEPA process

Figure 10

2019 VOLUME AND CAPACITY DEFICIENCIES

ANSON COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2019)

- 2019 Volume / Capacity — Under Capacity (0-0.79)
- 2019 Volume / Capacity — Near Capacity (0.80-0.99)
- 2019 Volume / Capacity — Over Capacity (1.00+)

Other Features

- Studied Roads

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 2

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 10

2019 VOLUME AND CAPACITY DEFICIENCIES

ANSON COUNTY

TOWN OF WADESBORO INSET

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2019)

2019 Volume / Capacity	Under Capacity (0-0.79)
2019 Volume / Capacity	Near Capacity (0.80-0.99)
2019 Volume / Capacity	Over Capacity (1.00+)

Other Features

Studied Roads

WebAddress

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Sheet 1A of 2
Inset A

Base map date: September 20, 2021

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Plan Date: September 27, 2023

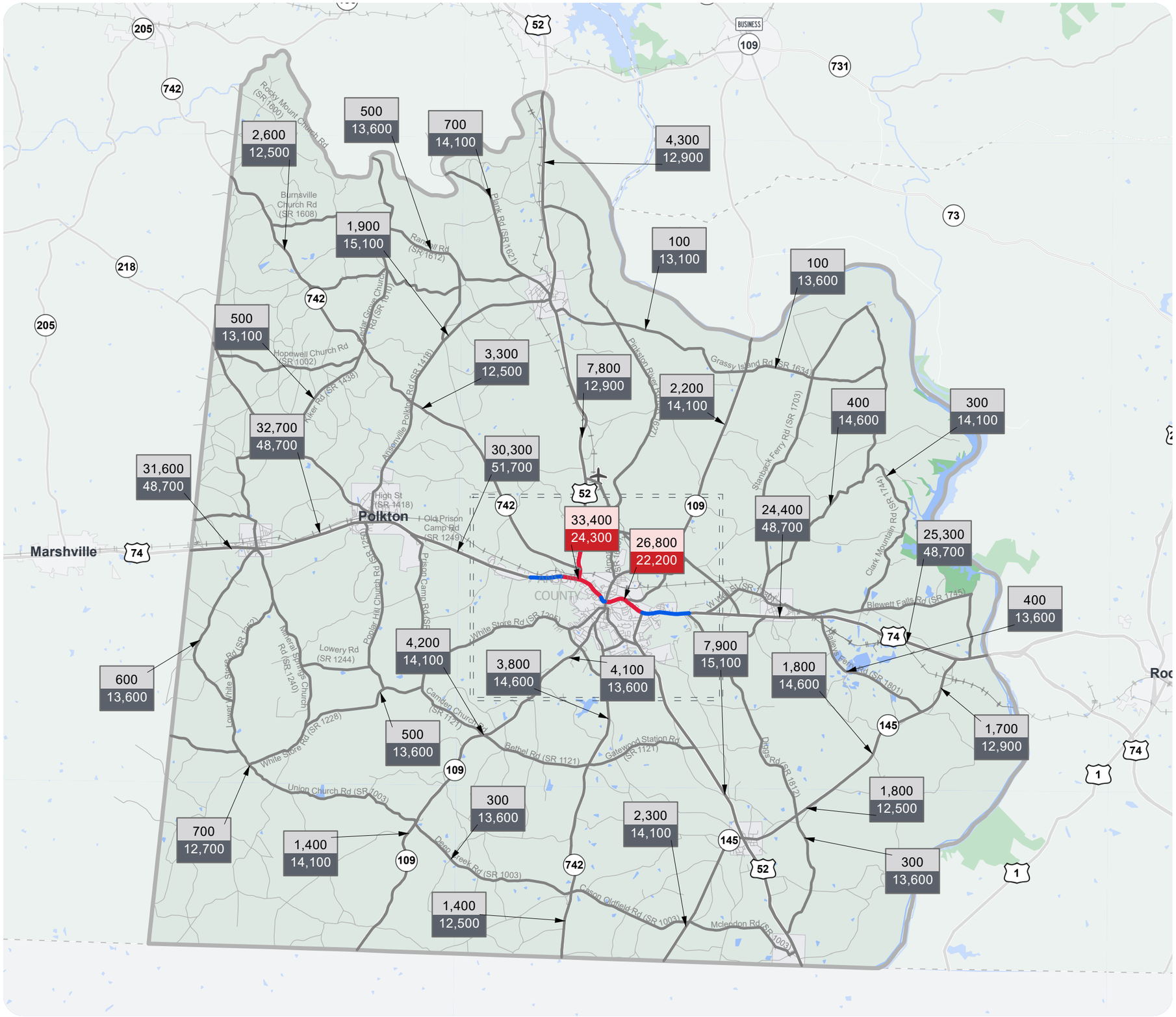

Figure 10

2050 VOLUME AND CAPACITY DEFICIENCIES

ANSON COUNTY

CTP Analysis and Information with Committed TIP

Volume and Capacity Ratio Features
(Future Year 2050)

- 2050 Volume / Capacity — Under Capacity (0-0.79)
- 2050 Volume / Capacity — Near Capacity (0.80-0.99)
- 2050 Volume / Capacity — Over Capacity (1.00+)

Other Features

- Studied Roads

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 2 of 2

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 10

2050 VOLUME AND CAPACITY DEFICIENCIES

ANSON COUNTY

TOWN OF WADESBORO INSET

CTP Analysis and Information with Committed TIP

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / Capacity	Under Capacity (0-0.79)
2050 Volume / Capacity	Near Capacity (0.80-0.99)
2050 Volume / Capacity	Over Capacity (1.00+)

Other Features

Studied Roads

WebAddress

N

0 0.17 0.35 0.7 1.05 1.4 Miles

Sheet 2A of 2
Inset A

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Bicycle and Pedestrian

Bicyclists, pedestrians, and transit users are an integral part of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians and incorporate first-mile and last-mile connections for transit users. NCDOT's Complete Streets Policy, updated in 2019, clarifies responsibilities regarding the provision of bicycle, pedestrian, and transit facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, and maintenance. All bicycle, pedestrian, and transit improvements undertaken by NCDOT are based upon this policy. An Action Plan and Implementation Guide were developed to support the policy. The 2019 Complete Streets Policy some now covers guidelines from the other, replaced policies.

Reference

Inventories of planned bicycle and pedestrian facilities for the planning area are presented in the Inventory Table. Piedmont Triad's Central Park Bicycle Plan was used in the development of the CTP since it also includes Anson County. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Integrated Mobility Division. Refer to the Contact Information appendix for contact information for the Integrated Mobility Division.

Bicycle and Pedestrian Analysis

Throughout the process of the CTP, existing conditions and regional plans were used to analyze the bicycle and pedestrian needs. The steering committee identified major destinations that people would walk or bike to. These destinations were marked on an analysis map. On this map, two-mile buffers were placed around these key destinations with the purpose of identifying roadways that served as important connectors between them. Several configurations were suggested for multiuse paths based on these destinations by the steering committee, and three multiuse paths were recommended based on these. Bicycle and pedestrian crash analysis maps were also used to identify roadways in need of bicycle, pedestrian, or multiuse facilities.

The Piedmont Triad Regional Council's Central Park Bicycle Plan was referenced during this step and compiled in the maps in this section of the appendix. The plan aims to connect rural cities and towns and consists of 4 loops. The South Uwharrie Loop covers 135 miles and 8 small towns throughout Anson and Stanly Counties, providing access to the Yadkin Pee Dee River and the wildlife refuge and lakes. There are no statewide bicycle plans for Anson County. There are also no bicycle lanes existing in the county. In accordance with the Complete Streets Policy, roadway facilities with highway improvement recommendations were also evaluated for bicycle and pedestrian improvements.

Bicycle and pedestrian improvements aimed to provide connected facilities that accommodate bikes and pedestrians safely with the addition of multiuse paths and sidewalks. In additional to connectivity, the improvements are intended to improve the safety and quality of facilities and encourage more use of the facilities. Existing sidewalks were identified in Anson County that are in poor condition and not well maintained, with some having utility poles through them, making them difficult to use. While public involvement results showed the desire for more and higher quality bicycle and pedestrian accommodations, it should be noted that some comments showed disinterest in expanding facilities, feeling that the current state is adequate or that there is no demand for more facilities.

Community Feedback

The Anson County CTP Survey showed the desire to improve biking and walking options. Some comments showed contentment for the current state of the sidewalks and biking options. Comments on the survey included:

- Preference for greenways
- Preference for biking paths outside the road
- Improve connectivity between existing facilities, towns, and schools
- Improve safety for bikers
- Improve conditions of existing sidewalks
- Improve conditions along 74
- Satisfaction with the amount of existing sidewalks
- Belief that more biking options might not be necessary

Survey comments were reviewed by the steering committee meeting and were used in the identification of project proposals. Project sheets for these proposals reference the community feedback and recommended improvements.

Figure 11

Bicycle and Pedestrian Analysis

ANSON COUNTY

CTP Analysis and Information

Wadesboro Inset

Destinations

- College/University
- Government Office
- Hospital/Polyclinic
- Library
- Museum
- Recreation
- School

- 1/2 Mile Buffer
- 3 Mile Buffer
- Proposed Trail (Great Trails State Plan)
- Trail Gap (Great Trails State Plan)
- Bicycle Crashes (2015-2019)
- Pedestrian Crashes (2015-2019)

WebAddress

N

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 1

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Plan Date: September 27, 2023

Figure 11

Bicycle and Pedestrian Analysis

ANSON COUNTY

CTP Analysis and Information

Wadesboro Inset

Destinations

- College/University
- Government Office
- Hospital/Polyclinic
- Library
- Museum
- Recreation
- School

- 1/2 Mile Buffer
- 3 Mile Buffer
- Proposed Trail (Great Trails State Plan)
- Trail Gap (Great Trails State Plan)
- Bicycle Crashes (2015-2019)
- Pedestrian Crashes (2015-2019)

WebAddress

N

0 0.2 0.4 0.8 1.2 1.6 Miles

Sheet 1A of 1

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Public Transportation

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another. North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

Urban Transportation Fixed Corridors

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

- **Fixed Routes – Local**: Provides service to every stop along the route
- **Fixed Route – Express**: Does not provide service every stop along the route
- **Bus on Shoulder (BOSS)**: Specific routes designated to bypass congested traffic areas
- **Bus Rapid Transit Busways** that operate in rapid transit highway corridors

Rural Fixed Corridors

Local transportation efforts formerly centered on assisting clients of human service agencies. Today, most rural systems serve the public and those clients.

- **Deviated Fixed Route** – Transit service provided that uses a hybrid of fixed-route and demand response services. With this type of service, buses stop at fixed points and maintain a timetable but can deviate from the route to go to a specific location for a scheduled request.

Regional Fixed Corridors

Regional Transit Service that connects local and regional providers, and transportation authorities. Regional community transportation systems are composed of two or more contiguous counties providing coordinated/consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.

Park and Ride Lots

They are vehicle lots designed for transit commuters.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on the inventory table. All recommendations for public transportation were coordinated with the local governments and the Integrated Mobility Division of NCDOT. Refer to the contact information appendix to contact the Integrated Mobility Division.

Existing Public Transportation

Anson County Transit provides public services to take people to doctor's appointments, employment, nutrition sites, post-secondary school, recreational functions, and shopping facilities using a fleet of vehicles. There are two major ways these services are provided: regular scheduled routes and demand response transportation.

Users can pay for these services with the following funding sources: cash, Elderly and Disabled Transportation Grants, Medicaid, and monthly payments by established agencies and businesses. Elderly and Disabled Transportation Grants are handled by the transportation office of the county.

Regular Scheduled Routes:

Anson County's regular scheduled routes transports users to the following destinations on a consistent basis:

- Dialysis treatment
- Employment routes throughout Anson County
- Nutritional routes for the elderly to the Peachland, Wadesboro, and Morven meal sites
- Work training routes to the McLaurin Vocational Rehabilitation Center

Demand Response Transportation:

Anson County Transit's (ACTS) Demand Response service allows the public to schedule flexible and accessible rides. These requests are best made in advance, at least 24 hours, since they are taken on a first call, first serve basis. Individuals can request transportation to medical appointments, shopping trips, or other approved trips. ACTS provides out of town trips for with a set weekday schedule. This can be found in the ACTS brochure on the Anson County website.

To schedule a ride, users must call at least 24 hours in advance of the requested appointment date and time. Users should ask for an ACTS dispatcher and provide the addresses of the destination and start location. ACTS provides transportation for those who are wheelchair dependent and/or affected with other mobility disabilities. User should let the dispatcher know if a lift is needed, in order to ensure a proper vehicle is deployed.

Community Feedback

The Anson County CTP Survey showed that Anson County Transit is an important service some residents, especially for elderly and handicapped populations, as well as those without vehicles. Some comments indicated satisfaction with the current state of ACTS. Comments on the survey included:

- Better access to appointments for the elderly and those without a vehicle
- Expanding transit between Anson and Union County
- Additional stops, specifically in Polkton, Lilesville, and Morven
- Concern about the financial aspect and necessity of expanding ACTS

Future of Transit

The vision for the future of Anson County Transit is to offer clean, safe, and reliable transportation to the citizens of Anson County to help promote a strong economy, protect our environment, conserve energy, and enhance lives.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

Anson County has a rail crossing that bisects the county and runs east-west. It has another that starts in the town of Wadesboro and heads north which is called the Winston-Salem Southbound Railway. These railroads are both CSX Transportation and are not passenger service railroads.

The STIP has a project in Polkton that aims to improve rail crossings of the east-west railroad on the west side of Polk County. P-5750 is a project that focuses on removing at-grade crossings at Ross Wright and Freedom Road. It recommends the addition of a new road off of NC 218 and create a new overpass in order to limit conflict points between rail and vehicular travel. The construction year for this STIP project is 2026.

MODEL RESULTS AND METHODOLOGY

In the development of this plan, travel demand was projected from 2019 to 2050 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system and estimate travel patterns for 2050. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates and socioeconomic data were endorsed by the Anson County Commissioners in September 2022.

During the development of the Anson County CTP, a travel demand model was developed for Anson County. Socio-economic data, which includes population, employment and school enrollment information, was compiled for this travel demand model with the help of the Rocky River RPO. Steering Committee Members were asked to identify areas of potential growth throughout the county. See the socioeconomic data appendix to see more on the endorsed growth rate used for Anson County for this CTP. This travel demand model was used to develop the projected future year traffic volumes as shown on the Volume-Capacity Maps in the Highway Analysis appendix.

The following maps are initial population, housing, and employment Transportation Analysis Zone (TAZ) maps that were brought to the steering committee members to initially discuss the areas of employment and population. The TAZ number shows the labeled number of the TAZ, BY covers the existing number, and FY shows the projected number. The colors on each map show the change between the base year and future year.

Figure 12

TDM Population

ANSON COUNTY

Comprehensive Transportation Plan

Population Change

- 0
- 1-50
- 51-150
- 151-300
- 301+

Other Features

- DRAFT Bypass Projection

WebAddress

N

Sheet 1 of 3

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 12

TDM Population

ANSON COUNTY

Comprehensive Transportation Plan

Housing Change

- 0
- 1-25
- 26-50
- 50-100
- 101+

Other Features

- DRAFT Bypass Projection

WebAddress

N

Sheet 2 of 3

Base map date: September 20, 2021

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Plan Date: September 27, 2023

Figure 12

TDM Population

ANSON COUNTY

Comprehensive Transportation Plan

Employment Change

- 0
- 1-50
- 51-100
- 101-250
- 251+

Other Features

- DRAFT Bypass Projection

WebAddress

N

Sheet 3 of 3

Base map date: September 20, 2021

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Plan Date: September 27, 2023

ALTERNATIVE ANALYSIS

A component of the long-range transportation planning process is the development and evaluation of options for transportation solutions to meet the identified needs or deficiencies in an area. Alternative analysis studies options for the scope, concept, and location of a transportation proposal to serve the deficiency or need. This analysis is less detailed than what is done later in the project development process and is used as a preliminary resource to identify potential alternatives.

Alternatives are evaluated and separated into three categories.

- **Unreasonable alternatives** are alternatives considered but recommended for elimination from further study based on planning level analysis. An alternative is unreasonable if it fails to meet the community's vision, address the transportation deficiency, and/ or has unacceptable impacts to the natural or human environment.
- The **CTP project proposal** is the alternative selected to be shown on the adopted CTP map. The CTP project proposal is selected based on a planning level analysis as the one that best meets the community's vision, addresses the transportation deficiency, and avoids and/ or minimizes impacts to the natural and human environment.
- **Other Alternatives studied** are alternatives that were considered and, though they were not selected as the CTP project proposal, they were not found to be 'unreasonable'. These alternatives may be considered for future studies, though this decision is to be made a later time.

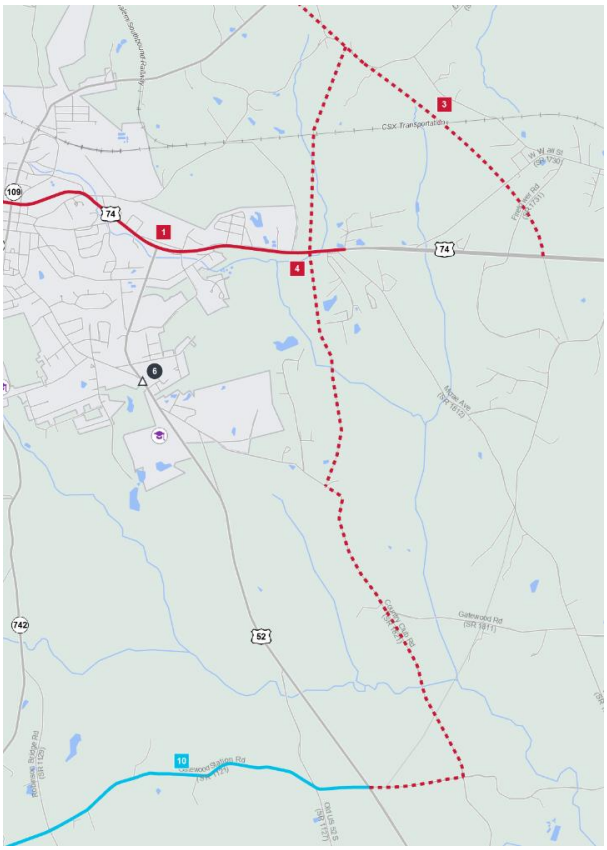
This section outlines scenarios studied for a potential recommendation during the recent CTP process of a bypass around US 52 from the proposed US 74 bypass to US 52 near Gatewood Station Rd (SR 1121). Both alternatives maintain a 2-lane facility.

The purpose of this proposal is to help relieve congestion along US 74 heading to major southbound roadways, especially truck traffic overall. It would also help avoid the US 52/US 74 intersection which has several crashes.

Due to no significant traffic improvements by either alternative explored, they were both dropped. Improving existing roadways to act as a surrogate southern bypass look was utilized. The surrogate southern bypass was segmented into different projects covered by the following project IDs. See the CTP Projects appendix for their respective project sheets:

- ANSO30001-H
- ANSO40001-H
- ANSO40002-H
- ANSO40003-H
- ANSO40004-H
- ANSO40005-H
- ANSO40006-H

Alternative 1



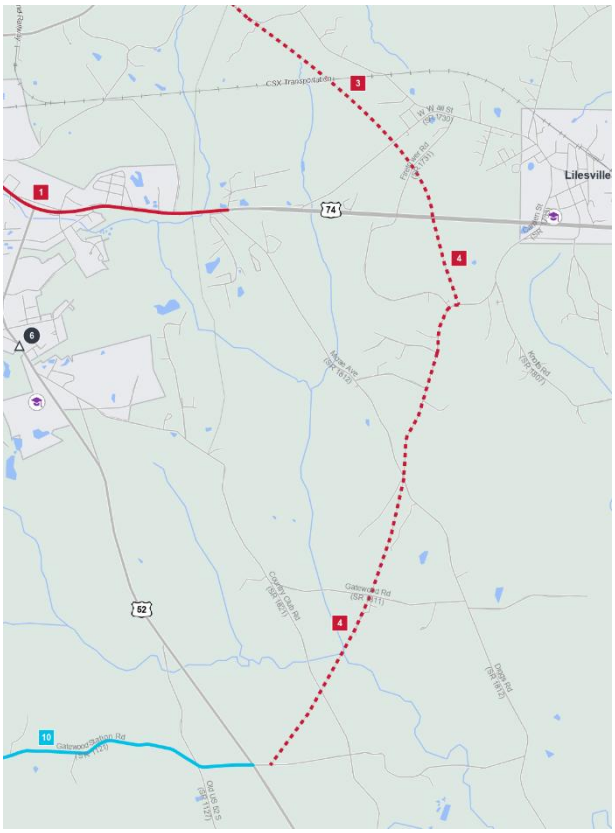
This alternative connects from the projected bypass to US 52. It is like the recommendation in the 2012 Anson County CTP. Much of this recommendation would involve adding new roadway north of Country Club Rd; once on Country Club Rd heading south, it would utilize existing roadway to minimize impacts.

The following Environmental and Title VI data is within 150 feet of this alternative:

- Flood Hazard Area Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Target Local Watershed Feature(s)
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 50% and 75% identify as Below Poverty Line
- Between 15% and 20% identify as No Car Households
- There are no homes within 150 feet of the center line of the new roadway

Model data from the Anson County Model also shows no significant travel pattern changes with the addition of this alternative. AADT volumes in the future year (2050) are between 125-1100 and AADTT between 85-110.

Alternative 2



This alternative connects from the end of the projected bypass to US 52 near Country Club Rd. This alternative also has areas with new roadway but tries to use existing roadway where possible to minimize impacts.

The following Environmental and Title VI data is within 150 feet of this alternative:

- Flood Hazard Area Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Quality Monitored River And Stream Feature(s)
- Target Local Watershed Feature(s)
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 5% and 15% 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 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car
- About 4 homes within 150 feet of the center line

Model data from the Anson County Model also shows no significant travel pattern changes with the addition of this alternative. AADT volumes in the future year (2050) are between 300-1400 and AADTT between 25-150.

Review of Alternatives

These alternatives were run to see if this recommendation should be carried over from the 2012 CTP. Upon reviewing the impacts and benefits of both; there were no major transportation improvements provided by either these two scenarios and both had multiple human and environmental impacts. Some steering committee members later also expressed concerns of this additional bypass negatively impacting businesses in downtown Wadesboro. It was agreed by steering committee members to remove this recommendation and instead focus on improving southern roadways to help accommodate truck traffic.

PUBLIC/COMMUNITY INVOLVEMENT

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

Throughout the course of the study, the NCDOT Transportation Planning Branch worked with the Anson County CTP Steering Committee, which included representatives from municipalities, county staff, the transit agency, the Rocky River RPO and others. The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

CTP Coordinating Committee Members

At the start of the CTP, a steering committee was formed to guide development of the plan. The committee had representatives from various interest groups responsible for capturing the transportation needs of the community.

CTP Vision, Goals, and Objectives

The CTP vision, goals and objectives were developed as part of the public involvement process to help identify the community's outlook on the future of transportation for all modes. The CTP Steering Committee develops the draft vision, goals, and objectives, which are refined with input from residents through the CTP Goals & Objectives Survey. These products are used as guides while the CTP is being developed.

The vision statement, goals and objectives reflect what is important for the area and define any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress to achieve each goal.

Anson County CTP 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

Goals & Objectives:

Provide a transportation system that accommodates for 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 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.

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.

Goals, and Objectives Survey

The Anson County Goals and Objectives (G&O) Survey was created by the Anson County CTP Steering Committee, the Rocky River RPO, and NCDOT. The survey is used to help identify an area's perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of agree/disagree questions by mode of transportation, and a mapping question to identify the location of concerns in Anson County. The survey primarily advertised electronically with a paper option being available. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, churches, schools, government offices, and RPO offices. Flyers and hardcopies were also posted at popular locations such as libraries and retirement centers. A total of 294 responses were received between August and October of 2022.

For a link to the online survey format, see:
https://demo.metroquestsurvey.com/sc5k5j

Anson County Comprehensive Transportation Plan *Survey*

1 What is this survey and what do I do?

This survey is being conducted by the Rocky River Rural Planning Organization for input on a transportation plan being developed for Anson County.
Please fill this survey out by September 30th.

2 What's important to you?

Rank these items from **1st** (most important) to **8th** (least important).

	RANK		RANK		RANK		RANK
Shorter Travel Times	☐	**Growth/Development**	☐	**Public/Private Transit**	☐	**Driveway Access**	☐
Accessibility	☐	**Modern Roads**	☐	**Safety**	☐	**Walking/Biking**	☐

Comment(s):

3 What do you think?

Answer each question on a scale from **1** (Disagree) to **5** (Agree).

General Questions	I feel the roads in Anson County are **safe**.	1 2 3 4 5	The current road network accommodates **truck traffic** well.	1 2 3 4 5
	I feel the roads in Anson County are **congested**.	1 2 3 4 5	It is important to prepare for **future technologies**.	1 2 3 4 5
Roadway Questions	**Road improvements** are needed, even if they have unavoidable impacts.	1 2 3 4 5	I am in favor of **widening roads** to meet traffic demands.	1 2 3 4 5
	I am willing to exchange frequent access to driveways and intersections for more **reliable travel time**.	1 2 3 4 5	**Intersections** should be improved for easier navigation by large trucks and buses	1 2 3 4 5
Transit Questions	I am likely to **use** public transportation.	1 2 3 4 5	Public transit **hours** should be expanded.	1 2 3 4 5
	Public transit **routes and stops** should be expanded.	1 2 3 4 5		
Bicycle Questions	Bike lanes or paved shoulders should be included on roads where **feasible**.	1 2 3 4 5	I would be more likely to bike if bicycle accommodations or greenways **connected** schools, employment, shopping centers, transit stops, parks, etc.	1 2 3 4 5
	I would prefer to ride a bike on a **path outside the road** than on the road.	1 2 3 4 5		
Pedestrian Questions	We should have **more** sidewalks, greenways, and crosswalks to move safely.	1 2 3 4 5	I would be more likely to walk if sidewalks or greenways **connected** schools, employment, shopping centers, transit stops, parks, etc.	1 2 3 4 5
	I believe that existing sidewalks in Anson County are in good **condition**.	1 2 3 4 5		

Comment(s):

Turn page over for more.

For more information on the plan, including maps, data and analysis, visit: https://tinyurl.com/AnsonCTP

Anson County Comprehensive Transportation Plan *Survey*

4 Where are your concerns?

Share with us **where** in Anson County there are issues or potential solutions related to transportation.
Please try to limit the number of issues to 3.

Location:	**Location:**	**Location:**
What mode: (car, bike, etc.)	**What mode:** (car, bike, etc.)	**What mode:** (car, bike, etc.)
Describe the issue/ solution:	**Describe the issue/ solution:**	**Describe the issue/ solution:**

5 Tell us about yourself

These questions are optional.
If you do not want to answer a question, please skip it.

General Questions

In which town/Zip Code do you live?

In which town/Zip Code do you work?

Age Circle ONE

What is your age?

Under18 **18-24** **25-34** **35-44**
45-54 **55-64** **65-74** **Over 75**

Ancestry Circle all that apply

What is your race, ethnicity and/or ancestry?

White **Black/African-American**
Hispanic/Latino **Native American/Alaska Native**
Asian/Pacific Islander **Middle East/North Africa**
Other:

Income Circle ONE

What is your annual house-hold income? **OPTIONAL**

Less than $25,000 **$55,000-$74,999**
$25,000-$39,999 **$75,000-$99,999**
$40,000-$54,999 **Over $100,000**

Comment(s):

6 I've finished. What do I do?

First, please make sure that you have answered all the questions.
You can drop it off at the location you received it.

7 Stay up to date with the plan!

Enter an email address below (optional):

Thank you for your time and input!

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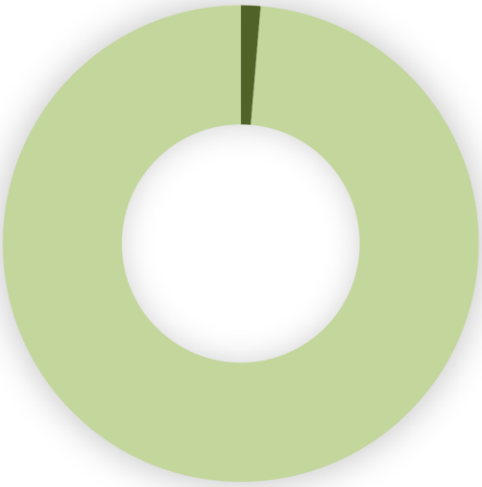
Goals, and Objectives Survey Results

SURVEY RESULTS

Who responded to the survey?



- 294 Responses
- ~1.3% of the county population

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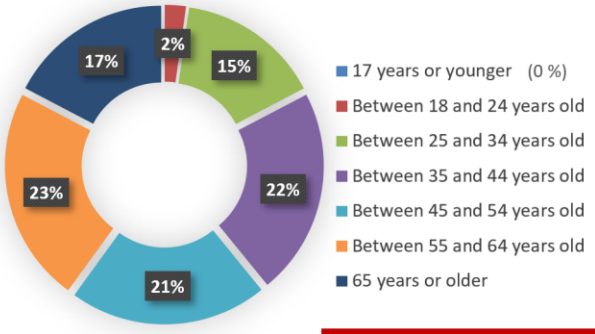
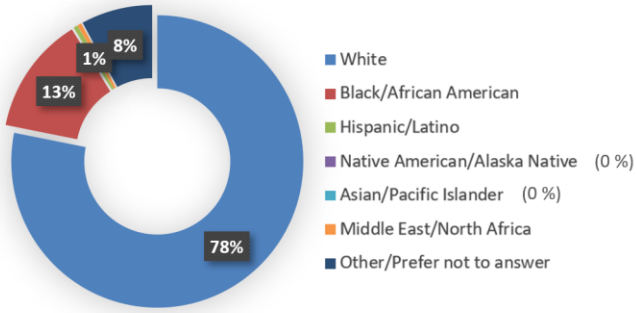
Demographics

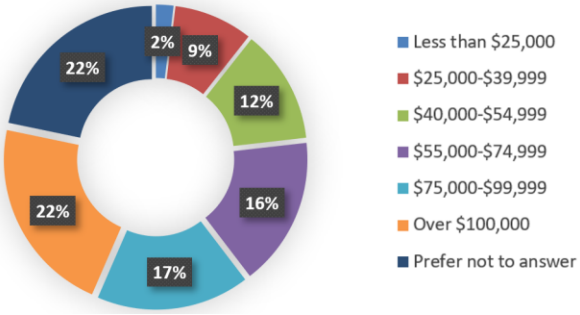
Age



Ethnicity



Annual Household Income



PRIORITY RANKING

Category	Ranking Average	# of times in top 5
Safety	2.28	233
Modern Roads	2.82	220
Growth/Development	2.87	213
Shorter Travel Times	2.91	156
Public or Private Transit	3.39	101
Accessibility	3.46	192
Walking/Biking	3.5	109
Driveway Access	3.67	64

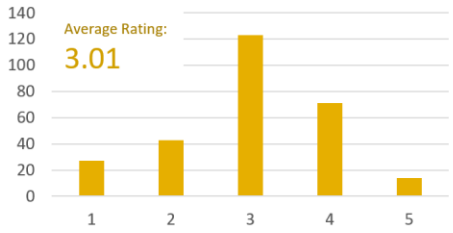
Comments Summary (Total 18):

- General – More aesthetics and electrical charging stations
- Modern Roads - Less Potholes
- Accessibility – Better traffic control for first responder access
- Safety – Top concern
- Shorter Travel Times – Charlotte through traffic is not good
- Walking/Biking – More outdoor options
- Growth/Development – More jobs

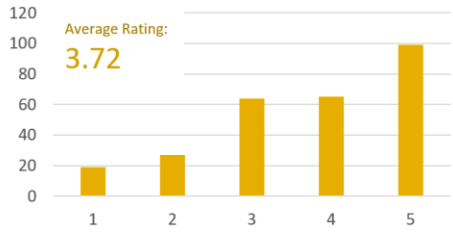
What do you think?

GENERAL QUESTIONS

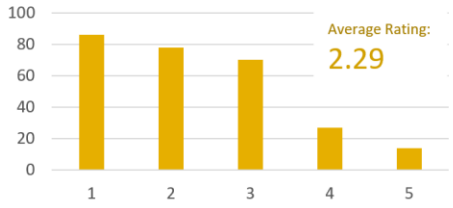
I feel the roads in Anson County are safe



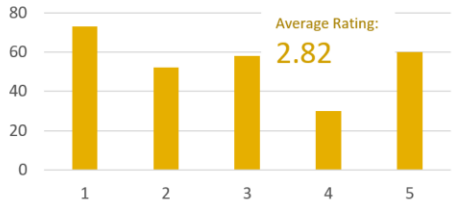
I feel the roads in Anson County are congested



The current road network accomodates truck traffic well



It is important to prepare for a future of connected autonomous vehicles, etc



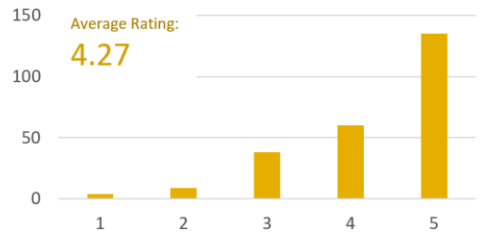
Comments Summary (68)

- Unsafe rural roads
- Potholes
- Lack of sidewalks, lighting and road markings
- Beach Traffic Congestion*
- Beach and truck traffic at the same time is an issue
- 74 summer traffic was mentioned multiple times
- Ansonville traffic
- Weekend and holiday traffic on 74
- Too much truck traffic in Wadesboro
- Some truck turns are hazardous
- Need bypass

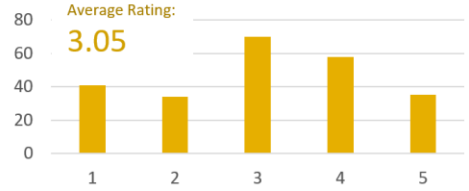
What do you think?

