

I-85
From Cleveland County to Gaston County

Local ID: CLEV10001-H

Purpose: Congestion

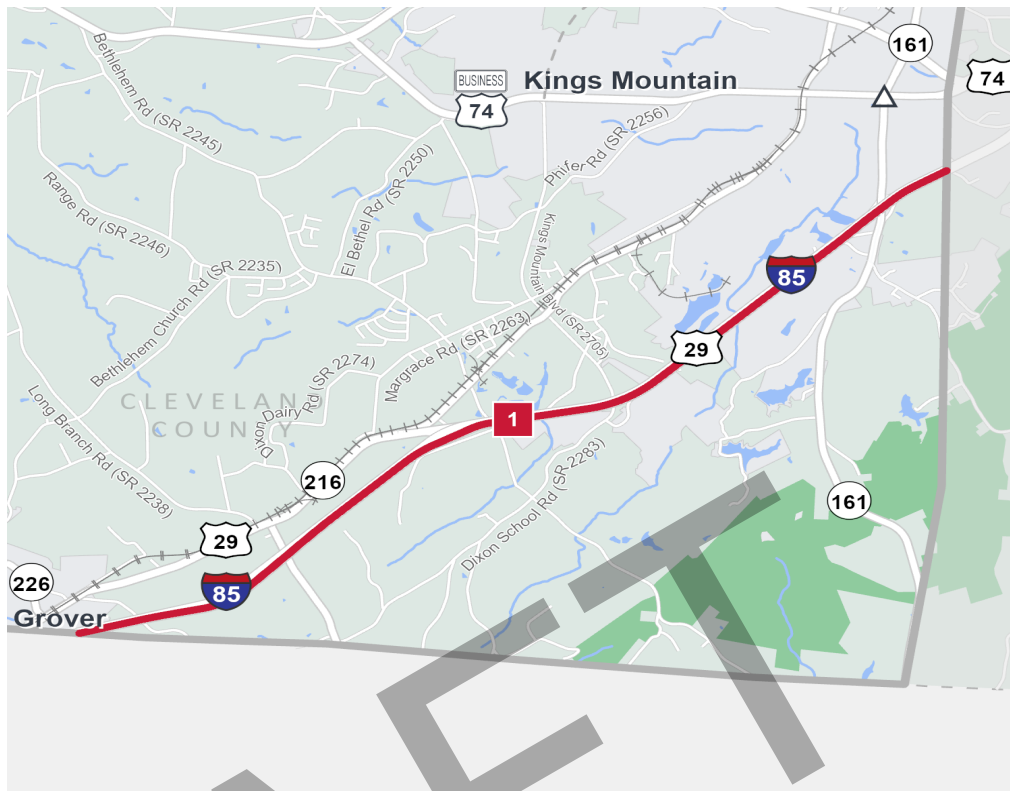
Improvement: Widening

Identified Need

I-85 is currently near capacity from the South Carolina State line to NC 161 and over capacity from NC 161 to Gaston County. The entire road is expected to be over capacity by 2055 and also sees a high amount of truck traffic.

Recommendation

Widen I-85 to six lanes from the South Carolina State line to NC 161 and widen I-85 to eight lanes from NC 161 to Gaston County to alleviate congestion and improve mobility from the South Carolina State line to Gaston County.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	8.20
Existing ROW (feet)	130-300
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Freeway	Freeway	Freeway	
Travel Lanes	4	4	6-8	
Volume (vpd)	42500-50500	60500-70400	61200-74500	
Capacity (vpd)	48200-48600	48200-48600	72900-98300	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023

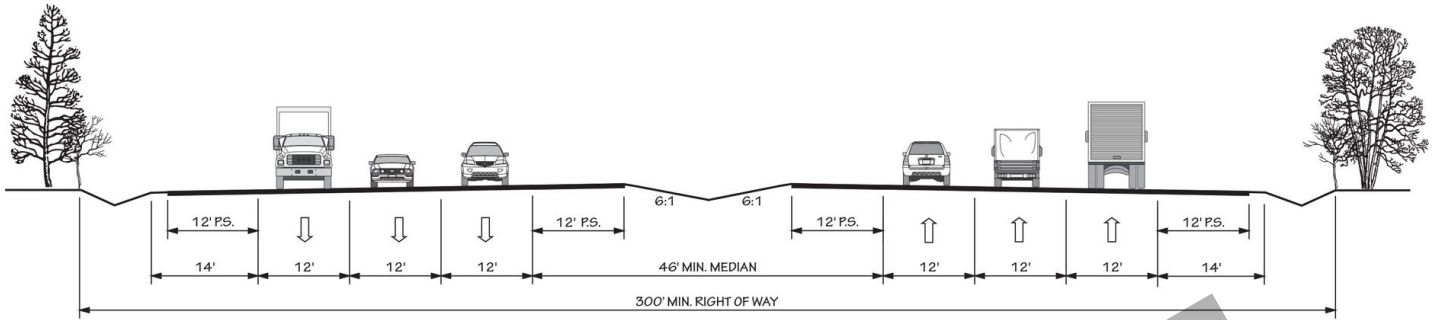


Typical Section Options:

TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020. There is a project (I-5719FD) in the 2026-2035 STIP that focuses on implementation of Intelligent Transportation System (ITS) along this corridor. In Gaston County, there is a STIP project (I-5719) that proposes the widening of I 85 to eight lanes from US 321 to NC 273. I 85 is classified as a Strategic Transportation Corridor (STC), corridor I. The entire route is federally designated as a truck route from South Carolina to Virginia. Truck traffic is high along this route (see Truck Traffic section for data).

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and relieving congestion through Cleveland County while improving the movements of people and goods.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 12 participants. About 92% of participants agreed with this proposal. 3 comments were left on this project. 1 comment stated that this project was needed due to the amount of traffic for commuters, 1 comment stated a desire for a bus route to the grocery store, and 1 comment was irrelevant to this project.

Impacts to Natural and/or Human Environment

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

- 3 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 10 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

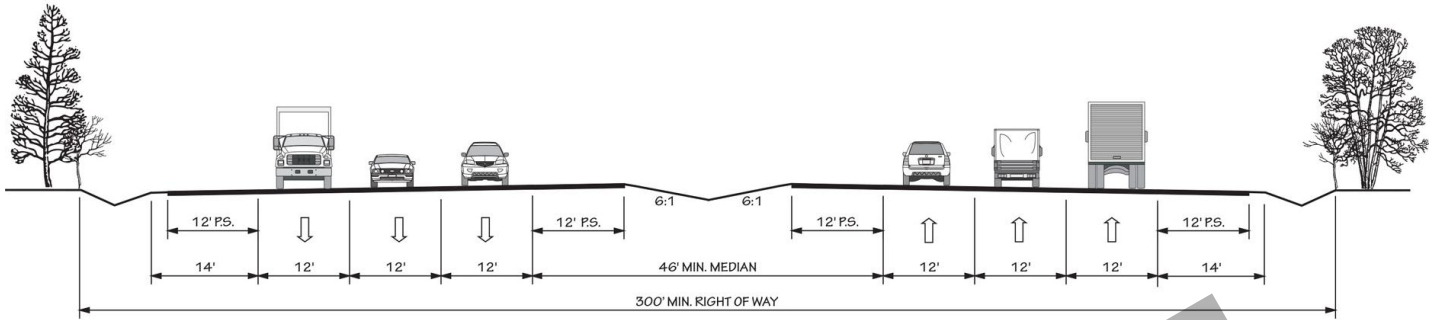
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish

Typical Section Options:

TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 298 crashes on the segments containing this recommendation. There were 7 fatal or severe injury crashes, 56 moderate or minor injury crashes, and 235 property damage only crashes.

Deficient Bridges

There are 6 functionally obsolete bridges along this recommendation: #7, #22, #58, #68, #77, #495.

Truck Traffic

Average truck traffic along this recommendation is around 24%.

Relationship to Land Use

This road lies in an industrial strip of Cleveland County. There is expected to be development at some major exits along this road such as NC 161 which is a commercial strip with many restaurants and businesses. At the interchange at Kings Mountain Blvd lies the Catawba Two Kings Casino which is being expanded.

US 74 (Shelby Bypass)

From West of Long Branch Rd to west of Stony Point Rd

Local ID: R-2707

Purpose: Congestion

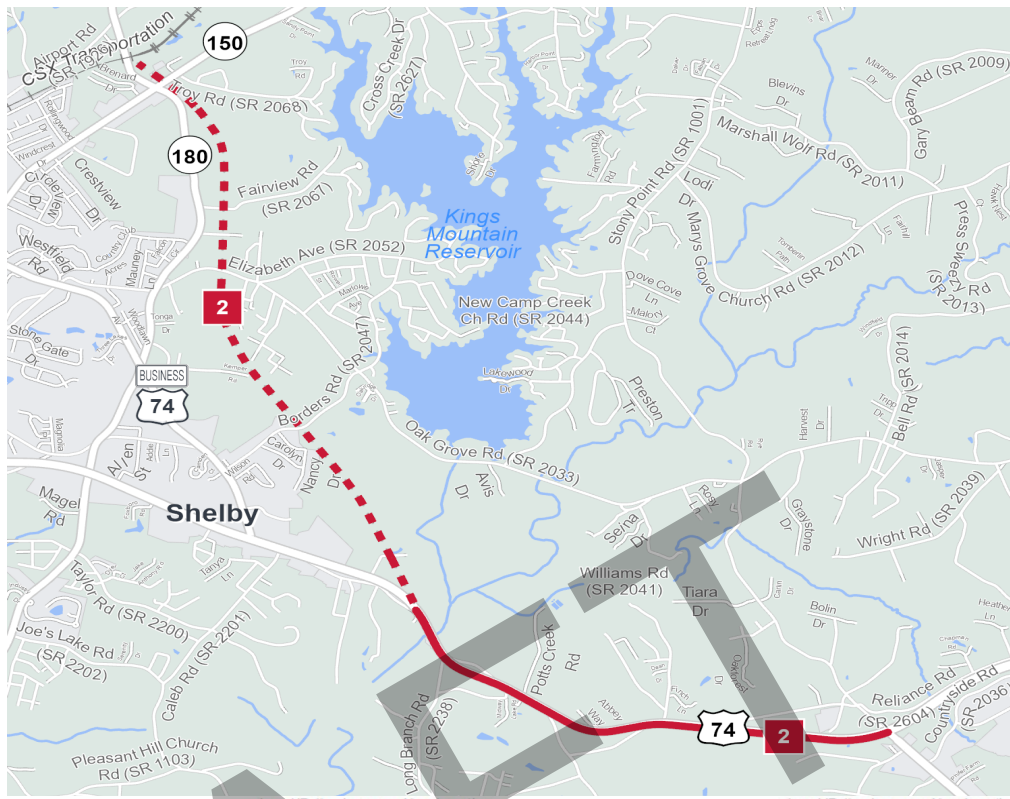
Improvement: New Location

Identified Need

US 74 provides an important East-West highway connection through Cleveland County. Dixon Blvd provides access to Cleveland Mall and surrounding shopping centers, and other businesses. Dixon Blvd is currently near capacity from Service Rd (SR 2090) to Hoey Church (SR 2325).

