Comprehensive Transportation Plan

Anson County

April 2012

Comprehensive Transportation Plan

Anson County

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with:
Anson County
Town of Ansonville
Town of Lilesville
Town of McFarlan
Town of Morven
Town of Peachland
Town of Polkton
Town of Wadesboro
Rocky River Rural Planning Organization

April 2012

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Executive Summary

In December of 2004, the Transportation Planning Branch of the North Carolina Department of Transportation and Anson County initiated a study to cooperatively develop the Anson County Comprehensive Transportation Plan (CTP), which includes the towns of Ansonville, Lilesville, McFarlan, Morven, Peachland, Polkton, and Wadesboro. This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually adopted in 2011. Implementation of the plan is the responsibility of Anson County, its municipalities and NCDOT. Refer to Chapter 2 for information on the implementation process.

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

US 74:

- Upgrade the existing four-lane facility to interstate standards from Union County to Old Prison Camp Rd. (SR 1249) and from west of the Lilesville town limits to Richmond County. Interchanges are recommended at Clinton Ave. (Peachland), the proposed NC 218 Connector (Polkton) and NC 145. A grade separation is recommended at the rail crossing east of Lilesville.
- Wadesboro Bypass: Construct a four-lane freeway north of Wadesboro from Old Prison Camp Rd. (SR 1249) to west of the Lilesville town limits. Interchanges are recommended at US 74/Old Prison Camp Rd. (SR 1249), NC 742, US 52, NC 109, the proposed US 52 Bypass, and at US 74 west of the Lilesville town limits. Grade separations are recommended at the three rail crossings in addition to Brown Creek Church Rd. (SR 1641), Airport Rd. (SR 1645), Winfree Rd. (SR 1713), and Wall St. west of Lilesville.
- Upgrade US 74 from Old Prison Camp Rd. (SR 1249) through Wadesboro to west of the Lilesville town limits to boulevard standards by converting the existing 5-lanes into a 4-lane median divided facility.

US 52:

- TIP Project R-2320: Widen to a four-lane divided boulevard from US 74 in Wadesboro to NC 24/27 in Albemarle (Stanly County). This project will include constructing a bypass on new location east of Ansonville from Fries Blvd. to Jack's Branch Rd. (SR 1637).
- Widen to a four lane divided boulevard from US 74 in Wadesboro to the proposed US 52 Bypass and to a four lane divided expressway from the proposed US 52 Bypass to South Carolina.
- Wadesboro Bypass: Construct a four-lane bypass of Wadesboro at expressway standards from US 52, 0.2 miles north of Old US 52 (SR 1127), to the proposed US 74 Bypass. Interchanges are recommended at US 52, US 74 and the proposed Wadesboro Bypass. A grade separation is recommended at the rail crossing.

NC 218 Connector: It is recommended that a two lane minor thoroughfare be constructed from NC 218 to US 74 west of the Polkton municipal limits. A grade separation is recommended at the rail crossing.

NC 742 Extension: NC 742 is recommended to be extended from US 52 to NC 109.

Adopted by:

Anson County
Date: September 13, 2010

Wadesboro
Date: September 13, 2010

Ansonville
Date: October 4, 2010

Lilesville
Date: October 4, 2010

McFarlan
Date: November 1, 2010

Morven
Date: October 4, 2010

Peachland
Date: October 4, 2010

Polkton
Date: September 13, 2010

NCDOT
Date: January 6, 2011

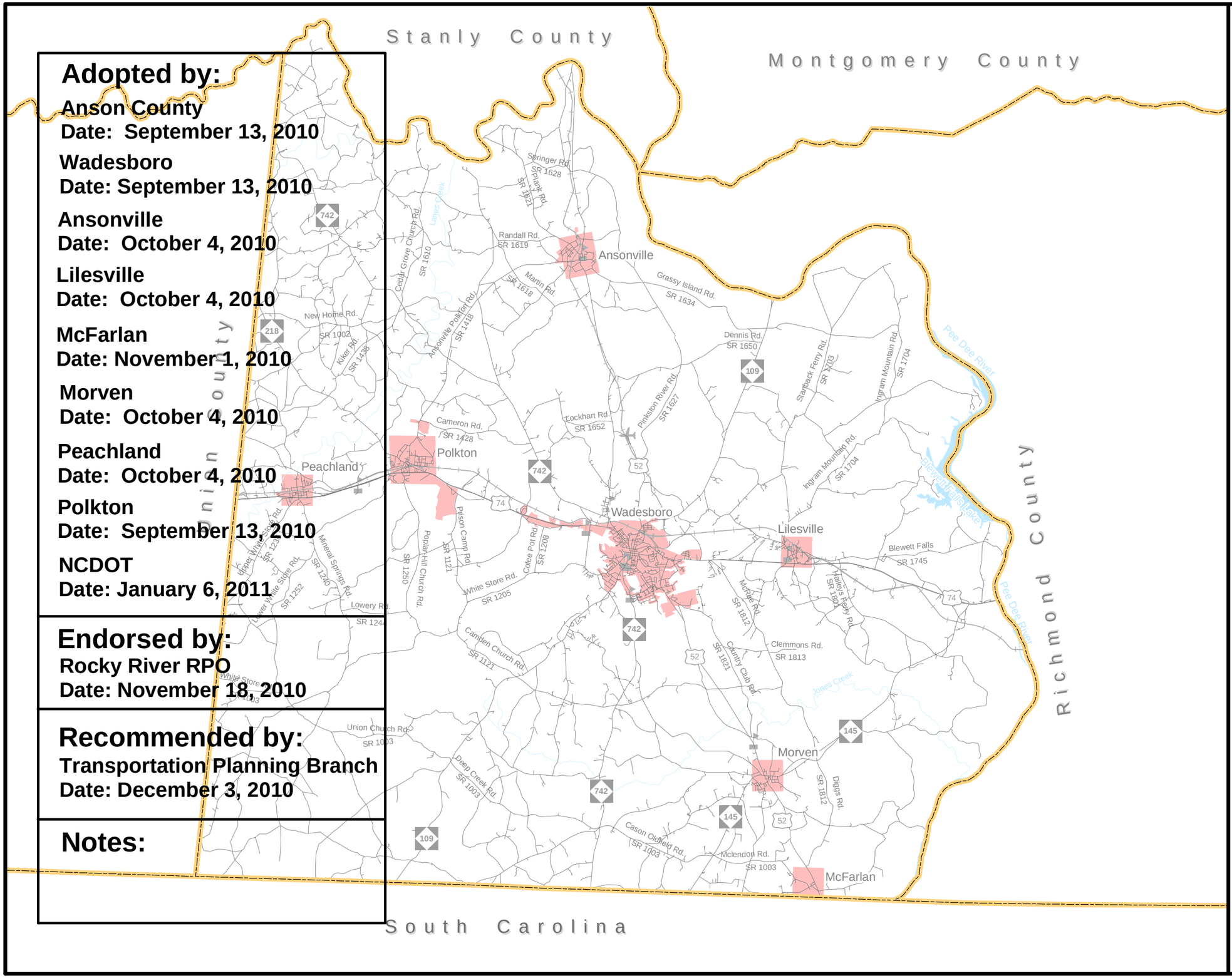
Endorsed by:

Rocky River RPO
Date: November 18, 2010

Recommended by:

Transportation Planning Branch
Date: December 3, 2010

Notes:



Anson County
North Carolina

Comprehensive Transportation Plan
Plan date: August 16, 2010

Legend

- CountyBoundary
- School
- Airport
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Municipal Boundary

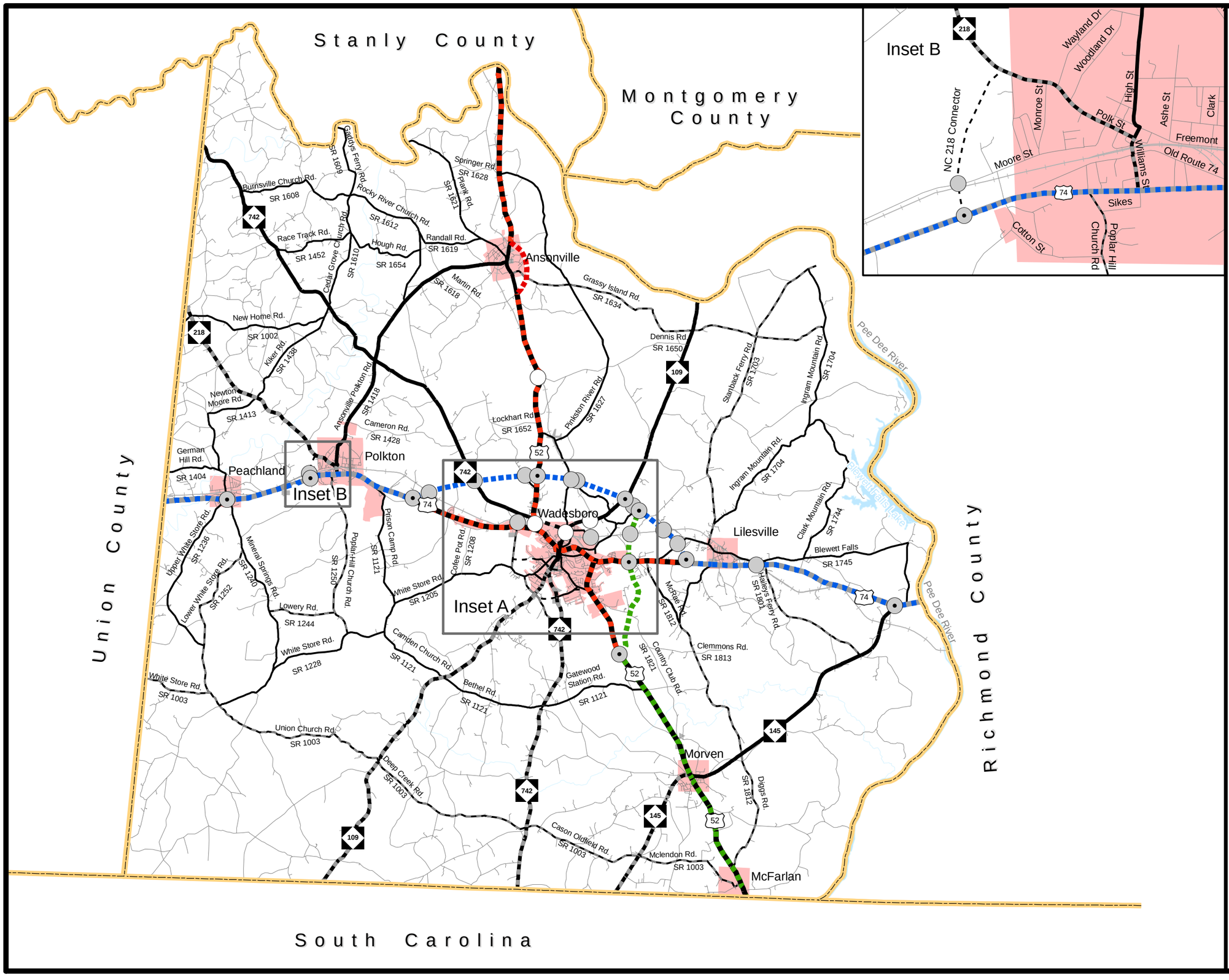
0 0.5 1 2 3 Miles

N W E S

Figure 1: Sheet 1 of 5

Base map date: February 15, 2010

Refer to CTP document for more details



Highway Map

Anson County

Comprehensive Transportation Plan

Plan date: August 16, 2010

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

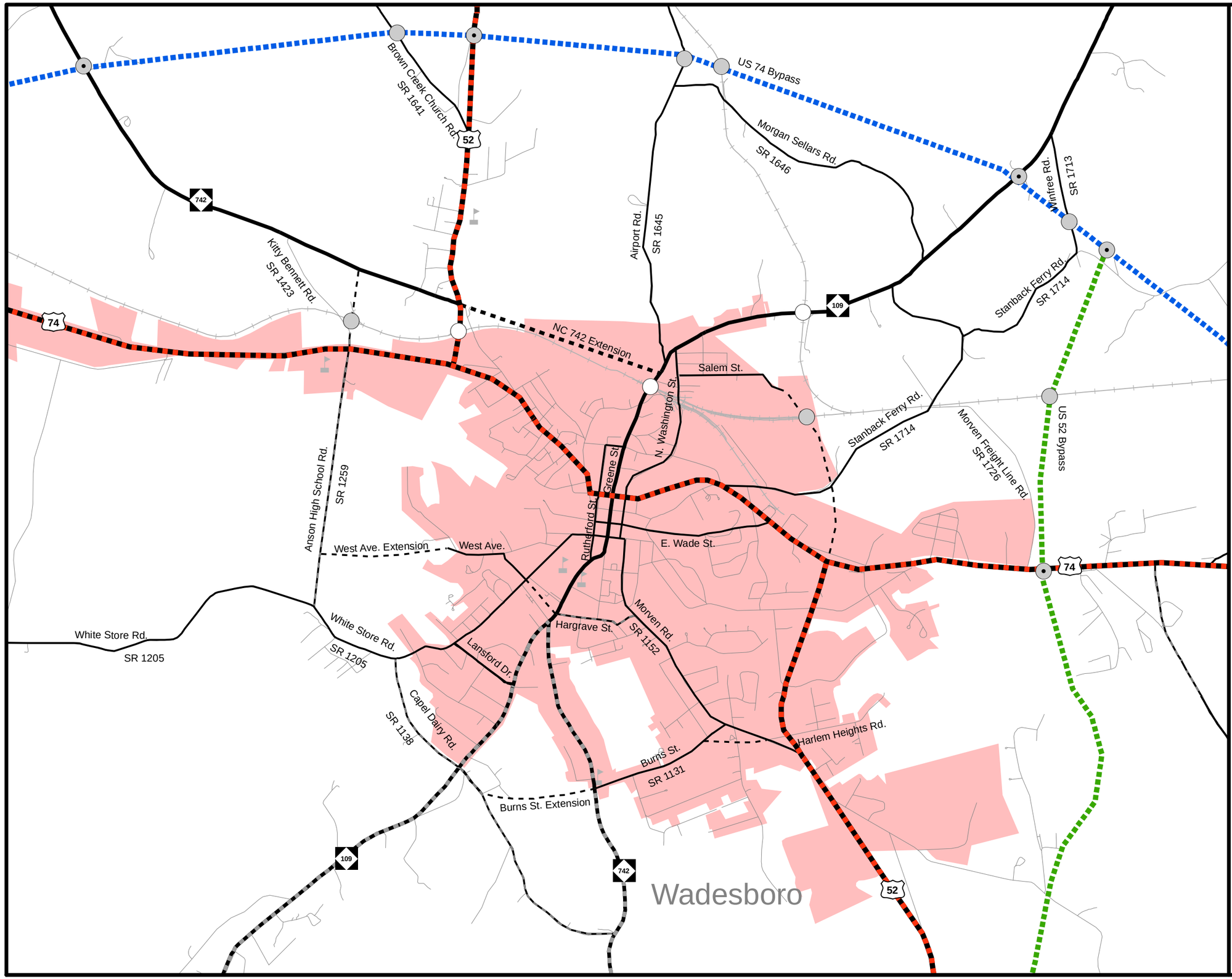
0 0.5 1 2 3 Miles

N W E S

Figure 1: Sheet 2 of 5

Base map date: February 15, 2010

Refer to CTP document for more details



Highway Map
Inset A

Anson County

Comprehensive Transportation Plan

Plan date: August 16, 2010

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

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

0 0.25 0.5 Miles

N W E S

Figure 1: Sheet 2A of 5

Base map date: February 15, 2010

Refer to CTP document for more details

Public Transportation and Rail Map

Anson County

Comprehensive Transportation Plan

Plan date: August 16, 2010

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

0 0.5 1 2 3 Miles

N W E S

Figure 1: Sheet 3 of 5

Base map date: February 15, 2010

Refer to CTP document for more details

Stanly County

Montgomery County

Union County

Richmond County

South Carolina

Ansonville

Polkton

Peachland

Wadesboro

Lilesville

Morven

McFarlan

Springer Rd. SR 1628

Pilfrin Rd. SR 1621

Randall Rd. SR 1619

Cedar Grove Church Rd. SR 1610

Martin Rd. SR 1618

Grassy Island Rd. SR 1634

New Home Rd. SR 1002

Kiker Rd. SR 1438

Dennis Rd. SR 1650

Starback Ferry Rd. SR 1703

Ingram Mountain Rd. SR 1704

Pee Dee River

Ansonville Polkton Rd. SR 1418

Cameron Rd. SR 1428

Lockhart Rd. SR 1652

Pinkston River Rd. SR 1627

Upper White Store Rd. SR 1236

Lower White Store Rd. SR 1240

SR 1252

Mineral Springs Rd.

Poplar Hill Church Rd. SR 1250

Prison Camp Rd. SR 1121

White Store Rd. SR 1205

Lowery Rd. SR 1244

Coffee Pot Rd. SR 1208

McRae Rd. SR 1812

Bailey's Ferry Rd. SR 1001

Blewett Falls SR 1745

Blewett Falls Lake

Camden Church Rd. SR 1121

Clemmons Rd. SR 1813

Country Club Rd. SR 1821

White Store Rd. SR 1003

Union Church Rd. SR 1003

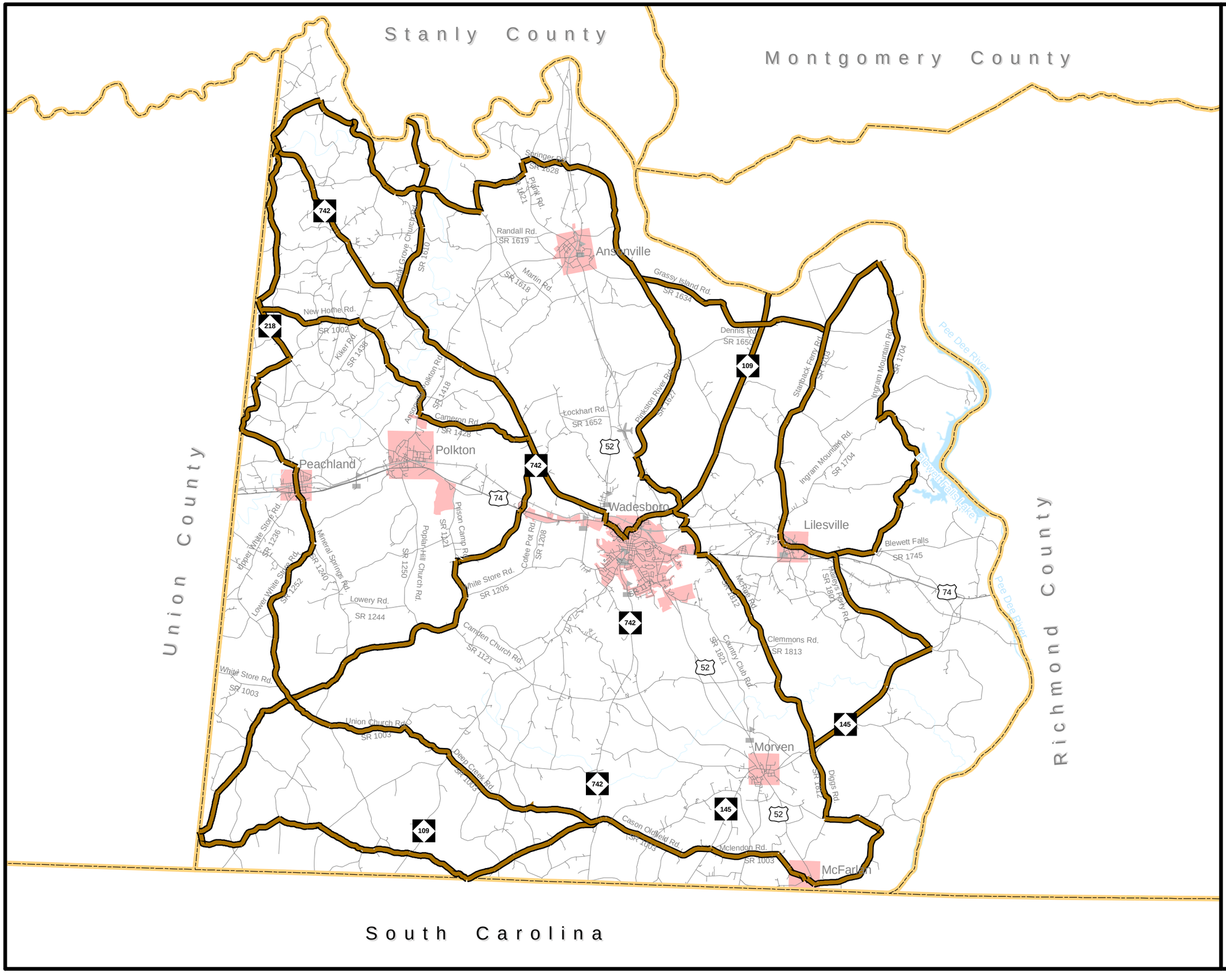
Deep Creek Rd. SR 1003

Diggs Rd. SR 1812

Cason Oldfield Rd. SR 1003

Mclendon Rd. SR 1003

742 218 74 52 109 145



Bicycle Map

Anson County

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On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.5 1 2 3

N W E S

Figure 1: Sheet 4 of 5

Base map date: February 15, 2010

Refer to CTP document for more details

Pedestrian Map

Anson County

Comprehensive Transportation Plan

Plan date: August 16, 2010

Stanly County

Montgomery County

Union County

Richmond County

South Carolina

Inset A

Inset B

Inset C

Inset D

Inset E

Inset F

Inset G

Ansonville

Lilesville

Wadesboro

Morven

McFarlan

Peachland

Polkton

Pee Dee River

Blewett Falls Lake

Springer Rd SR 1628

Splunk Rd SR 1621

Randall Rd SR 1619

Cedar Grove Church Rd SR 1610

Martin Rd SR 1618

Grassy Island Rd SR 1634

New Home Rd. SR 1002

Kiker Rd SR 1438

Dennis Rd SR 1650

Starback Ferry Rd. SR 1703

Ingram Mountain Rd SR 1704

Asonville Polkton Rd SR 1418

Cameron Rd SR 1428

Lockhart Rd SR 1652

Pinkston River Rd SR 1627

Upper White Store Rd. SR 1236

Lower White Store Rd. SR 1252

Poplar Hill Church Rd. SR 1250

Pinson Camp Rd SR 1121

Coffee Pot Rd SR 1208

Anson High School Rd SR 1259

White Store Rd SR 1205

Lowery Rd. SR 1244

Camden Church Rd SR 1121

White Store Rd. SR 1003

Union Church Rd SR 1003

Deep Creek Rd SR 1003

Cason Oldfield Rd SR 1003

Mclendon Rd. SR 1003

Mcrae Rd SR 1812

County Club Rd SR 1821

Clemmons Rd SR 1813

Diggs Rd SR 1812

Blewett Falls SR 1745

742 218 74 109 52 145

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.5 1 2 3

N W E S

Figure 1: Sheet 5 of 5

Base map date: February 15, 2010

Refer to CTP document for more details

Pedestrian Map
Inset A

Anson County

Comprehensive Transportation Plan

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Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.125 0.25