ROADWAY

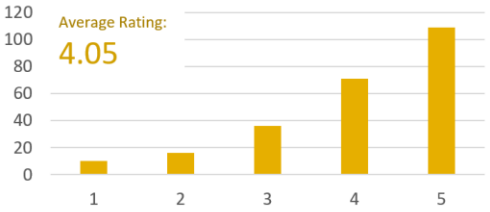
Road improvements are needed, even if they have unavoidable impacts



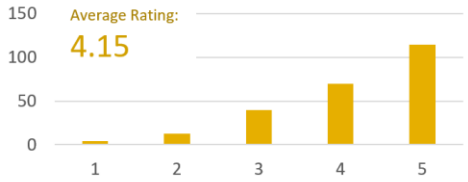
I am willing to exchange frequent access to driveways for more reliable travel time



I am in favor of widening roads to meet trafic demands



Intersections should be improved for easier navigation by large vehicles

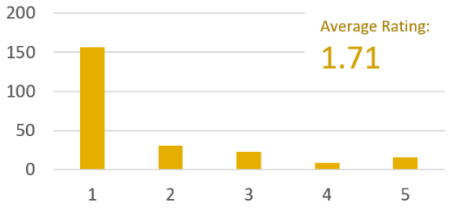


Comments Summary (13)

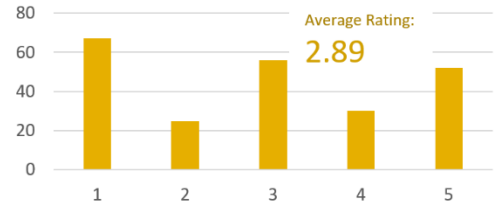
- Improvements yes, but not at the expense of endangered/threatened habitats or species
- Road widenings especially on major roads like 74 and 52
- Widening yes, not adding new roads
- Don't widen 74 through Wadesboro
- Maysville Road is dangerous due to truck traffic
- Do not want bypass

PUBLIC TRANSPORTATION

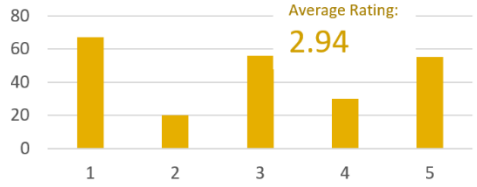
I am likely to use public transportation



Public transit routes and stops should be expanded



Public transit hours of service should be expanded



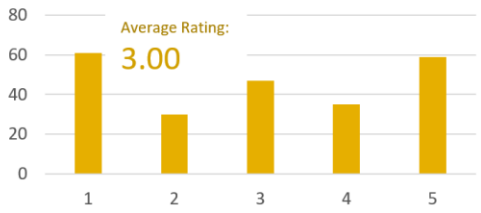
Comments Summary (24)

- No knowledge or usage of public transportation
- Do not expand ACTS service and cause further burden on County finances
- To benefit handicapped and elderly
- Service does not reach rural areas
- Expand ACTS to veterans and arranging trips to health campuses

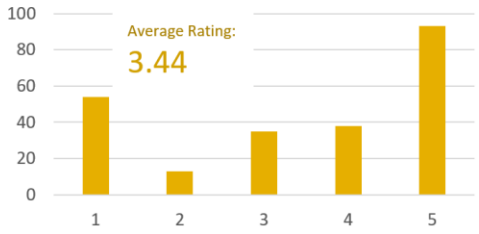
What do you think?

BICYCLING

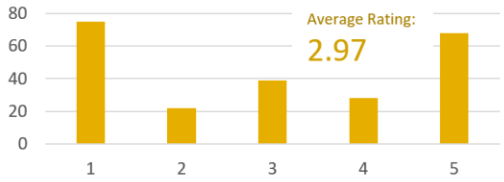
Bike lanes or paved shoulders should be included on roads where feasible



I would prefer to ride a bike on a path outside the road than on the road



I would be more likely to bike if bicycle accomodations and connections were available

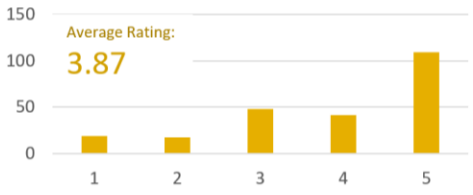


Comments Summary (17)

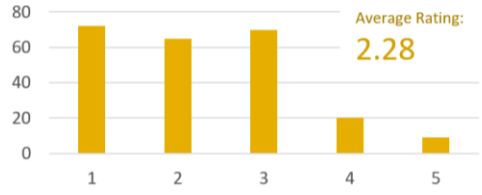
- Only more bike lanes if other road safety is upgraded first
- Bike lanes need to be off public roadways
- Would like to see more paved roads with bike lanes
- See many bikers riding on roads due to no bike lanes and it is dangerous
- If it was safe, I would ride a bike again
- Feel like the general public would not utilize the service of more bike accommodations
- I don't ride bikes

PEDESTRIAN

We should have more sidewalks and greenways to walk safely



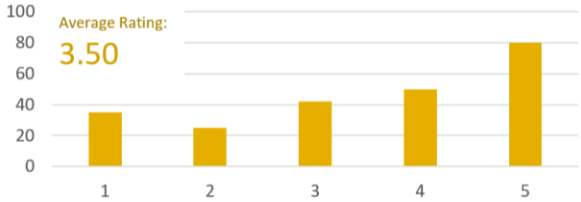
I believe that existing sidewaks are in good condition



Comments Summary (13)

- Keep them mowed
- Sidewalks can be upgraded
- Poor conditions
- Sidewalks are a high priority in impoverish areas
- Safe, green spaces with eco-safety option lighting
- More for towns, not rural areas
- There are already sidewalks

I would be more likely to walk if sidewalks/greenway connections were available



Map Markers

of markers for each mode

269

58

56

70

47

For a map containing all the comments:
https://www.google.com/maps/d/u/0/edit?mid=117gEiNMUeGyBruPgYBwaRmV-lTr51ao&usp=sharing

Roadway (269 Markers – 133 comments)

Map Marker Breakdown

- 127- Traffic Congestion
- 31 – Narrow Lanes
- 15 – Poor Signal Timing
- 13 – Crash Problem
- 11 – Confusing Traffic Pattern
- 7 – Limited Sight Distance
- 65- Other

Comment Summary

US 74

- Many comments on Traffic Congestion
  - Most comments among cities
- Beach and holiday traffic is high
- Truck Traffic is High
- Certain intersections are dangerous or congested
  - Horne-Town Rd
  - Poplar Hill Church Rd
  - Anson High School Rd
  - N Greene St
  - Camden St
- Limited Sight Distance among certain intersections
  - US 52
  - Horne-Town Rd

Other

- Green St has congestion and poor signal timing
- Need Bypass around Wadesboro
- Crash Problem at Ansonville-Polkton Rd and NC 742N
- Narrow lanes and potholes on local roads
- Narrow lanes on NC 145

Map Markers

Public Transportation (58 Markers – 15 comments)

Map Marker Breakdown

- 29- Transit Stop Needed
- 4 – Park and Ride Lot Needed
- 1 – Bus Shelter Needed
- 24 – Other

Comment Summary

- Access to college for people with limited options
- Better access to appointments for elderly and those without vehicles
- More availability
- Would like to have Public Transportation between Anson and Union County
- Do not expand ACTS
- Transit stops in Polkton, Lilesville and Morven

Bicycle (56 Markers – 15 comments)

Map Marker Breakdown

- 35- Bike Lane Needed
- 10 – Greenway Needed
- 1 – Bike Rack Needed
- 10 – Other

Comment Summary

- Bike lanes through 74
- Improve downtown bike routes
- Bike lanes to access park
- Add bike racks downtown
- Greenway near the school and hospital near Anson High School
- Bike lane on Upper White Store Rd
- Bike lanes/greenway near Pee-Dee National Wildlife Refuge

Map Markers

Pedestrian (70 Markers – 120 comments)

Map Marker Breakdown

- 27- Sidewalk Needed
- 12 – Crosswalk Needed
- 10 – Greenway Needed
- 21 – Other

Comment Summary

- Additional sidewalks and greenways in the Town of Wadesboro
- Improved crosswalks throughout 74
- Dangerous traffic and crossing on 74
- Overpass on the highway on Salisbury Street (74)
- People crossing near McDonalds and Bojangles
- Sidewalks from Food Lion to Peaches and Cream
- Sidewalk on Camden Rd

Other Issues (47 Markers – 44 comments)

Comment Summary

- Cars and Trucks running red lights on 74
- Too many log trucks coming through town
- Traffic issues on 74
- Dangerous intersection on Greenwood Ln near Wendy's
- Landscape and houses are eye sore along 74
- Parking on S Green St
- Accidents at the US 74 intersection with US 52
- Trash and litter on US 74
- Speed limit on Parson Grove Church Rd
- Alignment of intersection at US 74 and Camden St
- Problem intersection at Horne-Towne Rd and 74
- Plan NC wildflowers throughout 74

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Public Involvement of Draft CTP

After the development of Draft CTP recommendations, another round of public engagement was done to receive feedback on the project recommendations. Advertisements were released during the month of November and December announcing two public meetings as well as an online survey and webpage. People who provided their email on the Goals and objectives Survey were also notified of this public engagement opportunity.

Public meetings were held in Peachland and Wadesboro on November 28th, 2023. These meetings were held at Peachland Town Hall and at the Wadesboro Fire Training Facility. At these public meetings, maps showing the draft CTP recommendations and tablets with a survey to submit feedback for each recommendation were available. Members of the NCDOT's Transportation Planning Division, Division 10, the Rocky River Rural Planning Organization, and the Wadesboro Bypass project team were present to answer questions.

An online website containing the draft CTP recommendation maps, links to project sheets, and a link to the public involvement survey was also available to help gather feedback from those that could not attend the in-person sessions. This survey was available from November 10th, 2023, to December 15th, 2023, and was available in both English and Spanish. About 48 participants filled out this survey to provide feedback on the CTP recommendations.

For a link to the survey format, see:
https://demo.metroquestsurvey.com/bg6s6l

Below is feedback received on each project presented to the public and any additional comments discussed by the steering committee.

Highway Project Recommendations

- US 74 (R-5871)
  - 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.
- US 74 Bypass
  - 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.
- NC 742 / Olive Branch Rd Intersection
  - This proposal was rated by 5 participants. About 80% of participants agreed with this proposal.
  - No comments were left.
- Prison Camp Rd (SR 1121) / White Store Rd Intersection
  - 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.
- US 52 / Morven Rd Intersection
  - 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.
- NC 109 / Bethel Rd Intersection
  - 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.
- US 52 /NC 145 Intersection
  - This proposal was rated by 11 participants. About 91% of participants agreed with this proposal.
  - No comments were left.
- US 74 (R-5798)
  - 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.
- Gatewood Station Rd (SR 1121)
  - 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.

- Bethel Rd (SR 1121)
  - 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.
- Camden Church / White Store Rd (SR 1121)
  - 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
- Prison Camp Rd (SR 1121)
  - 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.
- Old Prison Camp Rd (SR 1249)
  - 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.
- US 74 Corridor
  - 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.

Rail Recommendation

- Polkton Rail Siding Extension
  - This proposal was rated by 24 participants. About 83% 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.

Pedestrian Recommendations

- Anson High School Rd/ Kitty Bennett Rd
  - This proposal was rated by 11 participants. About 82% of participants agreed with this proposal.
  - No comments were left.
- N Greene St (NC 109)
  - This proposal was rated by 16 participants. About 69% of participants agreed with this proposal.
  - No comments were left.
- N Washington St
  - This proposal was rated by 15 participants. About 67% of participants agreed with this proposal.
  - No comments were left.
- Lee Ave
  - This proposal was rated by 16 participants. About 63% of participants agreed with this proposal.
  - No comments were left.

- Rose Terrace
  - This proposal was rated by 14 participants. About 64% of participants agreed with this proposal.
  - No comments were left.

- White Store Rd (SR 1205)
  - This proposal was rated by 14 participants. About 64% of participants agreed with this proposal.
  - No comments were left.
- Covington St
  - This proposal was rated by 17 participants. About 82% of participants agreed with this proposal.
  - No comments were left.
- Ashe St
  - This proposal was rated by 16 participants. About 75% of participants agreed with this proposal.
  - No comments were left.
- S Greene St
  - This proposal was rated by 17 participants. About 71% of participants agreed with this proposal.
  - No comments were left.
- Camden Rd (NC 109)
  - This proposal was rated by 14 participants. About 79% of participants agreed with this proposal.
  - No comments were left.
- Morven Rd
  - This proposal was rated by 15 participants. About 80% of participants agreed with this proposal.
  - 2 comments were left. Both expressed confusion with the location due to a typo in the survey.
- Mill St (Wadesboro)
  - This proposal was rated by 11 participants. About 55% of participants disagreed with this proposal.
  - 2 comments were left. Both expressed disinterest in using funds for the sidewalk due to lack of foot traffic.
  - This recommendation was removed from the CTP.

- US 74
  - This proposal was rated by 13 participants. About 77% of participants agreed with this proposal.
  - 2 comments were left. Both expressed disinterest in using funds for the sidewalk due to lack of foot traffic.
- Passaic St
  - This proposal was rated by 11 participants. About 64% of participants agreed with this proposal.
  - No comments were left.
- S Clinton St
  - This proposal was rated by 13 participants. About 62% of participants agreed with this proposal.
  - No comments were left.
- New York Ave (Peachland)
  - This proposal was rated by 12 participants. About 50% of participants agreed with this proposal.
  - No comments were left.
- Delta St
  - This proposal was rated by 11 participants. About 55% of participants agreed with this proposal.
  - No comments were left.

- Williams St (NC 218)
  - This proposal was rated by 15 participants. About 80% of participants agreed with this proposal.
  - No comments were left.
- US 52
  - This proposal was rated by 12 participants. About 75% of participants agreed with this proposal.
  - No comments were left.

Multiuse Path Recommendations

- Ansonville to Wadesboro Multiuse Path
  - This proposal was rated by 14 participants. About 71% of participants agreed with this proposal.
  - 1 comment was left. It highlighted the importance of environmental conservation and restoration.
- Morven to Wadesboro Multiuse Path
  - This proposal was rated by 19 participants. About 58% of participants agreed with this proposal.
  - 1 comment was left. The resident did not see the necessity of the project compared to the other paths.
- Wadesboro to City Pond Lake Multiuse Path
  - This proposal was rated by 15 participants. About 60% of participants agreed with this proposal.
  - 1 comment was left. It highlighted the importance of environmental conservation and restoration.

STIP PROJECTS AND UNADDRESSED DEFICIENCIES

This section presents project proposals for each mode of transportation in the Anson County CTP. NCDOT adopted a **"Complete Streets"** policy in July 2009, and it was updated in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2019 and the projected vehicles per day (vpd) in 2050 were compared to the 2019 Level of Service (LOS) D capacity for each facility. The CTP includes projects listed in the 2024–2033 State Transportation Improvement Program (STIP). These projects include:

- Wadesboro Bypass, R-5878B: Construct freeway in new location with ROW being in 2028 and construction starting in 2030. Initial project area is available on the next page.
- US 74, R-5798: Construct Median with ROW being in 2025 and construction starting in 2029.
- US 74, R-5871: Construct Access management improvements with it being funded for preliminary engineering only.
- CSX SF Line, P-5750: Construct grade separation with construction starting in 2026.

Unaddressed Deficiencies

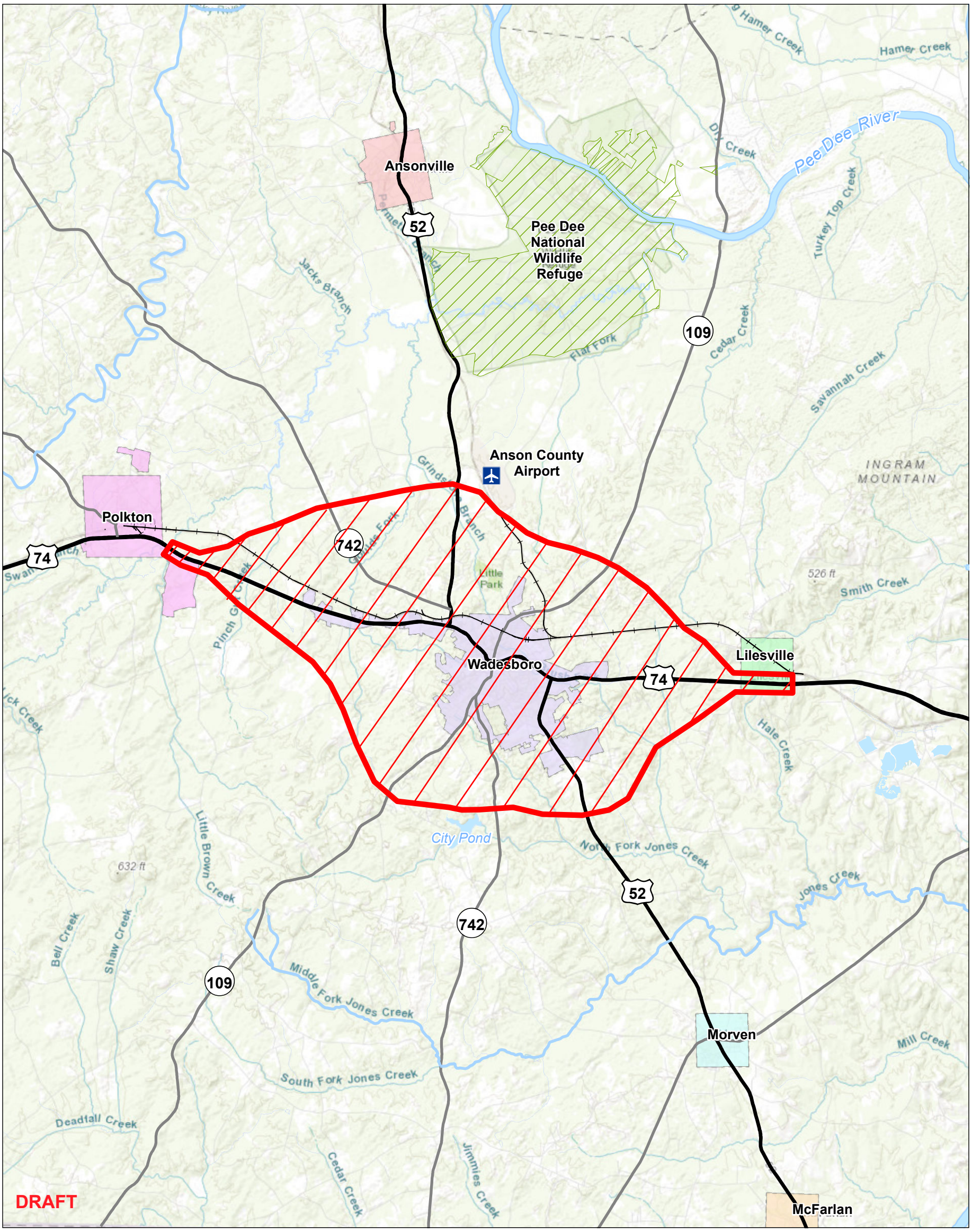
During the process of the CTP, the roads were studied to identify deficiencies. Some of these deficiencies have physical or environmental restrictions that make them unfeasible to propose a project. The following deficiencies were identified during the development of the CTP and shared with Division 10, but they remain unaddressed by the CTP projects:

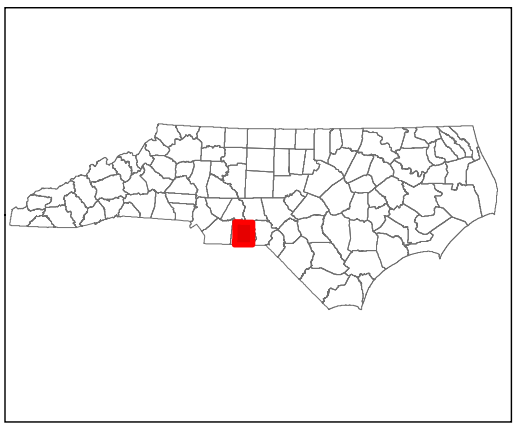
- **US 74** was identified as a major road with many businesses and biking and walking destinations. However, according to committee members and survey feedback, it has been reported that residents have strong concerns on the safety of this facility for pedestrian use and especially crossing due to high traffic volumes and truck traffic along that road. It is recommended to revisit potential bicycle and pedestrian improvements along this road after traffic patterns change due to the Wadesboro bypass.

Other Community Interests

Project recommendations on the CTP often make improvements by modifying the cross-section of the roadway in some way. The steering committee may identify problems that do not warrant a major roadway project. The following was identified by the steering committee during the development of the CTP, but is not defined as a CTP project because it did not meet need -based criteria or it is not the scale of a project the CTP addresses:

- **Morven Rd (SR 1152)** within the Wadesboro Town boundary has multiple recorded crashes. Due to its very wide shoulders, it is requested by the steering committee to add rumble strips to deter vehicles from driving on the shoulders. Morven road connects downtown Wadesboro to US 52. It contains multiple driveways to homes, neighborhoods, and businesses. The pavement width of this road can vary, but there are portions where the lanes can go up to 15 feet wide while also having 9 feet of paved shoulders on both sides. These are the portions referenced by this community interest.





Notes
1. Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
2. Data Sources: NCDOT ATLAS, Stantec
3. Background: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Legend

- Project Study Area
- Pee Dee National Wildlife Refuge

Municipal Boundaries

- Ansonville
- Lilesville
- McFarlan
- Morven
- Polkton
- Wadesboro

- Waterbody
- Major Stream or River
- Minor Stream
- Railroad
- US Highway
- State Highway

0 1.5 3 Miles

(At original document size of 11x17)
1:150,000

N

Stantec

Project Location
Wadesboro, Anson County
North Carolina

Prepared by HC on 2023-09-19

Client/Project
R-5878 Wadesboro Bypass

Client: NCDOT PMU/Division 10
Project: R-5878 Wadesboro Bypass

Figure No.
1

DRAFT

Title
Wadesboro Bypass Vicinity Map
R-5878

Revised: 2023-09-29 By: hclements

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CTP PROJECTS

The following pages contain project sheets for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process.

Highway Recommendations				
US 74 (R-5798)	US 74 (R-5871)	US 74 Bypass (R-5878)	US 74 Corridor (West of Wadesboro)	US 74 Corridor (East of Wadesboro)
US 52 and NC 145 Intersection	US 52 and Morven Rd Intersection	NC 109 and Bethel Rd Intersection	NC 742 and Olive Branch Rd Intersection	Prison Camp Rd (SR 1121) and White Store Rd Intersection
Gatewood Station Rd (SR 1121)	Bethel Rd (SR 1121)	Camden Church Rd/White Store Rd (SR 1121)	Prison Camp Rd (SR 1121)	Old Prison Camp Rd (SR 1249)

Rail Recommendations
Polkton Rail Siding Extension

Pedestrian Recommendations				
US 52 (in Morven)	US 52 (in Ansonville)	US 52 (in Ansonville)	US 74	NC 109 (South Wadesboro)
NC 109 (North Wadesboro)	NC 218	NC 742	Anson High School Rd (SR 1259)/ Kitty Bennet Rd (SR 1423)	Camden St (SR 1733)
Morven Rd (SR 1152)	E Passiac St	Main St (SR 1838)	Peru Rd (SR 1832)/Mill St	Plank Rd (SR 1621)
S Clinton Ave (SR 1240)	W Passiac St (SR 1403)	W Wall St (SR 1730)	White Store Rd (SR 1205)	Covington St
Delta St	E Ashe St/W Ashe St	Lee Ave	N Washington St	
New York Ave	Rose Ter	S Green St	S White Oak St	

Multiuse Path Recommendations			
Ansonville to Wadesboro	Morven to Wadesboro	Morven to City Pond Lake	Wadesboro to City Pond Lake

US 74 (R-5798)

From Graham Street to Allen Pond Rd (SR 1749)

Local ID: **R-5798**

Purpose: **Congestion**

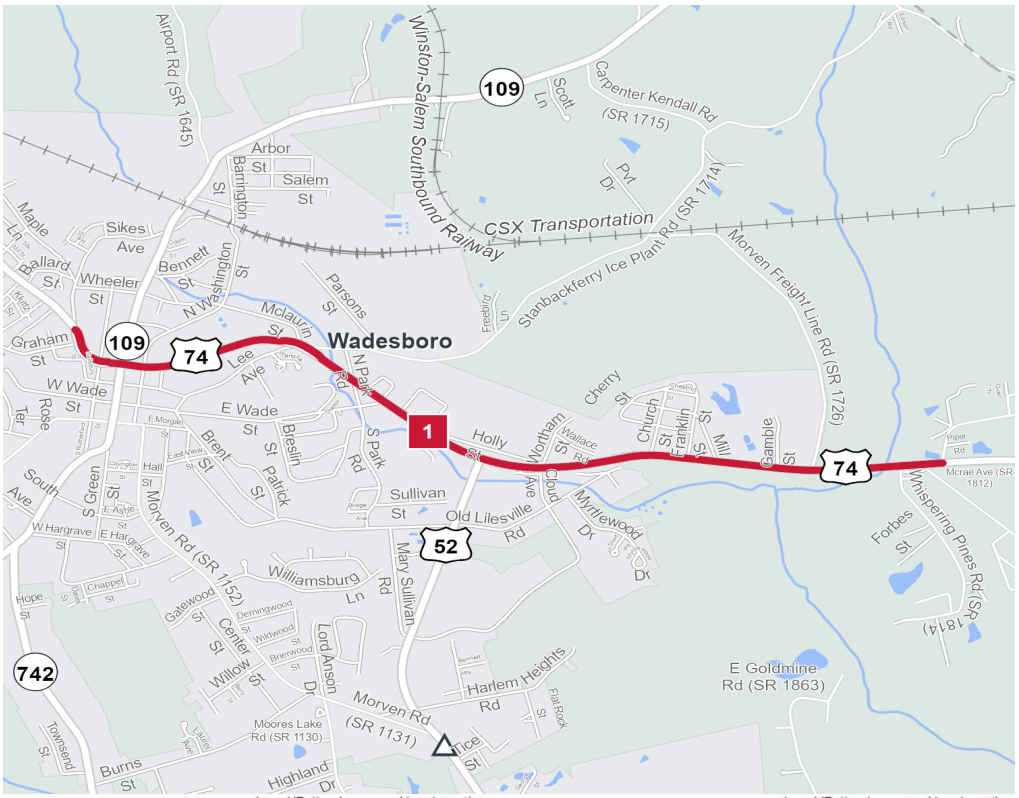
Improvement: **Improve Existing**

Identified Need

East Caswell Street (US 74) is projected to be overcapacity in the year 2050. It is an undivided arterial and a Strategic Transportation Corridor. Traffic signals within the project limits exist currently at various intersections and the section has about 230 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) while alleviating congestion.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	▬	▪▪▪▪	Interchange	#	□	■
Access Management / Operations	#	▬	▪▪▪▪	Bridge / Overpass	#	○	●
Modernization	#	▬	▪▪▪▪	Intersection	#	∠	▲
Other	#	▬	▪▪▪▪				

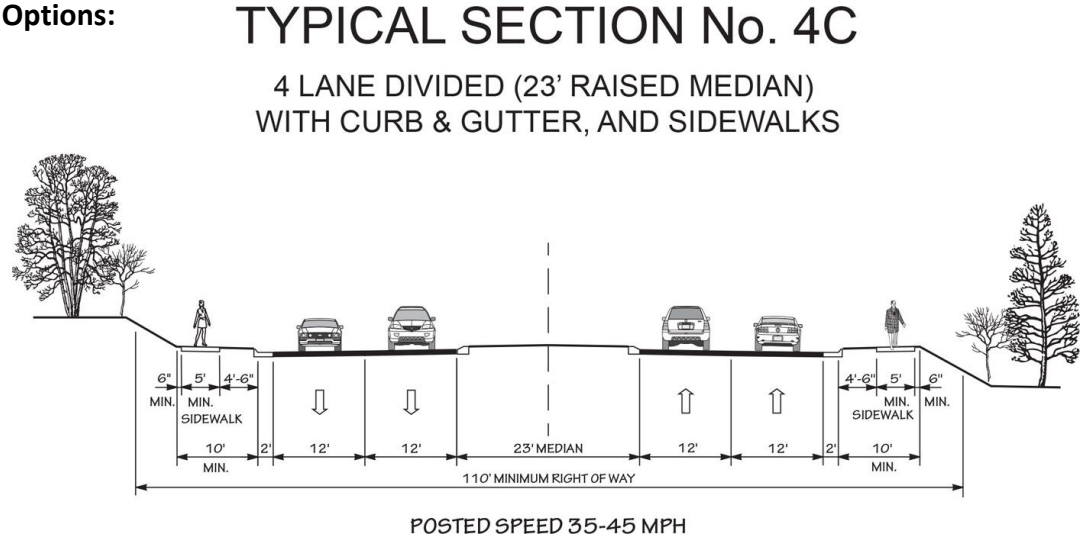
Proposal At A Glance

Highway Class	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



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

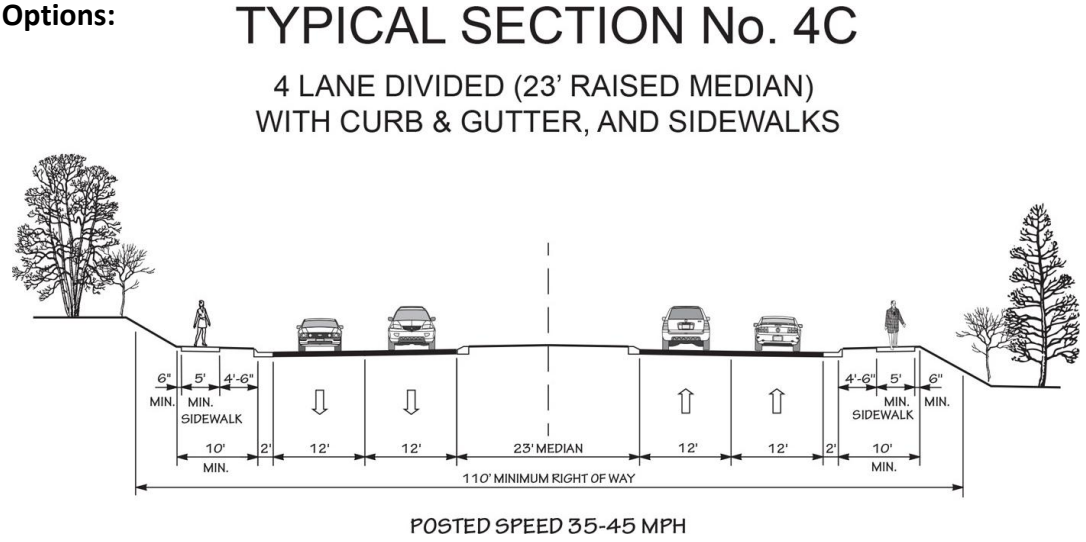
This recommendation passes through one or more Census Blocks with the following characteristics:

- 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



Other Information

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
Resliency 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**

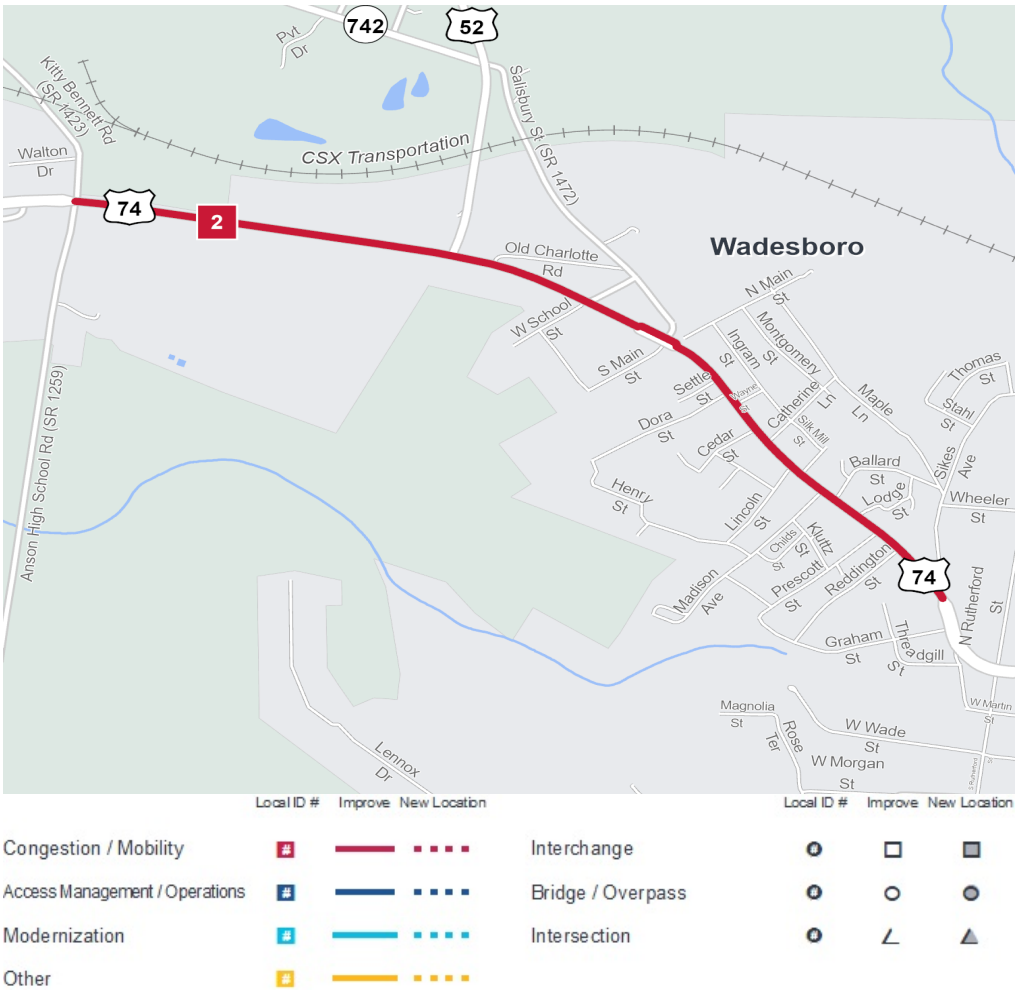
Improvement: **Improve Existing**

Identified Need

East Caswell Street (US 74) is projected to be overcapacity in the year 2050. It is an undivided arterial and a Strategic Transportation Corridor. Traffic signals within the project limits exist currently at various intersections and the section has about 68 crashes within 5 years.

Recommendation

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



Proposal At A Glance

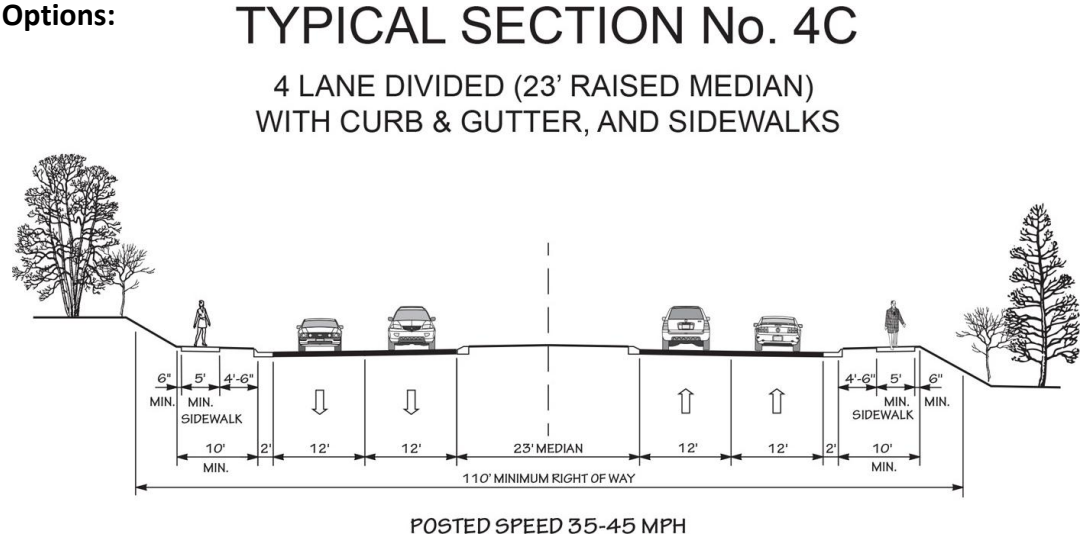
Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	30-100
Safety Risk Score	67

Proposal Data: 2019 Base Year / 2050 Future Year

Improved Route	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



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

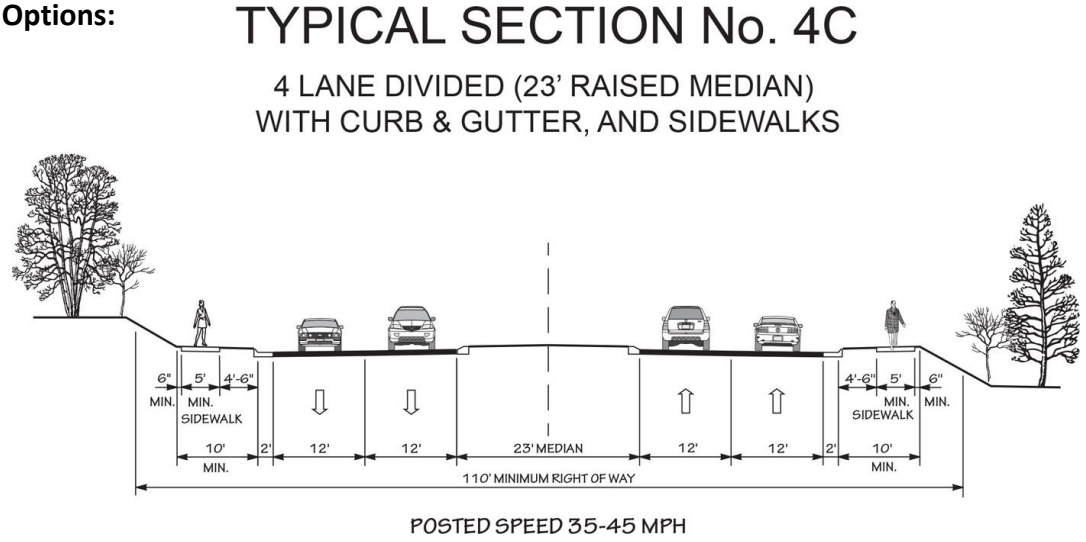
This recommendation passes through one or more Census Blocks with the following characteristics:

- 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.