Recommendation

Construct four lane divided bypass on new location from West of Long Branch Rd to west of Stony Point Rd to alleviate congestion through Shelby.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	7.90
Existing ROW (feet)	100-185
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Freeway	Freeway
Travel Lanes	4	4	
Volume (vpd)	36000-39500	41400-45100	44000-48300
Capacity (vpd)	40000-45200	57000	57000

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	Freeway	Freeway
Travel Lanes	-	4	4
Volume (vpd)	-	31000-34700	27900
Capacity (vpd)	-	57000	57000

Capacity Data: Year

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

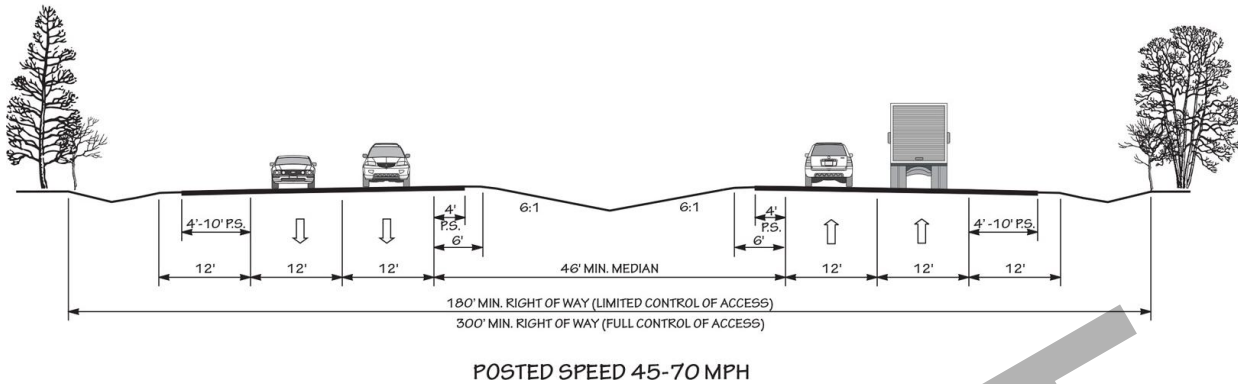


Typical Section Options:

None

TYPICAL SECTION No. 4A

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



Project History/Linkage to Other Plans
 This project is a part of the 2026-2035 STIP. It has a stated right of way (ROW) year of 2019 and a construction year of 2024. This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020. The western portion of the bypass up to NC 150 has been completed while the rest is currently under construction. US 74 is classified as a Strategic Transportation Corridor (STC), corridor U. The entire route is federally designated as a truck route from western North Carolina to Wilmington. Truck traffic is high along this route (see Truck Traffic section for data).

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility by providing an alternate route which can help in relieving congestion through Cleveland County while improving the movements of people and goods.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 7 participants. About 86% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 5 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

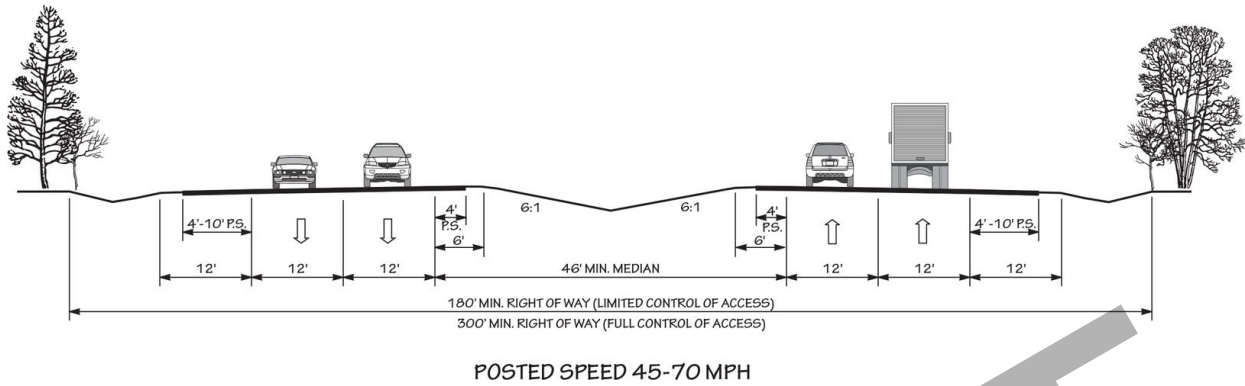
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 4A

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



- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Relationship to Land Use

This road bypasses the city of Shelby. There is expected to be residential development within Shelby, specially on the eastern part of the city near NC 150.

Truck Traffic

Average truck traffic along US 74 through Shelby is around 11%.

DRAFT

US 74 (W Dixon Blvd)

From NC 226 to W Warren St

Local ID: R-5713

Purpose: Congestion

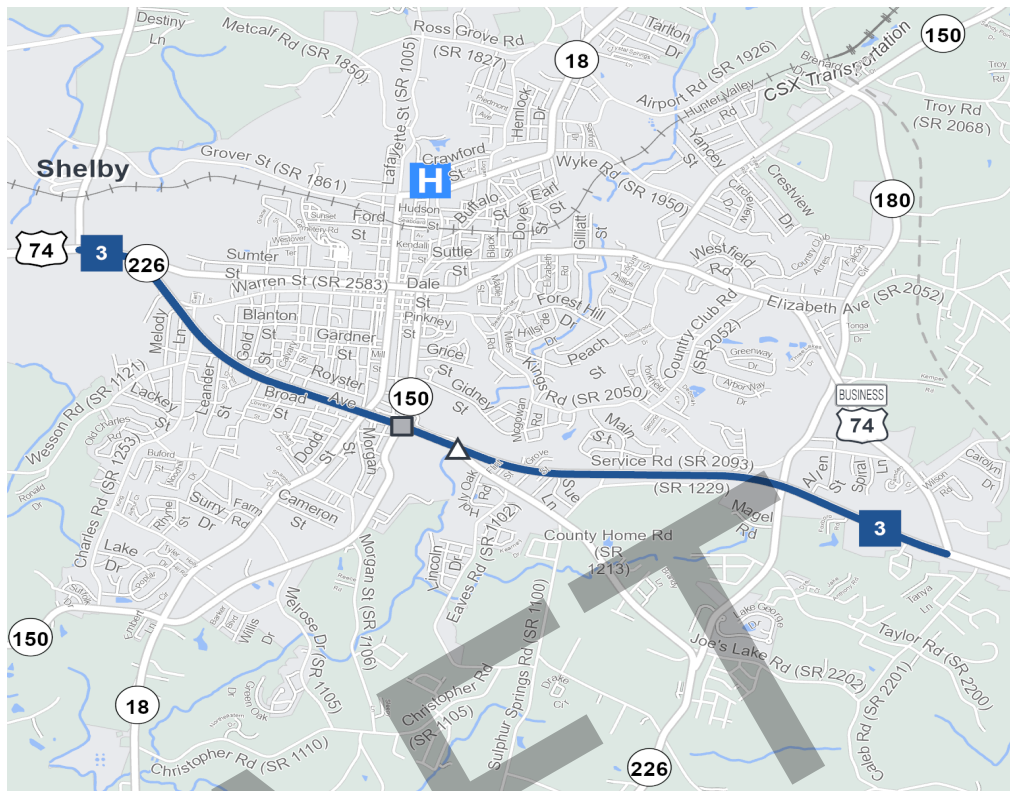
Improvement: Improve Existing

Identified Need

US 74 through downtown Shelby is currently near or over capacity. There are multiple crashes along this section at various key intersections, affecting traffic operations and safety.

Recommendation

Construct access management improvements along US 74 from NC 226 to W Warren St to improve traffic operations and safety.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	[Red dashed line]	[Red dashed line]	Interchange	[Circle with square]	[Square]
Access Management / Operations	[Blue dashed line]	[Blue dashed line]	Bridge / Overpass	[Circle with circle]	[Circle]
Modernization	[Cyan dashed line]	[Cyan dashed line]	Intersection	[Circle with triangle]	[Triangle]
Other	[Yellow dashed line]	[Yellow dashed line]			

Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	6.00
Existing ROW (feet)	55-200
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	26500-39500	15400-28700	16600-29500
Capacity (vpd)	33900-40000	33900-40000	33900-40000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023

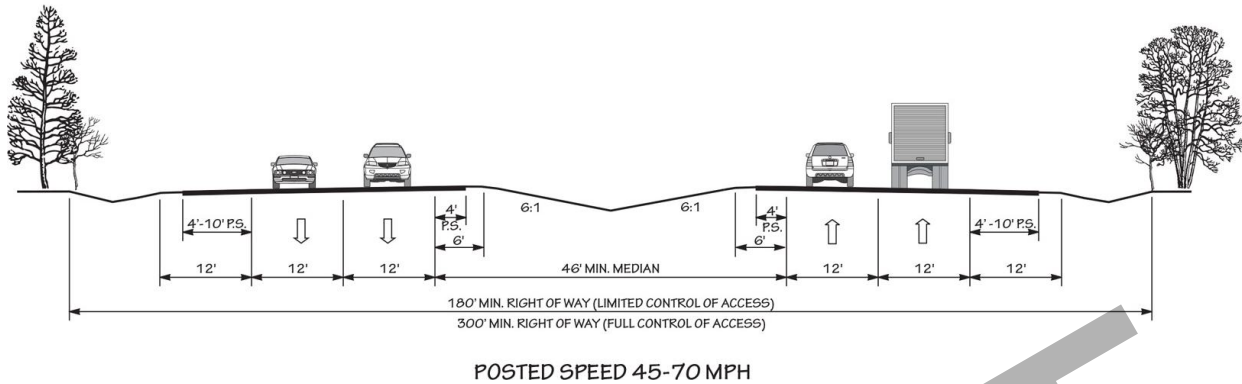


Typical Section Options:

TYPICAL SECTION No. 4A

None

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



Project History/Linkage to Other Plans

This project is a part of the 2026-2035 STIP and is listed as "funded for preliminary engineering only." It has the spot ID of H111181. This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020. US 74 is classified as a Strategic Transportation Corridor (STC), corridor U. The entire route is federally designated as a truck route from western North Carolina to Wilmington. Truck traffic is high along this route (see Truck Traffic section for data).

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and alleviating congestion by improving control of access.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 7 participants. About 86% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 31 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)

- 1 Hazard Substance Disposal Site(s)
- 2 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 2 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Title VI Considerations

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

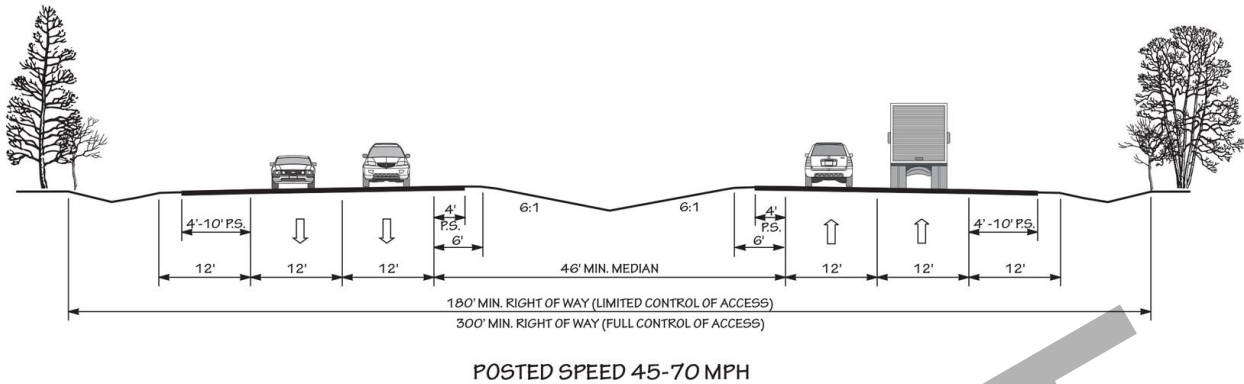
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races

Typical Section Options:

TYPICAL SECTION No. 4A

None

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



- Between 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 854 crashes on this road between Long Branch Rd and Stony Point Rd. There were 8 fatal or severe injury crashes, 199 moderate or minor injury crashes, and 647 property damage only crashes.

Deficient Bridges

There are 2 functionally obsolete bridges along this recommendation: #79 and #87.

Truck Traffic

Average truck traffic along this recommendation is around 11%.

Relationship to Land Use

This road passes on the southern part of Shelby. There are many major businesses present at both sides of this roadway as well as the Shelby High School, and new residential development.