N W E S

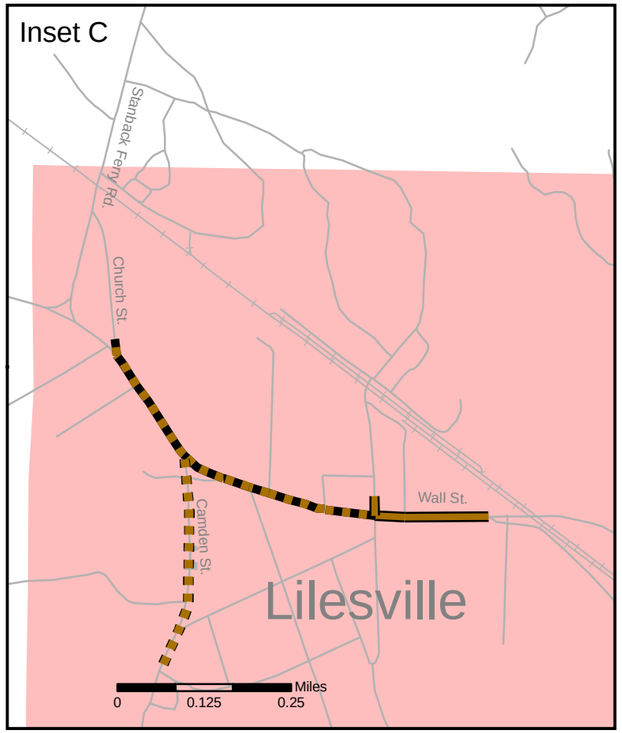
Figure 1: Sheet 5A of 5

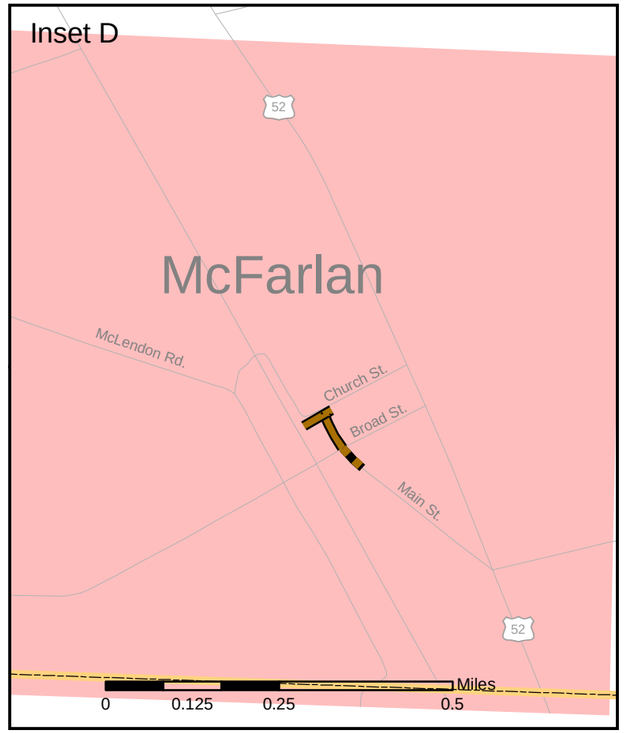
Base map date: February 15, 2010

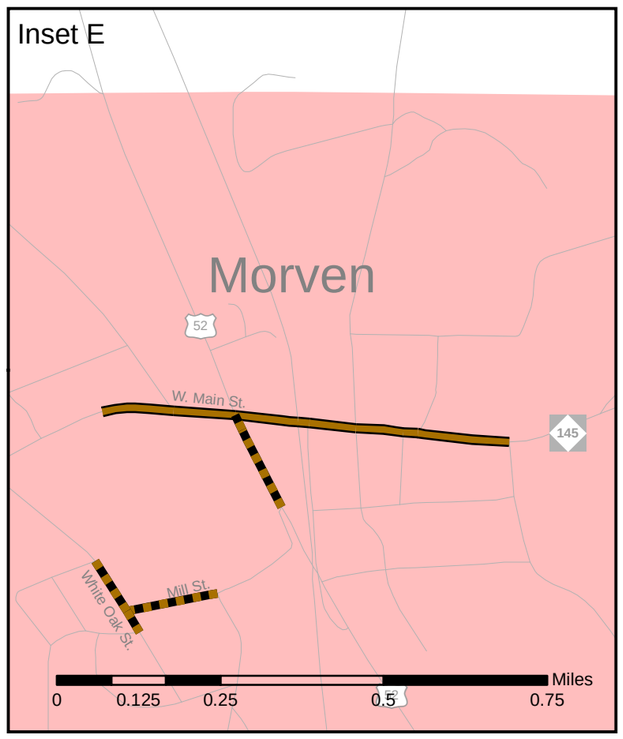
Refer to CTP document for more details

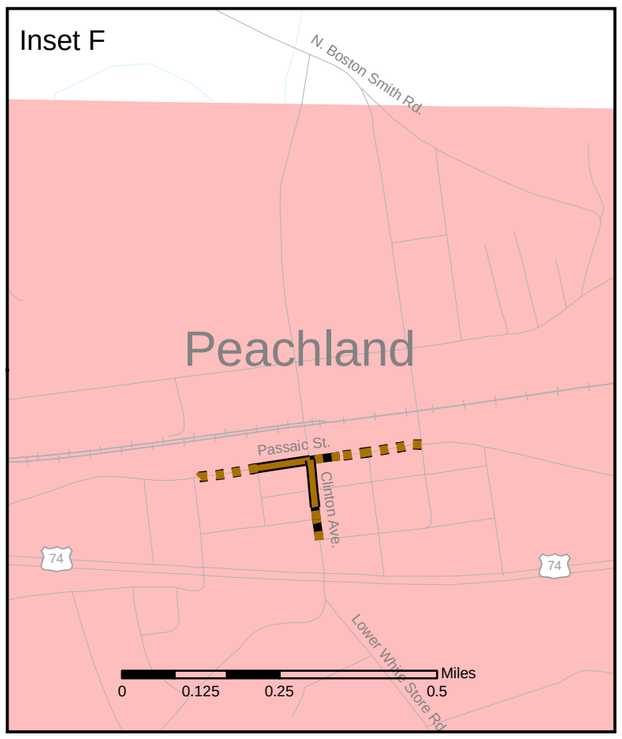
Wadesboro

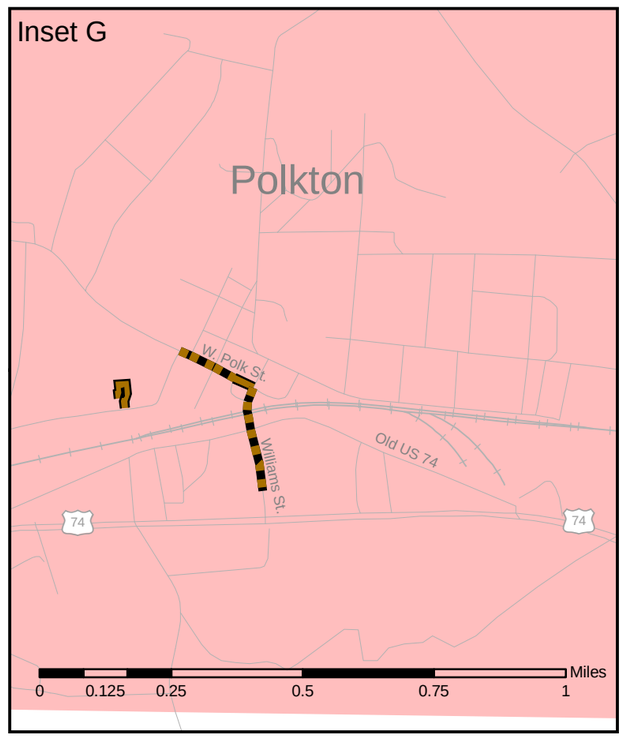
Arbor St.
Marshall St.
Salem St.
Thomas St.
Sikes Ave.
Caswell St.
109
N. Washington St.
Greene St.
74
52
Lee Ave.
W. Wade St.
E. Wade St.
W. Morgan St.
West Ave.
White Store Rd.
Brent St.
Morven Rd.
Leak Ave.
W. Ashe St.
Burnsville St.
Wadesboro Bypass
Anson High School Rd
SR 1259
Mill St.
Myrtlewood Dr.
West Shore Plaza
SR 1131











Pedestrian Map
Insets B-G

Anson County

Comprehensive Transportation Plan

Plan date: August 16, 2010

Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1: Sheet 5B of 5

N W E S

Base map date: February 15, 2010

Refer to CTP document for more details

I. Analysis of the Existing and Future Transportation System

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

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

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

Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

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

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

In the development of the rural areas of this plan, travel demand was projected from 2008 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1983 to 2008. 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 on February 24, 2010.

In the development of the Wadesboro area of this plan, travel demand was projected from 2008 to 2035 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2035. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Wadesboro Town Council on February 24, 2010.

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

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

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

- 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 express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the North Carolina Level Of Service program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Anson County CTP for crashes occurring in the planning area between January 1, 2005 and December 31, 2007. During this period, a total of 7 intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

Bridge Deficiency Assessment

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

The 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. Fourty eight deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

Figure 2
2008
Volumes and Capacity Deficiencies

Anson County
Comprehensive Transportation Plan

Stanly County

Montgomery County

Union County

Richmond County

South Carolina

Ansonville

Polkton

Peachland

Lilesville

Morven

McFarlan

Inset A

Pee Dee River

Gladdy's Ferry Rd. SR 1609
Springer Rd. SR 1628
Plank Rd. SR 1621
Randall Rd. SR 1619
Cedar Grove Church Rd. SR 1610
Martin Rd. SR 1618
Grassy Island Rd. SR 1634
New Home Rd. SR 1002
Kiker Rd. SR 1438
Ansonville Polkton Rd. SR 1418
Cameron Rd. SR 1428
Lockhart Rd. SR 1652
Pinkston River Rd. SR 1627
Dennis Rd. SR 1650
Stanback Ferry Rd. SR 1703
Ingram Mountain Rd. SR 1704
Upper White Store Rd. SR 1236
Lower White Store Rd. SR 1252
Mineral Springs Rd. SR 1240
Poplar Hill Church Rd. SR 1250
Prison Camp Rd. SR 1121
Coffee Pot Rd. SR 1208
White Store Rd. SR 1205
Lowery Rd. SR 1244
Camden Church Rd. SR 1121
White Store Rd. SR 1003
Union Church Rd. SR 1003
Deep Creek Rd. SR 1003
Cason Oldfield Rd. SR 1003
Mclendon Rd. SR 1003
Clemmons Rd. SR 1813
Country Club Rd. SR 1821
McRae Rd. SR 1812
Haileys Ferry Rd. SR 1801
Blewett Falls SR 1745
Diggs Rd. SR 1812

3,600 / 15,100
400 / 13,600
510 / 14,100
2,400 / 14,600
1,600 / 14,600
410 / 14,600
15,000 / 36,600
15,000 / 43,600
4,000 / 14,600
910 / 14,100
130 / 13,100
560 / 11,400
1,100 / 13,600
2,000 / 14,600
11,000 / 36,600
940 / 14,600
510 / 13,600
500 / 13,100
1,300 / 14,100
380 / 13,600
1,300 / 14,100

Near Capacity
Over Capacity

2008 Volumes (AADT)
2008 Capacity

Schools
Airport
Study Roads
Roads
Railroad
Rivers and Streams
Water Bodies
Municipal Limits
County Boundary

0 0.5 1 2 3 Miles

N W E S

Sheet 1 of 2

Base map date: February 15, 2010

Figure 2
Inset A

2008
Volumes and Capacity Deficiencies

Anson County
Comprehensive Transportation Plan

2,300
11,200

17,000
28,400

6,100
14,600

4,800
10,200

25,000
26,800

910
14,100

27,000
26,800

24,000
26,800

7,800
11,700

5,300
11,700

4,100
12,200

2,300
11,600

1,300
14,100

3,000
14,100

500
14,600

3,000
16,000

742

52

74

109

Airport Rd.

Stanback Ferry Rd.

Anson High School Rd.

SR 1259

West Ave.

Rutherford St.

Greene St.

Morven Rd.

White Store Rd.

Lansford Dr.

Capel Dairy Rd.

Burns St.

Whispering Pines Rd.
SR 1814

Wadesboro

Near Capacity
Over Capacity

2008 Volumes (AADT)
2008 Capacity

Schools
Airport
Study Roads
Roads
Railroad
Rivers and Streams
Water Bodies
Municipal Limits
County Boundary

0 0.5 1Miles

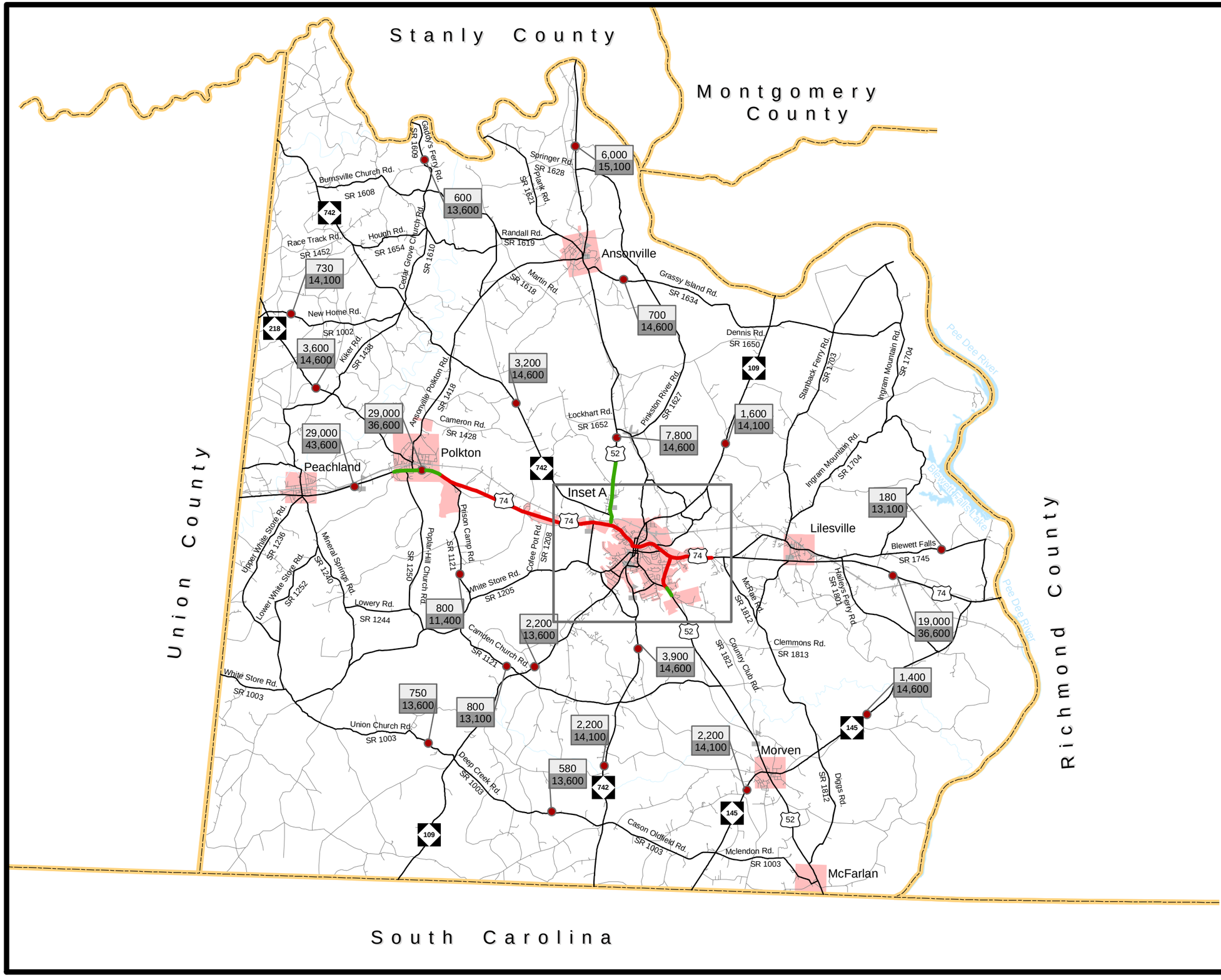
N
W E
S

Base map date: February 15, 2010

Figure 3

2035 Volumes and Capacity Deficiencies

Anson County
Comprehensive Transportation Plan



Near Capacity
Over Capacity

2035 Volumes (AADT)
2008 Capacity

Schools
Airport
Study Roads
Roads
Railroad
Rivers and Streams
Water Bodies
Municipal Limits
County Boundary

0 0.5 1 2 3 Miles

N W E S

Sheet 1 of 2

Base map date: February 15, 2010

Figure 3
Inset A
2035
Volumes and Capacity Deficiencies

Anson County
Comprehensive Transportation Plan

3,700
11,200

39,000
28,400

11,500
14,600

9,300
10,200

50,000
26,800

1,600
14,100

52,000
26,800

47,000
26,800

730
14,600

4,500
16,000

15,300
11,700

10,200
11,700

8,000
12,200

5,800
14,100

2,000
14,100

4,300
11,600

742
74
52
109

Airport Rd.
Stanback Ferry Rd.
Anson High School Rd.
SR 1259
West Ave.
Rutherford St.
Greene St.
Morven Rd.
White Store Rd.
Lansford Dr.
Capel Dairy Rd.
Burns St.
Whispering Pines Rd.
SR 1814

Wadesboro

Near Capacity
Over Capacity
2035 Volumes (AADT)
2008 Capacity
County Boundary
Study Roads
Roads
Railroad
Airport
Schools
Rivers and Streams
Water Bodies
Municipal Limits

0 0.5 1Miles

N
W E
S

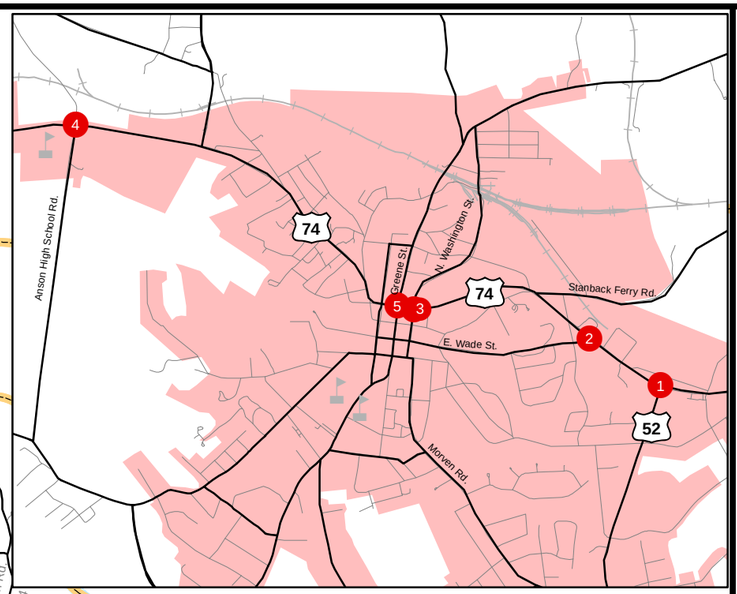
Sheet 2 of 2

Base map date: February 15, 2010

Figure 4
Crash Locations
January 1, 2005 to December 31, 2007

Anson County
North Carolina

Comprehensive Transportation Plan



Stanly County

Montgomery County

Union County

Richmond County

South Carolina

Ansonville
Peachland
Polkton
Wadesboro
Lilesville
Morven
McFarlan

Springer Rd. SR 1628
Plank Rd. SR 1621
Randall Rd. SR 1619
Martin Rd. SR 1618
Cedar Grove Church Rd. SR 1610
Grassy Island Rd. SR 1634
New Home Rd. SR 1002
Kiker Rd. SR 1438
Ansonville-Polkton Rd. SR 1418
Dennis Rd. SR 1650
Stanback Ferry Rd. SR 1703
Ingram Mountain Rd. SR 1704
Pinkston River Rd. SR 1627
Lockhart Rd. SR 1652
Cameron Rd. SR 1428
Upper White Store Rd. SR 1236
Lower White Store Rd. SR 1252
Mineral Springs Rd. SR 1240
Lowery Rd. SR 1244
Poplar Hill Church Rd. SR 1250
Pason Camp Rd. SR 1121
White Store Rd. SR 1205
Cofee Pot Rd. SR 1208
McRae Rd. SR 1812
Hailey's Ferry Rd. SR 1801
Blewett Falls SR 1745
Clemmons Rd. SR 1813
Country Club Rd. SR 1821
Camden Church Rd. SR 1121
White Store Rd. SR 1003
Union Church Rd. SR 1003
Deep Creek Rd. SR 1003
Cason Oldfield Rd. SR 1003
Mclendon Rd. SR 1003
Diggs Rd. SR 1812
Blewett Falls Lake
Pee Dee River

742 218 74 52 109 145

Legend

- # Crash locations (# Map Index)
- School
- Airport
- Study Roads
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- County Boundary

0 0.5 1 2 3 Miles

N W E S

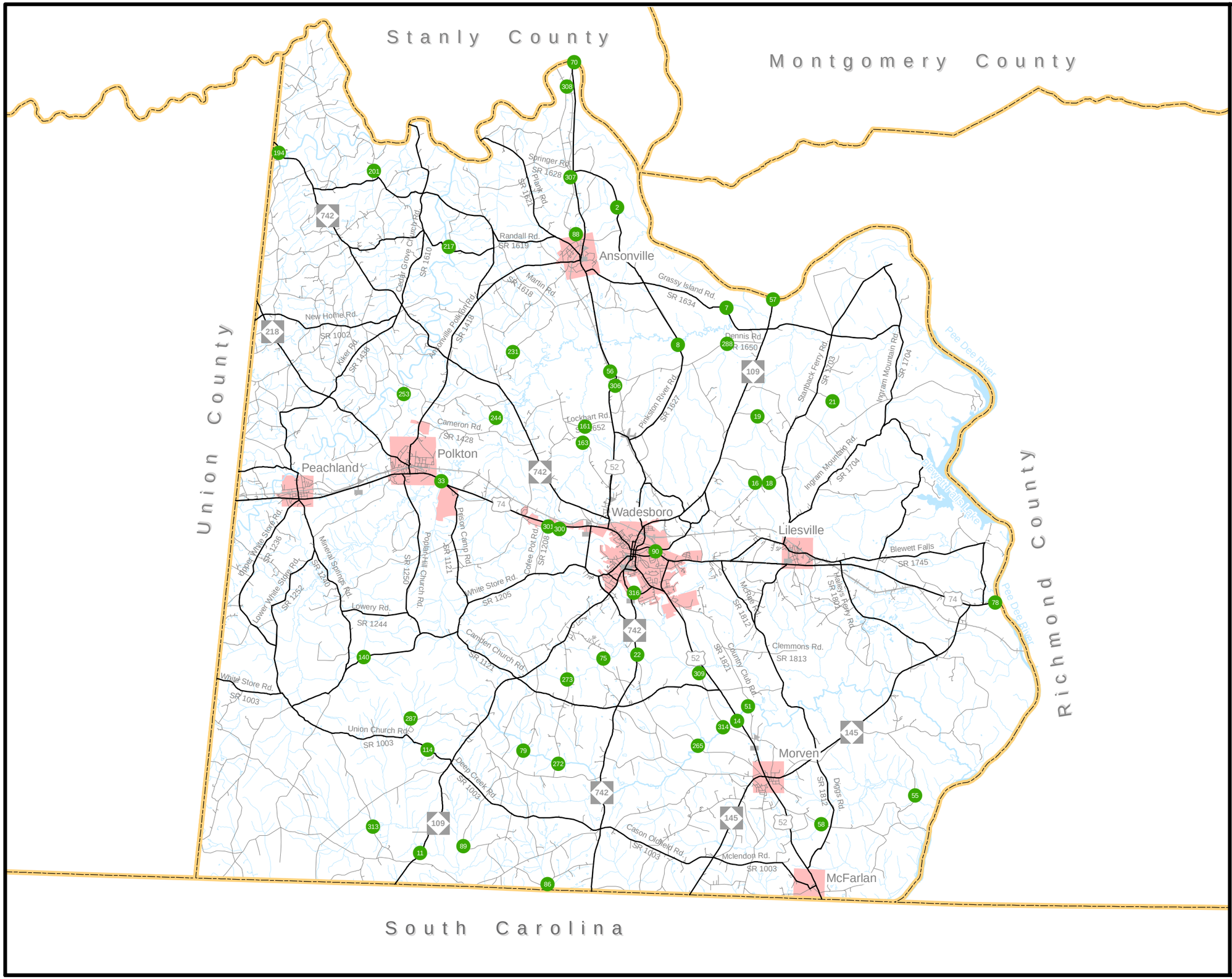
Base map date: February 15, 2010

Refer to Table 4 in Appendix F for more details

Figure 5
Deficient Bridges

Anson County
North Carolina

Comprehensive Transportation Plan



Legend

- Deficient Bridges (# Bridge Number)
- School
- Airport
- Study Roads
- Roads
- Railroad
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- County Boundary

0 0.5 1 2 3 Miles

N W E S

Base map date: February 15, 2010

Refer to Table 5 in Appendix G for more details

Public Transportation and Rail

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

Public Transportation

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

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

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

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

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

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

There are no existing or planned fixed public transportation routes for the planning area. The Anson County Transportation System (ACTS) offers two types of transportation - regular scheduled routes and demand response.