Typical Section Options:
None



Other Information

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
Resliency along this corridor 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**

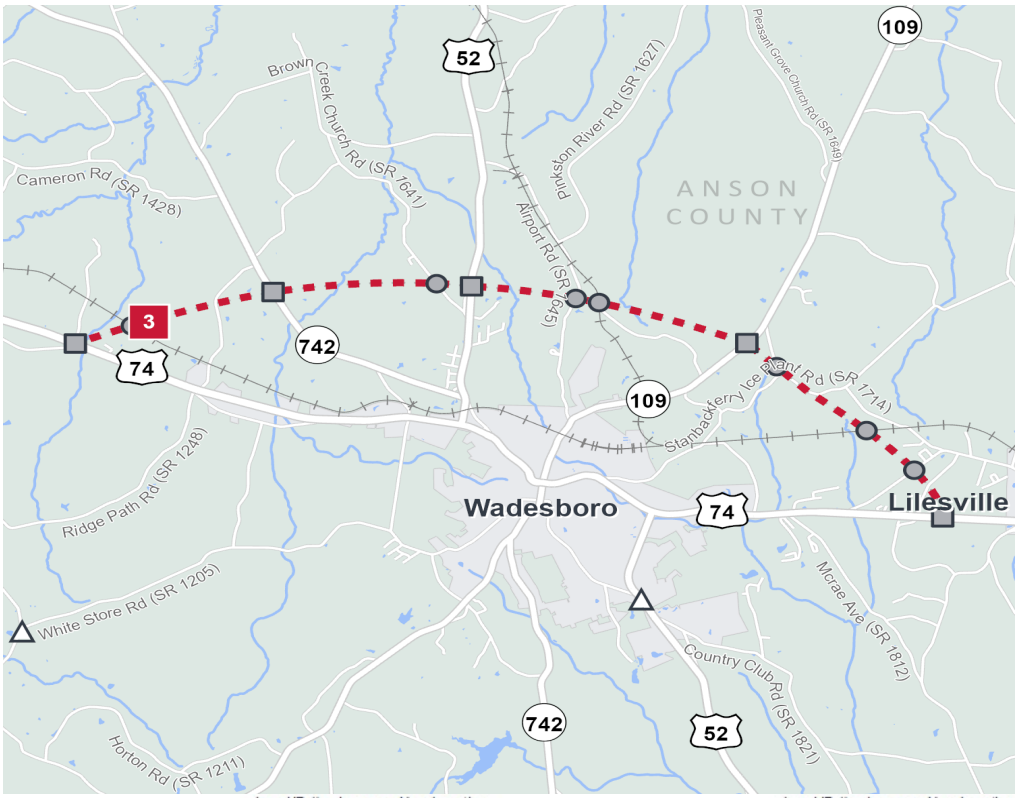
Improvement: **New Location**

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.



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

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

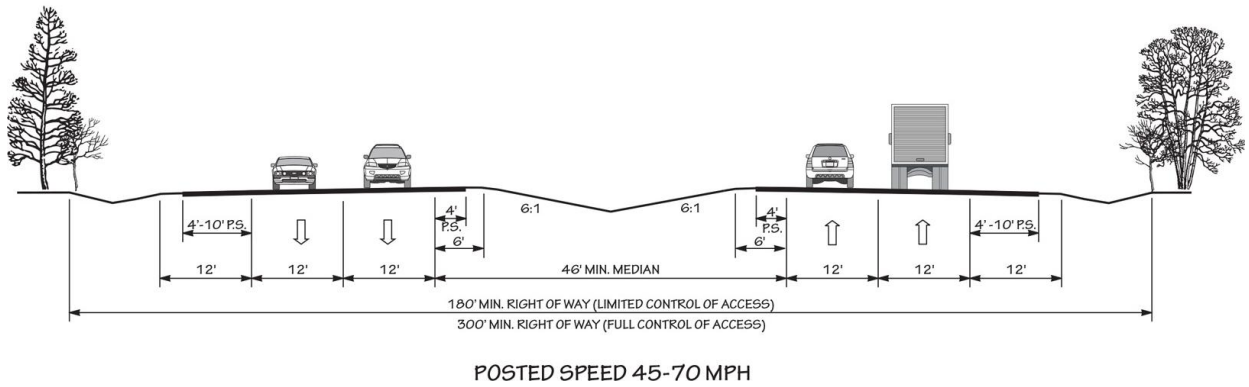
Proposal Data:	2019 Base Year	2050 Future Year	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Freeway
Travel Lanes	-	-	4
Volume (vpd)	-	-	12500-14900
Capacity (vpd)	-	-	54000

Proposal Data:	2019 Base Year	2050 Future Year	
US 74	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	38400-45400	25800-32900
Capacity (vpd)	22200-28100	22200-28100	28100

Typical Section Options:
None

TYPICAL SECTION No. 4A

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



POSTED SPEED 45-70 MPH

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 and R-5878A being recommended as the rest of the bypass (bypass west of US 52). 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

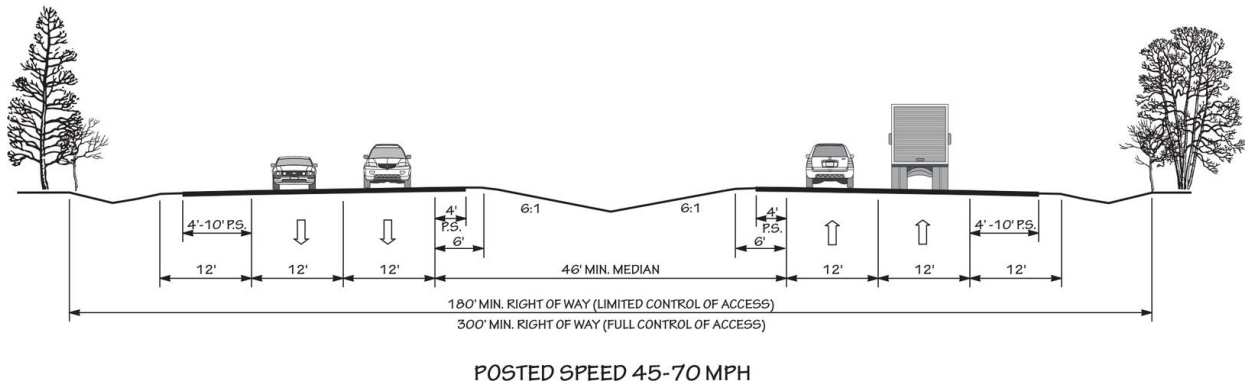
Impacts to Natural and/or Human Environment
All environmental data in the database was considered. This Project is within 150 feet of:

- 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

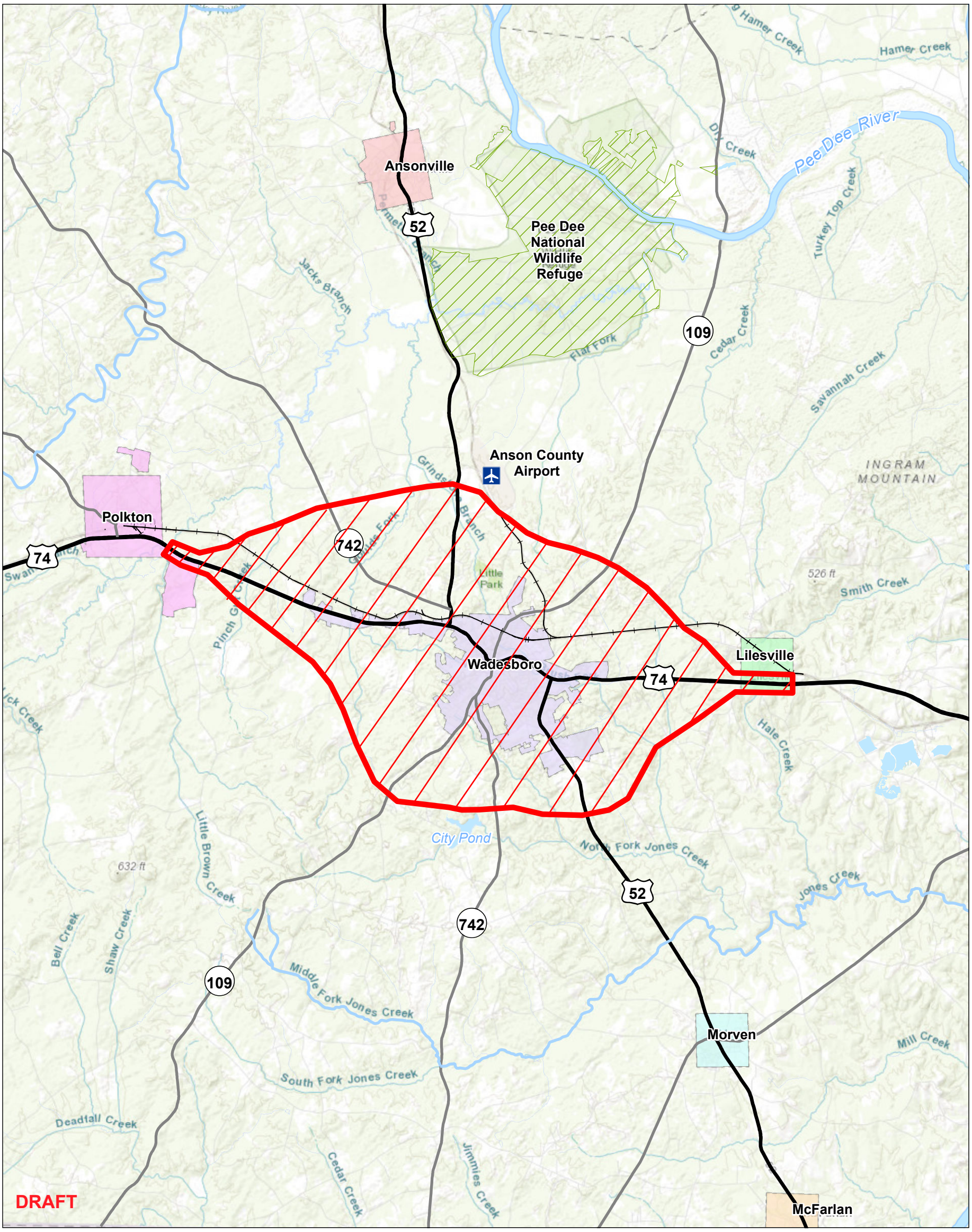
Typical Section Options:
None

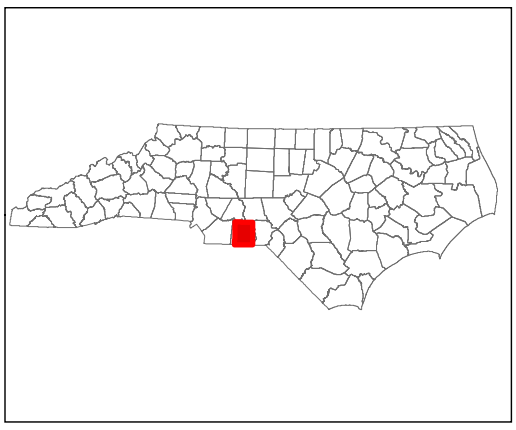


- Between 0% and 15% identify as Households with No Car

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.





Notes
1. Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
2. Data Sources: NCDOT ATLAS, Stantec
3. Background: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Legend

- Project Study Area
- Pee Dee National Wildlife Refuge

Municipal Boundaries

- Ansonville
- Lilesville
- McFarlan
- Morven
- Polkton
- Wadesboro

- Waterbody
- Major Stream or River
- Minor Stream
- Railroad
- US Highway
- State Highway

0 1.5 3 Miles

(At original document size of 11x17)
1:150,000

N

Stantec

Project Location
Wadesboro, Anson County
North Carolina

Prepared by HC on 2023-09-19

Client/Project
R-5878 Wadesboro Bypass

Client: NCDOT PMU/Division 10
Project: R-5878 Wadesboro Bypass

Figure No.
1

DRAFT

Title
Wadesboro Bypass Vicinity Map
R-5878

Revised: 2023-09-29 By: hclements

U:\171002719\transportation\R-5878\Environmental Analysis\Planning\Mapping\MXDs\R-5878_Vicinity_Map.mxd

US 74 Corridor

From the Union County Boundary to the Proposed Wadesboro Bypass

Local ID: **ANSO10001-H**

Purpose: **Mobility**

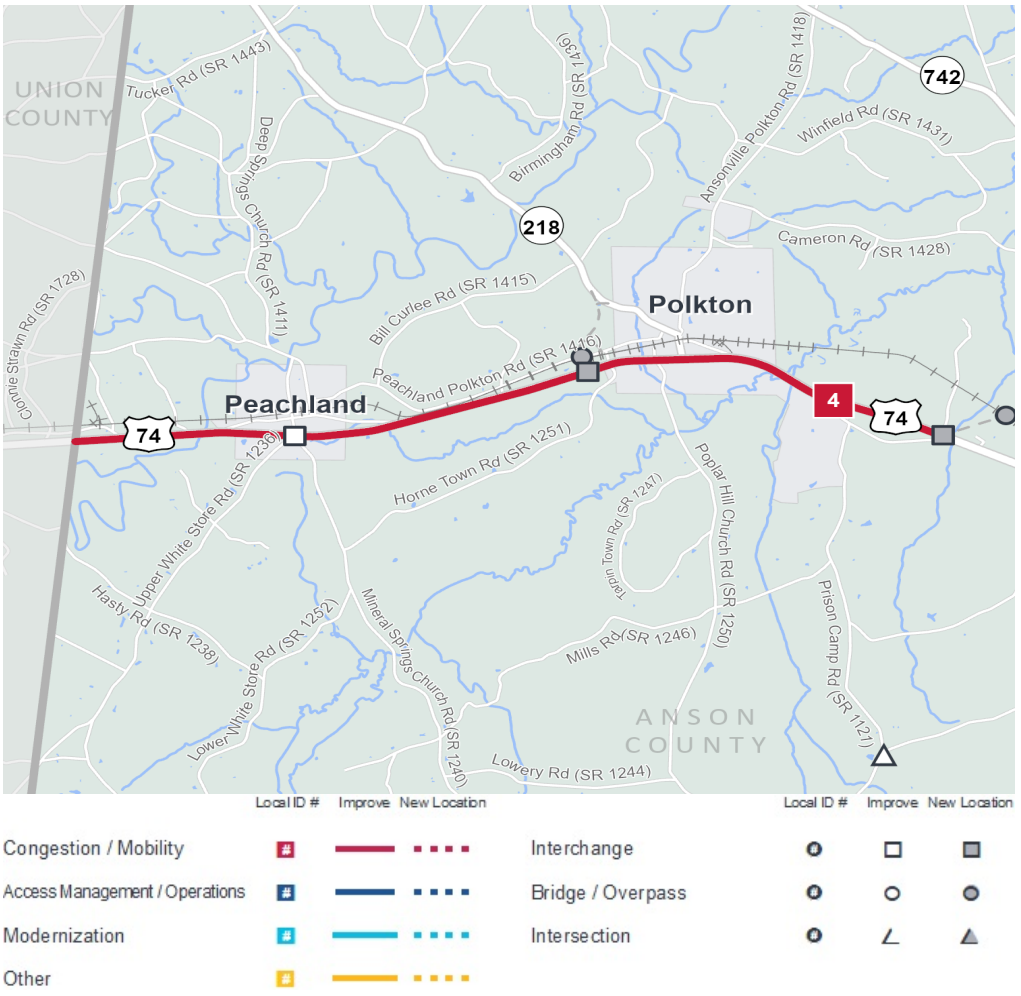
Improvement: **Improve Existing**

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	78

Proposal Data: 2019 Base Year / 2050 Future Year

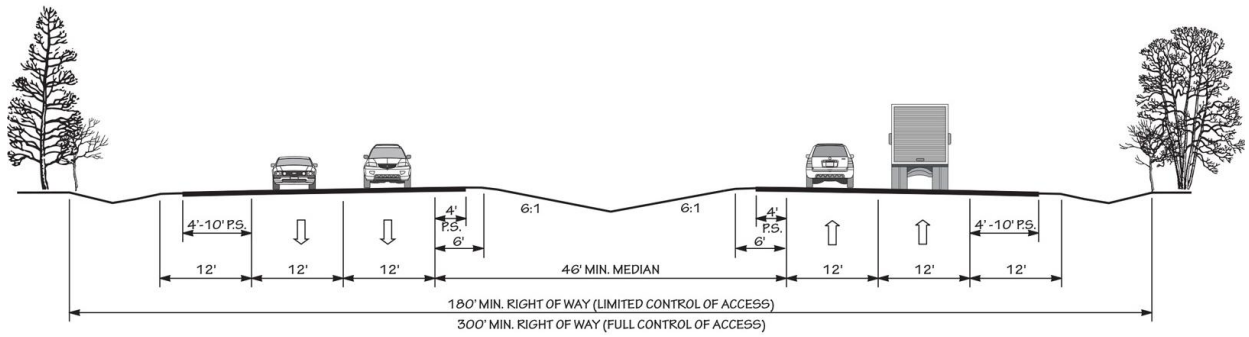
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Expressway	Expressway	Freeway
Travel Lanes	4	4	4
Volume (vpd)	15500-23500	24700-37900	26200-38300
Capacity (vpd)	48400-51700	48400-51700	54000

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

Typical Section Options:
None

TYPICAL SECTION No. 4A

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



POSTED SPEED 45-70 MPH

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

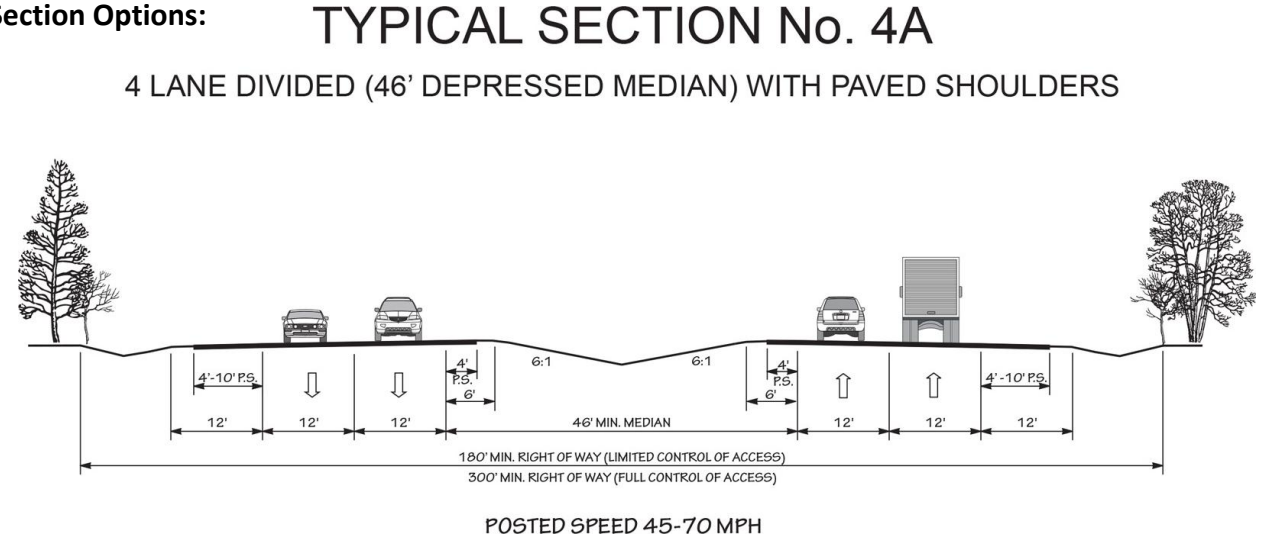
Impacts to Natural and/or Human Environment
All environmental data in the database was considered. This Project is within 150 feet of:

- 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

Typical Section Options:
None



Relationship to Land Use
This section of the US 74 corridor lies in projected rural and some light industrial areas, and passes through the 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 Landill, and other businesses. There is projected residential development within the town of Polkton.

Other Information

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
Resliency 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**

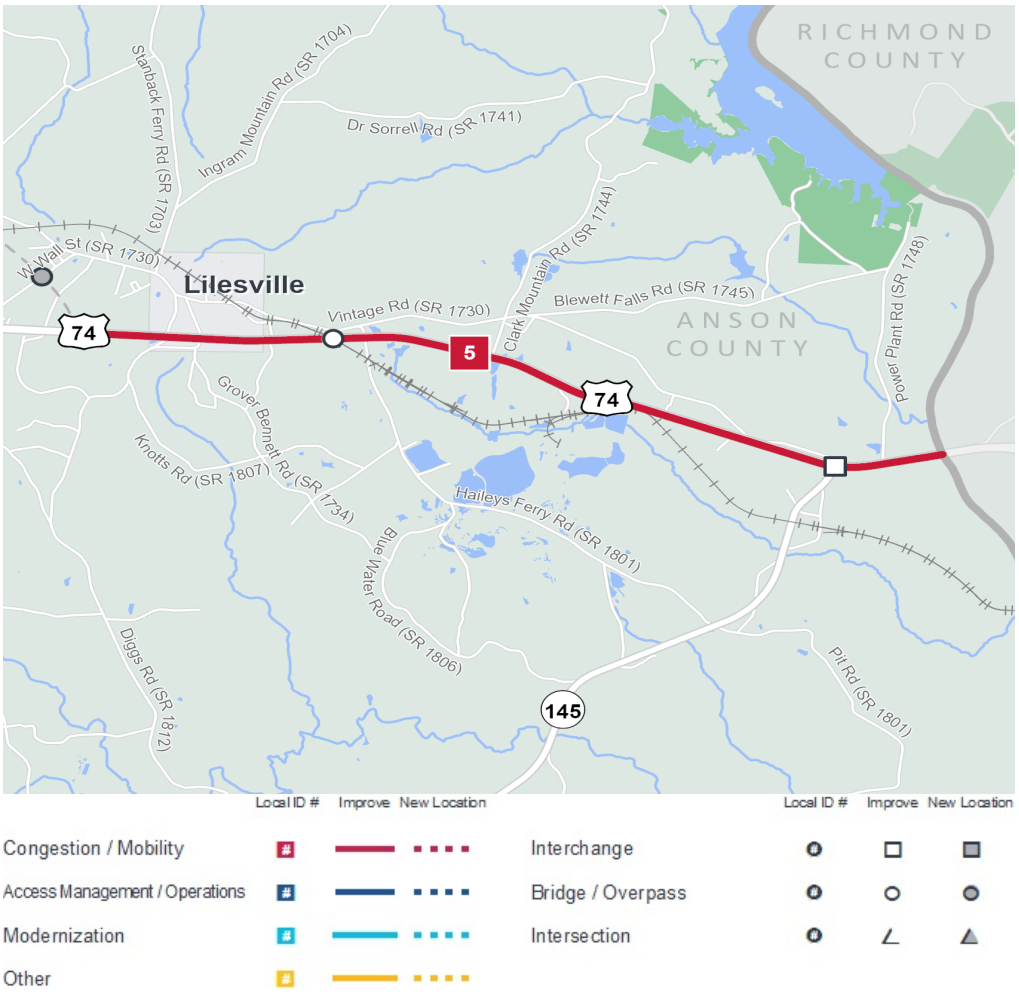
Improvement: **Improve Existing**

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	89

Proposal Data: 2019 Base Year / 2050 Future Year

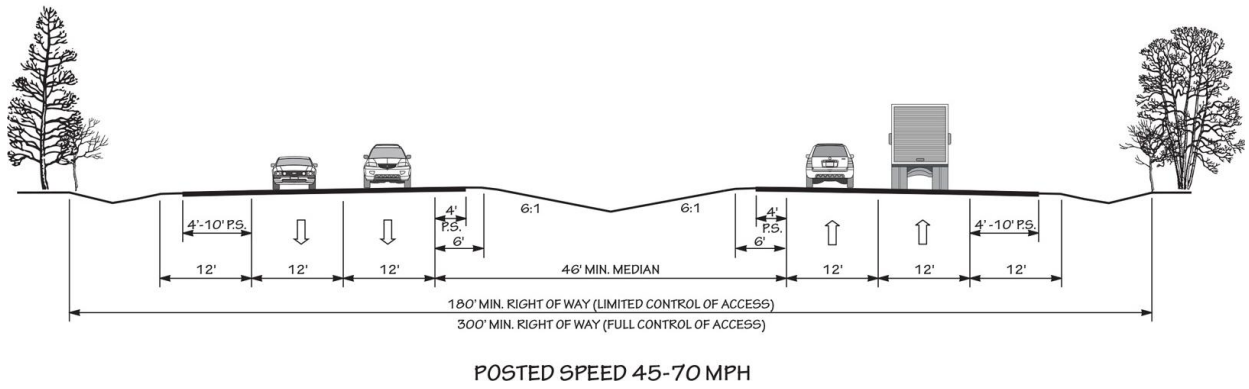
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Expressway	Expressway	Freeway
Travel Lanes	4	4	4
Volume (vpd)	15000-18000	24100-28500	24100-28500
Capacity (vpd)	48400-51700	48400-51700	54000

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

Typical Section Options:
None

TYPICAL SECTION No. 4A

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



POSTED SPEED 45-70 MPH

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

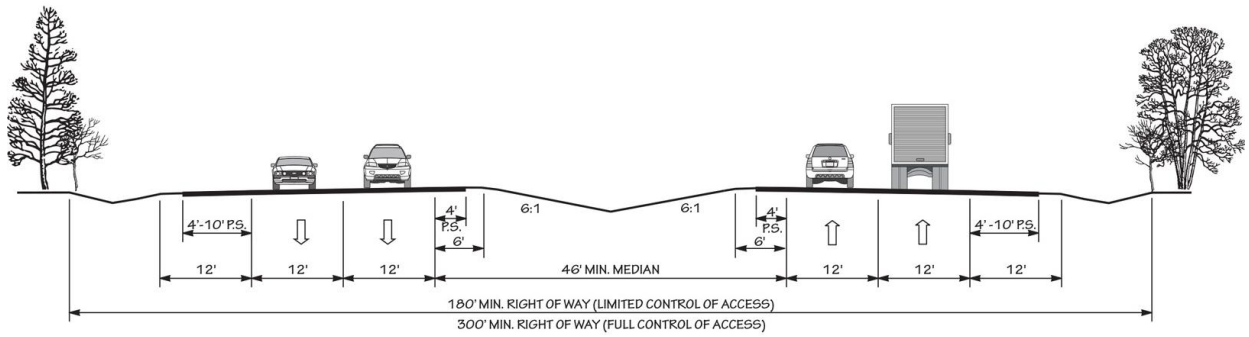
Relationship to Land Use

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 buisnesses and restaurants.

Typical Section Options:
None

TYPICAL SECTION No. 4A

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



POSTED SPEED 45-70 MPH

Other Information

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

Resliency 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**

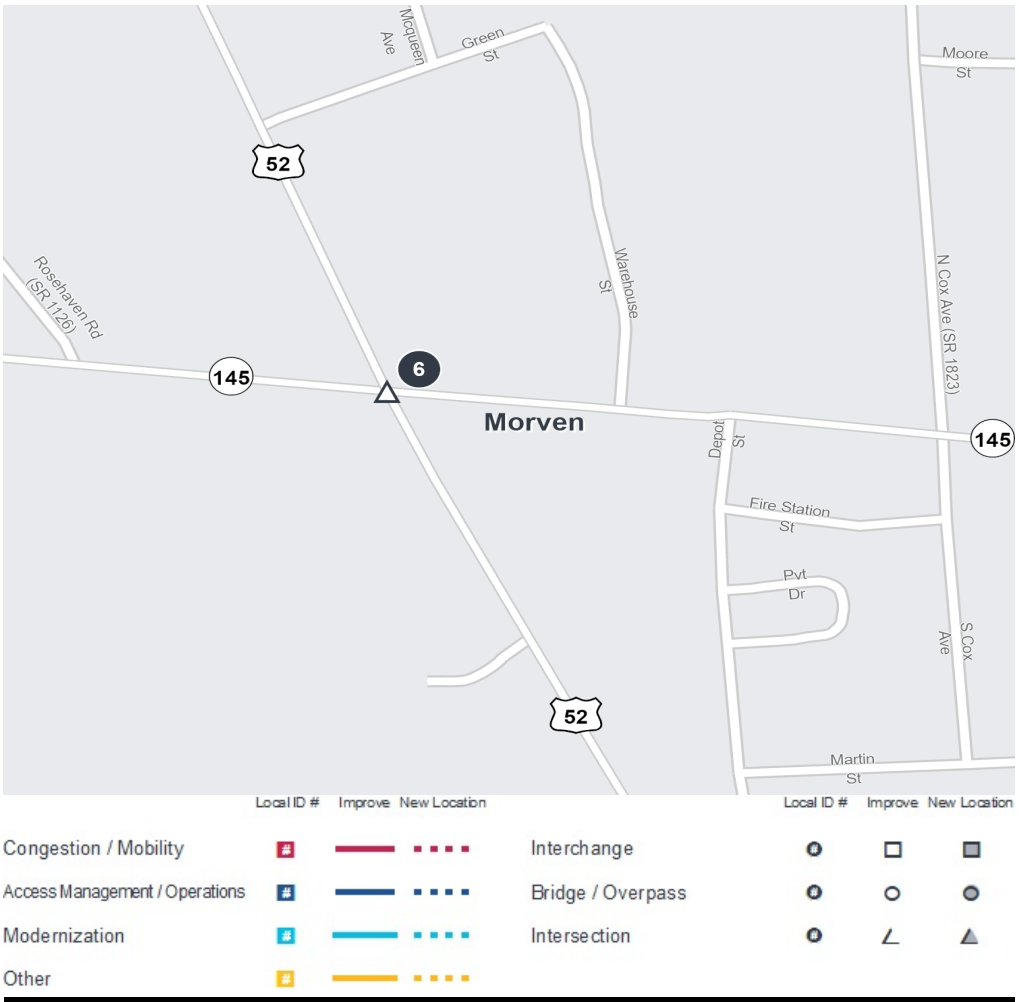
Improvement: **Improve Existing**

Identified Need

The US 52/NC 145 intersection has 10 recorded crashes between 2015 and 2019. The intersection has multiple open driveways to the businesses along the roadway. It also serves truck traffic going south along US 52.

Recommendation

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



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	89

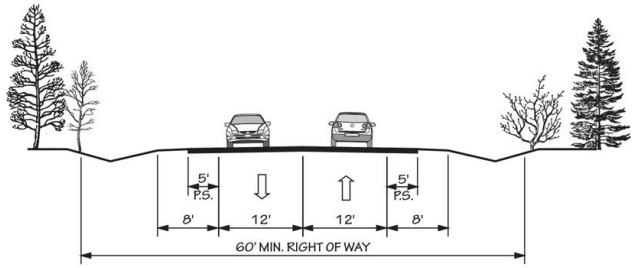
Proposal Data:	2019 Base Year	2050 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2300-5400	2800-8000	2800-8900
Capacity (vpd)	10600-11600	10600-11600	10600-11600

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 churche, a restaurant, and a connection to downtown Morven.

Other Information

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**

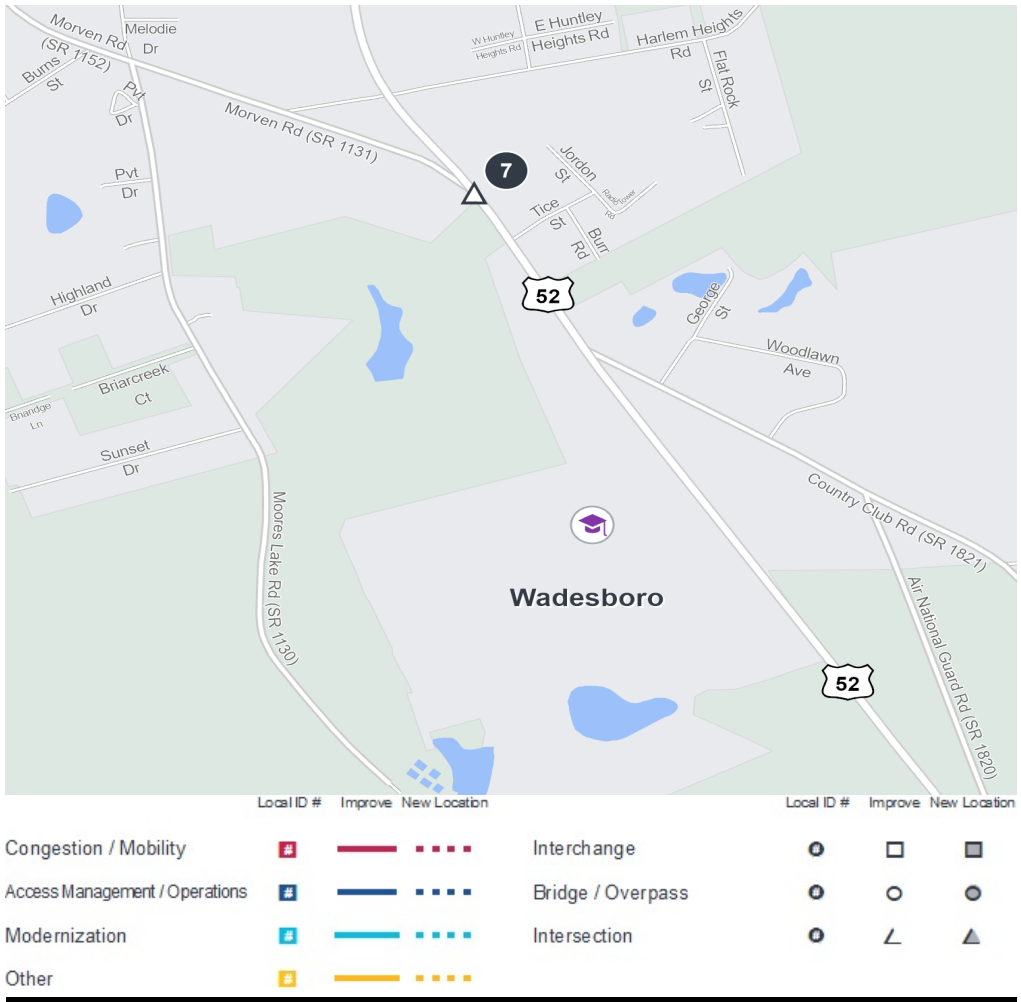
Improvement: **Improve Existing**

Identified Need

The US 52/Morven Rd intersection is a Y-intersection that has 10 recorded crashes between 2015 and 2019. US 52 and Morven Rd intersect at an angle, causing alignment concerns.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns.