US 74 and Lattimore Road (SR 1168) Intersection

Local ID: R-4045

Purpose: Intersection

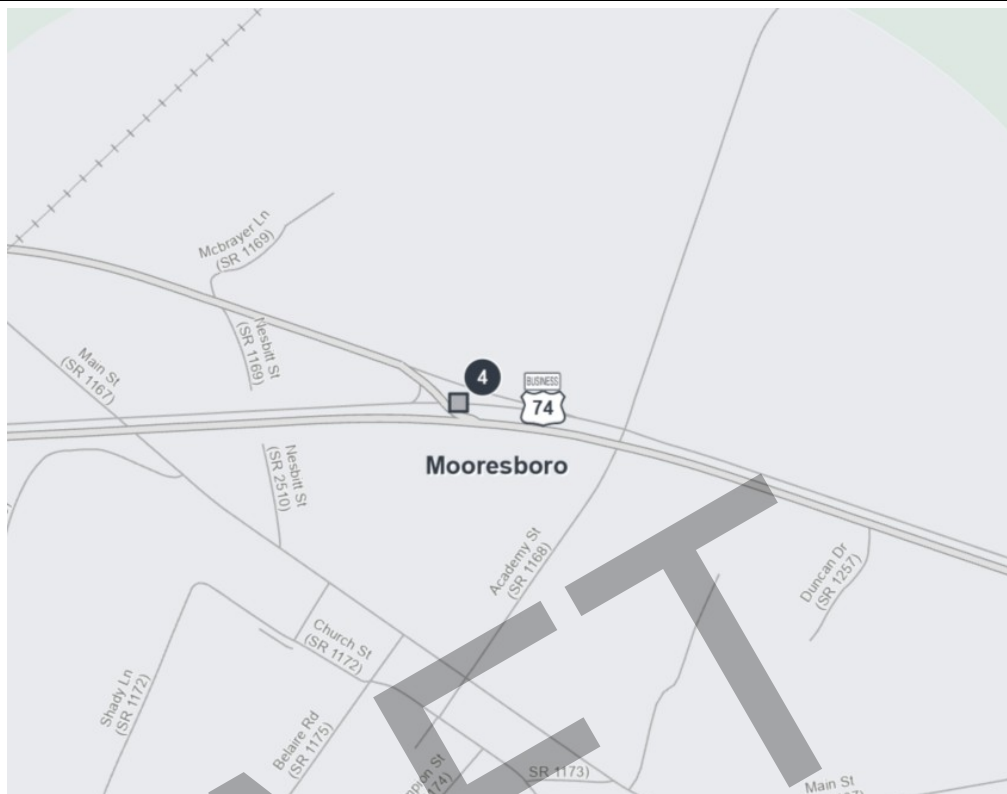
Improvement: Improve Existing

Identified Need

US 74 is a major East-West connector through Cleveland county with high truck traffic. It is envisioned to be a freeway from I-26 to I-85. The intersection at Lattimore road hinders the mobility of the corridor due to it being an at-grade intersection.

Recommendation

Upgrade at-grade intersection to an interchange to improve mobility and safety.



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

Proposal At A Glance

Highway Class	Intersection Improvement
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	-
Existing ROW (feet)	-
Safety Risk Score	100

Proposal Data: 2022 Base Year 2055 Future Year

	US 74	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4	4
Volume (vpd)	21500	29100	29200	29200
Capacity (vpd)	45200	45200	45200	45200

Capacity Data: Year

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



Project History/Linkage to Other Plans

This project is a part of the 2026-2035 STIP. It has a SPOT ID of H150527 and is currently under construction. This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation.

This recommendation aims to enhance the roadway systems by improving a key intersection to allow for better mobility and reduce safety issues.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 2 participants who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

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

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 38 crashes on this road. There were 2 fatal or severe injury crashes, 17 moderate or minor injury crashes, and 19 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 14%.

US 74 (Dixon Boulevard) and NC 150

Local ID: U-2567

Purpose: Intersection

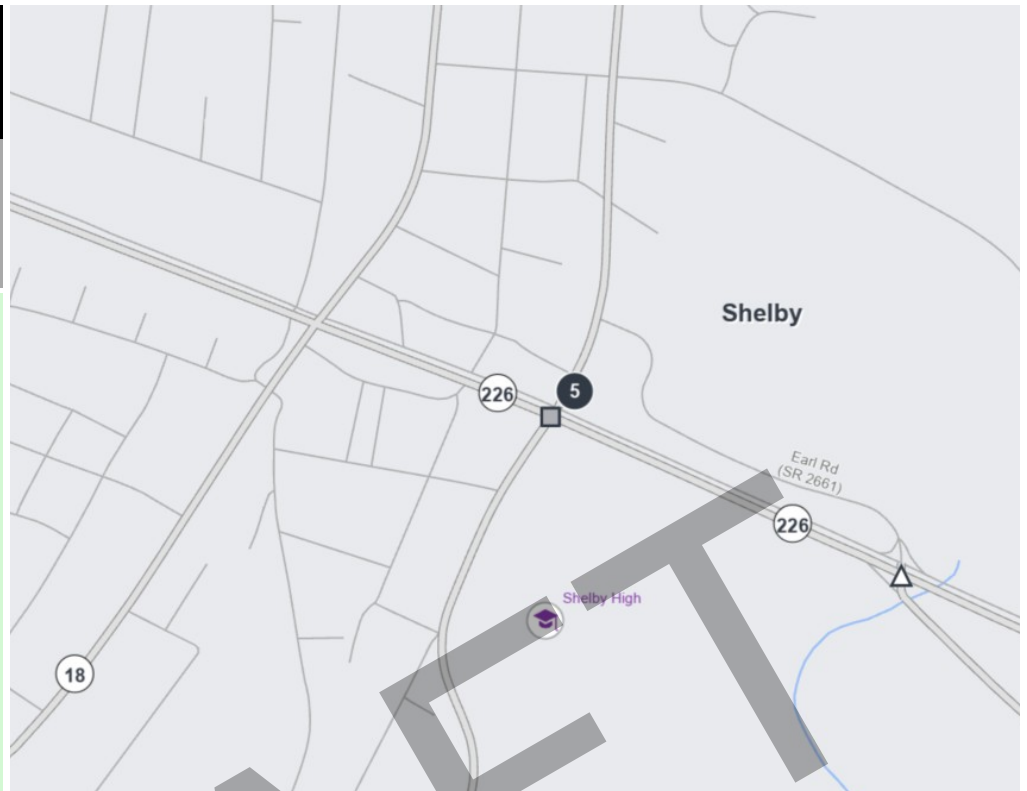
Improvement: Improve Existing

Identified Need

US 74 through Shelby is projected to be near or over capacity by 2055. There are multiple recorded crashes at the intersection with NC 150, impacting safety and mobility.

Recommendation

Upgrade at-grade intersection at US 74 and NC 150 to improve mobility and safety.



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

Proposal At A Glance

Highway Class	Intersection Improvement
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	-
Existing ROW (feet)	-
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

US 74	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	30000	18900	20200
Capacity (vpd)	33900	33900	33900

Capacity Data: Year

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



Project History/Linkage to Other Plans

This project is a part of the 2026-2035 STIP. It is currently funded for preliminary engineering only. It has a SPOT ID of H090349. This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation.

This recommendation aims to enhance the roadway systems by improving a key intersection to allow for better mobility and reduce safety issues.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 3 participants who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

All environmental data in the database was considered.

This Project is within 150 feet of:

- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 122 crashes on this road. There were 0 fatal or severe injury crashes, 24 moderate or minor injury crashes, and 98 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 8%

US 74 (Dixon Boulevard) and NC 226 Intersection

Local ID: U-5929

Purpose: Intersection

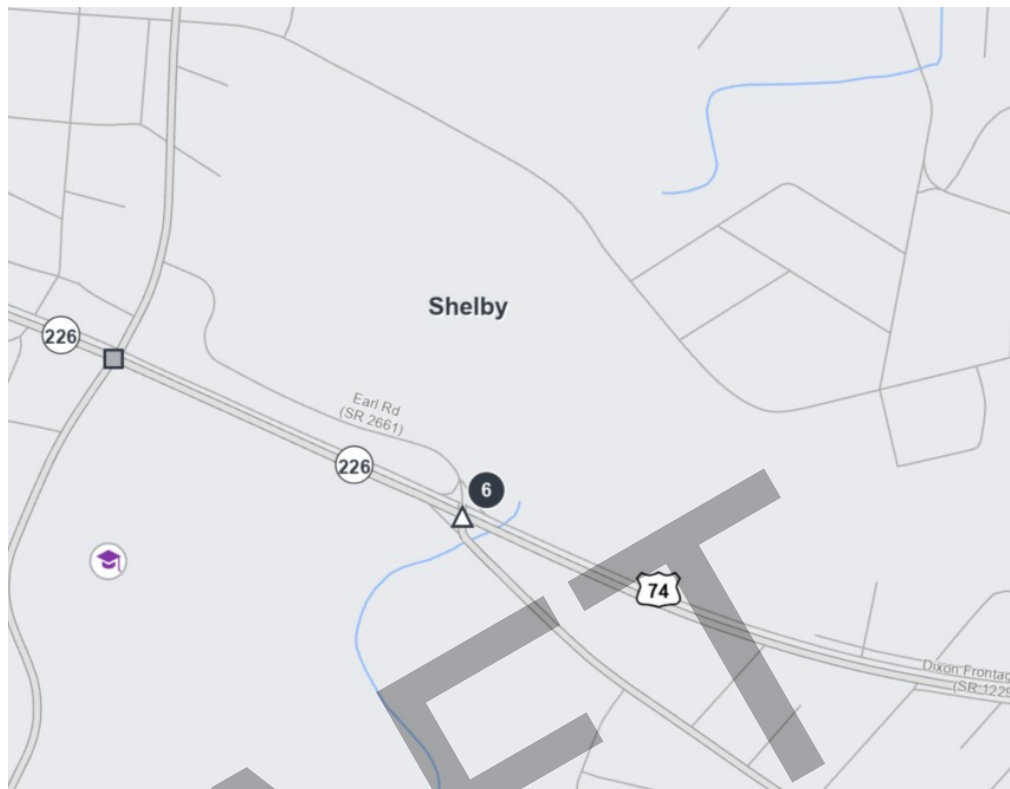
Improvement: Improve Existing

Identified Need

US 74 through Shelby is projected to be near or over capacity by 2055. There are multiple recorded crashes at the intersection with NC 226, impacting safety and mobility.

Recommendation

Upgrade intersection at US 74 and NC 226 to improve mobility and safety.



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

Proposal At A Glance

Highway Class	Intersection Improvement
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	-
Existing ROW (feet)	-
Safety Risk Score	78

Proposal Data: 2022 Base Year 2055 Future Year

	US 74	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4	4
Volume (vpd)	39000	28700	29500	29500
Capacity (vpd)	33900	33900	33900	33900

Capacity Data: Year

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



Project History/Linkage to Other Plans

This project is a part of the 2026-2035 STIP. It is currently funded for preliminary engineering only. It has a SPOT ID of H150521. This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation.

This recommendation aims to enhance the roadway systems by improving a key intersection to allow for better mobility and reduce safety issues.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 4 participants who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

All environmental data in the database was considered.

This Project is within 150 feet of:

- 7 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 116 crashes on this road. There were 0 fatal or severe injury crashes, 22 moderate or minor injury crashes, and 94 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 9%

NC 161 (York Rd)

From US 74 to the South Carolina Boundary

Local ID: CLEV30001-H

Purpose: Congestion

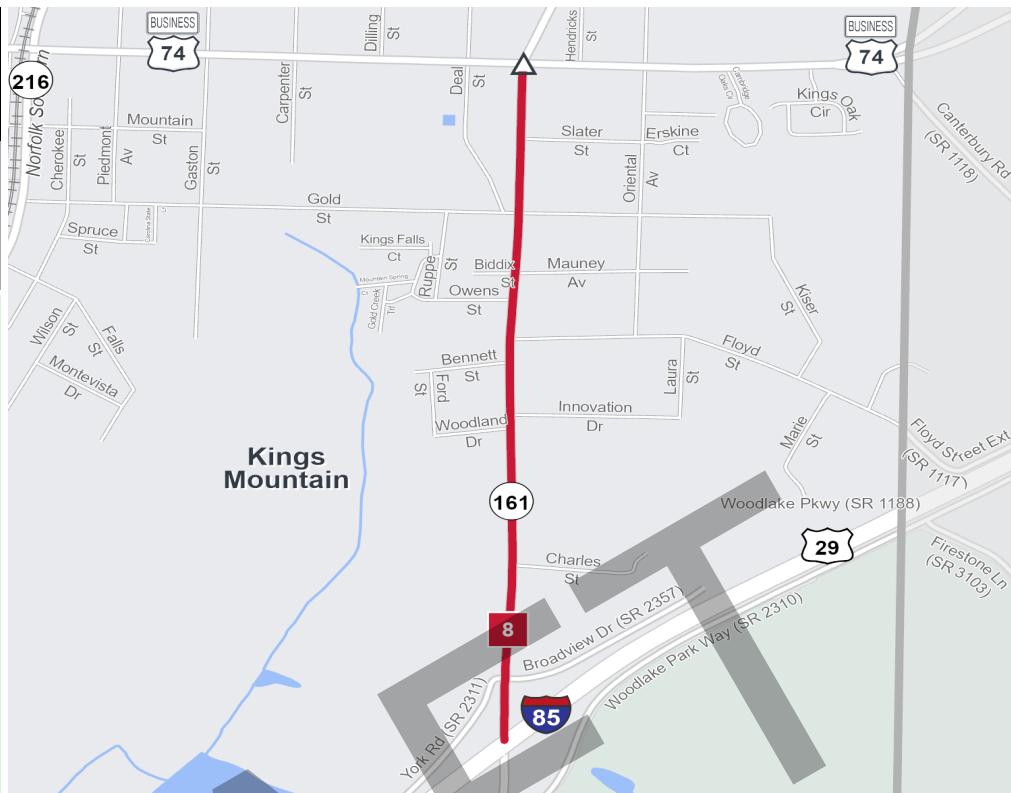
Improvement: Improve Existing

Identified Need

NC 161 provides an important North-South connection in Kings Mountain, and access to I-85. York Rd is currently near capacity and predicted to be over capacity by 2055 from US 74 to Broadview Dr (SR 2357).

Recommendation

Improve NC 161 to a two lane boulevard from US 74 to I 85 while adding roundabouts at key intersections to improve mobility and reduce congestion. Add sidewalk to complete gaps.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 I
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	50-130
Safety Risk Score	67

Proposal Data:	2022 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Boulevard
Travel Lanes	2-lane	2	2	2
Volume (vpd)	12500	15800-17400	15800-17400	15800-20000
Capacity (vpd)	12700-26800	12700-26800	12700-26800	18300

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2025

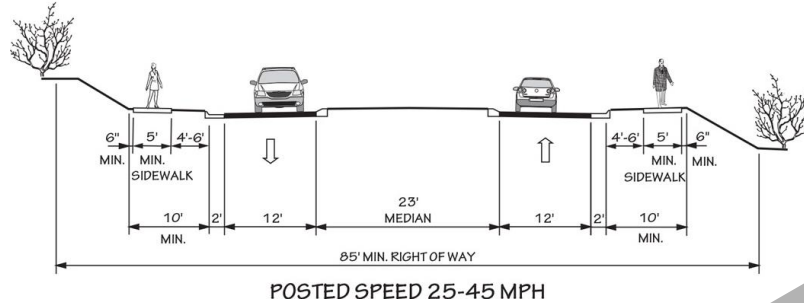


Typical Section Options:

None

TYPICAL SECTION No. 21

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



Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and relieving congestion through Kings Mountain while improving access to local businesses.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 2 participants who both agreed with this recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+

- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 55 crashes on this road. There were 0 fatal or severe injury crashes, 13 moderate or minor injury crashes, and 42 property damage only crashes.

Deficient Bridges

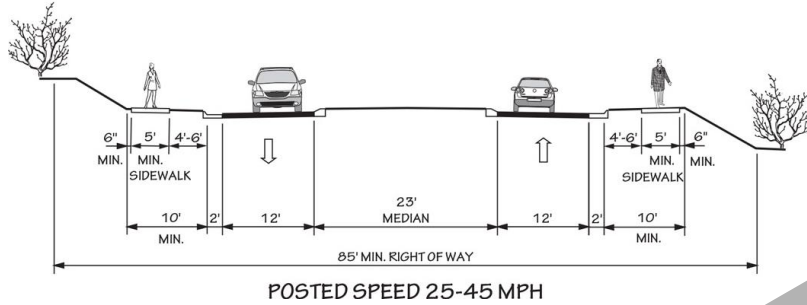
There are no functionally obsolete bridges along this recommendation.

Typical Section Options:

None

TYPICAL SECTION No. 21

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



Truck Traffic

Average truck traffic along this recommendation is around 6%.

Relationship to Land Use

This road is a commercial street on the southeastern part of Kings Mountain. There is expected to be incoming development along this location.

DRAFT

NC 18 (Fallston Rd)

From Jim Cline Rd (SR 1800) to Ridgedale Dr

Local ID: CLEV30002-H

Purpose: Facility Deficiencies

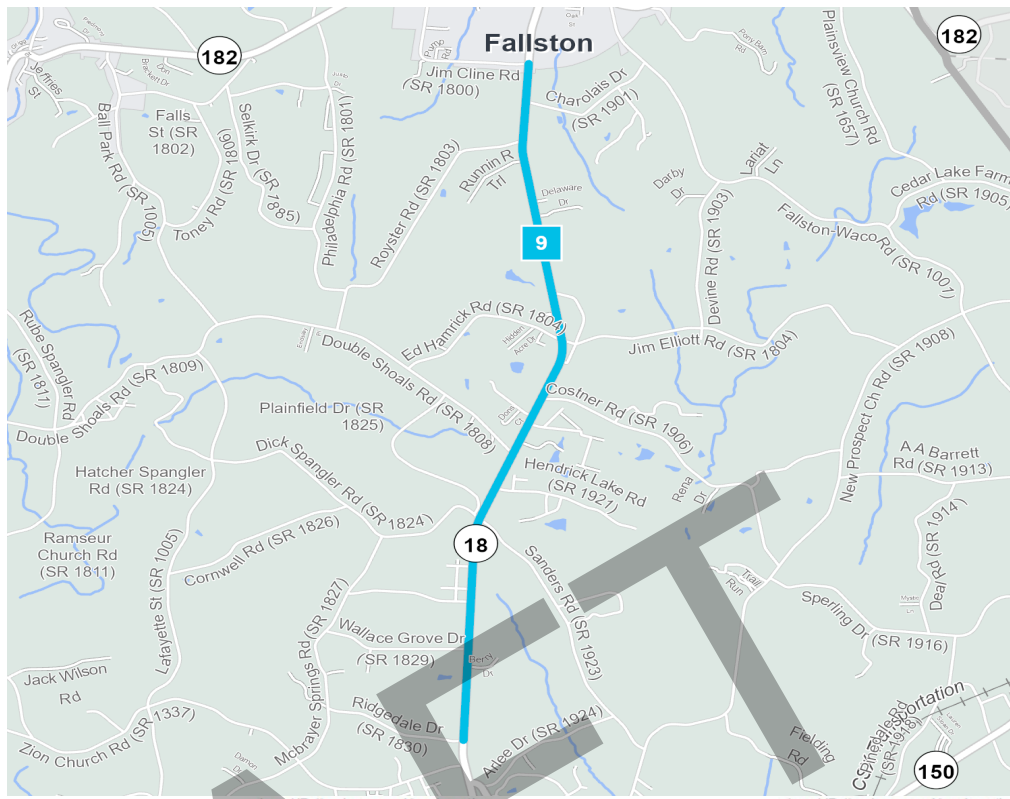
Improvement: Improve Existing

Identified Need

NC 18 is a North-South connector that connects the town of Fallston to Shelby. This road has narrow lanes and is projected to be near or over capacity by 2055.

Recommendation

Modernize NC 18 from Jim Cline Rd (SR 1800) to Ridgedale Dr to 12 foot lanes and paved shoulders to improve mobility.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	5.10
Existing ROW (feet)	60-80
Safety Risk Score	100

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	6500-12000	8900-15000	9200-15500
Capacity (vpd)	13600-14100	13600-14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2050

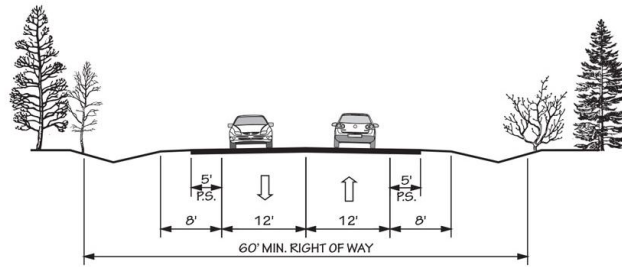


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and alleviating congestion by improving control of access.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 4 participants. 100% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 83 crashes on this road. There were 0 fatal or severe injury crashes, 13 moderate or minor injury crashes, and 42 property damage only crashes.

Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is around 6%.

NC 18 (Fallston Rd/Grover St)

From E Zion Church Rd (SR 1337) to N Lafayette St

Local ID: CLEV30003-H

Purpose: Congestion

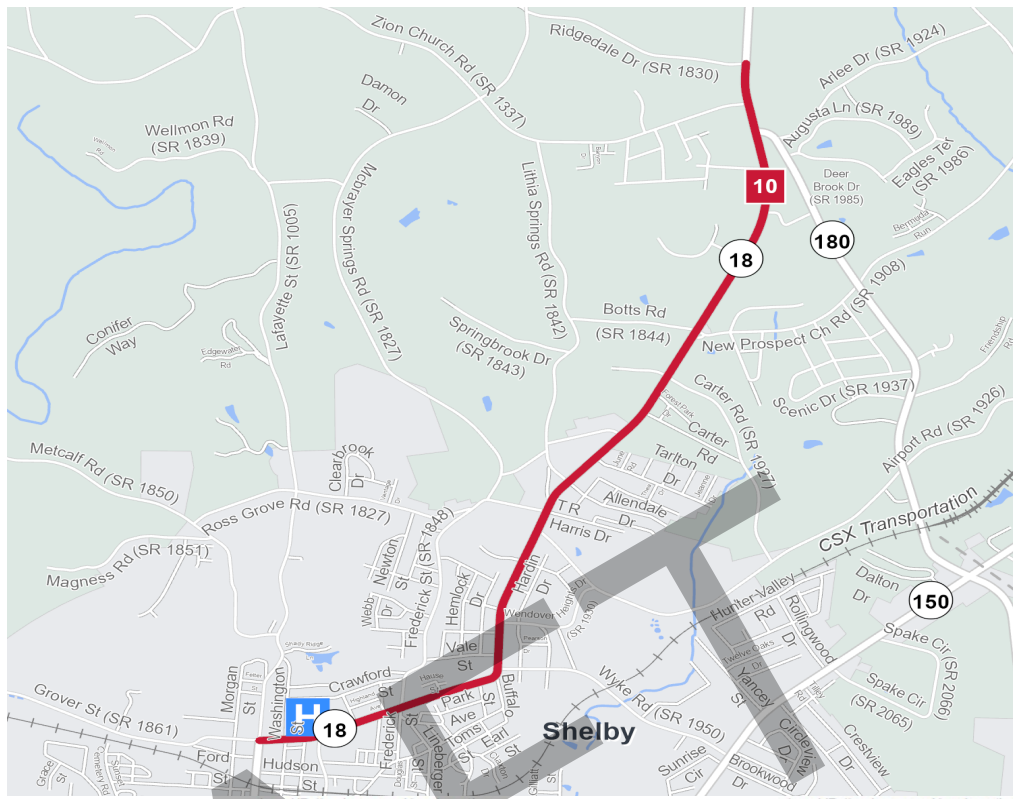
Improvement: Improve Existing

Identified Need

NC 18 is a North-South connector that goes through Shelby and connects to South Carolina. This road has narrow lanes and portions of this road that go through downtown Shelby are projected to be near or over capacity by 2055.

Recommendation

Improve NC 18 from E Zion Church Rd (SR 1337) to N Lafayette St to a four lane boulevard to improve access management and mobility. Add a multiuse path between Lafayette St and Wyke Rd and finish sidewalk connections between Wyke Rd and the Shelby bypass.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	4F, 4G
Length (miles)	4.00
Existing ROW (feet)	50-80
Safety Risk Score	78

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	6000-20000	12300-26800	12700-27800
Capacity (vpd)	20700-29300	20700-29300	28100-35100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2027

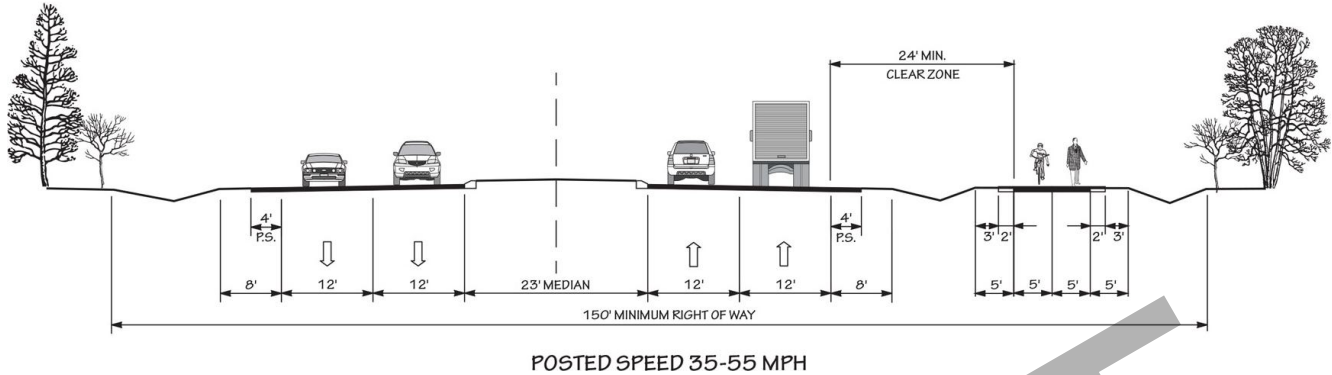


Typical Section Options:

4F, 4G

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation was included in the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and alleviating congestion by improving control of access.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 3 participants. 100% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 5 Flood Hazard Area Feature(s)
- 2 Hazard Substance Disposal Site(s)
- 3 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+

- Between 75% and 100% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 294 crashes on this road. There were 4 fatal or severe injury crashes, 68 moderate or minor injury crashes, and 222 property damage only crashes.

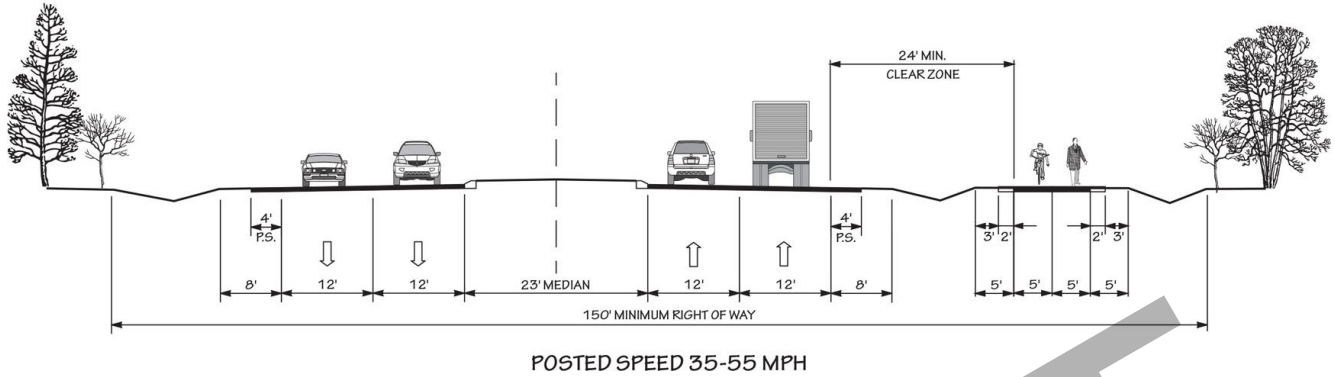
Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Typical Section Options:
4F, 4G

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Truck Traffic

Average truck traffic along this recommendation is around 6%.

Relationship to Land Use

This is a major road running north-south through the town of Shelby. It leads to the central downtown and consists of commercial and residential areas.

DRAFT

NC 18 (Lafayette St)

From E Graham St to NC 150

Local ID: CLEV30004-H

Purpose: Congestion

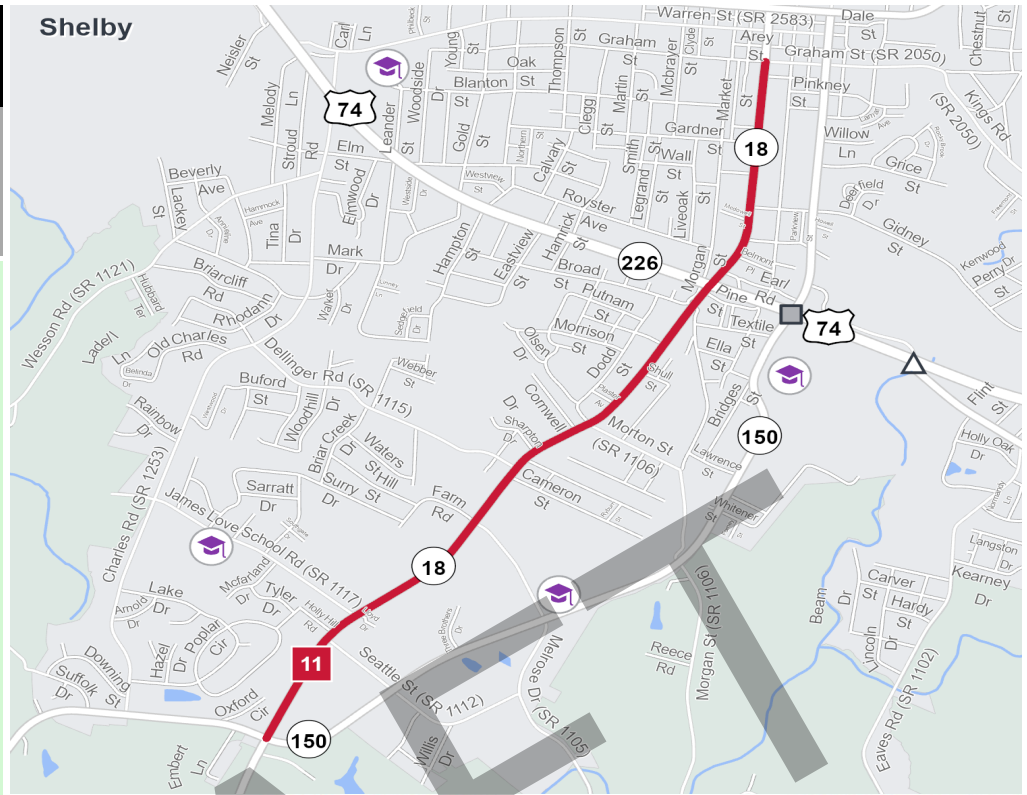
Improvement: Improve Existing

Identified Need

NC 18 is a North-South connector that goes through Shelby and connects to South Carolina. This road has narrow lanes and portions of this road that go through downtown Shelby are projected to be near capacity by 2055.

Recommendation

Improve NC 18 from E Graham St to NC 150 to a four lane boulevard to improve access management and mobility. Add a multiuse path to improve bicycle and pedestrian access through the businesses along NC 18.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	4F, 4G
Length (miles)	2.70
Existing ROW (feet)	60-80
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard	
Travel Lanes	2	2	4	
Volume (vpd)	5500-11000	5500-11700	5200-11700	
Capacity (vpd)	11100-24300	11100-24300	25400-35100	

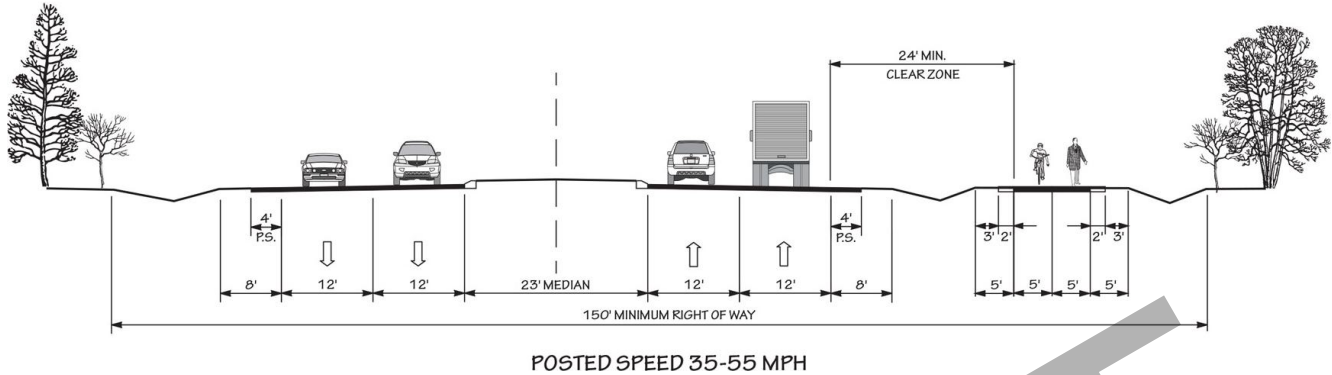
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
4F, 4G

TYPICAL SECTION No. 4I
4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation was included in the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

Impacts to Natural and/or Human Environment

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

- 1 Hazard Substance Disposal Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 50% and 100% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

- Between 5% and 10% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 131 crashes on this road. There were 0 fatal or severe injury crashes, 39 moderate or minor injury crashes, and 92 property damage only crashes.

Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is around 3%.

Relationship to Land Use

This is a major road running north-south through the town of Shelby. It leads to the central downtown and consists of commercial and residential areas.

NC 150 (Cherryville Rd)

From US 74 to the Gaston County Boundary

Local ID: CLEV30006-H

Purpose: Facility Deficiencies

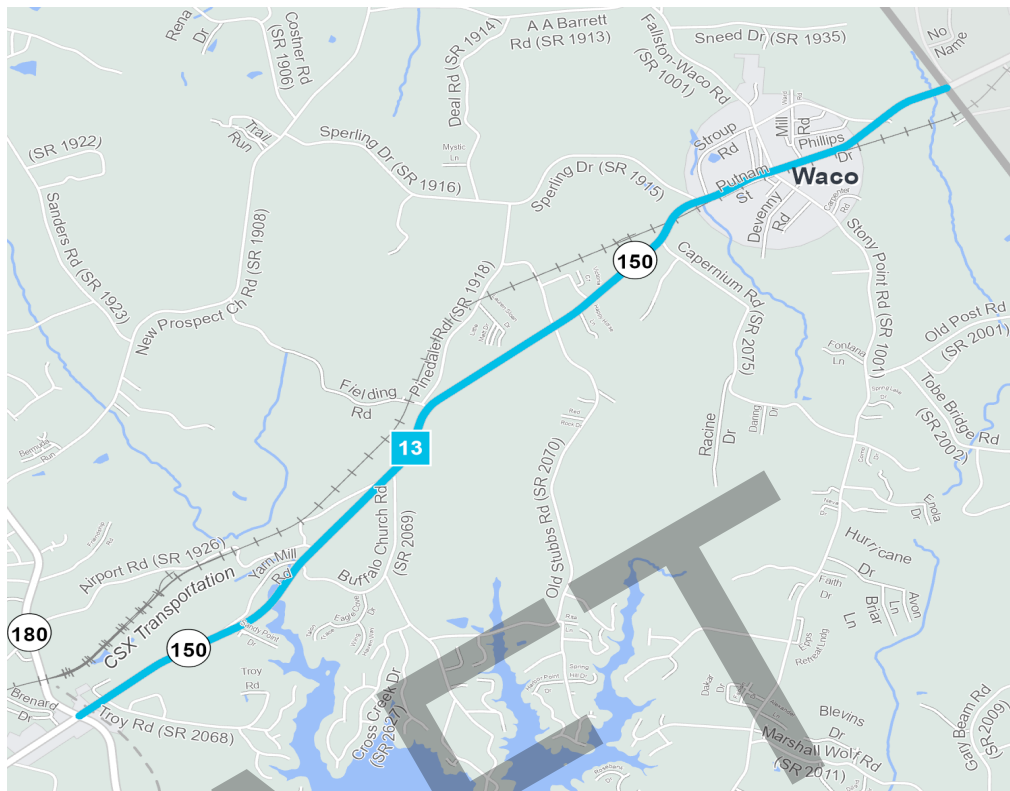
Improvement: Improve Existing

Identified Need

NC 150 is a connector between Shelby and Cherryville. There are multiple crashes recorded along this corridor, impacting mobility and safety.

Recommendation

Modernize NC 150 from US 74 to the Gaston County Boundary to 12 foot lanes and paved shoulders while making safety improvements at intersections to improve mobility and safety.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	2B
Length (miles)	6.00
Existing ROW (feet)	60-100
Safety Risk Score	100

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	7900-10000	10400-13200	10500-13300
Capacity (vpd)	10700-14600	10700-14600	11600-15100

Capacity Data: Year

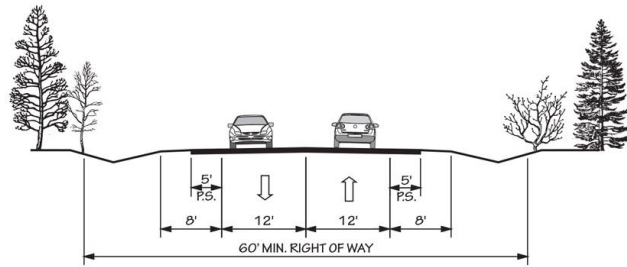
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
2B

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

This recommendation is included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan. This recommendation was also included in the Gaston-Cleveland-Lincoln Comprehensive Transportation Plan that was amended in 2020, but the limits were from US 74 to Capernium Rd.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by upgrading it to modern standards and improving safety at intersections.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 4 participants. 100% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 10 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 3 Major River Feature(s)
- 3 Managed Area Feature(s)
- 10 Wetland Feature(s)

- 12 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Title VI Considerations

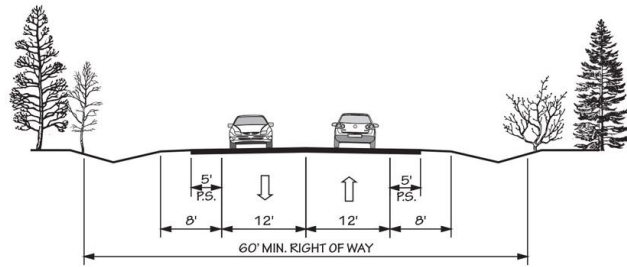
This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

Typical Section Options:
2B

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 152 crashes on this road. There was 1 fatal or severe injury crashes, 101 moderate or minor injury crashes, and 50 property damage only crashes.

Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is around 6%.

NC 150 (College Ave)

From NC 18 to N Main St

Local ID: CLEV30007-H

Purpose: Facility Deficiencies

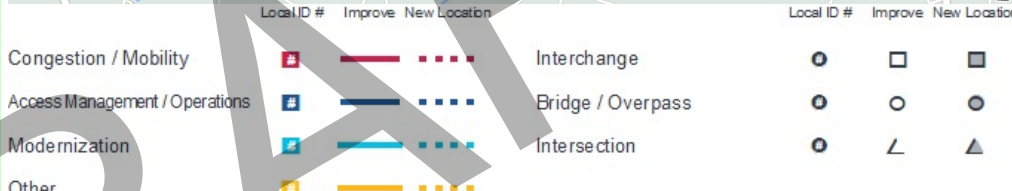
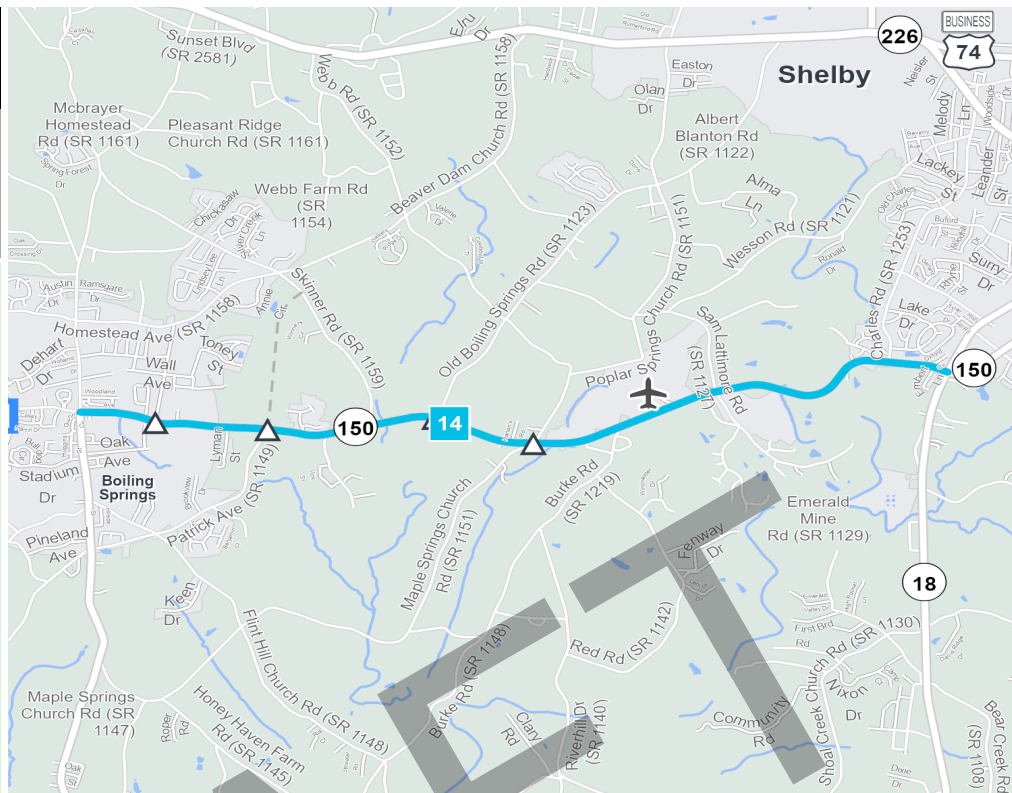
Improvement: Improve Existing

Identified Need

NC 150 is a major connector from Shelby to Boiling Springs. This road has high traffic and has multiple crashes at various intersections, impacting mobility.

Recommendation

Modernize NC 150 from NC 18 to NC 150 in Boiling Springs and construct roundabouts at various intersections, including Old Boiling Springs Rd, Patrick Ave, and Hillcrest St. Add a multiuse path to improve bicycle and pedestrian access.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 M
Section Options	2A, 2B
Length (miles)	6.10
Existing ROW (feet)	60-150
Safety Risk Score	100

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	7100-11500	6500-12300	5800-11500
Capacity (vpd)	10700-15100	10700-15100	11600-15100

Capacity Data: Year

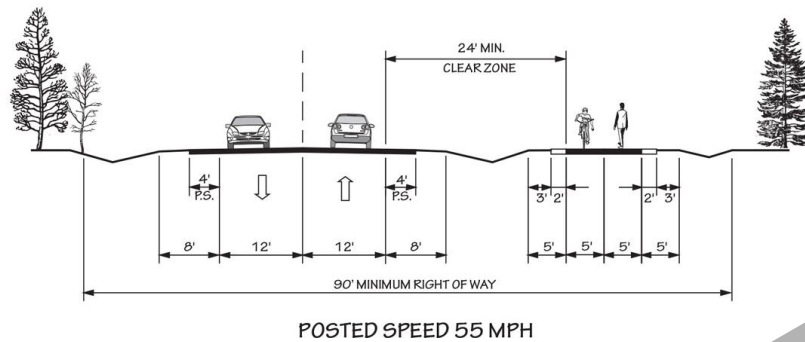
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
2A, 2B

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALK



Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by upgrading it to modern standards and improving safety at intersections.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 8 participants. About 75% of participants agreed with this proposal. One comment was left on this project stating that people do not know how to use roundabouts.

Impacts to Natural and/or Human Environment

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

- 1 Ambient Water Quality Monitoring Site(s)
- 4 Flood Hazard Area Feature(s)
- 3 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 9 Wetland Feature(s)
- 8 River And Stream Feature(s)

- 1 Lake And Pond Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

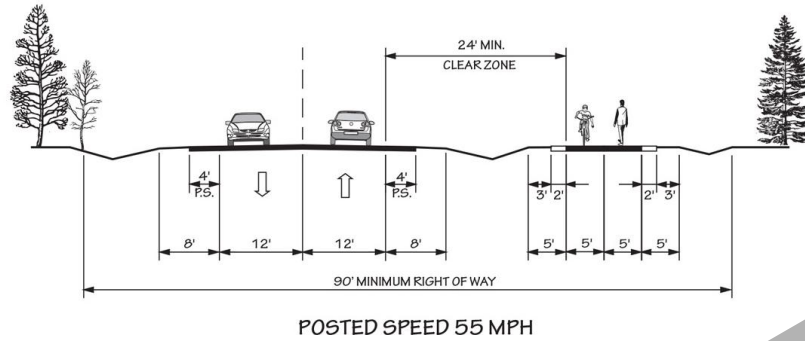
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

Other Information

Typical Section Options:
2A, 2B

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Crash Data

Between January 2019 and December 2023, there were a total of 245 crashes on this road. There were 5 fatal or severe injury crashes, 54 moderate or minor injury crashes, and 186 property damage only crashes.

Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is around 6%.

DRAFT

NC 180 (Post Rd)

From Elizabeth Ave (SR 2052) to NC 150

Local ID: CLEV30009-H

Purpose: Congestion

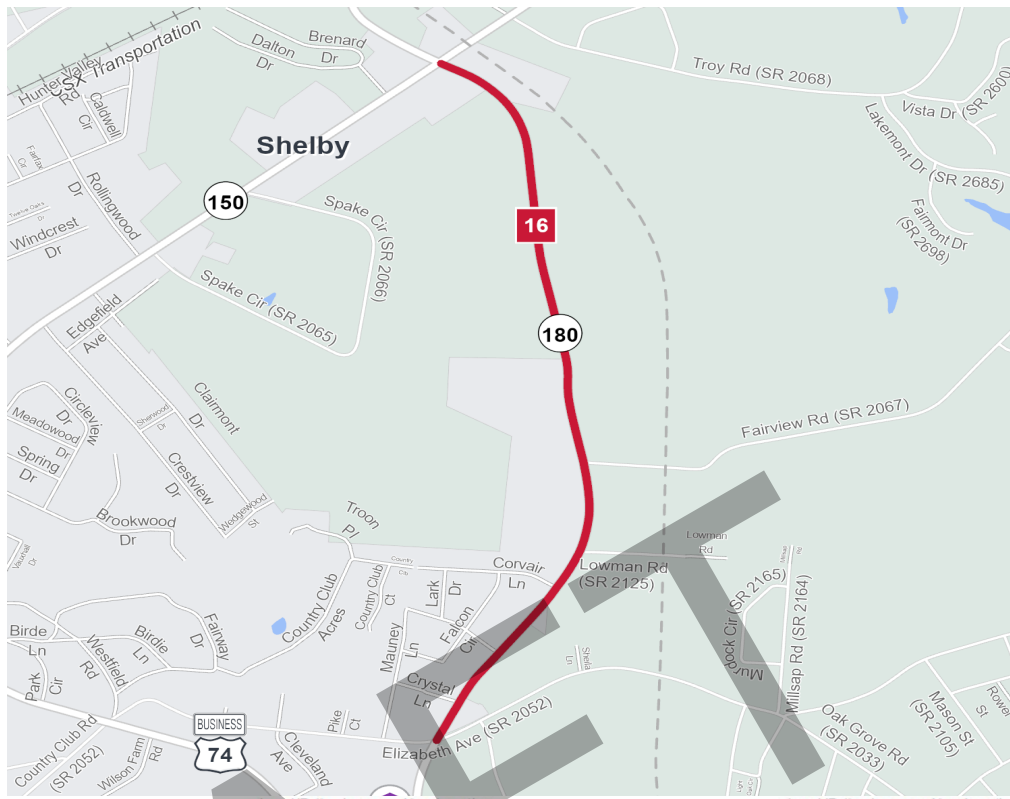
Improvement: Improve Existing

Identified Need

NC 180 is a major north south corridor connecting Shelby to Patterson Springs. It is projected to be near capacity in 2055 and has multiple crashes along this section.

Recommendation

Improve NC 180 from Elizabeth Ave to NC 150 to a four lane boulevard to address congestion and improve mobility and safety. Add a multiuse path to improve bicycle and pedestrian access.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	4F, 4G
Length (miles)	1.60
Existing ROW (feet)	60-100
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year
	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	11000-12000	8600-9400	10500-11500
Capacity (vpd)	12000-14600	12000-14600	35100

Capacity Data: Year

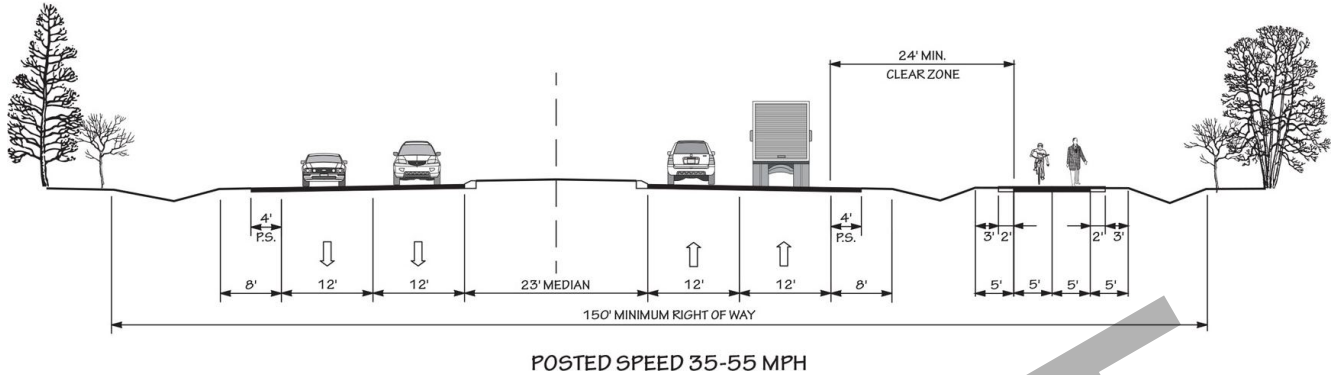
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
4F, 4G

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility and alleviating congestion by improving control of access.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 1 participants who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 1 Hazardous Waste Facility(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+

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

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 92 crashes on this road. There were 1 fatal or severe injury crashes, 34 moderate or minor injury crashes, and 57 property damage only crashes.

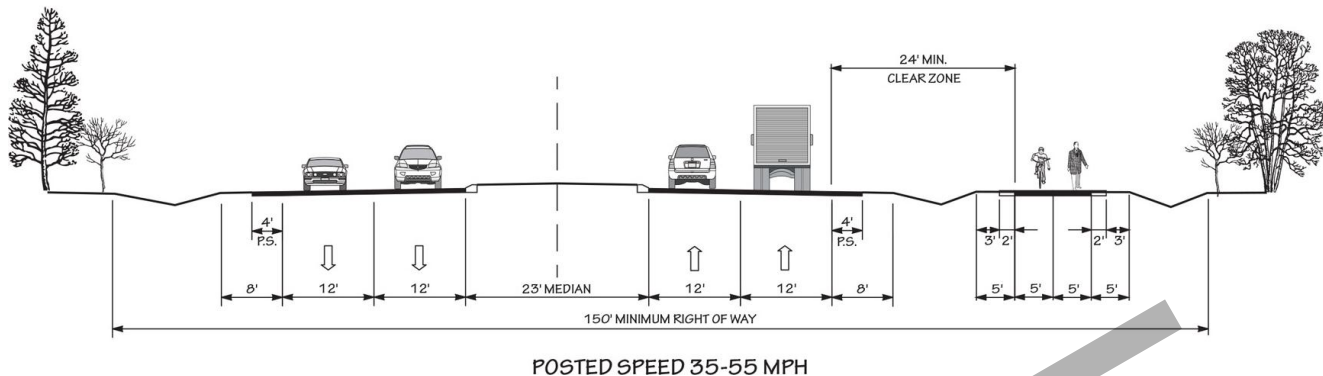
Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Typical Section Options:
4F, 4G

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Truck Traffic

Average truck traffic along this recommendation is around 8%.

Relationship to Land Use

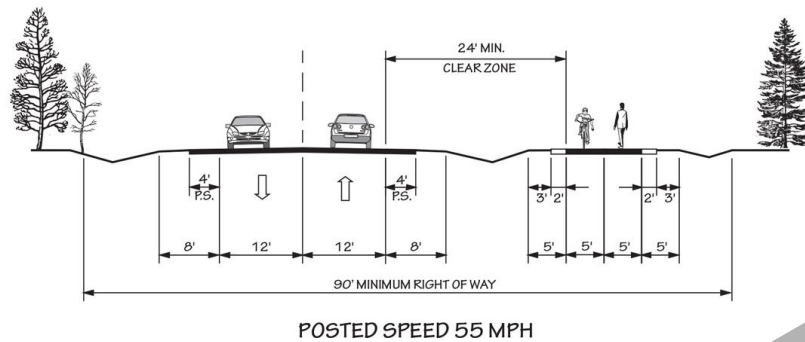
This road intersects with NC 150 which is expected to have incoming development. This facility runs parallel with the projected Shelby bypass.

DRAFT

Typical Section Options:
2A, 2B

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan and the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by upgrading it to modern standards and improving safety.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 3 participants. About 67% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 245 crashes on this road. There were 9 fatal or severe injury crashes, 83 moderate or minor injury crashes, and 153 property damage only crashes.

Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

Truck Traffic

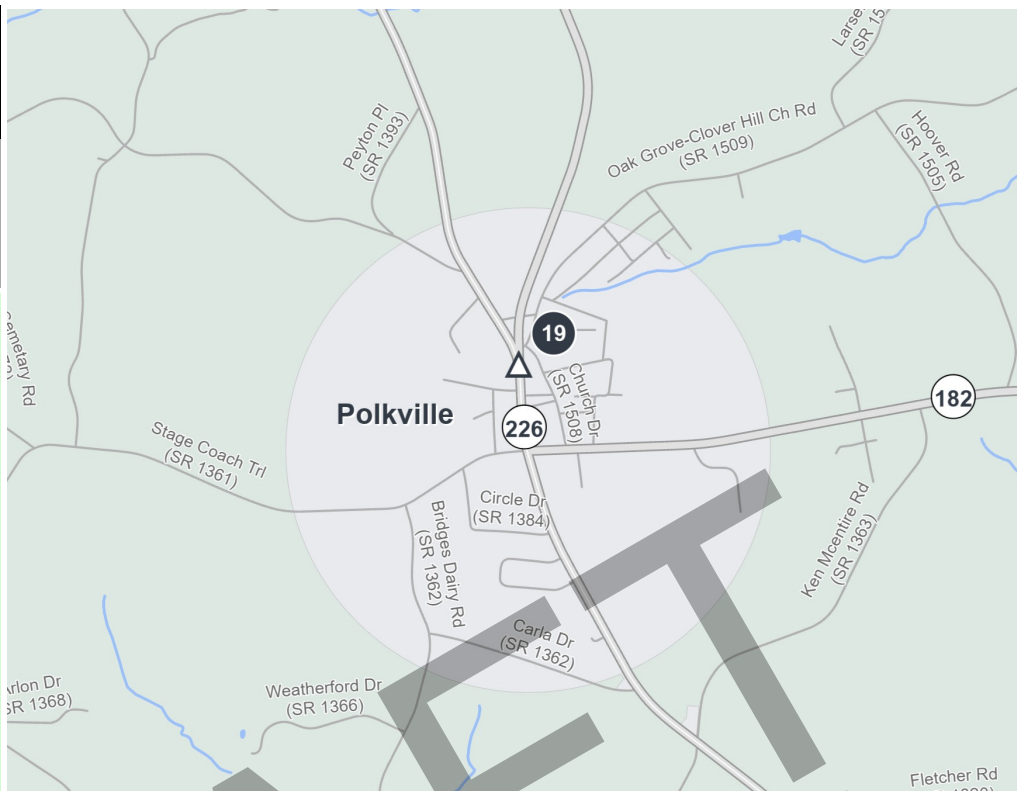
Average truck traffic along this recommendation is around 6%.

NC 226 & NC 10 Intersection

Local ID: CLEV30012-H
 Purpose: Intersection
 Improvement: Improve Existing

Identified Need
 The NC 226 & NC 10 intersection is a Y-intersection which causes difficult turning movements.

Recommendation
 Realign NC 10 (Casar Road) to make a T-intersection with NC 226 (Polkville Road) to address mobility concerns.



Proposal At A Glance

Highway Class	Intersection Improvement
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	-
Existing ROW (feet)	-
Safety Risk Score	89

Proposal Data: 2022 Base Year 2055 Future Year

NC 226	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	5000	6100	6100	
Capacity (vpd)	16000	16000	16000	

Capacity Data: Year

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



Project History/Linkage to Other Plans

This recommendation was included in the 2055 Gaston-Cleveland-Lincoln MPO Metropolitan Transportation Plan.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation.

This recommendation aims to enhance the roadway systems by improving a key intersection to allow for better mobility and reduce safety issues.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 1 participant who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

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

Other Information

Crash Data

Between January 2019 and December 2023, there were a total of 11 crashes near this intersection. There was 1 fatal or severe injury crashes, 1 moderate or minor injury crashes, and 9 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 12%

Kings Mountain Blvd Extension

US 74 BUS to US 74

Local ID: CLEV40004-H

Purpose: Mobility

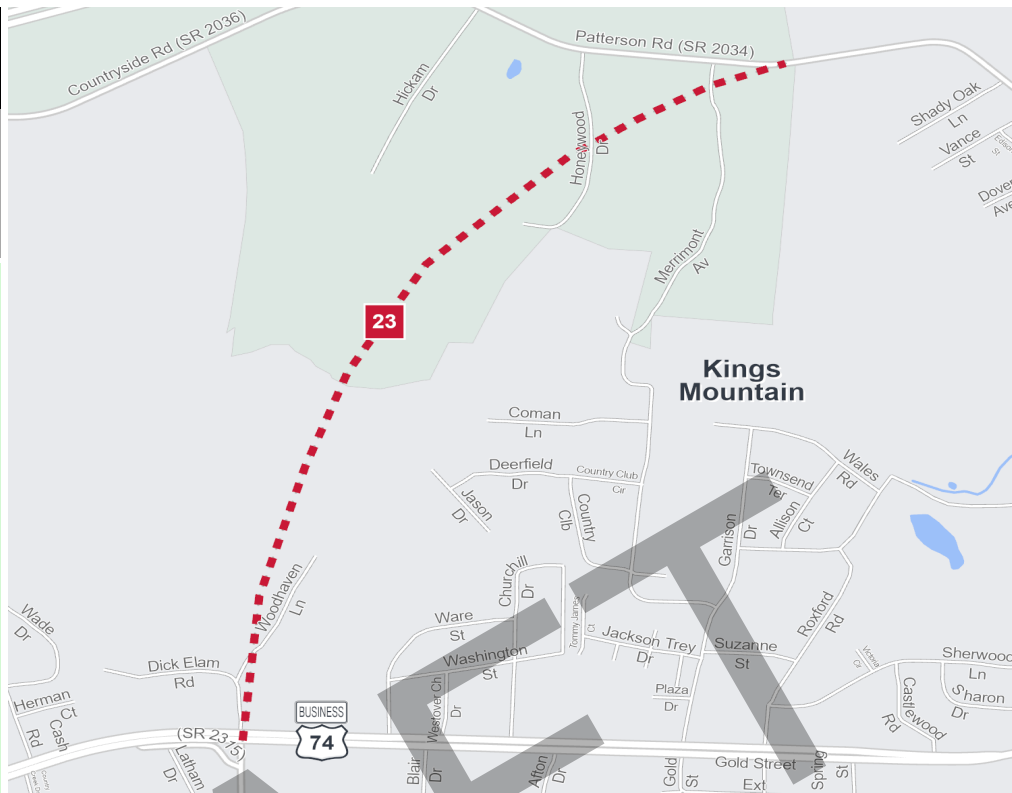
Improvement: New Location

Identified Need

US 74 BUS and NC 161 are projected to be near or over capacity by 2055 and connectivity is limited in the areas northwest of Kings Mountain, inhibiting local mobility to and from destinations near Kings Mountain.

Recommendation

Extend Kings Mountain Blvd to US 74 BUS to improve mobility in Kings Mountain. Add a bicycle and pedestrian access along this new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	2A, 2B
Length (miles)	1.40
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	800
Capacity (vpd)	-	-	14600

Capacity Data: Year

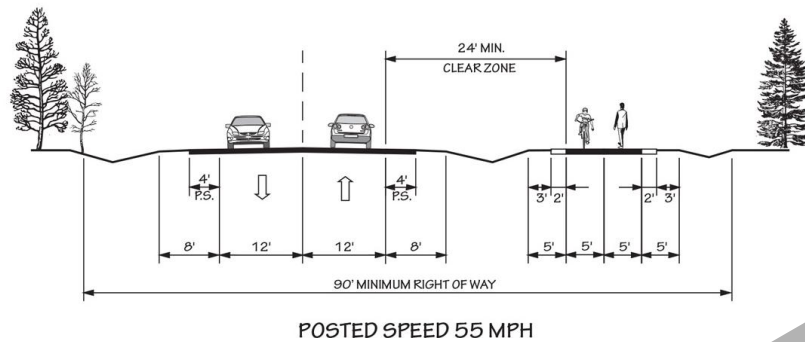
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
2A, 2B

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation is included in the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility around Kings Mountain and alleviating congestion by establishing a new connection.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 1 participant who agreed with the recommendation. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 9 Flood Hazard Area Feature(s)
- 4 Wetland Feature(s)
- 2 River And Stream Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Relationship to Land Use

This road extends Kings Mountain Blvd, where residential and commercial development is expected. There is a casino along Kings Mountain Blvd near I-85. This new location goes around Kings Mountain which is expected to have some development along NC 161.

Patrick Ave Ext

From NC 150 to Skinner Rd

Local ID: CLEV40009-H

Purpose: **Mobility**

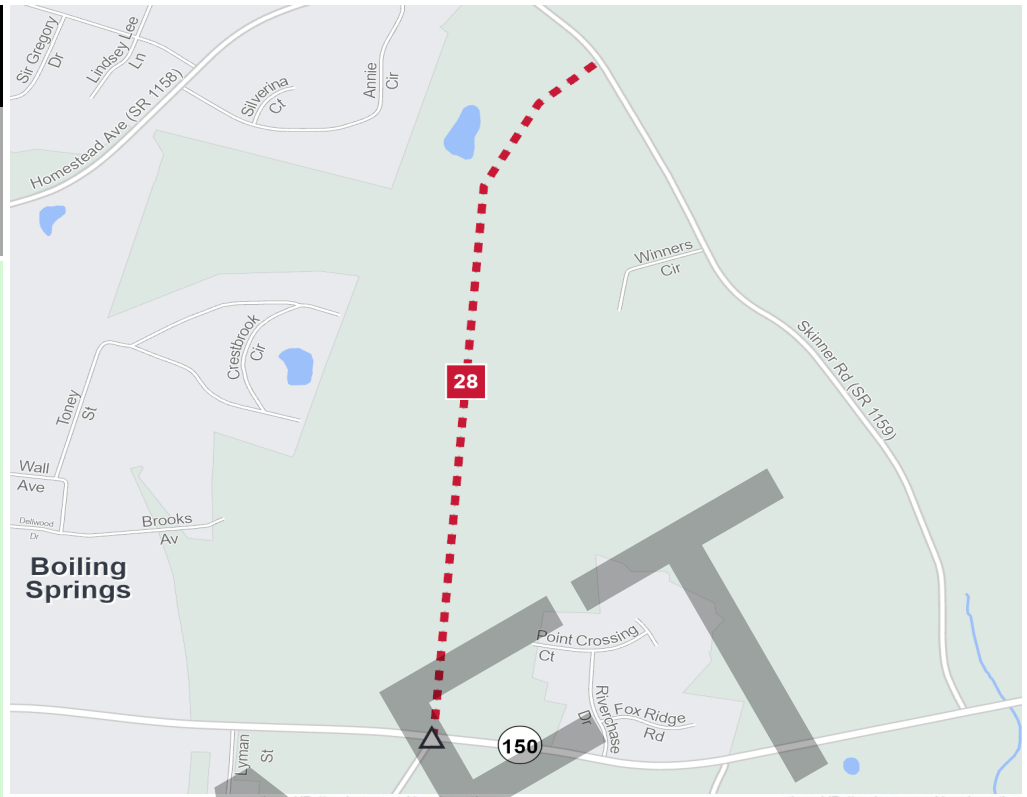
Improvement: **New Location**

Identified Need

Main Street through Boiling Springs is projected to be near or over capacity by 2055, which impacts local mobility around Boiling Springs.

Recommendation

Extend Patrick Ave from NC 150 to Skinner Rd to improve local mobility around Boiling Springs and bypass congestion concerns. Add a bicycle and pedestrian access along this new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	2A, 2B, 2D
Length (miles)	1.10
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	1100
Capacity (vpd)	-	-	14600

Capacity Data: Year

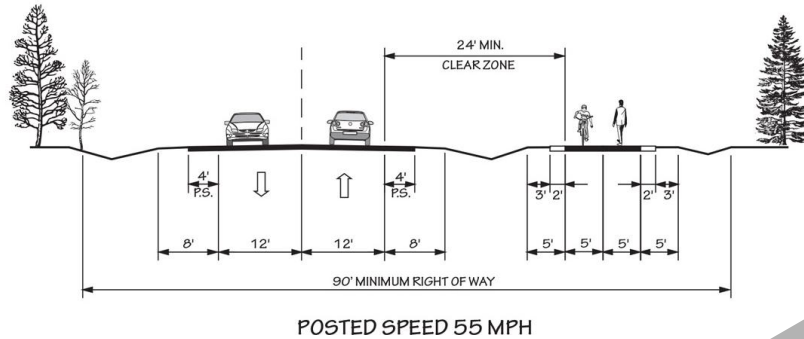
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
2A, 2B, 2D

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation is included in the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility around Boiling Springs and alleviating congestion by establishing a new connection.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 80% of participants agreed with this proposal. One comment was left on this recommendation stating that it would help out the outer laying communities to get to major roads without having to go through high traffic areas to access.

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 4 Wetland Feature(s)
- 5 River And Stream Feature(s)

Title VI Considerations

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

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

Other Information

Relationship to Land Use

This road goes around the town of Boiling Springs which includes the Gardner-Webb University, local businesses, and various neighborhoods.

W Homestead Ave Ext

From W College Ave to Rockford Rd

Local ID: CLEV40013-H

Purpose: Mobility

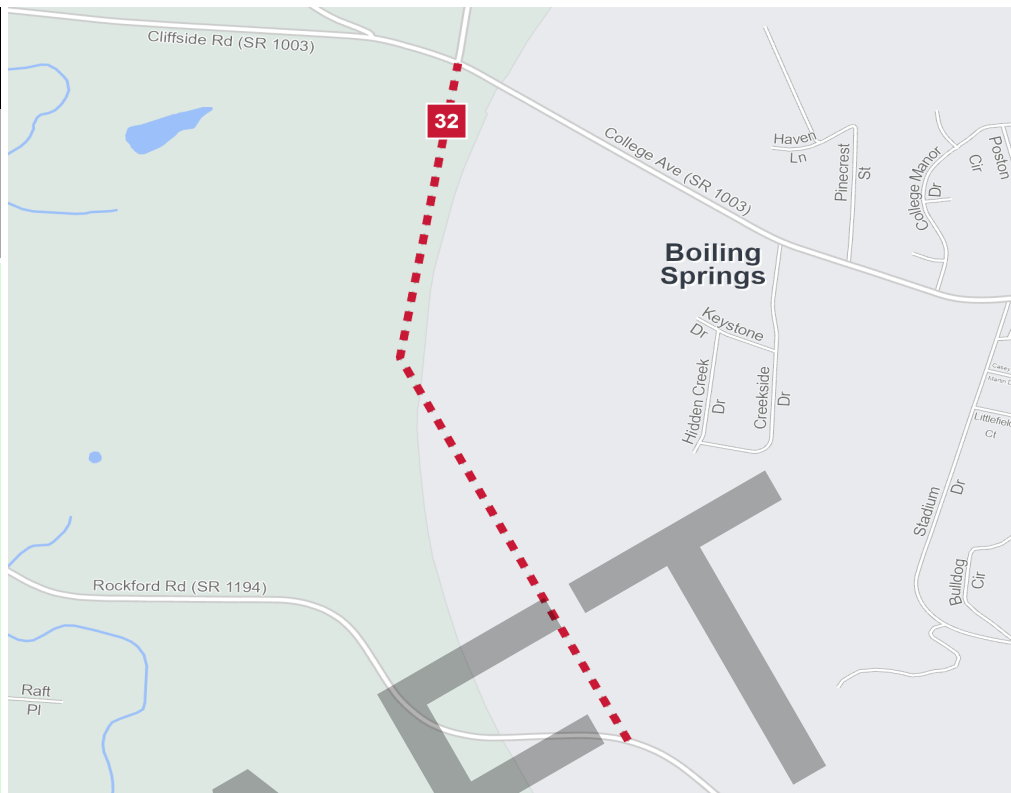
Improvement: New Location

Identified Need

Main Street through Boiling Springs is projected to be near or over capacity by 2055, which impacts local mobility around Boiling Springs.

Recommendation

Extend W Homestead Ave from W College Ave to Rockford Rd to improve local mobility around Boiling Springs and bypass congestion concerns. Add bicycle and pedestrian access along this new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	2A, 2B
Length (miles)	0.94
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	400
Capacity (vpd)	-	-	14600

Capacity Data: Year

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

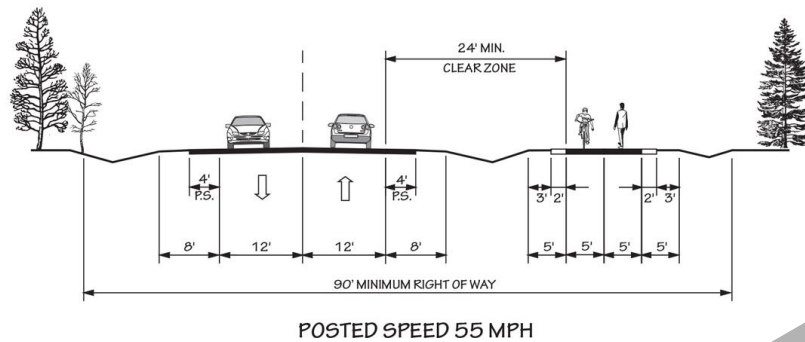


Typical Section Options:

2A, 2B

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This recommendation is included in the Gaston-Cleveland-Lincoln MPO Comprehensive Transportation Plan that was amended in 2020.

CTP Goal Analysis

Vision and Goals

The aim of the Cleveland/Lincoln County CTP is to promote a multimodal transportation network that seamlessly moves people and goods, connecting users to economic and social opportunities while ensuring safety, reliability, accessibility, and environmental preservation. This recommendation aims to enhance the roadway systems by providing better mobility around Boiling Springs and alleviating congestion by establishing a new connection.

Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 4 participants. 75% of participants agreed with this proposal. No comments were left on this recommendation.

Impacts to Natural and/or Human Environment

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

- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Relationship to Land Use

This road goes around the town of Boiling Springs which includes the Gardner-Webb University, local businesses, and various neighborhoods.