Regularly scheduled routes transport individuals to the same destination on a consistent basis. The regularly scheduled routes consist of nutritional routes for the elderly to the Peachland, Wadesboro, and Morven meal sites, employment training routes to the

McLaurin Vocational Rehabilitation Center in Hamlet, NC, dialysis treatment, and employment routes throughout Anson County.

Demand response transportation is very flexible and is accessible by appointment. ACTS coordinates with adjacent transit systems. The Union County and Stanly County transit providers partner with ACTS to make long trips more efficient and cost effective. These trips are typically for medical clients that go to Charlotte or Salisbury (Veterans Administration).

All public transportation considerations were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

Rail

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

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

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. The two direct carriers that serve Anson County are Winston-Salem Southbound and CSX Transportation. The Winston-Salem Southbound Railway Co. operates from Winston-Salem through Lexington and Albemarle to Wadesboro, serving industries in the central Piedmont counties of Forsyth, Davidson, Stanly, and Anson. CSX Transportation operates from Wilmington through Lumberton and Rockingham to Wadesboro and continues on to South Carolina. There are no planned rail improvements within the county. All rail considerations were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

Bicycles & Pedestrians

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway

system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

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

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2004 Anson County Chamber of Commerce Bicycle Plan was utilized in the development of these elements of the CTP. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2002 Anson County 2021 Comprehensive Plan and the 2007 Town of Wadesboro Land Use Plan were used to meet this requirement and are illustrated in Figures 6-10. (No figures available for Ansonville or Wadesboro)

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

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments,

such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

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

Currently, approximately 93 percent of the unincorporated portion of the county is developed with low-density residential and agricultural uses. An additional 5 percent of land in the county is developed with a more intensive class of uses, including commercial, public/institutional and industrial. Approximately 2 percent of land uses within Anson County remain unclassified.

Anson County primarily anticipates transition and developed growth in Wadesboro as well as community and transition growth in all other municipalities as depicted in Figure 10. Developed growth consists of urban mixed land uses such as residential commercial, industrial and other uses at high to moderate densities. The community class consists of areas of clustered residential or commercial developed at low to moderate densities. Transition growth includes areas being developed for urban purposes to accommodate anticipated population and urban growth. These areas tend to be established populated areas and are typically located along major routes.

Figure 6

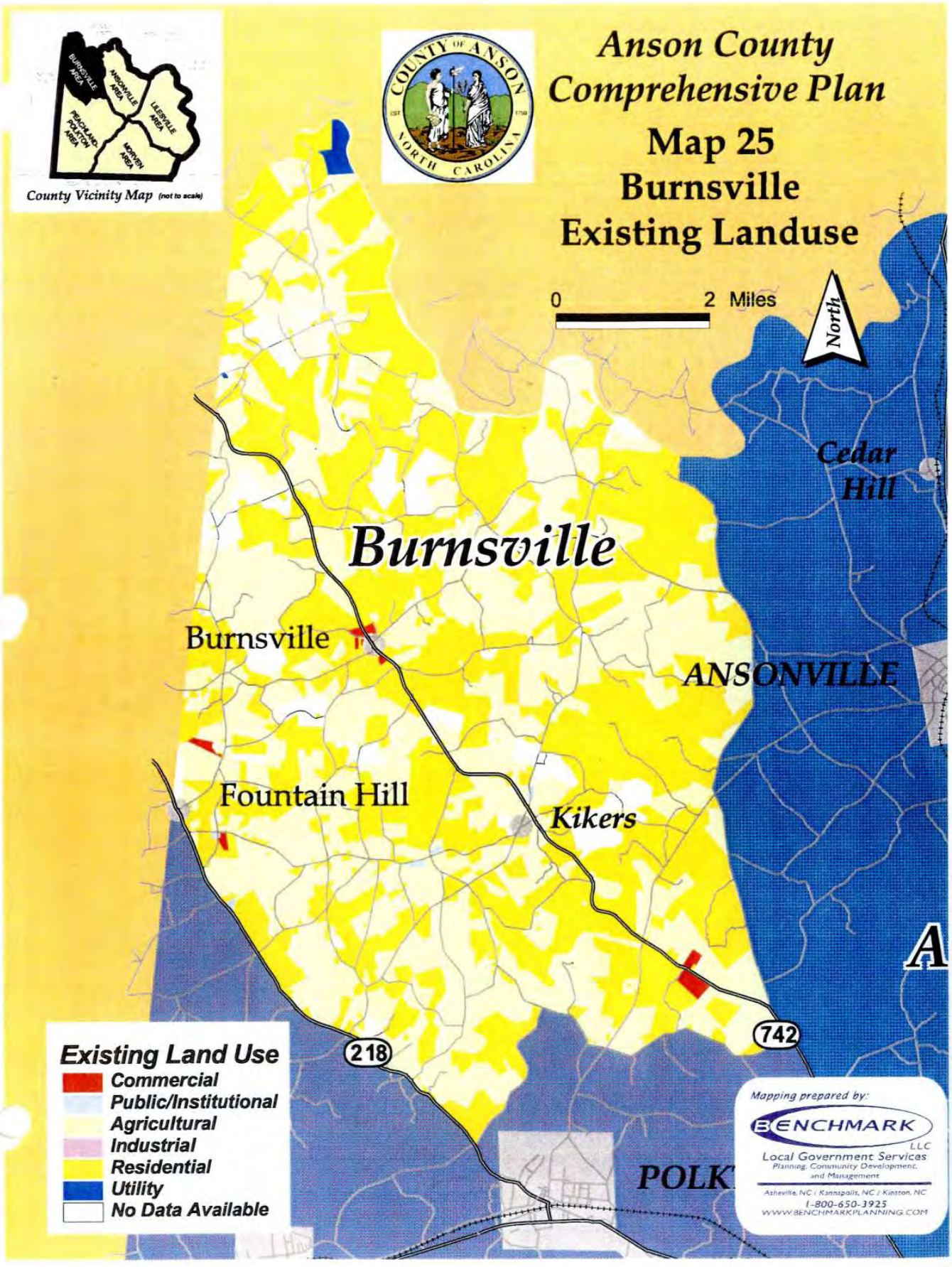

Anson County
Comprehensive Plan
Map 25
Burnsville
Existing Landuse
County Vicinity Map (not to scale)
BURNSVILLE AREA
ANSONVILLE AREA
LEDBETTER AREA
PEACHLAND-POLKTON AREA
MORVEN AREA
0
2 Miles
North
Cedar Hill
Burnsville
Burnsville
ANSONVILLE
Fountain Hill
Kikers
218
742
POLK
Existing Land Use
Commercial
Public/Institutional
Agricultural
Industrial
Residential
Utility
No Data Available
Mapping prepared by:
BENCHMARK
LLC
Local Government Services
Planning, Community Development, and Management
Asheville, NC / Kannapolis, NC / Kinston, NC
1-800-650-3925
WWW.BENCHMARKPLANNING.COM

Figure 7

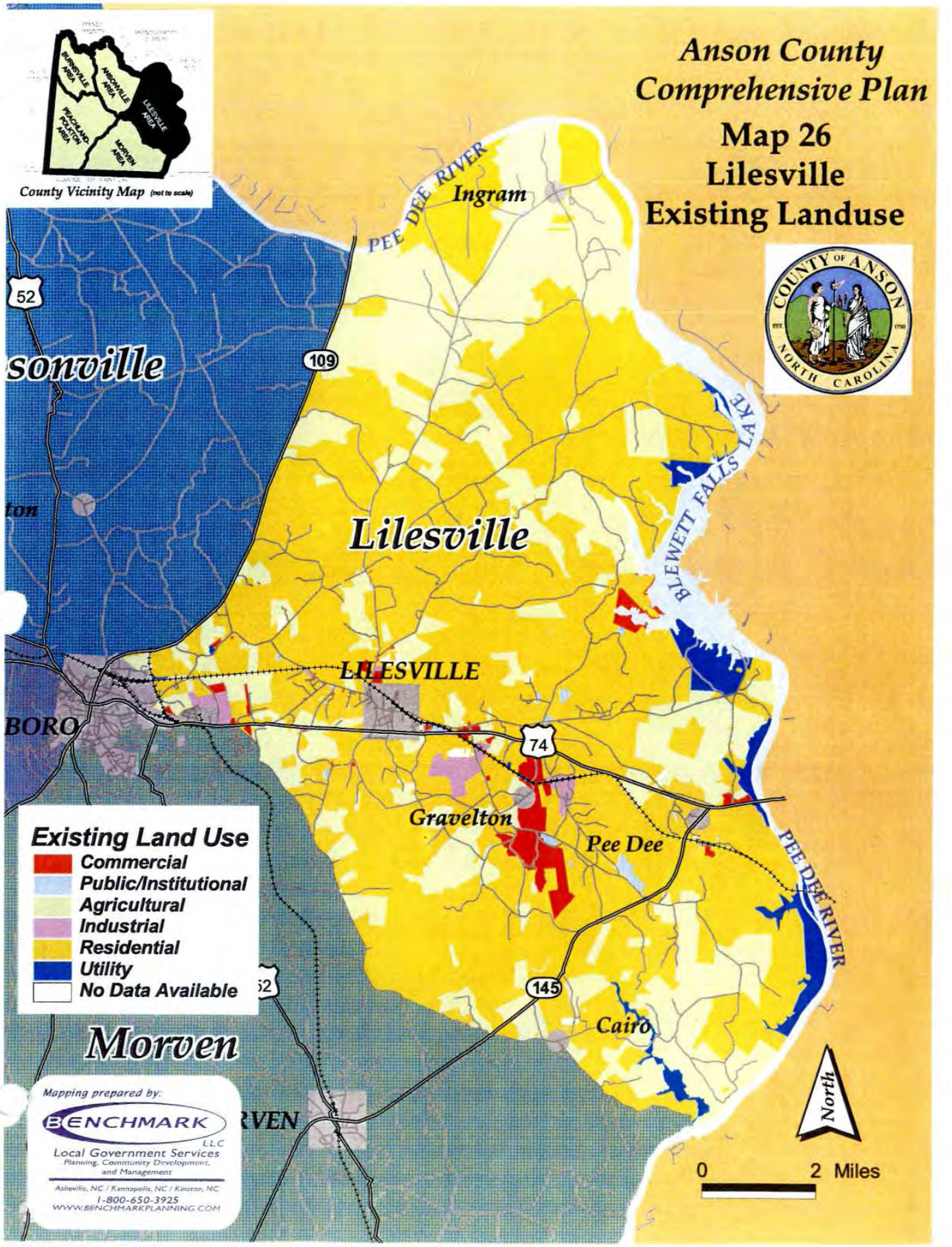

Anson County
Comprehensive Plan
Map 26
Lilesville
Existing Landuse
County Vicinity Map (not to scale)
BURNSVILLE AREA
ANSONVILLE AREA
LILESVILLE AREA
PEACHLAND POLKTON AREA
MORVEN AREA
PEE DEE RIVER
Ingram
52
109
sonville
ton
Lilesville
BLEWETT FALLS LAKE
LILESVILLE
BORO
74
Gravelton
Pee Dee
PEE DEE RIVER
145
Cairo
Morven
RVEN
Existing Land Use
Commercial
Public/Institutional
Agricultural
Industrial
Residential
Utility
No Data Available
Mapping prepared by:
BENCHMARK LLC
Local Government Services
Planning, Community Development, and Management
Asheville, NC / Kannapolis, NC / Kinston, NC
1-800-650-3925
WWW.BENCHMARKPLANNING.COM
North
0
2 Miles

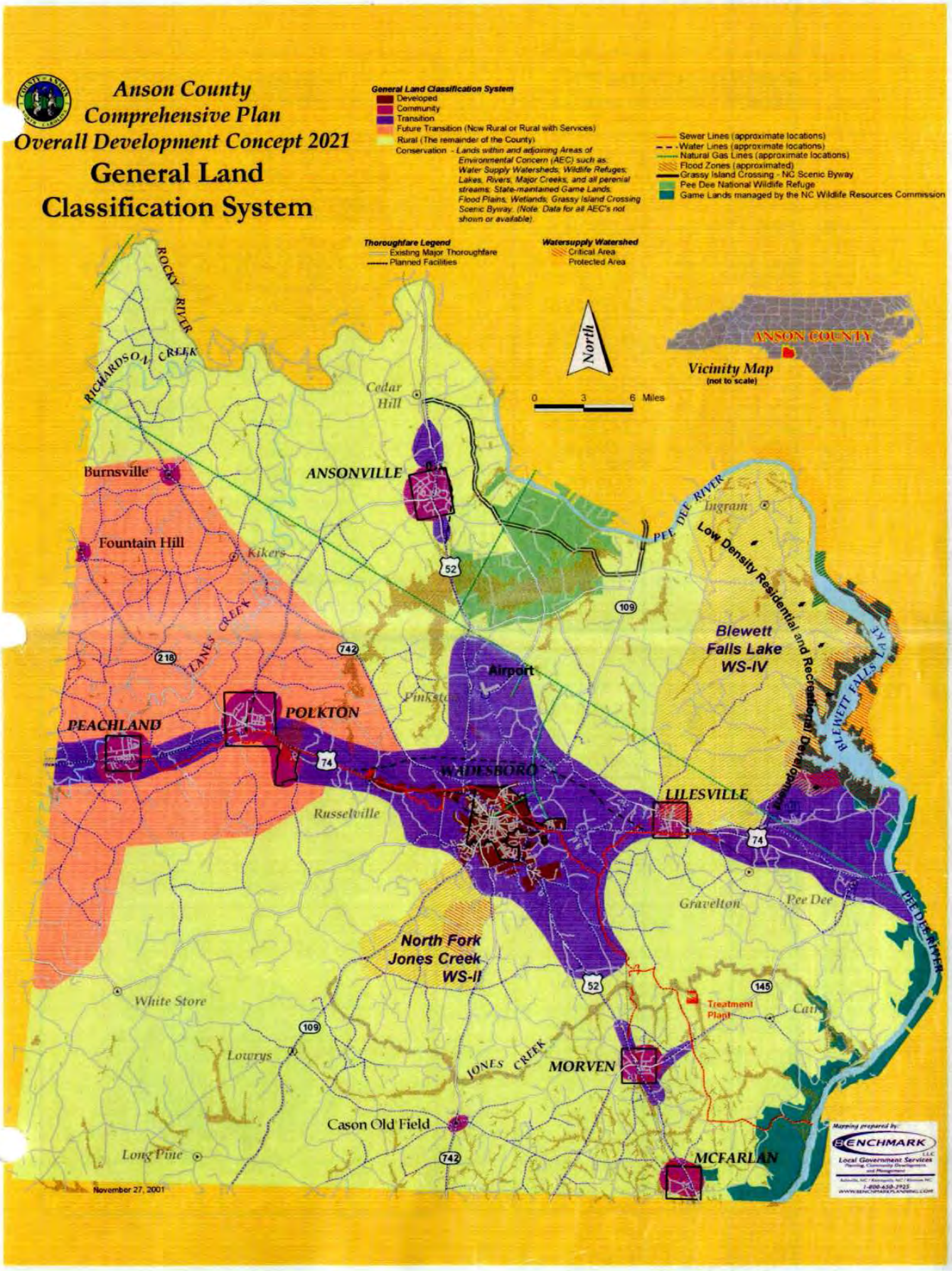
Figure 8


Mapping prepared by:
BENCHMARK LLC
Local Government Services
Planning, Community Development, and Management
Asheville, NC / Kannapolis, NC / Kinston, NC
1-800-650-3925
WWW.BENCHMARKPLANNING.COM
Existing Land Use
Commercial
Public/Institutional
Agricultural
Industrial
Residential
Utility
No Data Available
County Vicinity Map (not to scale)
BURNSVILLE AREA
ANSONVILLE AREA
LILESVILLE AREA
MORVEN AREA
PEACHLAND POLKTON AREA
ANSONVILLE
PEACHLAND
POLKTON
Russelville
WADESBORO
Peachland-Polkton
White Store
Lowrys
Long Pine
218
742
74
109
COUNTY OF ANSON
EST. 1750
NORTH CAROLINA
North
0
2 Miles
Anson County
Comprehensive Plan
Map 27
Peachland-Polkton
Existing Landuse

Figure 9


Kikers
52
Ansonville
109
Pinkston
Lilesville
BLEWETT FALL
74
Russelville
LILESVILLE
WADESBORO
74
and-Polkton
Gravelton
Pee Dee
52
145
Cairo
Morven
109
Lowrys
MORVEN
Cason Old Field
742
MCFARLAN
County Vicinity Map (not to scale)
BURNSVILLE AREA
ANSONVILLE AREA
LILESVILLE AREA
PEACHLAND POLKTON AREA
MORVEN AREA
Mapping prepared by:
BENCHMARK LLC
Local Government Services
Planning, Community Development, and Management
Asheville, NC / Kannapolis, NC / Kinston, NC
1-800-650-3925
WWW.BENCHMARKPLANNING.COM
Anson County
Comprehensive Plan
Map 28
Morven
Existing Landuse
COUNTY OF ANSON
NORTH CAROLINA
Existing Land Use
Commercial
Public/Institutional
Agricultural
Industrial
Residential
Utility
No Data Available
0
2 Miles
North

Figure 10


Anson County
Comprehensive Plan
Overall Development Concept 2021
General Land
Classification System
General Land Classification System
Developed
Community
Transition
Future Transition (Now Rural or Rural with Services)
Rural (The remainder of the County)
Conservation - Lands within and adjoining Areas of Environmental Concern (AEC) such as: Water Supply Watersheds; Wildlife Refuges; Lakes, Rivers, Major Creeks, and all perenial streams; State-maintained Game Lands; Flood Plains; Wetlands; Grassy Island Crossing Scenic Byway. (Note: Data for all AEC's not shown or available)
Sewer Lines (approximate locations)
Water Lines (approximate locations)
Natural Gas Lines (approximate locations)
Flood Zones (approximated)
Grassy Island Crossing - NC Scenic Byway
Pee Dee National Wildlife Refuge
Game Lands managed by the NC Wildlife Resources Commission
Thoroughfare Legend
Existing Major Thoroughfare
Planned Facilities
Watersupply Watershed
Critical Area
Protected Area
North
0 3 6 Miles
ANSON COUNTY
Vicinity Map
(not to scale)
ROCKY RIVER
RICHARDSON CREEK
Cedar Hill
Burnsville
ANSONVILLE
Fountain Hill
Kikers
LANES CREEK
PEE DEE RIVER
Ingram
Low Density Residential and Recreational Development
Blewett Falls Lake WS-IV
BLEWETT FALLS LAKE
Airport
PeaKston
POLKTON
PEACHLAND
WADESBORO
LILESVILLE
Russelville
Gravelton
Pee Dee
North Fork Jones Creek WS-II
White Store
Treatment Plant
Lowrys
JONES CREEK
MORVEN
Cason Old Field
Long Pine
MCFARLAN
52
74
109
218
742
145
November 27, 2001
Mapping prepared by:
BENCHMARK
Local Government Services
1-800-450-1925

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 1 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Anson County are shown in Figure 11.