Proposal At A Glance

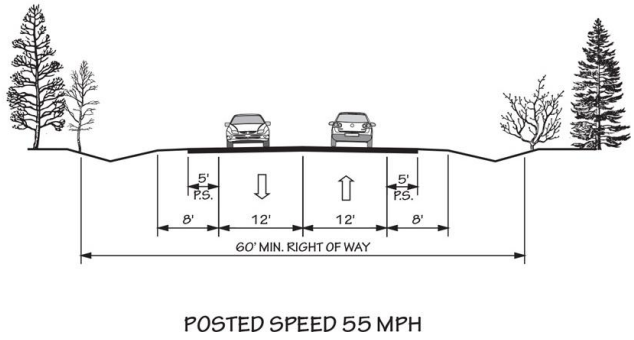
Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	100
Safety Risk Score	100

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)	1700-7600	2700-7500	2700-11600
Capacity (vpd)	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



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

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**

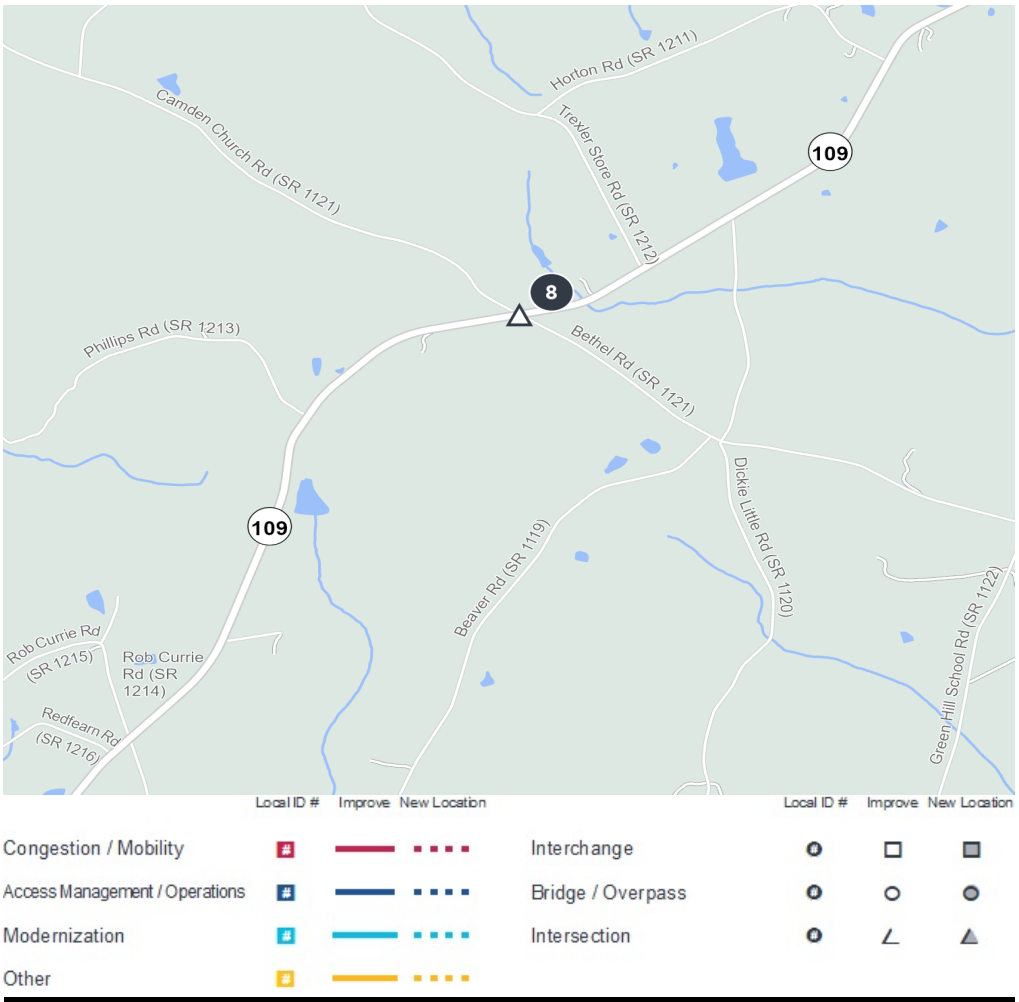
Improvement: **Improve Existing**

Identified Need

The NC 109/Bethel Rd intersection has high Truck Traffic along NC 109 and intersects Bethel Rd at an angle.

Recommendation

Upgrade this intersection to improve the mobility and accommodate truck traffic.



Proposal At A Glance

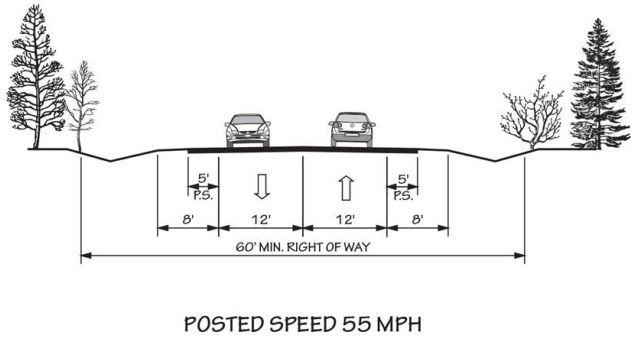
Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data:

Improved Route	2019 Base Year Existing	2050 Future Year Without Proposal	2050 Future Year With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	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



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

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**

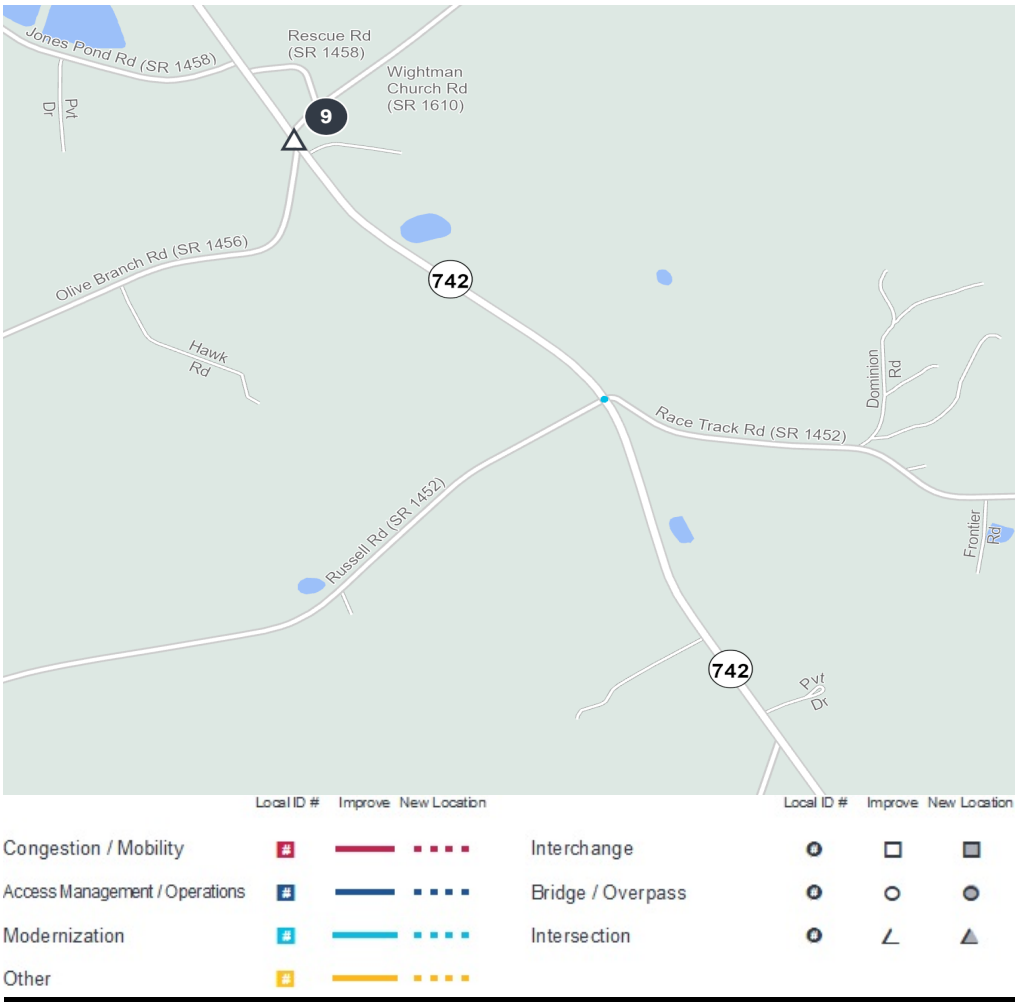
Improvement: **Improve Existing**

Identified Need

The NC 742/Olive Branch Rd intersection meets at an X pattern. It connects both Olive Branch Rd and Wightman Church Road within 50 feet of each other on oposite sides with a some offset.

Recommendation

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



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	89

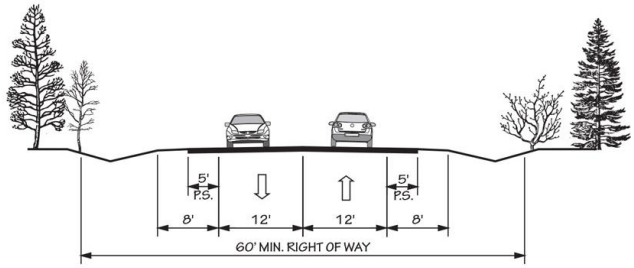
Proposal Data:	2019 Base Year	2050 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700-1800	2500-2600	2500-2600
Capacity (vpd)	12500	12500	12500

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 commerical 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

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**

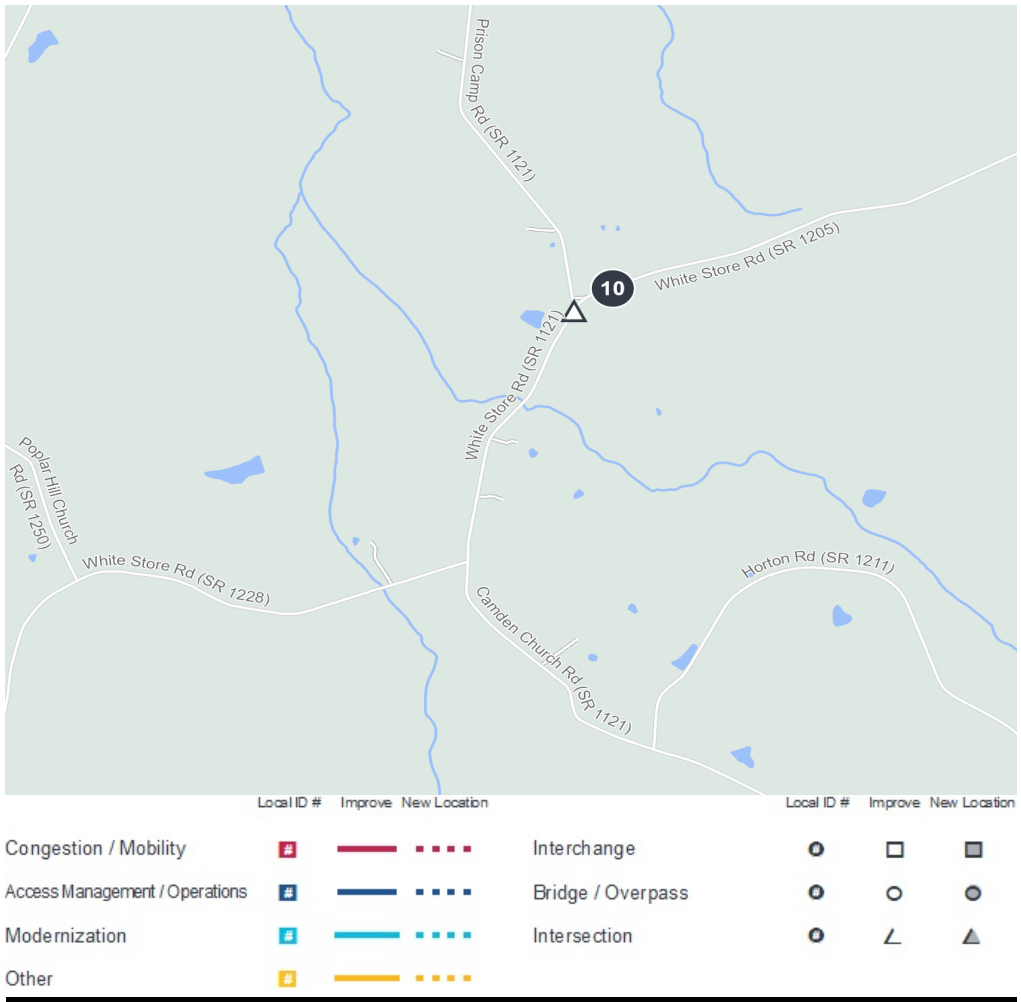
Improvement: **Improve Existing**

Identified Need

The Prison Camp Rd/White Store Rd intersection has sight distance concerns 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.



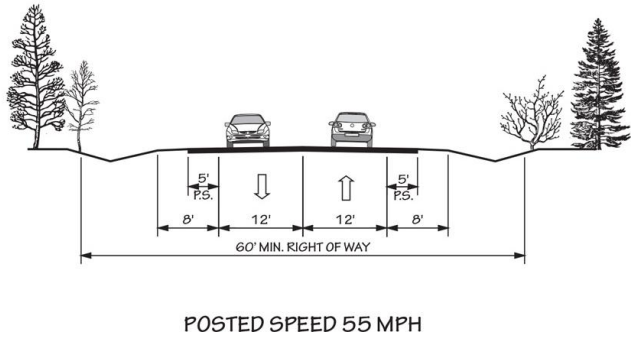
Proposal At A Glance

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	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	350-750	500-1300	400-1300
Capacity (vpd)	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



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).

Gatewood Station Rd (SR 1121)

From NC 742 to US 52

Local ID: **ANSO40002-H**

Purpose: **Facility Deficiencies**

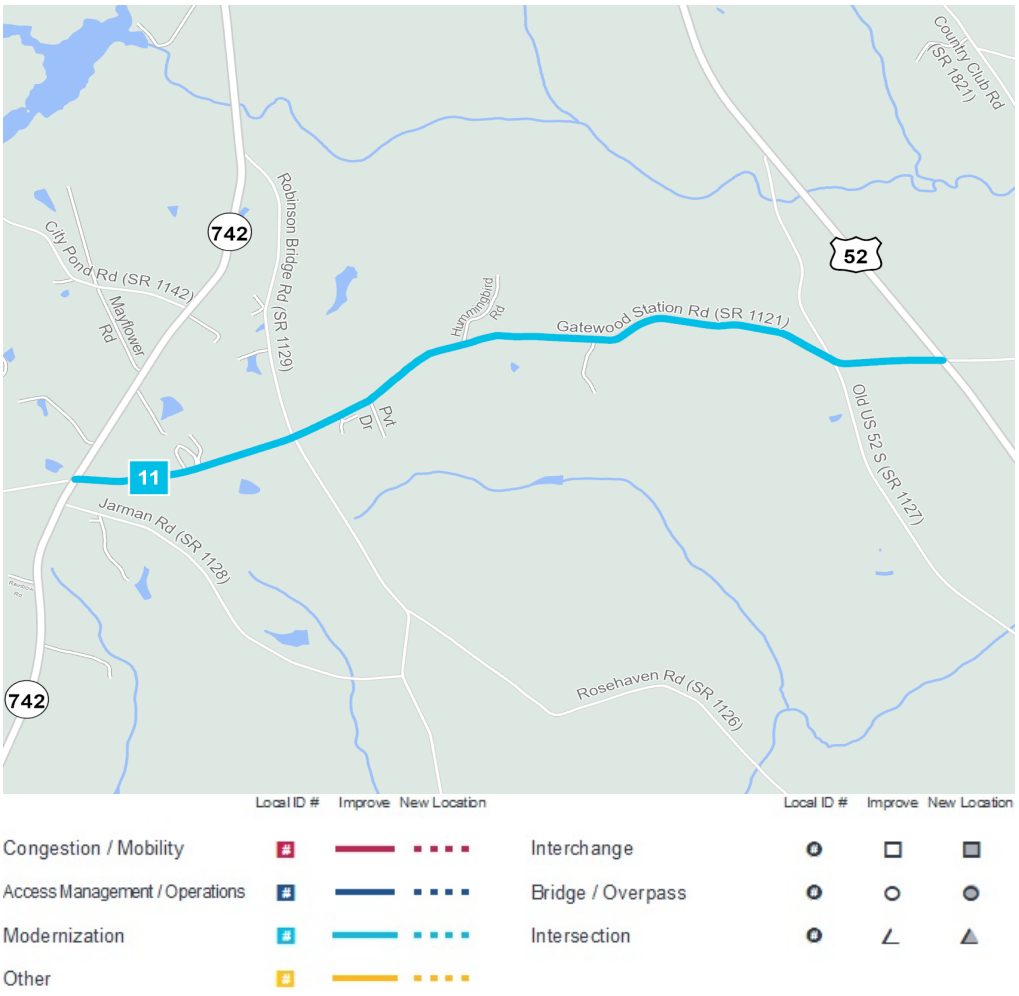
Improvement: **Improve Existing**

Identified Need

Gatewood Station Rd is currently 18-feet 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

Modernize the road to 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

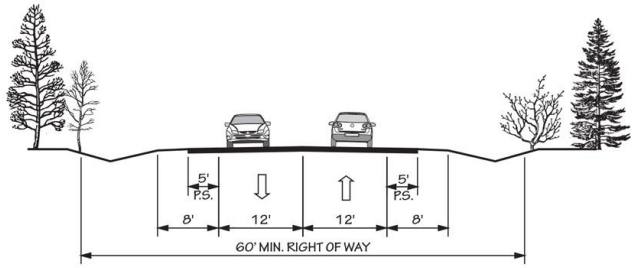
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	350-450	400-500	400-500
Capacity (vpd)	12700-13100	12700-13100	14600-15100

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:

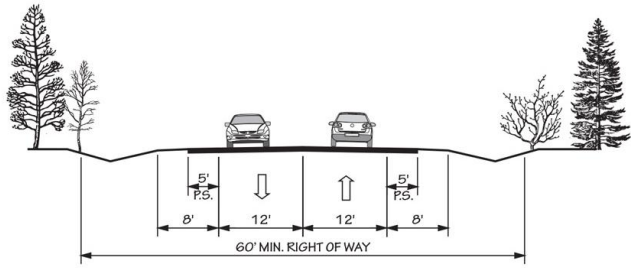
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 25% and 50% identify as Hispanic and Latino
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 10% identify 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 resiential housing.

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Other Information

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**

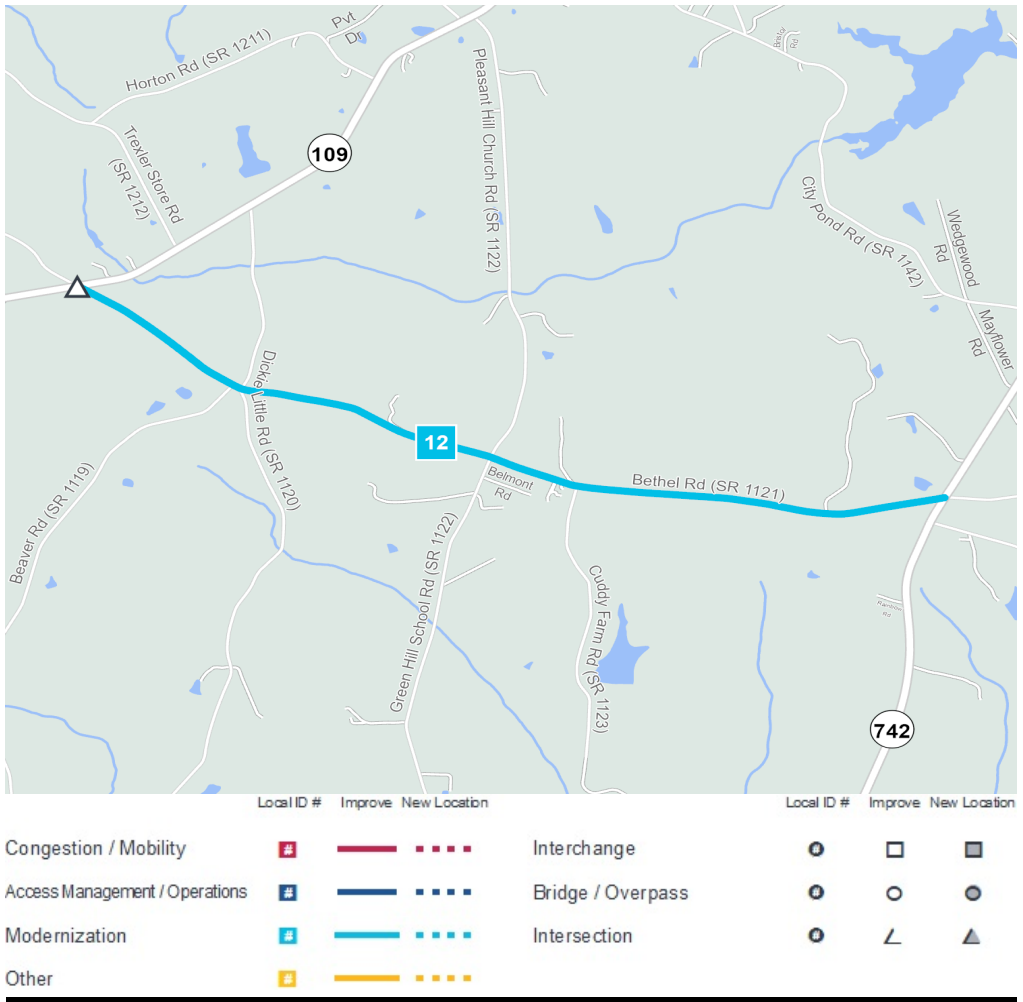
Improvement: **Improve Existing**

Identified Need

Bethel Rd is currently 18-feet 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

Modernize the road to 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

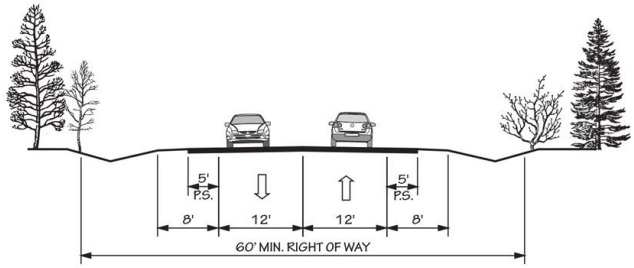
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	750	700	700
Capacity (vpd)	13100	13100	15100

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

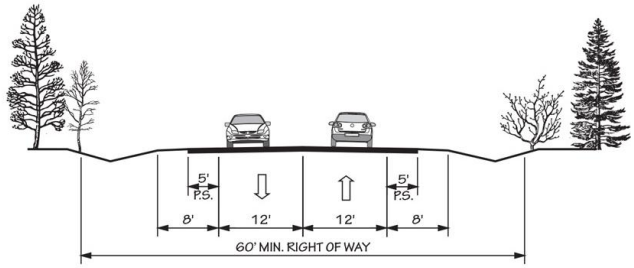
This recommendation passes through one or more Census Blocks with the following characteristics:

- 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

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**

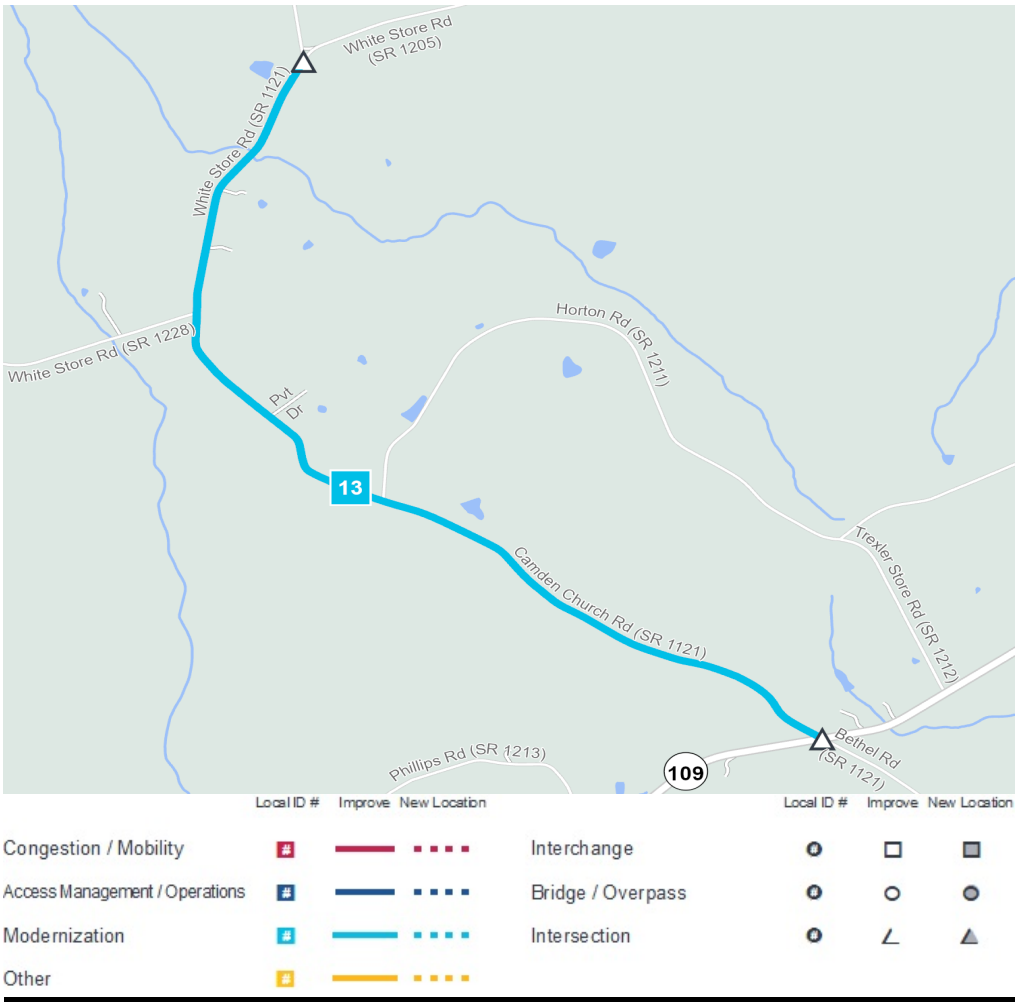
Improvement: **Improve Existing**

Identified Need

Camden Church Rd/White Store Rd are currently 18-feet 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

Modernize the road to 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

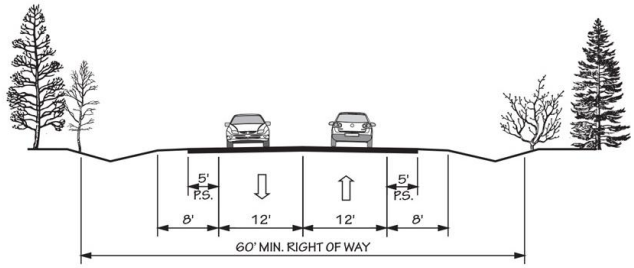
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	650-750	800-1300	800-1300
Capacity (vpd)	13600	13600	15100

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:

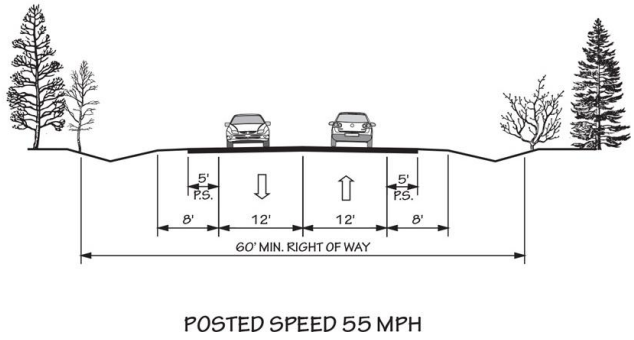
- Flood Hazard Area Feature(s)
- High Quality And Outstanding Resource Water Feature(s)
- Natural Heritage Element Occurrence Feature(s)
- Wetland Feature(s)
- River And Stream Feature(s)
- Target Local Watershed Feature(s)
- Water Supply Watershed Feature(s)

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



- 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

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**

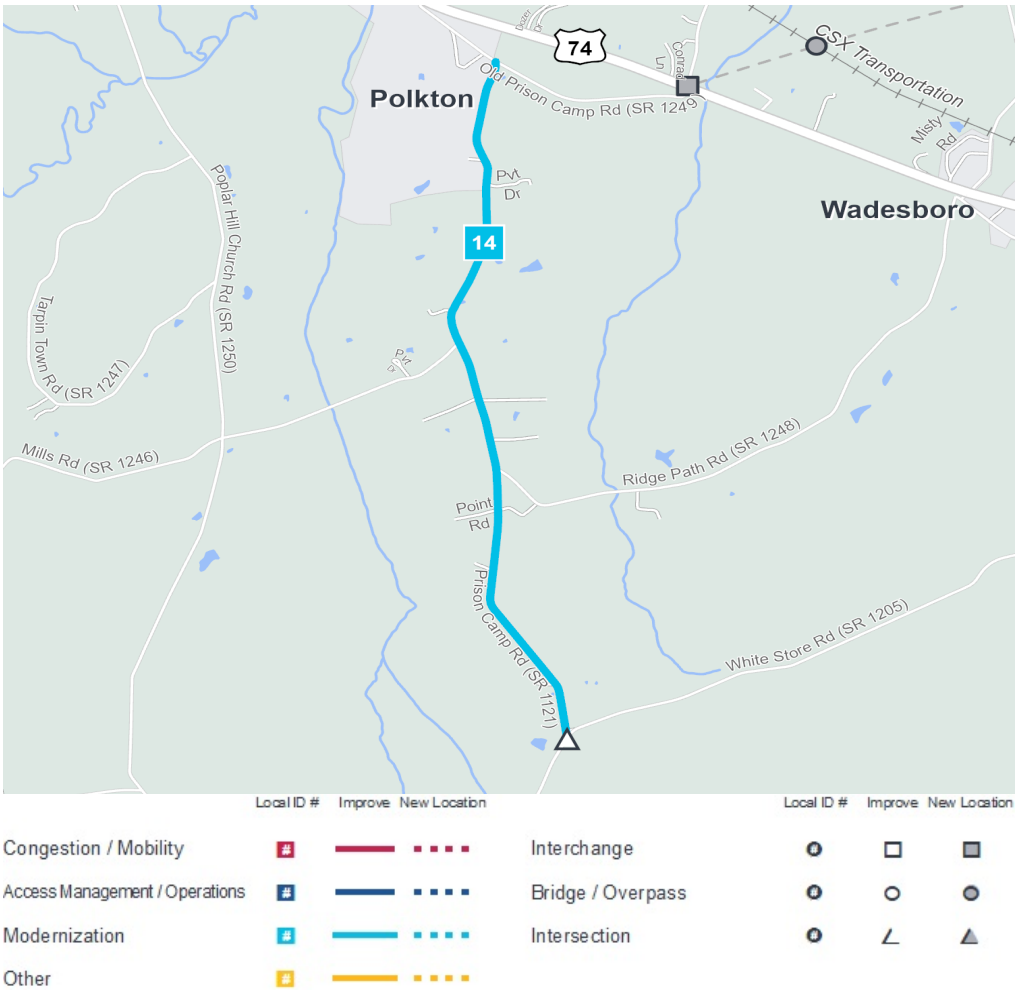
Improvement: **Improve Existing**

Identified Need

Prison Camp Rd is currently 18-feet 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

Modernize the road to 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

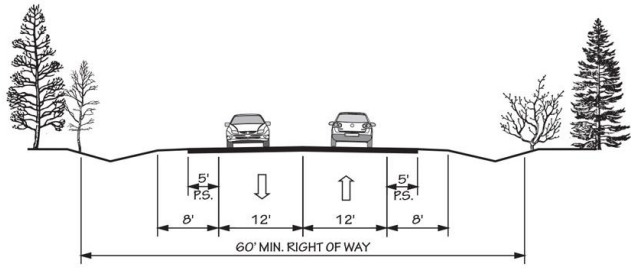
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	600-1400	1100-3700	1100-3700
Capacity (vpd)	13600-15100	13600-15100	15100

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:

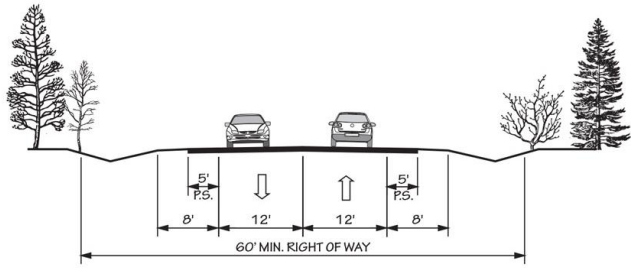
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 5% and 15% identify as Native American
- Between 1% 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).