Table 1 – Environmental Features

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

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

Table 2 – Restricted Environmental Features

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

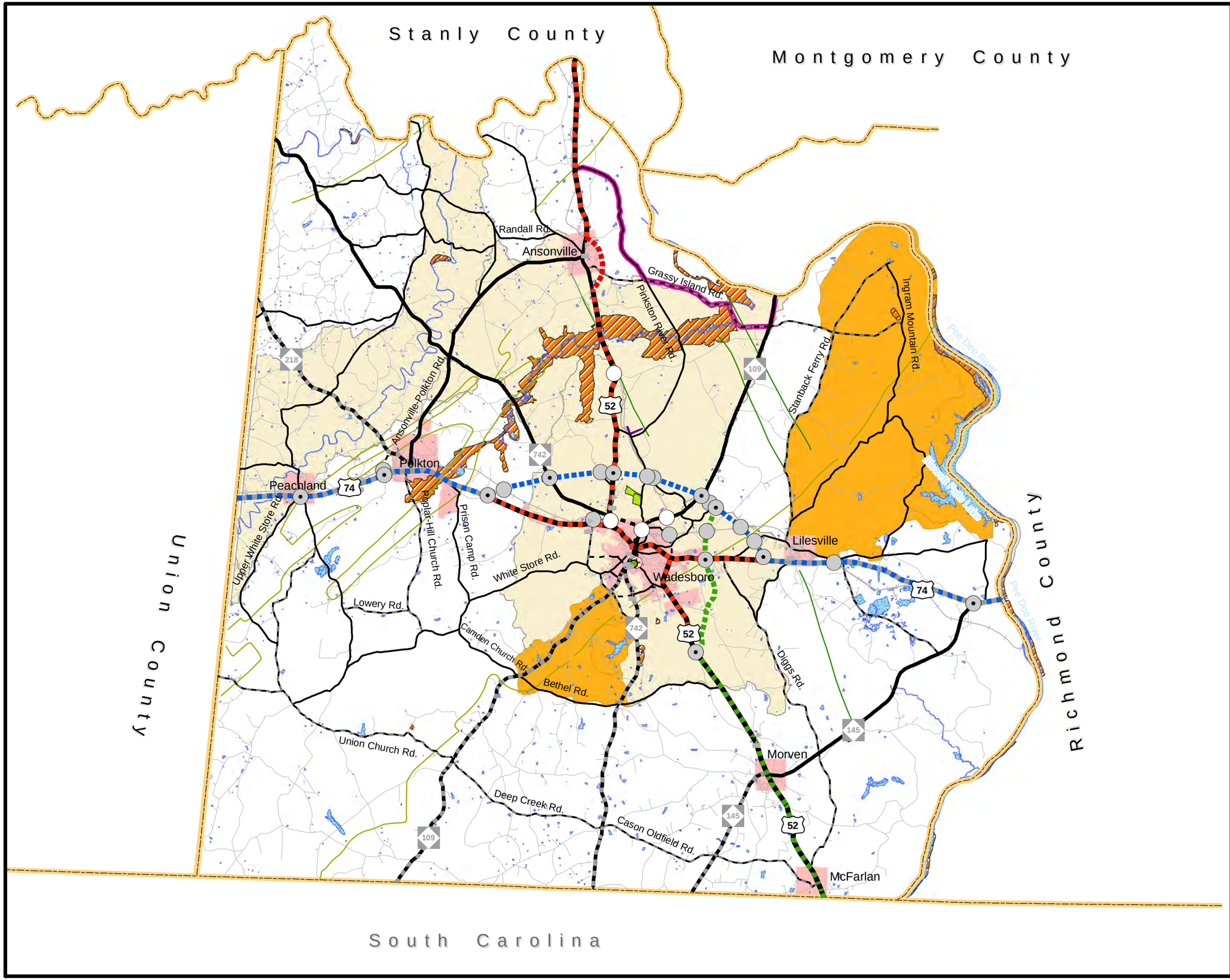


Figure 11

Environmental Map

Anson County

Comprehensive Transportation Plan

- Schools
- Airport Boundary
- Railroad
- Emergency Centers
- Hospitals
- Geology Faults
- Geology Dikes
- County Boundary
- Scenic Byways
- Hydrography
- Sig. Natural Heritage Area
- Municipal Limits
- Water Supply Watersheds
- Recreation Projects
- Target Local Watersheds

Miles
0 0.5 1 2 3

N
W E
S

Sheet 1 of 2

Base map date: February 15, 2010

Stanly County

Montgomery County

Union County

Richmond County

South Carolina

Randall Rd.

Ansonville

Grassy Island Rd.

Pinkston River Rd.

Ingram Mountain Rd.

Pee Dee River

Skapback Ferry Rd.

Ansonville-Polkton Rd.

Polkton

Peachland

Upper White Store Rd.

Poplar-Hill Church Rd.

Prison Camp Rd.

White Store Rd.

Lilesville

Wadesboro

Elewett Falls Lake

Lowery Rd.

Camden Church Rd.

Bethel Rd.

Diggs Rd.

Union Church Rd.

Morven

Deep Creek Rd.

Cason Oldfield Rd.

McFarlan

218

74

742

52

109

145

Figure 11

Environmental Map

Anson County

Comprehensive Transportation Plan

- Sanitary Sewer Systems
- Colleges and Universities
- Railroad
- County Boundary
- National Wetlands Inventory
- Federal Land Ownership
- High Quality Water Zones
- Municipal Limits
- National Heritage Element Occurrences

0 0.5 1 2 3 Miles

N W E S

Sheet 2 of 2

Base map date: February 15, 2010

Public Involvement

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

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Anson County Focus Group. The Rocky River Rural Planning Organization coordinated the local outreach efforts for the CTP. All Anson County jurisdictions were invited to participate in the Anson County Focus Group as well as community stakeholders. The Anson County Focus Group included a representative from Ansonville, Peachland, Polkton, Wadesboro, county staff, the Rocky River RPO and others, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey, a listing of committee members and a summary of public involvement opportunities.

The public involvement process included holding two public drop-in sessions in Anson County to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The first meeting was held on July 7, 2010 at the South Piedmont Community College Lockhart-Taylor Center from 10am-12pm. The second meeting was held on July 7, 2010 at the South Piedmont Community College Polkton Campus from 2pm-4pm. Each session was publicized in the local newspaper. Four comment forms were submitted during the sessions.

Public hearings on the CTP were held throughout Anson County. The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. No comments were received during these public hearings. The CTP was adopted during these meetings as shown below.

Anson County ------ September 13, 2010
Ansonville---------- October 4, 1010
Liliesville---------- October 4, 2010
McFarlan---------- November 1, 2010
Morven---------- October 4, 2010
Peachland---------- October 4, 2010
Polkton---------- September 13, 2010
Wadesboro---------- September 13, 2010

The Rocky River RPO endorsed the CTP on November 18, 2010. The North Carolina Department of Transportation mutually adopted the Anson County CTP on January 6, 2011.

II. Recommendations

This chapter presents recommendations for each mode of transportation in the county.

Implementation

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

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

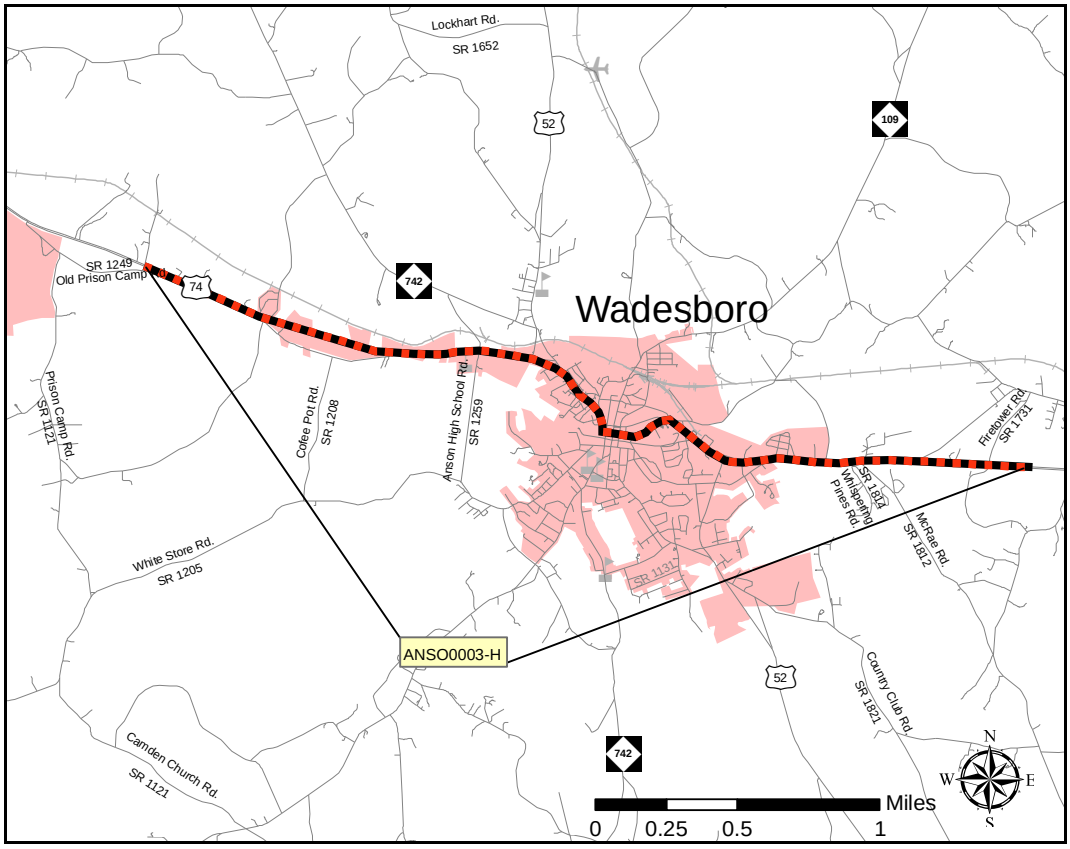
Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element.

HIGHWAY

US 74 Proposed improvements from Old Prison Camp Rd. (SR 1249) through Wadesboro to east of Firetower Rd. (SR 1731)	**Local ID: ANSO0003-H** **Last Updated: 11/17/2011**



Identified Problem:

US 74 is projected to be over capacity by 2035 from Old Prison Camp Rd. (SR 1249) to Whispering Pines Rd. (SR 1814).

The primary purpose of the project is to relieve congestion on the existing facility such that a minimum LOS D can be achieved.

Justification of Need

US 74 is the only major east-west corridor in Anson County. The facility is a vital artery in moving people and goods throughout North Carolina connecting Wilmington to Asheville and continuing into Tennessee.

Within Anson County, US 74 along with US 52 connect all of the incorporated areas of the county. US 74 is currently a five-lane major thoroughfare with 12-foot lanes from Old Prison Camp Rd. (SR 1249) to east of Firetower Rd. (SR 1731) and is on the statewide tier of the North Carolina Mulitmodal Investment Network (NCMIN).[1]

By 2035 the facility is projected to be over capacity from Old Prison Camp Rd. (SR 1249) to Whispering Pines Rd. (SR 1814). The 2008 Average Annual Daily Traffic (AADT) ranges from 17,000 to 27,000 vehicles per day (vpd) while the 2035 AADT is projected to range from 39,000 to 52,000 vpd, compared to a capacity of 26,800 vpd (LOS D).

Community Vision and Problem History

The 2002 Anson County 2021 Comprehensive Plan outlines development goals in the project area. These development goals include decreasing congestion on US 74 through Wadesboro as well as preserving the land along US 74 for economic development purposes. Due to US 74's connection to Monroe and the greater Charlotte area and being the only east/west route through Anson County, moderate growth is expected by 2035. This problem was not identified in the 1989 Anson County / Wadesboro Thoroughfare Plan.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: ANSO0003-H) is to upgrade existing US 74 to a four-lane divided boulevard from Old Prison Camp Rd. (SR 1249) through Wadesboro to east of Firetower Rd.(SR 1731) by converting the existing 5-lane cross section.

A crash assessment performed during the CTP identified 5 of the highest crash locations along this stretch of US 74. Improvements to this facility will relieve congestion and improve mobility and safety.

Natural and Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project may potentially impact target local watersheds and national heritage areas. This facility may also impact the 2 historic structures located in downtown Wadesboro. The Boggan-Hammond House is located along Wade St. and the US Post Office is located along Martin St.

[1]For more information on NCMIN, go to http://www.ncdot.gov/performance/reform/NCMINmaps/

Relationship to Land Use Plans

The existing land use in the proposed project area is primarily commercial and industrial. Currently there are numerous fast food restaurants, commercial establishments and retail businesses along this stretch of US 74. Additionally, Anson High School and the Walmart Supercenter are located along this project at Anson High School Rd. (SR 1259). The 2002 Anson County 2021 Comprehensive Plan indicates that this type of land use will continue into the future.

Linkages to Other Plans and Proposed Project History

The proposed project directly connects to the proposed US 74 Bypass of Wadesboro (R-4441). The 1989 Anson County/Wadesboro Thoroughfare Plan did not make any recommendations along this corridor.

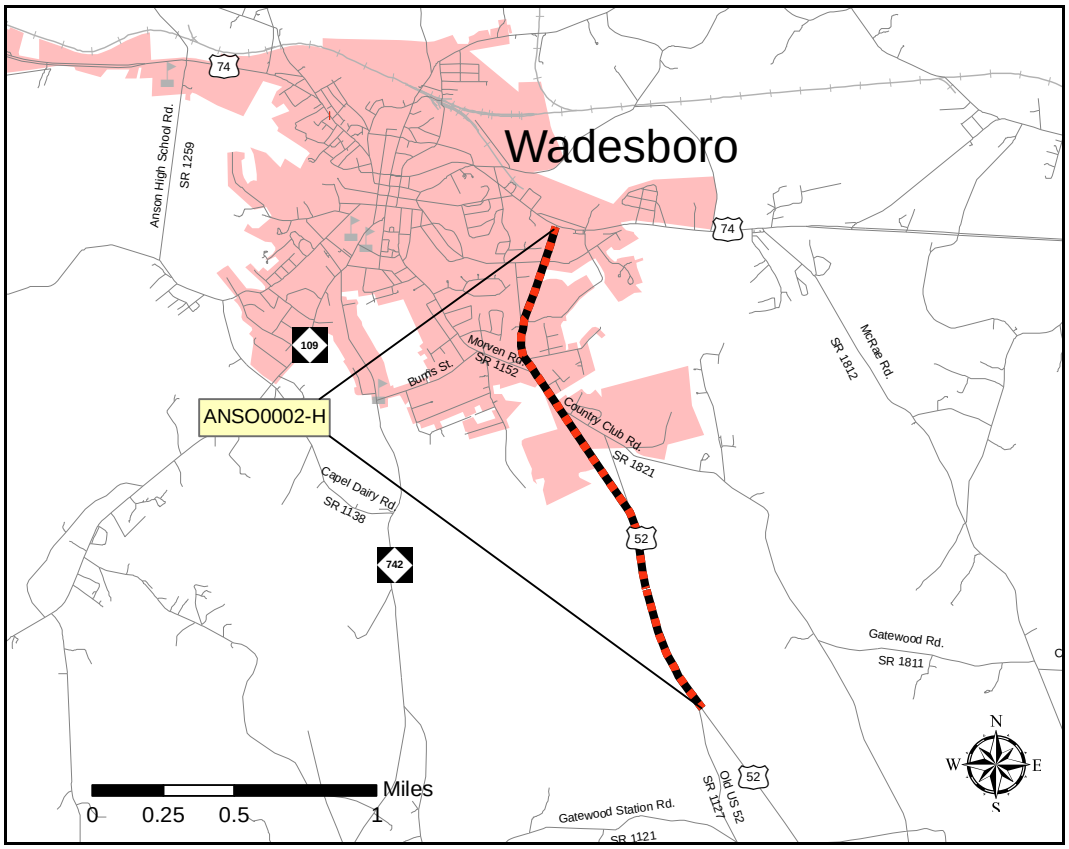
Multi-Modal Considerations

This project does not include recommendations for any other modes of transportation. However, sidewalks currently exist along US 74 from McLaurin St. to Sikes Ave.

Public/Stakeholder Involvement

A goals and objectives survey was conducted for the Anson County CTP. Respondents indicated that truck traffic was a problem at the intersection of NC 109 & US 74 (Ranked No. 1) and US 52 and US 74 (Ranked No. 3). The truck percentage at NC 109 and US 74 is 6%, while the truck percentage at US 52 and US 74 is 8%. Also, public workshops were held prior to adoption of the CTP to solicit input from the public. Concerns were raised about the high number of crashes at US 74 and Greene Street (NC 109).

US 52 Proposed improvements from the proposed US 52 Bypass, 0.2 miles north of Old US 52 (SR 1127) to US 74	**Local ID: ANSO0002-H** **Last Updated: 11/23/2011**



Identified Problem:

US 52 is projected to be near or over capacity by 2035 from US 74 to Country Club Rd. (SR 1821).

The primary purpose of the project is to relieve congestion on the existing facility such that a minimum LOS D can be achieved.

Justification of Need

US 52 is a major north-south corridor through Anson County, central North Carolina and into South Carolina and Virginia. US 52 from 0.2 miles north of Old US 52 (SR 1127) to US 74 is currently a two-lane major thoroughfare with 12-foot lanes and is on the statewide tier of the North Carolina Multimodal Investment Network.

By 2035 the facility is projected to be near or over capacity from US 74 to Country Club Rd. (SR 1821). The 2008 Average Annual Daily Traffic (AADT) is projected to increase

from 5,300 - 7,800 to 10,200 - 15,300 vehicles per day (vpd) in 2035, compared to a capacity of 11,700 vpd (LOS D).

Community Vision and Problem History

The 2002 Anson County 2021 Comprehensive Plan outlines development goals in the project area, from Country Club Rd. (SR 1821) to Old US 52 (SR 1127), which includes maintaining the rural character of US 52 by remaining very low density in residential development while maintaining an agriculture setting. US 52 is the major corridor connecting Anson County with Stanly County and Albemarle to the north. This problem was also identified in the 1989 Anson County/Wadesboro Thoroughfare Plan.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: ANSO0002-H) is to upgrade existing US 52 to a four-lane divided boulevard from the proposed US 52 Bypass, 0.2 miles north of Old US 52, to US 74.

Additionally, the intersection of US 52 and US 74 is listed as the No. 1 crash location for Anson County with an average severity index of 3.90 and a total of 51 crashes during the period of January 1, 2005 and December 31, 2007.

Natural and Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project may potentially impact national heritage areas and target local watersheds.

Relationship to Land Use Plans

The existing land use in the proposed project area is classified as agricultural and residential. Currently there are large areas of farmland along this stretch of US 52. The area adjacent to this project, from Country Club Rd. (SR 1821) to US 74, is designated in the 2002 Anson County 2021 Comprehensive Plan as developed for urban purposes.

Linkages to Other Plans and Proposed Project History

The proposed project directly connects to US 52 expressway improvements (ANSO0001-H) and the proposed US 52 Bypass (ANSO0001-H) as well as the US 74 improvements (ANSO0003-H). The 1989 Anson County/Wadesboro Thoroughfare Plan made a recommendation to widen to 4 lanes along this corridor.

Multi-Modal Considerations

The Anson County CTP does not include any other multi-modal considerations in the project vicinity.

Public/Stakeholder Involvement

A goals and objectives survey was conducted for the Anson County CTP. Respondents indicated that truck traffic was a problem at the intersection of US 52 and US 74 (Ranked No. 3). The truck percentage at US 52 and US 74 is 8%.

US 74, TIP No. R-4441

Based on North Carolina's vision for mobility and connectivity, US 74 through Anson County does not meet the future mobility and connectivity needs across southern North Carolina and into Tennessee.

This facility is intended to provide mobility in Anson County and, ultimately, connectivity between Charlotte and Wilmington. US 74 is part of the Strategic Highway Corridor Vision (SHC) Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008.

Additionally, US 74 is projected to be near or over capacity by 2035 from Horne-Town Rd. (SR 1251) to Old Prison Camp Rd. (SR 1249). AADT is projected to increase in range from 15,000 to 17,000 vpd in 2008, to 29,000 to 39,000 vpd in 2035, compared to a LOS D capacity of 28,400 to 36,600 vpd. The existing four-lane facility is proposed to be upgraded to a freeway from Union County to Old Prison Camp Rd. (SR 1249) and from Firetower Rd. (SR 1731) to Richmond County including a bypass north of Wadesboro from Old Prison Camp Rd. (SR 1249) to west of the Lilesville Town Limits. Interchanges are recommended at Clinton Ave. in Peachland, the proposed NC 218 Connector in Polkton, Old Prison Camp Rd. (SR 1249), NC 742, US 52, NC 109, the proposed US 52 Bypass and on US 74 west of the Lilesville town limits. Grade separations are recommended at all rail crossings, Brown Creek Church Rd. (SR 1641), Airport Rd. (SR 1645), Winfree Rd. (SR 1713), and Wall St. west of Lilesville.

US 52, Local ID: ANSO0001-H

US 52 in Anson County is a part of the Strategic Highway Corridor Vision Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008. The existing facility is a 2 lane major thoroughfare and is proposed to be upgraded to a 4-lane divided expressway from South Carolina to 0.2 miles north of Old US 52 (SR 1127). A bypass of Wadesboro is proposed to be constructed east of existing US 52 from 0.2 miles north of Old US 52 (SR 1127) to tie into the proposed US 74 Bypass north of Wadesboro. Interchanges are recommended at US 52, US 74, and at the proposed Wadesboro Bypass. A grade separation is recommended at the rail crossing.

US 52: TIP No. R-2320

US 52 in Anson County is part of the Strategic Highway Corridor Vision Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008. The existing two-lane facility is proposed to be upgraded to a four-lane divided boulevard from US 74 in Wadesboro to NC 24/27 in Albemarle (Stanly County), with a bypass east of Ansonville from Fries Blvd. to Jack's Branch Rd. (SR 1637).

NC 218 Connector, Local ID ANSO0006-H

Currently, NC 218 connects to US 74 in downtown Polkton. The active railroad parallel to US 74 causes delay in getting to US 74 in the event of a train. Maintaining access to US 74 is crucial for emergency vehicles. To improve connectivity and mobility in downtown Polkton, it is recommended to construct a two lane minor thoroughfare from

NC 218 to US 74 west of the Polkton municipal limits. A grade separation is recommended at the rail crossing.

Minor Widening Improvements

The following routes are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders in order to improve the narrow lane widths.

- **ANSO0004-H:** NC 109 – From South Carolina to NC 742 in Wadesboro
- **ANSO0005-H:** NC 145 – From US 52 in Morven to South Carolina
- **R-5114-H:** NC 218 – From Union County to US 74 in Polkton
  Note: This project has been completed.
- **ANSO0007-H:** NC 742– From South Carolina to NC 109
- **ANSO0009-H:** Anson High School Rd. (SR 1259) – From White Store Rd. (SR 1205) to US 74
- **ANSO0012-H:** Capel Dairy Rd. (SR 1138) – from White Store Rd. (SR 1205) to NC 742
- **ANSO0013-H:** Cason Oldfield Rd. (SR 1103) – From NC 742 to NC 145
- **ANSO0014-H:** Deep Creek Rd. (SR 1003) – From NC 109 to NC 742
- **ANSO0015-H:** Diggs Rd. (SR 1812) – From Parson Grove Church Rd. (SR 1733) to US 52 in Mcfarlan
- **ANSO0016-H:** Grassy Island Rd. (SR 1634) – From US 52 in Ansonville to Ingram Mountain Rd. (SR 1704)
- **ANSO0017-H:** Haileys Ferry Rd. (SR 1801) – From NC 145 to US 74
- **ANSO0018-H:** Hargrave St. (Wadesboro) – From NC 109 to Little St.
- **ANSO0021-H:** Little St. (Wadesboro) – From Hargrave St. to Morven Rd. (SR 1152)
- **ANSO0022-H:** Lower White Store Rd. (SR 1252) – From White Store – Pageland Rd. (SR 1228) to Mineral Springs Rd. (SR 1240)
- **ANSO0023-H:** Lowery Rd. (SR 1244) – From Mineral Springs Rd. (SR 1240) to Popular-Hill Church Rd. (SR 1250)
- **ANSO0024-H:** McLendon Rd. (SR 1003) – From NC 145 to Broad St. in McFarlan
- **ANSO0025-H:** McRae Rd. (SR 1812) – From US 74 to Parson Grove Church Rd. (SR 1733)
- **ANSO0026-H:** Popular Hill Church Rd. (SR 1250) – From White Store –
- Pageland Rd. (SR 1228) to US 74 in Polkton
- **ANSO0028-H:** Stanback Ferry Rd. (SR 1703) – from Wall St. in Lilesville to the end of maintenance
- **ANSO0029-H:** Union Church Rd. (SR 1003) – From White Store-Pageland Rd. (SR 1228) to NC 109
- **ANSO0031-H:** White Store Rd. (SR 1003) – From Union Co. to Lower White Store Rd. (SR 1252)

Proposed Extensions/Connectors

The following extensions/connectors are recommended to improve connectivity and mobility throughout Anson County. The proposed facilities are recommended to be constructed on new location and will have 2-12' lanes with 2' paved shoulders.

- **ANSO0008-H:** NC 742 Extension – From US 52 to NC 109 in Wadesboro
- **ANSO0010-H:** Burns St. Extension – From NC 742 to Capel Dairy Rd. (SR 1138)
- **ANSO0011-H:** Burns St./ Harlem Heights Rd. Connector (Wadesboro) – From Burns St. (SR 1131) to Harlem Heights Rd.
- **ANSO0019-H:** Hargrave/Woodland Connector (Wadesboro) – From NC 109 to Woodland Dr.
- **ANSO0020-H:** Kitty Bennett Rd. Re-alignment – From US 74 to NC 742. A grade separation is recommended at the railroad.
- **ANSO0027-H:** Salem St. Extension (Wadesboro) – From Salem St. west to NC 109 and east to US 74 at the intersection with US 52. A grade separation is recommended at the railroad.
- **ANSO0030-H:** West Ave. Extension – From West Ave. to Anson High School Rd. (SR 1259)

Intersection Improvements

The following intersections within Wadesboro are recommended to be upgraded to improve operations and mobility.

- Little St. – intersection realignment at Hargrave St.
- Stanback Ferry Rd. (SR 1714) – straightening of the intersection with Morven Freight Line Rd. (SR 1726)
- White Store Rd. – realign intersection with Morgan St.
- Woodland Dr. – straightening of the intersection with West Ave.

PUBLIC TRANSPORTATION AND RAIL

An assessment of public transportation and rail facilities was completed during the development of the CTP. No recommendations associated with these modes were identified during the assessment.

BICYCLE

An assessment of bicycle facilities was completed during the development of the CTP. No recommendations associated with these modes were identified during the assessment.

PEDESTRIAN

The Rocky River Rural Planning Organization completed a sidewalk inventory in 2007 for the municipalities of Anson County. These features are shown on the Pedestrian Map of the CTP (Figure 1, sheet 5) as existing sidewalks or sidewalks that need improvement.

Additionally, during the development of the CTP, new sidewalks were recommended along the following facilities:

- **ANSO0001-P:** US 52 - from Smith St. to Baseball St. (Ansonville)
- **ANSO0002-P:** US 52 - from Polkton Rd. to Waddell St. (Ansonville)
- **ANSO0003-P:** Camden St. - from School St. to Wall St. (Lilesville)
- **ANSO0004-P:** Passaic St. - from New England St. to Park Ave. (Peachland)
- **ANSO0005-P:** Passaic St. - from Clinton Ave. to Boston Ave.(Peachland)
- **ANSO0006-P:** Lee Ave. – from existing sidewalk to US 52/ US 74 (Wadesboro)
- **ANSO0007-P:** Morven Rd. – from Burnsville St. to 0.1 north of Wadesborough Place (Wadesboro)

APPENDICES

Appendix A
Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

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

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

Secretary of Transportation

Eugene A. Conti, Jr., Ph.D.
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 707-2800
gconti@ncdot.gov
http://www.ncdot.org/about/leadership/secretary.html

Board of Transportation Member

Mr. John Collett
1111 Metropolitan Ave. Suite 700
Charlotte, NC 28204
(704) 206-8300
jcollett@ncdot.gov
http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

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

Mr. Barry Moose, PE
716 W. Main St.
Albemarle, NC 28001
(704) 983-4400
bmoose@ncdot.gov
http://www.ncdot.gov/doh/operations/division10/

Division Project Engineer

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Mr. Ritchie Hearne, PE
716 W. Main St.
Albemarle, NC 28001
(704) 983-4400
rhearne@ncdot.gov

Division Construction Engineer

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

716 W. Main St.
Albemarle, NC 28001
(704) 983-4400

Division Traffic Engineer

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

Mr. J. Scott Cole, PE
716 W. Main St.
Albemarle, NC 28001
(704) 983-4400
scole@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Mr. Tim Boland, PE
716 W. Main St.
Albemarle, NC 28001
(704) 983-4400
tboland@ncdot.gov

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.

Mr. Philip Moxley, PE
716 W. Main St.
Albemarle, NC 28001
(704) 983-4400
ptmoxley@ncdot.gov

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.

Mr. John Underwood
130 S. Sutherland Ave.
Monroe, NC 28112
(704) 289-1397
junderwood@ncdot.gov

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services, including Strategic Highway Corridors.

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

Rocky River Rural Planning Organization (RPO)

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

Ms. Dana Stoogenke, AICP
1000 N. 1st St.
Albemarle, NC 28001
(980) 581-6589
dstoogenke@rockyriverrpo.org
www.rockyriverrpo.org

Strategic Planning Office

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

Mr. Don Voelker
1501 Mail Service Center
Raleigh, NC 27699-1501
(919) 707-4740
djvoelker@ncdot.gov
https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

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

1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6000
http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Unit

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

1535 Mail Service Center
Raleigh, NC 27699-1535
(919) 707-2500
http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

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

1534 Mail Service Center
Raleigh, NC 27699-1534
(919) 707-4610
http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

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

Rail Division

Contact the Rail Division for rail information throughout the state.

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

Division of Bicycle and Pedestrian Transportation

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

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

Structures Management Unit

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

1565 Mail Service Center
Raleigh, NC 27699-1565
(919) 707-6400
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

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

1582 Mail Service Center
Raleigh, NC 27699-1582
(919) 707-6200
http://www.ncdot.gov/doh/preconstruct/highway/roadway/

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/

Appendix B
Comprehensive Transportation Plan Definitions

Highway Map

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

Facility Type Definitions

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

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

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

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

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

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

Other Highway Map Definitions

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

Public Transportation and Rail Map

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

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

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

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

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.

- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.

- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

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

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

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

- **Existing ROW:** The estimated existing right-of-way is based on data collected from the NCDOT Division 10 Right of Way office. These right-of-way amounts are approximate and may vary.

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

- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2009 - 2015 Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.

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

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

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

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

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
					2008 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
ANSO0001-H	US 52	SC to Diggs Rd. (SR 1812)	McFarlan	1.8	24	2	100	45	12200	3000	4500	4500	46400	4B	150	E	Sta	
ANSO0001-H	US 52	Diggs Rd. to SCL Morven	Anson Co.	1.8	24	2	100	45	14600	3100	4600	4600	57400	4B	150	E	Sta	
ANSO0001-H	US 52	SCL Morven to NCL Morven	Morven	2.9	36	2	100	45	12200	4200	6300	6300	46400	4B	150	E	Sta	
ANSO0001-H	US 52	NCL Morven to Old US 52 (SR 1127)	Anson Co.	3.7	24	2	100	55	15100	4100	6300	6300	57400	4B	150	E	Sta	
ANSO0001-H	US 52 Bypass (Wadesboro)	US 52 to proposed US 74 bypass	Anson Co.	4.9	-	-	-	-	-	-	14000	14000	58500	4B	150	E	Sta	
ANSO0002-H	US 52	SR 1127 to Country Club Rd. (SR 1821)	Anson Co.	2.2	24	2	100	45	12200	4100	8000	5000	36600	4B	150	B	Sta	
ANSO0002-H	US 52	SR 1821 to Morven Rd. (SR 1152)	Wadesboro	0.3	24	2	100	45	11700	5300	10200	7200	36600	4C	110	B	Sta	
ANSO0002-H	US 52	SR 1152 to US 74	Wadesboro	1.1	24	2	100	45	11700	7800	15300	8000	36600	4D	110	B	Sta	
R-2320	US 52	US 74 to NC 742	Wadesboro	0.3	24	2	100	45	10200	4800	9300	8700	36600	4C	110	B	Sta	
R-2320	US 52	NC 742 to Rivers St. (SR 1660)	Anson Co.	1.5	44	2	100	45	14600	6100	11500	11500	36600	4C	110	B	Sta	
R-2320	US 52	SR 1660 to Lockhart Rd. (SR 1652)	Anson Co.	1.9	44	2	100	45	14600	4000	7800	7800	43600	4B	150	B	Sta	
R-2320	US 52	SR 1652 to Jack's Branch Rd. (SR 1637)	Anson Co.	4.5	44	2	100	55	15100	3300	5500	5500	45200	4B	150	B	Sta	
R-2320	US 52	SR 1637 to SCL Ansonville	Anson Co.	0.6	24	2	100	45	12700	3600	6200	5000	43600	4B	150	B	Sta	
R-2320	US 52	SCL Ansonville to Buffalo Creek Rd. (SR 1631)	Ansonville	2.0	24	2	100	45	12200	3600	6200	5600	35100	4B	150	B	Sta	
R-2320	US 52	SR 1631 to Stanly Co.	Anson Co.	4.6	24	2	100	55	15100	3600	6000	6000	45200	4B	150	B	Sta	
R-2320	US 52 Bypass (Ansonville)	Jack's Branch Rd. (SR 1637) to Fries Blvd.	Ansonville	1.9	-	-	-	-	-	-	1800	1800	20200	4B	150	B	Sta	
R-4441	US 74	Union Co. to WCL Peachland	Anson Co.	1.4	48	4D	100	55	45200	14000	23000	23000	62200	4A	180	F	Sta	
R-4441	US 74	WCL Peachland to ECL Peachland	Peachland	1.0	48	4D	100	45	36600	14000	23000	23000	61400	4A	180	F	Sta	
R-4441	US 74	ECL Peachland to WCL Polkton	Anson Co.	2.5	48	4D	100	45	43600	15000	29000	28000	62200	4A	180	F	Sta	
R-4441	US 74	WCL Polkton to NC 218	Polkton	1.0	48	4D	100	45	36600	14000	23000	23000	61400	4A	180	F	Sta	
R-4441	US 74	NC 218 to Old US Hwy 74 (SR 1419)	Polkton	0.5	48	4D	100	45	36600	15000	29000	29000	61400	4A	180	F	Sta	
R-4441	US 74	SR 1419 to Old Prison Camp Rd. (SR 1249)	Polkton	2.3	64	4D	100	45	36600	14000	27000	27000	61400	4A	180	F	Sta	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
ANSO0003-H	US 74	SR 1249 to Anson High School Rd. (SR 1259)	Anson Co.	3.6	64	4D	100	45	36600	16000	27000	20000	36600	4B	150	B	Sta	
ANSO0003-H	US 74	SR 1259 to US 52	Wadesboro	0.5	64	5	100	35	28400	17000	39000	28000	36600	4C	110	B	Sta	
ANSO0003-H	US 74	US 52 to NC 109	Wadesboro	1.2	64	5	100	45	26800	25000	50000	30000	36600	4C	110	B	Sta	
ANSO0003-H	US 74	NC 109 to Stanbackferry-Ice Plant Rd. (SR 1714)	Wadesboro	0.6	64	5	100	45	26800	27000	52000	33000	36600	4C	110	B	Sta	
ANSO0003-H	US 74	SR 1714 to Morven -Freightliner Rd. (SR 1726)	Wadesboro	1.2	64	5	100	45	26800	24000	47000	25000	36600	4C	110	B	Sta	
ANSO0003-H	US 74	SR 1726 to Firetower Rd. (SR 1731)	Anson Co.	1.3	64	5	100	45	36600	13000	20000	17000	36600	4B	150	B	Sta	
R-4441	US 74	SR 1731 to WCL Lilesville	Anson Co.	1.0	64	4D	100	45	36600	12000	18500	16000	36600	4A	180	F	Sta	
R-4441	US 74	WCL Lilesville to Haileys Ferry Rd. (SR 1801)	Lilesville	1.9	48	4D	100	45	36600	12000	17500	17500	61700	4A	180	F	Sta	
R-4441	US 74	SR 1801 to Gravel Plant Rd. (SR 1846)	Anson Co.	1.8	48	4D	100	45	36600	11000	19000	19000	61400	4A	180	F	Sta	
R-4441	US 74	SR 1846 to NC 145	Anson Co.	1.6	48	4D	100	55	45200	12000	21000	21000	62200	4A	180	F	Sta	
R-4441	US 74	NC 145 to Richmond County	Anson Co.	1.0	48	4D	100	55	45200	13000	25000	25000	62200	4A	180	F	Sta	
R-4441	US 74 Wadesboro Bypass	Old Prison Camp Rd. (SR 1249)to WCL Lilesville	Anson Co.	8.0	-	-	-	-	-	-	20000	20000	61400	4A	180	F	Sta	
ANSO0004-H	NC 109	SC to Phillips Rd. (SR 1213)	Anson Co.	6.9	20	2	60	55	14100	700	1200	1200	15100	2A	60	Maj	Reg	
ANSO0004-H	NC 109	SR 1213 to Old NC 515 (SR 1210)	Anson Co.	3.4	20	2	100	55	13600	1100	2200	2200	14600	2A	60	Maj	Reg	
ANSO0004-H	NC 109	SR 1210 to Cox-Horne Rd.(SR 1147)	Wadesboro	1.2	20	2	100	45	14100	3000	5800	5300	12200	2A	60	Maj	Reg	
ANSO0004-H	NC 109	SR 1147 to NC 742	Wadesboro	0.8	20	2	100	45	11400	4500	8000	8000	12200	2A	60	Maj	Reg	
	NC 109	NC 742 to Morgan St.	Wadesboro	0.8	44	2	100	35	11100	6500	11000	10800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	Morgan St. to US 52/74	Wadesboro	0.2	44	2	100	35	11000	5300	9000	9000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	US 74 to RR bridge	Wadesboro	0.6	36	2	100	35	11100	3800	6500	6500	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	RR bridge to Smith St.	Wadesboro	0.4	48	2	100	35	11100	2900	4500	4000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	Smith St. to Carpenter-Kendall Rd. (SR 1715)	Wadesboro	1.3	20	2	100	45	11400	1300	2300	2300	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	SR 1715 to Grassy Island Rd. (SR 1634)	Anson Co.	6.3	20	2	100	55	14100	910	1600	2000	ADQ	ADQ	ADQ	Maj	Reg	
	NC 109	SR 1634 to Richmond Co.	Anson Co.	1.0	20	2	100	55	14100	820	1400	1400	ADQ	ADQ	ADQ	Maj	Reg	
ANSO0005-H	NC 145	South Carolina to WCL Morven	Anson Co.	4.3	20	2	100	55	14100	1300	2200	2200	15100	2A	60	Maj	Reg	
ANSO0005-H	NC 145	WCL Morven to US 52	Morven	0.4	43	2	100	35	11100	3100	4700	4700	11100	2A	60	Maj	Reg	
	NC 145	US 52 to Cox Ave. (SR 1823)	Morven	0.6	43	3	100	35	12700	2100	3300	3300	ADQ	ADQ	ADQ	Maj	Reg	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	NC 145	SR 1823 to ECL Morven	Morven	0.2	18	2	100	35	10000	1400	2100	2100	ADQ	ADQ	ADQ	Maj	Reg	
	NC 145	ECL Morven to Old NC 85 (SR 1824)	Anson Co.	1.0	24	2	100	35	11600	1400	2100	2100	ADQ	ADQ	ADQ	Maj	Reg	
	NC 145	SR 1824 to Haileys Ferry Rd. (SR 1801)	Anson Co.	5.2	24	2	100	45	14600	940	1400	1400	ADQ	ADQ	ADQ	Maj	Reg	
	NC 145	SR 1801 to Woodyard Rd. (SR 1800)	Anson Co.	1.5	24	2	100	45	14600	1000	1500	1500	ADQ	ADQ	ADQ	Maj	Reg	
	NC 145	SR 1800 to US 74	Anson Co.	0.5	24	2	100	45	14600	1300	1900	1900	ADQ	ADQ	ADQ	Maj	Reg	
R-5114	NC 218	Union Co. to Kiker Rd. (SR 1438)	Anson Co.	3.8	22	2	100	55	14600	2400	3600	3600	15100	2A	60	Maj	Reg	
R-5114	NC 218	SR 1438 to High St.	Anson Co.	3.6	22	2	100	45	14100	3000	4500	3500	14600	2B	60	Maj	Reg	
R-5114	NC 218	SR 1418 to Old US Hwy 74 (SR 1419)	Polkton	0.1	24	2	100	35	11100	6200	9300	8300	11100	2C	50	Maj	Reg	
R-5114	NC 218	Old US Hwy 74 (SR 1419) to US 74	Polkton	0.2	24	2	100	35	11100	5000	7500	6500	11100	2C	50	Maj	Reg	
ANSO0006-H	NC 218 Connector	NC 218 to US 74	Anson Co.	0.8	-	-	-	-	-	-	2000	2000	12700	2A	60	Min	Reg	
ANSO0007-H	NC 742	South Carolina to Dickie Little Rd. (SR 1120)	Anson Co.	3.9	20	2	-	55	14100	810	1300	1300	15100	2A	60	Maj	Reg	
ANSO0007-H	NC 742	SR 1120 to Robinson Bridge Rd. (SR 1129)	Anson Co.	3.9	20	2	-	55	14100	1300	2200	2200	15100	2A	60	Maj	Reg	
ANSO0007-H	NC 742	SR 1129 to Capel Dairy Rd. (SR 1138)	Anson Co.	1.3	24	2	100	45	14600	2000	3900	3900	14600	2C	50	Maj	Reg	
ANSO0007-H	NC 742	SR 1138 to NC 109	Wadesboro	1.6	24	2	100	35	11600	2300	4300	3800	11100	2C	50	Maj	Reg	
	NC 742	US 52 to Kitty Bennett Rd. (SR 1423)	Anson Co.	1.1	24	2	100	35	11100	1700	2800	2800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 742	SR 1423 to Coppedge-Eddins Rd. (SR 1642)	Anson Co.	1.9	23	2	100	45	11200	2300	3700	3700	ADQ	ADQ	ADQ	Maj	Reg	
	NC 742	SR 1642 to Red Hill -Mt. Vernon Rd. (SR 1614)	Anson Co.	2.5	22	2	100	55	14600	1600	3200	3200	ADQ	ADQ	ADQ	Maj	Reg	
	NC 742	SR 1614 to Sub Station Rd. (SR 1444)	Anson Co.	6.6	22	2	100	55	14600	1100	1800	1800	ADQ	ADQ	ADQ	Maj	Reg	
	NC 742	SR 1444 to Union Co.	Anson Co.	4.7	22	2	100	55	14600	950	1600	1600	ADQ	ADQ	ADQ	Maj	Reg	
ANSO0008-H	NC 742 Extension	US 52 to NC 109	Wadesboro	1.1	-	-	-	-	-	-	1100	1100	11100	2A	60	Maj	Reg	
	Airport Rd. (SR 1645)	US 52 to Pinkston River Rd. (SR 1627)	Anson Co.	0.6	22	2	60	45	14100	550	850	850	ADQ	ADQ	ADQ	Min	Sub	
	Airport Rd. (SR 1645)	SR 1627 to NCL Wadesboro	Anson Co.	2.8	20	2	60	45	11400	400	600	600	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Airport Rd. (SR 1645)	NCL Wadesboro to NC 109	Anson Co.	0.2	18	2	60	45	11000	400	600	600	ADQ	ADQ	ADQ	Min	Sub	
ANSO0009-H	Anson High School Rd. (SR 1259)	US 74 to WCL Wadesboro	Wadesboro	0.3	22	3	-	35	11300	3000	4500	4500	11700	3A	80	Min	Sub	
ANSO0009-H	Anson High School Rd. (SR 1259)	WCL Wadesboro to White Store Rd. (SR 1205)	Anson Co.	1.1	22	3	-	45	16000	3000	4500	4200	13200	3A	80	Min	Sub	
							-											
	Ansonville-Polkton Rd. (SR 1418)	US 52 to Martin Rd. (SR 1618)	Anson Co.	1.8	24	2	-	55	12900	1900	2900	2900	ADQ	ADQ	ADQ	Maj	Sub	
	Ansonville-Polkton Rd. (SR 1418)	SR 1618 to NC 742	Anson Co.	3.0	24	2	-	55	15100	1400	2100	2100	ADQ	ADQ	ADQ	Maj	Sub	
	Ansonville-Polkton Rd. (SR 1418)	NC 742 to Cameron Rd. (SR 1428)	Anson Co.	2.0	24	2	-	55	15100	1500	2300	2300	ADQ	ADQ	ADQ	Maj	Sub	
	Ansonville-Polkton Rd. (SR 1418)	SR 1428 to NC 218	Polkton	2.0	20	2	-	35	10400	3300	4900	4900	ADQ	ADQ	ADQ	Maj	Sub	
	Bethel Rd. (SR 1121)	NC 109 to NC 742	Anson Co.	3.2	18	2	-	45	13100	450	680	680	ADQ	ADQ	ADQ	Min	Sub	
	Blewett Falls Rd. (SR 1745)	SR 1730 to SR 1748	Anson Co.	3.3	16	2	-	45	13100	130	180	180	ADQ	ADQ	ADQ	Min	Sub	
	Burns St. (SR 1131)	Morven Rd. (SR 1152) to NC 742	Wadesboro	0.4	48	2	-	35	10200	2400	4300	3500	ADQ	ADQ	ADQ	Min	Sub	
ANSO0010-H	Burns St. Extension	NC 742 to Capel Dairy Rd. (SR 1138)	Wadesboro	0.6	-	-	-	-	-	-	800	800	10200	2C	50	Min	Sub	
ANSO0011-H	Burns St. / Harlem Heights Connector	Burns St. (SR 1131) to Harlem Heights Rd. (SR 1816)	Wadesboro	0.4	-	-	-	-	-	-	600	600	10200	2C	50	Min	Sub	
	Burnsville Church Rd. (SR 1608)	NC 742 to George Wright Rd. (SR 1606)	Anson Co.	0.4	16	2	-	55	13600	120	180	180	ADQ	ADQ	ADQ	Min	Sub	
	Burnsville Church Rd. (SR 1608)	SR 1606 to Rocky Mountain Church Rd. (SR 1600)	Anson Co.	1.8	16	2	-	55	13600	80	120	120	ADQ	ADQ	ADQ	Min	Sub	
	Camden Church Rd. (SR 1121)	White Store-Pageland Rd. (SR 1228) to NC 109	Anson Co.	2.5	18	2	-	45	13100	500	800	800	ADQ	ADQ	ADQ	Min	Sub	
ANSO0012-H	Capel Dairy Rd. (SR 1138)	White Store Rd. (SR 1205) to NC 742	Anson Co.	2.0	20	2	-	35	14100	1300	2000	2000	10200	2C	80	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																		
					2008 Existing System						2035 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
							-											
ANSO0013-H	Cason Oldfield Rd. (SR 1003)	NC 742 to NC 145	Anson Co.	3.9	18	2	-	55	13600	650	980	980	15100	2A	60	Min	Sub	
	Cedar Grove Church Rd. (SR 1610)	Gaddy's Ferry Rd. (SR 1609) to Morton Rd. (SR 1654)	Anson Co.	2.2	22	2	-	55	14600	250	380	380	ADQ	ADQ	ADQ	Min	Sub	
	Cedar Grove Church Rd. (SR 1610)	SR 1654 to NC 742	Anson Co.	2.5	22	2	-	55	14600	300	450	450	ADQ	ADQ	ADQ	Min	Sub	
	Clark Mountain Rd. (SR 1744)	Ingram Mountain Rd. (SR 1704) to Doctor Sorrell Rd. (SR 1741)	Anson Co.	2.4	20	2	60	55	14100	200	300	300	ADQ	ADQ	ADQ	Min	Sub	
	Clark Mountain Rd. (SR 1744)	SR 1741 to Blewett Falls (SR 1745)	Anson Co.	3.4	18	2	60	55	13600	220	400	400	ADQ	ADQ	ADQ	Min	Sub	
	Clinton Ave.	SR 1403 to N. Boston Ave. (SR 1404)	Anson Co.	0.6	18	2	60	35	9200	820	1200	1200	ADQ	ADQ	ADQ	Min	Sub	
ANSO0014-H	Deep Creek Rd. (SR 1003)	NC 109 to NC 742	Anson Co.	5.6	18	2	-	55	13600	380	580	580	15100	2A	60	Min	Sub	
	Deep Springs Church Rd. (SR 1411)	German Hill Rd. (SR 1404) to Newton Moore Rd. (SR 1413)	Anson Co.	2.0	18	2	-	55	13600	600	900	900	ADQ	ADQ	ADQ	Min	Sub	
ANSO0015-H	Diggs Rd. (SR 1812)	Parson Grove Church Rd. (SR 1733) to NC 145	Anson Co.	2.6	20	2	-	55	14100	400	600	600	15100	2A	60	Min	Sub	
ANSO0015-H	Diggs Rd. (SR 1812)	NC 145 to Sneedsboro Rd. (SR 1829)	Anson Co.	2.4	18	2	-	55	13600	250	390	390	15100	2A	60	Min	Sub	
ANSO0015-H	Diggs Rd. (SR 1812)	SR 1829 to US 52	Anson Co.	1.6	18	2	-	55	13600	220	350	350	15100	2A	60	Min	Sub	
	Gaddy's Ferry Rd. (SR 1609)	Wightmans Church Rd. (SR 1610) to Stanly Co.	Anson Co.	1.6	18	2	-	55	13600	400	600	600	ADQ	ADQ	ADQ	Min	Sub	
	Gatewood Station Rd. (SR 1121)	NC 742 to US 52	Anson Co.	3.6	18	2	-	45	13100	420	630	630	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	German Hill Rd. (SR 1404)	Union Co. to Deep Springs Church Rd. (SR 1411)	Anson Co.	1.8	16	2	-	55	13600	280	420	420	ADQ	ADQ	ADQ	Min	Sub	
	German Hill Rd. (SR 1404)	SR 1411 to NCL Peachland	Anson Co.	0.3	18	2	-	35	9200	420	620	620	ADQ	ADQ	ADQ	Min	Sub	
ANSO0016-H	Grassy Island Rd. (SR 1634)	US 52 to Pinkston River Rd. (SR 1627)	Anson Co.	2.0	22	2	50	55	14600	410	700	700	15100	2A	60	Min	Sub	
ANSO0016-H	Grassy Island Rd. (SR 1634)	SR 1627 to Stanback Ferry Rd. (SR 1703)	Anson Co.	6.8	18	2	50	55	13600	120	210	210	15100	2A	60	Min	Sub	
ANSO0016-H	Grassy Island Rd. (SR 1634)	SR 1703 to Ingram Mountain Rd. (SR 1704)	Anson Co.	2.3	20	2	50	55	14100	70	110	110	15100	2A	60	Min	Sub	
ANSO0017-H	Haileys Ferry Rd. (SR 1801)	NC 145 to US 74	Anson Co.	4.6	18	2	-	45	13100	1500	2500	2500	14600	2A	60	Min	Sub	
ANSO0018-H	Hargrave St.	NC 109 to Little St.	Wadesboro	0.3	20	2	-	35	9500	180	300	300	10200	2C	50	Min	Sub	
ANSO0019-H	Hargrave/Woodland Connector	NC 109 to Woodland Dr.	Wadesboro	0.2	-	-	-	-	-	-	330	330	10200	2C	50	Min	Sub	
	High St.	North St. to Freemont St.	Polkton	0.3	28	2		25	11000	3300	5000	5000	ADQ	ADQ	ADQ	Maj	Sub	
	Hough Rd. (SR 1654)	Red Hill-Mt. Vernon Rd. (SR 1614) to Lee Rd. (SR 1613)	Anson Co.	1.5	16	2	-	55	13600	80	120	120	ADQ	ADQ	ADQ	Min	Sub	
	Ingram Mountain Rd. (SR 1704)	Stanback Ferry Rd. (SR 1703) to Grassy Island Rd,. (SR 1634)	Anson Co.	7.8	22	2	-	55	14600	570	850	850	ADQ	ADQ	ADQ	Min	Sub	
	Ingram Mountain Rd. (SR 1704)	SR 1634 to Stanbackferry Rd. (SR 1703)	Anson Co.	2.0	16	2		55	13600	60	90	90	ADQ	ADQ	ADQ	Min	Sub	
	Kiker Rd. (SR 1438)	NC 218 to NC 742	Anson Co.	1.8	16	2	-	55	13600	370	550	550	ADQ	ADQ	ADQ	Min	Sub	
ANSO0020-H	Kitty Bennett Rd. realignment (SR 1423)	US 74 to NC 742	Anson Co.	0.7	-	-	-	-	-	150	250	250	10200	2C	50	Min	Sub	
	Lansford Dr. (SR 1261)	White Store Rd. (SR 1205) to NC 109	Wadesboro	0.3	18	2	-	35	9200	300	500	500	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
ANSO0021-H	Little St.	Hargrave St. to Morven Rd. (SR 1152)	Wadesboro	0.1	20	2	-	25	9300	80	120	120	10000	2C	50	Min	Sub	
ANSO0022-H	Lower White Store Rd. (SR 1252)	White Store-Pageland Rd. (SR 1228) to White Store Rd. (SR 1003)	Anson Co.	0.5	20	2	-	45	13600	300	450	450	14600	2B	60	Min	Sub	
ANSO0022-H	Lower White Store Rd. (SR 1252)	White Store Rd. (SR 1003) to Upper White Store Rd. (SR 1236)	Anson Co.	1.1	18	2	-	45	13100	250	400	400	14600	2B	60	Min	Sub	
ANSO0022-H	Lower White Store Rd. (SR 1252)	SR 1236 to Hasty Rd. (SR 1238)	Peachland	2.4	16	2	-	45	13100	110	170	170	14600	2B	60	Min	Sub	
ANSO0022-H	Lower White Store Rd. (SR 1252)	SR 1238 to Mineral Springs Rd. (SR 1240)	Anson Co.	1.3	16	2	-	45	13100	210	320	320	14600	2B	60	Min	Sub	
ANSO0023-H	Lowery Rd. (SR 1244)	Mineral Springs Rd. (SR 1240) to Poplar Hill Church Rd. (SR 1250)	Anson Co.	2.2	16	2	-	45	13100	170	260	260	14600	2B	60	Min	Sub	
ANSO0024-H	Mclendon Rd. (SR 1003)	NC 145 to WCL McFarlan	Anson Co.	2.2	18	2	-	45	13100	260	470	470	14600	2B	60	Min	Sub	
ANSO0024-H	Mclendon Rd. (SR 1003)	WCL McFarlan to Broad St.	McFarlan	0.7	18	2	-	35	9200	1400	2600	2600	10200	2C	50	Min	Sub	
ANSO0025-H	McRae Rd. (SR 1812)	US 74 to Parson Grove Church Rd. (SR 1733)	Anson Co.	2.6	20	2	-	45	13600	1400	2600	2600	14600	2B	60	Min	Sub	
	Mineral Springs Rd. (SR 1240)	White Store - Pageland Rd. (SR 1228) to Mills Rd.(SR 1246)	Anson Co.	2.4	16	2	60	55	13600	200	350	350	ADQ	ADQ	ADQ	Min	Sub	
	Mineral Springs Rd. (SR 1240)	SR 1246 to Horne Town Rd. (SR 1251)	Anson Co.	2.4	20	2	60	55	14100	430	730	730	ADQ	ADQ	ADQ	Min	Sub	
	Mineral Springs Rd. (SR 1240)	SR 1251 to US 74	Anson Co.	1.6	20	2	60	45	11400	810	1200	1200	ADQ	ADQ	ADQ	Min	Sub	
	Mineral Springs Rd. (SR 1240)	US 74 to Passaic St. (SR 1403)	Peachland	0.3	38	2	60	35	10200	940	1400	1400	ADQ	ADQ	ADQ	Min	Sub	
	Morgan St.	White Store Rd. to Rutherford St.	Wadesboro	0.1	32	2	-	25	10000	1000	1800	1800	ADQ	ADQ	ADQ	Min	Sub	
	Morgan St.	Rutherford St. to NC 109/742	Wadesboro	0.2	40	2	-	25	10000	1200	2000	2000	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	Morgan St.	NC 109/742 to Morven Rd. (SR 1152)	Wadesboro	0.1	30	2	-	25	10000	1800	3000	3000	ADQ	ADQ	ADQ	Min	Sub	
	Morgan Sellars Rd. (SR 1646)	Airport Rd. (SR 1645) to NC 109	Anson	1.9	18	2	-	45	13100	160	300	300	ADQ	ADQ	ADQ	Min	Sub	
	Morton Rd. (SR 1654)	Lee Rd. (SR 1613) to Cedar Grove Church Rd. (SR 1610)	Anson Co.	1.2	16	2	-	55	13600	60	90	90	ADQ	ADQ	ADQ	Min	Sub	
	Morven Rd. (SR 1152)	US 52 to Burns St. (SR 1131)	Wadesboro	0.2	24	2	-	35	10200	4000	6200	6200	ADQ	ADQ	ADQ	Min	Sub	
	Morven Rd. (SR 1152)	SR 1131 to Burnsville Ave.	Wadesboro	0.7	48	2	-	35	10200	4500	7000	7000	ADQ	ADQ	ADQ	Min	Sub	
	Morven Rd. (SR 1152)	Burnsville Ave. to Morgan St.	Wadesboro	0.6	30	2	-	35	10200	5800	9000	9000	ADQ	ADQ	ADQ	Min	Sub	
	New Home Rd. (SR 1002)	Kiker Rd. (SR 1438) to Union Co.	Anson Co.	5.3	20	2	-	55	14100	510	730	730	ADQ	ADQ	ADQ	Min	Sub	
	Newton Moore Rd. (SR 1413)	Deep Springs Church Rd. (SR 1411) to NC 218	Anson Co.	1.7	16	2	-	45	13100	290	450	450	ADQ	ADQ	ADQ	Min	Sub	
	Parson Grove Church Rd. (SR 1733)	US 74 to WCL Lilesville	Anson Co.	0.2	18	2	-	35	9200	710	1300	1300	ADQ	ADQ	ADQ	Min	Sub	
	Parson Grove Church Rd. (SR 1733)	WCL Lilesville to McRae Rd. (SR 1812)	Anson Co.	2.1	18	2	-	45	11000	710	1300	1300	ADQ	ADQ	ADQ	Min	Sub	
	Pinkston River Rd. (SR 1627)	US 52 to Dunlap Rd. (SR 1632)	Anson Co.	2.9	16	2	60	45	13100	70	120	120	ADQ	ADQ	ADQ	Min	Sub	
	Pinkston River Rd. (SR 1627)	SR 1632 to Airport Rd. (SR 1645)	Anson Co.	8.9	18	2	60	45	13100	90	160	160	ADQ	ADQ	ADQ	Min	Sub	
	Plank Rd. (SR 1621)	Stanly Co. to WCL Ansonville	Anson Co.	4.5	20	2	-	55	14100	550	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Plank Rd. (SR 1621)	WCl Ansonville to BEG C&G	Ansonville	0.3	18	2	-	35	9200	550	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Plank Rd. (SR 1621)	BEG C&G to US 52	Ansonville	0.1	36	2	-	35	10200	550	800	800	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
ANSO0026-H	Poplar Hill Church Rd. (SR 1250)	White Store -Pageland Rd.(SR 1228) to Mills Rd. (SR 1246)	Anson Co.	2.7	18	2	-	55	13600	280	480	480	15100	2A	60	Min	Sub	
ANSO0026-H	Poplar Hill Church Rd. (SR 1250)	SR 1246 to SCL Polkton	Anson Co.	2.4	16	2	-	45	11000	680	1150	1150	12200	2B	60	Min	Sub	
ANSO0026-H	Poplar Hill Church Rd. (SR 1250)	SCL Polkton to US 74	Polkton	0.3	22	2	-	35	9900	540	800	800	10200	2C	50	Min	Sub	
	Power Plant Rd. (SR 1748)	US 74 to SR 1745	Anson Co.	2.5	24	2	-	45	14600	390	600	600	ADQ	ADQ	ADQ	Min	Sub	
	Prison Camp Rd. (SR 1121)	Old Prison Camp Rd. (SR 1249) to White Store Rd. (SR 1205)	Anson Co.	3.7	20	2	-	45	11400	560	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Prison Camp Rd. (SR 1121)	SR 1205 to SR White Store-Pageland Rd. (SR 1228)	Anson Co.	0.9	20	2	-	45	13600	620	870	870	ADQ	ADQ	ADQ	Min	Sub	
	Randall Rd. (SR 1619)	Plank Rd. (SR 1621) to Martin Rd. (SR 1618)	Anson Co.	1.8	20	2	-	55	14100	190	280	280	ADQ	ADQ	ADQ	Min	Sub	
	Race Track Rd. (SR 1452)	NC 742 to Cedar Grove Church Rd. (SR 1610)	Anson Co.	2.6	18	2	60	55	13600	390	600	600	ADQ	ADQ	ADQ	Min	Sub	
	Rocky River Church Rd. (SR 1612)	Rocky Mountain Church Rd. (SR 1600) to Wightman Church Rd. (SR 1610)	Anson Co.	0.9	16	2	-	45	13100	200	300	300	ADQ	ADQ	ADQ	Min	Sub	
	Rocky River Church Rd. (SR 1612)	Wightman Church Rd. (SR 1610) to Randall Rd. (SR 1619)	Anson Co.	2.2	18	2	-	45	13100	320	470	470	ADQ	ADQ	ADQ	Min	Sub	
	Rutherford St.	NC 109/742 to Wheeler St.	Wadesboro	0.6	36	2	-	35	10200	450	750	750	ADQ	ADQ	ADQ	Min	Sub	
	Salem St.	N. Washington St. to Summit Ave.	Wadesboro	0.5	20	2	-	35	9500	200	350	350	ADQ	ADQ	ADQ	Min	Sub	
ANSO0027-H	Salem St. Extension	Salem St. to US 52	Wadesboro	1.0	-	-	-	-	-	-	500	500	10200	2C	60	Min	Sub	
ANSO0028-H	Stanback Ferry Rd. (SR 1703)	DEAD END to Ingram Mountain Rd. (SR 1704)	Anson Co.	0.5	18	2	60	45	13100	20	30	30	14600	2C	60	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
ANSO0028-H	Stanback Ferry Rd. (SR 1703)	SR 1704 to Grassy Island Rd. (SR 1634)	Anson Co.	2.8	16	2	60	45	13600	80	120	120	15100	2A	60	Min	Sub	
ANSO0028-H	Stanback Ferry Rd. (SR 1703)	SR 1634 to Leath Rd. (SR 1706)	Anson Co.	1.2	18	2	60	55	13600	120	180	180	15100	2A	60	Min	Sub	
ANSO0028-H	Stanback Ferry Rd. (SR 1703)	SR 1706 to Ingram Mountain Rd. (SR 1704)	Anson Co.	5.1	18	2	-	55	13100	390	570	570	14600	2B	60	Min	Sub	
ANSO0028-H	Stanback Ferry Rd. (SR 1703)	SR 1704 to old US 74W (SR 1730)	Lilesville	0.7	20	2	-	35	9500	1300	1900	1900	10200	2C	50	Min	Sub	
ANSO0029-H	Union Church Rd. (SR 1003)	White Store-Pageland Rd. (SR 1228) to NC 109	Anson Co.	5.8	18	2	-	55	13600	510	750	750	15100	2A	60	Min	Sub	
	Upper White Store Rd. (SR 1236)	Lower White Store Rd. (SR 1252) to Strawn Rd. (SR 1234)	Anson Co.	1.8	18	2	-	45	13100	530	800	800	ADQ	ADQ	ADQ	Min	Sub	
	Upper White Store Rd. (SR 1236)	SR 1234 to Mineral Springs Rd. (SR 1240)	Anson Co.	4.0	20	2	-	45	13600	710	1200	1200	ADQ	ADQ	ADQ	Min	Sub	
	N. Washington St.	Morgan St. to NC 109	Wadesboro	1.1	24	2	-	35	10200	550	900	900	ADQ	ADQ	ADQ	Min	Sub	
	West Ave.	Lennox Rd. to White Store Rd. (SR 1205)	Wadesboro	0.4	20	2	-	35	9500	300	500	500	ADQ	ADQ	ADQ	Min	Sub	
ANSO0030-H	West Ave. Extension	West Ave. to Anson High School Rd. (SR 1259)	Wadesboro	0.6	-	-	-	-	-	-	750	750	10200	2C	50	Min	Sub	
ANSO0031-H	White Store Rd. (SR 1003)	Union Co. to Lower White Store Rd. (SR 1252)	Anson Co.	2.3	18	2	-	45	13100	500	780	780	14600	2B	60	Min	Sub	
							-											
	White Store Rd. (SR 1205)	Prison Camp Rd. (SR 1121) to Coffe Pot Rd. (SR 1208)	Anson Co.	2.9	18	2	-	45	13100	390	580	580	ADQ	ADQ	ADQ	Min	Sub	
	White Store Rd. (SR 1205)	SR 1208 to Capel Dairy Rd. (SR 1138)	Anson Co.	1.7	22	2	-	45	14600	500	730	730	ADQ	ADQ	ADQ	Min	Sub	
	White Store Rd. (SR 1205)	SR 1138 to S. Lansford Dr.(SR 1263)	Wadesboro	0.4	18	2	-	35	9200	550	820	820	ADQ	ADQ	ADQ	Min	Sub	
	White Store Rd. (SR 1205)	SR 1263 to Woodland Dr.	Wadesboro	0.6	18	2	-	35	9200	630	940	940	ADQ	ADQ	ADQ	Min	Sub	
	White Store Rd. (SR 1205)	Woodland Dr. to Morgan St.	Wadesboro	0.2	18	2	-	25	9000	720	1080	1080	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

HIGHWAY																			
					2008 Existing System						2035 Proposed System								
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	Cross-Section lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2008 AADT	2035 AADT E+C	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classifi-cation	Tier	Other Modes
	White Store-Pageland Rd. (SR 1228)	SR 1003 to Poplar Hill Church Rd. (SR 1250)	Anson Co.	5.0	18	2	-	45	13100	300	450	450	ADQ	ADQ	ADQ	Min	Sub	
	White Store-Pageland Rd. (SR 1228)	SR 1250 to Prison Camp Rd. (SR 1121)	Anson Co.	1.2	18	2	-	45	13100	310	460	460	ADQ	ADQ	ADQ	Min	Sub	
	Winfree Rd. (SR 1713)	NC 109 to Stanbackferry-Ice Plant Rd. (SR 1714)	Anson Co.	0.6	22	2	-	35	9900	150	250	250	ADQ	ADQ	ADQ	Min	Sub	

-ROW (ditch to ditch)

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
ANSO0001-P	US 52 (Ansonville)	Smith St. to Baseball St.	0.2	-	-	Sidewalk	Both	
ANSO0002-P	US 52 (Ansonville)	Polkton Rd. to Waddell St.	0.1	-	-	Sidewalk	Both	
ANSO0003-P	Camden St. (Lilesville)	School St. to Wall St.	0.6	-	-	Sidewalk	Both	
ANSO0004-P	Passaic St. (Peachland)	New England St. to Park Ave.	0.1	-	-	Sidewalk	Both	
ANSO0005-P	Passaic St. (Peachland)	Clinton Ave. to Boston Ave.	0.4	-	-	Sidewalk	Both	
ANSO0006-P	Lee Ave. (Wadesboro)	Existing sidewalk to US 52 / US 74	0.2	-	-	Sidewalk	Both	
ANSO0007-P	Morven Rd. (Wadesboro)	Burnsville St. to 0.1 mi north Wadesborough	0.1	-	-	Sidewalk	Both	

For further documentation of pedestrain facilities and proposals, refer to the 2007 Rocky River RPO sidewalk inventory.

Appendix D
Typical Cross Sections

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

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

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

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

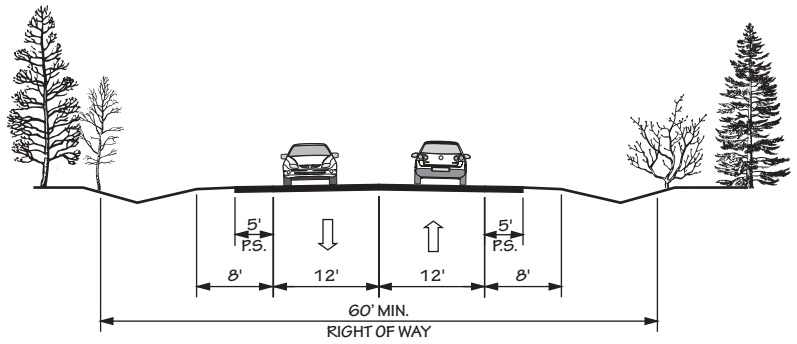
FIGURE 12

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

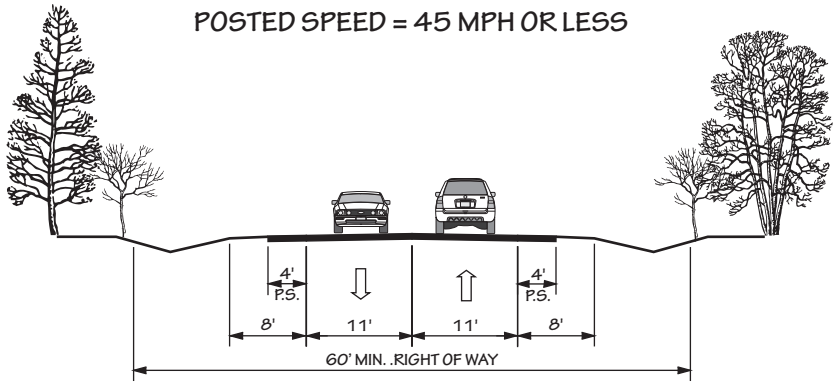
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



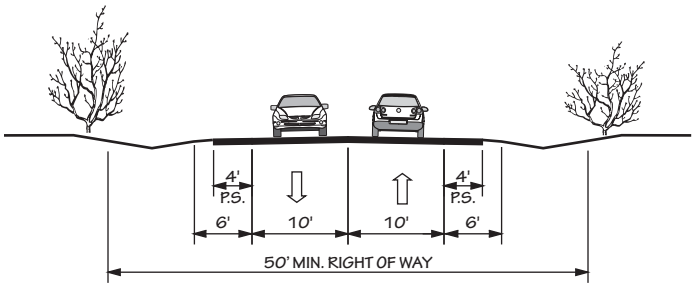
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



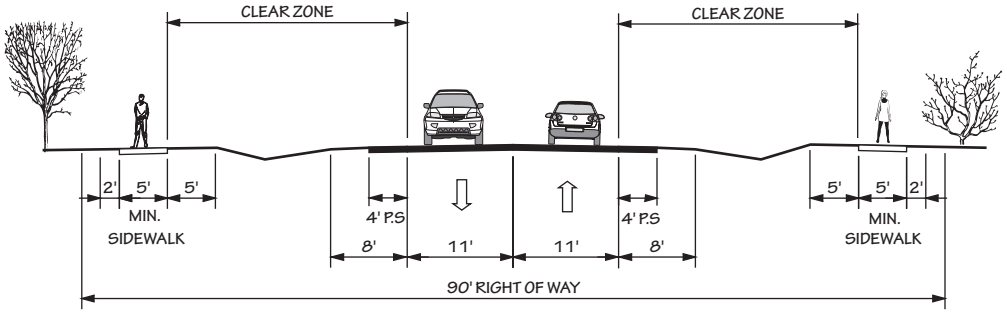
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

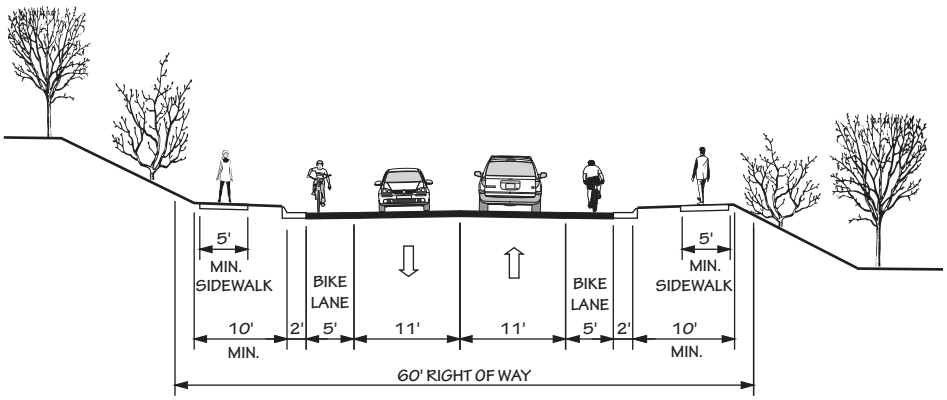
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



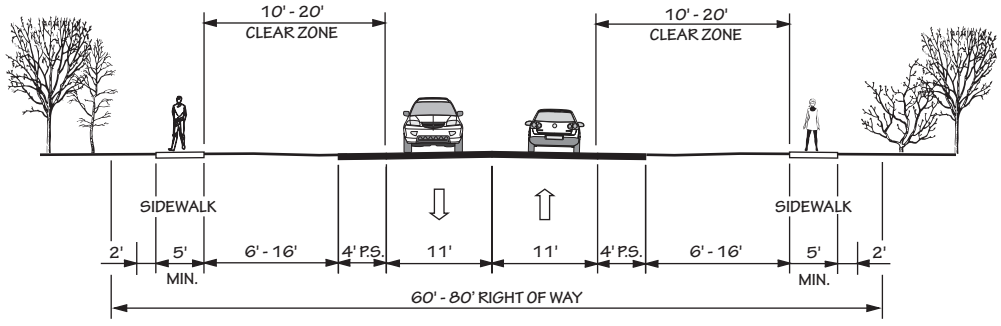
2 E

CURB AND GUTTER
WITH BIKE LANES AND SIDEWALKS



2 F

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



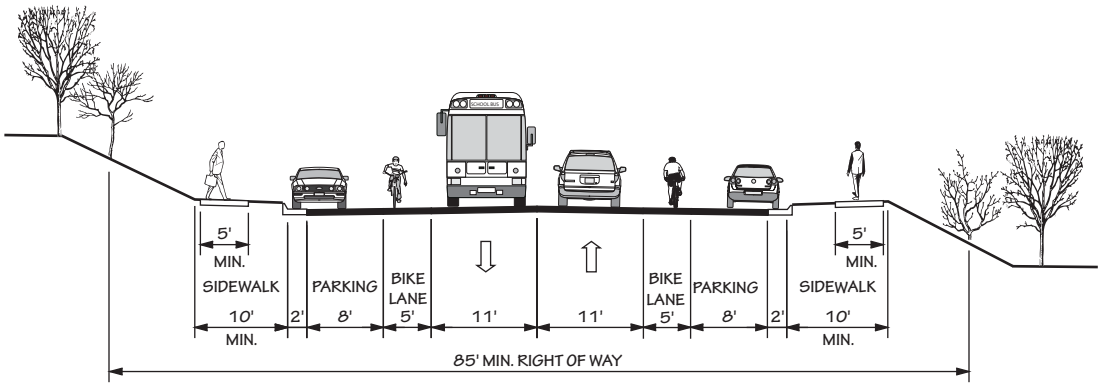
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

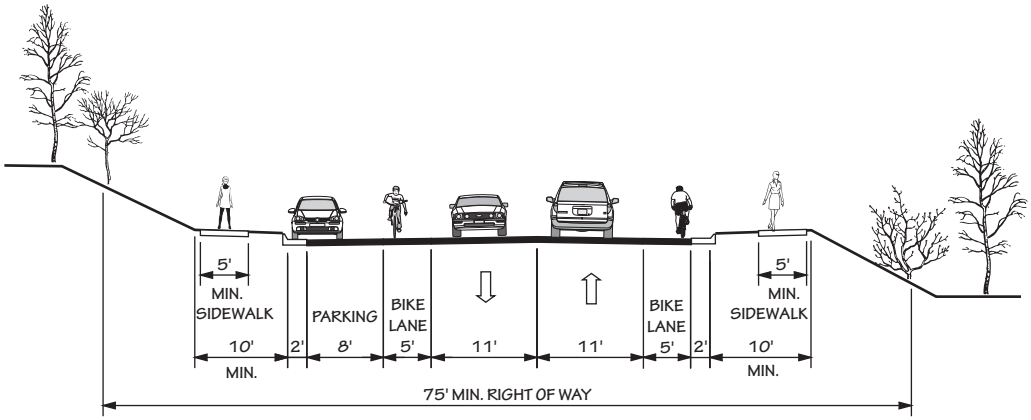
2 G

CURB & GUTTER - PARKING ON EACH SIDE



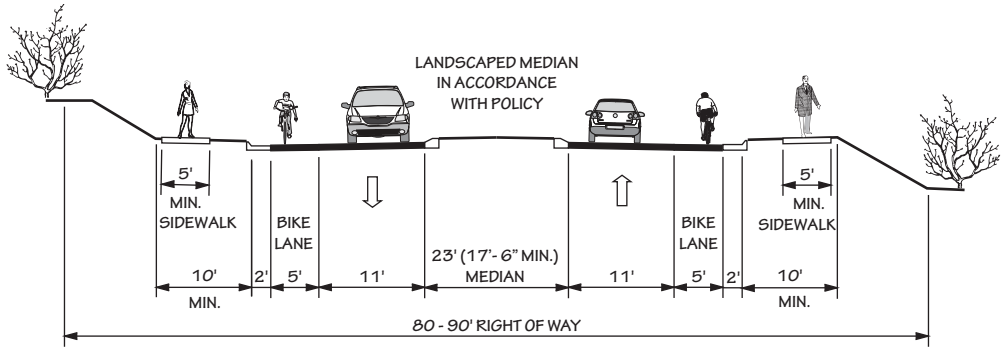
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER



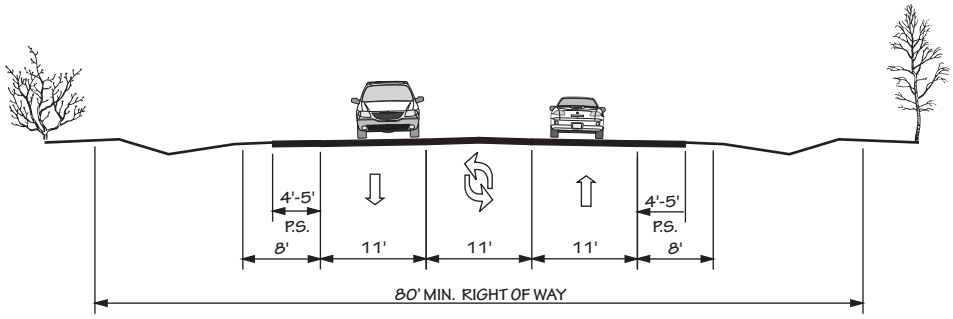
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

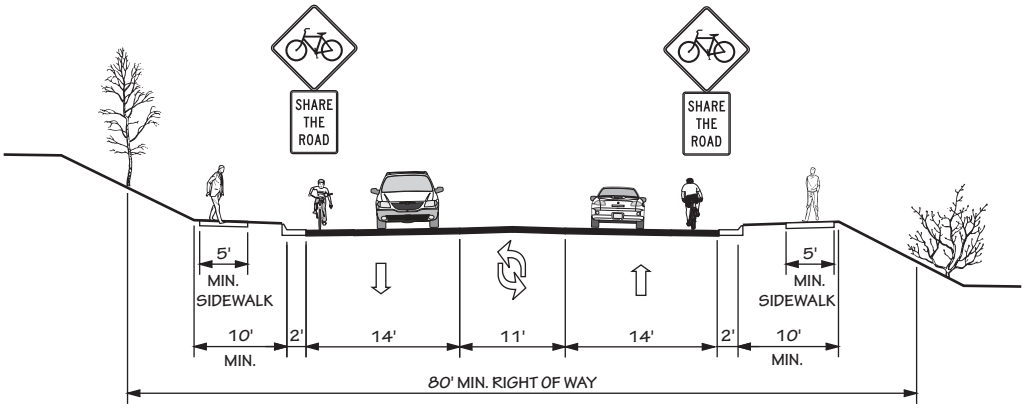
3 A

WIDE PAVED SHOULDERS



3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



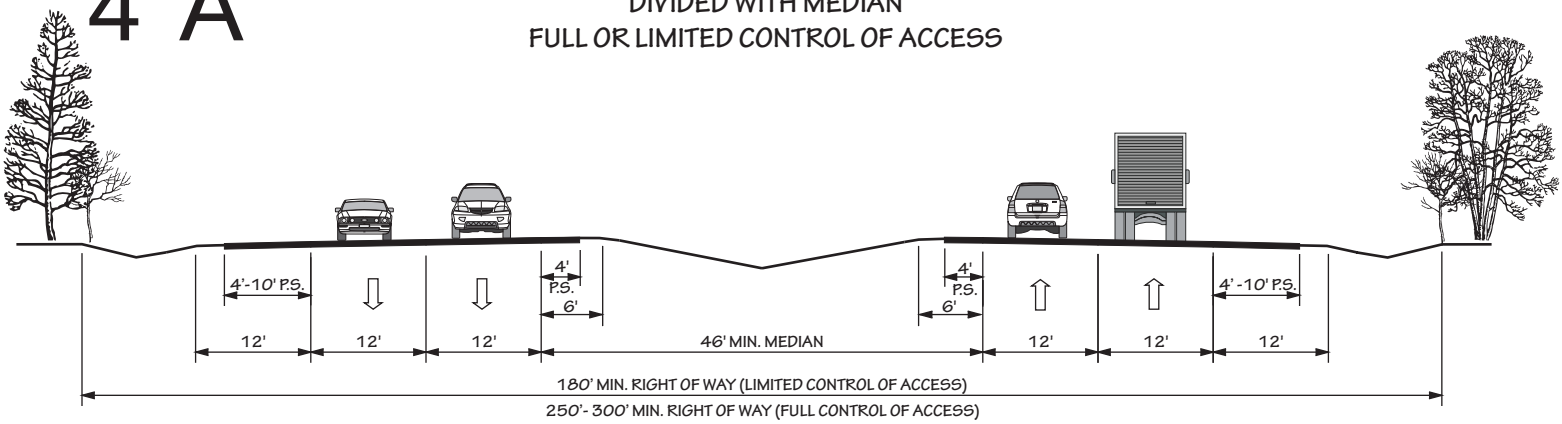
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

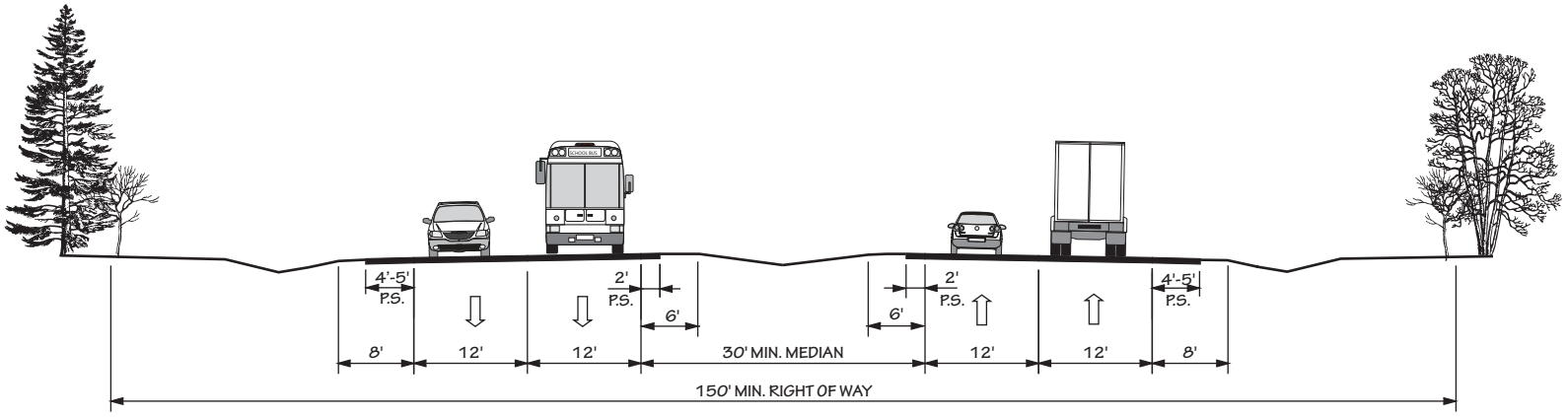
4 A

DIVIDED WITH MEDIAN
FULL OR LIMITED CONTROL OF ACCESS



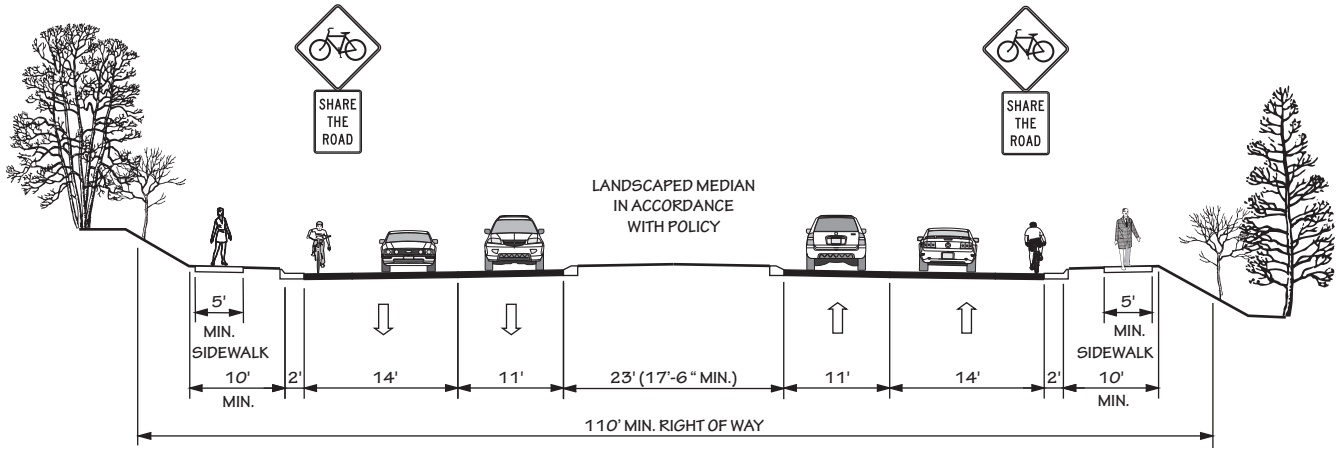
4 B

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



4 C

RAISED MEDIAN WITH WIDE OUTSIDE LANES AND SIDEWALKS



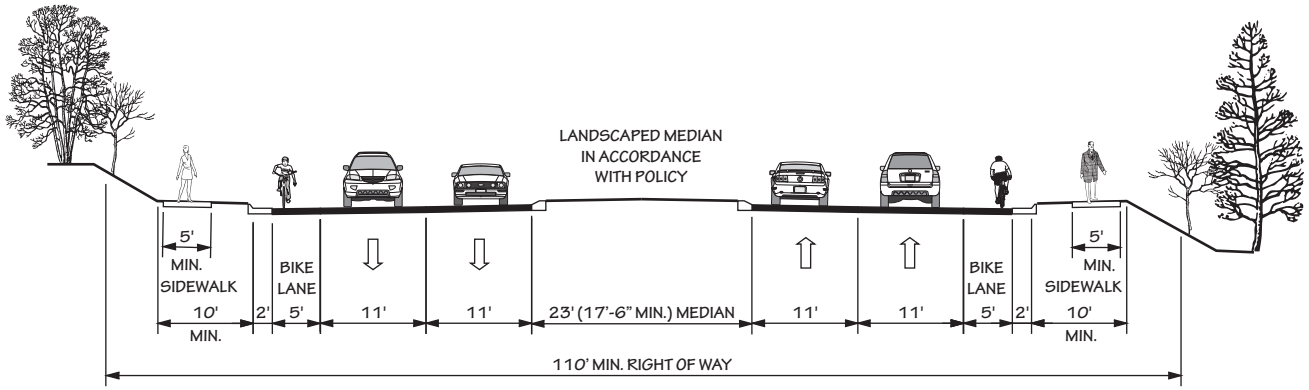
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

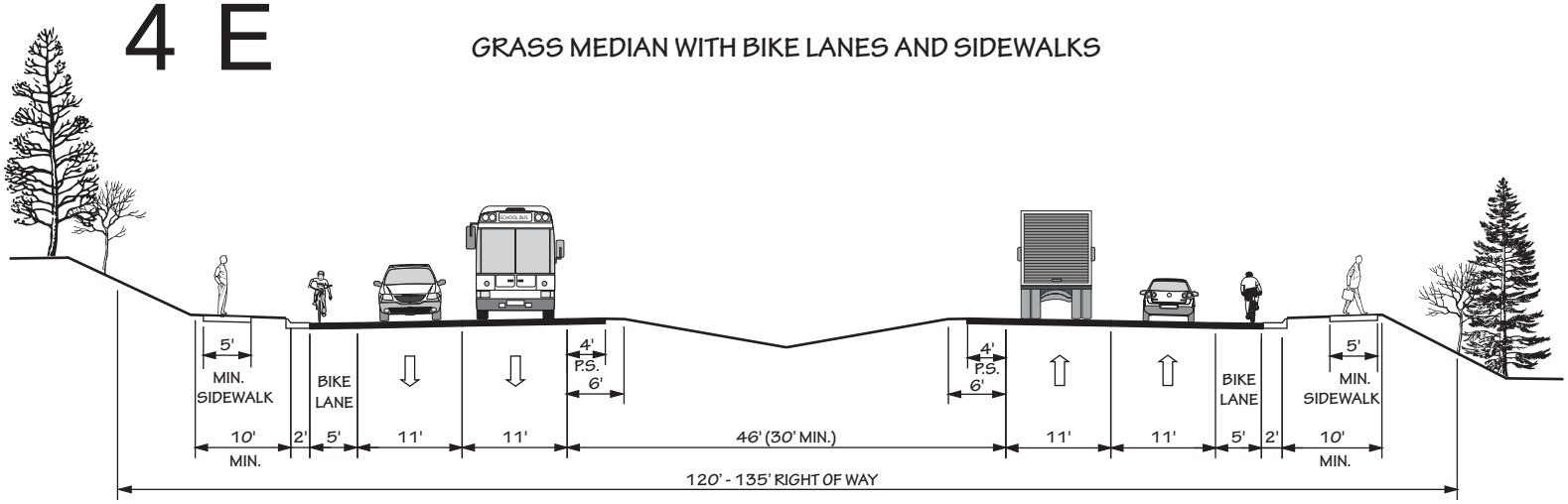
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

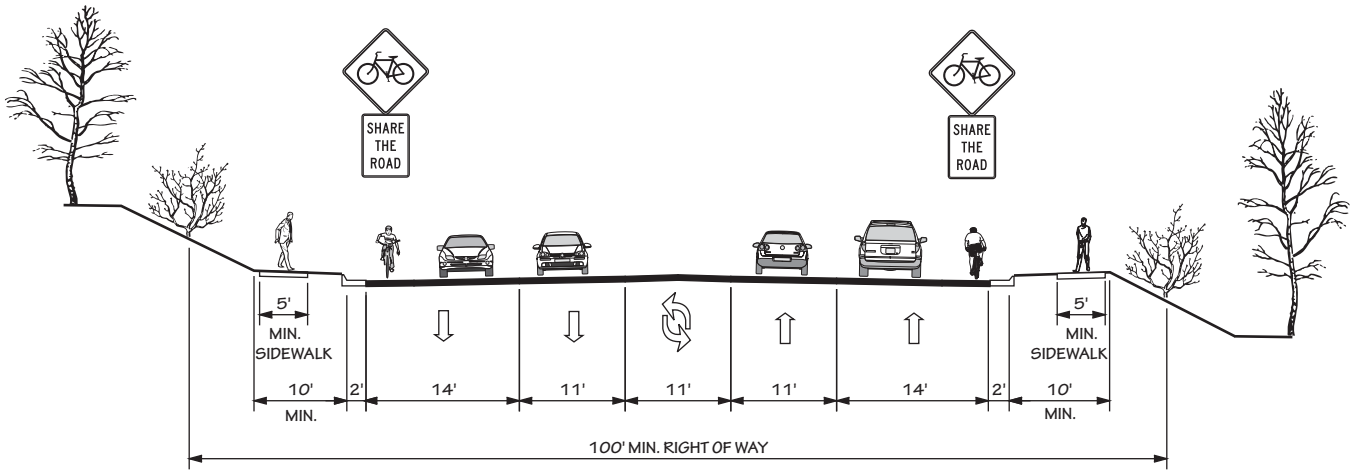
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES



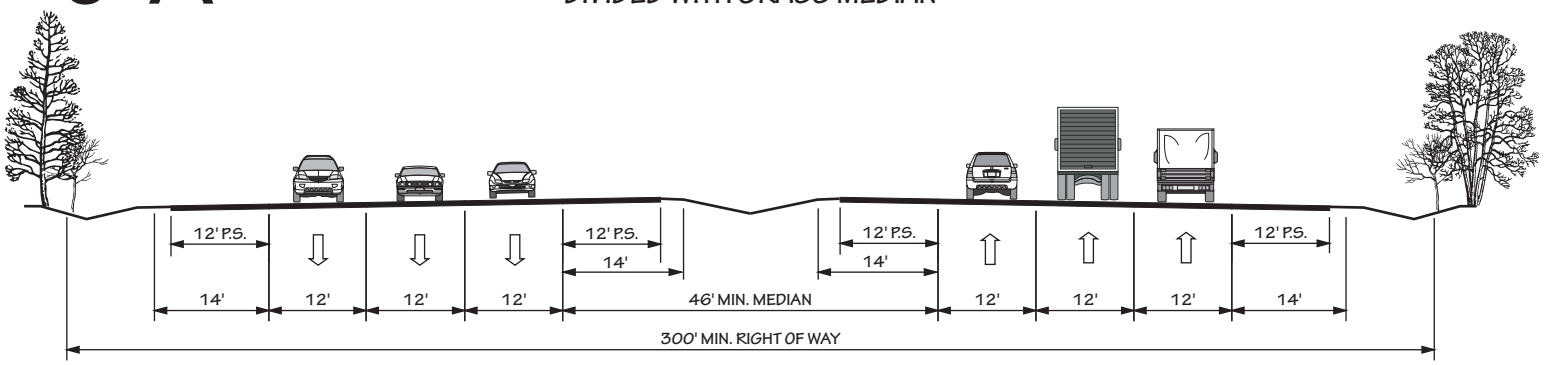
Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

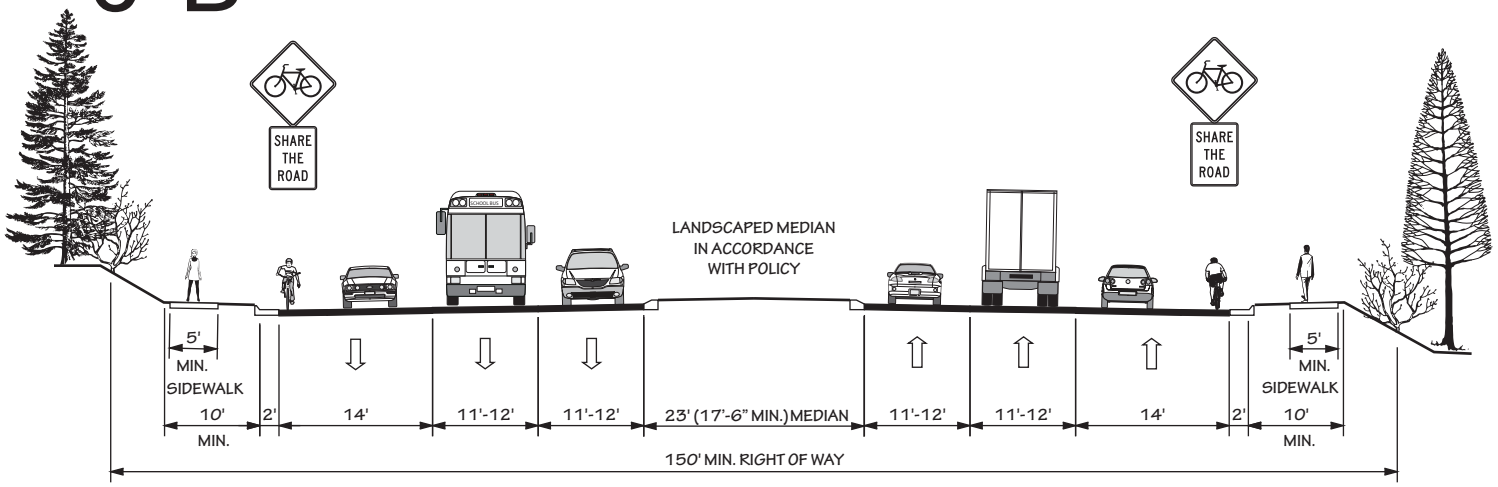
6 A

DIVIDED WITH GRASS MEDIAN



6 B

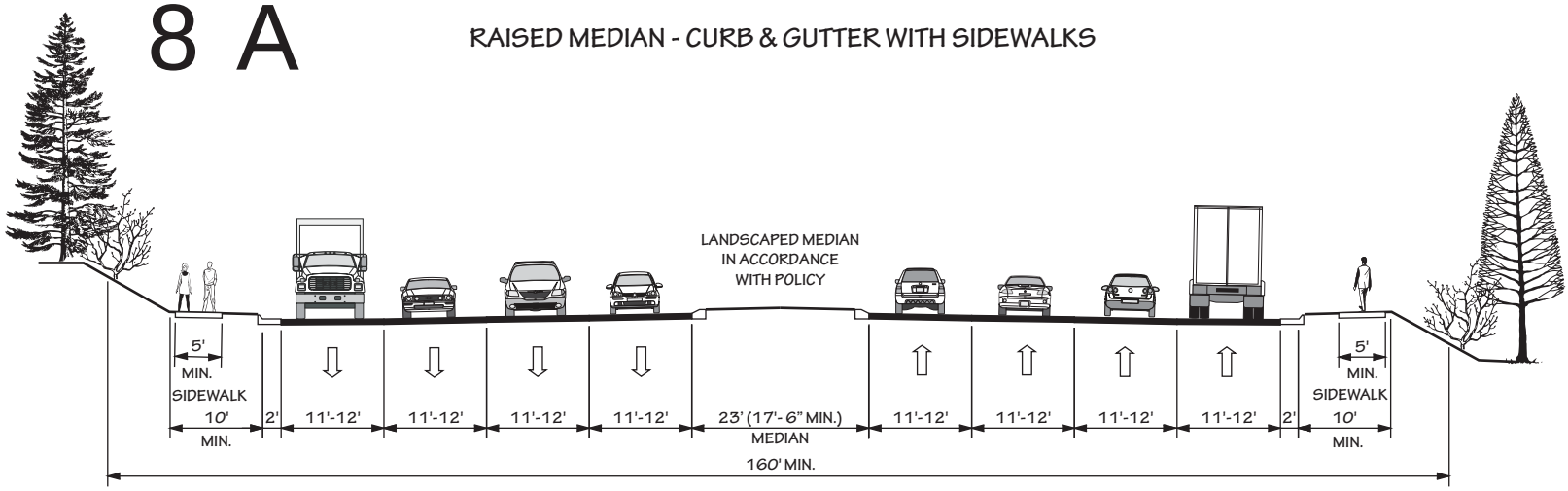
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS

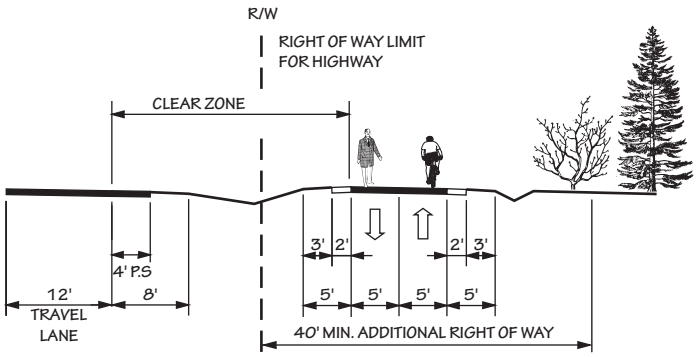


Revised 12/07/2010

TYPICAL MULTI - USE PATH

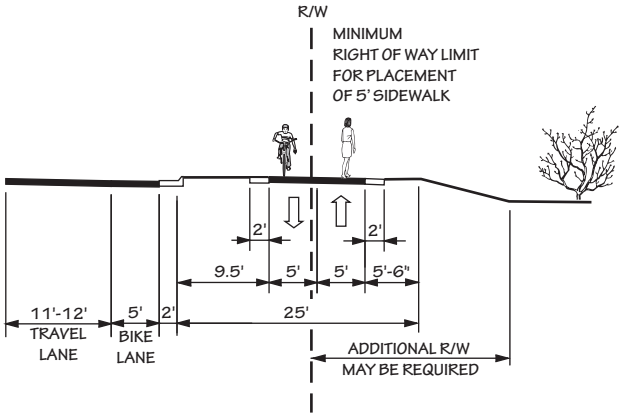
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Revised 12/07/2010

Appendix E
Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 10.

- **LOS A**: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.

- **LOS B**: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.

- **LOS C**: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.

- **LOS D**: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.

- **LOS E**: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F**: Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

Figure 13 - Level of Service Illustrations

Level of Service A

Driver Comfort: High

Maximum Density:

12 passenger cars per mile per lane

Level of Service B

Driver Comfort: High

Maximum Density:

20 passenger cars per mile per lane

Level of Service C

Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

Level of Service D

Driver Comfort: Poor

Maximum Density:

42 passenger cars per mile per lane

Level of Service E

Driver Comfort: Extremely Poor

Maximum Density:

67 passenger cars per mile per lane

Level of Service F

Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F
Traffic Crash Analysis

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

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

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

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2005 and December 31, 2007. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.87 index. The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 - Crash Locations

Map Index	Intersection	Average Severity	Total Crashes
1	US 52 and US 74	3.90	51
2	US 74 and Wade	3.72	24
3	US 74 and Washington	2.76	21
4	US 74 and Anson High School Rd. (SR1259)	3.34	19
5	US 74 and Greene St. (NC 109)	2.31	17
6	US 74 and NC 218	3.28	13
7	NC 742 and Ansonville-Polkton Rd. (SR 1418)	3.28	13

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

Appendix G
Bridge Deficiency Assessment

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

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

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

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

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

Table 5 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
02	Pinkston River Rd. (SR 1627)	Buffaloe Creek	Structurally Deficient & Functionally Obsolete	
07	Grassy Island Rd. (SR 1634)	Brown Creek	Structurally Deficient & Functionally Obsolete	ANSO0017-H
08	Pinkston River Rd. (SR 1627)	Brown Creek	Structurally Deficient & Functionally Obsolete	B-2506
11	NC 109	Deadfall Creek	Structurally Deficient	ANSO0004-H
14	US 52	South Fork Jones Creek	Structurally Deficient & Functionally Obsolete	B-4702
16	Cox Rd. (SR 1711)	Branch of Cedar Creek	Functionally Obsolete	
18	Cox Rd. (SR 1711)	Branch of Cedar Creek	Functionally Obsolete	
19	Allen Rd. (SR1710)	Cedar Creek	Functionally Obsolete	
21	Huntley Rd. (SR 1707)	Savannah Creek	Structurally Deficient & Functionally Obsolete	
22	NC 742	North Fork Jones Creek	Structurally Deficient & Functionally Obsolete	ANSO0008-H
33	US 74 WBL	Brown Creek	Structurally Deficient & Functionally Obsolete	R-4441
51	Country Club Rd. (SR 1821)	South Fork Jones Creek	Structurally Deficient	
55	Cairo Rd. (SR 1826)	Mill Creek	Functionally Obsolete	
56	US 52	W.S.S.B. Railroad	Structurally Deficient	R-2320
57	NC 109	Pee Dee River	Structurally Deficient	
58	Sneedsboro Rd. (SR 1829)	Mill Creek	Structurally Deficient	
70	US 52	Rocky River	Structurally Deficient & Functionally Obsolete	B-4407
75	City Pond Rd. (SR 1142)	North Fork Jones Creek	Structurally Deficient	
78	US 74 EBL	Pee Dee River	Functionally Obsolete	R-4441
79	Dickie Little Rd. (SR 1120)	South Fork Jones Creek	Functionally Obsolete	
86	Old Ruby Rd. (SR 1105)	Cedar Creek	Structurally Deficient & Functionally Obsolete	
88	Ridge St.	W.S.S.B. Railroad	Structurally Deficient & Functionally Obsolete	B-4861
89	Beck Rd. (SR 1112)	Brach Deadfall Creek	Structurally Deficient	
90	East Wade St.	Moss Branch	Functionally Obsolete	B-5009

Table 5 - Deficient Bridges (cont.)

Bridge Number	Facility	Feature	Condition	Local ID
114	Union Church Rd. (SR 1003)	Branch Shaw Creek	Functionally Obsolete	ANSO0030-H
140	White Store – Pageland Rd. (SR 1228)	Lick Creek	Structurally Deficient & Functionally Obsolete	
161	Lockhart Rd. (SR 1652)	Goulds Fork Creek	Functionally Obsolete	
163	Brown Creek Church Rd. (SR 1641)	Goulds Fork Creek	Functionally Obsolete	
194	Blonnie Ross Rd. (SR 1459)	Branch of Richardson Creek	Structurally Deficient & Functionally Obsolete	
201	Rocky Mt. Church Rd. (SR 1600)	Big Branch	Functionally Obsolete	
217	Morton Rd. (SR 1654)	Lanes Creek	Structurally Deficient & Functionally Obsolete	
231	Jacks Branch Rd. (SR1637)	Cabin Creek	Functionally Obsolete	
244	Cameron Briley Rd. (SR 1429)	Cranes Branch	Structurally Deficient	
253	Bill Curlee Rd. (SR 1415)	Cedar Branch	Structurally Deficient & Functionally Obsolete	
265	L.D. Robinson Rd. (SR 1126)	South Fork Jones Creek	Structurally Deficient & Functionally Obsolete	
272	Pleasant Hill Church Rd. (SR 1122)	South Fork Jones Creek	Structurally Deficient & Functionally Obsolete	
273	Pleasant Hill Church Rd. (SR 1122)	North Fork Jones Creek	Structurally Deficient & Functionally Obsolete	
287	Duncan Rd. (SR 1241)	Shaw Creek	Functionally Obsolete	
288	Dennis Rd. (SR 1650)	Flat Fork Creek	Functionally Obsolete	
300	Old US 74 (SR 1207)	Culpepper Creek	Functionally Obsolete	
301	Old US 74 (SR 1207)	Goulds Fork Creek	Functionally Obsolete	
306	Pleasant Grove Rd. (SR 1649)	W.S.S.B. Railroad	Structurally Deficient & Functionally Obsolete	
307	Pinkston-River Rd. (SR 1627)	W.S.S.B. Railroad	Structurally Deficient & Functionally Obsolete	B-4410
308	Pinkston-River Rd. (SR 1627)	W.S.S.B. Railroad	Structurally Deficient	B-4409
309	Old US 52 South (SR 1127)	North Fork Jones Creek	Structurally Deficient	B-5169

Table 5 - Deficient Bridges (cont.)

Bridge Number	Facility	Feature	Condition	Local ID
313	Jackson Rd. (SR1219)	Deadfall Creek	Functionally Obsolete	
314	Old US 52 South (SR 1127)	South Fork Jones Creek	Structurally Deficient	B-3404
316	Burns St.	North Fork Jones Creek	Functionally Obsolete	

Appendix H
Public Involvement

This appendix includes a listing of steering committee members, the goals and objectives survey results, and a summary of each public involvement opportunity.

Anson County Focus Group

John Underwood- NCDOT District 3 Engineer
Dana Stoogenke- Rocky River RPO
Richard Allen- Mayor of Peachland
Jennifer Baptiste- Anson County Planner
Vance Gulledge- Anson County Manager
Carolyn Solomon- Mayor of Morven
John Witherspoon- Wadesboro Town Manager
Jarvis Woodburn- Anson County Commissioner
Bobby Sikes- Anson County Commissioner

The Anson County Focus Group met multiple times to provide input and feedback during the entire process. The group helped with the Goals and Objectives Survey as well as the development of the Vision Statement. All recommendations were reviewed by the Anson County Focus Group. The group's minutes can be viewed at http://www.ncdot.gov/doh/preconstruct/tpb/planning/AnsonCTP.html.

Vision Statement

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.

Goals and Objectives Survey Results

A Goals and Objectives Survey was conducted for the Anson County CTP. A total of 78 responses were received in the survey (see page H-3). A summary of the survey results is given below.

Safety Concerns

66% of respondents indicated that truck traffic was a problem in the area. Of those locations identified, the top three are listed below.

Rank	Location	Responses
1	NC 109 and US 74	45
2	Ansonville-Polkton Rd. from NC 218 to US 74 in Polkton	40
3	US 52 and US 74	25

Key Transportation Issues

70 respondents identified the most critical transportation issues facing Anson County. These responses are listed below.

Rank	Issue	Responses
1	Limited Public Transportation	31
2	Lack of alternative modes of travel	20
3	Lack of maintenance of roads and bridges	19

Transportation Goals

Respondents ranked each goal as "Important" or Very Important"

Goals	Responses	Percentage
Reduce Traffic Accidents	54	71.0%
Minimize construction costs of new roads	44	58.6%
Preservation of existing roads before building new roads	38	50.6%

Public Meetings

Public Outreach

RPO staff attended the Anson County Rotary Club meeting on April 8, 2010 to discuss and provide information regarding the Anson County CTP recommendations.

Public Workshop # 1 at South Piedmont Community College

A public workshop was held on July 7, 2010 from 10am-12pm at South Piedmont Community College in Wadesboro (Lockhart-Taylor Center). There were 5 citizens in attendance. One issue that was raised was the need for sidewalks on Camden St. in Lilesville as well as on Anson High School Rd. in Wadesboro. Another concern raised was the high number of crashes at US 74 and Greene St. (NC 109).

Public Workshop # 2 at South Piedmont Community College

A public workshop was held on July 7, 2010 from 2pm-4pm at South Piedmont Community College in Polkton. No citizens attended this meeting.

Public Hearings

Public hearings on the CTP were held throughout Anson County. The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public. No comments were received during these public hearings. The CTP was adopted during these meetings as shown below.

Anson County ------ September 13, 2010
Ansonville---------- October 4, 1010
Liliesville---------- October 4, 2010
McFarlan---------- November 1, 2010
Morven---------- October 4, 2010
Peachland---------- October 4, 2010
Polkton---------- September 13, 2010
Wadesboro---------- September 13, 2010

Anson County CTP Goals and Objectives Survey (on-line)

Anson County CTP Goals and Objectives Survey

Dear Anson County Resident:

As you know, transportation plays a vital role in the economic prosperity of a region. In order to achieve sustainable growth, adequate transportation must be provided to support employment centers, education, travel and tourism, farm to market agricultural demands/needs, and the movement of goods and services.

Anson County, (Rocky River Rural Planning Organization), the NC Department of Transportation and additional partners will collaborate to create a Comprehensive Transportation Plan for the County. A key part of both the plan and the information gathering process is citizen input. We are asking for a few minutes of your time to complete a survey so that your opinion can be included with those of your neighbors. The final plan, a Comprehensive Transportation Plan, will provide a 'road map' for a sustainable future in Anson County. The purpose of this plan is to identify solutions to roadway and other transportation problems and to help keep traffic in Anson County moving!

Because roadways and other transportation alternatives are important to maintaining our great quality of life in Anson County, we need YOUR input! Please take a few minutes to fill out the attached survey and return it to us by mail to the address provided at the end of the survey or complete it online at www.surveymonkey.com/Anson County survey by March 13, 2009.

This survey is anonymous and your name will not be associated with the survey unless you want us to.

Thank you for your participation and please call Shannon Ransom at 919.715.5737 ext. 68 with any questions or if you wish to receive more information about this transportation plan!!!

Sincerely,
Anson County
Rocky River Rural Planning Organization (RRRPO)
NCDOT

Anson County CTP Goals and Objectives Survey (on-line)

Anson County CTP Goals and Objectives Survey

1. What are the two most critical overall transportation problems? (Please rank in order of importance from 1, most important to 6, least important; please select only one rank for each goal)

	1	2	3	4	5	6
Lack of maintenance of roads & bridges	◯	◯	◯	◯	◯	◯
Lack of alternative modes of travel	◯	◯	◯	◯	◯	◯
Limited public transportation	◯	◯	◯	◯	◯	◯
Lack of connectivity in highway	◯	◯	◯	◯	◯	◯
Pedestrian or bicycle safety	◯	◯	◯	◯	◯	◯
Traffic congestion and delays	◯	◯	◯	◯	◯	◯

2. What are the two most important ways to improve the roadway system? (Please rank in order of importance from 1, most important to 4, least important; please select only one rank for each goal)

	1	2	3	4
Add turning lanes at intersections	◯	◯	◯	◯
Build new roadways	◯	◯	◯	◯
Improve bridge conditions	◯	◯	◯	◯
Improve pavement and bridges	◯	◯	◯	◯
Widen existing roads or freeways	◯	◯	◯	◯

3. Do you commute to work, if so what county do you commute to?

- ◯ No, I don't commute to work
- ◯ I commute to Stanly county
- ◯ I commute to Mecklenburg County
- ◯ I commute to Union County
- ◯ I commute to Richmond County
- ◯ Other

Anson County CTP Goals and Objectives Survey (on-line)

4. What level of congestion will you accept & live with before improvements should be made?

- ◯ No delay or congestion at any time of day. Free flowing traffic.
- ◯ Little delay during rush hours. Wait of more than one red light occurs occasionally.
- ◯ Some congestion during rush hours. Frequent wait of more than one red light. Driver would consider changing route to avoid congested areas.
- ◯ Moderate congestion even in non-rush hours.
- ◯ Heavy congestion. Long traffic delays during much of the day.
- ◯ Extreme congestion. Stop and go traffic throughout the day. Gridlock conditions in many areas.

5. If additional money is needed to fund transportation projects, would you be willing to support any of the following:

- ◯ A gasoline tax increase
- ◯ Charging transportation fees to developers when permits are issued
- ◯ A local bond referendum
- ◯ ½ cent tax increase
- ◯ Other

6. Are you aware of any safety or crash problems at any specific locations?

- ◯ NO
- ◯ YES

If yes, please specify where

7. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is congested?

- ◯ NO
- ◯ YES

If yes, please specify where

Anson County CTP Goals and Objectives Survey (on-line)

8. Is truck traffic a problem in the area?

◯ Yes

◯ No

If yes, please specify where

9. What is important to you?

	Not Important	Somewhat Important	Important	Very Important
Planting trees and shrubs along roads	◯	◯	◯	◯
Building new roads to relieve congestion on existing streets	◯	◯	◯	◯
Other	◯	◯	◯	◯
Minimizing construction costs of new roads	◯	◯	◯	◯
Connecting existing streets	◯	◯	◯	◯
Protecting homes and businesses along existing roads	◯	◯	◯	◯
Reduction of air pollution	◯	◯	◯	◯
Preservation of existing roads before building new roads	◯	◯	◯	◯
Preservation of historic buildings and sites	◯	◯	◯	◯
Reducing traffic accidents	◯	◯	◯	◯

10. Should we spend more or less money on the following?

	Less	Same	More
Building new major roads	◯	◯	◯
Maintaining existing residential streets	◯	◯	◯
Building new freeways	◯	◯	◯
Maintaining major streets and highways	◯	◯	◯
Other	◯	◯	◯

11. New Road Projects: If you could improve, replace or create a new road segement where would it be? Name road or give specific location.

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12. Which of the following best describes your age group?

- ◯ 18-29
- ◯ 30-49
- ◯ 50-64
- ◯ 65+

13. Which of the following best describes your educational level completed thus far?

- ◯ Less than high school graduate
- ◯ High School graduate
- ◯ Some College
- ◯ Four-Year College Degree
- ◯ Graduate degree or higher