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Other Information

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**

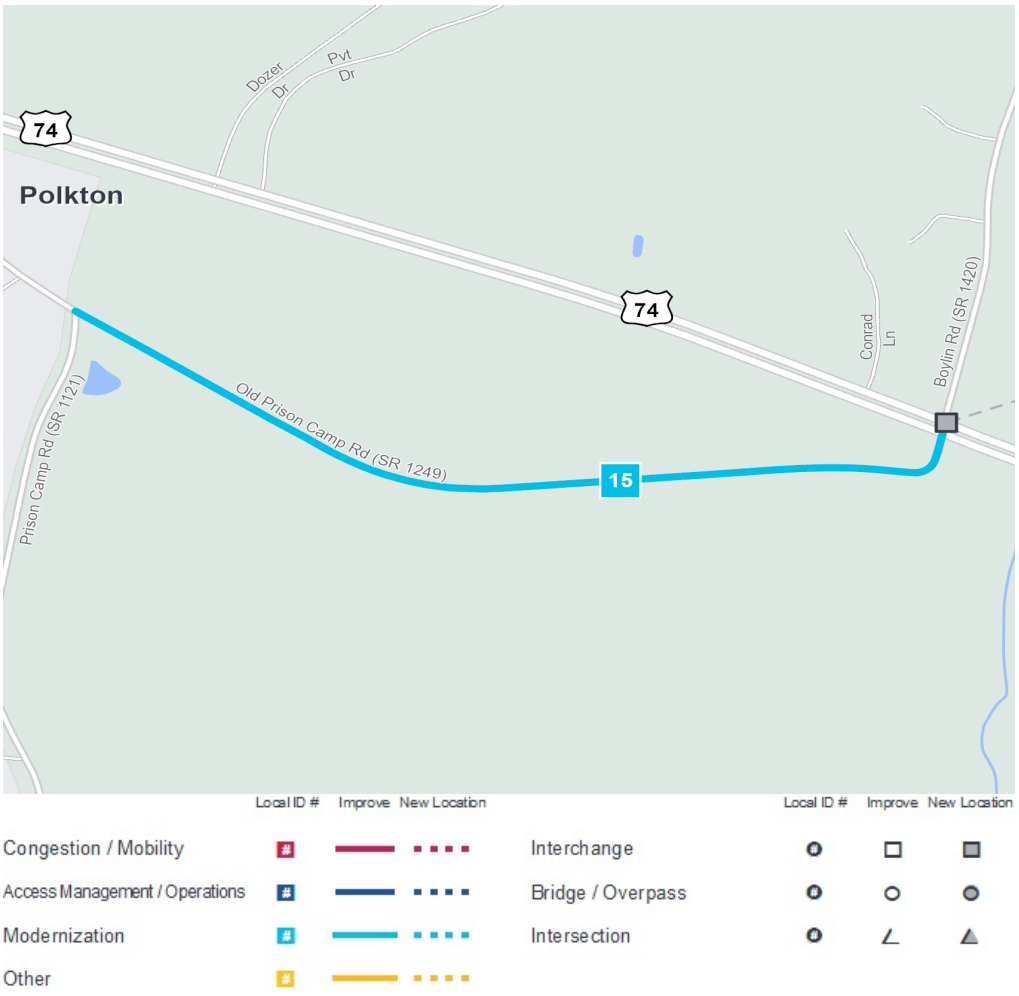
Improvement: **Improve Existing**

Identified Need

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

Recommendation

Modernize the road to 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

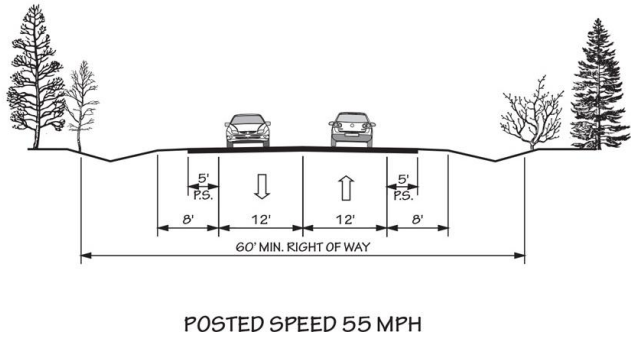
Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.94
Existing ROW (feet)	
Safety Risk Score	90

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)	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



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

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.

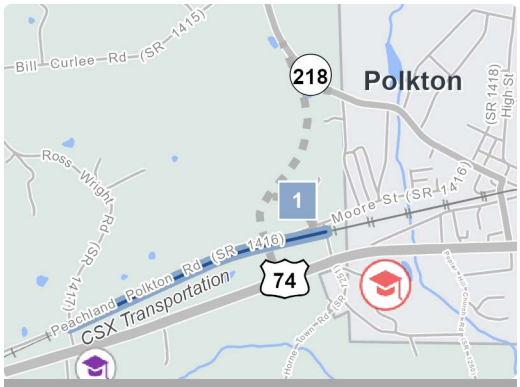
Deficient Bridges
There are no structurally deficient or functionally obsolete bridges along this recommendation.

Polkton Rail Siding Extension (P-5750)

From Ross Wright St to Freedom Rd

Proposal Length: 1.03 miles

Local ID: **P-5750**
Classification: **Rail**
Location: **Within Right of Way**



Identified Need

This recommendation is needed to improve rail efficiency along the CSX SF-Line and Queen City Express route between Wilmington and Charlotte. It aims to reduce rail congestion and improve safety along the corridor.

Recommendation

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.

Project History/Linkage to Other Plans

This recommendation has the SPOT ID: R170988. It is project P-5750 in the 2022-2029 STIP win a construction year of 2026. It proposes the closure two existing at-grade crossings. This project is linked to a proposed bypass of NC 218.

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.

Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

US 52

From NC 145 to Peru Rd (SR 1832)

Proposal Length: 0.21 miles

Identified Need

There is currently a lack of sidewalk connectivity between downtown Morven and nearby residential areas.

Recommendation

Add sidewalk to connect downtown Morven to nearby residential areas.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO20001-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	40
2017 Volume(vpd):	4800
2045 Volume(vpd):	7000

US 52

From Ansonville Polkton Rd (SR 1418) to Waddell St

Proposal Length: 0.08 miles

Identified Need

There is currently a lack of sidewalk connectivity between the existing sidewalks within downtown Ansonville.

Recommendation

Add sidewalk to connect existing sidewalk within downtown Ansonville.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO20002-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	17.14
ROW (ft):	50
2017 Volume(vpd):	4200
2045 Volume(vpd):	4900

US 52

From Smith St to Ridge St

Proposal Length: 0.29 miles

Identified Need

There is currently a lack of sidewalk connectivity between downtown Ansonville and Ansonville Elementary School.

Recommendation

Add sidewalk on both sides to improve sidewalk connections between downtown Ansonville and Ansonville Elementary School.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO20003-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	17.14
ROW (ft):	50
2017 Volume(vpd):	4200
2045 Volume(vpd):	4900

US 74

From 430 ft east of US 52 to Cloud Ave

Proposal Length: 0.11 miles

Identified Need

There is currently a gap between sidewalks from the residential areas to businesses along US 74.

Recommendation

Add sidewalk to improve sidewalk connections from the residential areas to businesses along US 74.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by conecting existing sidewalks by completing the gaps between them. It connects businesses along US 74 to the sidewalk network leading to residential areas.

Local ID: **ANSO20004-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	35
% Trucks:	15.70
ROW (ft):	75
2017 Volume(vpd):	23500
2045 Volume(vpd):	23500

NC 109

From Lansford Dr to NC 742

Proposal Length: 0.23 miles

Identified Need

There is currently a lack of sidewalk connectivity between homes to nearby stores along NC 109.

Recommendation

A sidewalk is recommended to connect residential areas to nearby stores along NC 109.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO30001-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	31.75
ROW (ft):	60
2017 Volume(vpd):	4000
2045 Volume(vpd):	4600

NC 109

From Airport Rd (SR 1645) to McLaurin St

Proposal Length: 0.48 miles

Identified Need

There is currently a lack of sidewalk connectivity between sidewalks near residential areas in Wadesboro to downtown Wadesboro.

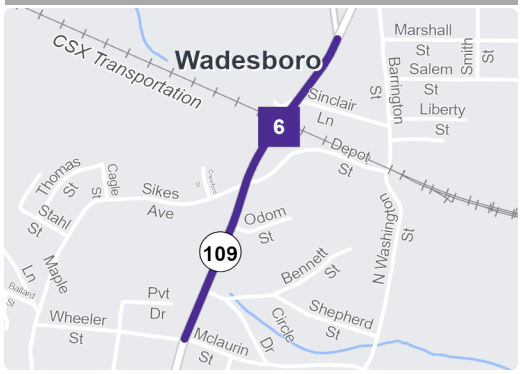
Recommendation

Add sidewalk on both sides to improve sidewalk connections from residential areas in Wadesboro to downtown Wadesboro.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO30002-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	31.29
ROW (ft):	60
2017 Volume(vpd):	3100
2045 Volume(vpd):	5400

NC 218

From Moore St (SR 1419) to the Exxon driveway

Proposal Length: 0.44 miles

Local ID: **ANSO30003-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Identified Need

There is currently a lack of sidewalk connectivity along downtown Polkton to nearby residential areas and gas stations.

Recommendation

Add sidewalk on both sides to improve sidewalk connections along downtown Polkton, nearby residential areas and gas stations. Add a grade separation to connect sidewalks to the gas station south of US 74.

Project History/Linkage to Other Plans

Due to this recommendation crossing US 74, it is recommended to evaluate the crossing for a potential grade separation. US 74 is a Strategic Transportation Corridor and pedestrian crossings on grade may be difficult.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	15.49
ROW (ft):	60
2017 Volume(vpd):	5700
2045 Volume(vpd):	8300

NC 742

From Hope St to NC 109

Proposal Length: 0.23 miles

Local ID: **ANSO30004-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and the Senior Center to nearby stores and the existing sidewalk.

Recommendation

A sidewalk is recommended to connect residential areas and the Senior Center to nearby stores and the existing sidewalk.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	12.14
ROW (ft):	60
2017 Volume(vpd):	2800
2045 Volume(vpd):	4600

Anson High School Rd (SR 1259)/ Kitty Bennet Rd (SR 1423)

From Walton Dr to Anson High School

Proposal Length: 0.17 miles

Identified Need

There is currently a lack of sidewalk connectivity between the Anson County High School to stores and services.

Recommendation

Add sidewalk between the Anson County High School, stores and services with a crosswalk over US 74 at Anson High School Rd to improve connectivity.

Project History/Linkage to Other Plans

This recommendation has the SPOT ID: B192119.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.
High visibility crossings, ADA access, and pedestrian signals should be considered due to high traffic on US 74.

Local ID: **ANSO40001-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	2600
2045 Volume(vpd):	3500

Camden St (SR 1733)

From Wall St (SR 1730) to Lilesville Elementary School

Proposal Length: 0.32 miles

Identified Need

There is currently a lack of sidewalk connectivity between Lilesville to the church, Lilesville Elementary School, and nearby residential areas.

Recommendation

Add sidewalk to connect Lilesville to the church, Lilesville Elementary School, and nearby residential areas.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40002-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1500
2045 Volume(vpd):	1900

Morven Rd (SR 1152)

From Burnsville St to 200 ft shouth of Wadesborough Pl

Proposal Length: 0.11 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas. and downtown Wadesboro to Anson Pediatrics and Wadesboro Park.

Recommendation

Add sidewalk on both sides to improve connections between residential areas and downtown Wadesboro to Anson Pediatrics and Wadesboro Park.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40003-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	3300
2045 Volume(vpd):	5700

E Passiac St

From Delta St to Clinton Ave (SR 1240)

Proposal Length: 0.28 miles

Identified Need

There is currently a lack of sidewalk connectivity between downtown Peachland and nearby residential areas.

Recommendation

Improve existing sidewalk and add new sidewalk between downtown Peachland and nearby residential areas.

Project History/Linkage to Other Plans

This recommendation has the SPOT ID: B192117.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40004-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	800
2045 Volume(vpd):	1300

Main St (SR 1838)

From E Broad St (SR 1003) to 200 ft south of E Broad St

Proposal Length: 0.04 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas in McFarlan, the nearby church, and the town government office.

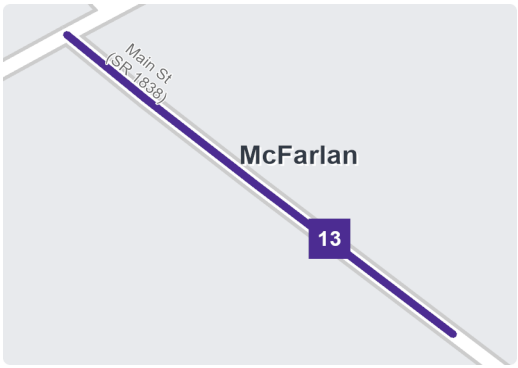
Recommendation

Add sidewalk on both sides to improve sidewalk connections between residential areas in McFarlan, the nearby church, and the town government office.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40005-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	200
2045 Volume(vpd):	200

Peru Rd (SR 1832)/Mill St

White Oak St to US 52

Proposal Length: 0.29 miles

Identified Need

There is currently a lack of sidewalk connectivity between nearby residential areas and downtown Morven.

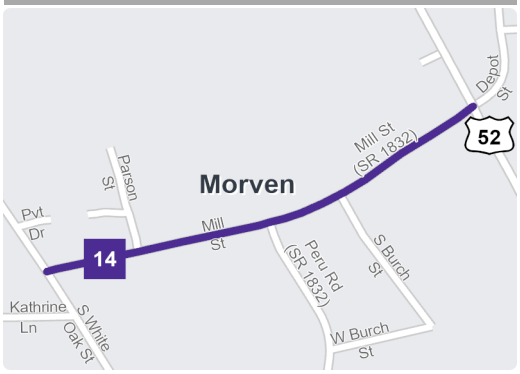
Recommendation

Add sidewalk on both sides to improve sidewalk connections between nearby residential areas and downtown Morven.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40006-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	900
2045 Volume(vpd):	1000

Plank Rd (SR 1621)

From Godfrey Ave to Smith St

Proposal Length: 0.31 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and churches from the eastern side of Ansonville to downtown.

Recommendation

Add sidewalk on both sides to improve sidewalk connections between residential areas and churches from the eastern side of Ansonville to downtown.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40007-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1000
2045 Volume(vpd):	1400

S Clinton Ave (SR 1240)

From Allen St to Fuller St

Proposal Length: 0.04 miles

Identified Need

There is currently a lack of sidewalk connectivity between downtown Peachland to nearby churches.

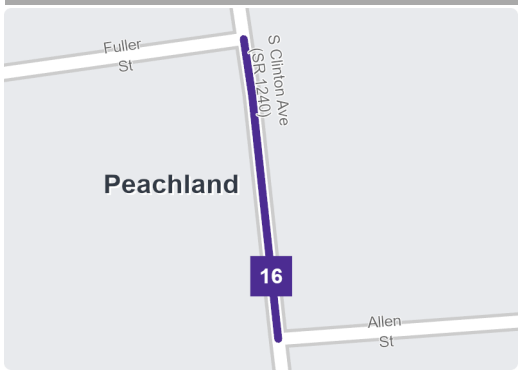
Recommendation

Add sidewalk on both sides to improve sidewalk connections between downtown Peachland to nearby churches.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40008-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	500
2045 Volume(vpd):	700

W Passiac St (SR 1403)

From New England St to Peach Tree Ln

Proposal Length: 0.1 miles

Identified Need

There is currently a lack of sidewalk connectivity between within downtown Peachland to nearby residential areas.

Recommendation

Add sidewalk on both sides to improve sidewalk connections between within downtown Peachland to nearby residential areas.

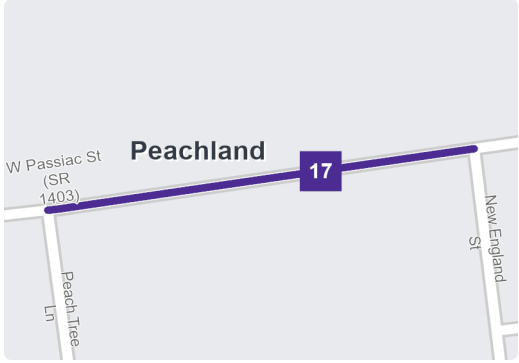
Project History/Linkage to Other Plans

This recommendation has the SPOT ID: B192117.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40009-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	600
2045 Volume(vpd):	900

W Wall St (SR 1730)

From Cowan St (SR 1770) to Stanback Ferry Rd (SR 1703)

Proposal Length: 0.55 miles

Identified Need

There is currently a lack of sidewalk connectivity throughout downtown Lilesville.

Recommendation

Add sidewalk on both sides to improve sidewalk connections to improve connections throughout downtown Lilesville.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40010-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1400
2045 Volume(vpd):	1400

White Store Rd (SR 1205)

From N Pine Ln to 400 ft north of South Ave

Proposal Length: 0.19 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and downtown Wadesboro.

Recommendation

Add sidewalk on both sides to improve sidewalk connections between residential areas and downtown Wadesboro.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO40011-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1200
2045 Volume(vpd):	2100

Covington St

From Green St to Morgan St (SR 1152)

Proposal Length: 0.11 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and sidewalks near the Wadesboro Elementary School.

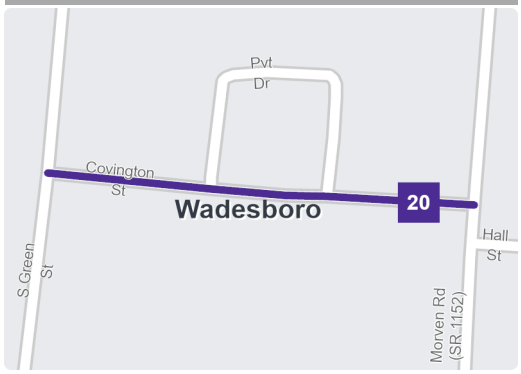
Recommendation

Add sidewalk on both sides to improve sidewalk connections between residential areas and sidewalks near the Wadesboro Elementary School.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO50001-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Delta St

From Passiac St (SR 1403) to US 74

Proposal Length: 0.21 miles

Local ID: **ANSO50002-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Identified Need

There is currently a lack of sidewalk connectivity between downtown Peachland and planned residential areas.

Recommendation

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

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

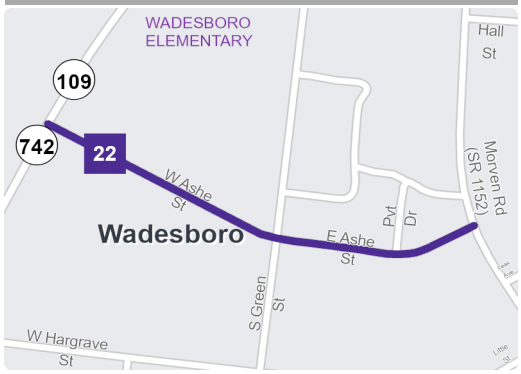
Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Ashe St/W Ashe St

From NC 109 to Morgan St (SR 1152)

Proposal Length: 0.3 miles

Local ID: **ANSO50003-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Identified Need

There is currently a lack of sidewalk connectivity from nearby residential areas to Wadesboro Elementary School.

Recommendation

Add sidewalk on both sides to improve sidewalk connections from nearby residential areas to Wadesboro Elementary School.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

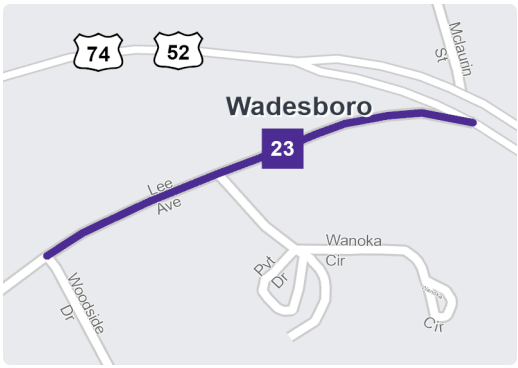
Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Lee Ave

From Woodside Dr to US 74

Proposal Length: 0.17 miles

Local ID: **ANSO50004-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Identified Need

There is currently a lack of sidewalk connectivity from downtown residential areas to businesses along US 74.

Recommendation

Add sidewalk on both sides to improve sidewalk connections from downtown residential areas to businesses along US 74.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Existing Road Data

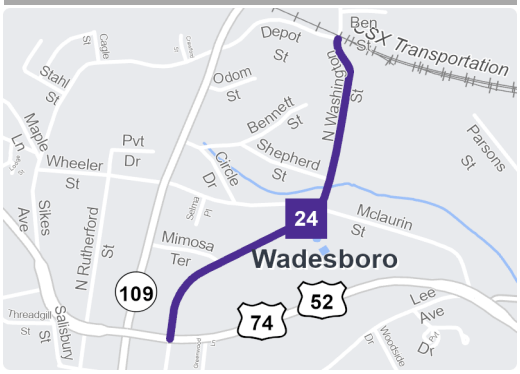
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Washington St

From US 74 to Depot St

Proposal Length: 0.65 miles

Local ID: **ANSO50005-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Identified Need

There is currently a lack of sidewalk connectivity between homes and the community college to downtown Wadesboro.

Recommendation

Add sidewalk on both sides to improve sidewalk connections between homes and the community college to downtown Wadesboro.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

New York Ave

From Passiac St (SR 1403) to US 74

Proposal Length: 0.2 miles

Identified Need

There is currently a lack of sidewalk connectivity from downtown Peachland to nearby residential areas and the Dollar General.

Recommendation

Add sidewalk on both sides to improve sidewalk connections from downtown Peachland to nearby residential areas and the Dollar General.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.
High visibility crossings, ADA access, pedestrian signals, and grade separated pesdestrian crossings should be considered due to high traffic on US 74.

Local ID: **ANSO50006-P**
Classification: **Pedestrian**
Location: **Within Right of Way**

Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Rose Ter

From Magnolia St to West Ave

Proposal Length: 0.19 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and downtown Wadesboro.

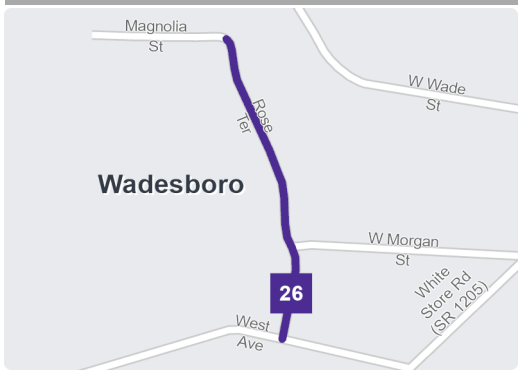
Recommendation

Add sidewalk on both sides to improve sidewalk connections between residential areas and downtown Wadesboro.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO50007-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S Green St

From Ashe St to Hargrave St

Proposal Length: 0.09 miles

Identified Need

There is currently a lack of sidewalk connectivity from residential areas to the Wadesboro Elementary School.

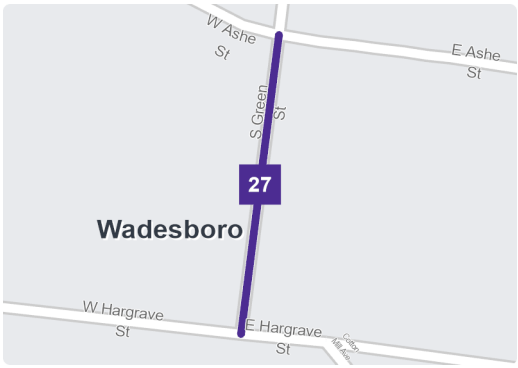
Recommendation

Add sidewalk on both sides to improve sidewalk connections from residential areas to the Wadesboro Elementary School.

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO50008-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

S White Oak St

From Lakeview Dr to Kathrine Ln

Proposal Length: 0.13 miles

Identified Need

There is currently a lack of sidewalk connectivity between residential areas and downtown Morven.

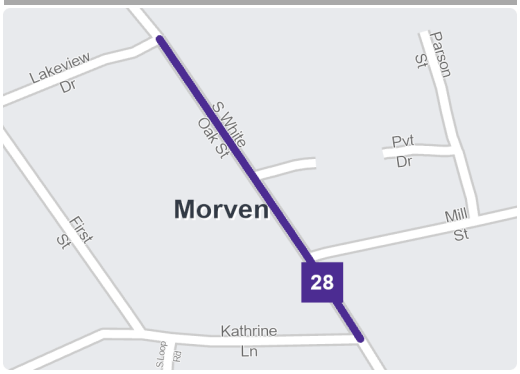
Recommendation

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

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by implementing sidewalk improvements.

Local ID: **ANSO50009-P**
Classification: **Pedestrian**
Location: **Within Right of Way**



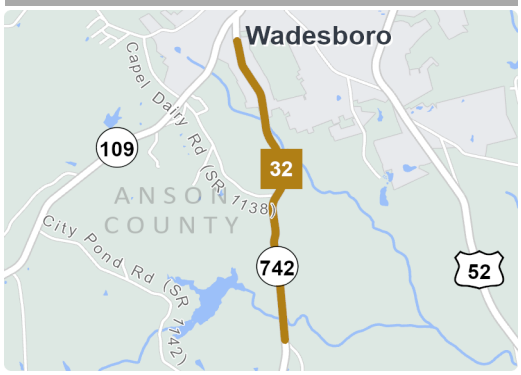
Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Wadesboro to City Pond Lake Multiuse Path

From Robinson Brg Rd (SR 1129) to Hope St

Proposal Length: 2.79 miles

Local ID: **ANSO00004-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Identified Need

There is currently a lack of multimodal connectivity from downtown Wadesboro to City Pond Lake and Anson Memorial Park.

Recommendation

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

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by providing bicycle improvements to serve as a means of active transportation.

Existing Road Data

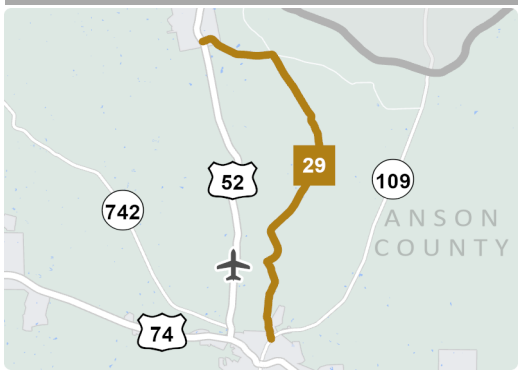
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	12.50
ROW (ft):	60
2017 Volume(vpd):	2800
2045 Volume(vpd):	4600

Ansonville to Wadesboro Multiuse Path

From US 52 in Ansonville to NC 109 in Wadesboro

Proposal Length: 10.87 miles

Local ID: **ANSO00001-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Identified Need

There is currently a lack of multimodal connectivity from the town of Wadesboro to Ansonville. Destinations along this facility includes locations along the Pee Dee Wildlife Refuge, the Anson County Parks & Rec Department, and the Anson County Airport.

Recommendation

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

Project History/Linkage to Other Plans

A bike route containing this facility was referenced in the Central Park Regional Bicycle Plan (2014).

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by providing bicycle improvements to serve as a means of active transportation. This bicycle improvement helps connect the towns of Wadesboro and Ansonville as well as various local destinations.

Existing Road Data

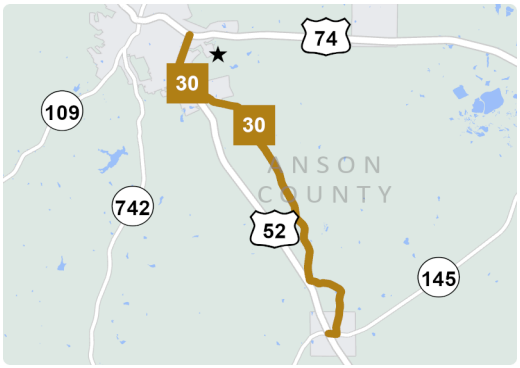
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	600
2045 Volume(vpd):	1100

Morven to Wadesboro Multiuse Path

From US 74 in eastern Wadesboro to US 52 in Morven

Proposal Length: 9.0 miles

Local ID: **ANSO00002-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Identified Need

There is currently a lack of multimodal connectivity from Wadesboro and Morven. This location covers key destinations such as the Anson County Emergency Services Center, the Twin Valley Golf Club, and the Morven Elementary School.

Recommendation

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.

Project History/Linkage to Other Plans

This recommendation ends at the US 52/US 74 intersection. In order to close the loop with other multiuse path recommendations in this plan, it is recommended to analyze future traffic pattern changes for potential improvements along US 74 or using Morven Rd as a way to complete the loop.

CTP Goal Analysis

This multimodal improvement helps connect the towns of Wadesboro and Morven while passing through various local destinations.

Existing Road Data

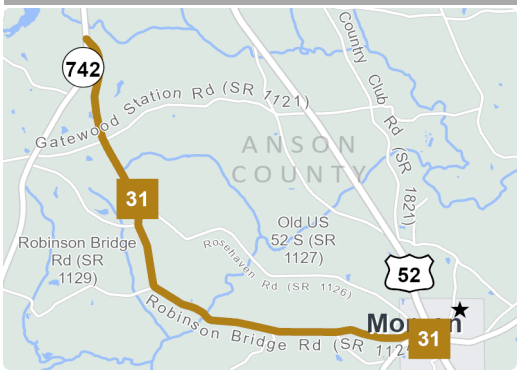
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	14.17
ROW (ft):	60-100
2017 Volume(vpd):	8600
2045 Volume(vpd):	11600

Morven to City Pond Lake Multiuse Path

From US 52 in Morven to NC 742

Proposal Length: 6.77 miles

Local ID: **ANSO00003-M**
Classification: **Multiuse Path**
Location: **Within Right of Way**



Identified Need

There is currently a lack of multimodal connectivity from downtown Morven to City Pond Lake and Anson Memorial Park.

Recommendation

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

CTP Goal Analysis

This recommendation aims to improve the economic development and quality of life by improving connections between popular destinations by providing bicycle improvements to serve as a means of active transportation.

Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	400
2045 Volume(vpd):	400

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

- **Local ID:** If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2015 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.
- **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems level analysis. The '2050 Volume E+C' is an estimate of the volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2024 – 2033 Transportation Improvement Program (TIP). The '2050 Volume with CTP' is an estimate of the volume in 2050 with all proposed CTP improvements assumed to be in place. The '2050 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Appendix.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.

*Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies for more information.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps. Abbreviations are F= freeway, E= expressway, B=boulevard, MJM= multi-lane major thoroughfare, MJ2= Two-lane major thoroughfare, MN=minor thoroughfare.
- **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 52	South Carolina	Sneedsboro Rd (SR 1829)	McFarlan	0.48	24	2	12	60	45	14600	3900	6100	6100	14600	ADQ	ADQ		
	US 52	Monroe White Store Rd (SR 1003)	Mcrae Ave (SR 1812)	McFarlan	0.63	24	2	12	60	45	11600	4000	6100	6100	11600	ADQ	ADQ		
	US 52	Mcrae Ave (SR 1812)	Sneedsboro Rd (SR 1829)	Anson	3.36	24	2	12	60	55	12900	4000	6500	6500	12900	ADQ	ADQ		
	US 52	Sneedsboro Rd (SR 1829)	Ratliff Gin Rd (SR 1831)	Anson	0.31	24	2	12	60	55	12900	4000	6300	6300	12900	ADQ	ADQ		
	US 52	Ratliff Gin Rd (SR 1831)	Mill St (SR 1832)	Morven	0.64	24	2	12	40-60	35	11600	4100	6400	6400	11600	ADQ	ADQ		
	US 52	Mill St (SR 1832)	250ft north of Mill St	Morven	0.05	30	2	15	40	35	12800	4800	4800	4800	12800	ADQ	ADQ		
	US 52	250ft north of Mill St	NC 145	Morven	0.16	30	2	15	40	35	12800	4800		7000	12800	ADQ	ADQ		
ANSO20001-H	US 52	NC 145	Morven Town Boundary	Morven	0	24	2	12	40-100	35	11600	5400	8000	8900	11600	ADQ	ADQ		
	US 52	NC 145	Morven Town Boundary	Morven	0.54	24	2	12	40-100	35	11600	5400	8000	8900	11600	ADQ	ADQ		
	US 52	Morven Town Boundary	Old US 52 (SR 1127)	Morven	0.82	24	2	12	40-100	55	12900	5000	7800	8000	12900	ADQ	ADQ		
	US 52	Old US 52 (SR 1127)	Prison Camp Rd (SR 1121)	Anson	1.79	24	2	12	100	55	15100	5000	7900	8000	15100	ADQ	ADQ		
	US 52	Prison Camp Rd (SR 1121)	Old US 52 (SR 1127)	Anson	1.11	24	2	12	100	55	15100	5000	7900	8000	15100	ADQ	ADQ		
	US 52	Old US 52 (SR 1127)	Country Club Rd (SR 1821)	Anson	1.63	24	2	12	100	55	15100	5000	7800	8000	15100	ADQ	ADQ		
ANSO20002-H	US 52	Air National Guard Rd (SR 1820)	Country Club Rd (SR 1821)	Wadesboro	0.59	24	2	12	100	45	14600	7600	7500	11600	14600	ADQ	ADQ		
ANSO20002-H	US 52	Air National Guard Rd (SR 1820)	Morven Rd (SR 1131)	Wadesboro	0.23	24	2	12	100	45	14600	7600	7500	11600	14600	ADQ	ADQ		
	US 52	Morven Rd (SR 1131)	US 74	Wadesboro	1.1	24	2	12	100	45	12200	8600	12800	12900	12200	ADQ	ADQ		
R-5798	US 52	US 52	400ft east of Stanback Ferry Ice Plant Rd	Wadesboro	0.61	60	4	12	50	35	24300	31000	31000	31000	28100	04C	110	B	
R-5798	US 52	400ft east of Stanback Ferry Ice Plant Rd	Stanbackferry Ice Plant Rd (SR 1714)	Wadesboro	0.05	120	4D	12		35	22200	31000	31000	31000	28100	04C	110	B	
R-5798	US 52	Stanbackferry Ice Plant Rd (SR 1714)	450ft west of Lee Ave	Wadesboro	0.1	120	4D	12		35	22200	29500	29500	29500	28100	04C	110	B	

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
R-5798	US 52	450ft west of Lee Ave	NC 109	Wadesboro	0.51	65	4	12	75	35	22200	29500	29500	29500	28100	04C	110	B	
R-5798	US 52	NC 109	120ft west of N Rutherford St	Wadesboro	0.03	60	4	12		35	28100	28000	28000	28000	28100	04C	110	B	
R-5798	US 52	120ft west of N Rutherford St	200ft north of Graham St	Wadesboro	0.18	60	2	15		35	28100	28000	28000	28000	28100	04C	110	B	
R-5871	US 52	200ft north of Graham St	Salisbury St	Wadesboro	0.52	60	4	12	30	35	24300	32500	33400	32500	28100	04F	100	B	
R-5871	US 52	Salisbury St	500ft west of Salisbury St	Wadesboro	0.1	55	2	11	85	35	27200	32500	33400	32900	28100	04F	100	B	
R-5871	US 52	500ft west of Salisbury St	US 74	Wadesboro	0.29	60	4	12	60-95	35	24300	32500	33400	32900	28100	04F	100	B	
	US 52	US 74	Salisbury St (SR 1472)	Wadesboro	0.32	36	2	12	60	45	14600	6200	15300	7400	14600	ADQ	ADQ		
	US 52	NC 742	Johnson St (SR 1664)	Anson	0.49	22	2	11	60	45	11800	6400	20000	8800	11800	ADQ	ADQ		
	US 52	Johnson St (SR 1664)	Powe St (SR 1655)	Anson	0.48	24	2	12	60	45	14600	6400	21200	9400	14600	ADQ	ADQ		
	US 52	Powe St (SR 1655)	Dennis Rd (SR 1649)	Anson	3.66	24	2	12	60	55	12900	4100	7800	10500	12900	ADQ	ADQ		
	US 52	Little Duncan Rd (SR 1648)	Ross Rd (SR 1636)	Anson	2.54	24	2	12	60	55	15100	3500	4300	5200	15100	ADQ	ADQ		
	US 52	Ross Rd (SR 1636)	Grassy Island Rd (SR 1634)	Anson	0.95	24	2	12	60	55	12900	3500	4500	5400	12900	ADQ	ADQ		
	US 52	Grassy Island Rd (SR 1634)	530ft south of Wheless Blvd	Ansonville	0.21	30	2	15	50	35	12800	3700	4600	5400	12800	ADQ	ADQ		
	US 52	530ft south of Wheless Blvd	Ansonville Polkton Rd (SR 1418)	Ansonville	0.2	30	2	15	50	35	12800	3700	4600	5400	12800	ADQ	ADQ		
	US 52	Ansonville Polkton Rd (SR 1418)	Waddell St	Ansonville	0.08	24	2	12	50	35	11600	4200	5000	4900	11600	ADQ	ADQ		
	US 52	Waddell St	Smith St	Ansonville	0.1	24	2	12	50	35	11600	4200	5000	4900	11600	ADQ	ADQ		
	US 52	Smith St	300 ft south of Baseball St	Ansonville	0.12	30	2	10	50	35	10800	4200	5000	4900	10800	ADQ	ADQ		
	US 52	300 ft south of Baseball St	Ridge St	Ansonville	0.17	30	2	10	50	35	10800	4200	4800	4800	10800	ADQ	ADQ		
	US 52	Ridge St	Dunlap Rd (SR 1632)	Ansonville	0.2	24	2	12	50	45	11600	4200	4800	4800	11600	ADQ	ADQ		
	US 52	Dunlap Rd (SR 1632)	300ft north of Ansonville Town Boundary	Ansonville	0.34	24	2	12	50-60	45	14600	4200	4800	4800	14600	ADQ	ADQ		
	US 52	300ft north of Ansonville Town Boundary	Buffalo Creek Rd (SR 1631)	Anson	0.43	24	2	12	60	55	15100	3700	4300	4300	15100	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 52	Buffalo Creek Rd (SR 1631)	Stanly	Anson	5.52	24	2	12	60	55	12900	3700	4300	4300	12900	ADQ	ADQ		
ANSO10001-H	US 74	Union	Pulpwood Yard Rd (SR 1401)	Anson	0.4	48	8D	12	200	55	48700	18500	31000	31000	54000	04A		F	
ANSO10001-H	US 74	Pulpwood Yard Rd (SR 1401)	Passiac St (SR 1403)	Anson	0.96	24	4	12	100	55	48700	19000	31600	31600	54000	04A		F	
ANSO10001-H	US 74	Passiac St (SR 1403)	Clinton Ave (SR 1240)	Peachland	0.65	24	4	12	100-200	55	48700	19000	31200	31200	54000	04A		F	
ANSO10001-H	US 74	Clinton Ave (SR 1240)	Peachland Town Boundary	Peachland	0.46	22	4	11	100-200	55	48700	20500	33300	33400	54000	04A		F	
ANSO10001-H	US 74	Peachland Town Boundary	Polkton Town Boundary	Anson	2.59	22	4	11	100-200	55	48700	20500	32700	32900	54000	04A		F	
ANSO10001-H	US 74	Horne Town Rd (SR 1251)	Carpenter St (SR 1250)	Polkton	0.37	22	4	11	90	55	48700	23500	37400	37700	54000	04A		F	
ANSO10001-H	US 74	Carpenter St (SR 1250)	NC 218	Polkton	0.25	44	8D	11	180	35	48400	23500	37900	38300	54000	04A		F	
ANSO10001-H	US 74	NC 218	Old Route 74 (SR 1419)	Polkton	0.47	44	8D	11	180	35	51400	15500	25300	26600	54000	04A		F	
ANSO10001-H	US 74	Old Route 74 (SR 1419)	Polkton Town Boundary	Polkton	0.41	22	4	11	90-200	55	51700	15500	24700	26200	54000	04A		F	
ANSO10001-H	US 74	Polkton Town Boundary	Old Prison Camp Rd (SR 1249)	Anson	0.41	22	4	11	90-200	55	51700	15500	24700	26200	54000	04A		F	
ANSO10001-H	US 74	Old Prison Camp Rd (SR 1249)	Proposed Wadesboro Bypass	Anson	1.27	44	8D	11	200	55	51700	20500	30300	32300	54000	04A		F	
R-5871	US 74	School Rd (SR 1259)	US 52	Wadesboro	0.54	64	4	12	100	45	26800	27000	40000	28600	28100	04F	100	B	
R-5798	US 74	Wadesboro Town Boundary	Allen Pond Rd (SR 1749)	Anson	1.02	64	4	12	75	55	24300	23500	23500	23500	28100	04C	110	B	
R-5798	US 74	430 ft east of US 52	Wadesboro Town Boundary	Wadesboro	0.23	64	4	12	75	35	24300	23500	23500	23500	28100	04C	110	B	
R-5798	US 74	430 ft east of US 52	Wadesboro Town Boundary	Wadesboro	0.11	64	4	12	75	35	24300	23500	23500	23500	28100	04C	110	B	
R-5798	US 74	US 52	430 ft east of US 52	Wadesboro	0.08	64	4	12	75	35	24300	23500	23500	23500	28100	04C	110	B	
	US 74	Allen Pond Rd (SR 1749)	1200ft east of Allen Pond Rd	Anson	0.23	64	4	12	150	55	33000	23500	23500	23500	54000	04A		MJM	
ANSO10002-H	US 74	Proposed Wadesboro Bypass	Lilesville Town Boundary	Anson	0.65	24	4	12	150	55	48700	16500	25700	25900	54000	04A		F	
ANSO10002-H	US 74	Lilesville Town Boundary	Parson Grove Church Rd (SR 1733)	Lilesville	0.15	24	4	12	150	55	48700	16500	25700	25900	54000	04A		F	

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
ANSO10002-H	US 74	Parson Grove Church Rd (SR 1733)	Fifth St (SR 1734)	Lilesville	0.29	48	8D	12	300-400	55	48400	15500	24100	24300	54000	04A		F	
ANSO10002-H	US 74	Fifth St (SR 1734)	Lilesville Town Boundary	Lilesville	0.56	24	4	12	100-200	55	48700	15500	24400	24400	54000	04A		F	
ANSO10002-H	US 74	Lilesville Town Boundary	Haileys Ferry Rd (SR 1801)	Anson	0.89	24	4	12	100	60	48700	15500	24300	24400	54000	04A		F	
ANSO10002-H	US 74	Haileys Ferry Rd (SR 1801)	Clark Mountain Rd (SR 1744)	Anson	1.14	48	8D	12	200	60	48700	15000	24100	24100	54000	04A		F	
ANSO10002-H	US 74	Clark Mountain Rd (SR 1744)	Gravel Plant Rd (SR 1846)	Anson	0.69	48	8D	12	200	60	48700	15000	24400	24400	54000	04A		F	
ANSO10002-H	US 74	Gravel Plant Rd (SR 1846)	Fox Rd (SR 1771)	Anson	0.94	24	4	12	100-200	60	48700	15000	24400	24400	54000	04A		F	
ANSO10002-H	US 74	Fox Rd (SR 1771)	Oakwood Dr (SR 1859)	Anson	0.63	48	8D	12	400	60	48700	15500	25300	25300	54000	04A		F	
ANSO10002-H	US 74	Oakwood Dr (SR 1859)	NC 145	Anson	0.96	24	4	12	100	60	48700	15500	25300	25300	54000	04A		F	
ANSO10002-H	US 74	NC 145	Power Plant Rd (SR 1748)	Anson	0.42	24	4	12	75-100	60	51700	18000	28500	28500	54000	04A		F	
ANSO10002-H	US 74	Power Plant Rd (SR 1748)	Richmond	Anson	0.53	24	4	12	150	55	51700	17500	28100	28100	54000	04A		F	
R-5878	US 74	US 74	US 52	Anson	2.1			12		55				12500	54000	04A	180	F	
R-5878	US 74	US 74	US 52	Anson	2.03			12		55				12500	54000	04A	180	F	
R-5878	US 74	US 52	NC 109	Anson	2.9			12		55			13700	14700	54000	04A	180	F	
R-5878	US 74	NC 109	Winfee Rd	Anson	0.83			12		55			14300	14900	54000	04A	180	F	
R-5878	US 74	Winfee Rd	US 74	Anson	2.06			12		55			13900	14200	54000	04A	180	F	
	NC 109	DEAD-END	Monroe White Store Rd (SR 1003)		4.52	20	2	10	60	55	14100	1200	1400	1400	14100	ADQ	ADQ		
	NC 109	Monroe White Store Rd (SR 1003)	Chewning Rd (SR 1118)	Anson	1.55	20	2	10	60	55	14100	1100	1400	1400	14100	ADQ	ADQ		
	NC 109	Chewning Rd (SR 1118)	Prison Camp Rd (SR 1121)	Anson	2.03	20	2	10	60	55	14100	1600	1900	1900	14100	ADQ	ADQ		
	NC 109	Prison Camp Rd (SR 1121)	Old NC 515 (SR 1210)	Anson	1.54	20	2	10	60	55	14100	3300	4200	3900	14100	ADQ	ADQ		
	NC 109	Old NC 515 (SR 1210)	Hannah Rd (SR 1139)	Anson	0.76	20	2	10	60	45	13600	3300	4100	3800	13600	ADQ	ADQ		
	NC 109	Hannah Rd (SR 1139)	Meachem Rd (SR 1147)	Wadesboro	0.42	20	2	10	60	45	13600	3000	3600	3400	13600	ADQ	ADQ		
	NC 109	Meachem Rd (SR 1147)	Wadesboro Town Boundary	Wadesboro	0.39	20	2	10	60	45	11400	3000	3800	3500	11400	ADQ	ADQ		

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	NC 109	Wadesboro Town Boundary	Lansford Dr	Wadesboro	0.21	20	2	10	60	35	10400	4000	5000	4600	10400	ADQ	ADQ		
	NC 109	Lansford Dr	NC 742	Wadesboro	0.23	20	2	10	60	35	10400	4000	5000	4600	10400	ADQ	ADQ		
	NC 109	NC 742	Morgan St (SR 1152)	Wadesboro	0.55	40	2	12	60	35	11100	6100	8200	8100	11100	ADQ	ADQ		
	NC 109	Morgan St (SR 1152)	US 52	Wadesboro	0.21	24	2	12	60	35	11100	5200	7800	7700	11100	ADQ	ADQ		
	NC 109	US 52	McLaurin St	Wadesboro	0.26	24	2	12	60	35	11100	2800	4200	4100	11100	ADQ	ADQ		
	NC 109	McLaurin St	300ft north of Bennet St	Wadesboro	0.12	24	2	12	60	35	11100	2800	4200	4100	11100	ADQ	ADQ		
	NC 109	300ft north of Bennet St	Sinclair Ln	Wadesboro	0.26	24	2	12	60	35	11100	3100	5600	5400	11100	ADQ	ADQ		
	NC 109	Sinclair Ln	Airport Rd (SR 1645)	Wadesboro	0.1	24	2	12	60	35	11100	3100	5600	5400	11100	ADQ	ADQ		
	NC 109	Airport Rd (SR 1645)	Smith St	Wadesboro	0.25	30	2	12	60	35	11100	3100	5400	5300	11100	ADQ	ADQ		
	NC 109	Smith St	Wadesboro Town Boundary	Anson	0.36	20	2	10	60	45	13600	1600	3000	2900	13600	ADQ	ADQ		
	NC 109	Wadesboro Town Boundary	Carpenter Kendall Rd (SR 1715)	Anson	0.67	20	2	10	60	45	13600	1600	3400	3600	13600	ADQ	ADQ		
	NC 109	Carpenter Kendall Rd (SR 1715)	Winfree Rd (SR 1713)	Anson	1.14	20	2	10	60	55	14100	1600	5600	5900	14100	ADQ	ADQ		
	NC 109	Winfree Rd (SR 1713)	Pleasant Grove Church Rd (SR 1649)	Anson	1.74	20	2	10	60	55	14100	1600	2700	3100	14100	ADQ	ADQ		
	NC 109	Pleasant Grove Church Rd (SR 1649)	Allen St (SR 1710)	Anson	0.92	20	2	10	60	55	12000	1600	2500	3000	12000	ADQ	ADQ		
	NC 109	Allen St (SR 1710)	Grassy Island Rd (SR 1634)	Anson	2.9	20	2	10	60	55	14100	1400	2200	2600	14100	ADQ	ADQ		
	NC 109	Grassy Island Rd (SR 1634)	Anson County Boundary	Anson	1.01	20	2	10	60	55	12000	1400	2200	2200	12000	ADQ	ADQ		
	NC 145	South Carolina	Monroe White Store Rd (SR 1003)	Anson	1.42	20	2	10	60	55	14100	1300	2300	2300	14100	ADQ	ADQ		
	NC 145	Monroe White Store Rd (SR 1003)	Previtte Rd (SR 1834)	Anson	1.45	20	2	10	60	55	12000	1700	2700	2800	12000	ADQ	ADQ		
	NC 145	Previtte Rd (SR 1834)	Sandy Ridge Church Rd (SR 1103)	Anson	0.6	20	2	10	60	55	14100	1700	2300	2300	14100	ADQ	ADQ		

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	NC 145	Sandy Ridge Church Rd (SR 1103)	Ballard Spring Rd (SR 1125)	Anson	0.51	20	2	10	60	55	12000	1700	2300	2400	12000	ADQ	ADQ		
	NC 145	Ballard Spring Rd (SR 1125)	Rosehaven Rd (SR 1126)	Morven	0.24	22	2	11	60	35	11200	3300	4500	4500	11200	ADQ	ADQ		
	NC 145	Ballard Spring Rd (SR 1125)	530ft west of Rosehaven Rd	Morven	0.2	44	2	22	60	35	15500	3300	4500	4500	15500	ADQ	ADQ		
	NC 145	530ft west of Rosehaven Rd	Rosehaven Rd (SR 1126)	Morven	0.1	44	2	22	60	35	15500	3300	4500	4500	15500	ADQ	ADQ		
	NC 145	Rosehaven Rd (SR 1126)	US 52	Morven	0.1	44	2	22	60	35	11600		4500		11600	ADQ	ADQ		
	NC 145	US 52	Cox Ave (SR 1823)	Morven	0.18	22	2	11	60	20	10600	2300	2800	2800	10600	ADQ	ADQ		
	NC 145	Cox Ave (SR 1823)	Dunn St	Morven	0.23	22	2	11	60	20	10600	2300	2800	2800	10600	ADQ	ADQ		
	NC 145	Dunn St	300ft east of Dunn St	Morven	0.05	22	2	11	60	20	10600	2300	2800	2800	10600	ADQ	ADQ		
	NC 145	300ft east of Dunn St	Morven Town Limits	Morven	0.14	22	2	11	60	35	11200	2300	2800	2800	11200	ADQ	ADQ		
	NC 145	Morven Town Limits	Sportsman Rd (SR 1824)	Anson	2.16	22	2	11	60	55	12500	1600	1800	1800	12500	ADQ	ADQ		
	NC 145	Sportsman Rd (SR 1824)	Shiloh Church Rd (SR 1825)	Anson	2.22	22	2	11	60	55	14600	1400	1800	1800	14600	ADQ	ADQ		
	NC 145	Shiloh Church Rd (SR 1825)	Blue Water Road (SR 1806)	Anson	0.69	22	2	11	60	55	12500	1400	1600	1600	12500	ADQ	ADQ		
	NC 145	Blue Water Road (SR 1806)	Brooks Rd (SR 1853)	Anson	0.34	22	2	11	60	55	14600	1400	1600	1600	14600	ADQ	ADQ		
	NC 145	Brooks Rd (SR 1853)	Haileys Ferry Rd (SR 1801)	Anson	0.96	22	2	11	60	55	14600	1400	1600	1600	14600	ADQ	ADQ		
	NC 145	Haileys Ferry Rd (SR 1801)	Pecolia Dixon Leak Lane (SR 1842)	Anson	1.04	24	2	12	100	55	12900	1500	1700	1700	12900	ADQ	ADQ		
	NC 145	Pecolia Dixon Leak Lane (SR 1842)	US 74	Anson	0.96	24	2	12	100	55	12900	1600	1800	1800	12900	ADQ	ADQ		
	NC 218	Union	Church Rd (SR 1002)	Anson	0.45	22	2	11	100	55	12500	4800	8000	8000	12500	ADQ	ADQ		
	NC 218	Church Rd (SR 1002)	Newton Moore Rd (SR 1413)	Anson	3.5	22	2	11	100	55	14600	6700	10900	11300	14600	ADQ	ADQ		
	NC 218	Newton Moore Rd (SR 1413)	Bill Curlee Rd (SR 1415)	Anson	2.24	22	2	11	60-100	55	14600	2800	4200	4400	14600	ADQ	ADQ		
	NC 218	Bill Curlee Rd (SR 1415)	Moore St (SR 1416)	Polkton	1.12	24	2	12	60	55	15100	2800	4200	4400	15100	ADQ	ADQ		

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	NC 218	Moore St (SR 1416)	Ansonville Polkton Rd (SR 1418)	Polkton	0.16	30	2	15	60	20	11000	2800	4000	4200	11000	ADQ	ADQ		
	NC 218	Ansonville Polkton Rd (SR 1418)	Old Route 74 (SR 1419)	Polkton	0.08	24	2	12	60	35	11600	5700	8700	8300	11600	ADQ	ADQ		
	NC 218	Old Route 74 (SR 1419)	Exxon	Polkton	0.12	24	2	12	60	35	11600	5100	7900	7400	11600	ADQ	ADQ		
	NC 218	Exxon	US 74	Polkton	0.05	24	2	12	60	35	11600	5100	7900	7400	11600	ADQ	ADQ		
P-5750	NC 218 (Proposed Bypass)	US 74	NC 218		0.99										14600	02A	60	MJ2	T
	NC 742	South Carolina	Monroe White Store Rd (SR 1003)	Anson	2.02	22	2	11	60	55	12500	1100	1400	1400	12500	ADQ	ADQ		
	NC 742	Monroe White Store Rd (SR 1003)	Dickie Little Rd (SR 1120)	Anson	1.7	22	2	11	60	55	14600	1600	2200	2200	14600	ADQ	ADQ		
	NC 742	Dickie Little Rd (SR 1120)	Prison Camp Rd (SR 1121)	Anson	2.35	22	2	11	60	55	14600	1600	2200	2200	14600	ADQ	ADQ		
	NC 742	Prison Camp Rd (SR 1121)	City Pond Rd (SR 1142)	Anson	0.85	22	2	11	60	55	14600	2400	3900	3900	14600	ADQ	ADQ		
	NC 742	City Pond Rd (SR 1142)	Robinson Bridge Rd (SR 1129)	Anson	0.74	22	2	11	60	55	14600	2400	3800	3800	14600	ADQ	ADQ		
	NC 742	Robinson Bridge Rd (SR 1129)	Capel Dairy Rd (SR 1138)	Anson	1.3	22	2	11	60	55	14600	2400	3600	3400	14600	ADQ	ADQ		
	NC 742	Capel Dairy Rd (SR 1138)	Wadesboro Town Boundary	Anson	0.81	22	2	11	60	55	12500	2400	3900	3800	12500	ADQ	ADQ		
	NC 742	Wadesboro Town Boundary	Hope St	Wadesboro	0.68	22	2	11	60	35	10700	2800	4600	4600	10700	ADQ	ADQ		
	NC 742	Hope St	NC 109	Wadesboro	0.23	22	2	11	60	35	10700	2800	4600	4600	10700	ADQ	ADQ		
	NC 742	US 52	Kitty Bennett Rd (SR 1423)	Anson	0.95	22	2	11	60	55	12500	2400	2800	3200	12500	ADQ	ADQ		
	NC 742	Kitty Bennett Rd (SR 1423)	Boggan Cut Rd (SR 1422)	Anson	1.83	22	2	11	40	55	12500	2900	4000	3700	12500	ADQ	ADQ		
	NC 742	Boggan Cut Rd (SR 1422)	Cameron Rd (SR 1428)	Anson	0.89	22	2	11	60	55	14600	2900	4000	3700	14600	ADQ	ADQ		
	NC 742	Cameron Rd (SR 1428)	Winfield Rd (SR 1431)	Anson	1.62	22	2	11	60	55	12500	2400	3400	3100	12500	ADQ	ADQ		
	NC 742	Winfield Rd (SR 1431)	Ansonville Polkton Rd (SR 1418)	Anson	2.38	22	2	11	60-100	55	12500	2400	3300	3100	12500	ADQ	ADQ		
	NC 742	Ansonville Polkton Rd (SR 1418)	Hopewell Church Rd (SR 1002)	Anson	2.41	22	2	11	100	55	12500	2300	3300	3200	12500	ADQ	ADQ		

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	NC 742	Hopewell Church Rd (SR 1002)	Sub Station Rd (SR 1444)	Anson	2.27	22	2	11	100	55	12500	1800	2500	2500	12500	ADQ	ADQ		
	NC 742	Sub Station Rd (SR 1444)	Race Track Rd (SR 1452)	Anson	0.44	22	2	11	100	55	12500	1800	2500	2500	12500	ADQ	ADQ		
	NC 742	Race Track Rd (SR 1452)	700 ft south of Olive Branch Rd	Anson	0.3	22	2	11	100	55	12500	1800	2500	2500	12500	ADQ	ADQ		
	NC 742	700 ft south of Olive Branch Rd	Olive Branch Rd (SR 1456)	Anson	0.13	22	2	11	100	55	12500	1800	2500	2500	12500	ADQ	ADQ		
	NC 742	Olive Branch Rd (SR 1456)	Jones Pond Rd (SR 1458)	Anson	0.11	22	2	11	100	55	12500	1700	2600	2600	12500	ADQ	ADQ		
	NC 742	Jones Pond Rd (SR 1458)	Rescue Rd (SR 1458)	Anson	1.03	22	2	11	100	55	12500	1700	2600	2600	12500	ADQ	ADQ		
	NC 742	Rescue Rd (SR 1458)	Burnsville Church Rd (SR 1608)	Anson	0.67	22	2	11	100	55	14600	1700	2600	2600	14600	ADQ	ADQ		
	NC 742	Burnsville Church Rd (SR 1608)	Poplin Rd (SR 1454)	Anson	0.58	22	2	11	100	55	12500	1700	2500	2500	12500	ADQ	ADQ		
	NC 742	Poplin Rd (SR 1454)	Union	Anson	1.52	22	2	11	100	55	12500	1700	2600	2600	12500	ADQ	ADQ		
	Air National Guard Rd (SR 1820)	Country Club Rd (SR 1821)	US 52	Wadesboro	0.55	18	2	9		55	15100	100	200	200	15100	ADQ	ADQ		
	Airport Rd (SR 1645)	US 52	Anson County Airport (KAFP)	Anson	0.57	22	2	11	60	55	14600	500	100	500	14600	ADQ	ADQ		
	Airport Rd (SR 1645)	Anson County Airport (KAFP)	Pinkston River Rd (SR 1627)	Anson	0.76	18	2	9		55	13600	300	100	300	13600	ADQ	ADQ		
	Airport Rd (SR 1645)	Pinkston River Rd (SR 1627)	Morgan Sellers Rd (SR 1646)	Anson	0.76	18	2	9		55	13600		500		13600	ADQ	ADQ		
	Airport Rd (SR 1645)	Morgan Sellers Rd (SR 1646)	Pvt Dr (SR 1674)	Anson	0.64	18	2	9		55	13600	300	500	500	13600	ADQ	ADQ		
	Airport Rd (SR 1645)	Pvt Dr (SR 1674)	NC 109	Wadesboro	0.84	18	2	9		35	9200	600	1300	1100	9200	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	US 52	End of Sidewalk	Ansonville	0.05	24	2	12	50	35	10200	1700	2100	1700	10200	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	End of Sidewalk	Mt Vernon Rd (SR 1638)	Ansonville	0.35	24	2	12	50	35	10200	1700	2100	1700	10200	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Mt Vernon Rd (SR 1638)	Hill Rd (SR 1620)	Ansonville	0.29	24	2	12	80	35	10200	1700	2100	1700	10200	ADQ	ADQ		

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	Ansonville Polkton Rd (SR 1418)	Hill Rd (SR 1620)	Martin Rd (SR 1618)	Anson	1.51	24	2	12		55	15100	1700	2000	1700	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Martin Rd (SR 1618)	Red Hill Mount Vernon Rd (SR 1614)	Anson	1.46	24	2	12		55	15100	1600	1900	1600	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Red Hill Mount Vernon Rd (SR 1614)	NC 742	Anson	2.16	24	2	12		55	15100	1600	1800	1600	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	NC 742	Winfield Rd (SR 1431)	Anson	1.52	24	2	12		55	15100	1600	2100	1600	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Winfield Rd (SR 1431)	Cameron Rd (SR 1428)	Anson	0.71	24	2	12		55	15100	2200	3200	2500	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Cameron Rd (SR 1428)	Mcdaniel Rd (SR 1462)	Polkton	0.4	24	2	12		55	15100	2200	3500	2700	15100	ADQ	ADQ		
	Ansonville Polkton Rd (SR 1418)	Mcdaniel Rd (SR 1462)	NC 218	Polkton	0.84	18	2	9		35	9200	2200	3700	3000	9200	ADQ	ADQ		
	Austin Rd (SR 1224)	White Store Rd (SR 1228)	Monroe White Store Rd (SR 1003)	Anson	1.2	20	2	10		55	15100				15100	ADQ	ADQ		
	Austin Rd (SR 1224)	Monroe White Store Rd (SR 1003)	Long Pine Church Rd (SR 1220)	Anson	3.95	16	2	8		55	13100	50	100	100	13100	ADQ	ADQ		
	Bethel Rd (SR 1121)	NC 109	NC 742	Anson	0	16	2	8		55	13100	750	700	800	15100	ADQ	ADQ	MN	
	Bethel Rd (SR 1121)	NC 109	NC 742	Anson	3.44	16	2	8		55	13100	750	700	700	15100	02A	60	MN	
	Blewett Falls Rd (SR 1745)	Wall St (SR 1730)	Power Plant Rd (SR 1748)	Anson	3.29	16	2	8		55	13100	70	70	70	13100	ADQ	ADQ		
	Blue Water Road (SR 1806)	Fifth St (SR 1734)	NC 145	Anson	2.58	20	2	10		55	15100				15100	ADQ	ADQ		
	Boggan Cut Rd (SR 1422)	US 74	NC 742	Wadesboro	1.73	20	2	10		55	15100	350	600	400	15100	ADQ	ADQ		

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	Brown Creek Church Rd (SR 1641)	Lockhart Rd (SR 1652)	Coppedge Eddins Rd (SR 1642)	Anson	0.36	18	2	9		55	15100				15100	ADQ	ADQ		
	Brown Creek Church Rd (SR 1641)	Coppedge Eddins Rd (SR 1642)	Smith St (SR 1669)	Anson	1.55	18	2	9		55	15100	300	300	300	15100	ADQ	ADQ		
	Brown Creek Church Rd (SR 1641)	Smith St (SR 1669)	Rivers St (SR 1660)	Anson	0.84	16	2	8		35	8800				8800	ADQ	ADQ		
	Church Rd (SR 1608)	NC 742	Poplin Rd (SR 1454)	Anson	0.78	18	2	9		55	13600	150	150	150	13600	ADQ	ADQ		
	Burnsville Church Rd (SR 1608)	Poplin Rd (SR 1454)	Rocky Mount Church Rd (SR 1600)	Anson	1.4	18	2	9		55	13600	100	100	100	13600	ADQ	ADQ		
	Cairo Rd (SR 1826)	High Hill Rd (SR 1828)	Shiloh Church Rd (SR 1825)	Anson	3.15	16	2	8		55	15100				15100	ADQ	ADQ		
ANSO40004-H	Camden Church Rd (SR 1121)	White Store Rd (SR 1228)	Horton Rd (SR 1211)	Anson	0.93	18	2	9		55	13600	650	800	800	15100	02A	60	MN	
ANSO40004-H	Camden Church Rd (SR 1121)	Horton Rd (SR 1211)	NC 109	Anson	1.59	18	2	9		55	13600	650	800	800	15100	02A	60	MN	
	Camden St (SR 1733)	Wall St (SR 1730)	Lilesville Elementary School	Lilesville	0.32	44	2	12		35	12700	1500	1900	1900	12700	ADQ	ADQ		
	Camden St (SR 1733)	Lilesville Elementary School	US 74	Lilesville	0.12	44	2	12		35	12700	1500	1900	1900	12700	ADQ	ADQ		
	Camden St (SR 1733)	US 74	Fifth St (SR 1809)	Lilesville	0.17	18	2	9		35	9200	1000	1700	1700	9200	ADQ	ADQ		
	Camden St (SR 1733)	Fifth St (SR 1809)	Knotts Rd (SR 1807)	Anson	0.4	18	2	9		35	9200	1000	1700	1700	9200	ADQ	ADQ		
	Cameron Rd (SR 1428)	Ansonville Polkton Rd (SR 1418)	Cameron Briley Rd (SR 1429)	Polkton	2.31	16	2	8		55	13100	200	300	200	13100	ADQ	ADQ		
	Cameron Rd (SR 1428)	Cameron Briley Rd (SR 1429)	NC 742	Anson	1.53	24	2	12	60	55	15100	250	300	300	15100	ADQ	ADQ		
	Capel Dairy Rd (SR 1138)	White Store Rd (SR 1205)	NC 109	Wadesboro	0.69	20	2	10		55	14100	1600	1900	1900	14100	ADQ	ADQ		
	Capel Dairy Rd (SR 1138)	NC 109	NC 742	Anson	1.29	20	2	10		45	13600	1000	1200	1100	13600	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
	Carpenter Kendall Rd (SR 1715)	Stanbackferry Ice Plant Rd (SR 1714)	NC 109	Anson	0.5	22	2	11		55	14600	600	100	600	14600	ADQ	ADQ		
	Cason Mclaurin Rd (SR 1833)	Mill St (SR 1832)	NC 145	Anson	1.47	18	2	9	60	55	15100	100	100	100	15100	ADQ	ADQ		
	Cason Oldfield Rd (SR 1003)	NC 742	Crawford Pond Rd (SR 1104)	Anson	0.46	18	2	9		55	13600	900	1100	1100	13600	ADQ	ADQ		
	Cason Oldfield Rd (SR 1003)	Crawford Pond Rd (SR 1104)	Sandy Ridge Church Rd (SR 1103)	Anson	0.71	18	2	9		55	13600	900	1200	1200	13600	ADQ	ADQ		
	Cason Oldfield Rd (SR 1003)	Crawford Pond Rd (SR 1104)	Sandy Ridge Church Rd (SR 1103)	Anson	0.44	18	2	9		55	13600	550	700	700	13600	ADQ	ADQ		
	Cason Oldfield Rd (SR 1003)	Sandy Ridge Church Rd (SR 1103)	NC 145	Anson	2.35	18	2	9		55	13600	550	800	800	13600	ADQ	ADQ		
	Cedar Grove Church Rd (SR 1610)	NC 742	Hough Rd (SR 1654)	Anson	2.51	16	2	8		55	13100	350	500	500	13100	ADQ	ADQ		
	Cedar Grove Church Rd (SR 1610)	Hough Rd (SR 1654)	Randall Rd (SR 1612)	Anson	1.29	16	2	8		55	13100	300	500	500	13100	ADQ	ADQ		
	Chewning Rd (SR 1118)	NC 109	Dickie Little Rd (SR 1120)	Anson	1.94	18	2	9		55	15100				15100	ADQ	ADQ		
	City Pond Rd (SR 1142)	NC 109	NC 742	Anson	2.96	18	2	9		45	13100	500	500	500	13100	ADQ	ADQ		
	Clark Mountain Rd (SR 1744)	Ingram Mountain Rd (SR 1704)	Dr Sorrell Rd (SR 1741)	Anson	2.99	20	2	10	60	55	14100	200	300	300	14100	ADQ	ADQ		
	Clark Mountain Rd (SR 1744)	Dr Sorrell Rd (SR 1741)	Filtration Plant Rd (SR 1756)	Anson	1.24	18	2	9	60	55	13600	200	300	300	13600	ADQ	ADQ		
	Clark Mountain Rd (SR 1744)	Filtration Plant Rd (SR 1756)	Wall St (SR 1730)	Anson	1.69	18	2	9		55	13600	200	300	300	13600	ADQ	ADQ		
	Coppedge Eddins Rd (SR 1642)	NC 742	Sam Tyson Rd (SR 1656)	Anson	0.89	18	2	9		55	15100	200	300	200	15100	ADQ	ADQ		
	Coppedge Eddins Rd (SR 1642)	Sam Tyson Rd (SR 1656)	Brown Creek Church Rd (SR 1641)	Anson	0.62	18	2	9		55	15100	100	100	100	15100	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Country Club Rd (SR 1821)	Thomas Rd (SR 1822)	Prison Camp Rd (SR 1121)	Anson	1.73	18	2	9		55	15100				15100	ADQ	ADQ		
	Country Club Rd (SR 1821)	Gatewood Rd (SR 1811)	Goldmine Rd (SR 1852)	Anson	1.11	16	2	8	60	45	14600				14600	ADQ	ADQ		
	Country Club Rd (SR 1821)	Gatewood Rd (SR 1811)	Goldmine Rd (SR 1852)	Anson	0.2	16	2	8	60	45	14600				14600	ADQ	ADQ		
	Country Club Rd (SR 1821)	Goldmine Rd (SR 1852)	Air National Guard Rd (SR 1820)	Anson	0.89	18	2	9	60	45	14600	1000	1400	1400	14600	ADQ	ADQ		
	Country Club Rd (SR 1821)	Air National Guard Rd (SR 1820)	US 52	Wadesboro	0.36	22	2	11	60	35	9900	1900	2200	2200	9900	ADQ	ADQ		
	Crawford Pond Rd (SR 1104)	Monroe White Store Rd (SR 1003)	Teal Hall Rd (SR 1124)	Anson	3.72	16	2	8		55	15100	90	100	100	15100	ADQ	ADQ		
	Cribs Creek Rd (SR 1600)	Randall Rd (SR 1612)	Wightman Church Rd (SR 1610)	Anson	0.47	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Deep Creek Rd (SR 1003)	NC 109	Beck Rd (SR 1112)	Anson	1.55	18	2	9		55	13600	300	400	300	13600	ADQ	ADQ		
	Deep Creek Rd (SR 1003)	Beck Rd (SR 1112)	Cedar Creek Rd (SR 1113)	Anson	1.01	18	2	9		55	13600	300	300	300	13600	ADQ	ADQ		
	Deep Creek Rd (SR 1003)	Cedar Creek Rd (SR 1113)	NC 742	Anson	3	18	2	9		55	13600	350	400	400	13600	ADQ	ADQ		
	Deep Springs Church Rd (SR 1411)	Deep Springs Church Rd (SR 1404)	Savannah Rd (SR 1414)	Anson	1.09	18	2	9		55	13600	400	600	500	13600	ADQ	ADQ		
	Deep Springs Church Rd (SR 1411)	Savannah Rd (SR 1414)	Stegall Rd (SR 1407)	Anson	0.4	18	2	9	60	55	13600	400	600	500	13600	ADQ	ADQ		
	Deep Springs Church Rd (SR 1411)	Stegall Rd (SR 1407)	Deep Springs Rd (SR 1408)	Anson	0.48	18	2	9	60	55	13600	400	500	500	13600	ADQ	ADQ		
	Deep Springs Church Rd (SR 1411)	Maske Rd (SR 1412)	Tucker Rd (SR 1443)	Anson	1.34	18	2	9	60	55	15100	350	600	600	15100	ADQ	ADQ		
	Dennis Rd (SR 1649)	Dennis Rd (SR 1650)	Little Duncan Rd (SR 1648)	Anson	1.76	18	2	9		55	15100				15100	ADQ	ADQ		
	Dennis Rd (SR 1649)	Little Duncan Rd (SR 1648)	US 52	Anson	0.74	18	2	9		55	15100	60	100	100	15100	ADQ	ADQ		
	Dennis Rd (SR 1649)	Little Duncan Rd (SR 1648)	US 52	Anson	0.12	22	2	11		55	15100				15100	ADQ	ADQ		

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
	Dennis Rd (SR 1650)	Dennis Rd (SR 1649)	General Smith Rd (SR 1651)	Anson	2.19	18	2	9	60	55	15100	150	100	200	15100	ADQ	ADQ		
	Dickie Little Rd (SR 1120)	NC 109	Prison Camp Rd (SR 1121)	Anson	0.8	18	2	9	60	55	15100	200	200	200	15100	ADQ	ADQ		
	Dickie Little Rd (SR 1120)	Prison Camp Rd (SR 1121)	Chewning Rd (SR 1118)	Anson	2.77	16	2	8	60	55	15100				15100	ADQ	ADQ		
	Diggs Rd (SR 1812)	Parson Grove Church Rd (SR 1733)	NC 145	Anson	4.99	18	2	9		55	13600	300	800	600	13600	ADQ	ADQ		
	Diggs Rd (SR 1812)	NC 145	Sneedsboro Rd (SR 1829)	Anson	2.44	18	2	9	60	55	13600	250	300	300	13600	ADQ	ADQ		
	Diggs Rd (SR 1812)	Sneedsboro Rd (SR 1829)	US 52	Anson	1.58	18	2	9	60	55	13600	250	300	300	13600	ADQ	ADQ		
	E Broad St (SR 1003)	Zoar Rd (SR 1837)	Main St (SR 1838)	McFarlan	0.09	18	2	9		20	9000	350	600	600	9000	ADQ	ADQ		
	E Broad St (SR 1003)	Main St (SR 1838)	US 52	McFarlan	0.14	18	2	9		35	9200	350	600	600	9200	ADQ	ADQ		
	E Lacawanna St (SR 1416)	Deep Springs Church Rd (SR 1404)	Smith Rd	Peachland	0.3	20	2	10		45	13600	550	700	700	13600	ADQ	ADQ		
	E Morgan St (SR 1152)	NC 109	Burnsville St	Wadesboro	0.1	30	2	15		35	11200	3300	4900	4800	11200	ADQ	ADQ		
	E Passiac St (SR 1403)	US 74	Deep Springs Church Rd (SR 1404)	Anson	0.69	18	2	9		55	15100	750	1300	1300	15100	ADQ	ADQ		
	E Passiac St (SR 1403)	US 74	Deep Springs Church Rd (SR 1404)	Anson	0.1	18	2	9		55	15100	750	1300	1300	15100	ADQ	ADQ		
	E Passiac St (SR 1403)	Deep Springs Church Rd (SR 1404)	New York Ave	Peachland	0.09	36	2	18		35	12200				12200	ADQ	ADQ		
	E Passiac St (SR 1403)	New York Ave	Clinton Ave (SR 1240)	Peachland	0.09	36	2	18		35	12200				12200	ADQ	ADQ		
	E Wall St (SR 1730)	Railroad St (SR 1738)	Cowan St (SR 1770)	Lilesville	0.15	20	2	10		25	9300	1400	1300	1400	9300	ADQ	ADQ		

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	Fifth St (SR 1734)	Wall St (SR 1730)	US 74	Lilesville	0.42	18	2	9	80	35	10200	350	500	500	10200	ADQ	ADQ		
	Fifth St (SR 1734)	US 74	Fifth St (SR 1809)	Lilesville	0.1	24	2	12	80	35	10200	450	700	800	10200	ADQ	ADQ		
	Firetower Rd (SR 1731)	US 74	Wall St (SR 1730)	Anson	0.87	16	2	8	60	45	14600	400	500	500	14600	ADQ	ADQ		
	Gaddys Ferry Rd (SR 1609)	Wightman Church Rd (SR 1610)	Stanly	Anson	1.54	18	2	9		55	13600	450	800	800	13600	ADQ	ADQ		
	Gatewood Rd (SR 1811)	Country Club Rd (SR 1821)	Mcrae Ave (SR 1812)	Anson	1.47	20	2	10		55	15100	300	400	400	15100	ADQ	ADQ		
ANSO40002-H	Gatewood Station Rd (SR 1121)	NC 742	Robinson Bridge Rd (SR 1129)	Anson	0.85	16	2	8		55	13100	450	500	500	15100	02A	60	MN	
ANSO40002-H	Gatewood Station Rd (SR 1121)	Robinson Bridge Rd (SR 1129)	700ft east of Hummingbird Rd	Anson	0.9	16	2	8		45	12700	450	500	500	14600	02A	60	MN	
ANSO40002-H	Gatewood Station Rd (SR 1121)	700ft east of Hummingbird Rd	Old US 52 (SR 1127)	Anson	1.33	16	2	8		55	13100	350	400	400	15100	02A	60	MN	
ANSO40002-H	Gatewood Station Rd (SR 1121)	Old US 52 (SR 1127)	US 52	Anson	0.42	16	2	8		55	13100	350	500	500	15100	02A	60	MN	
	General Smith Rd (SR 1651)	Grassy Island Rd (SR 1634)	NC 109	Anson	0.71	18	2	9		55	15100				15100	ADQ	ADQ		
	George Ratliff Rd (SR 1109)	NC 109	South Carolina	Anson	2.04	18	2	9		55	15100	80	100	100	15100	ADQ	ADQ		
	German Hill Rd (SR 1404)	Union	Caudle Rd (SR 1402)	Anson	0.42	16	2	8		55	13100	250	300	300	13100	ADQ	ADQ		
	German Hill Rd (SR 1404)	Caudle Rd (SR 1402)	Gold Mine Ext (SR 1405)	Anson	1.08	16	2	8		55	13100	250	300	300	13100	ADQ	ADQ		
	German Hill Rd (SR 1404)	Gold Mine Ext (SR 1405)	Deep Springs Church Rd (SR 1411)	Anson	0.23	16	2	8		55	13100	250	300	300	13100	ADQ	ADQ		
	Gold Mine Ext (SR 1405)	Deep Springs Church Rd (SR 1404)	Union	Anson	1.76	16	2	8		55	13100	200	300	300	13100	ADQ	ADQ		

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	Grassy Island Rd (SR 1634)	US 52	Pinkston River Rd (SR 1627)	Anson	2.01	18	2	9		55	13600	350	500	400	13600	ADQ	ADQ		
	Grassy Island Rd (SR 1634)	Pinkston River Rd (SR 1627)	NC 109	Anson	4.6	16	2	8		55	13100	150	100	200	13100	ADQ	ADQ		
	Grassy Island Rd (SR 1634)	NC 109	Stanback Ferry Rd (SR 1703)	Anson	2.14	18	2	9		55	13600	100	100	100	13600	ADQ	ADQ		
	Grassy Island Rd (SR 1634)	Stanback Ferry Rd (SR 1703)	Ingram Mountain Rd (SR 1704)	Anson	2.29	20	2	10		55	14100				14100	ADQ	ADQ		
	Green Hill School Rd (SR 1122)	Prison Camp Rd (SR 1121)	Dickie Little Rd (SR 1120)	Anson	2.53	16	2	8		55	15100	70	100	100	15100	ADQ	ADQ		
	Grover Bennett Rd (SR 1734)	Fifth St (SR 1809)	Ingram Rd (SR 1808)	Lilesville	0.12	18	2	9		55	15100	400	700	700	15100	ADQ	ADQ		
	Grover Bennett Rd (SR 1734)	Ingram Rd (SR 1808)	Blue Water Road (SR 1806)	Anson	2.84	18	2	9		55	15100				15100	ADQ	ADQ		
	Gulledge Rd (SR 1120)	Webb Rd (SR 1114)	NC 742	Anson	2.81	16	2	8		55	13100	90	100	100	13100	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	NC 145	Hinson Rd (SR 1804)	Anson	1.19	18	2	9		55	13600	100	100	100	13600	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	Hinson Rd (SR 1804)	Blue Water Road (SR 1806)	Anson	1.49	18	2	9		55	13600	400	400	400	13600	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	Blue Water Road (SR 1806)	40001862004	Anson	0.42	18	2	9		55	13600	400	400	400	13600	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	40001862004	Gravelton Rd (SR 1803)	Anson	0.3	18	2	9		55	13600	400	400	400	13600	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	Gravelton Rd (SR 1803)	Usrey Rd (SR 1839)	Anson	0.08	18	2	9		45	13100	400	400	400	13100	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	Usrey Rd (SR 1839)	US 74	Anson	0.27	18	2	9		45	13100	400	400	400	13100	ADQ	ADQ		
	Haileys Ferry Rd (SR 1801)	Usrey Rd (SR 1839)	US 74	Anson	0.83	18	2	9		55	13600	1600	2500	2500	13600	ADQ	ADQ		
	Harrington Rd (SR 1810)	Parson Grove Church Rd (SR 1733)	Harrington Road Ext (SR 1861)	Anson	1.1	18	2	9	60-120	55	15100	100	200	200	15100	ADQ	ADQ		
	Harrington Rd (SR 1810)	Harrington Road Ext (SR 1861)	US 74	Anson	0.23	20	2	10	120	55	15100	250	500	500	15100	ADQ	ADQ		
	Hasty Rd (SR 1238)	Union	Upper White Store Rd (SR 1236)	Anson	1.18	20	2	10		55	15100				15100	ADQ	ADQ		

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	Hasty Rd (SR 1238)	Upper White Store Rd (SR 1236)	Lower White Store Rd (SR 1252)	Anson	1.29	16	2	8		55	15100	200	300	300	15100	ADQ	ADQ		
	High Hill Rd (SR 1828)	Sneedsboro Rd (SR 1829)	Old Ferry Rd (SR 1827)	Anson	2.16	20	2	10	60	55	15100				15100	ADQ	ADQ		
	High Rock Crusher Rd (SR 1615)	NC 742	Ansonville Polkton Rd (SR 1418)	Anson	2.4	20	2	10	60	55	15100	300	400	300	15100	ADQ	ADQ		
	High St (SR 1418)	Mcdaniel Rd (SR 1462)	NC 218	Polkton	0.31	24	2	12		35	10200	3100	5300	4200	10200	ADQ	ADQ		
	Hill Rd (SR 1620)	Little Creek Rd (SR 1619)	Ansonville Polkton Rd (SR 1418)	Anson	0.93	16	2	8	60	55	15100	60	100	100	15100	ADQ	ADQ		
	Hollywood Rd (SR 1121)	Country Club Rd (SR 1821)	Mcrae Ave (SR 1812)	Anson	1.45	18	2	9	60	55	15100	150	200	200	15100	ADQ	ADQ		
	Hopewell Church Rd (SR 1002)	NC 742	Kiker Rd (SR 1438)	Anson	0.38	16	2	8		55	13100	250	400	400	13100	ADQ	ADQ		
	Hopewell Church Rd (SR 1002)	Kiker Rd (SR 1438)	Lanier Rd (SR 1439)	Anson	1.21	16	2	8		55	13100	500	900	700	13100	ADQ	ADQ		
	Hopewell Church Rd (SR 1002)	Lanier Rd (SR 1439)	Cappadocia Church Rd (SR 1445)	Anson	1.38	16	2	8		55	13100	500	800	700	13100	ADQ	ADQ		
	Horne Town Rd (SR 1251)	US 74	Clinton Ave (SR 1240)	Anson	3.41	20	2	10		55	15100				15100	ADQ	ADQ		
	Horne Town Rd (SR 1469)	US 74	Moore St (SR 1416)	Anson	0.15	20	2	10	50	55	15100				15100	ADQ	ADQ		
	Hough Rd (SR 1618)	Hough Rd (SR 1654)	Little Creek Rd (SR 1619)	Anson	0.17	16	2	8		55	15100				15100	ADQ	ADQ		
	Hough Rd (SR 1654)	Martin Rd (SR 1618)	Red Hill Mount Vernon Rd (SR 1614)	Anson	0.17	16	2	8		55	15100				15100	ADQ	ADQ		
	Hough Rd (SR 1654)	Red Hill Mount Vernon Rd (SR 1614)	Lee Rd (SR 1613)	Anson	1.55	18	2	9		55	13600	100	100	100	13600	ADQ	ADQ		
	Ingram Mountain Rd (SR 1704)	Stanback Ferry Rd (SR 1703)	Dr Sorrell Rd (SR 1741)	Anson	1.49	22	2	11		55	14600	350	600	600	14600	ADQ	ADQ		

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	Ingram Mountain Rd (SR 1704)	Dr Sorrell Rd (SR 1741)	Mills Peach Orchard Rd (SR 1742)	Anson	1.57	22	2	11		55	14600	350	400	400	14600	ADQ	ADQ		
	Ingram Mountain Rd (SR 1704)	Mills Peach Orchard Rd (SR 1742)	Clark Mountain Rd (SR 1744)	Anson	1.61	18	2	9		55	13600	350	400	400	13600	ADQ	ADQ		
	Ingram Mountain Rd (SR 1704)	Clark Mountain Rd (SR 1744)	Stanback Ferry Rd (SR 1703)	Anson	5.37	16	2	8		55	13100				13100	ADQ	ADQ		
	Jacks Branch Rd (SR 1637)	Red Hill Mount Vernon Rd (SR 1614)	Martin Rd (SR 1618)	Anson	3.24	20	2	10		55	15100				15100	ADQ	ADQ		
	Jacks Branch Rd (SR 1637)	Martin Rd (SR 1618)	US 52	Anson	1.25	20	2	10		55	15100	100	100	100	15100	ADQ	ADQ		
	Jackson Rd (SR 1219)	Long Pine Church Rd (SR 1220)	Monroe White Store Rd (SR 1003)	Anson	4.66	18	2	9	60	55	13600	100	200	200	13600	ADQ	ADQ		
	Kiker Rd (SR 1438)	NC 218	Carl Taylor Rd (SR 1440)	Anson	1.71	18	2	9		45	13100	350	500	400	13100	ADQ	ADQ		
	Kiker Rd (SR 1438)	Carl Taylor Rd (SR 1440)	Hopewell Church Rd (SR 1002)	Anson	1.85	18	2	9		45	13100	250	300	300	13100	ADQ	ADQ		
	Lee Rd (SR 1613)	Hough Rd (SR 1654)	Randall Rd (SR 1612)	Anson	1.35	20	2	10		55	15100				15100	ADQ	ADQ		
	Lockhart Rd (SR 1652)	US 52	Brown Creek Church Rd (SR 1641)	Anson	1.56	20	2	10		55	15100	150	200	200	15100	ADQ	ADQ		
	Long Pine Church Rd (SR 1220)	NC 109	Jackson Rd (SR 1219)	Anson	0.59	16	2	8		55	15100	150	200	200	15100	ADQ	ADQ		
	Long Pine Church Rd (SR 1220)	Jackson Rd (SR 1219)	Little Huntley Rd (SR 1217)	Anson	2.3	16	2	8		55	15100				15100	ADQ	ADQ		
	Long Pine Church Rd (SR 1220)	Little Huntley Rd (SR 1217)	Austin Rd (SR 1224)	Anson	1.59	18	2	9	60	55	13600				13600	ADQ	ADQ		
	Long Pine Church Rd (SR 1220)	Austin Rd (SR 1224)	Pear Orchard Rd (SR 1227)	Anson	1.57	18	2	9	60	55	15100	90	100	100	15100	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
	Lower White Store Rd (SR 1003)	Lower White Store Rd (SR 1252)	White Store Rd (SR 1228)	Anson	0.54	16	2	8		45	12700	600	1000	1000	12700	ADQ	ADQ		
	Lower White Store Rd (SR 1240)	Lower White Store Rd (SR 1252)	Horne Town Rd (SR 1251)	Anson	0.42	18	2	9	60	55	13600	550	800	800	13600	ADQ	ADQ		
	Lower White Store Rd (SR 1240)	Horne Town Rd (SR 1251)	Peachland Town Boundary	Anson	1	18	2	9		55	13600	550	900	800	13600	ADQ	ADQ		
	Lower White Store Rd (SR 1240)	Peachland Town Boundary	Upper White Store Rd (SR 1236)	Peachland	0.27	18	2	9		55	13600	850	1400	1200	13600	ADQ	ADQ		
	Lower White Store Rd (SR 1252)	Clinton Ave (SR 1240)	Hasty Rd (SR 1238)	Anson	1.32	16	2	8		55	13100	200	300	300	13100	ADQ	ADQ		
	Lower White Store Rd (SR 1252)	Hasty Rd (SR 1238)	Turkey Growing Rd (SR 1233)	Anson	1.58	16	2	8		55	13100	100	300	100	13100	ADQ	ADQ		
	Lower White Store Rd (SR 1252)	Turkey Growing Rd (SR 1233)	Upper White Store Rd (SR 1236)	Anson	0.85	16	2	8		55	13100	100	200	200	13100	ADQ	ADQ		
	Lower White Store Rd (SR 1252)	Upper White Store Rd (SR 1236)	Monroe White Store Rd (SR 1003)	Anson	1.57	18	2	9		55	13600	200	300	300	13600	ADQ	ADQ		
	Lowery Rd (SR 1244)	Clinton Ave (SR 1240)	Carpenter St (SR 1250)	Anson	2.17	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Martin Rd (SR 1618)	Jacks Branch Rd (SR 1637)	Mt Vernon Rd (SR 1638)	Anson	0.57	20	2	10		55	15100				15100	ADQ	ADQ		
	Martin Rd (SR 1618)	Mt Vernon Rd (SR 1638)	Martin Cir (SR 1617)	Anson	1	16	2	8		55	15100	90	100	100	15100	ADQ	ADQ		
	Martin Rd (SR 1618)	Martin Cir (SR 1617)	Ansonville Polkton Rd (SR 1418)	Anson	0.26	16	2	8		55	15100				15100	ADQ	ADQ		
	Martin Rd (SR 1618)	Ansonville Polkton Rd (SR 1418)	Hough Rd (SR 1654)	Anson	0.96	18	2	9		55	15100	100	100	100	15100	ADQ	ADQ		
	Mayesville Rd (SR 1110)	NC 742	South Carolina	Anson	4.55	16	2	8		55	13100	400	400	400	13100	ADQ	ADQ		
	Mclendon Rd (SR 1003)	NC 145	Mill St (SR 1832)	Anson	1.26	18	2	9		55	13600	250	400	400	13600	ADQ	ADQ		
	Mclendon Rd (SR 1003)	Mill St (SR 1832)	Galilee Rd (SR 1866)	Anson	1.02	18	2	9		55	13600	250	400	400	13600	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Recommendations for Other Modes
	Mclendon Rd (SR 1003)	Galilee Rd (SR 1866)	Zoar Rd (SR 1837)	McFarlan	1.25	16	2	8		35	8800	250	400	400	8800	ADQ	ADQ		
	Mcrae Ave (SR 1812)	US 74	Birchwood Dr (SR 1857)	Anson	0.36	20	2	10		35	9500	1400	1900	1800	9500	ADQ	ADQ		
	Mcrae Ave (SR 1812)	Birchwood Dr (SR 1857)	Parson Grove Church Rd (SR 1733)	Anson	2.1	20	2	10		55	14100		1900		14100	ADQ	ADQ		
	Mills Peach Orchard Rd (SR 1742)	Stanback Ferry Rd (SR 1703)	Ingram Mountain Rd (SR 1704)	Anson	2.19	18	2	9		55	15100				15100	ADQ	ADQ		
	Mills Rd (SR 1246)	Clinton Ave (SR 1240)	Carpenter St (SR 1250)	Anson	3.26		2	10	60	55	15100				15100	ADQ	ADQ		
	Mills Rd (SR 1246)	Carpenter St (SR 1250)	Prison Camp Rd (SR 1121)	Anson	1.19	18	2	9	60	55	15100	200	400	600	15100	ADQ	ADQ		
	Mineral Springs Church Rd (SR 1240)	White Store Rd (SR 1228)	Mills Rd (SR 1246)	Anson	2.44	18	2	9	60	55	13600	350	500	600	13600	ADQ	ADQ		
	Mineral Springs Church Rd (SR 1240)	Mills Rd (SR 1246)	Lower White Store Rd (SR 1252)	Anson	1.86	18	2	9	60	55	13600	550	700	700	13600	ADQ	ADQ		
	Monroe White Store Rd (SR 1003)	Union	Crowder Rd (SR 1231)	Anson	0.94	16	2	8		45	12700	450	900	900	12700	ADQ	ADQ		
	Monroe White Store Rd (SR 1003)	Crowder Rd (SR 1231)	Lower White Store Rd (SR 1252)	Anson	1.3	16	2	8		45	12700	450	700	700	12700	ADQ	ADQ		
	Morgan Sellers Rd (SR 1646)	Airport Rd (SR 1645)	NC 109	Anson	1.8	18	2	9		55	13600	130	130	100	13600	ADQ	ADQ		
	Morton Rd (SR 1654)	Lee Rd (SR 1613)	Wightman Church Rd (SR 1610)	Anson	1.22	22	2	11		55	14600				14600	ADQ	ADQ		
	Morven Freight Line Rd (SR 1726)	US 74	Stanbackferry Ice Plant Rd (SR 1714)	Wadesboro	1.17	22	2	11	60	55	15100	350	100	400	15100	ADQ	ADQ		
	Morven Rd (SR 1131)	Moores Lake Rd (SR 1130)	US 52	Wadesboro	0.41	36	2	12		35	11700	1700	2700	2700	11700	ADQ	ADQ		

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	Morven Rd (SR 1152)	200 ft south of Wadesborough Pl	Moores Lake Rd (SR 1130)	Wadesboro	0.6	30	2	15		35	11200	3300	6000	5700	11200	ADQ	ADQ		
	Morven Rd (SR 1152)	Burnsville St	200 ft south of Wadesborough Pl	Wadesboro	0.11	30	2	15		35	11200	3300	6000	5700	11200	ADQ	ADQ		
	Morven Rd (SR 1152)	NC 109	Burnsville St	Wadesboro	0.5	30	2	15		35	11200	3300	4900	4800	11200	ADQ	ADQ		
	Mt Vernon Rd (SR 1638)	Martin Rd (SR 1618)	Ansonville Polkton Rd (SR 1418)	Anson	1.37	16	2	8		55	15100	300	400	400	15100	ADQ	ADQ		
	N Boston Ave (SR 1404)	Deep Springs Church Rd (SR 1411)	Clinton Ave (SR 1240)	Anson	0.23	18	2	9		55	13600	400	600	600	13600	ADQ	ADQ		
	N Boston Ave (SR 1404)	Clinton Ave (SR 1240)	Moore St (SR 1416)	Peachland	0.51	20	2	10	70	35	9500	450	500	500	9500	ADQ	ADQ		
	N Boston Ave (SR 1404)	Moore St (SR 1416)	Passiac St (SR 1403)	Peachland	0.15	22	2	11	70	35	10200	700	1000	1000	10200	ADQ	ADQ		
	N Clinton Ave (SR 1240)	Passiac St (SR 1403)	Peachland Town Boundary	Peachland	0.57	18	2	9		35	9200	550	800	800	9200	ADQ	ADQ		
	N Clinton Ave (SR 1240)	Peachland Town Boundary	Deep Springs Church Rd (SR 1404)	Peachland	0.08	18	2	9		35	9200	550	800	800	9200	ADQ	ADQ		
	New Home Church Rd (SR 1002)	Cappadocia Church Rd (SR 1445)	NC 218	Anson	1.98	16	2	8		55	13100	600	1000	900	13100	ADQ	ADQ		
	Newton Moore Rd (SR 1413)	Deep Springs Rd (SR 1408)	NC 218	Anson	1.69	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Old US 52 S (SR 1127)	Prison Camp Rd (SR 1121)	US 52	Anson	2.18	18	2	9	60-110	55	15100	250	400	400	15100	ADQ	ADQ		
	Olive Branch Rd (SR 1456)	Union	NC 742	Anson	2.78	18	2	9		55	13600	750	800	800	13600	ADQ	ADQ		
	Parson Grove Church Rd (SR 1733)	Knotts Rd (SR 1807)	Harrington Rd (SR 1810)	Anson	0.37	18	2	9		55	13600	1000	1500	1400	13600	ADQ	ADQ		
	Parson Grove Church Rd (SR 1733)	Knotts Rd (SR 1807)	Harrington Rd (SR 1810)	Anson	0.07	18	2	9		55	13600	1000	1500	1400	13600	ADQ	ADQ		

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	Parson Grove Church Rd (SR 1733)	Harrington Rd (SR 1810)	Parson Rd (SR 1845)	Anson	0.36	18	2	9		55	13600	400	1000	1000	13600	ADQ	ADQ		
	Parson Grove Church Rd (SR 1733)	Parson Rd (SR 1845)	Mcrae Ave (SR 1812)	Anson	0.97	18	2	9		55	13600	400	600	600	13600	ADQ	ADQ		
	Peachland Polkton Rd (SR 1416)	Horne Town Rd (SR 1469)	NC 218	Polkton	0.62	18	2	9		45	14600	800	1600	1600	14600	ADQ	ADQ		
	Pear Orchard Rd (SR 1227)	DEAD-END	Long Pine Church Rd (SR 1220)	Anson	1.09	20	2	10	60	55	15100				15100	ADQ	ADQ		
	Peru Rd (SR 1832)	South Carolina	Monroe White Store Rd (SR 1003)	Anson	1.12	18	2	9		55	13600	150	200	200	13600	ADQ	ADQ		
	Peru Rd (SR 1832)	Monroe White Store Rd (SR 1003)	Mill St	Morven	2.63	16	2	8		55	13100	900	1100	1100	13100	ADQ	ADQ		
	Peru Rd (SR 1832)	Mill St	US 52	Morven	0.15	16	2	8		55	13100	900	1000	1000	13100	ADQ	ADQ		
	Pinkston River Rd (SR 1627)	US 52	Dunlap Rd (SR 1632)	Anson	2.85	18	2	9	60-140	55	13600	30	30	30	13600	ADQ	ADQ		
	Pinkston River Rd (SR 1627)	Dunlap Rd (SR 1632)	Grassy Island Rd (SR 1634)	Anson	1.96	18	2	9	60	55	13600		30		13600	ADQ	ADQ		
	Pinkston River Rd (SR 1627)	Grassy Island Rd (SR 1634)	Dennis Rd (SR 1649)	Anson	2.98	18	2	9	60	55	13600	100	200	200	13600	ADQ	ADQ		
	Pinkston River Rd (SR 1627)	Dennis Rd (SR 1649)	Airport Rd (SR 1645)	Anson	2.53	18	2	9	60	55	13600	90	200	100	13600	ADQ	ADQ		
	Pinkston River Rd (SR 1627)	Dennis Rd (SR 1649)	Airport Rd (SR 1645)	Anson	1.11	22	2	11		55	14600				14600	ADQ	ADQ		
	Pit Rd (SR 1801)	Shiloh Church Rd (SR 1825)	Shore Rd (SR 1844)	Anson	6.06	16	2	8		55	15100	70	100	100	15100	ADQ	ADQ		
	Plank Rd (SR 1621)	Stanly	Concord Church Rd (SR 1623)	Anson	1.77	20	2	10	60	55	14100	450	700	700	14100	ADQ	ADQ		
	Plank Rd (SR 1621)	Randall Rd (SR 1619)	Martin St	Ansonville	0.53	36	2	18		35	12200	1000	1400	1400	12200	ADQ	ADQ		
	Plank Rd (SR 1621)	Martin St	Godfrey Ave	Ansonville	0.13	36	2	18		35	12200	1000	1400	1400	12200	ADQ	ADQ		

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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Plank Rd (SR 1621)	Godfrey Ave	Smith St	Ansonville	0.31	36	2	18		35	12200	1000	1400	1400	12200	ADQ	ADQ		
	Plank Rd (SR 1621)	Concord Church Rd (SR 1623)	Randall Rd (SR 1619)	Anson	2.61	20	2	10		55	14100	450	600	600	14100	ADQ	ADQ		
	Plank Rd (SR 1621)	Smith St	US 52	Ansonville	0.18	36	2	18		35	12200	1000	1400	1400	12200	ADQ	ADQ		
	Pleasant Hill Church Rd (SR 1122)	NC 109	Prison Camp Rd (SR 1121)	Anson	1.94	22	2	11		55	15100	350	400	400	15100	ADQ	ADQ		
	Poplar Hill Church Rd (SR 1250)	White Store Rd (SR 1228)	Lowery Rd (SR 1244)	Anson	0.81	20	2	10		55	14100	250	300	300	14100	ADQ	ADQ		
	Poplar Hill Church Rd (SR 1250)	Lowery Rd (SR 1244)	Mills Rd (SR 1246)	Anson	1.91	18	2	9		55	13600	200	200	300	13600	ADQ	ADQ		
	Poplar Hill Church Rd (SR 1250)	Mills Rd (SR 1246)	Tarpin Town Rd (SR 1247)	Anson	0.81	20	2	10		55	14100				14100	ADQ	ADQ		
	Poplar Hill Church Rd (SR 1250)	Tarpin Town Rd (SR 1247)	Tarpin Town Rd (SR 1247)	Anson	0.68	20	2	10		55	14100				14100	ADQ	ADQ		
	Poplar Hill Church Rd (SR 1250)	Tarpin Town Rd (SR 1247)	US 74	Polkton	1.25	20	2	10	65	55	14100	500	700	700	14100	ADQ	ADQ		
	Power Plant Rd (SR 1748)	US 74	Blewett Falls Rd (SR 1745)	Anson	2.02	24	2	12		55	15100	250	300	300	15100	ADQ	ADQ		
ANSO40005-H	Prison Camp Rd (SR 1121)	Old Prison Camp Rd (SR 1249)	Mills Rd (SR 1246)	Anson	1.51	18	2	9		55	13600	1400	3700	3700	15100	02A	60	MN	
ANSO40005-H	Prison Camp Rd (SR 1121)	Mills Rd (SR 1246)	Ridge Path Rd (SR 1248)	Anson	0.68	18	2	9		55	13600	600	1300	1300	15100	02A	60	MN	
ANSO40005-H	Prison Camp Rd (SR 1121)	Ridge Path Rd (SR 1248)	White Store Rd (SR 1205)	Anson	1.48	18	2	9		55	13600	600	1100	1100	15100	02A	60	MN	
	Race Track Rd (SR 1452)	NC 742	Little Rd (SR 1611)	Anson	1.29	18	2	9		55	13600	500	700	700	13600	ADQ	ADQ		
	Race Track Rd (SR 1452)	Little Rd (SR 1611)	Rocky Mount Church Rd (SR 1600)	Anson	1.34	18	2	9		55	13600	200	300	300	13600	ADQ	ADQ		
	Race Track Rd (SR 1600)	Race Track Rd (SR 1452)	Randall Rd (SR 1612)	Anson	1.46	16	2	8		55	15100	80	100	100	15100	ADQ	ADQ		

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	Randall Rd (SR 1612)	Wightman Church Rd (SR 1610)	Lee Rd (SR 1613)	Anson	1.41	18	2	9		55	13600	350	500	400	13600	ADQ	ADQ		
	Randall Rd (SR 1612)	Lee Rd (SR 1613)	Little Creek Rd (SR 1619)	Anson	0.78	18	2	9		55	13600	350	500	400	13600	ADQ	ADQ		
	Randall Rd (SR 1619)	Randall Rd (SR 1612)	Red Hill Mount Vernon Rd (SR 1614)	Anson	0.51	18	2	9		55	13600	350	400	400	13600	ADQ	ADQ		
	Randall Rd (SR 1619)	Red Hill Mount Vernon Rd (SR 1614)	Plank Rd (SR 1621)	Anson	2.25	18	2	9		55	13600	300	500	500	13600	ADQ	ADQ		
	Red Hill Mt Vernon Rd (SR 1614)	Little Creek Rd (SR 1619)	Hough Rd (SR 1654)	Anson	0.58	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Red Hill Mt Vernon Rd (SR 1614)	Hough Rd (SR 1654)	White Rd (SR 1616)	Anson	1.33	18	2	9	60	55	13600	200	200	200	13600	ADQ	ADQ		
	Red Hill Mt Vernon Rd (SR 1614)	White Rd (SR 1616)	Ansonville Polkton Rd (SR 1418)	Anson	0.47	18	2	9	60	55	13600	200	200	200	13600	ADQ	ADQ		
	Robinson Bridge Rd (SR 1124)	Robinson Bridge Rd (SR 1129)	Crawford Pond Rd (SR 1104)	Anson	1.51	18	2	9		55	15100	250	250	250	15100	ADQ	ADQ		
	Robinson Bridge Rd (SR 1124)	Crawford Pond Rd (SR 1104)	Rosehaven Rd (SR 1126)	Anson	1.79	18	2	9		55	15100	250	300	300	15100	ADQ	ADQ		
	Robinson Bridge Rd (SR 1129)	Teal Hall Rd (SR 1124)	Jarman Rd (SR 1128)	Anson	0.79	18	2	9		55	15100	200	300	300	15100	ADQ	ADQ		
	Robinson Bridge Rd (SR 1129)	Jarman Rd (SR 1128)	Prison Camp Rd (SR 1121)	Anson	1.15	18	2	9		55	15100				15100	ADQ	ADQ		
	Rocky Mount Church Rd (SR 1600)	Wightman Church Rd (SR 1610)	Burnsville Church Rd (SR 1608)	Anson	0.42	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Rocky Mount Church Rd (SR 1600)	Burnsville Church Rd (SR 1608)	Union	Anson	5.49	16	2	8		55	13100	150	200	200	13100	ADQ	ADQ		
	Rocky River Church Rd (SR 1612)	Rocky Mount Church Rd (SR 1600)	Wightman Church Rd (SR 1610)	Anson	0.89	16	2	8		55	13100	200	200	200	13100	ADQ	ADQ		
	Rosehaven Rd (SR 1126)	Robinson Bridge Rd (SR 1129)	Teal Hall Rd (SR 1124)	Anson	3.96	18	2	9	60	55	15100	450	500	500	15100	ADQ	ADQ		

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	Rosehaven Rd (SR 1126)	Teal Hall Rd (SR 1124)	NC 145	Morven	0.12	18	2	9		35	10200	450	500	400	10200	ADQ	ADQ		
	S Clinton Ave (SR 1240)	Upper White Store Rd (SR 1236)	US 74	Peachland	0.05	18	2	9		35	9200	850	1100	1100	9200	ADQ	ADQ		
	S Clinton Ave (SR 1240)	US 74	Allen St	Peachland	0.05	22	2	11		35	9900	500	700	700	9900	ADQ	ADQ		
	S Clinton Ave (SR 1240)	Allen St	Fuller St	Peachland	0.04	22	2	11		35	9900	500	700	700	9900	ADQ	ADQ		
	S Clinton Ave (SR 1240)	Fuller St	Passiac St (SR 1403)	Peachland	0.09	22	2	11		35	9900	500	700	700	9900	ADQ	ADQ		
	Sandy Ridge Church Rd (SR 1103)	NC 145	Monroe White Store Rd (SR 1003)	Anson	3.61	18	2	9		45	13100	1100	1300	1300	13100	ADQ	ADQ		
	Shiloh Church Rd (SR 1825)	Haileys Ferry Rd (SR 1801)	Cairo Rd (SR 1826)	Anson	0.26	16	2	8		55	13100				13100	ADQ	ADQ		
	Shiloh Church Rd (SR 1825)	Cairo Rd (SR 1826)	NC 145	Anson	1.2	16	2	8		55	15100	150	200	200	15100	ADQ	ADQ		
	Sneedsboro Rd (SR 1829)	Old Ferry Rd (SR 1827)	High Hill Rd (SR 1828)	Anson	2.07	16	2	8		55	13100				13100	ADQ	ADQ		
	Sneedsboro Rd (SR 1829)	Nivens Rd (SR 1830)	US 52	Anson	0.68	16	2	8		55	15100	80	100	100	15100	ADQ	ADQ		
	Sportsman Rd (SR 1824)	NC 145	Thomas Rd (SR 1822)	Anson	0.49	18	2	9	60	55	15100				15100	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)		Ingram Mountain Rd (SR 1704)	Anson	0.36	18	2	9	60	55	13600				13600	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)	Ingram Mountain Rd (SR 1704)	Smith Ferry Rd (SR 1700)	Anson	2.64	18	2	9		55	13600				13600	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)	Smith Ferry Rd (SR 1700)	Grassy Island Rd (SR 1634)	Anson	0.17	18	2	9		55	13600				13600	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)	Grassy Island Rd (SR 1634)	Mills Peach Orchard Rd (SR 1742)	Anson	2.71	18	2	9		55	13600	200	200	200	13600	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)	Mills Peach Orchard Rd (SR 1742)	Cox Rd (SR 1711)	Anson	2.22	18	2	9		55	13600	100	100	100	13600	ADQ	ADQ		
	Stanback Ferry Rd (SR 1703)	Cox Rd (SR 1711)	Ingram Mountain Rd (SR 1704)	Anson	1.58	18	2	9		55	13600	350	400	400	13600	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Stanback Ferry Rd (SR 1703)	Ingram Mountain Rd (SR 1704)	Wall St (SR 1730)	Lilesville	0.7	22	2	11		55	14600	1000	1700	1600	14600	ADQ	ADQ		
	Stanbackferry Ice Plant Rd (SR 1714)	Gumtree St (SR 1757)	Doc Wyatt Rd (SR 1728)	Anson	1.06	22	2	11		55	15100	550	500	700	15100	ADQ	ADQ		
	Stanbackferry Ice Plant Rd (SR 1714)	Doc Wyatt Rd (SR 1728)	Winfree Rd (SR 1713)	Anson	0.74	22	2	11		55	15100	650	100	600	15100	ADQ	ADQ		
	Stanbackferry Ice Plant Rd (SR 1714)	Winfree Rd (SR 1713)	Carpenter Kendall Rd (SR 1715)	Anson	0.82	18	2	9		55	13600	650	700	700	13600	ADQ	ADQ		
	Stanbackferry Ice Plant Rd (SR 1714)	Carpenter Kendall Rd (SR 1715)	Morven Freight Line Rd (SR 1726)	Anson	0.43	22	2	11		55	14600	1100	500	1100	14600	ADQ	ADQ		
	Stanbackferry Ice Plant Rd (SR 1714)	Morven Freight Line Rd (SR 1726)	US 52	Wadesboro	1.21	22	2	11		55	14600	950	1200	1200	14600	ADQ	ADQ		
	Strawn Rd (SR 1234)	Upper White Store Rd (SR 1236)	Horne Store Rd (SR 1235)	Anson	0.43	20	2	10	60	55	15100	70	70	70	15100	ADQ	ADQ		
	Teal Hall Rd (SR 1124)	NC 742	Robinson Bridge Rd (SR 1129)	Anson	2.16	18	2	9		55	15100	80	100	100	15100	ADQ	ADQ		
	Thomas Rd (SR 1822)	N Cox Ave (SR 1823)	Country Club Rd (SR 1821)	Anson	0.78	18	2	9	60	55	13600	400	600	600	13600	ADQ	ADQ		
	Thomas Rd (SR 1822)	Sportsman Rd (SR 1824)	N Cox Ave (SR 1823)	Anson	0.87	18	2	9	60	55	13600	400	600	600	13600	ADQ	ADQ		
	Thomas Rd (SR 1840)	US 52	Country Club Rd (SR 1821)	Anson	0.09	18	2	9		55	15100				15100	ADQ	ADQ		
	Union Church Rd (SR 1003)	White Store Rd (SR 1228)	Austin Rd (SR 1224)	Anson	1.02	16	2	8		45	12700	450	700	700	12700	ADQ	ADQ		
	Union Church Rd (SR 1003)	Austin Rd (SR 1224)	Jackson Rd (SR 1219)	Anson	0.53	16	2	8		45	12700	450	600	600	12700	ADQ	ADQ		
	Union Church Rd (SR 1003)	Jackson Rd (SR 1219)	Redfearn Rd (SR 1216)	Anson	2.51	16	2	8		45	12700	300	400	400	12700	ADQ	ADQ		
	Union Church Rd (SR 1003)	Redfearn Rd (SR 1216)	NC 109	Anson	1.81	16	2	8		45	12700	300	400	300	12700	ADQ	ADQ		
	Upper White Store Rd (SR 1236)	Lower White Store Rd (SR 1252)	Turkey Growing Rd (SR 1233)	Anson	0.89	18	2	9		55	13600	80	100	100	13600	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Upper White Store Rd (SR 1236)	Turkey Growing Rd (SR 1233)	Horne Store Rd (SR 1235)	Anson	1.37	18	2	9		55	13600	80	600	80	13600	ADQ	ADQ		
	Upper White Store Rd (SR 1236)	Horne Store Rd (SR 1235)	Horne Rd (SR 1237)	Anson	0.58	18	2	9		55	13600	500	600	600	13600	ADQ	ADQ		
	Upper White Store Rd (SR 1236)	Horne Rd (SR 1237)	Hasty Rd (SR 1238)	Anson	0.69	18	2	9		55	13600	550	700	700	13600	ADQ	ADQ		
	Upper White Store Rd (SR 1236)	Hasty Rd (SR 1238)	Lanes Creek Rd (SR 1239)	Anson	1.09	18	2	9		55	13600				13600	ADQ	ADQ		
	Upper White Store Rd (SR 1236)	Lanes Creek Rd (SR 1239)	Clinton Ave (SR 1240)	Peachland	1.2	18	2	9		55	13600				13600	ADQ	ADQ		
	Vintage Rd (SR 1730)	US 74	Fox Rd (SR 1771)	Anson	0.81	16	2	8	100	55	15100	150	100	200	15100	ADQ	ADQ		
	Vintage Rd (SR 1730)	Fox Rd (SR 1771)	Forest Rd (SR 1769)	Anson	1.51	16	2	8		55	15100	150	200	200	15100	ADQ	ADQ		
	Vintage Rd (SR 1730)	Blewett Falls Rd (SR 1745)	Haileys Ferry Rd (SR 1801)	Anson	1.51	18	2	9	880	55	13600	350	500	500	13600	ADQ	ADQ		
	Vintage Rd (SR 1730)	Haileys Ferry Rd (SR 1801)	Railroad St (SR 1738)	Lilesville	1.22	20	2	10	880	55	14100	700	600	700	14100	ADQ	ADQ		
	W Deep Springs Rd (SR 1408)	Union	Deep Springs Church Rd (SR 1411)	Anson	1.28	18	2	9		45	14600				14600	ADQ	ADQ		
	W Passiac St (SR 1403)	Clinton Ave (SR 1240)	New England St	Peachland	0.08	18	2	9		45	11000	650	900	900	11000	ADQ	ADQ		
	W Passiac St (SR 1403)	New England St	Peach Tree Ln	Peachland	0.1	18	2	9		45	11000	650	900	900	11000	ADQ	ADQ		
	W Passiac St (SR 1403)	Peach Tree Ln	US 74	Peachland	0.48	18	2	9		45	11000	650	900	900	11000	ADQ	ADQ		
	W Wall St (SR 1730)	Cowan St (SR 1770)	Fifth St (SR 1734)	Lilesville	0.19	24	2	12		25	10000	1400	1300	1400	10000	ADQ	ADQ		
	W Wall St (SR 1730)	Fifth St (SR 1734)	Parson Grove Church Rd (SR 1733)	Lilesville	0.11	24	2	12		35	10200	1400	1100	1400	10200	ADQ	ADQ		
	W Wall St (SR 1730)	Parson Grove Church Rd (SR 1733)	Stanback Ferry Rd (SR 1703)	Lilesville	0.25	24	2	12		35	10200	1400	1400	1400	10200	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	W Wall St (SR 1730)	Stanback Ferry Rd (SR 1703)	Davidson Dr (SR 1732)	Lilesville	0.3	24	2	12		45	14600	1500	1300	1500	14600	ADQ	ADQ		
	W Wall St (SR 1730)	Davidson Dr (SR 1732)	US 74	Anson	1.69	24	2	12		45	14600	1500	2400	2200	14600	ADQ	ADQ		
ANSO40004-H	White Store Rd (SR 1121)	White Store Rd (SR 1205)	White Store Rd (SR 1228)	Anson	0.95	18	2	9		55	13600	750	1300	1300	15100	02A	60	MN	
ANSO40001-H	White Store Rd (SR 1205)	Prison Camp Rd (SR 1121)	Coffee Pot Rd (SR 1208)	Anson	1.22	18	2	9		55	13600	350	800	700	13600	ADQ	ADQ		
	White Store Rd (SR 1205)	Prison Camp Rd (SR 1121)	Coffee Pot Rd (SR 1208)	Anson	1.19	18	2	9		55	13600	350	800	700	13600	ADQ	ADQ		
	White Store Rd (SR 1205)	Coffee Pot Rd (SR 1208)	School Rd (SR 1259)	Anson	1.74	18	2	9		55	13600	450	800	800	13600	ADQ	ADQ		
	White Store Rd (SR 1205)	School Rd (SR 1259)	Capel Dairy Rd (SR 1138)	Anson	0.52	18	2	9		35	9200	450	600	600	9200	ADQ	ADQ		
	White Store Rd (SR 1205)	Capel Dairy Rd (SR 1138)	N Pine Ln	Wadesboro	0.73	18	2	9		35	9200	1200	2100	2100	9200	ADQ	ADQ		
	White Store Rd (SR 1205)	N Pine Ln	400ft north of South Ave	Wadesboro	0.19	18	2	9		35	9200	1200	2400	2100	9200	ADQ	ADQ		
	White Store Rd (SR 1205)	400ft north of South Ave	W Morgan St	Wadesboro	0.24	18	2	9		35	9200	1800	2500	2500	9200	ADQ	ADQ		
	White Store Rd (SR 1228)	Union	Monroe White Store Rd (SR 1003)	Anson	5.6	18	2	9		55	13600	250	600	600	13600	ADQ	ADQ		
	White Store Rd (SR 1228)	Monroe White Store Rd (SR 1003)	Clinton Ave (SR 1240)	Anson	2.18	18	2	9		55	13600	400	800	800	13600	ADQ	ADQ		
	White Store Rd (SR 1228)	Clinton Ave (SR 1240)	Carpenter St (SR 1250)	Anson	2.95	18	2	9		55	13600	300	500	500	13600	ADQ	ADQ		
	White Store Rd (SR 1228)	Carpenter St (SR 1250)	Prison Camp Rd (SR 1121)	Anson	1.24	18	2	9		55	13600	350	500	400	13600	ADQ	ADQ		
	Wightman Church Rd (SR 1610)	Randall Rd (SR 1612)	Gaddys Ferry Rd (SR 1609)	Anson	1	16	2	8		55	13100	250	400	400	13100	ADQ	ADQ		
	Wightman Church Rd (SR 1610)	Gaddys Ferry Rd (SR 1609)	Rocky Mount Church Rd (SR 1600)	Anson	1.41	20	2	10		55	15100	250	300	300	15100	ADQ	ADQ		
	Wightman Church Rd (SR 1610)	Rocky Mount Church Rd (SR 1600)	Little Rd (SR 1611)	Anson	0.83	20	2	10		55	15100	500	700	700	15100	ADQ	ADQ		
	Wightman Church Rd (SR 1610)	Little Rd (SR 1611)	Rescue Rd (SR 1458)	Anson	1.4	20	2	10		55	15100	610	700	700	15100	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Winfree Rd (SR 1713)	NC 109	Stanbackferry Ice Plant Rd (SR 1714)	Anson	0.64	20	2	10		45	13600				13600	ADQ	ADQ		
	Zoar Rd (SR 1837)		Monroe White Store Rd (SR 1003)	McFarlan	1.11	18	2	9		45	14600	200	200	200	14600	ADQ	ADQ		
	W Morgan St (NS 99189)	White Store Rd (SR 1205)	NC 109	Wadesboro	0.18	18	2	9		35	9200	1800	2500	2500	9200	ADQ	ADQ		
	Barrington St	Washington St	NC 109	Wadesboro	0.27	20	2	10		25	9300				9300	ADQ	ADQ		
	Burns St	NC 742	Morgan St (SR 1152)	Wadesboro	0.77	22	2	11		35	9900				9900	ADQ	ADQ		
	Cotton St	Carpenter St (SR 1250)	Horne Town Rd (SR 1251)	Polkton	0.5	20	2	10		35	9300				9300	ADQ	ADQ		
	E Hargrave St	Hargrave St	Burnsville St	Wadesboro	0.19	18	2	9		35	9200				9200	ADQ	ADQ		
	E Wade St	NC 109	Lee Ave	Wadesboro	0.19	24	2	12		20	10000				10000	ADQ	ADQ		
	E Wade St	Lee Ave	US 52	Wadesboro	0.66	24	2	12		20	10000				10000	ADQ	ADQ		
	Little St	Hargrave St	Morgan St (SR 1152)	Wadesboro	0.1	18	2	9		20	9000				9000	ADQ	ADQ		
	N Rutherford St	Wade St	US 74	Wadesboro	0.13	24	2	12		20	10000				10000	ADQ	ADQ		
	N Washington St	Wade St	US 74	Wadesboro	0.14	30	2	15		20	11000				11000	ADQ	ADQ		
	N Washington St	US 74	Depot St	Wadesboro	0.65	30	2	15		25	11000				11000	ADQ	ADQ		
	North St	Ansonville Polkton Rd (SR 1418)	Wayland Dr	Polkton	0.16	16	2	8		25	8700				8700	ADQ	ADQ		
	Pvt Dr	DEAD-END	Salem St	Wadesboro	0.03		2	12		35	10200				10200	ADQ	ADQ		
	S Rutherford St	Wade St	NC 109	Wadesboro	0.21	20	2	10		20	9300				9300	ADQ	ADQ		
	S Washington St	Wade St	Morgan St (SR 1152)	Wadesboro	0.07	40	2	20		20	12700				12700	ADQ	ADQ		

HIGHWAY																				
		Section				2019 Existing System							2050 Proposed System							
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Salem St	Barrington St	Smith St	Wadesboro	0.13	20	2	10		35	9500				9500	ADQ	ADQ		
	Salem St	Smith St	DEAD-END	Wadesboro	0.18	20	2	10		35	9500				9500	ADQ	ADQ		
	Smith Rd	Deep Springs Church Rd (SR 1404)	Moore St (SR 1416)	Peachland	0.56	16	2	8		25	8700				8700	ADQ	ADQ		
	W Hargrave St	Green St	NC 109	Wadesboro	0.21	18	2	9		35	9200				9200	ADQ	ADQ		
	Wayland Dr	NC 218	North St	Polkton	0.48	16	2	8		25	8700				8700	ADQ	ADQ		

An asterisk (*) in the Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment.

PUBLIC TRANSPORTATION AND RAIL

RAIL												
				Train		Existing System			Proposed System			
Local ID	Facility/Route	Section (From - To)	Class	Speed (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
P-5750	CSX Transportatior	Ross Wright Rd - Freedom Rd			1.03	Current			Current			

BICYCLE AND PEDESTRIAN

PEDESTRIAN

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes
				Type	Side of Street	Type	Side of Street	
ANSO20001-P	US 52	Mill St (SR 1832) - 250ft north of Mill St	0.05			Sidewalk		
ANSO20001-P	US 52	250ft north of Mill St - NC 145	0.16	Sidewalk	West	Sidewalk		
ANSO20002-P	US 52	Ansonville Polkton Rd (SR 1418) - Waddell St	0.08			Sidewalk		
ANSO20003-P	US 52	Smith St - 300 ft south of Baseball St	0.12			Sidewalk		
ANSO20003-P	US 52	300 ft south of Baseball St - Ridge St	0.17	Sidewalk	West	Sidewalk		
ANSO20004-P	US 74	430 ft east of US 52 - Wadesboro Town Boundary	0.11			Sidewalk		
ANSO30001-P	NC 109	Lansford Dr - NC 742	0.23			Sidewalk		
ANSO30002-P	NC 109	McLaurin St - 300ft north of Bennet St	0.12	Sidewalk	Varies	Sidewalk		
ANSO30002-P	NC 109	300ft north of Bennet St - Sinclair Ln	0.26	Sidewalk	West	Sidewalk		
ANSO30002-P	NC 109	Sinclair Ln - Airport Rd (SR 1645)	0.1			Sidewalk		
ANSO30003-P	NC 218	Moore St (SR 1416) - Ansonville Polkton Rd (SR 1418)	0.16	Sidewalk	South	Sidewalk		
ANSO30003-P	NC 218	Ansonville Polkton Rd (SR 1418) - Old Route 74 (SR 1419)	0.08	Sidewalk		Sidewalk		
ANSO30003-P	NC 218	Old Route 74 (SR 1419) - Exxon	0.12	Sidewalk		Sidewalk		
ANSO30003-P	NC 218	Exxon - US 74	0.05			Sidewalk		
ANSO30004-P	NC 742	Hope St - NC 109	0.23			Sidewalk		
ANSO40003-P	Morven Rd (SR 1152)	Burnsville St - 200 ft south of Wadesborough Pl	0.11	Sidewalk		Sidewalk		
ANSO40011-P	White Store Rd (SR 1205)	N Pine Ln - 400ft north of South Ave	0.19	Sidewalk	West	Sidewalk		
ANSO40008-	S Clinton Ave (SR 1240)	Allen St - Fuller St	0.04	Sidewalk	Varies	Sidewalk		

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
ANSO40001-P	Anson High School Rd (SR 1259)	US 74 - Anson High School	0.1			Sidewalk		
ANSO40004-P	E Passiac St (SR 1403)	US 74 - Deep Springs Church Rd (SR 1404)	0.1			Sidewalk		
ANSO40004-P	E Passiac St (SR 1403)	Deep Springs Church Rd (SR 1404) - New York Ave	0.09			Sidewalk		
ANSO40004-P	E Passiac St (SR 1403)	New York Ave - Clinton Ave (SR 1240)	0.09	Sidewalk	Varies	Sidewalk		
ANSO40009-P	W Passiac St (SR 1403)	New England St - Peach Tree Ln	0.1			Sidewalk		
ANSO40001-P	Kitty Bennett Rd (SR 1423)	US 74 - Walton Dr	0.07			Sidewalk		
ANSO40007-P	Plank Rd (SR 1621)	Godfrey Ave - Smith St	0.31	Sidewalk	Varies	Sidewalk		
ANSO40010-P	W Wall St (SR 1730)	Cowan St (SR 1770) - Fifth St (SR 1734)	0.19	Sidewalk	North	Sidewalk		
ANSO40010-P	W Wall St (SR 1730)	Fifth St (SR 1734) - Parson Grove Church Rd (SR 1733)	0.11	Sidewalk	North	Sidewalk		
ANSO40010-P	W Wall St (SR 1730)	Parson Grove Church Rd (SR 1733) - Stanback Ferry Rd (SR 1703)	0.25	Sidewalk	North	Sidewalk		
ANSO40002-P	Camden St (SR 1733)	Wall St (SR 1730) - Lilesville Elementary School	0.32			Sidewalk		
ANSO40006-P	Peru Rd (SR 1832)	Mill St - US 52	0.15	Sidewalk	North	Sidewalk		
ANSO40005-P	Main St (SR 1838)	E Broad St (SR 1003) - 200 ft south of E Broad St	0.04			Sidewalk		
ANSO50010-P	S White Oak St	Lakeview Dr - Kathrine Ln	0.13	Sidewalk	West	Sidewalk		
ANSO50009-P	S Green St	Ashe St - Hargrave St	0.09	Sidewalk	Varies	Sidewalk		
ANSO50008-P	Rose Ter	Magnolia St - West Ave	0.19	Sidewalk	Both	Sidewalk		
ANSO50007-P	New York Ave	Passiac St (SR 1403) - US 74	0.2			Sidewalk		
ANSO50006-P	N Washington St	US 74 - Depot St	0.65	Sidewalk	West	Sidewalk		

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
ANSO40006-P	Mill St	Mill St (SR 1832) - White Oak St	0.14	Sidewalk	South	Sidewalk		
ANSO50004-P	Lee Ave	Woodside Dr - US 74	0.17	Sidewalk	Both	Sidewalk		
ANSO50003-P	E Ashe St	Green St - Morgan St (SR 1152)	0.13	Sidewalk	South	Sidewalk		
ANSO50002-P	Delta St	Passiac St (SR 1403) - US 74	0.21			Sidewalk		
ANSO50001-P	Covington St	Green St - Morgan St (SR 1152)	0.11	Sidewalk	North	Sidewalk		
ANSO30003-P	Sikes Ave	US 74 - Gas Station	0.03			Sidewalk		
ANSO50003-P	W Ashe St	Green St - NC 109	0.17	Sidewalk	North	Sidewalk		
ANSO50005-P	Mill St	US 74 - Franklin St	0.18	Sidewalk	East	Sidewalk		

BICYCLE AND PEDESTRIAN

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
ANSO00002-M	US 52	Air National Guard Rd (SR 1820) - Morven Rd (SR 1131)	0.23				ADQ	
ANSO00002-M	US 52	Morven Rd (SR 1131) - US 74	1.1				ADQ	
ANSO00003-M	NC 145	Rosehaven Rd (SR 1126) - US 52	0.1				ADQ	
ANSO00002-M	NC 145	US 52 - Cox Ave (SR 1823)	0.18				ADQ	
ANSO00004-M	NC 742	Robinson Bridge Rd (SR 1129) - Capel Dairy Rd (SR 1138)	1.3				ADQ	
ANSO00004-M	NC 742	Capel Dairy Rd (SR 1138) - Wadesboro Town Boundary	0.81				ADQ	
ANSO00004-M	NC 742	Wadesboro Town Boundary - Hope St	0.68				ADQ	
ANSO00003-M	Robinson Bridge Rd (SR 1124)	Robinson Bridge Rd (SR 1129) - Crawford Pond Rd (SR 1104)	1.51				ADQ	
ANSO00003-M	Robinson Bridge Rd (SR 1124)	Crawford Pond Rd (SR 1104) - Rosehaven Rd (SR 1126)	1.79				ADQ	
ANSO00003-M	Rosehaven Rd (SR 1126)	Teal Hall Rd (SR 1124) - NC 145	0.12				ADQ	
ANSO00003-M	Robinson Bridge Rd (SR 1129)	Teal Hall Rd (SR 1124) - Jarman Rd (SR 1128)	0.79				ADQ	
ANSO00003-M	Robinson Bridge Rd (SR 1129)	Jarman Rd (SR 1128) - Prison Camp Rd (SR 1121)	1.15				ADQ	
ANSO00003-M	Robinson Bridge Rd (SR 1129)	Prison Camp Rd (SR 1121) - NC 742	1.31				ADQ	
ANSO00001-M	Pinkston River Rd (SR 1627)	Grassy Island Rd (SR 1634) - Dennis Rd (SR 1649)	2.98				ADQ	
ANSO00001-M	Pinkston River Rd (SR 1627)	Dennis Rd (SR 1649) - Airport Rd (SR 1645)	2.53				ADQ	
ANSO00001-M	Pinkston River Rd (SR 1627)	Dennis Rd (SR 1649) - Airport Rd (SR 1645)	1.11				ADQ	
ANSO00001-M	Grassy Island Rd (SR 1634)	US 52 - Pinkston River Rd (SR 1627)	2.01				ADQ	

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
ANSO00001-M	Airport Rd (SR 1645)	Pinkston River Rd (SR 1627) - Morgan Sellers Rd (SR 1646)	0.76				ADQ	
ANSO00001-M	Airport Rd (SR 1645)	Morgan Sellers Rd (SR 1646) - Pvt Dr (SR 1674)	0.64				ADQ	
ANSO00001-M	Airport Rd (SR 1645)	Pvt Dr (SR 1674) - NC 109	0.84				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Thomas Rd (SR 1822) - Prison Camp Rd (SR 1121)	1.73				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Prison Camp Rd (SR 1121) - Gatewood Rd (SR 1811)	1.42				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Gatewood Rd (SR 1811) - Goldmine Rd (SR 1852)	1.11				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Gatewood Rd (SR 1811) - Goldmine Rd (SR 1852)	0.2				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Goldmine Rd (SR 1852) - Air National Guard Rd (SR 1820)	0.89				ADQ	
ANSO00002-M	Country Club Rd (SR 1821)	Air National Guard Rd (SR 1820) - US 52	0.36				ADQ	
ANSO00002-M	Thomas Rd (SR 1822)	N Cox Ave (SR 1823) - Country Club Rd (SR 1821)	0.78				ADQ	
ANSO00002-M	N Cox Ave (SR 1823)	Thomas Rd (SR 1822) - NC 145	1				ADQ	

APPROVALS/RESOLUTIONS

The following pages contain copies of adoption resolutions of the Anson County CTP.

NC State Statute 136-66.2 requires that "After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO".

Anson County, its municipalities, the Rocky River Rural Planning Organization, NCDOT Board of Transportation
approved the Anson County CTP on the following dates:

Municipal Adoptions						
Lilesville	**McFarlan**	**Morven**	**Ansonville**	**Wadesboro**	**Peachland**	**Polkton**
February 5th, 2024	February 5th, 2024	March 4th, 2024	March 12th, 2024	April 1st, 2024	April 1st, 2024	April 8th, 2024

County Adoption
Anson County Board
May 7th, 2024

Planning Organization Adoption
Rocky River Rural Planning Organization
May 16th, 2024

State Adoption
North Carolina Department of Transportation
July 9th, 2025

Anson County
101 S Greene St
Wadesboro, NC 28170

After further discussion and review, upon a motion of Commissioner Mims seconded by Commissioner Gatewood and, upon being put to a vote, was carried Unanimously 4-0 the Commissioners approved the following resolution:

Resolution
Adopting the Anson County Comprehensive Transportation Plan
For Anson County, North Carolina

WHEREAS, Anson County, the Rocky River Rural Planning Organization, and the Transportation Planning Division, North Carolina Department of Transportation actively worked to develop a comprehensive transportation plan for Anson County and the Rocky River Rural Planning Organization region; and

WHEREAS, the County and the Department of Transportation are directed by North Carolina General Statutes 136-66.2 to reach agreement for a transportation system that will serve present and anticipated volumes of traffic in the County; and

WHEREAS, it is recognized that the proper movement of traffic within and through Anson County is a highly desirable element of the comprehensive plan for the orderly growth and development of the County; and

WHEREAS, after full study of the plan, and following a public hearing, the Anson County Board of Commissioners feel it to be in the best interest of Anson County to adopt a plan pursuant to General Statutes 136-66.2;

NOW THEREFORE, BE IT RESOLVED: that the Anson County Comprehensive Transportation Plan, as a part of the Rocky River Rural Planning Organization, be approved and adopted as a guide in the development of the transportation system in Anson County and the same is hereby recommended to the North Carolina Department of Transportation for its subsequent adoption.

ADOPTED, the 7th day of May 2024.

James Caudle, Chairman
Anson County Board of Commissioners

I, Denise Cannon, Clerk to the Anson County Board of Commissioners, North Carolina, hereby certify that the foregoing is a true and correct copy of a resolution adopted in an adjourned meeting of said County held on May 7, 2024. WITNESS my hand and the official seal of Anson County this the 7th day May of 2024.

Denise Cannon
Clerk to the Board

ROCKY RIVER RURAL PLANNING ORGANIZATION

A RESOLUTION FOR ENDORSEMENT OF THE ANSON COUNTY COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Rocky River Rural Planning Organization (RPO); and

WHEREAS, the North Carolina Department of Transportation Planning Division has completed the Anson County Comprehensive Transportation Plan; and

WHEREAS, the Anson County Comprehensive Transportation Plan is consistent with the local land use plans, the Rocky River RPO transportation needs and the statewide transportation plan;

NOW, THEREFORE BE IT RESOLVED that the Rocky River RPO TAC hereby endorses the Anson County Comprehensive Transportation Plan.

A motion was made by Michael Herron and seconded by Lanny Hathcock for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 16th day of May, 2024.

Charlie Council, Chairman
Rocky River RPO TAC

Lee Snuggs, Secretary
Rocky River RPO

1000 North First Street, Suite 17 □ Albemarle, NC 28001 □ 704-986-3876 □ www.rockyriverrpo.org□□□□
"Serving Anson, Stanly and a portion of Union Counties & Municipalities."

CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

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

1-877-DOT-4YOU (1-877-368-4968)

https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

1501 Mail Service Center

(919) 707-2800 Raleigh, NC 27699-1501

Board of Transportation Member

1578 Mail Service Center

(704)331-3596 Raleigh, NC 27699-1578

bot-tlathrop1@ncdot.gov

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

715 W Main St

(704)983-4400 Albemarle, 28001

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

715 W Main St

(704)983-4400 Albemarle, 28001

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

715 W Main St

(704)983-4400 Albemarle, 28001

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

715 W Main St

(704)983-4400 Albemarle, 28001

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

130 S Sutherland Ave

(704) 292-1800 Monroe, 28112

Transportation Planning Division (TPD)

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

1554 Mail Service Center (919) 707-0900

Raleigh, NC 27699-1554 *Planning (ncdot.gov)*

Rocky River Rural Planning Organization (RPO)

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

1000 North 1st Street

704-986-3876 Albemarle, NC 28001

rockyriverrpo.org

Strategic Prioritization Office

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

1534 Mail Service Center

(919) 707-2858 Raleigh, NC 27699-1534

https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Program Development Branch

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

1534 Mail Service Center Raleigh, NC 27699-1534

(919) 733-2039
http://www.ncdot.org/planning/development/

Integrated Mobility Division

Contact the Integrated Mobility Division for information public transit systems and bicycle and pedestrian transportation.

1550 Mail Service Center Raleigh, NC 27699-1550

(919) 707-2600

https://www.ncdot.gov/divisions/integrated-mobility/Pages/default.aspx

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553

(919) 707-4700

http://www.bytrain.org/

Bridge Maintenance

Contact the Bridge Maintenance Unit for information on bridge management.

1015 Old Prison Campy Road, Polkton, NC 28135

(704) 244-8260

https://connect.ncdot.gov/resources/structures/Pages/default.aspx

Technical Services

Technical Services consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1516 Mail Service Center Raleigh, NC 27699-1516

(919) 707-2540

https://www.ncdot.gov/divisions/highways/Pages/technical-services.aspx

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

http://www.nccommerce.com/en/CommunityServices/

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

Acronyms

AADT - Average Annual Daily Traffic

AADTT - Average Annual Daily Truck Traffic

ACS - American Community Survey

ADT - Average Daily Traffic

AGR - Annual Growth Rate

BLS - Bureau of Labor Statistics

BOT - Board of Transportation

CIA - Community Impact Assessment

CMAQ - Congestion Mitigation & Air Quality

COE -Army Corps of Engineers

COG - Council of Government

CUR - Community Understanding Report

DAQ - Division of Air Quality

DOT - Department of Transportation

DWQ - Division of Water Quality

FHWA - Federal Highway Administration

FY - Fiscal Year begins July 1st

GIS - Global Positioning System

G&O - Goals and Objectives

HOV - High Occupancy Vehicle

IAG - Interagency Agreement

IMD - Integrated Mobility Division

IPD - Integrated Project Delivery

LEP - Limited English Proficiency

LOS - Level of Service

LPA - Lead Planning Agency

LPO - Local Planning Organization

LEDPA - Least Environmentally Damaging Practical Alternative

LRTP - Long-Range Transportation Plan

MPO - Metropolitan Planning Organization

MSTA - Municipal School Transportation Assistance

NCDOT - North Carolina Department of Transportation

NEPA - National Environmental Policy Act

OSBM - Office of State Budget and Management

PAB - Planning Area Boundary

PDE - Project Development Engineer

PDEA - Project Development and Environmental Analysis

PE - Project Engineer

PHFS - Primary Highway Freight System

PI - Public Involvement

PIP - Public Involvement Plan

RPO - Rural Planning Organization

ROW - Right of Way

SEPA - State Environmental Policy Act for North Carolina

STC - Strategic Transportation Corridors

STIP - Statewide Transportation Improvement Program

TAZ - Transportation Analysis Zone

TDM - Travel Demand Model

TIP - Transportation Improvement Program

TPD - Transportation Planning Division

VPD - Vehicles Per Day

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf

General Definitions

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a "star" ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, itis listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates thepositive outcomes that are intended.
Typical Section Options	Typical Sections are the selected "cross-sections" in long range planning that satisfy the purpose and "Identified need" for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.

Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes witha continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have twoto three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.

Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.
Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12' wide lanes and 2' shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail	
Urban Fixed Bus Corridors	Transit services in urban areas that can provide local service. • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	Transit services in rural areas that can provide local service. • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.

Current railroad	Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service. • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit- like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulderis a bicycle accommodation and not a dedicated bicycle facility.

Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic byan open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

Additional Plans and Studies

Existing Transportation Plans

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

2012 Anson County Comprehensive Transportation Plan

The previous Anson County CTP was used to help inform projects and how conditions have changed.

Recommendations made in the previous CTP were revisited as a part of the current one.

https://connect.ncdot.gov/projects/planning/TPBCTP/Anson%20County/2012%20Anson_Report.pdf

Central Park Bicycle Plan (2016)

The Central Park Bicycle Plan is a bicycle plan developed under NCDOT bicycle and pedestrian division and the Regional Council. It shows regional bicycle routes for the counties of Rowan, Davidson, Randolph, Stanly, Anson, Montgomery, Richmond and Moore. This plan was referenced in the analysis of bicycle projects.

https://www.ptrc.org/services/regional-planning/regional-projects/central-park-bicycle-plan

Facility Types and Level of Service

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding.

Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians.

Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:
- **Facility Types**
- **Control of Access**
- **Level of Service**

Summary of Facilities

- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45~60 mph

- Limited/Partial/ No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30~55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class / Criteria	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, Low/Moderate to High Access	Moderate to Low Mobility, Low/Moderate to High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	30 mph to 55 mph	25 mph to 55 mph	25 mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	~~Limited or~~ Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways	Not Allowed	**Two Options**: ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	**Two Options:** ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	**Two Options:** ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Allowed with Full Movements; Consolidate or Share Connections, if possible	Allowed with Full Movements; Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; **With or without Median**; Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets;	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	Primarily At-Grade Intersections	Primarily At-Grade Intersections

Listed in Order of Mobility Function

Full Control of Access	Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).
Limited Control of Access	Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).
Partial Control of Access	Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).
No Control of Access	Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

Level of Service

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

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

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.

- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.

- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

❖ **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Source: 2010 Highway Capacity Manual, Exhibit 11-4

Typical Sections

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions

For a full list of typical sections, go to the link below:
https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION