

### I-85 Corridor

From Cleveland County line to US 29/74

Local ID: GAST10001-H

Purpose: Congestion

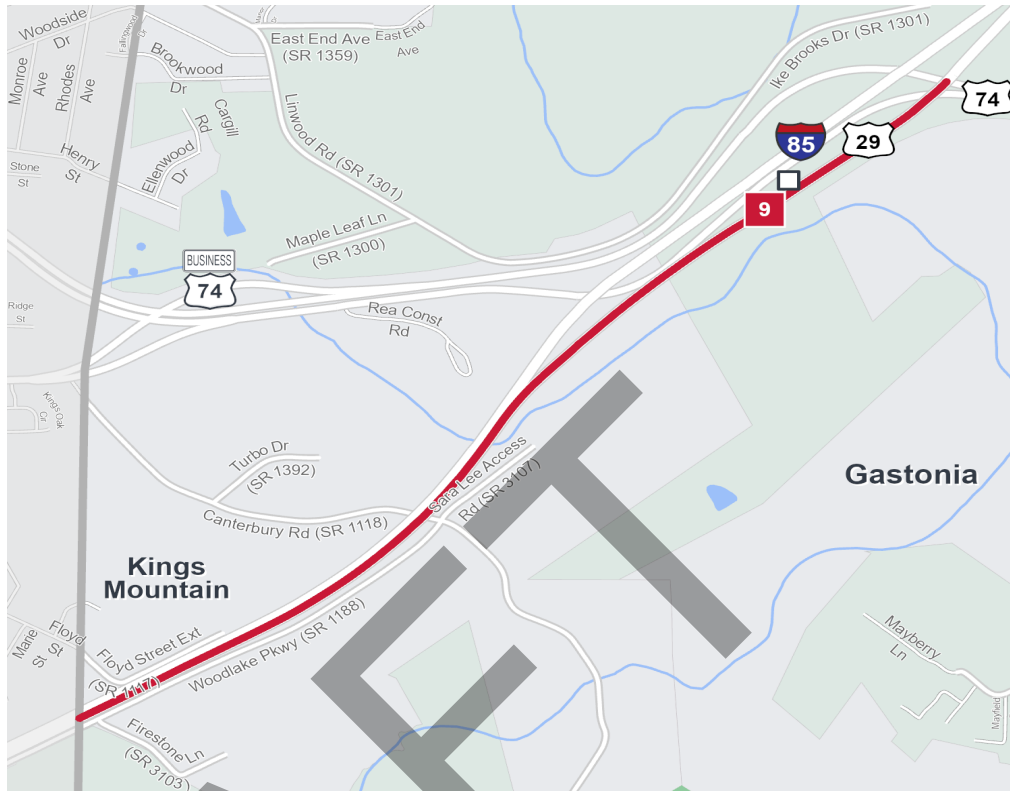
Improvement: Widening

#### Identified Need

I-85 is projected to be over capacity by 2055. It is the main east-west corridor in Gaston County and is vital to moving people and goods between Alabama and Virginia. Improvements are needed to alleviate congestion, improve traffic flow, and enhance mobility and safety along I-85.

#### Recommendation

Widen to eight lanes to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	08 B
Section Options	-
Length (miles)	2.00
Existing ROW (feet)	130
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	12	6	8
Volume (vpd)	49500-79000	66000-103100	65400
Capacity (vpd)	48000-76900	48000-76900	124900

### Capacity Data: Year

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

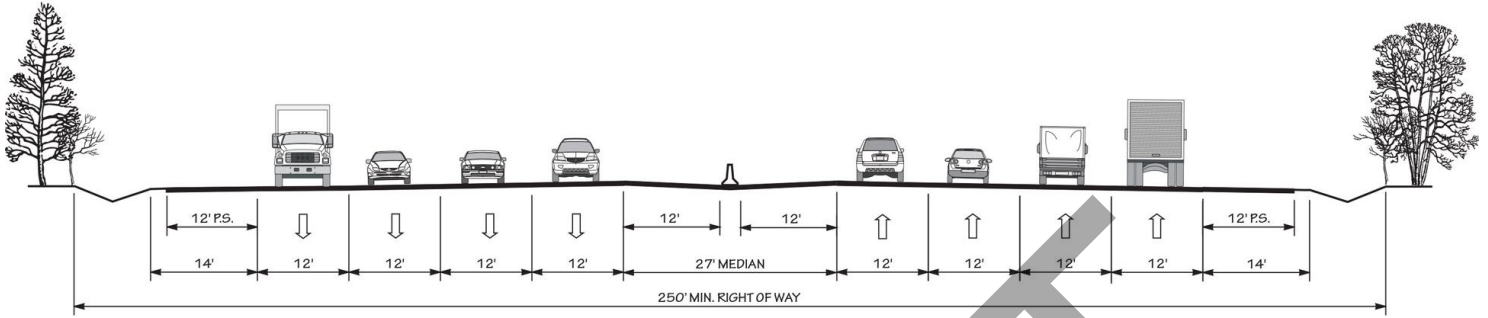


Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

### Project Overview

#### Project History and Linkage to Other Plans

This project was programmed in the 2024-2033 STIP as I-5985A, is in the 2055 GCLMPO MTP with a Horizon Year of 2055 and was included in the 2020 CTP. I-85 is classified as a NCDOT Strategic Transportation Corridor (STC) and the entire route is federally designated as part of the National Multimodal Freight Network.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 9 participants, 100% of participants agreed with this proposal. No comments were left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Kings Mountain. The corridor primarily contains undeveloped and industrial uses.

### 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 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 3 Wetland Feature(s)

- 2 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 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 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
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

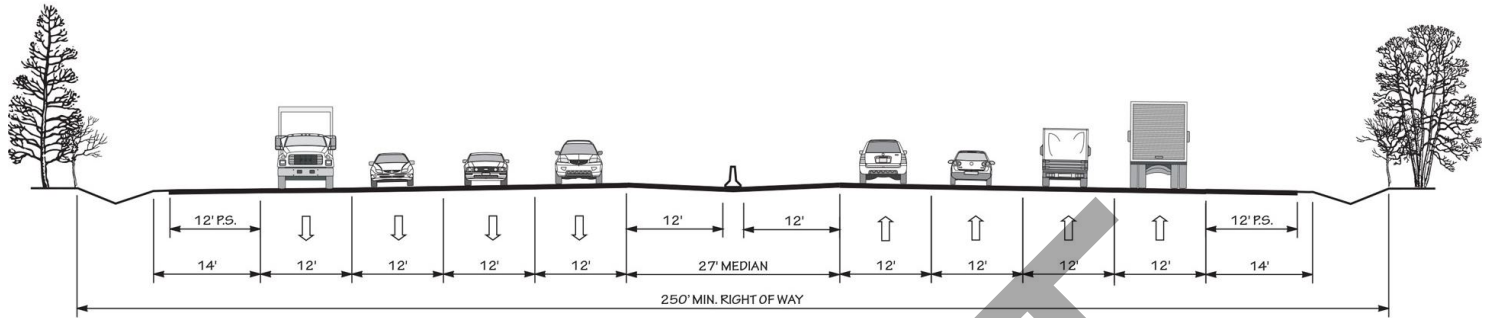
### Other Information

Typical Section Options:

None

# TYPICAL SECTION No. 8B

8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)  
WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

**Crash Data**

Between January 2019 and December 2023, there were a total of 148 crashes on the segments containing this recommendation. There were 5 fatal or severe injury crashes, 26 moderate or minor injury crashes, and 117 property damage only crashes.

**Deficient Bridges**

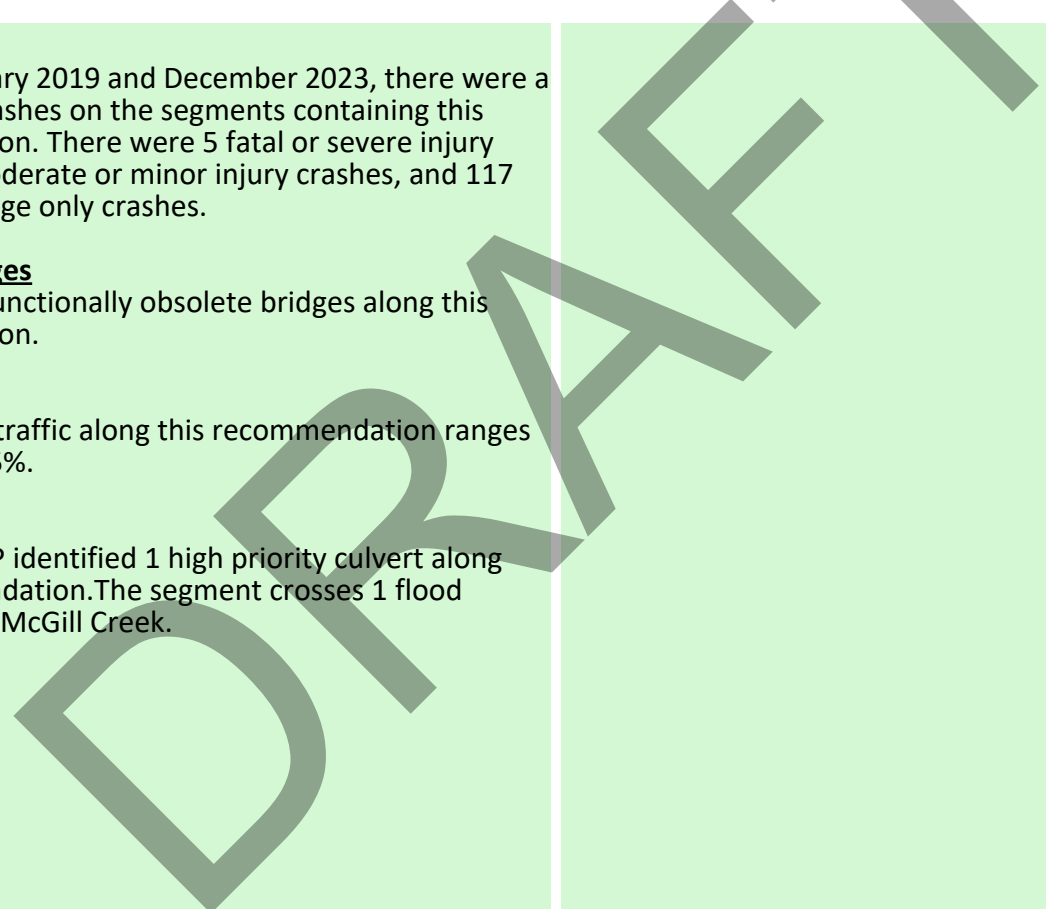
There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation ranges between 17-25%.

**Resiliency**

The NCDOT RIP identified 1 high priority culvert along this recommendation. The segment crosses 1 flood hazard area at McGill Creek.



### I-85 Corridor

From US 29/74 to US 321

Local ID: GAST10003-H

Purpose: Congestion

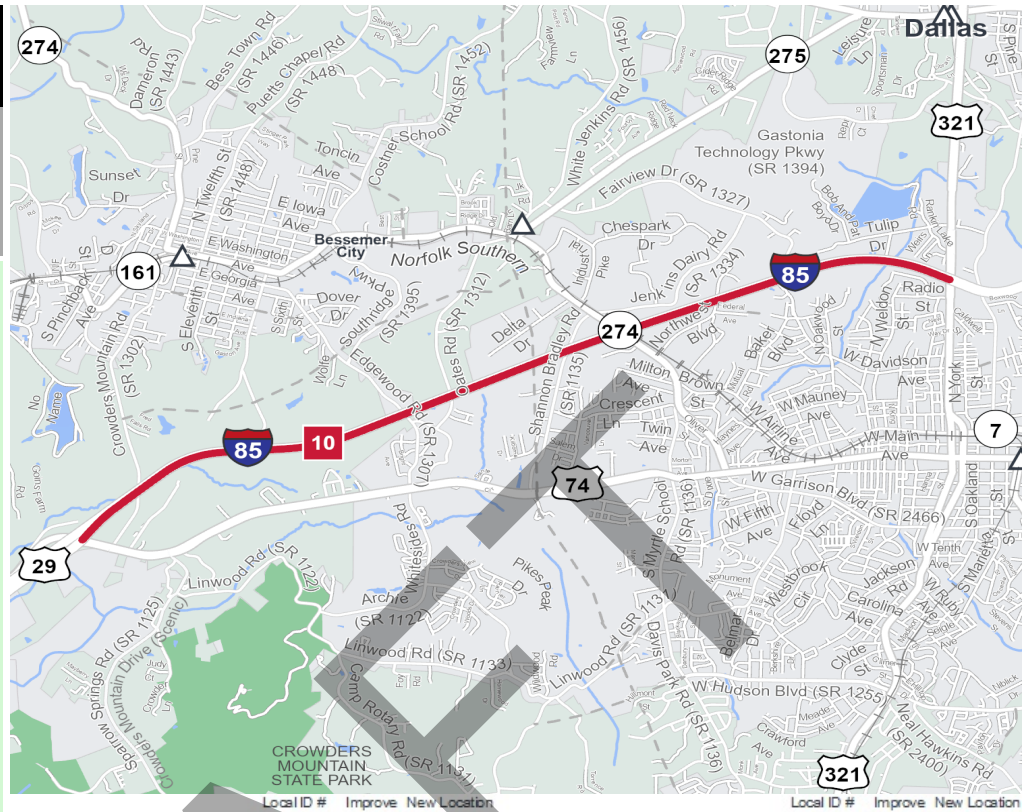
Improvement: Widening

#### Identified Need

I-85 is projected to be over capacity by 2055. It is the main east-west corridor in Gaston County and is vital to moving people and goods between Alabama and Virginia. Improvements are needed to alleviate congestion, improve traffic flow, and enhance mobility and safety along I-85.

#### Recommendation

Widen to eight lanes to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	08 B
Section Options	-
Length (miles)	6.90
Existing ROW (feet)	120-375
Safety Risk Score	100

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway	Freeway
Travel Lanes	12	6	8	
Volume (vpd)	79000-95500	102200-119500	60000-71900	
Capacity (vpd)	76900-77400	76900-77400	124900-125800	

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

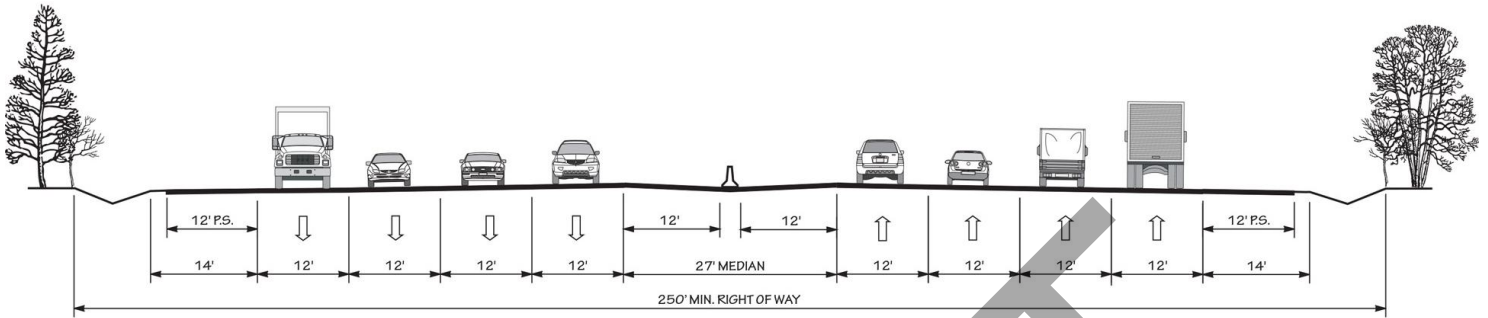


Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

### Project Overview

#### Project History and Linkage to Other Plans

This project was programmed in the 2024-2033 STIP as I-5985B and was included in the 2020 STIP. It is in the GCLMPO 2055 MTP as an unmet need and is in P8.0 as SPOT ID H141339-B. I-85 is classified as a NCDOT Strategic Transportation Corridor (STC) and the entire route is federally designated as part of the National Multimodal Freight Network.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. 100% of participants agreed with this proposal. No comments were left on this project.

### Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Bessemer City and Gastonia. The corridor primarily contains undeveloped and industrial uses.

### Impacts to Natural and/or Human Environment

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

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

- 1 Hazard Substance Disposal Area Feature(s)
- 11 Wetland Feature(s)
- 17 River And Stream Feature(s)
- 1 Lake And Pond 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:

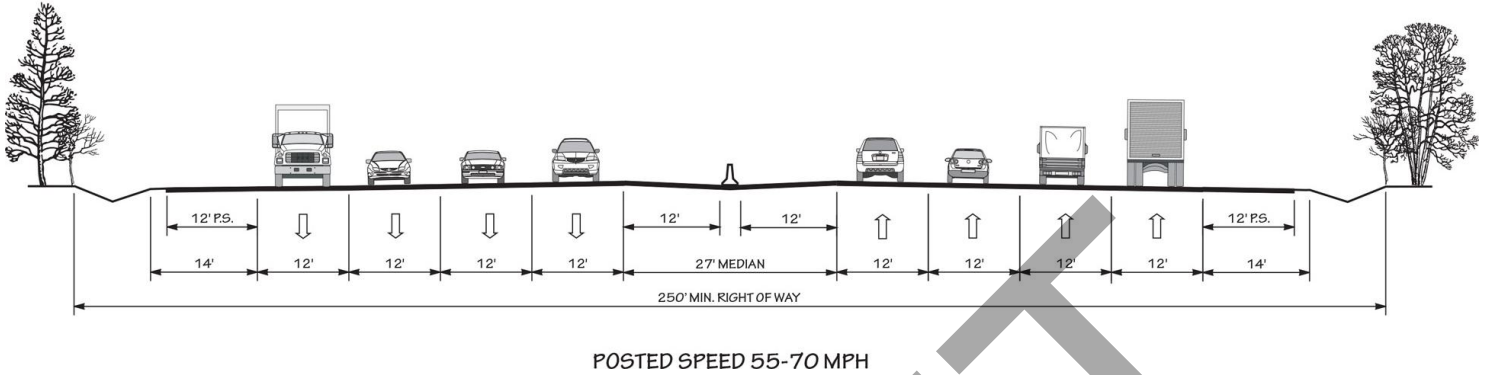
- Between 25% and 50% identify as 65+
- Between 75% and 100% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency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

Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) 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 1,278 crashes on the segments containing this recommendation. There were 12 fatal or severe injury crashes, 240 moderate or minor injury crashes, and 1,026 property damage only crashes.

#### Deficient Bridges

There are 6 bridges along this facility that are Functionally Obsolete: Bridge #350096, Bridge #350101, Bridge #350107, Railroad #350109, Bridge #250117, and Bridge #350118. Functionally obsolete bridges are bridges that were built with different standards than those used today.

#### Truck Traffic

Average truck traffic along this recommendation is around 17%.

#### Resiliency

The NCDOT RIP identified 1 high priority culvert at Kaglor Branch and 1 moderate priority culvert at Abernethy Creek. The project crosses flood hazard areas at 7 locations, including Kaglor Branch, Oates Creek, and Abernethy Creek. Several locations along the project have the potential to flood every 50 years with a flood depth of 0.1-0.9 feet.

### US 74 Corridor

From N Myrtle School (SR 1136) Rd to Linwood Rd (SR 1131)

Local ID: GAST20001-H

Purpose: Access

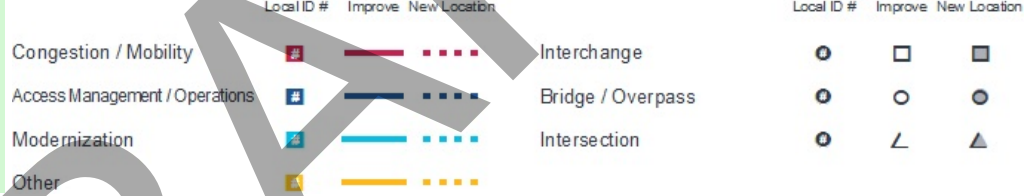
Improvement: Improve Existing

#### Identified Need

US 29/74 is projected to be over capacity by 2055 and had 270 crashes over 5 years. Mobility is impaired by numerous driveway cuts and unprotected left turns. Improvements are needed to relieve congestion and enhance safety.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections to improve access. Modernize the roadway to 12-foot wide lanes and replace the existing sidewalk on both sides.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	0.91
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2023 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)	14500-20000	26600-29200	3300-8700
Capacity (vpd)	23500-25900	23500-25900	28100-35100

### Capacity Data: Year

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

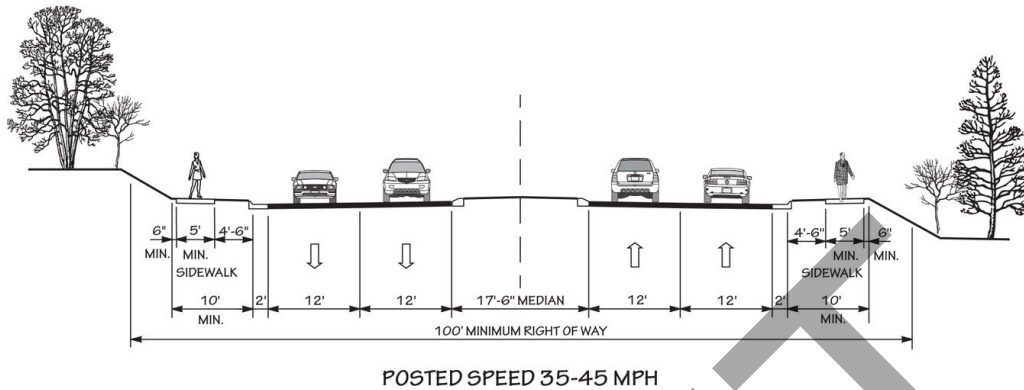


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes replacing the existing sidewalk on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. No comments were left on this project.

### Relationship to Land Use

This project lies within the municipal boundaries of Gastonia. The corridor primarily contains commercial land uses.

### Impacts to Natural and/or Human Environment

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

- 13 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 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 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 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 5% and 15% 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 10% and 15% 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

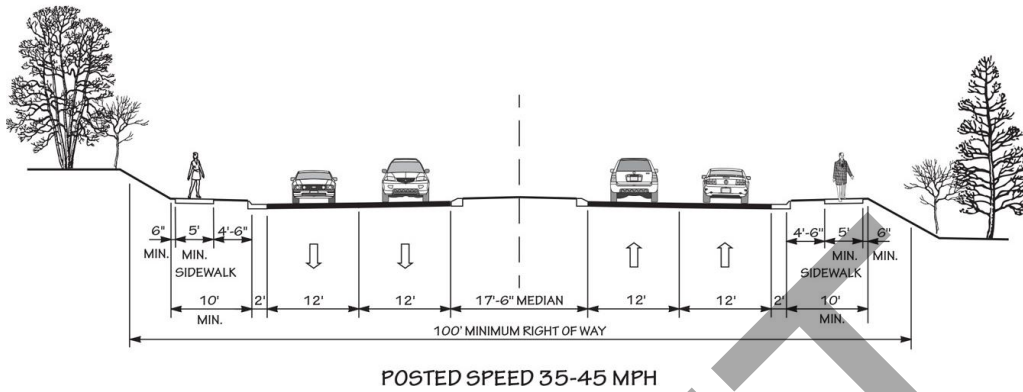
Between January 2019 and December 2023, there were a total of 270 crashes on the segments containing this

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



recommendation. There were 2 fatal or severe injury crashes, 57 moderate or minor injury crashes, and 211 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is between 2-5%.

**Resiliency**

The roadway segment was identified as low priority by the NCDOT RIP. The project crosses a flood hazard area at Blackwood Creek and several locations along the project have the potential to flood every 50 years with a flood depth of 0.4-1.2 feet.

**US 321 Corridor**

From Ridge Cir (SR 1150) to Beam Ave (SR 1157)

Local ID: GAST20004-H

Purpose: Access

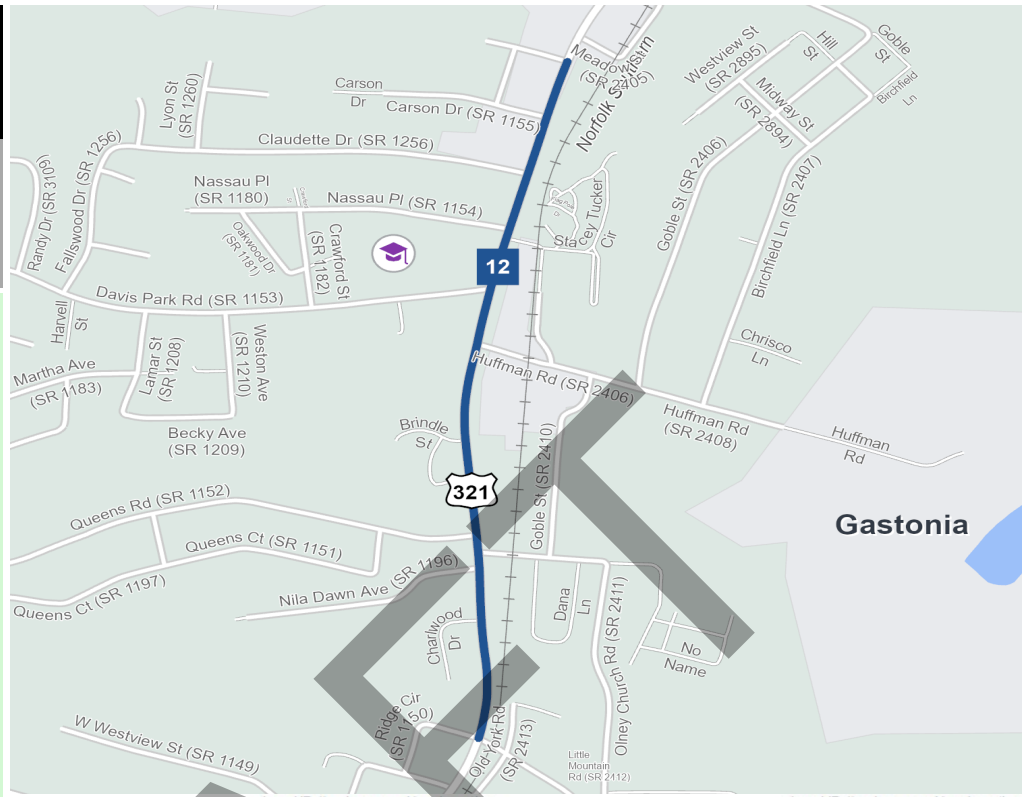
Improvement: Improve Existing

**Identified Need**

US 321 is projected to be near capacity by 2055 and carries a moderate amount of truck traffic. Mobility is impaired by numerous driveway cuts and unprotected left turns. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

**Recommendation**

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced access. Replace the sidewalk on the west side and add sidewalk on the east side.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	0.94
Existing ROW (feet)	50-80
Safety Risk Score	-

**Proposal Data: 2023 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)	15000	20600-24700	9800-10700
Capacity (vpd)	26000-26800	26000-26800	35100

**Capacity Data: Year**

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

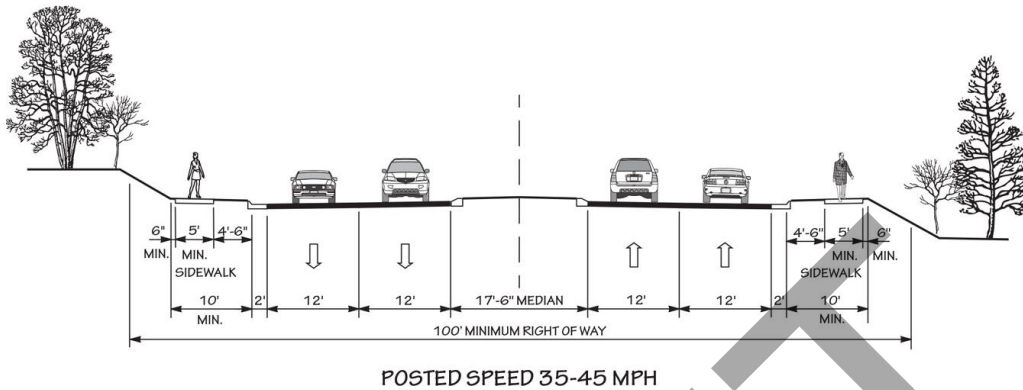


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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. 2 comments were left on this project.

### Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. The corridor contains residential, institutional, commercial, and industrial land uses.

### 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)
- 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 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 2.5% and 10% 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 5% and 15% 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 15% and 20% identify as Two of More Races
- Between 5% and 15% 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 125 crashes on the segments containing this recommendation. There were 5 fatal or severe injury crashes, 48 moderate or minor injury crashes, and 72 property damage only crashes.

#### Deficient Bridges

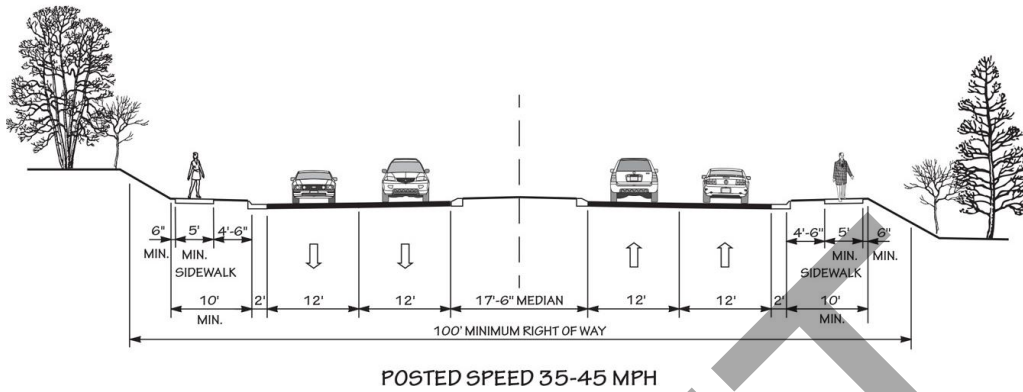
There are no functionally obsolete bridges along this

Typical Section Options:

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 8%.

DRAFT

### US 321 Corridor

From Beam Ave (SR 1157) to W Hudson Blvd (SR 1255)

Local ID: GAST20005-H

Purpose: Congestion

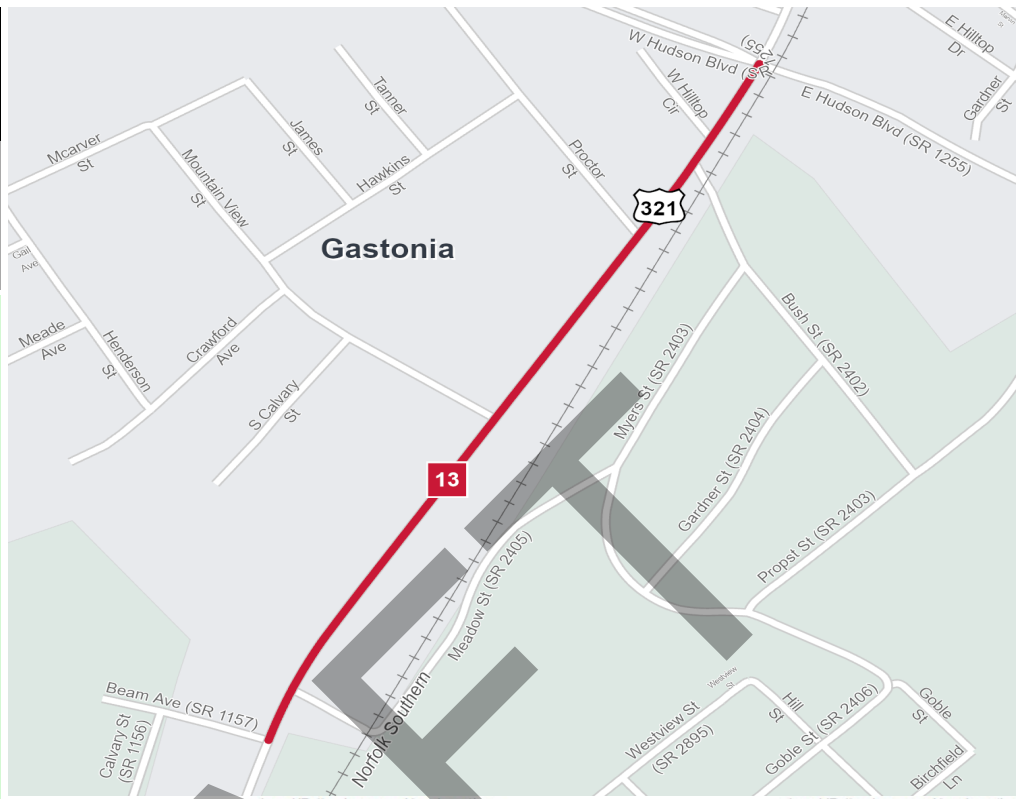
Improvement: Improve Existing

#### Identified Need

US 321 is projected to be over capacity by 2055. There are multiple commercial driveways with direct access to US 321. Drivers turning left impede traffic flow and contribute to rear end collisions. Improvements are needed to relieve congestion, improve traffic flow, and minimize collisions.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.54
Existing ROW (feet)	80
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	
Travel Lanes	4	4	4	
Volume (vpd)	17000	23400	13500	
Capacity (vpd)	21500-22200	21500-22200	24300	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2046

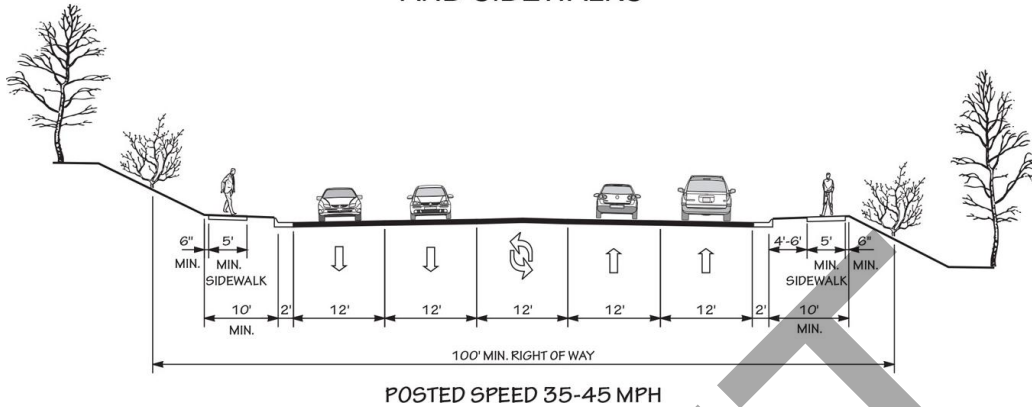


**Typical Section Options:**

None

# TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was listed as Boulevard Needs Improvement in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on the east side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains primarily commercial uses.

## 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)
- 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 1% and 2.5% 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 5% and 15% 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 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 251 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 58 moderate or minor injury crashes, and 192 property damage only crashes.

### Deficient Bridges

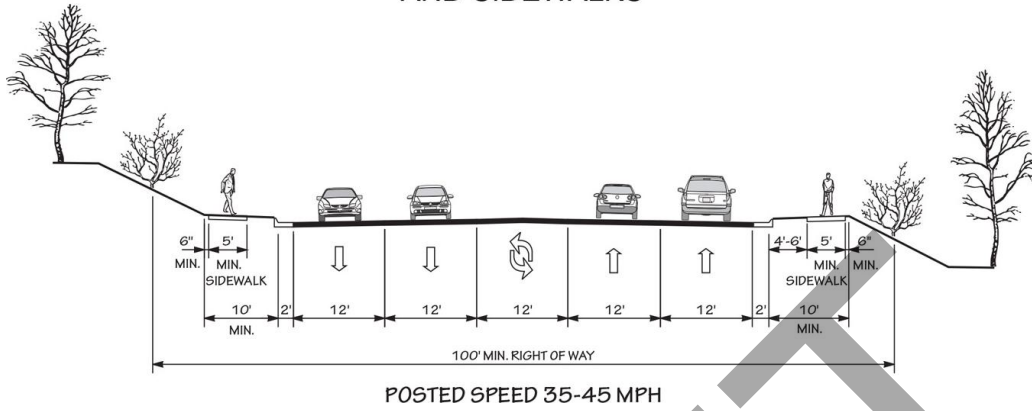
There are no functionally obsolete bridges along this

Typical Section Options:

None

# TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



recommendation.

### Truck Traffic

Average truck traffic along this recommendation is around 8%.

DRAFT

### US 321 Corridor

From W Hudson Blvd (SR 1255) to W 10th Ave

Local ID: GAST20006-H

Purpose: Access

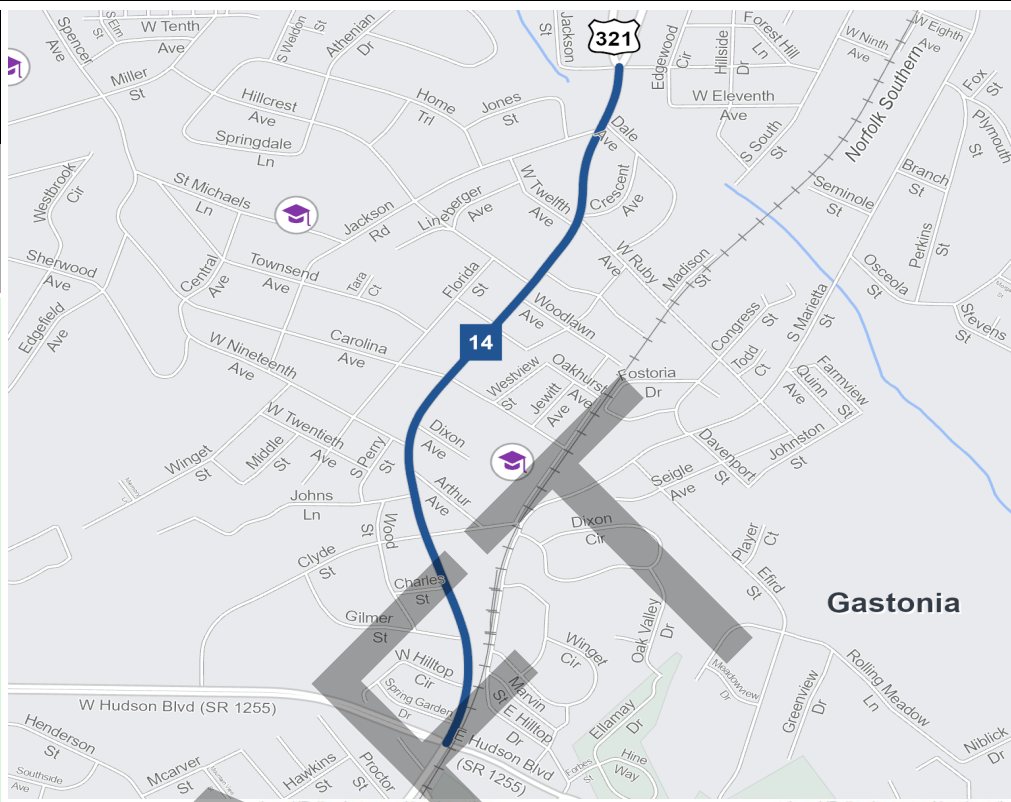
Improvement: Improve Existing

#### Identified Need

US 321 is projected to be near capacity by 2055. Mobility on this facility is impaired by driveway cuts and unprotected left turns, and 2 fatal or severe injury crashes occurred between 2019 and 2023. The project aims to improve access management and safety along the corridor.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections and signal coordination to improve access. Modernize the roadway to 12-foot lanes, with 14-foot outside lanes, and replace the sidewalks.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	80
Safety Risk Score	89

### Proposal Data: 2023 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)	17500-18000	25500-29100	11100-14400
Capacity (vpd)	20700-23600	20700-23600	28100

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2034

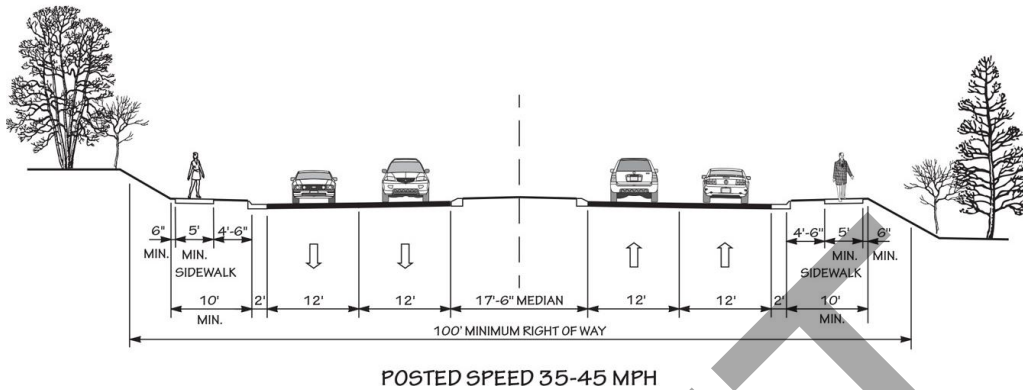


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

A portion of this road was programmed for access management improvements in the 2024-2033 STIP via U-5970, which is in the 2055 GCLMPO MTP with a Horizon Year of 2045 and in P8.0 with a SPOT ID of H090601. This proposal extends the limits of the access management improvements in both directions.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants, 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, commercial, and industrial land uses.

## 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)
- 1 Impaired Waters Line Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)

- 1 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 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% 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 5% and 15% 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 15% and 20% identify as Households with No Car

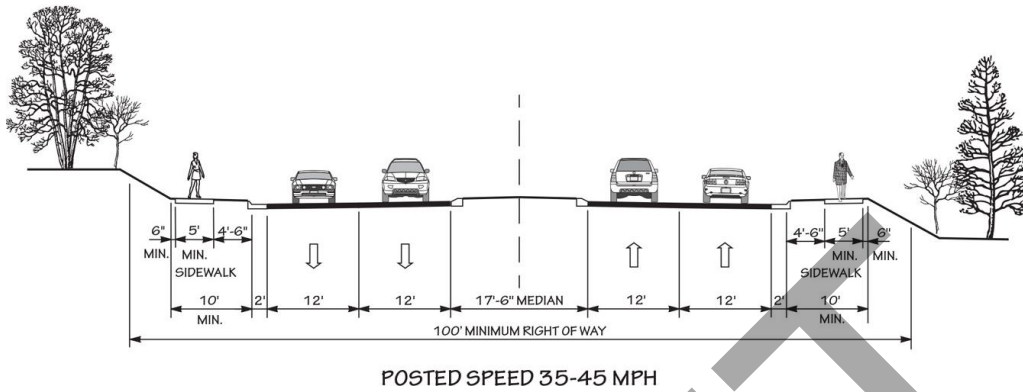
## Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



**Crash Data**

Between January 2019 and December 2023, there were a total of 399 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 83 moderate or minor injury crashes, and 314 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 8%.

**Resiliency**

The roadway segment was identified as low priority in the NCDOT RIP and contains 1 high priority culvert. The project crosses a flood hazard area at Catawba Creek. The recommendation contains several locations with an estimated 50 years between flood events and a potential flood depth of 0.6-2.6 feet.

### US 321 Corridor

From W Davidson Ave to Radio St

Local ID: GAST20007-H

Purpose: Access

Improvement: Improve Existing

#### Identified Need

US 321 is projected to be at capacity by 2055, had 320 crashes over 5 years, and carries moderate truck traffic. Mobility is impaired by driveway cuts and unprotected left turns. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections and sidewalk on the east side to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	0.58
Existing ROW (feet)	75-150
Safety Risk Score	-

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes		4	4	4
Volume (vpd)		19500	26500	15800
Capacity (vpd)		26800	26800	35100

### Capacity Data: Year

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

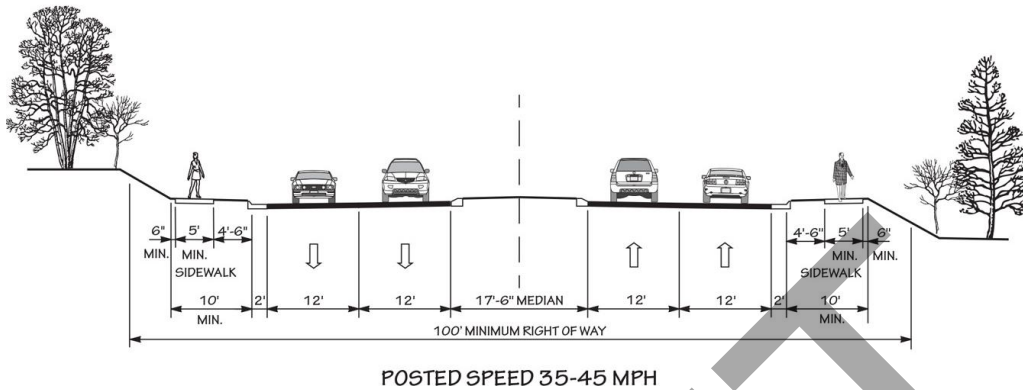


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes 5-foot sidewalks on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, commercial, and industrial land uses.

### Impacts to Natural and/or Human Environment

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

- 21 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 2 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

### Other Information

#### Crash Data

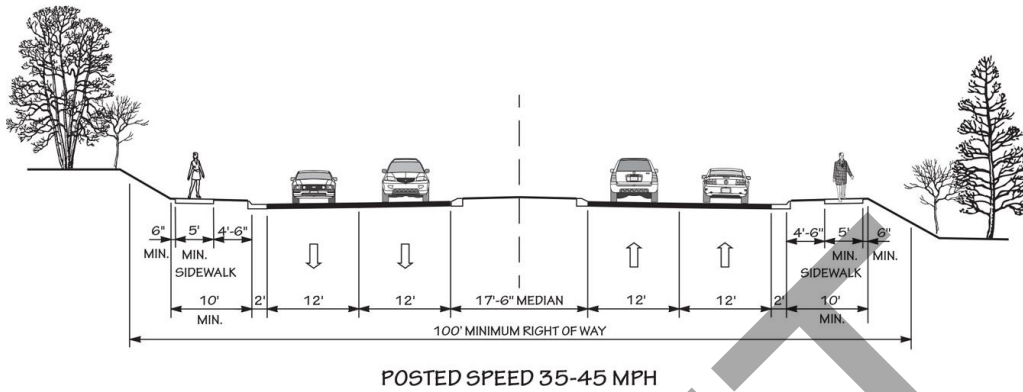
Between January 2019 and December 2023, there were a total of 320 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 42 moderate or minor injury crashes, and 277

Typical Section Options:

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



property damage only crashes.

**Deficient Bridges**

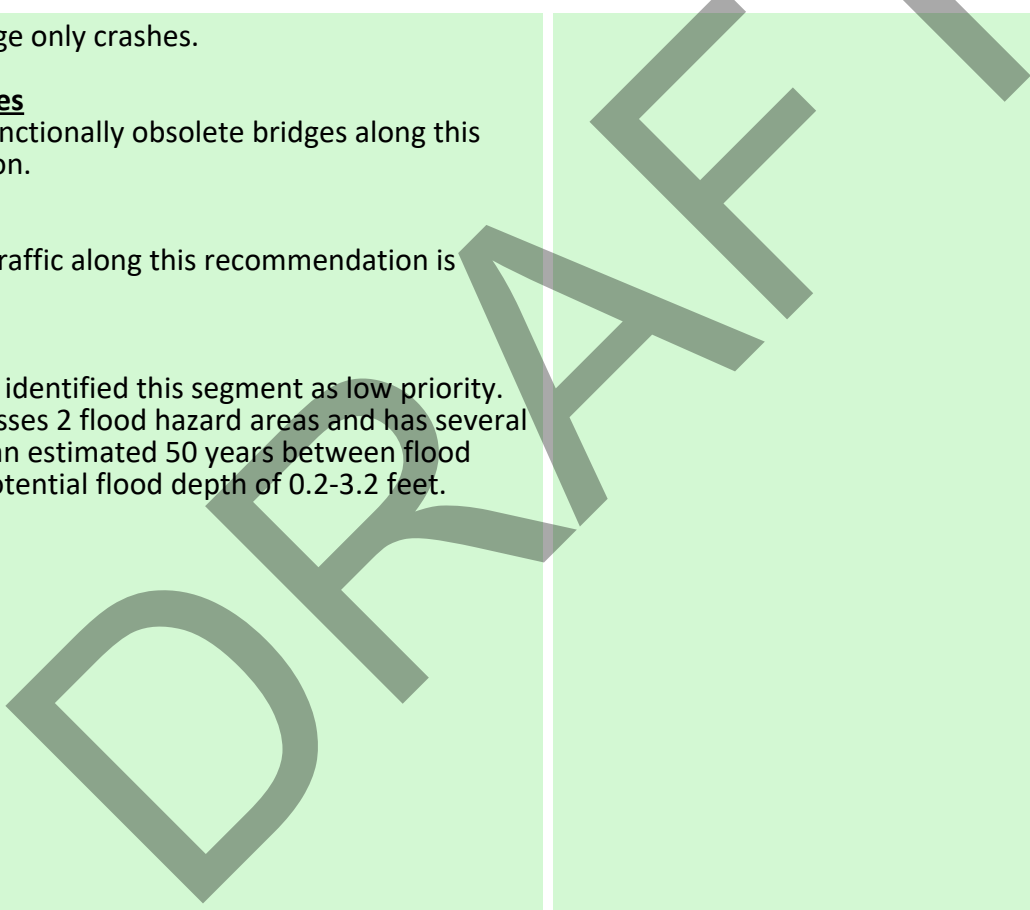
There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 7%.

**Resiliency**

The NCDOT RIP identified this segment as low priority. The project crosses 2 flood hazard areas and has several locations with an estimated 50 years between flood events and a potential flood depth of 0.2-3.2 feet.



**US 321 Corridor**

From I-85 to Roechling St (SR 1367)

Local ID: GAST20008-H

Purpose: Congestion

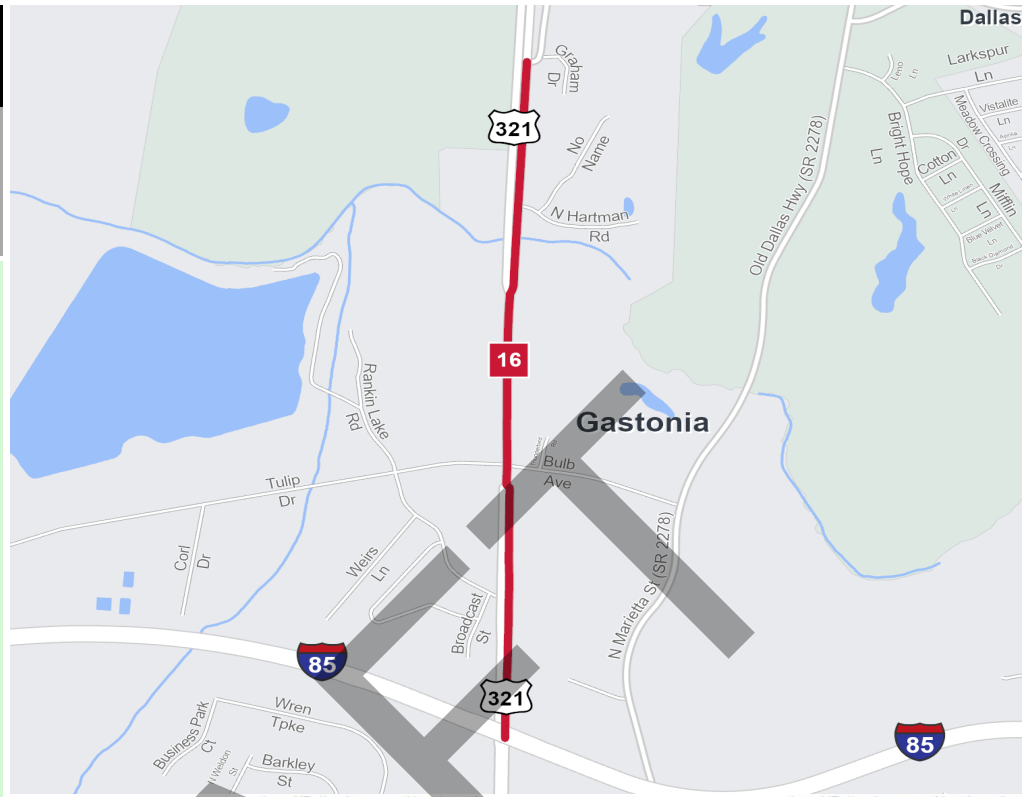
Improvement: Widening

**Identified Need**

US 321 is projected to be over capacity by 2055. It contains 3 high frequency crash intersections and carries significant truck traffic. Improvements are needed to relieve congestion on the existing facility, accommodate projected traffic and truck volumes, and enhance safety.

**Recommendation**

Widen to a six-lane boulevard with sidewalks to relieve congestion and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 F
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	75-150
Safety Risk Score	78

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	8	4	6
Volume (vpd)	50500	55800-62100	22900-59900
Capacity (vpd)	26800-40000	26800-40000	52800-59900

**Capacity Data: Year**

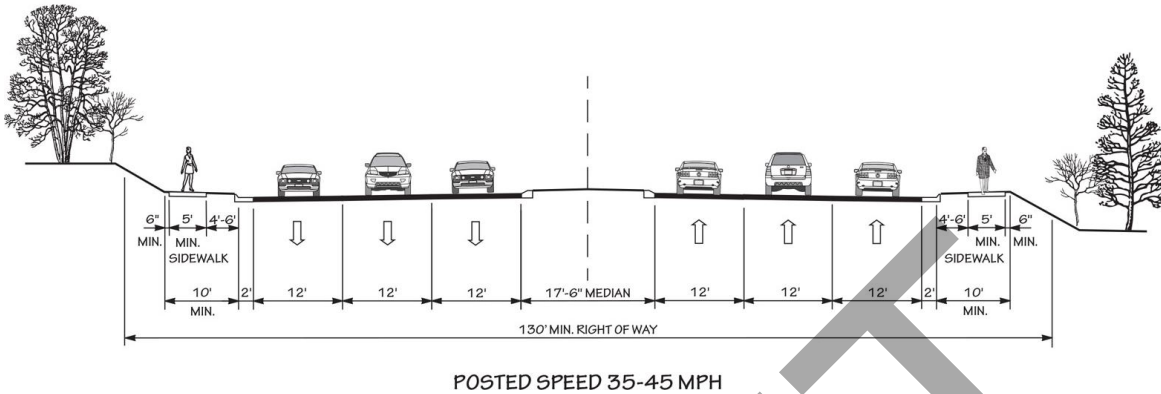
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2023



**Typical Section Options:**

# TYPICAL SECTION No. 6F

None  
 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was listed as Freeway Needs Improvement in the 2020 CTP.

### Multi-modal Considerations

The project includes 5-foot sidewalks on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains commercial and industrial land uses.

## Impacts to Natural and/or Human Environment

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

- 6 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)

- 2 Protected Area 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

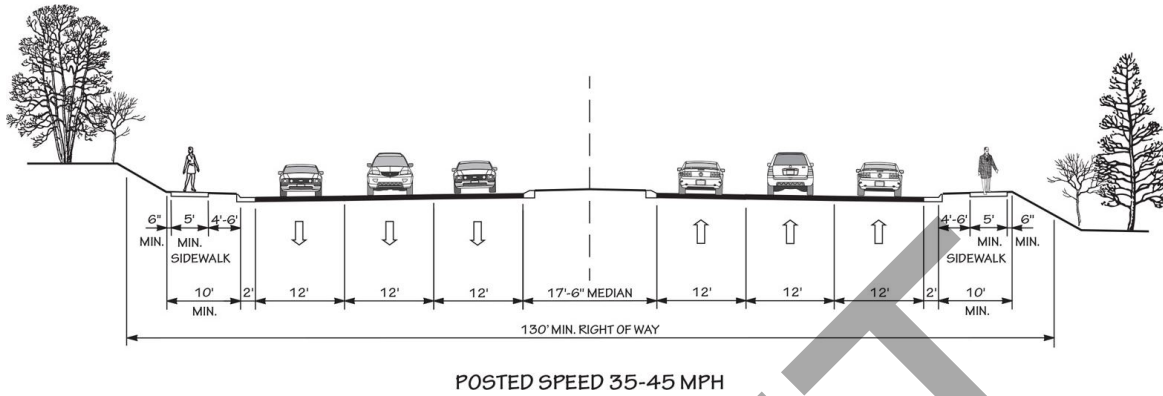
## Other Information

Typical Section Options:

TYPICAL SECTION No. 6F

None

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



**Crash Data**

Between January 2019 and December 2023, there were a total of 501 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 66 moderate or minor injury crashes, and 435 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 11%.

**Resiliency**

This segment was identified as low priority in the NCDOT RIP. The recommendation crosses 1 flood hazard area at Long Creek.

### US 321 Corridor

From Roechling St (SR 1367) to Lincoln County line

Local ID: GAST20009-H

Purpose: Congestion

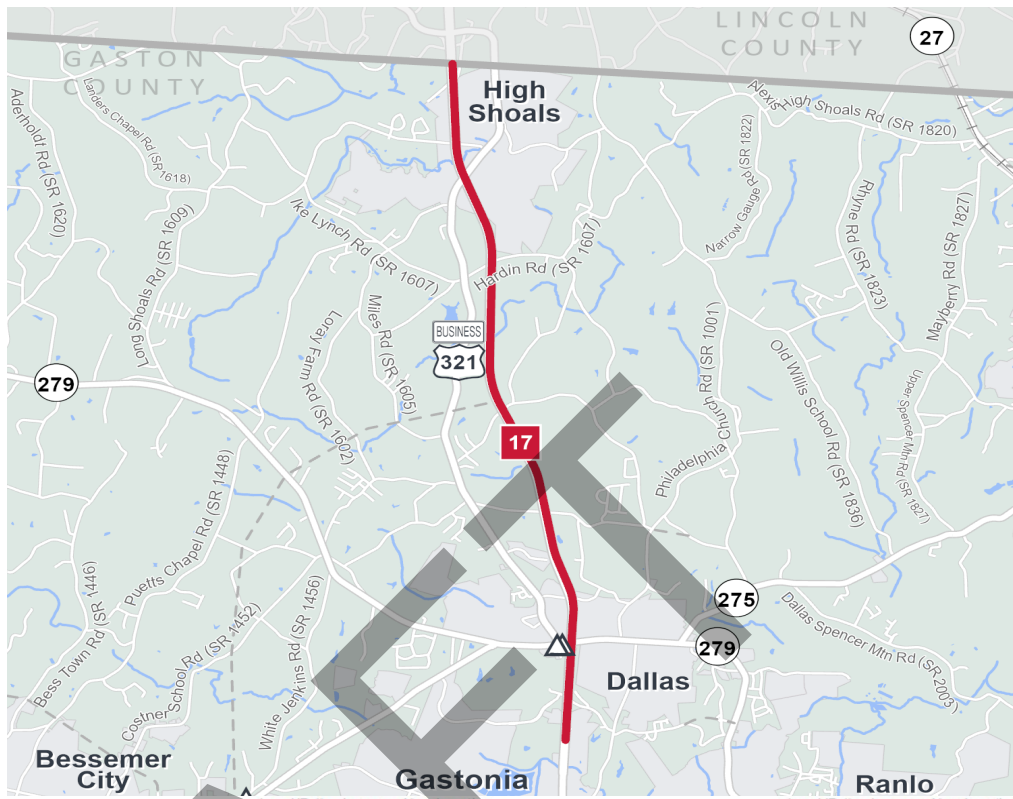
Improvement: Widening

#### Identified Need

US 321 is projected to be near or over capacity by 2055. Nine fatal or severe injury crashes occurred between 2019 and 2023 and the roadway carries significant truck traffic. Improvements are needed to relieve congestion, accommodate projected traffic and truck volumes, and enhance safety.

#### Recommendation

Widen to a six-lane freeway to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 B
Section Options	-
Length (miles)	7.80
Existing ROW (feet)	75-200
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	8	4	6
Volume (vpd)	39500-50500	53300-57900	19800-29600
Capacity (vpd)	54000-82200	54000-82200	92900-93500

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2030
Facility will be Over Capacity (>=100%)	2053

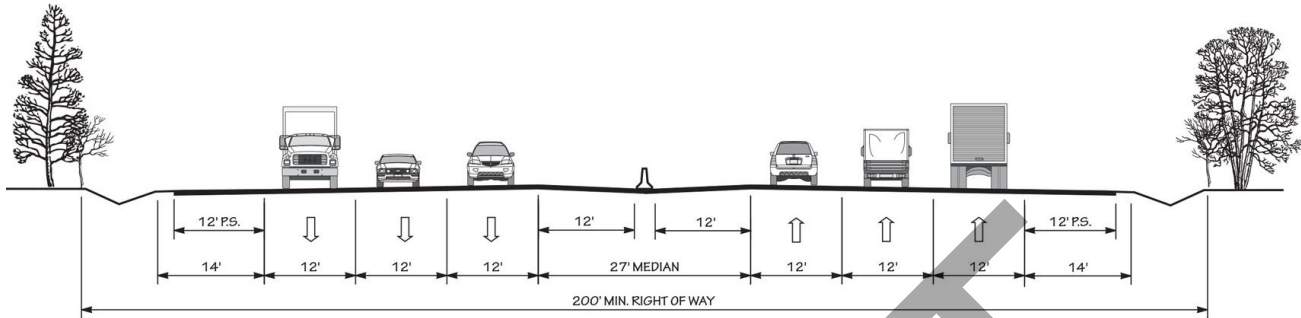


**Typical Section Options:**

None

# TYPICAL SECTION No. 6B

6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)  
WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

## Project Overview

### Project History and Linkage to Other Plans

A portion of this project from Roechling St (SR 1367) to NC 279 was listed as Freeway Needs Improvement in the 2020 CTP.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Dallas and High Shoals. The corridor contains industrial and undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 14 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 16 Wetland Feature(s)
- 13 River And Stream Feature(s)

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

## Title VI Considerations

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

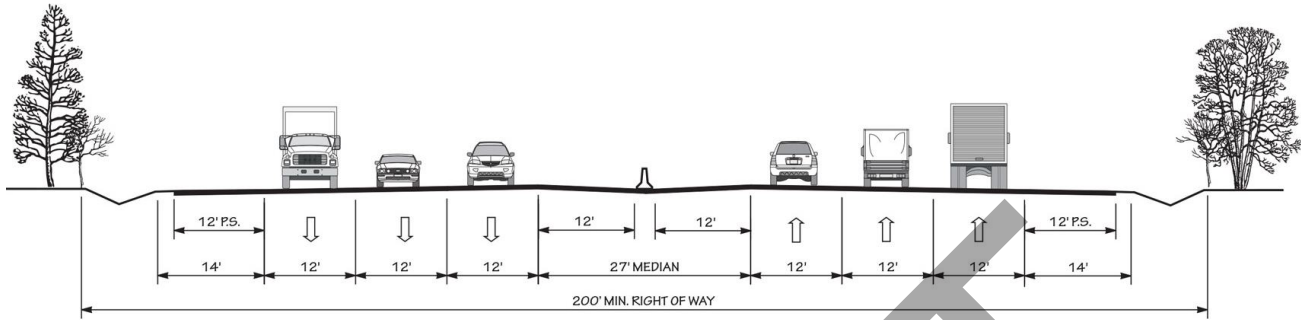
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - 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 10% and 15% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Typical Section Options:

None

# TYPICAL SECTION No. 6B

6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)  
WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

## Other Information

### Crash Data

Between January 2019 and December 2023, there were a total of 334 crashes on the segments containing this recommendation. There were 9 fatal or severe injury crashes, 65 moderate or minor injury crashes, and 260 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 12%.

### Resiliency

The NCDOT RIP identified 3 moderate priority culverts along the recommendation. This segment crosses 3 flood hazard areas at the South Catawba River, Sulphur Branch, and Little Long Creek.

### US 321 BUS Corridor

From Princess Ln (SR 1702) to Park Rd (SR 1848)

Local ID: GAST20011-H

Purpose: Congestion

Improvement: Improve Existing

#### Identified Need

US 321 BUS is projected to be near capacity by 2055. It contains residential driveways with direct access on US 321 (BUS). Drivers turning left impede traffic flow. It is 20-foot wide (10 foot lanes). Improvements are needed to relieve congestion and improve traffic flow.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to relieve congestion and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Length (miles)	0.26
Existing ROW (feet)	60-80
Safety Risk Score	78

### Proposal Data: 2023 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)	7700	9100	8100
Capacity (vpd)	10400	10400	12700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2038
Facility will be Over Capacity (>=100%)	-

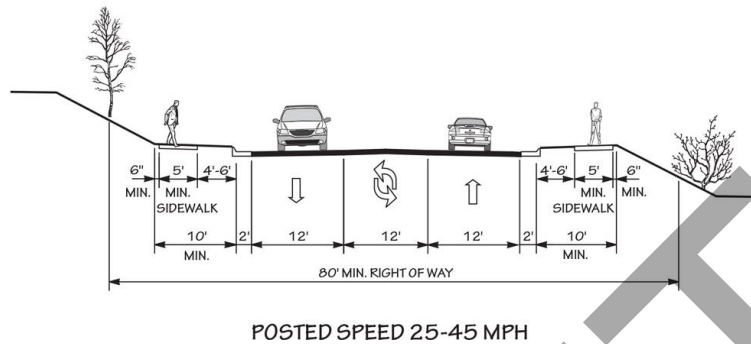


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes 5-foot sidewalks on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Dallas. The corridor contains residential land uses.

## 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 Wetland Feature(s)
- 1 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 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
- Between 10% and 15% 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

### Crash Data

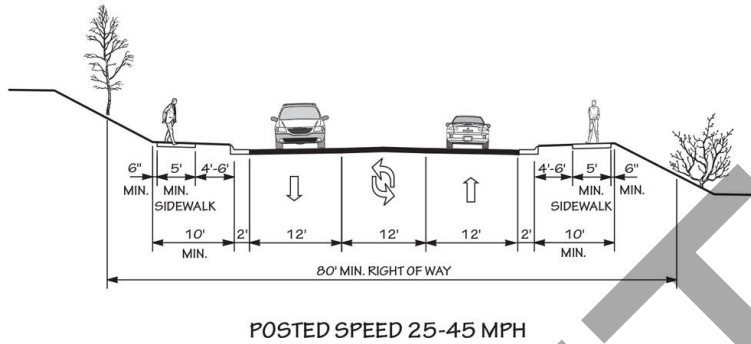
Between January 2019 and December 2023, there were a total of 10 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 4 moderate or minor injury crashes, and 6 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

DRAFT

**NC 7 Corridor**

From Hickory Grove Rd (SR 2000) to Belmont Mt Holly Rd (SR 2093)

Local ID: GAST30003-H

Purpose: Mobility

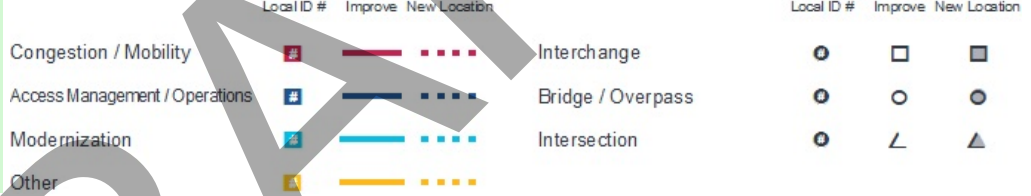
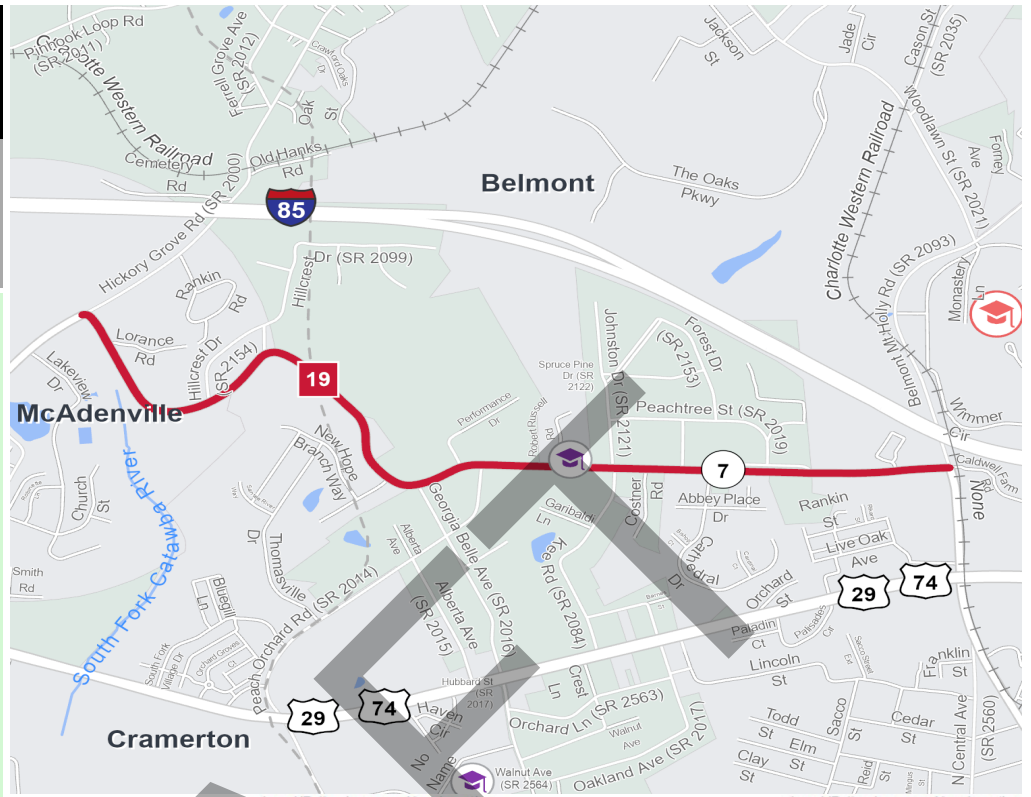
Improvement: Widening

**Identified Need**

Industrial development has created more tractor trailer traffic between Hickory Grove Rd (SR 2000) and I-85 and US 29/74. Improving the alignment and cross-section will provide an efficient and safe route between industrial development and I-85.

**Recommendation**

Upgrade roadway to improve mobility and provide better access for tractor trailers to I-85 and add sidewalks.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	2.00
Existing ROW (feet)	60-100
Safety Risk Score	78

**Proposal Data:** 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	2600-7600	3400-11200	2600-11200
Capacity (vpd)	12200-13300	12200-13300	35100

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2043
Facility will be Over Capacity (>=100%)	-

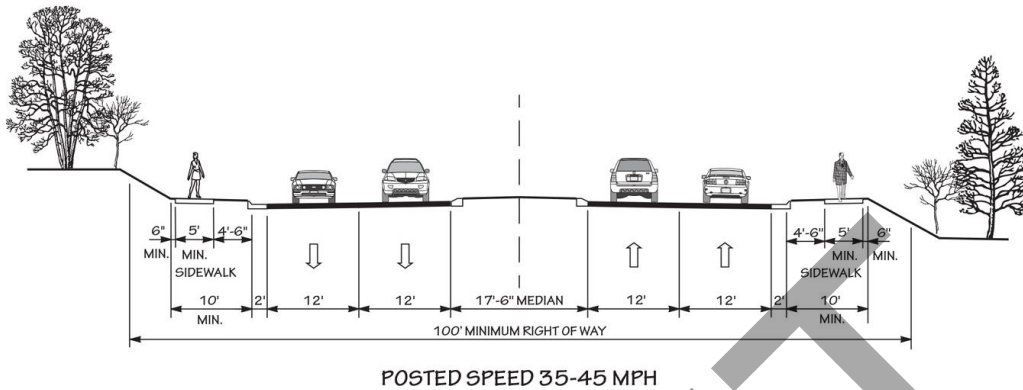


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project is in the 2055 GCLMPO MTP as an unmet need and P8.0 with a SPOT ID of H224050.

### Multi-modal Considerations

The project includes 5-foot sidewalk on both sides from Peach Orchard Rd to the eastern side of Davidson St.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 21 participants. About 90% of participants agreed with this proposal. 4 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of McAdenville and Belmont. The corridor contains primarily residential land uses.

## Impacts to Natural and/or Human Environment

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

- 4 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)

- 1 Major River Feature(s)
- 2 Managed Area Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 2 Protected Area Feature(s)
- 2 Quality Monitored 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:

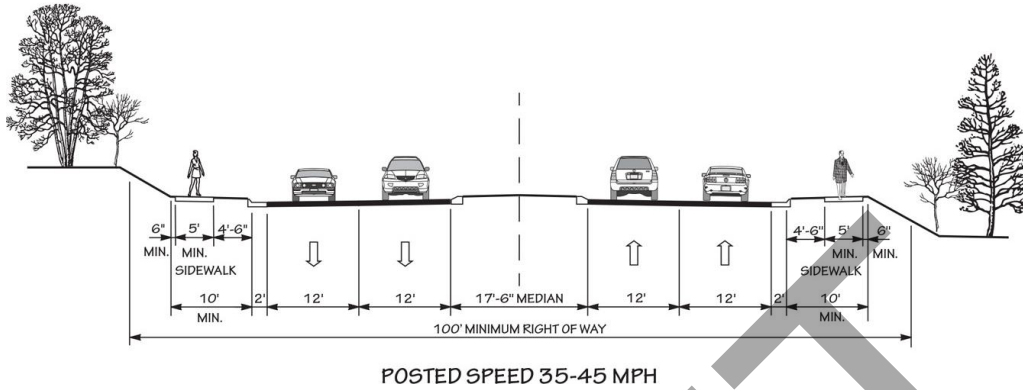
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



- 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 125 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 31 moderate or minor injury crashes, and 93 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 5%.

**Resiliency**

The NCDOT RIP identified the segment as low priority. It crosses several flood hazard areas along the South Fork Catawba River with the potential to flood every 50 years between 0.2 and 3.9 feet.

**NC 27 Corridor**

From Alexis Lucia Rd (SR 1820) to  
Blacksnake Rd (SR 1905)

Local ID: GAST30007-H

Purpose: Congestion

Improvement: Widening

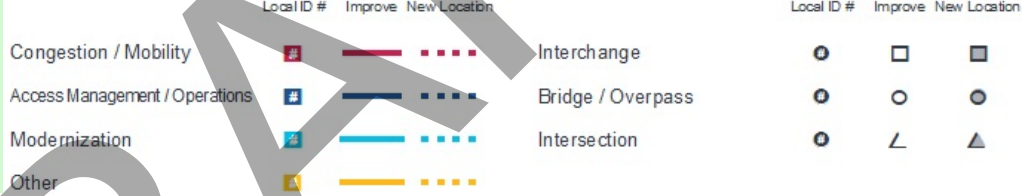
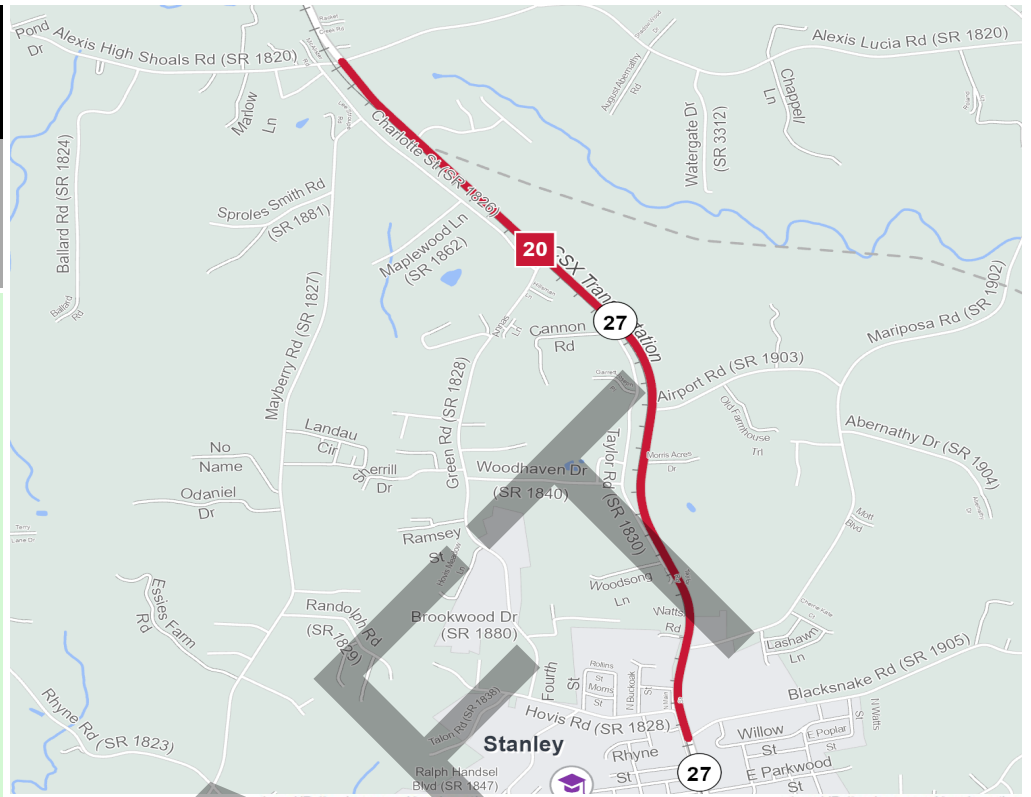
**Identified Need**

NC 27 is projected to be near or over capacity by 2055. The roadway has moderate truck traffic.

Improvements are needed to relieve congestion and accommodate projected traffic and truck volumes.

**Recommendation**

Widen to five lanes with a center turn lane and multiuse path to relieve congestion.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 B
Section Options	-
Length (miles)	2.70
Existing ROW (feet)	60
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	6500-9500	9400-13500	2000-3100
Capacity (vpd)	11400-11900	11400-11900	26800-27600

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2039

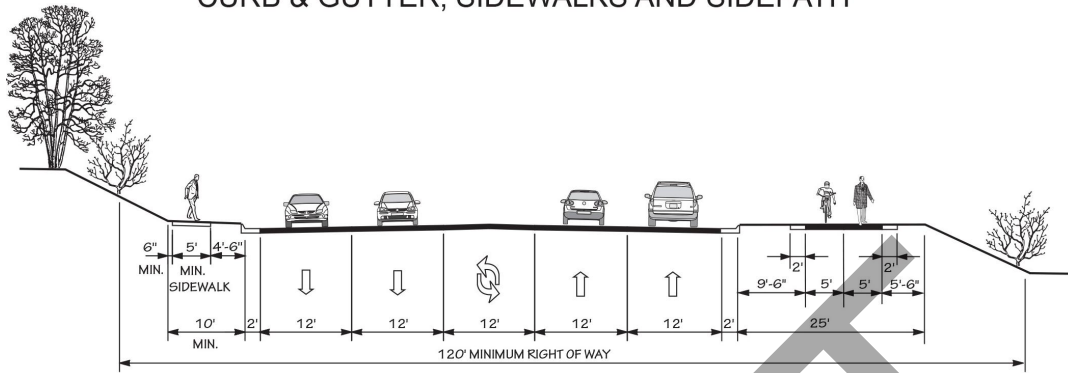


**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 10 participants. 80% of participants agreed with this proposal. 3 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Stanley. The corridor contains agricultural, undeveloped, residential, institutional, commercial, and industrial land uses.

## 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)
- 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
- 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
- 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 1% and 5% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

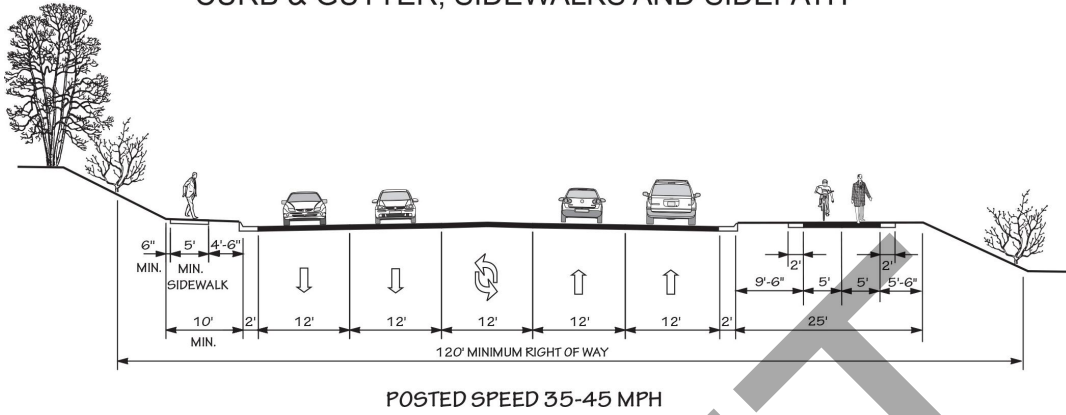
Between January 2019 and December 2023, there were a total of 51 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 17 moderate or minor injury crashes, and 32 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 8%.

DRAFT

### NC 27 Corridor

From W Dallas Rd (SR 1922) to NC 273

Local ID: GAST30009-H

Purpose: Congestion

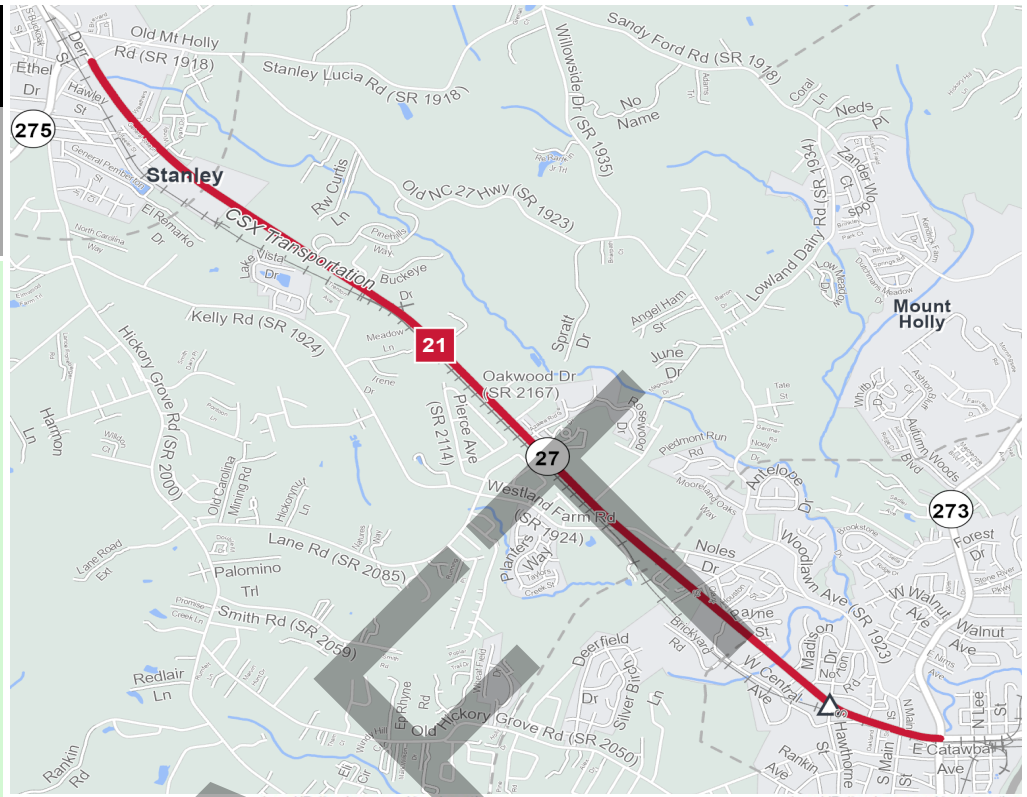
Improvement: Widening

#### Identified Need

NC 27 is projected to be over capacity by the year 2055, had 324 crashes over 5 years, and contains two high frequency crash intersections. Development is increasing the number of commuters, and improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

#### Recommendation

Widen to a four-lane boulevard with sidewalk and multiuse path to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Length (miles)	6.00
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	9100-14000	10200-16200	8600-18900
Capacity (vpd)	11100-14100	11100-14100	28100-40500

### Capacity Data: Year

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

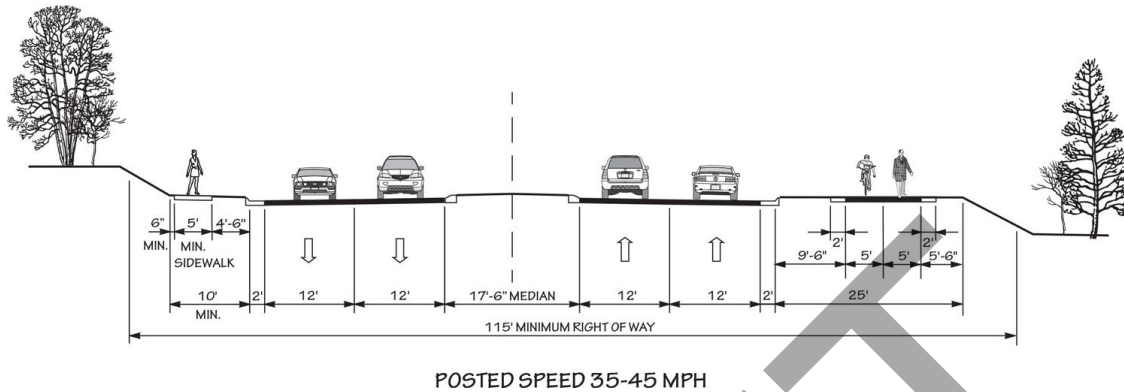


**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project is in the 2055 GCLMPO MTP as an unmet need with a SPOT ID of H224034.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants, 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Stanley and Mount Holly. The corridor contains residential, institutional, commercial, and industrial land uses.

## 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 Natural Heritage Natural Area Feature(s)
- 10 Wetland Feature(s)

- 6 River And Stream Feature(s)
- 1 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 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 1% and 5% identify as Some Other Race
- Between 15% and 20% 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

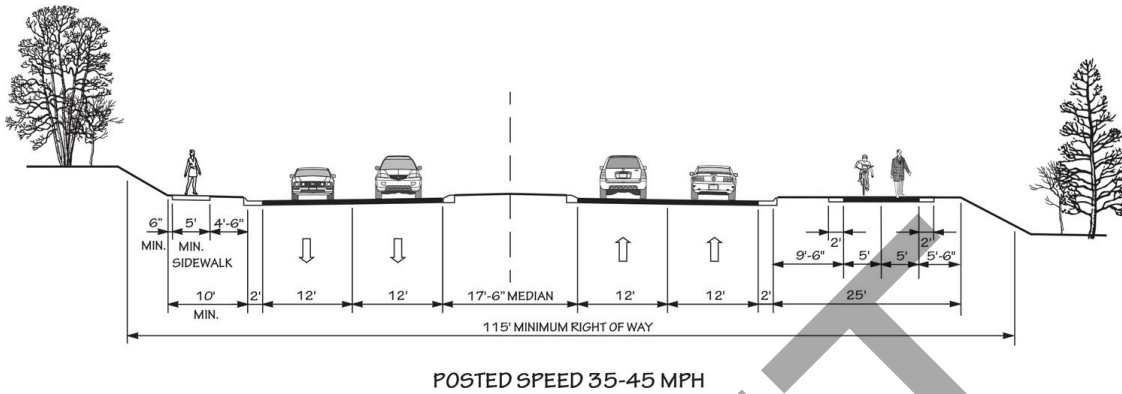
## Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



**Crash Data**

Between January 2019 and December 2023, there were a total of 324 crashes on the segments containing this recommendation. There were 5 fatal or severe injury crashes, 108 moderate or minor injury crashes, and 211 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 9%.

**Resiliency**

The NCDOT RIP identified this segment as low priority.

**NC 150**

From Cleveland County line to NC 274

Local ID: GAST30010-H

Purpose: Mobility

Improvement: Improve Existing

**Identified Need**

NC 150 is projected to be near or over capacity by 2055. There are several driveways with direct access to the road, which saw 102 over 5 years, including 2 fatal or severe injury crashes. Improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

**Recommendation**

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to improve mobility.



**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Length (miles)	2.00
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data: 2023 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)	7700-12500	9500-15400	10000
Capacity (vpd)	11100-12700	11100-12700	12700-13800

**Capacity Data: Year**

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

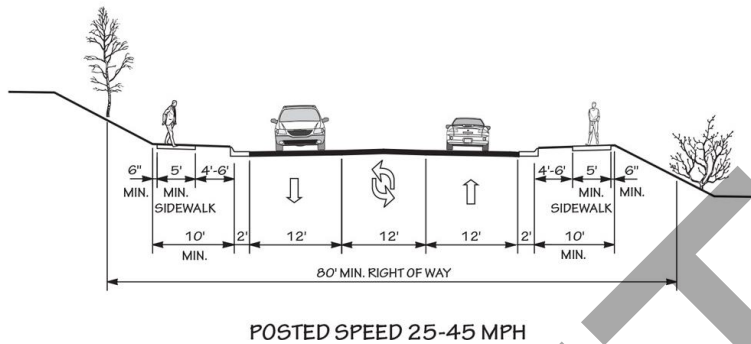


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 project.

### Relationship to Land Use

This project lies within the municipal boundary of Cherryville. The corridor contains residential, institutional, and commercial land uses.

### Impacts to Natural and/or Human Environment

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

- 1 Wetland Feature(s)
- 1 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 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 5% and 10% 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

#### Crash Data

Between January 2019 and December 2023, there were a total of 102 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 31 moderate or minor injury crashes, and 69 property damage only crashes.

#### Deficient Bridges

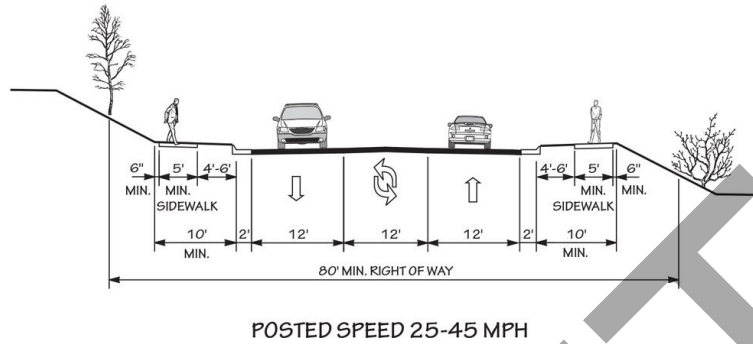
There are no functionally obsolete bridges along this

Typical Section Options:

None

# TYPICAL SECTION No. 3B

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



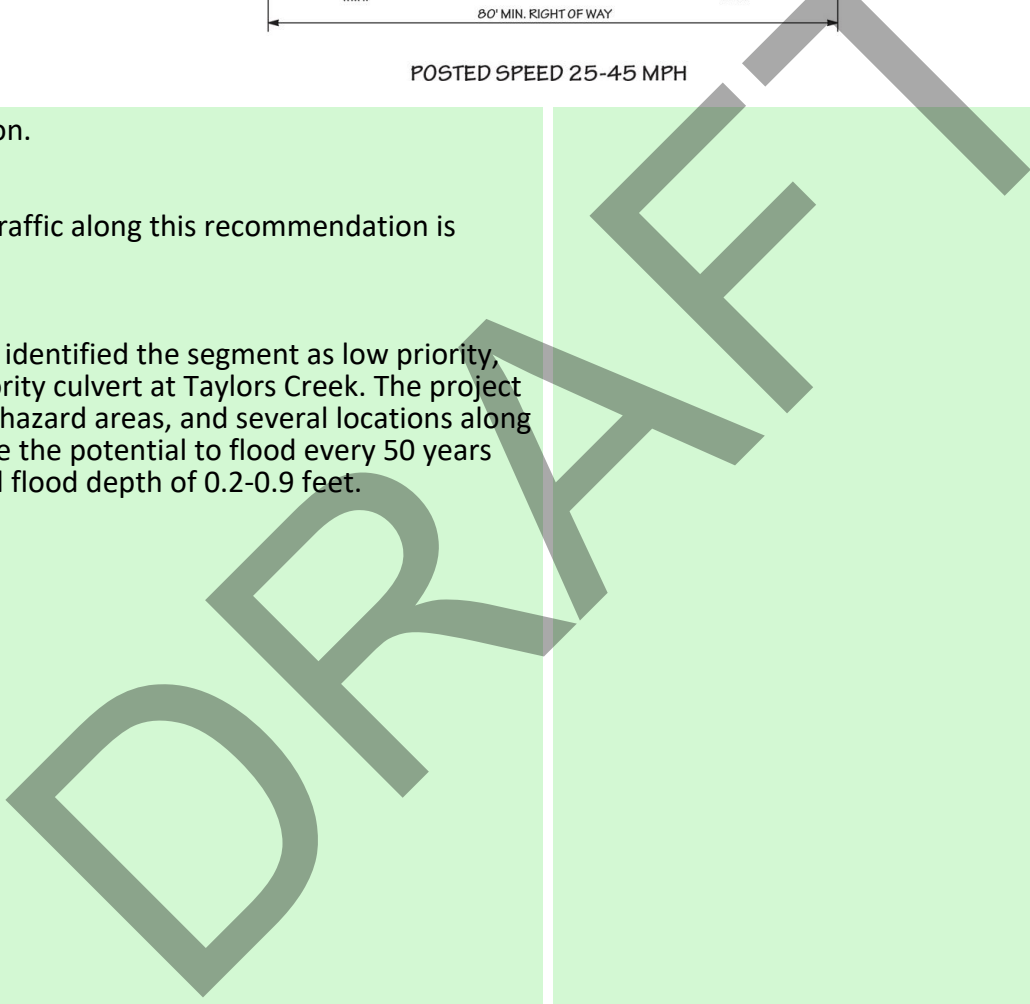
recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 5%.

**Resiliency**

The NCDOT RIP identified the segment as low priority, with 1 high priority culvert at Taylors Creek. The project crosses 3 flood hazard areas, and several locations along the project have the potential to flood every 50 years with a potential flood depth of 0.2-0.9 feet.



**NC 273 Corridor**

From NC 279 to NC 273

Local ID: GAST30011-H

Purpose: Access

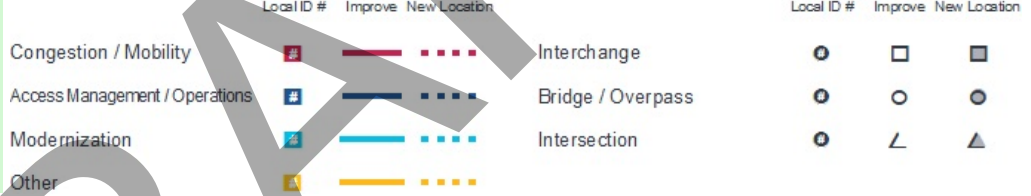
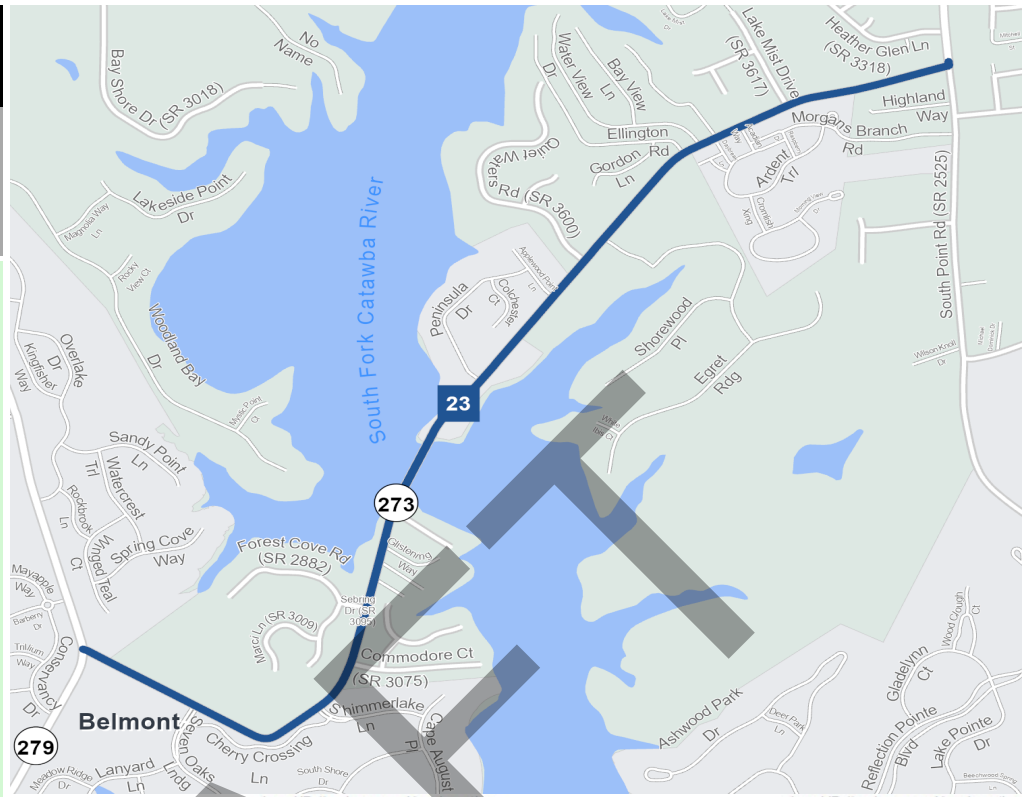
Improvement: Improve Existing

**Identified Need**

NC 273 is currently a two-lane undivided facility. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

**Recommendation**

Redesign to a two-lane boulevard by adding access management treatments, including a median. Add multiuse paths.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 L
Section Options	02 R
Length (miles)	2.40
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	6500	9600-9900	10400-10500
Capacity (vpd)	11300-12700	11300-12700	17500-18300

**Capacity Data: Year**

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

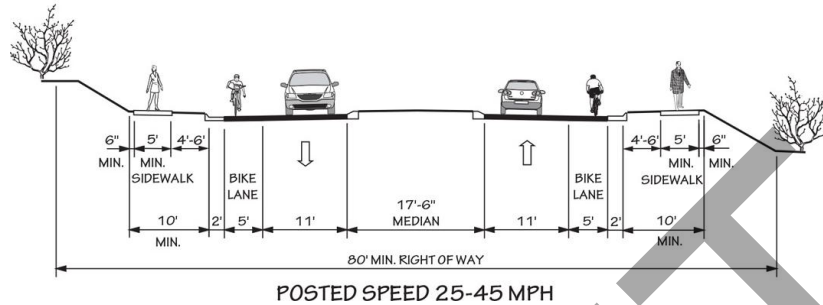


**Typical Section Options:**

02 R

# TYPICAL SECTION No. 2L

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 23 participants. About 91% of participants agreed with this proposal. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Belmont. The corridor contains residential land uses.

### 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)
- 11 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 2 Major River Feature(s)
- 1 Wetland Feature(s)

- 1 River And Stream Feature(s)
- 1 Lake And Pond 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:

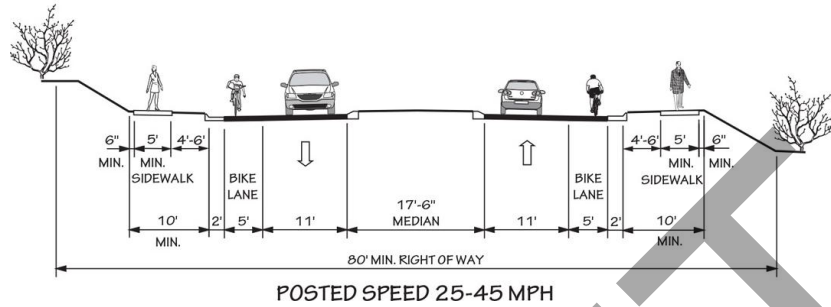
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

### Other Information

Typical Section Options:  
02 R

# TYPICAL SECTION No. 2L

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Crash Data

Between January 2019 and December 2023, there were a total of 6 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 0 moderate or minor injury crashes, and 6 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 8%.

DRAFT

### NC 273 Corridor

From Armstrong Rd to Henry Chapel Rd (SR 2529)

Local ID: GAST30013-H

Purpose: Congestion

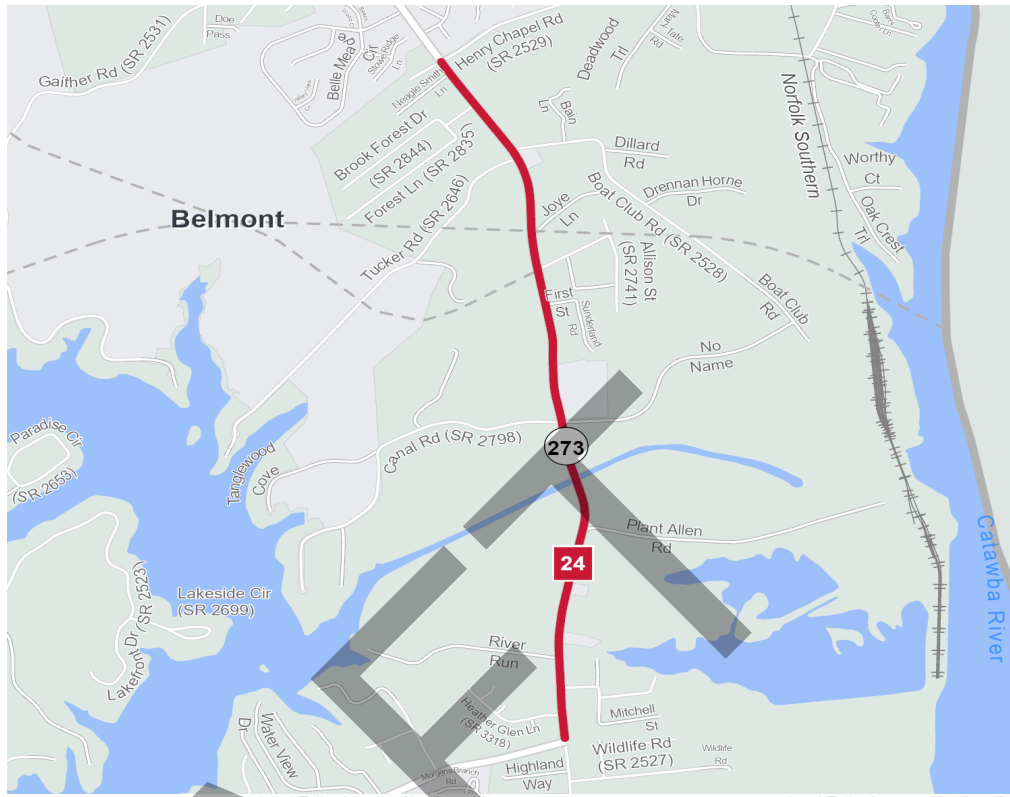
Improvement: Widening

#### Identified Need

NC 273 is projected to be over capacity by 2055. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a four-lane boulevard with multiuse paths and bicycle lanes to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	60
Safety Risk Score	67

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	6500-13000	9900-23200	14700-19600
Capacity (vpd)	12200-12700	12200-12700	35100-36600

### Capacity Data: Year

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

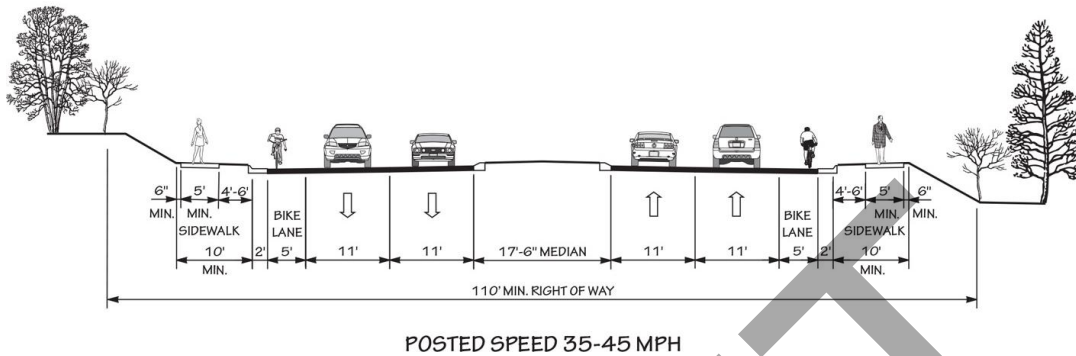


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and the Belmont Multimodal Plan. This project is in the 2055 GCLMPO MTP as an unmet need with a SPOT ID of H193391.

### Multi-modal Considerations

The project includes 10-foot multiuse paths and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 42 participants. About 90% of participants agreed with this proposal. 7 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. The corridor contains residential land uses.

## 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)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)

- 1 Major River Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored 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:

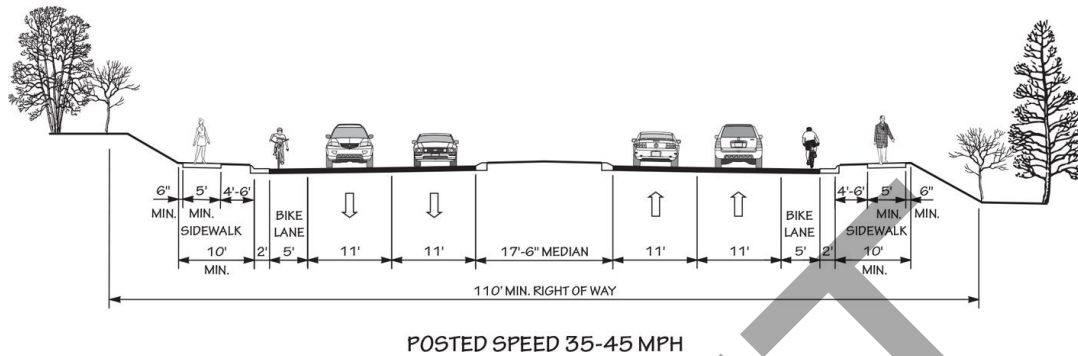
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

**Typical Section Options:**

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 15% and 20% identify as Households with No Car

*Other Information*

**Crash Data**

Between January 2019 and December 2023, there were a total of 59 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 13 moderate or minor injury crashes, and 46 property damage only crashes.

**Deficient Bridges**

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350022. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Truck Traffic**

Average truck traffic along this recommendation is around 8.5%.

**Resiliency**

The project crosses 1 flood hazard area.

### NC 273 Corridor

From Henry Chapel Rd (SR 2529) to Nixon Rd (SR 2534)

Local ID: GAST30014-H

Purpose: Congestion

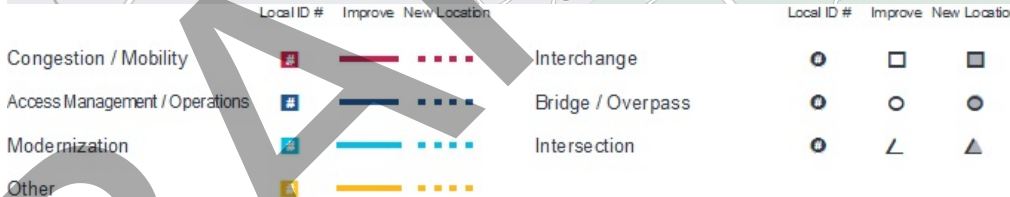
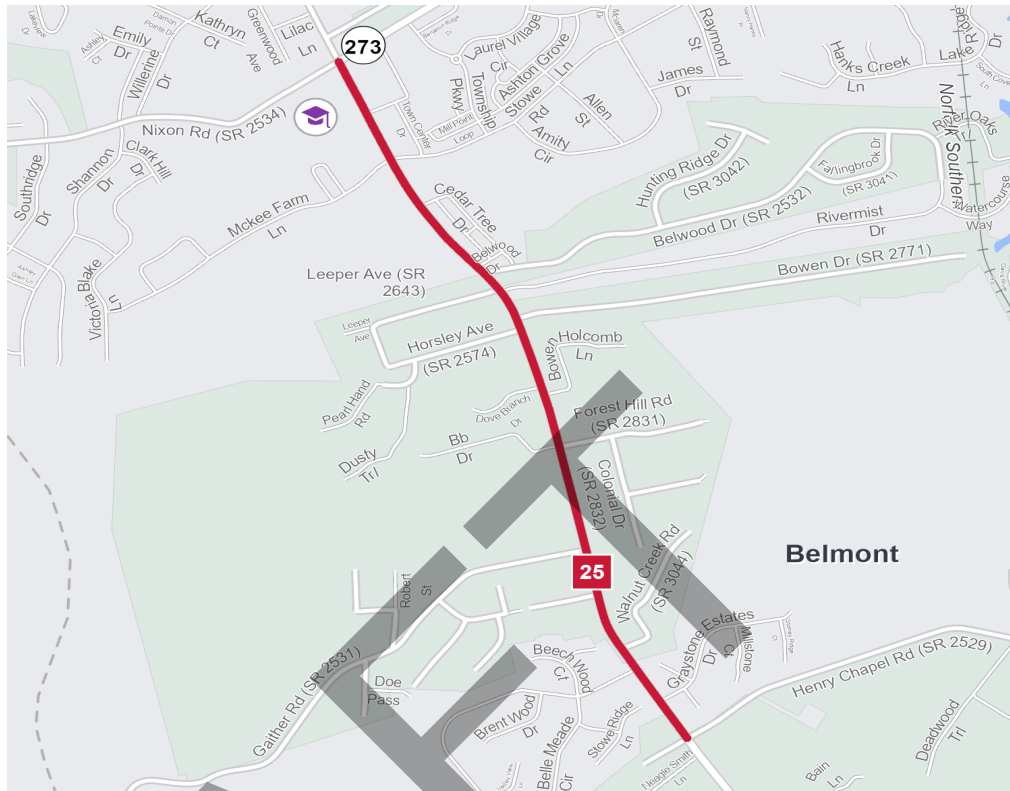
Improvement: Widening

#### Identified Need

NC 273 is over capacity and projected to remain so through 2055. It is heavily used by commuters attempting to access US 74 and I-85 and serves multiple schools. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a four-lane boulevard with multiuse paths and bicycle lanes to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.50
Existing ROW (feet)	60
Safety Risk Score	67

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	13000-17000	23200-24300	19600-21600
Capacity (vpd)	11100-12700	11100-12700	28100-36600

### Capacity Data: Year

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

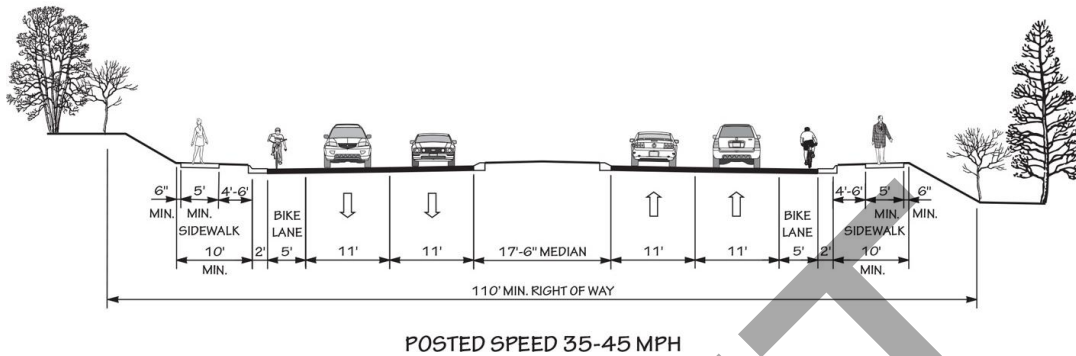


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and the Belmont Multimodal Plan. This project is in the 2055 GCLMPO MTP as an unmet need and P8.0 with a SPOT ID of H184813.

### Multi-modal Considerations

The project includes 10-foot multiuse paths and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 47 participants. About 91% of participants agreed with this proposal. 12 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Belmont. The corridor contains residential, institutional, and commercial land uses.

## 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 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
- 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 10% and 15% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

## Other Information

### Crash Data

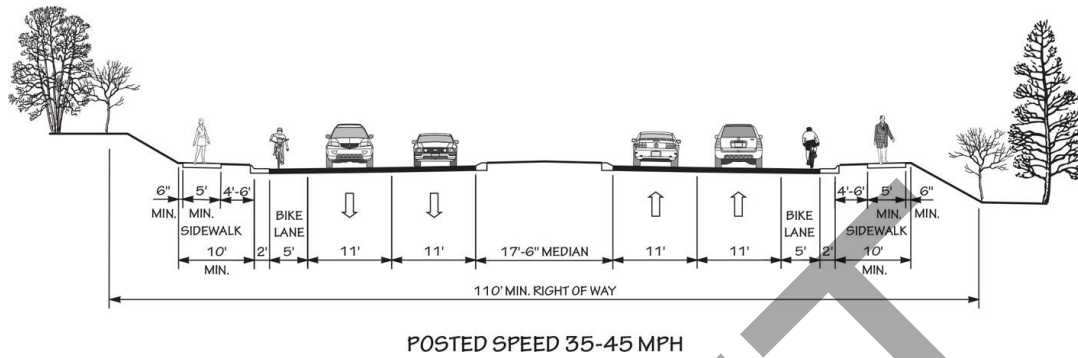
Between January 2019 and December 2023, there were a total of 84 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 20 moderate or minor injury crashes, and 63 property damage only crashes.

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 8%.

**Resiliency**

This project crosses 1 flood hazard area along part of the South Fork Catawba River.

DRAFT

**NC 273 Corridor**

From South Point Rd (SR 2560) to Keener Blvd (SR 2594)

Local ID: GAST30015-H

Purpose: Congestion

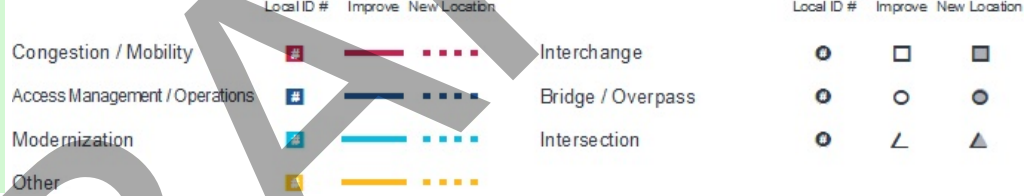
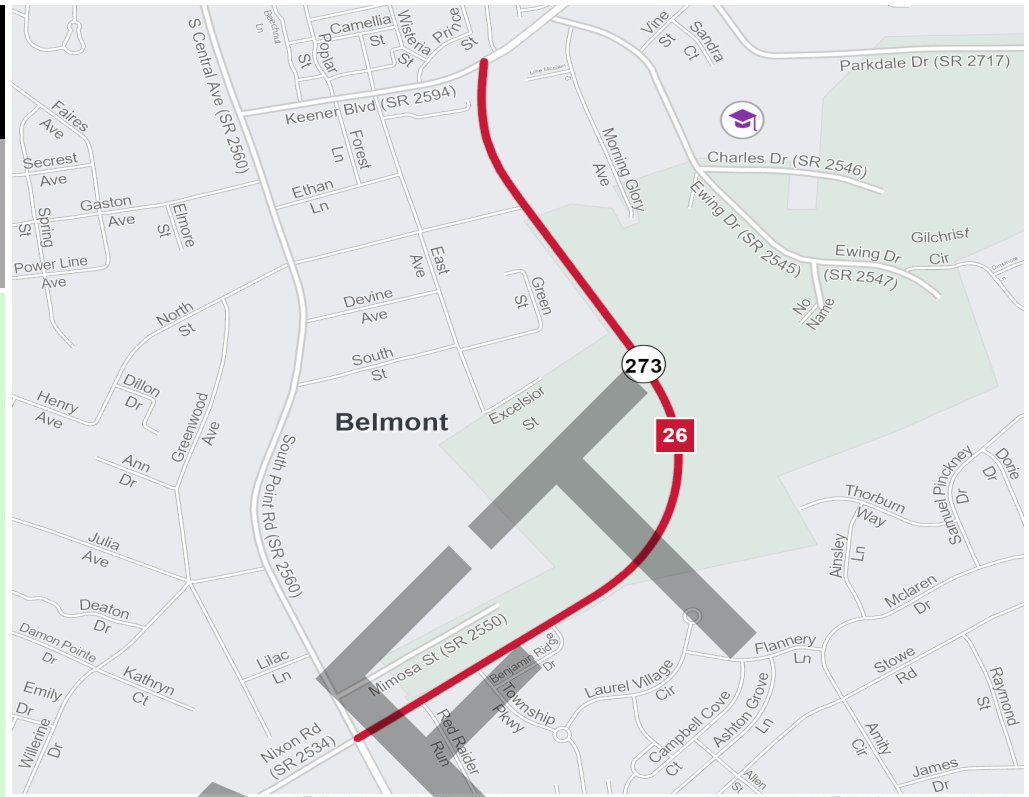
Improvement: Widening

**Identified Need**

NC 273 is projected to be over capacity by 2055. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

**Recommendation**

Widen to a four-lane boulevard with multiuse path to relieve congestion and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Length (miles)	0.96
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Boulevard
Travel Lanes	2	2	2	4
Volume (vpd)	10500	36500	36500	3200
Capacity (vpd)	11100	11100	11100	28100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2024

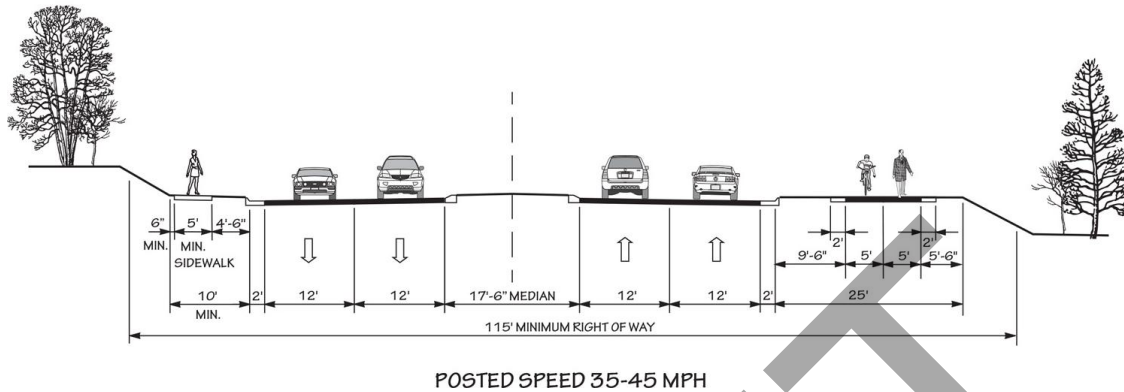


**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and the Belmont Multimodal Plan.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 46 participants. About 91% of participants agreed with this proposal. 6 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Belmont. The corridor contains residential, institutional, and commercial land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area 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 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 10% and 15% 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

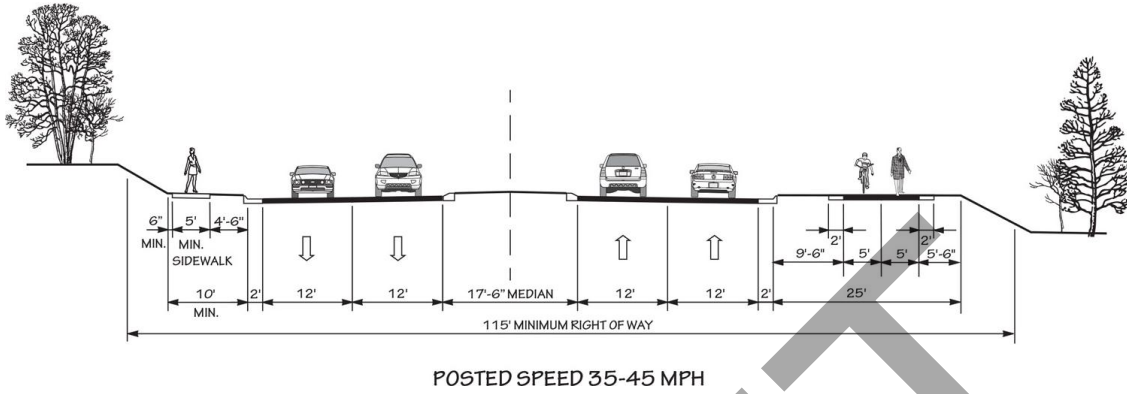
Between January 2019 and December 2023, there were a total of 100 crashes on the segments containing this recommendation. There were 0 fatal or severe injury

Typical Section Options:

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



crashes, 17 moderate or minor injury crashes, and 83 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

DRAFT

**NC 273 Corridor**

From Keener Blvd (SR 2594) to US 29/74

Local ID: GAST30016-H

Purpose: Access

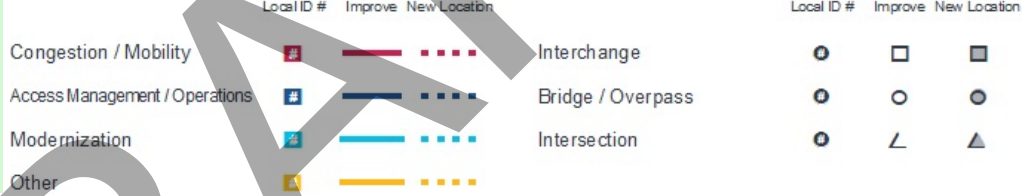
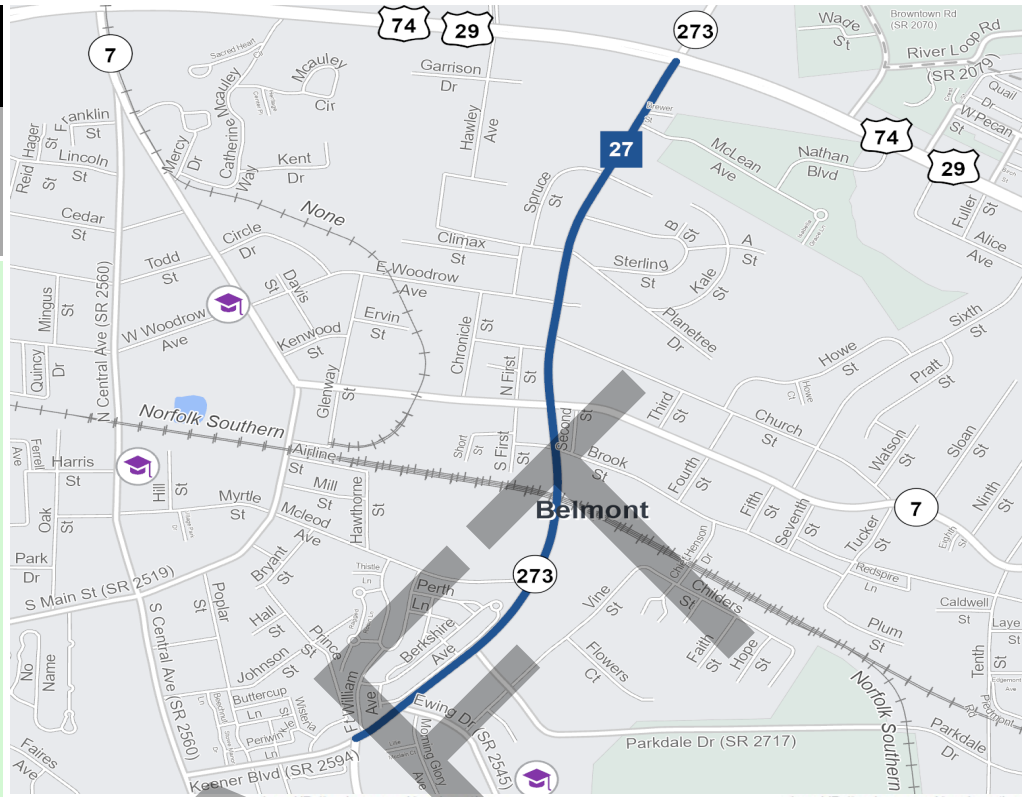
Improvement: Improve Existing

**Identified Need**

NC 273 is projected to be at capacity by 2055 and saw 291 crashes between 2019 and 2023. Mobility is impaired by numerous driveway cuts and unprotected left turns. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

**Recommendation**

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections, replacing sidewalks, and adding separated bicycle lanes to improve access.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data: 2023 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)	19500-20000	27100-28500	23600-23900
Capacity (vpd)	22200	22200	28100

**Capacity Data: Year**

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

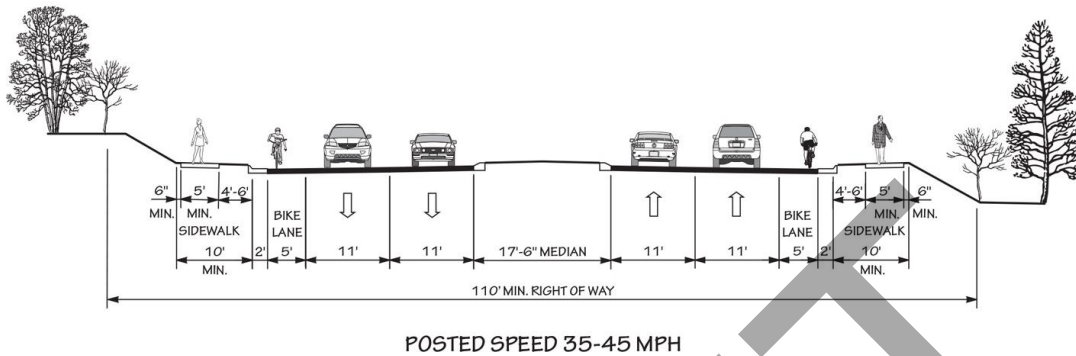


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes replacing existing sidewalk and adding a separated bicycle lane on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 43 participants. About 93% of participants agreed with this proposal. 7 comments were left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Belmont. The corridor contains residential, institutional, office, medical, and industrial land uses.

### Impacts to Natural and/or Human Environment

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

- 15 Flood Hazard Area Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Protected Area 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 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 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 10% and 15% 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

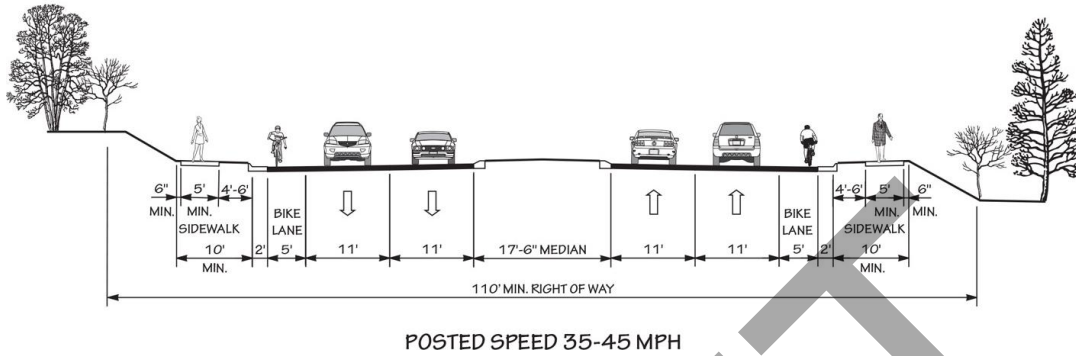
Between January 2019 and December 2023, there were a total of 291 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 44 moderate or minor injury crashes, and 246 property damage only crashes.

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation ranges from 4-8%.

**Resiliency**

The NCDOT RIP identified this roadway segment as low priority.

DRAFT

### NC 273 Corridor

From US 29/74 to I-85

Local ID: GAST30017-H

Purpose: Congestion

Improvement: Widening

#### Identified Need

NC 273 is projected to be over capacity by 2055. It had 231 recorded crashes over 5 years and contains 3 high frequency crash locations. Improvements are needed to relieve congestion on the existing facility, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a six-lane boulevard with multiuse paths and bicycle lanes to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 F
Section Options	06 I
Length (miles)	0.40
Existing ROW (feet)	40-80
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	8	4	6
Volume (vpd)	24000-27500	32000-38700	28700
Capacity (vpd)	24300-28100	24300-28100	42200

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2026

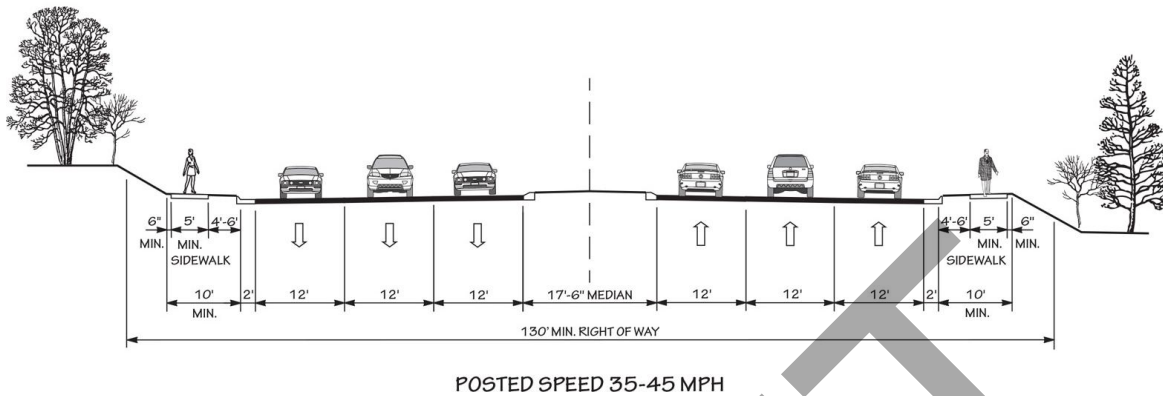


Typical Section Options:

# TYPICAL SECTION No. 6F

06 I

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and the Belmont Multimodal Plan.

### Multi-modal Considerations

The project includes 10-foot multiuse paths and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 33 participants. About 97% of participants agreed with this proposal. 4 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Belmont. The corridor contains commercial land uses.

## 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)
- 1 Wetland 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 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 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
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% 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

### Crash Data

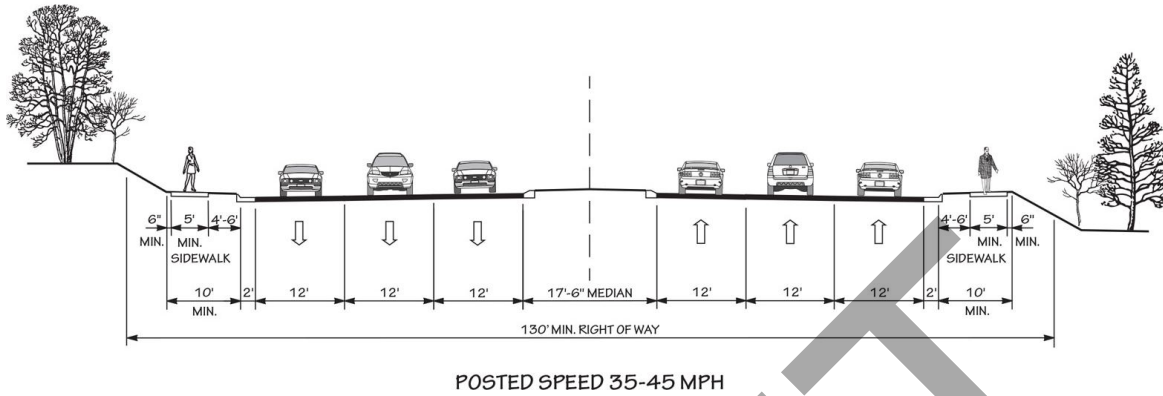
Between January 2019 and December 2023, there were a total of 231 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 35 moderate or minor injury crashes, and 195 property damage only crashes.

Typical Section Options:

# TYPICAL SECTION No. 6F

06 I

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



**Deficient Bridges**

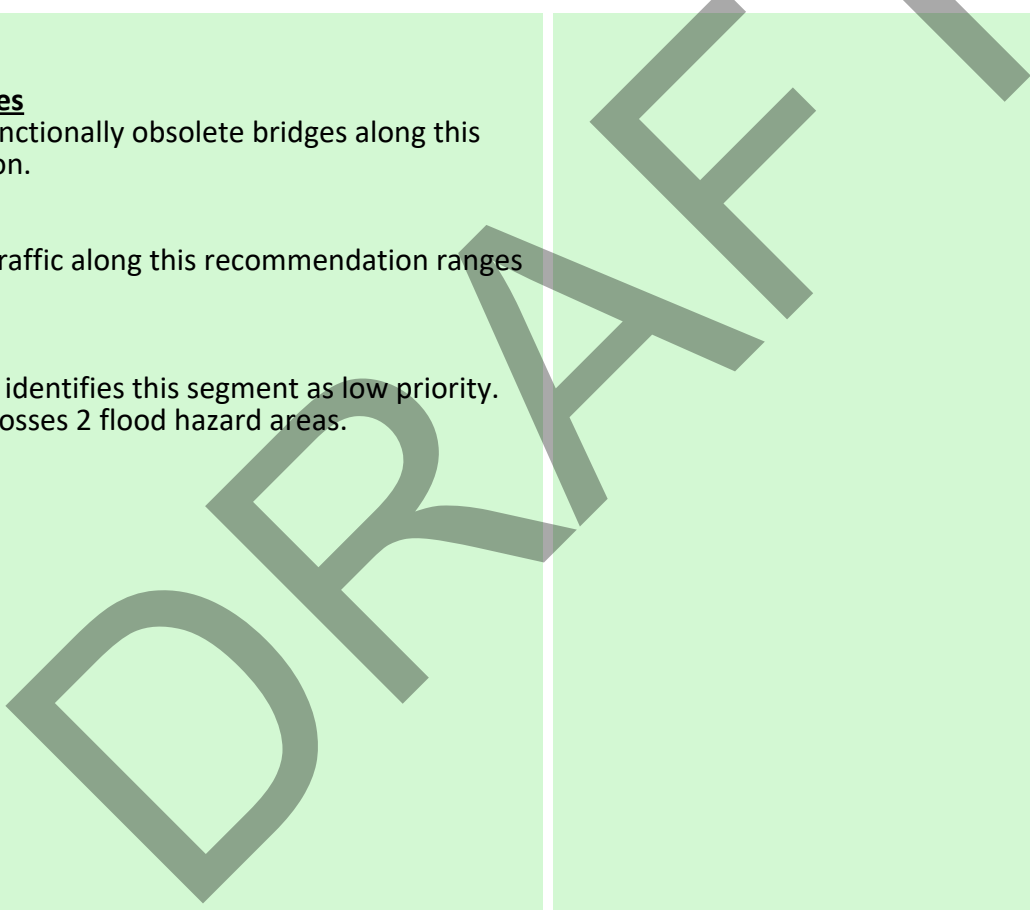
There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation ranges from 4-8%.

**Resiliency**

The NCDOT RIP identifies this segment as low priority. The segment crosses 2 flood hazard areas.



### NC 273 Corridor

From Caldwell Dr to Tuckaseege Rd (SR 2044)

Local ID: GAST30018-H

Purpose: Access

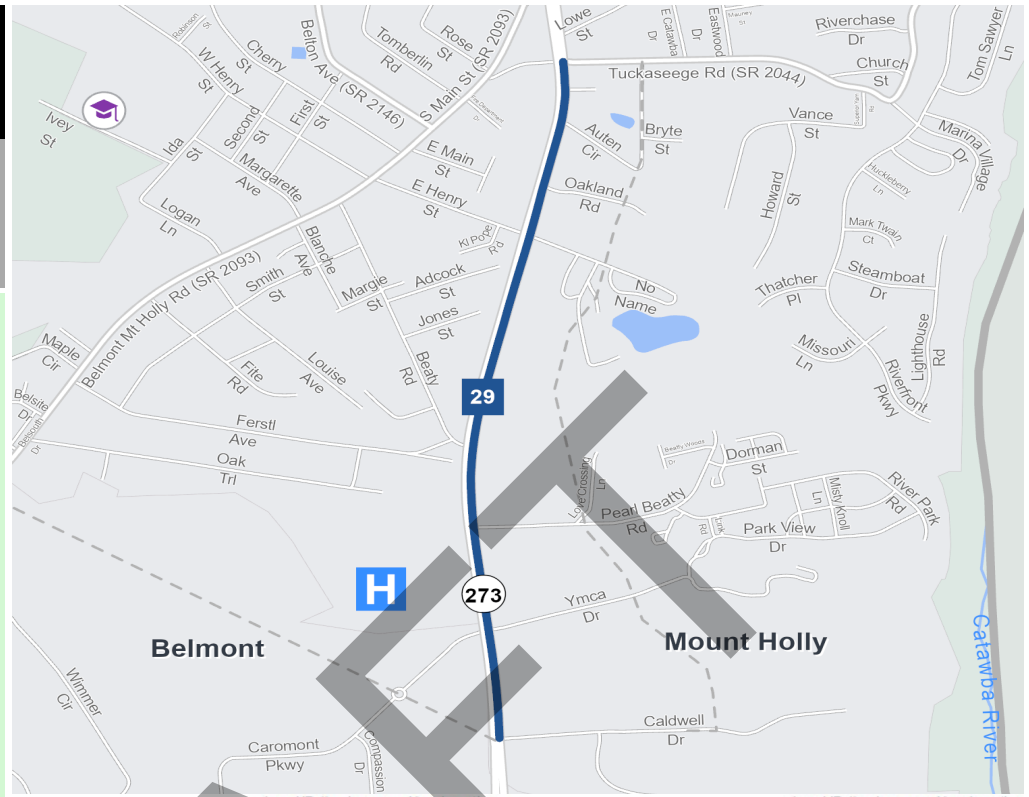
Improvement: Improve Existing

#### Identified Need

This road is projected to be over capacity by 2055. It is currently a four-lane facility with a center turn lane. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median, providing reduced conflict intersections, and adding multiuse paths to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	50
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Boulevard	Boulevard
Travel Lanes	16	4	4
Volume (vpd)	24000	35400	19600
Capacity (vpd)	26800	26800	35100

### Capacity Data: Year

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

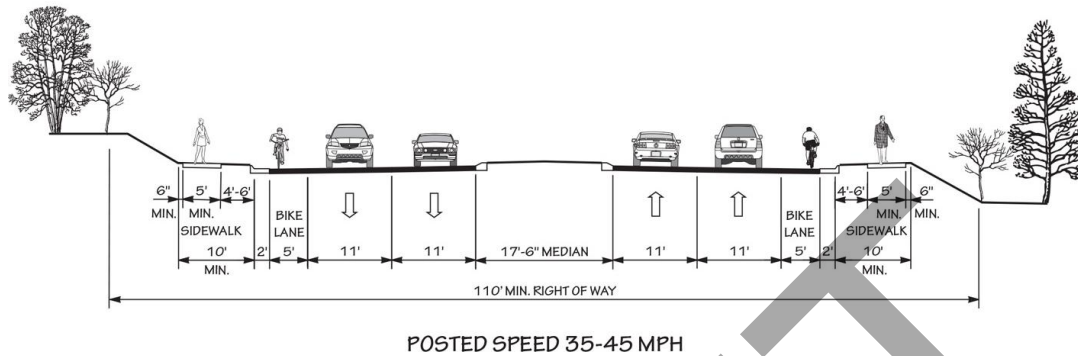


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 15 participants. About 87% of participants agreed with this proposal. 4 comments were left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Mount Holly. The corridor contains residential, commercial, institutional, and medical land uses.

### 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)
- 2 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 5% and 15% 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
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 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 10 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 2 moderate or minor injury crashes, and 8 property damage only crashes.

#### Deficient Bridges

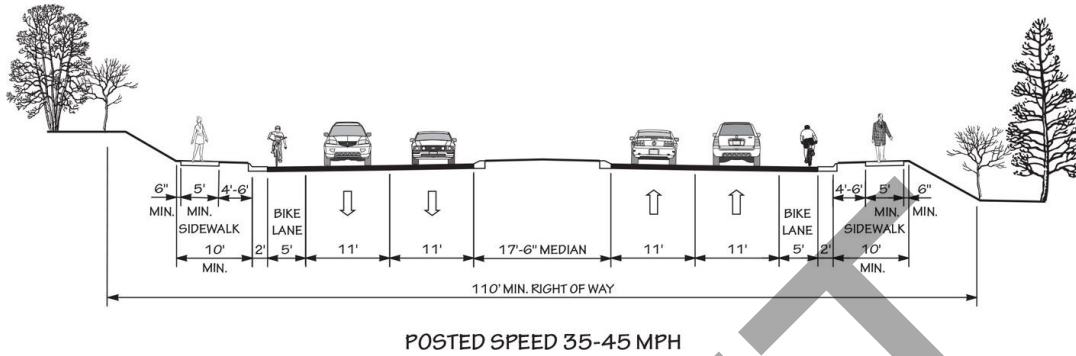
There are no functionally obsolete bridges along this recommendation.

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Truck Traffic**

Average truck traffic along this recommendation ranges from 4-8%.

**Resiliency**

The NCDOT RIP identified the segment as low priority. The segment crosses 1 flood hazard area.

DRAFT

**NC 273 Corridor**

From A&E; Dr to Lanier Ave (SR 1939)

Local ID: GAST30019-H

Purpose: Congestion

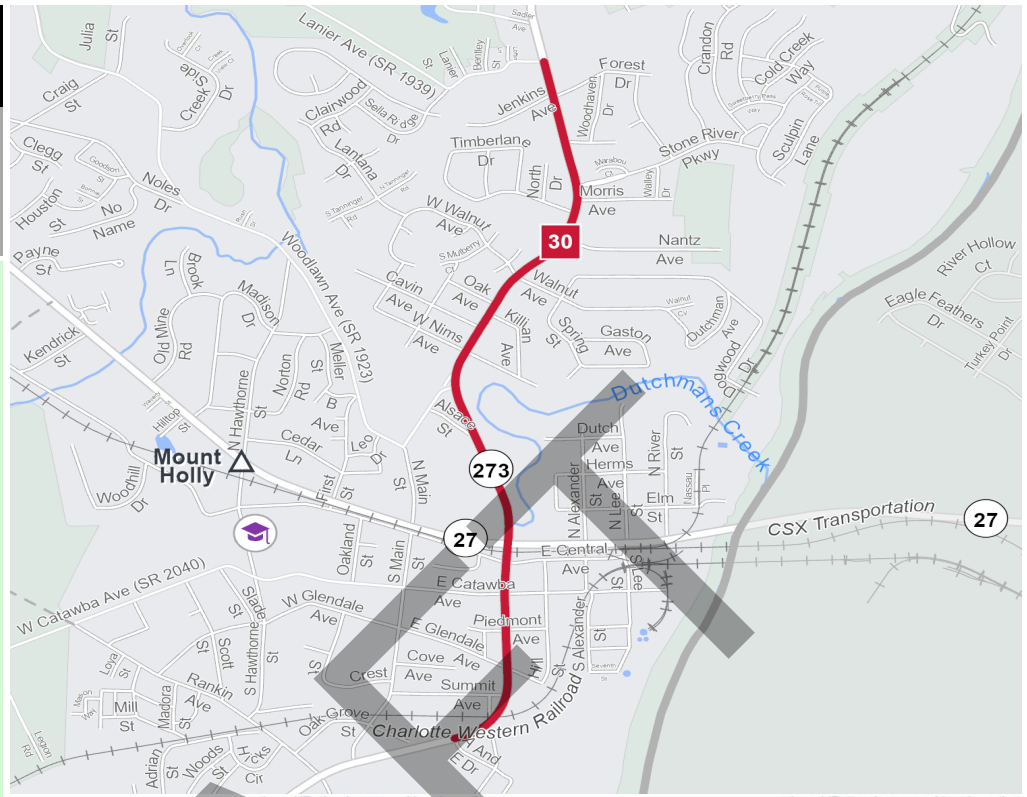
Improvement: Widening

**Identified Need**

NC 273 is projected to be near or over capacity by 2055. It had 157 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

**Recommendation**

Widen to a four-lane boulevard to relieve congestion and enhance safety. Add bicycle lanes and sidewalks on both sides where gaps exist.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	60-150
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	14500-17500	16100-21500	10500-17800
Capacity (vpd)	11100-22200	11100-22200	28100

**Capacity Data: Year**

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

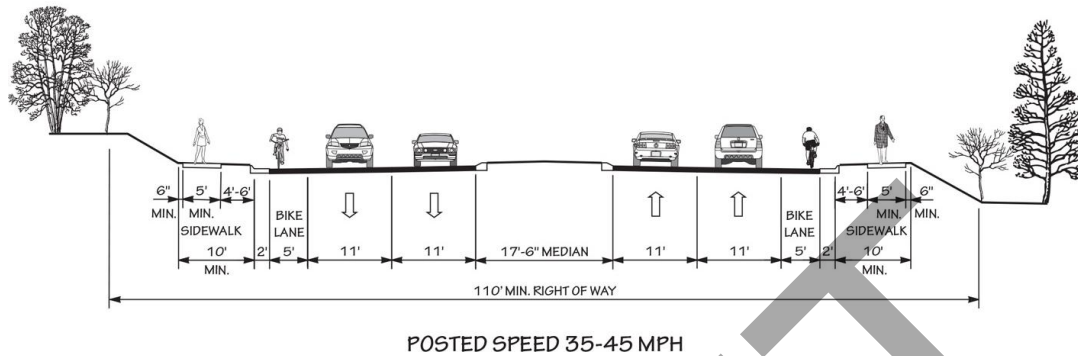


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as an unmet need and has a SPOT ID of H171317.

### Multi-modal Considerations

The project includes 5-foot sidewalks and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 11 participants. About 91% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Mount Holly. The corridor is primarily residential, with some undeveloped, institutional, and industrial land uses.

## 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)
- 1 Major River Feature(s)
- 3 Wetland Feature(s)

- 4 River And Stream Feature(s)
- 1 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 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 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
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 15% and 20% 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

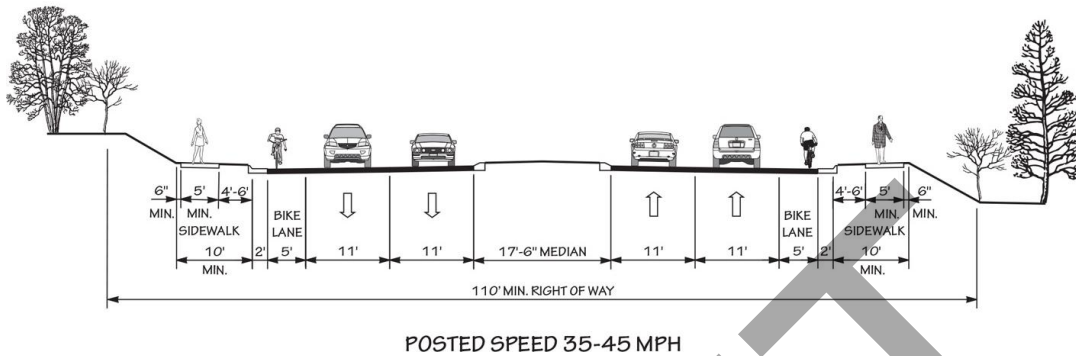
## Other Information

**Typical Section Options:**

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Crash Data**

Between January 2019 and December 2023, there a total of 157 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 44 moderate or minor injury crashes, and 113 property damage only crashes.

**Deficient Bridges**

There are 2 bridges along this facility that are Functionally Obsolete: Bridge #350356 and Railroad #350358. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Truck Traffic**

Average truck traffic along this recommendation ranges from 8-11%.

**Resiliency**

The NCDOT RIP identified the segment as low priority. The segment crosses 1 flood hazard area. Several locations along the segment have an estimated 50 years between flood events with a potential flood depth of 0.1-0.9 feet.

### NC 273 Corridor

From Lanier Ave (SR 1939) to Morningside Dr (SR 1932)

Local ID: GAST30020-H

Purpose: Congestion

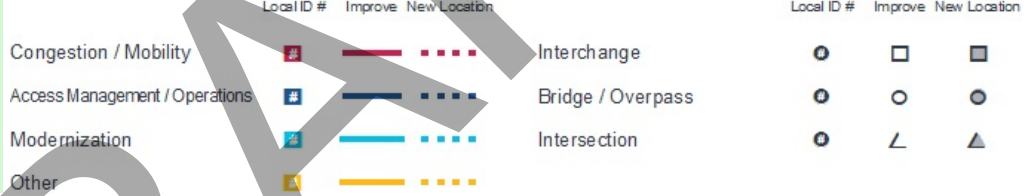
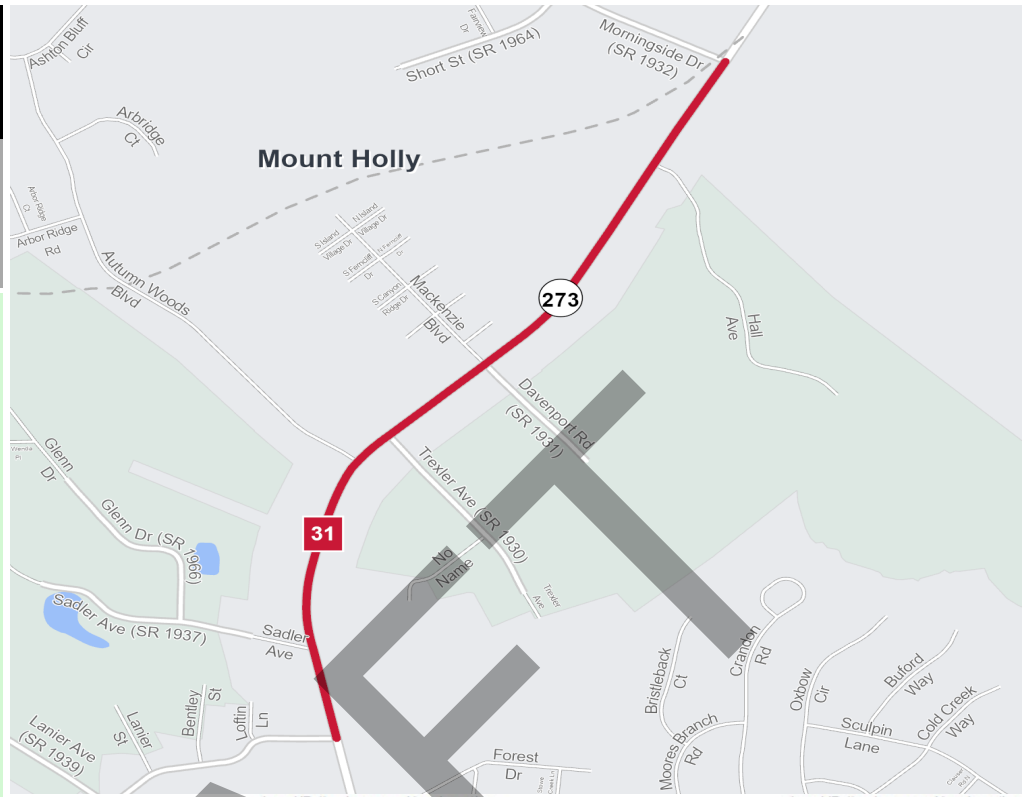
Improvement: Widening

#### Identified Need

NC 273 is projected to be over capacity by 2055. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a four-lane boulevard to relieve congestion, construct curb and gutter, and add bicycle lanes and sidewalks.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	0.82
Existing ROW (feet)	60
Safety Risk Score	67

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	9900-12500	12900-16300	5000
Capacity (vpd)	12200	12200	35100

### Capacity Data: Year

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

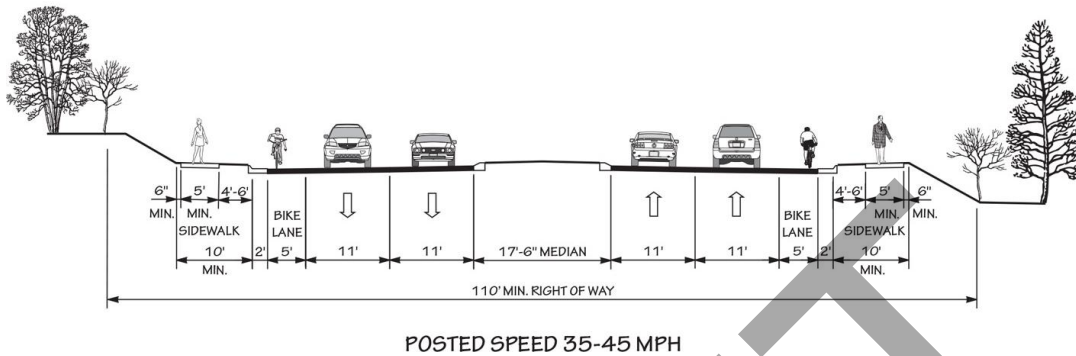


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

A portion of this project from Lanier Ave to 400 ft north of Davenport Rd was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lane on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 7 participants, 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Mount Holly. The corridor contains residential, institutional, and industrial land uses.

## 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)
- 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 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
- 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

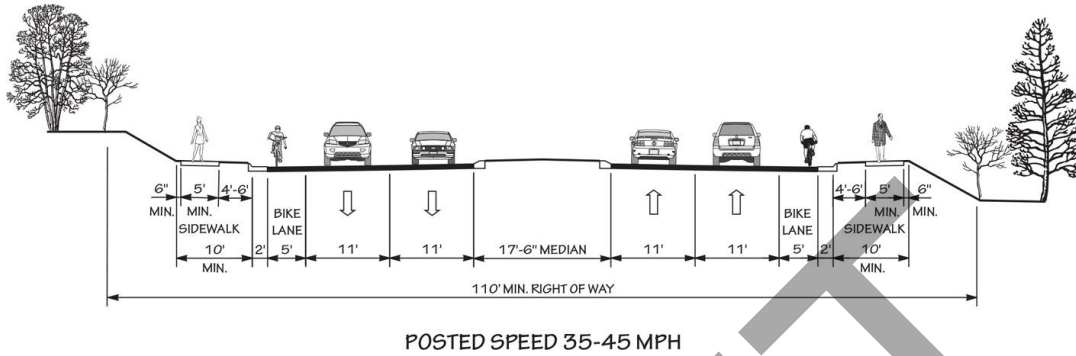
Between January 2019 and December 2023, there were a total of 41 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 13 moderate or minor injury crashes, and 28 property damage only crashes.

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 10%.

**Resiliency**

The NCDOT RIP identified the segment as low priority.

DRAFT

### NC 273 Corridor

From 300 ft E of Drywall Dr to Sandy Ford Rd (SR 1918)

Local ID: GAST30021-H

Purpose: Congestion

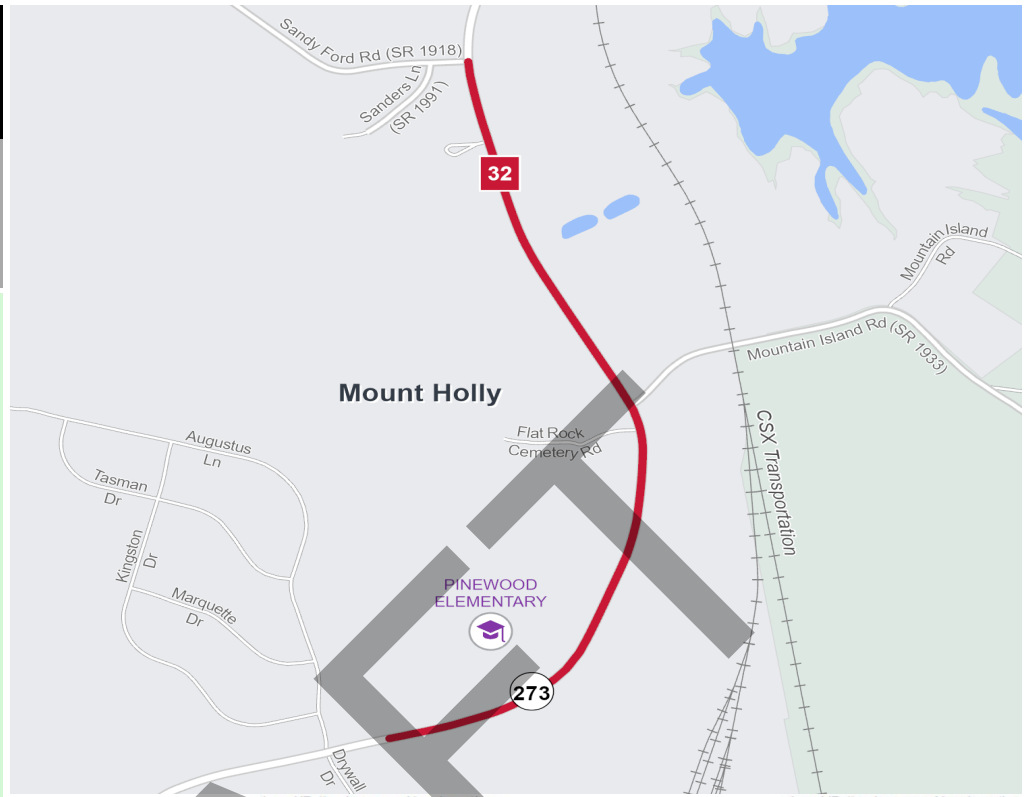
Improvement: Improve Existing

#### Identified Need

NC 273 experiences truck traffic and school traffic. Recent development to the north is anticipated to add additional traffic to the roadway. Improvements are needed to relieve congestion, improve traffic flow, and accommodate truck traffic.

#### Recommendation

Add a center turn lane and sidewalks to relieve congestion and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Length (miles)	0.83
Existing ROW (feet)	60
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	8300	10700-10800	10700	
Capacity (vpd)	12700	12700	13800	

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2047
Facility will be Over Capacity (>=100%)	-

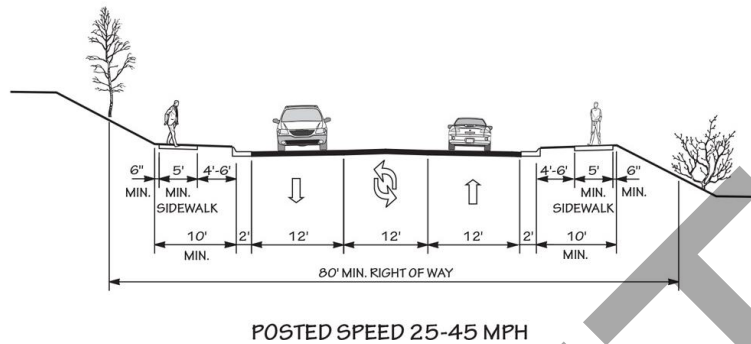


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

## Project Overview

### Project History and Linkage to Other Plans

This project was listed as Boulevard Needs Improvement in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 88% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Mount Holly. The corridor contains residential, institutional, and industrial land uses.

## 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)
- 2 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 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
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 10% and 15% 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

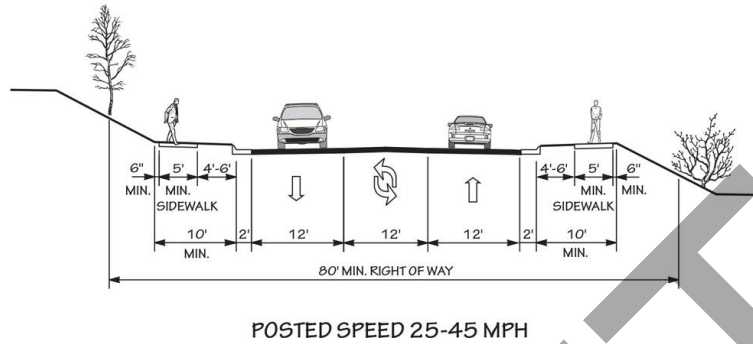
Between January 2019 and December 2023, there were a total of 23 crashes on the segments containing this recommendation. There were 1 fatal or severe injury crashes, 9 moderate or minor injury crashes, and 13 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 3B

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 10%.

DRAFT

**NC 273 Corridor**

From Underwood Dr (SR 1970) to NC 16

Local ID: GAST30024-H

Purpose: Congestion

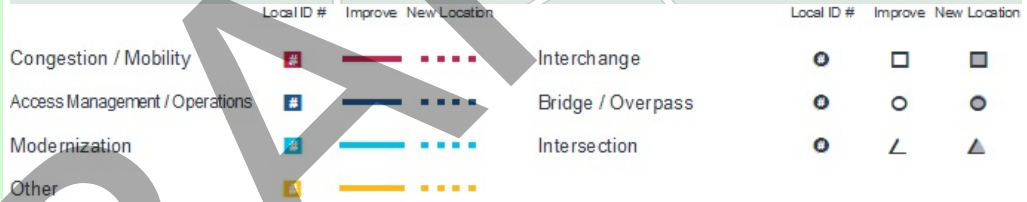
Improvement: Improve Existing

**Identified Need**

NC 273 is projected to be near capacity by 2055. There are several driveways with direct access to NC 273. Drivers turning left impede traffic flow. Improvements are needed to relieve congestion and improve traffic flow.

**Recommendation**

Add a center turn lane and sidewalks to relieve congestion and improve mobility.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Length (miles)	0.51
Existing ROW (feet)	60
Safety Risk Score	100

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	7300	11200-12400	5300-8300	
Capacity (vpd)	12700	12700	13800	

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	-

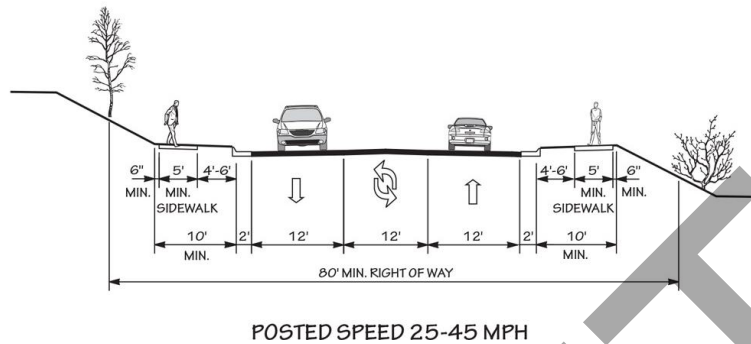


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. The corridor contains residential land uses.

## Impacts to Natural and/or Human Environment

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

- 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 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
- 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
- 0% identify as Native American
- Between 5% and 10% 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

### Crash Data

Between January 2019 and December 2023, there were a total of 13 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 1 moderate or minor injury crash, and 11 property damage only crashes.

### Deficient Bridges

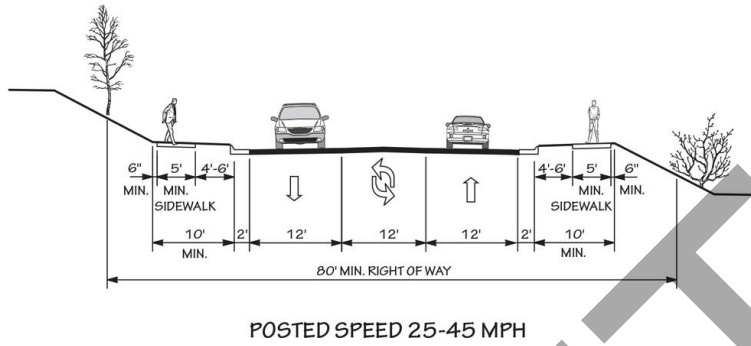
There are no functionally obsolete bridges along this recommendation.

Typical Section Options:

# TYPICAL SECTION No. 3B

None

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



**Truck Traffic**

Average truck traffic along this recommendation is around 11%.

DRAFT

### NC 274 Corridor

From Beaty Rd (SR 2439) to Robinson Rd (SR 2416)

Local ID: GAST30025-H

Purpose: Congestion

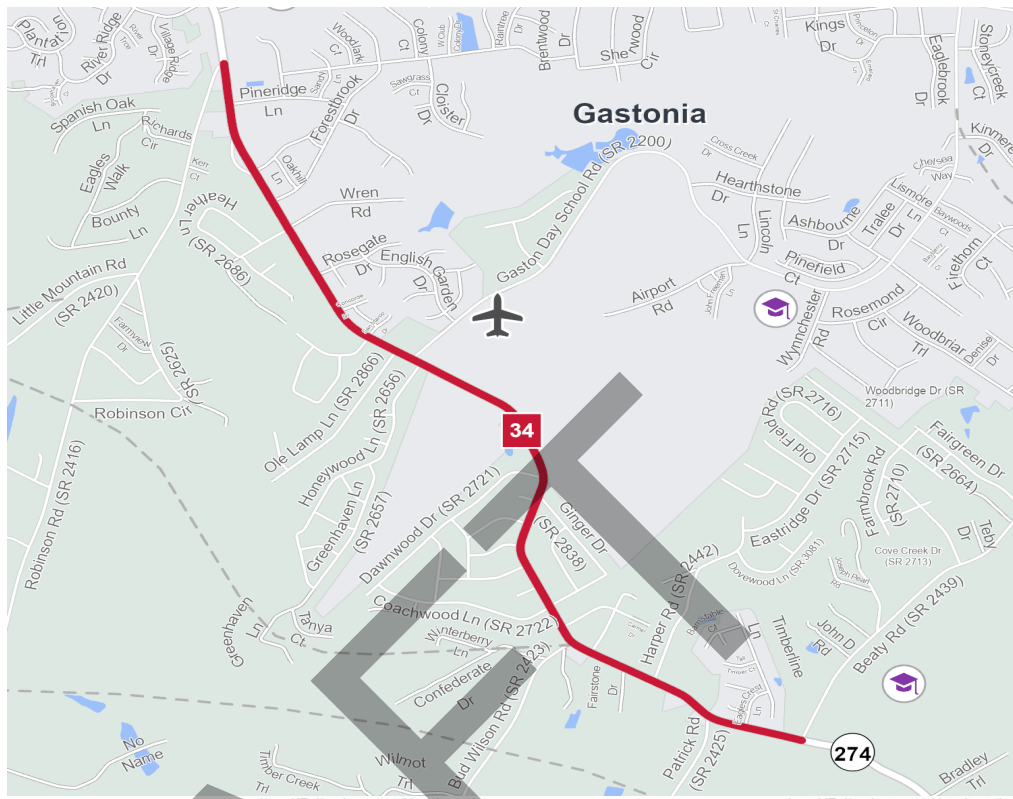
Improvement: Widening

#### Identified Need

NC 274 is projected to be near or over capacity by 2055. Improvements are needed to relieve congestion.

#### Recommendation

Widen to a four-lane boulevard with multiuse paths to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	05 B
Section Options	-
Length (miles)	2.70
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	8500-13000	11900-15800	7100-7700
Capacity (vpd)	12200-13300	12200-13300	35100-36600

### Capacity Data: Year

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

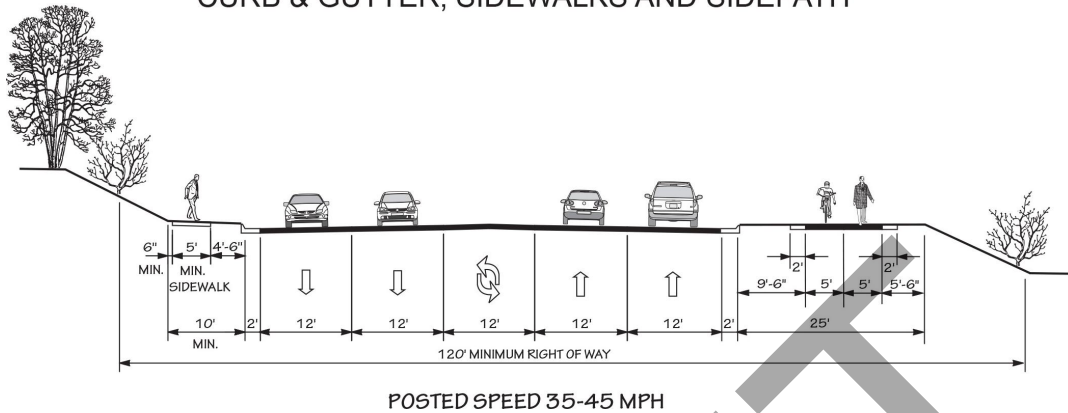


**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP with a Horizon Year of 2055 and P8.0 with a SPOT ID of H190681.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. The corridor contains primarily residential uses, with some institutional, industrial, medical uses as well as the Gastonia Municipal Airport.

## 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)
- 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 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 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
- Between 0% and 5% 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 10% and 15% 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

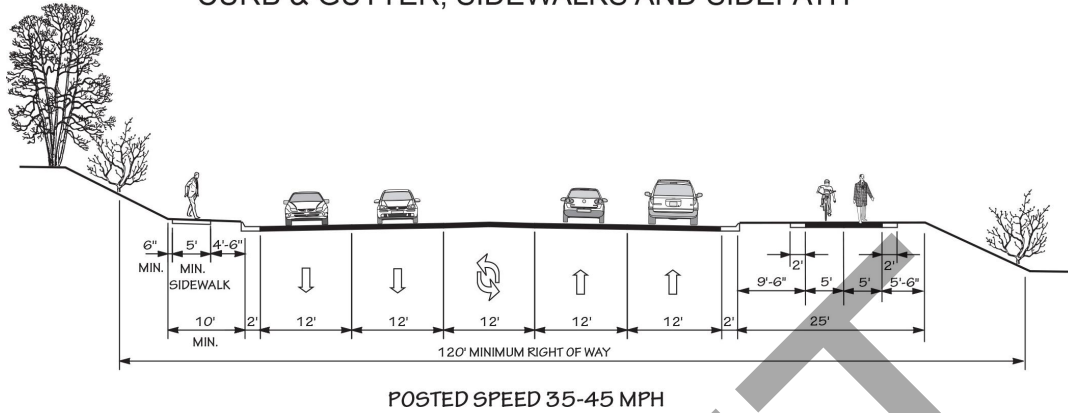
Between January 2019 and December 2023, there were a total of 97 crashes on the segments containing this recommendation. There were 7 fatal or severe injury

Typical Section Options:

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPath



crashes, 26 moderate or minor injury crashes, and 64 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 5%.

DRAFT

### NC 274 Corridor

From Robinson Rd (SR 2416) to Neal Hawkins Rd (SR 2400)

Local ID: GAST30026-H

Purpose: Access

Improvement: Improve Existing

#### Identified Need

NC 274 is projected to be over capacity by 2055. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections, and adding multiuse paths to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	0.35
Existing ROW (feet)	60-80
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	21500	27100	22900	
Capacity (vpd)	26800	26800	35100	

### Capacity Data: Year

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

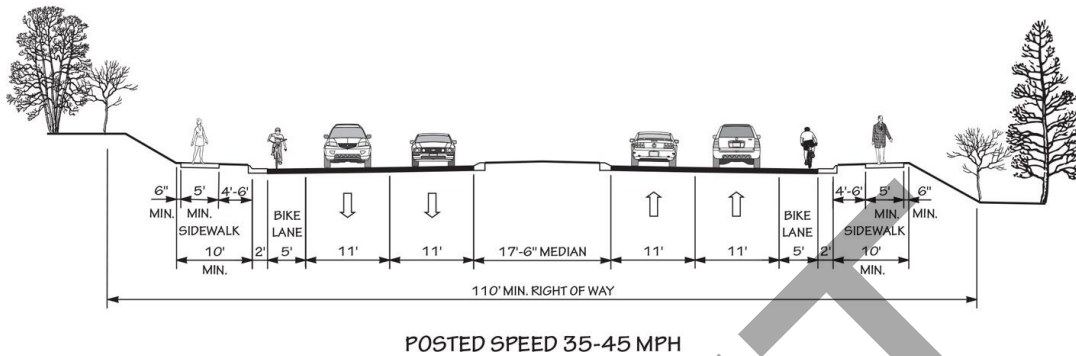


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains commercial and institutional land uses.

### Impacts to Natural and/or Human Environment

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

- 1 Managed Area Feature(s)
- 2 Protected Area 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 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 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
- Between 0% and 5% 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 1% and 5% identify as Two of More Races
- Between 1% and 5% 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 161 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 28 moderate or minor injury crashes, and 133 property damage only crashes.

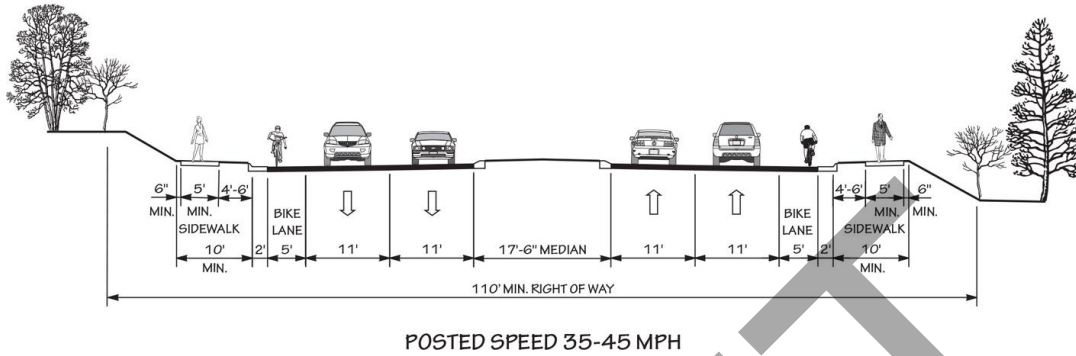
#### Deficient Bridges

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 6%.

DRAFT

### NC 274 Corridor

From N Myrtle School Rd (SR 1136) to Overhead Bridge Rd (SR 1384)

Local ID: GAST30027-H

Purpose: Access

Improvement: Improve Existing

#### Identified Need

NC 274 is projected to be near capacity by 2055 and provides important access to I-85 for the region. It saw 283 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic and volumes, and enhance safety.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections, sidewalks, and bicycle lanes to improve access and enhance safety.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	48-106
Safety Risk Score	-

### Proposal Data: 2023 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)	16000-19000	21600-24000	11800-17400
Capacity (vpd)	26700	26700	35100

### Capacity Data: Year

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

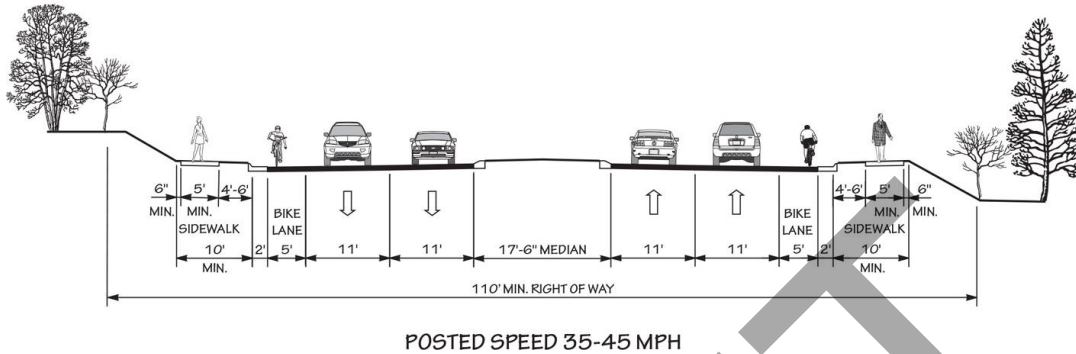


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lanes on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains primarily of commercial land uses.

### 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)

### 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% 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 0% and 15% identify as Households with No Car

### Other Information

#### Crash Data

Between January 2019 and December 2023, there were a total of 283 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 96 moderate or minor injury crashes, and 184 property damage only crashes.

#### Deficient Bridges

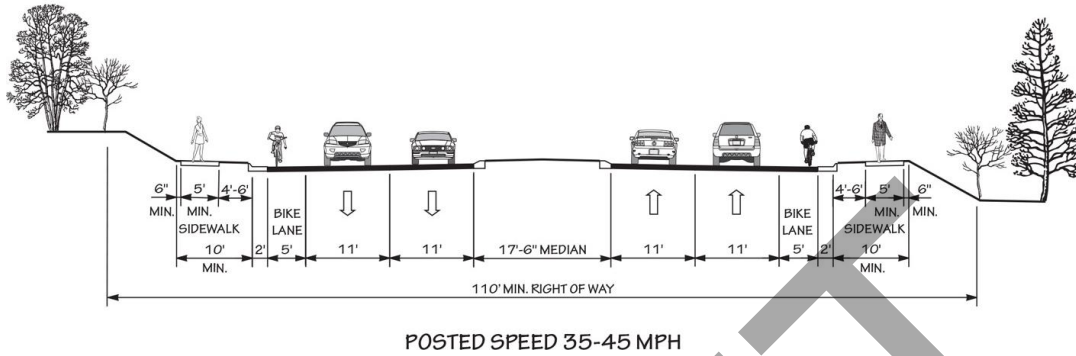
There are no functionally obsolete bridges along this

Typical Section Options:

# TYPICAL SECTION No. 4G

None

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



recommendation.

**Truck Traffic**

Average truck traffic along this recommendation ranges between 3-8%.

**Resiliency**

The NCDOT RIP identified this segment as very low priority.

DRAFT

**NC 275 Corridor**

From Fairview Dr (SR 1327) to NC 279

Local ID: GAST30029-H

Purpose: Congestion

Improvement: Improve Existing

**Identified Need**

NC 275 is projected to be near or at capacity by 2055. Drivers turning left into residential driveways impede traffic flow. There is also truck traffic due to nearby industrial uses. Improvements are needed to relieve congestion and accommodate truck traffic.

**Recommendation**

Add a center turn lane and a multiuse path to relieve congestion and improve mobility.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 E
Section Options	03 B
Length (miles)	2.80
Existing ROW (feet)	60
Safety Risk Score	100

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
<b>Facility Type</b>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<b>Travel Lanes</b>	2	2	2
<b>Volume (vpd)</b>	6600-7800	10800-12700	3400-8200
<b>Capacity (vpd)</b>	12200-12900	12200-12900	13300-13800

**Capacity Data: Year**

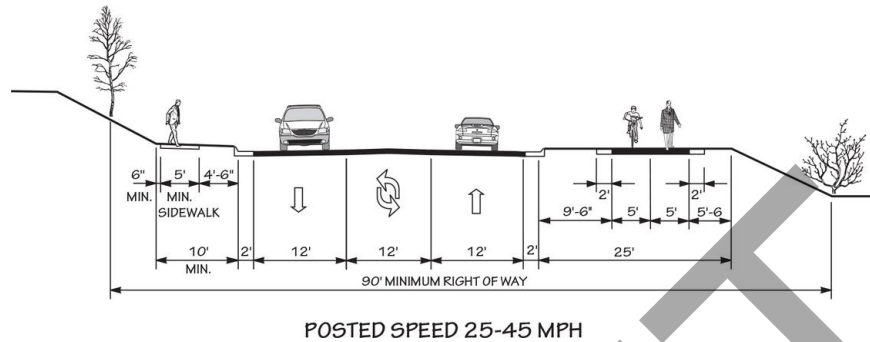
Facility will be Approaching Capacity (>80%)	2046
Facility will be Over Capacity (>=100%)	-



**Typical Section Options:**  
03 B

# TYPICAL SECTION No. 3E

2 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS, AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. The corridor contains primarily of residential and undeveloped land uses.

## 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)
- 2 Managed Area Feature(s)
- 7 Wetland Feature(s)

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

## Title VI Considerations

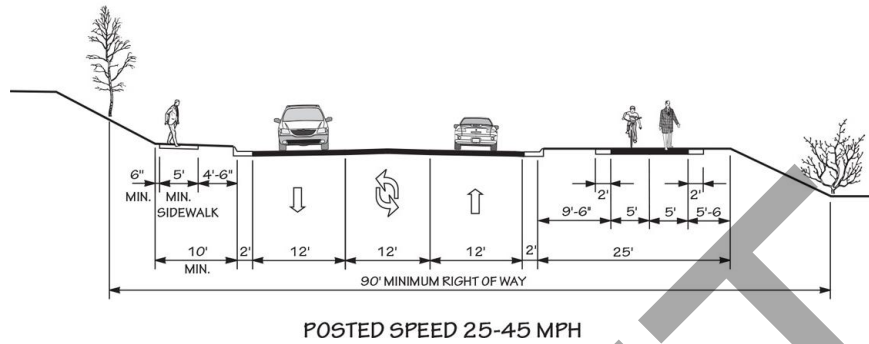
This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 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 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 20% and 100% 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

Typical Section Options:  
03 B

# TYPICAL SECTION No. 3E

2 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS, AND SIDEPATH



## Other Information

### Crash Data

Between January 2019 and December 2023, there were a total of 62 crashes on the segments containing this recommendation. There were 7 fatal or severe injury crashes, 21 moderate or minor injury crashes, and 34 property damage only crashes.

### Deficient Bridges

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350037. Functionally obsolete bridges are bridges that were built with different standards than those used today.

### Truck Traffic

Average truck traffic along this recommendation is around 7%.

### Resiliency

This segment crosses 1 flood hazard area at Long Creek.

**NC 275 Corridor**

From NC 279 to Hickory Grove Rd (SR 2000)

Local ID: GAST30030-H

Purpose: Congestion

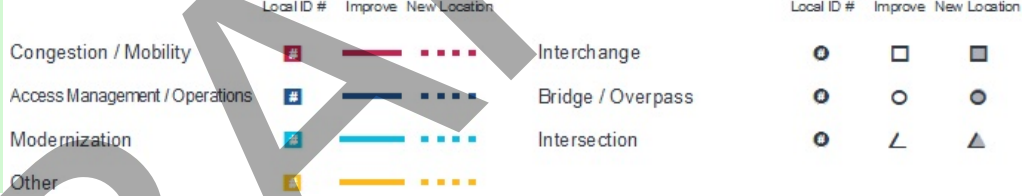
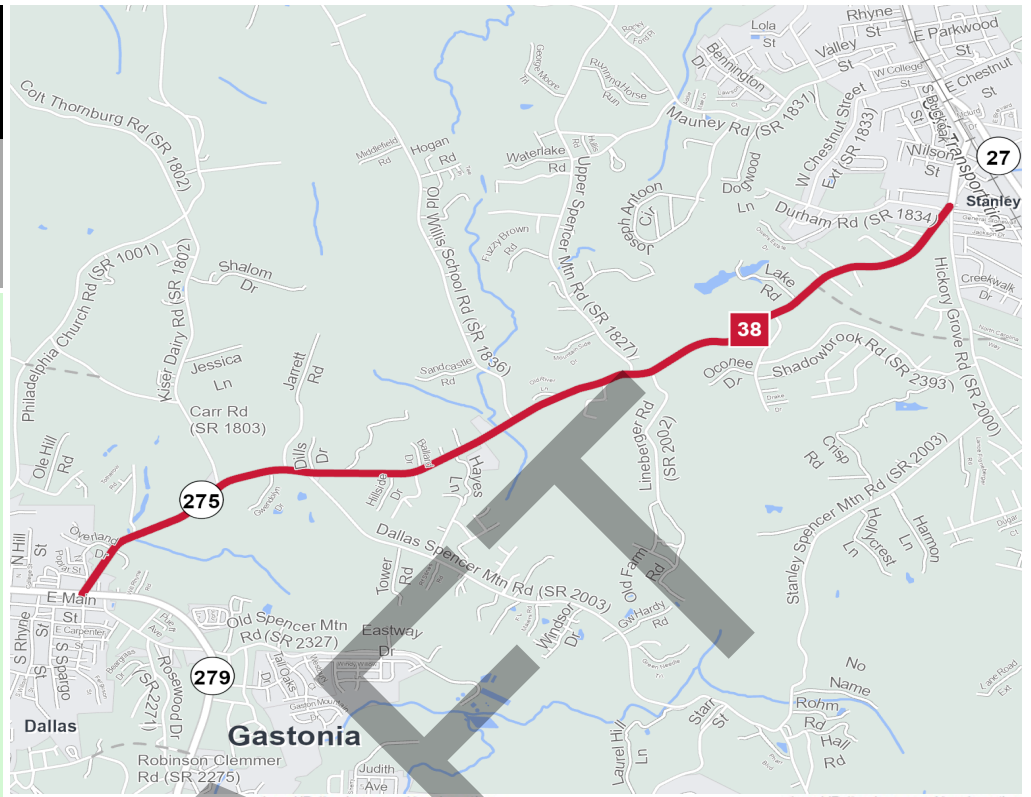
Improvement: Widening

**Identified Need**

NC 275 is projected to be near or over capacity by 2055. It is currently a two-lane undivided facility. There were 208 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic and truck traffic volumes, and enhance safety.

**Recommendation**

Widen to a four-lane boulevard with a multiuse path to relieve congestion, improve mobility, and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	04 K
Length (miles)	5.00
Existing ROW (feet)	50
Safety Risk Score	89

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Boulevard
Travel Lanes	2	2	2	4
Volume (vpd)	8100-12000	9000-14700	9000-14700	2200-13300
Capacity (vpd)	11100-12700	11100-12700	11100-12700	28100-36600

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2052

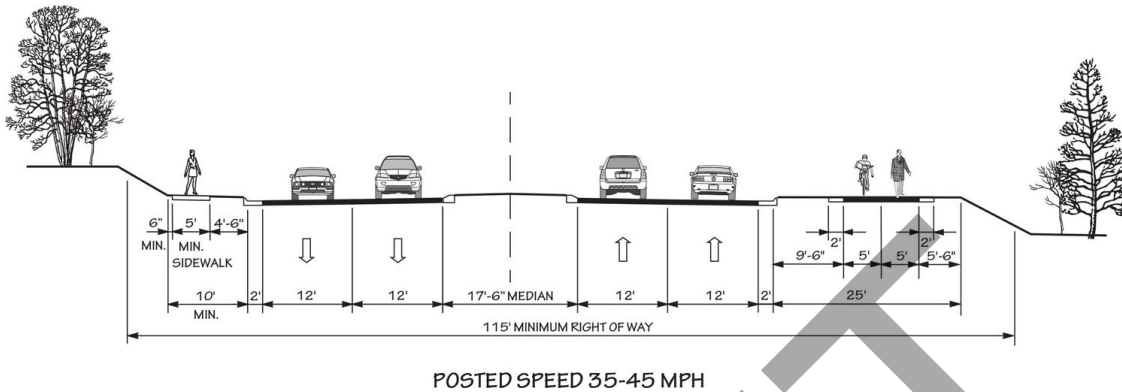


**Typical Section Options:**

04 K

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

A portion of this project from NC 279 to the Stanley Truck Route (formerly known as the Stanley Southern Connector) was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as unmet need modernization project. The modernization project is an interim improvement. The ultimate improvement is a widening. The project is in P8.0 with a SPOT ID of H191852.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. About 67% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Dallas and Stanley. The corridor contains residential, commercial, and institutional land uses.

## Impacts to Natural and/or Human Environment

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

- 15 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 5 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 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:

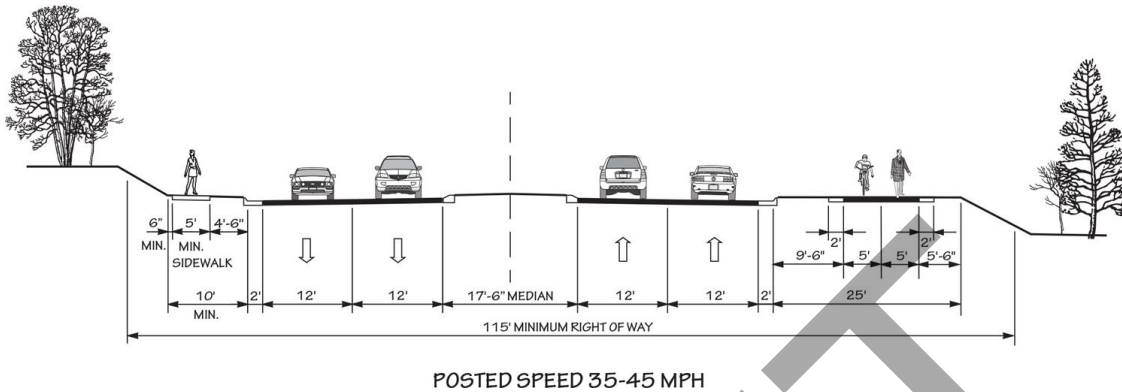
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English 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
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

04 K

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- Between 5% and 10% identify as Some Other Race
- Between 10% and 15% 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 208 crashes on the segments containing this recommendation. There were 4 fatal or severe injury crashes, 72 moderate or minor injury crashes, and 132 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 7%.

**Resiliency**

The NCDOT identified 1 high priority culvert along this segment. The segment also crosses 2 flood hazard areas.

**NC 279 Corridor**

From South Carolina State line to Union New Hope Rd (SR 2435)

Local ID: GAST30031-H

Purpose: Congestion

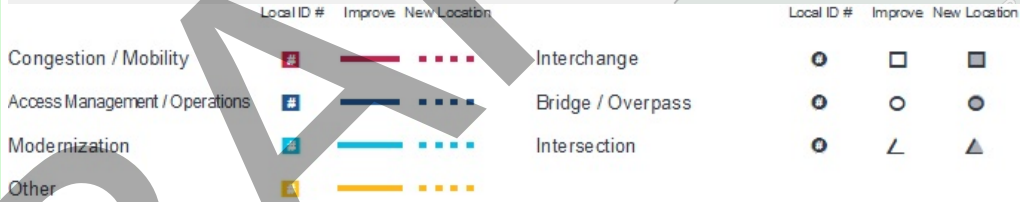
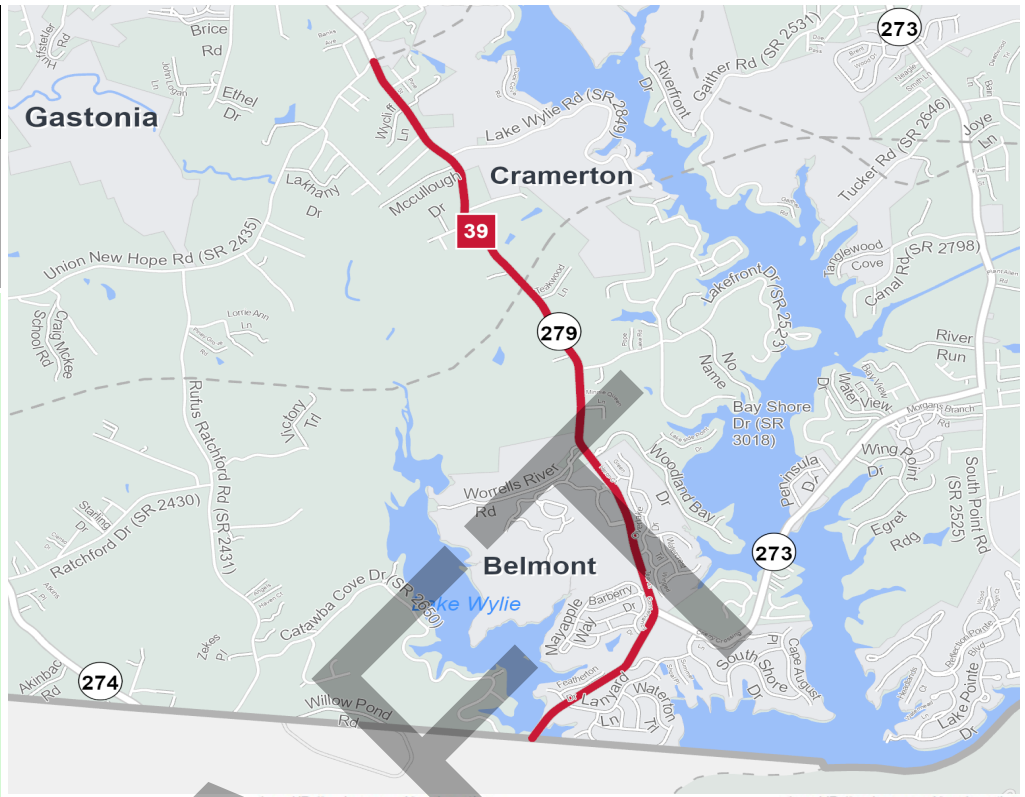
Improvement: Widening

**Identified Need**

NC 279 is projected to be near or over capacity by 2055. It is currently a two-lane undivided facility. There were 87 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic and truck traffic volumes, and enhance safety.

**Recommendation**

Widen to a four-lane boulevard with a multiuse path to relieve congestion and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	04 K
Length (miles)	4.40
Existing ROW (feet)	60-80
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	5800-8200	11900-14600	7700-16100
Capacity (vpd)	11900-12700	11900-12700	36600

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2040
Facility will be Over Capacity (>=100%)	2050

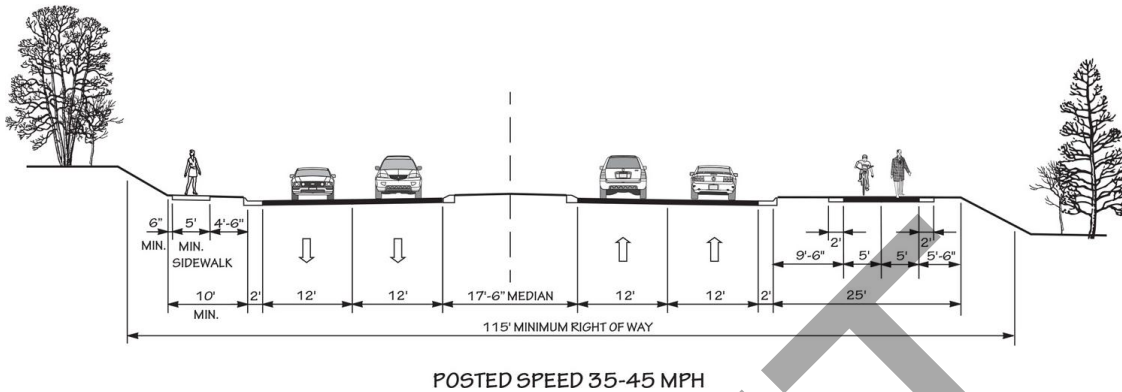


**Typical Section Options:**

04 K

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and the Belmont Multimodal Plan. This project is in the 2055 GCLMPO MTP as an unmet need and has a SPOT ID of H184892.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 26 participants. About 96% of participants agreed with this proposal. 6 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Belmont. The corridor contains residential, institutional, undeveloped, and recreational/conservation land uses.

## 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)
- 1 Flood Hazard Area Feature(s)

- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 3 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Protected Area 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:

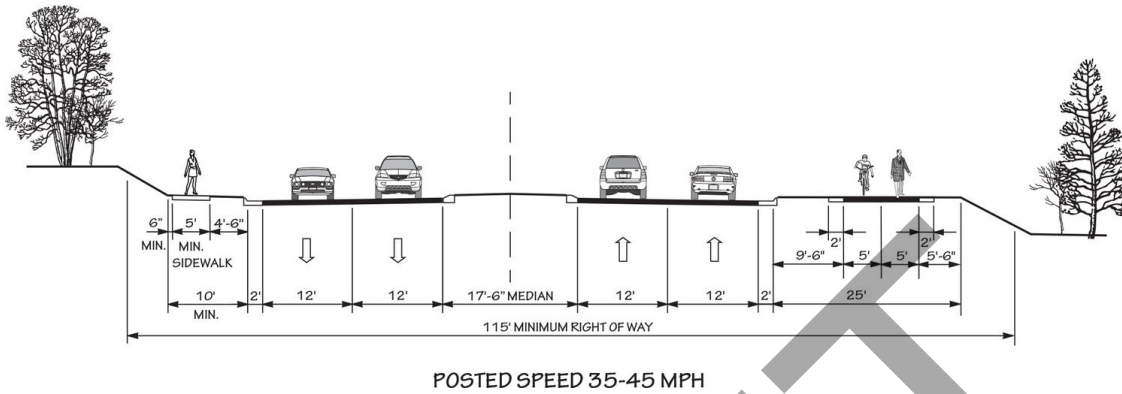
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency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

Typical Section Options:

04 K

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- 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 87 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 19 moderate or minor injury crashes, and 67 property damage only crashes.

#### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

#### Truck Traffic

Average truck traffic along this recommendation ranges from 5-8%.

### NC 279 Corridor

From E Hudson Blvd (SR 1255) to Robinwood Rd (SR 2457)

Local ID: GAST30032-H

Purpose: Access

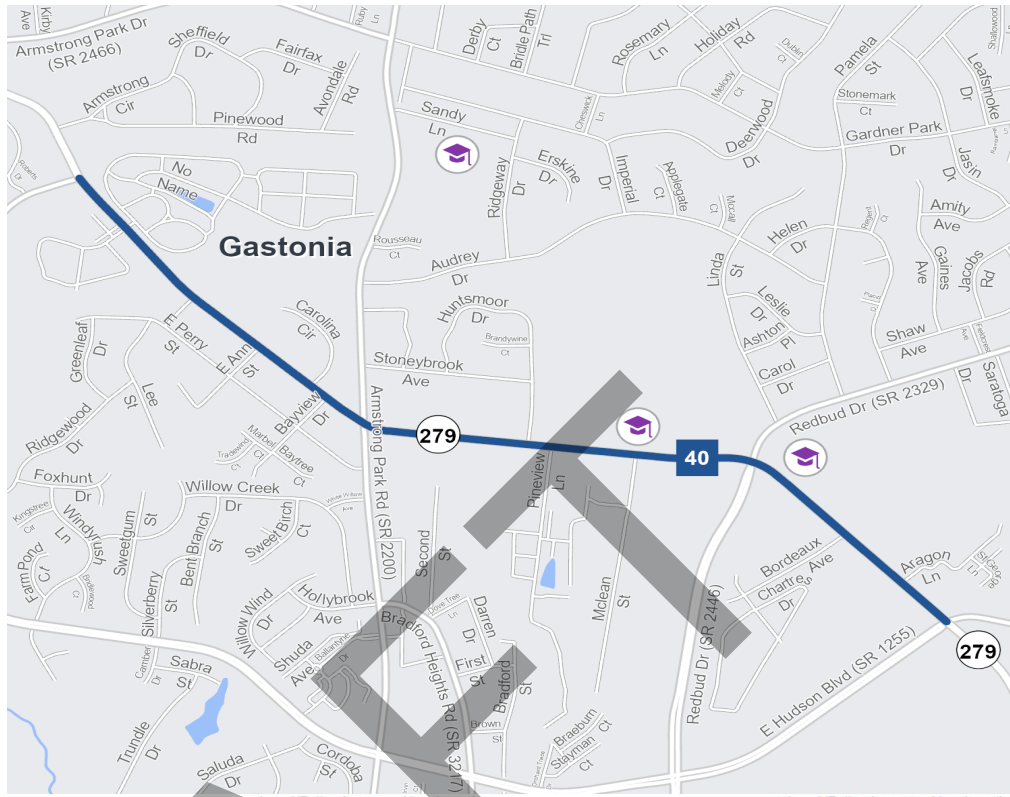
Improvement: Improve Existing

#### Identified Need

NC 279 is projected to be at or over capacity by 2055. There were 330 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic and truck traffic volumes, and enhance safety.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median, provide reduced conflict intersections and fill sidewalk gaps to improve access and enhance safety.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	60-80
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	14500-21000	21200-31800	14400-26200	
Capacity (vpd)	26700-26800	26700-26800	35100	

### Capacity Data: Year

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

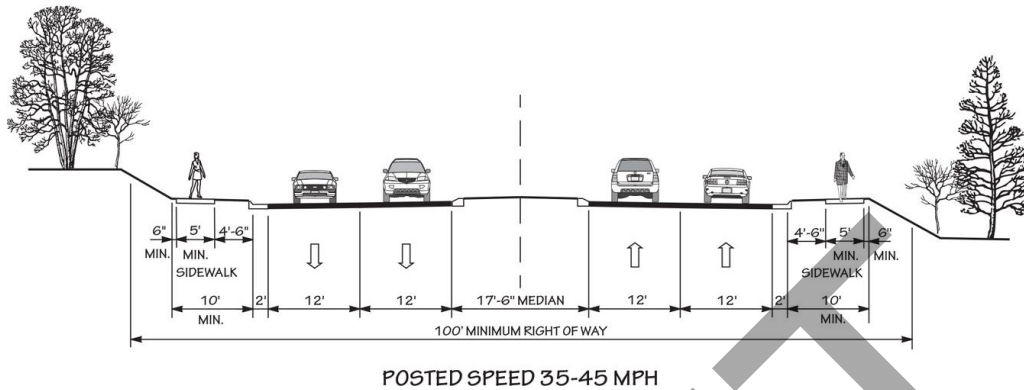


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes 5-foot sidewalks on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, institutional, and commercial land uses.

### 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 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 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 15% and 20% 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 330 crashes on the segments containing this recommendation. There were 4 fatal or severe injury crashes, 75 moderate or minor injury crashes, and 251 property damage only crashes.

#### Deficient Bridges

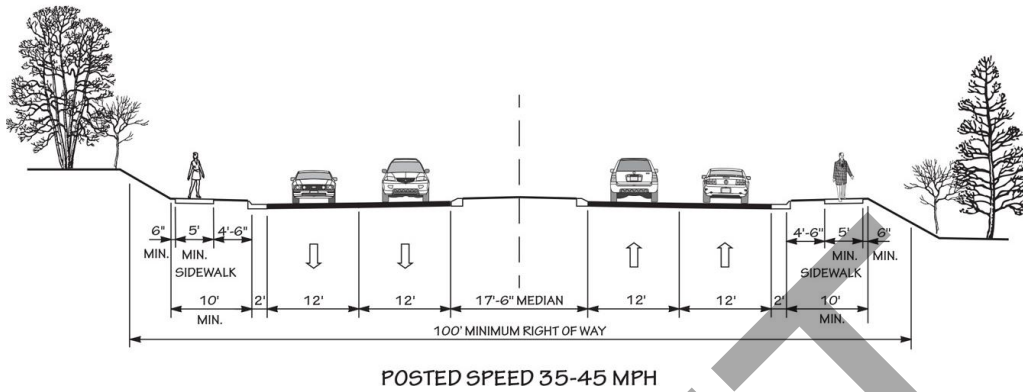
There are no functionally obsolete bridges along this

Typical Section Options:

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 6%.

DRAFT

### NC 279 Corridor

From US 29/74 to Robinwood Rd (SR 2457)

Local ID: GAST30034-H

Purpose: Congestion

Improvement: Widening

#### Identified Need

NC 279 is projected to be over capacity in 2055. It had 317 recorded crashes between 2019 and 2023. Improvements are needed to relieve congestion, accommodate projected traffic and truck traffic volumes, and enhance safety.

#### Recommendation

Widen to a six-lane boulevard with sidewalks to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 E
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	60-100
Safety Risk Score	78

### Proposal Data: 2023 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	6
Volume (vpd)	21000-24500	27200-32400	28100-38300
Capacity (vpd)	24300	24300	42200

### Capacity Data: Year

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

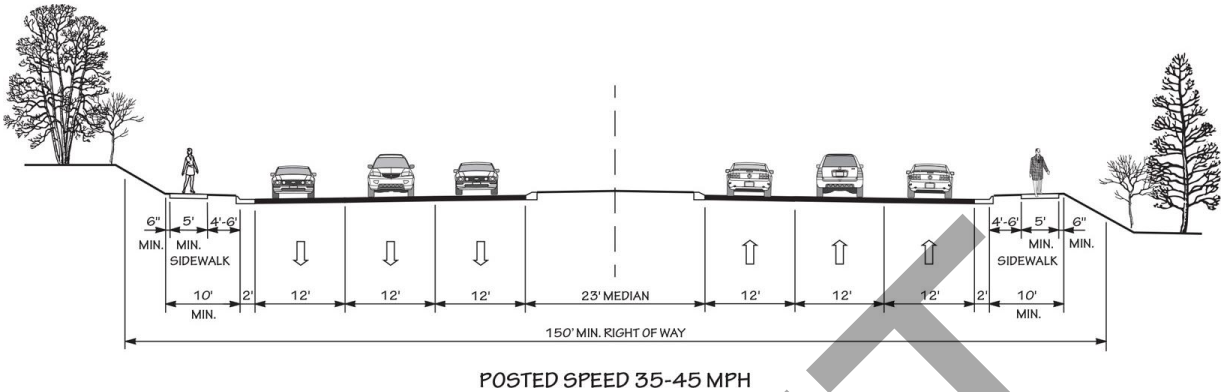


**Typical Section Options:**

None

# TYPICAL SECTION No. 6E

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



## Project Overview

### Project History and Linkage to Other Plans

Portions of this project (from I-85 to US 29/74 and Burtonwood Dr to E Garrison Blvd (SR 2466)) were included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 88% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, institutional, and commercial land uses.

## 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 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 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 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
- 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

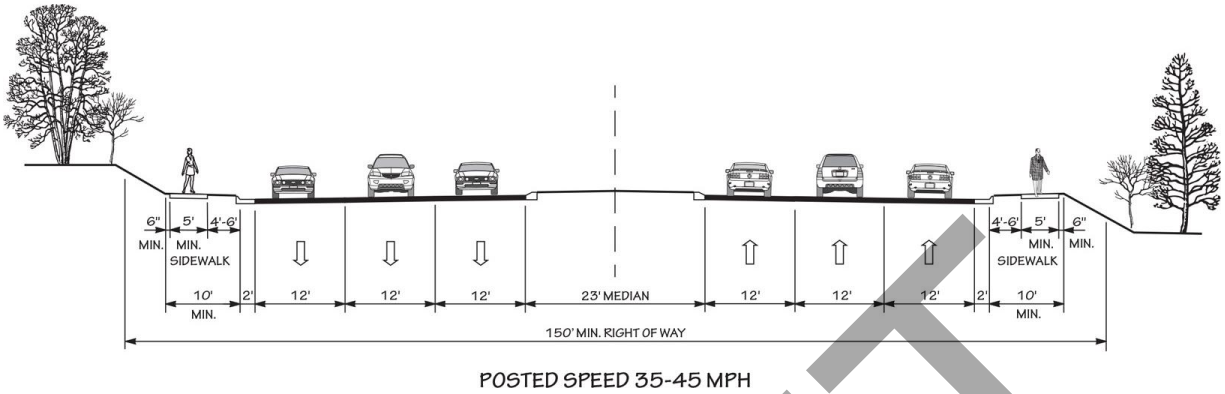
Between January 2019 and December 2023, there were a total of 317 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 61 moderate or minor injury crashes, and 255 property damage only crashes.

**Typical Section Options:**

None

# TYPICAL SECTION No. 6E

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



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 6%.

DRAFT

### NC 279 Corridor

From I-85 to Robinson Clemmer Rd (SR 2275)

Local ID: GAST30035-H

Purpose: Access

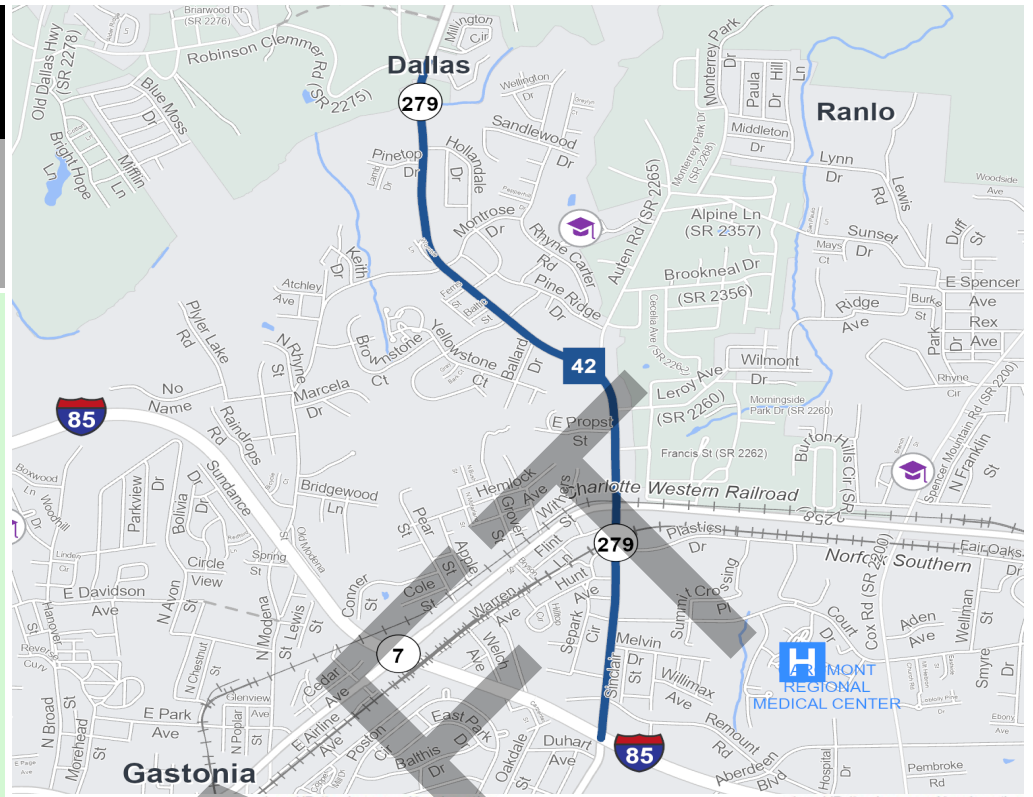
Improvement: Improve Existing

#### Identified Need

NC 279 is projected to be near or over capacity by 2055. It had 481 crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic and truck traffic volumes, and enhance safety.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median; provide reduced conflict intersections and fill sidewalk gaps to improve access and enhance safety.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	2.50
Existing ROW (feet)	60-120
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year
	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	19000-24000	24600-31100	21100-29100
Capacity (vpd)	26800	26800	35100

### Capacity Data: Year

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

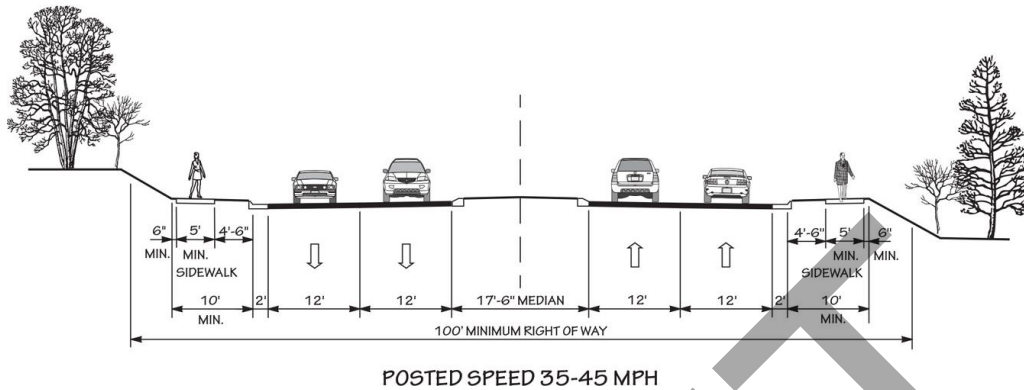


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes 5-foot sidewalks on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, institutional, and commercial land uses.

### 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)
- 1 Hazard Substance Disposal Site(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 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 15% and 25% 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
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% 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

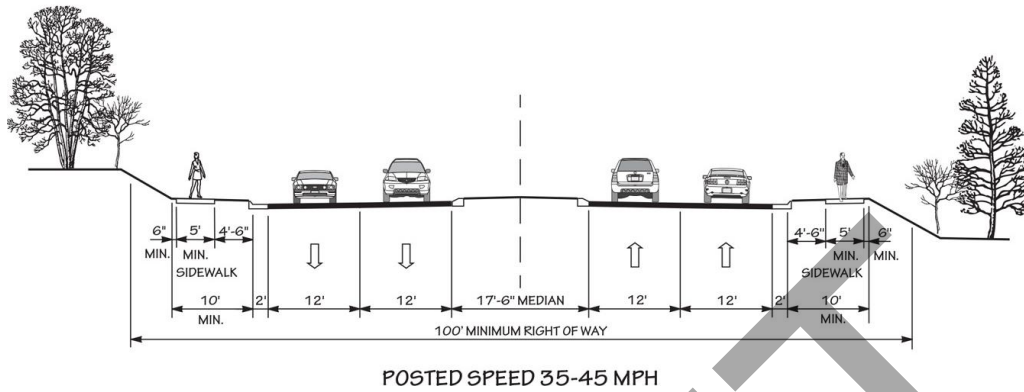
### Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



**Crash Data**

Between January 2019 and December 2023, there were a total of 317 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 61 moderate or minor injury crashes, and 255 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 279 Corridor

From US 321 to Long Shoals Rd (SR 1608)

Local ID: GAST30036-H

Purpose: Congestion

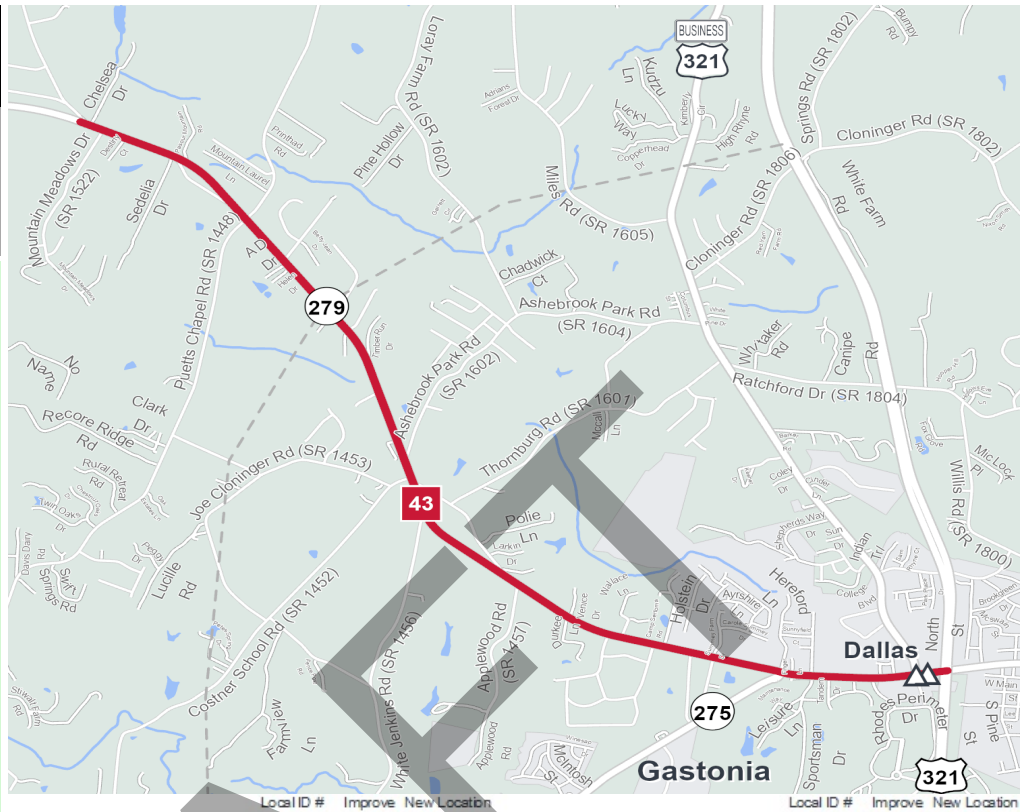
Improvement: Widening

#### Identified Need

NC 279 is nearing capacity and is projected to be near or over capacity by 2055. It had 282 crashes including 9 fatal injury crashes between 2019 and 2023. Improvements are needed to relieve congestion and reduce crashes.

#### Recommendation

Widen to a four-lane boulevard with paved shoulders and a multiuse path to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 K
Section Options	-
Length (miles)	5.30
Existing ROW (feet)	60-150
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	10500-21000	10000-24800	4300-21700
Capacity (vpd)	12200-25900	12200-25900	22200-40500

### Capacity Data: Year

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

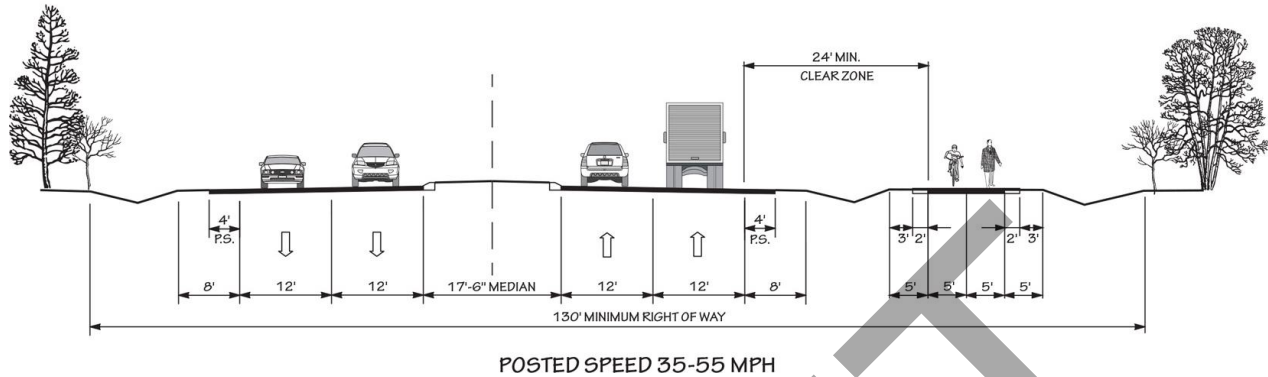


**Typical Section Options:**

None

# TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH PAVED SHOULDERS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as an unmet need and P8.0 with a SPOT ID of H184952.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Dallas. The corridor contains agricultural, residential, institutional, commercial land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 2 Wetland Feature(s)

- 2 River And Stream Feature(s)
- 3 Protected Area 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:

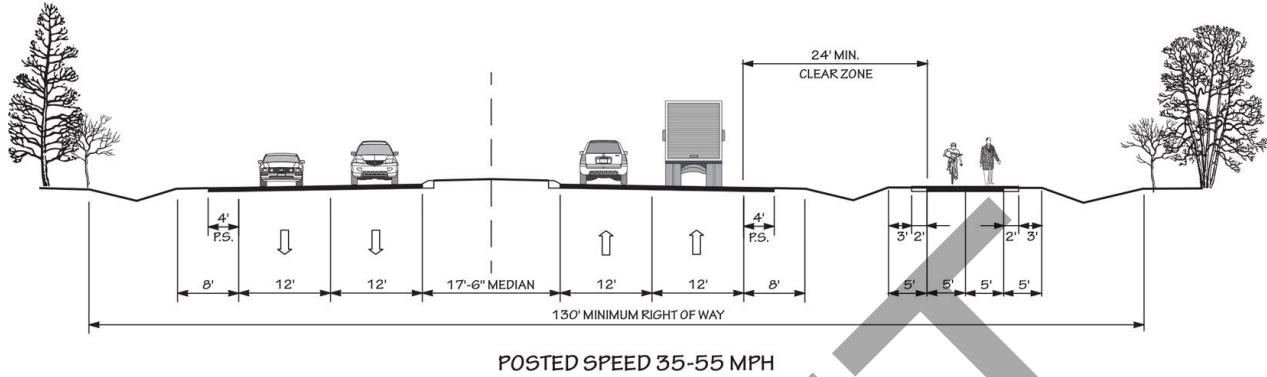
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (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 10% and 15% identify as Some Other Race
- Between 20% and 100% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

Typical Section Options:

None

# TYPICAL SECTION No. 4K

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH PAVED SHOULDERS AND SIDEPATH



### Other Information

#### Crash Data

Between January 2019 and December 2023, there were a total of 282 crashes on the segments containing this recommendation. There were 9 fatal or severe injury crashes, 85 moderate or minor injury crashes, and 188 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%.

#### Resiliency

The project crosses one flood hazard area.

**Catawba Crossings**

From NC 279 to Mecklenburg County line

Local ID: GAST30037-H

Purpose: Congestion

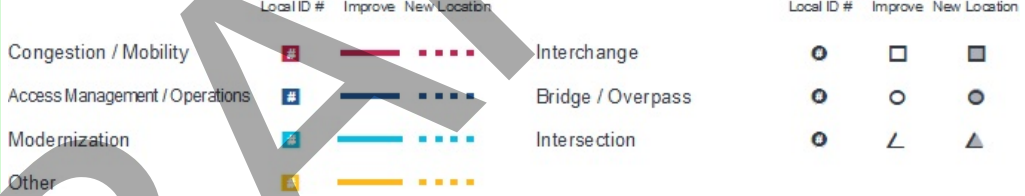
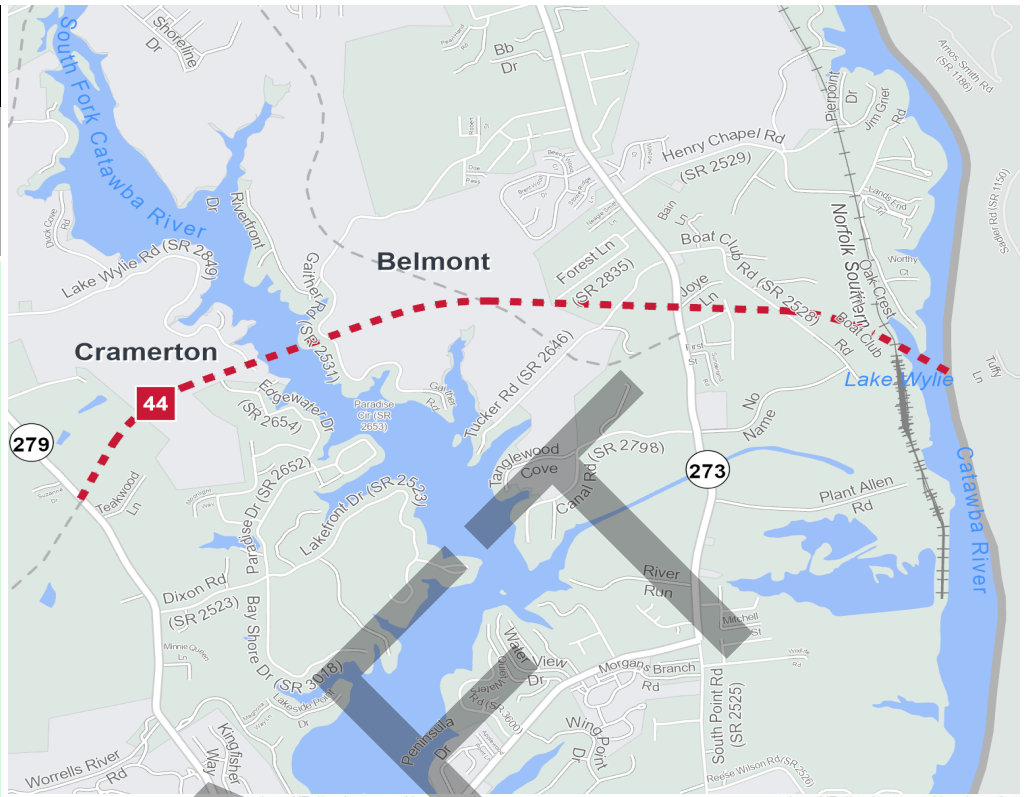
Improvement: New Location

**Identified Need**

Roads in this area are over capacity or projected to be by 2055 as traffic funnels to a limited number of roads crossing the Catawba River. The project aims to improve mobility within and between Gaston, Mecklenburg, and York counties by providing an additional connection over the Catawba River.

**Recommendation**

Construct a four-lane boulevard with sidewalk on one side and multiuse path on the other to relieve congestion and improve mobility between southern Gaston County and Mecklenburg County.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Length (miles)	3.40
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data: 2023 Base Year 2055 Future Year**

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Boulevard
Travel Lanes	-	-	-	4
Volume (vpd)	-	-	-	31100
Capacity (vpd)	-	-	-	36600

**Capacity Data: Year**

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

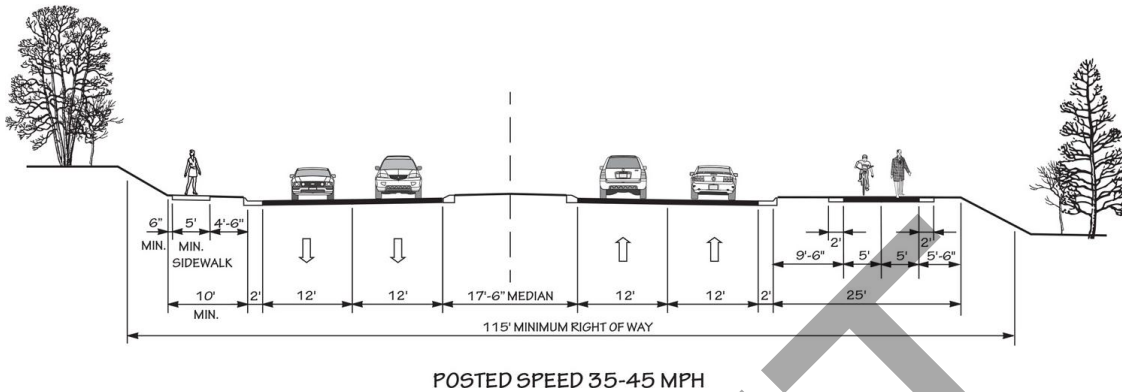


**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project came about when the East-West Connector Project was terminated in 2016. A feasibility study was conducted in 2022. A more detailed study of the larger East-West Connector may be needed in the future.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other, with a multiuse path on both sides of the Catawba River Bridge.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 18 participants. 100% of participants agreed with this proposal. 6 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Cramerton and Belmont. This future corridor contains residential and undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 12 Flood Hazard Area Feature(s)

- 2 Impaired Waters Line Feature(s)
- 2 Impaired Waters Polygon Feature(s)
- 3 Major River Feature(s)
- 4 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

## Title VI Considerations

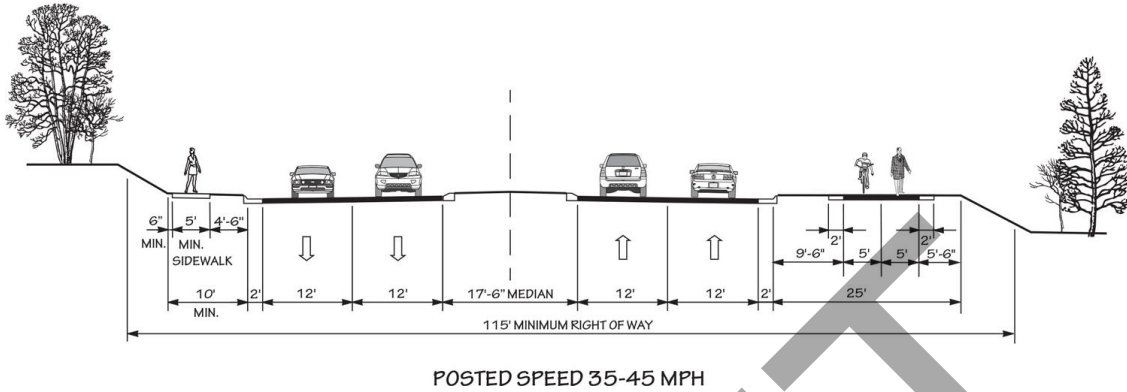
This recommendation passes through one or more Census Blocks with the following characteristics:

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

Typical Section Options:  
None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

DRAFT

### Belmont Mt Holly Loop/South Fork Parkway

From NC 273 to NC 273

Local ID: GAST30038-H

Purpose: Congestion

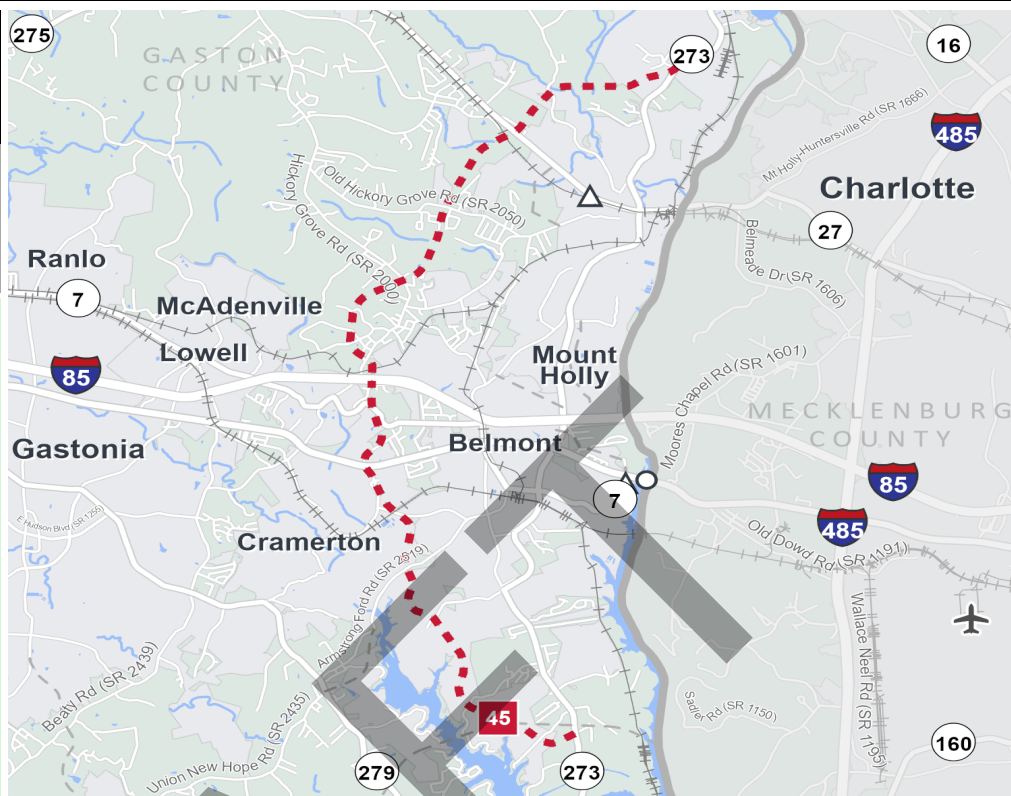
Improvement: New Location

#### Identified Need

NC 273 and the downtown areas of Belmont and Mount Holly are congested and NC 273 is projected to be over capacity by 2055. Improvements are needed to help alleviate traffic congestion and improve mobility throughout NC 273 in the downtown areas of Belmont and Mount Holly.

#### Recommendation

Construct a four-lane boulevard with multiuse paths on new location to relieve congestion and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	04 L
Length (miles)	13.00
Existing ROW (feet)	
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type		-	-	Boulevard
Travel Lanes		-	-	4
Volume (vpd)		-	-	12700
Capacity (vpd)		-	-	36600

### Capacity Data: Year

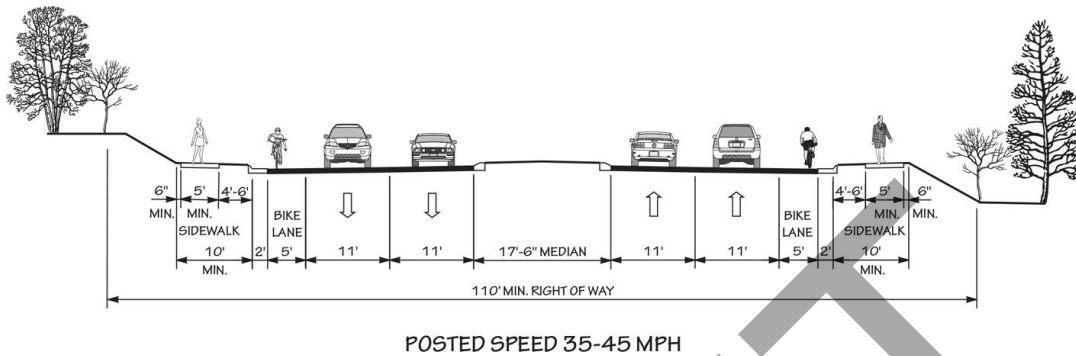
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



**Typical Section Options:**

# TYPICAL SECTION No. 4G

04 L  
 4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,  
 BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is a part of the Belmont Multimodal Plan. This project is in the 2055 GCLMPO MTP as an unmet need and has a SPOT ID of H190754.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 23 participants. 100% of participants agreed with this proposal. 5 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Belmont and Mount Holly. This future corridor contains residential, institutional, industrial, undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 18 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)

- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 1 Major River Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 27 Wetland Feature(s)
- 27 River And Stream Feature(s)
- 2 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:

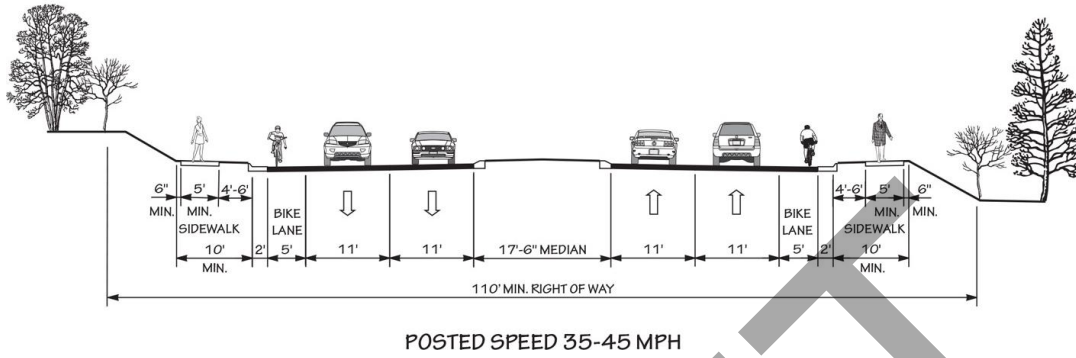
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 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 25% and 100% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

# TYPICAL SECTION No. 4G

04 L

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 20% and 100% 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

DRAFT

### Stanley Truck Route

From NC 275 to NC 27

Local ID: GAST30039-H

Purpose: Congestion

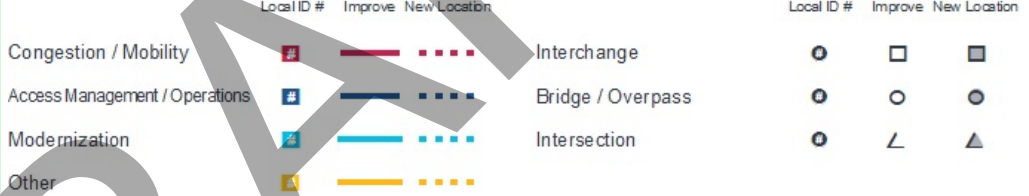
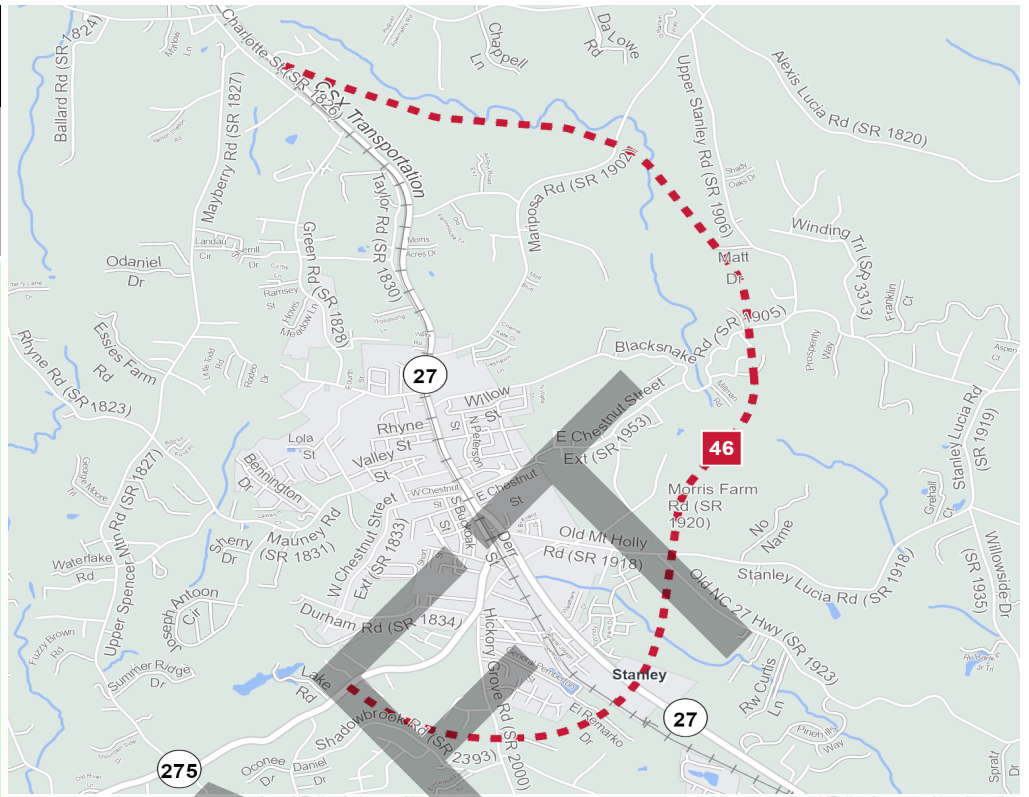
Improvement: New Location

#### Identified Need

Downtown Stanley is experiencing traffic and truck traffic congestion. The purpose of this project is to help alleviate truck traffic congestion and improve mobility along NC 27 in downtown Stanley.

#### Recommendation

Construct a four-lane boulevard around the town of Stanley to alleviate truck traffic and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	7.00
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Boulevard
Travel Lanes	-	-	-	4
Volume (vpd)	-	-	-	9500
Capacity (vpd)	-	-	-	36600

### Capacity Data: Year

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

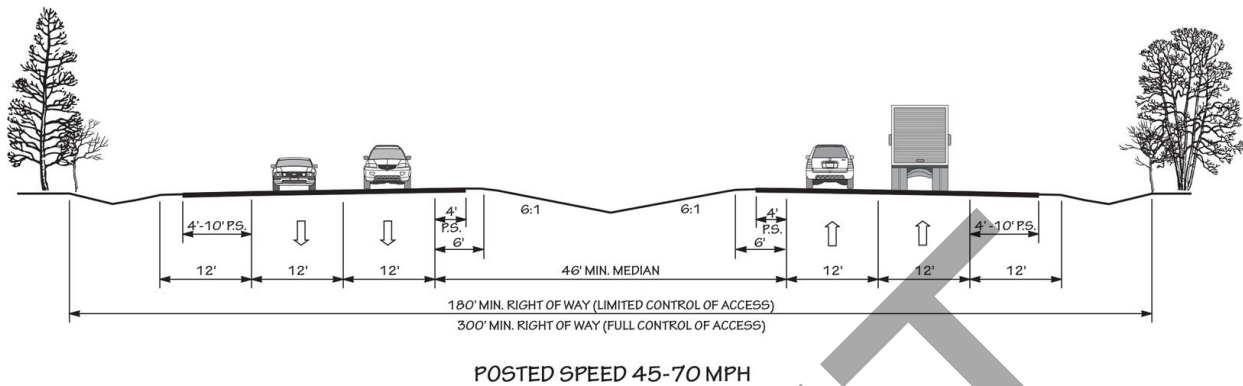


**Typical Section Options:**

None

**TYPICAL SECTION No. 4A**

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

**Project Overview****Project History and Linkage to Other Plans**

This project was listed in the 2020 CTP as the Stanley Southern Connector (different alignment). This project was identified in the Stanley Downtown Transportation Study.

**CTP Goal Analysis****Vision and Goals**

The aim of the Gaston County CTP is to establish 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.

**Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. 2 comments were left on this project.

**Relationship to Land Use**

This project lies within unincorporated Gaston County and the municipal boundary of Stanley. This future corridor contains residential and undeveloped land uses.

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

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

- 1 Flood Hazard Area Feature(s)
- 11 Wetland Feature(s)
- 12 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 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
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% 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****Resiliency**

The project will cross NC 27, a very low priority road in the NCDOT RIP. It will also cross 2 flood hazard areas.

### East-West Connector

From US 321 to the proposed Catawba Crossings project

Local ID: GAST30040-H

Purpose: Congestion

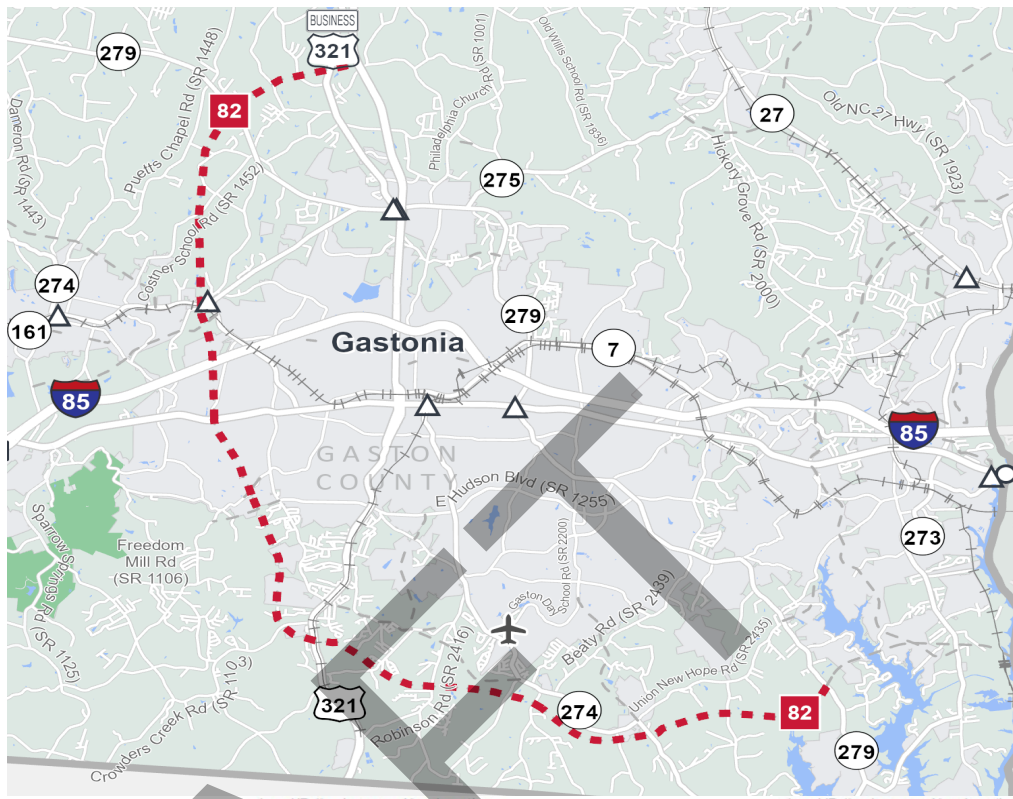
Improvement: New Location

#### Identified Need

Major east-west connectors like I-85 and US 29/74 are projected to be over capacity. The purpose of the project is to provide an additional east-west connection between I-85 west of Gastonia and the proposed Catawba Crossings project in southeastern Gaston County.

#### Recommendation

Construct a four-lane freeway to alleviate congestion along major north-south and east-west routes in Gaston County.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	22.00
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2023 Base Year		2055 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Freeway
Travel Lanes	-	-	-	4
Volume (vpd)	-	-	-	10800-21300
Capacity (vpd)	-	-	-	61400

### Capacity Data:

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

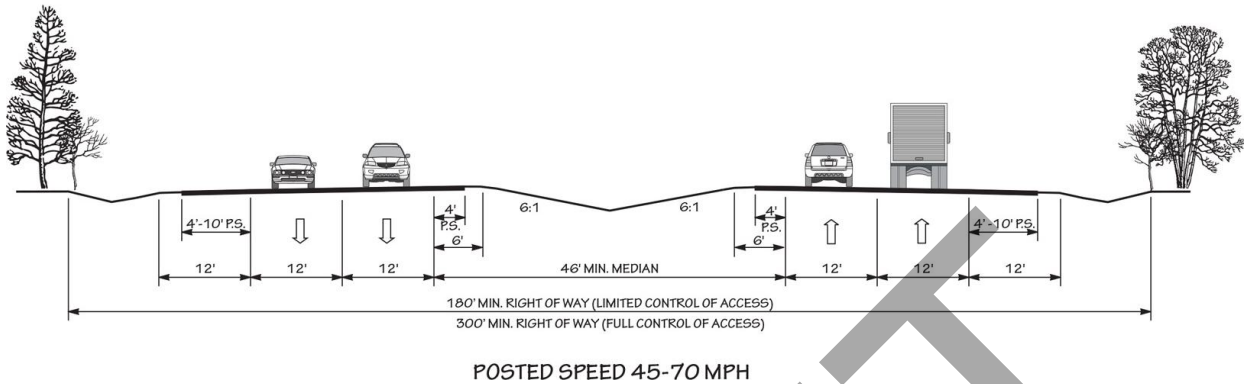


Typical Section Options:

# TYPICAL SECTION No. 4A

None

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



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as unfunded. Various alternatives were analyzed for this project and are detailed in the CTP. More detailed study of these alternatives is recommended.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 10 participants. 80% of participants agreed with this proposal. 5 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Mount Holly. The future corridor contains primarily undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 29 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)

- 49 Wetland Feature(s)
- 46 River And Stream Feature(s)
- 7 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 4 Quality Monitored River And Stream Feature(s)
- 3 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:

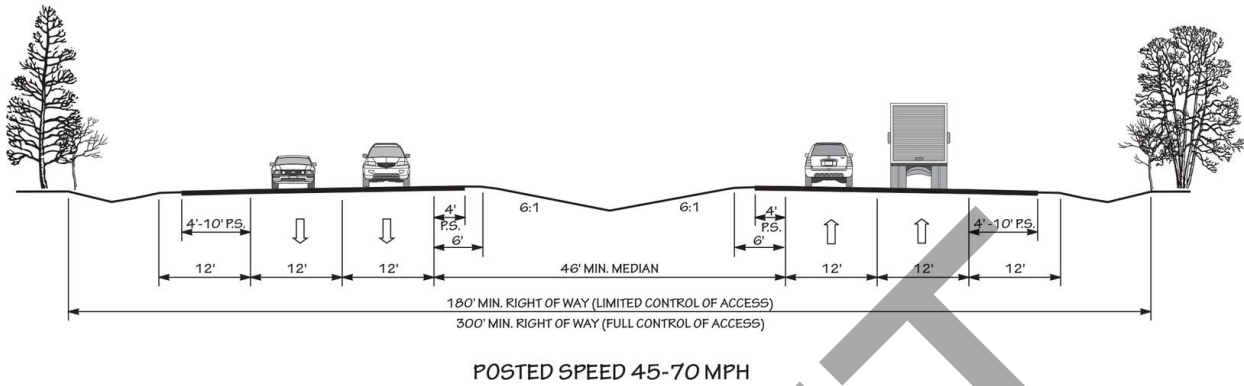
- Between 25% and 50% identify as 65+
- Between 75% and 100% identify as African American
- Between 5% and 15% identify as Asian
- Between 2.5% and 10% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race

Typical Section Options:

# TYPICAL SECTION No. 4A

None

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



- Between 20% and 100% 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

DRAFT

## NC 274/Union New Hope Rd (SR 2435)

From Beaty Rd (SR 2439) to NC 279

Local ID: GAST30041-H

Purpose: Congestion

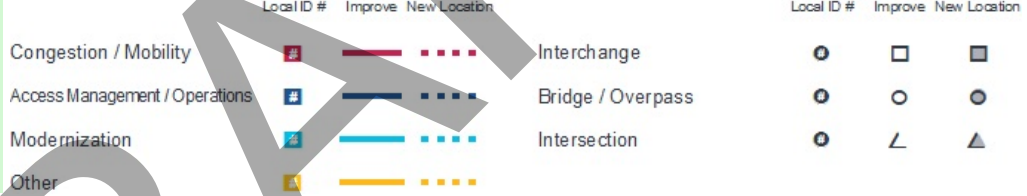
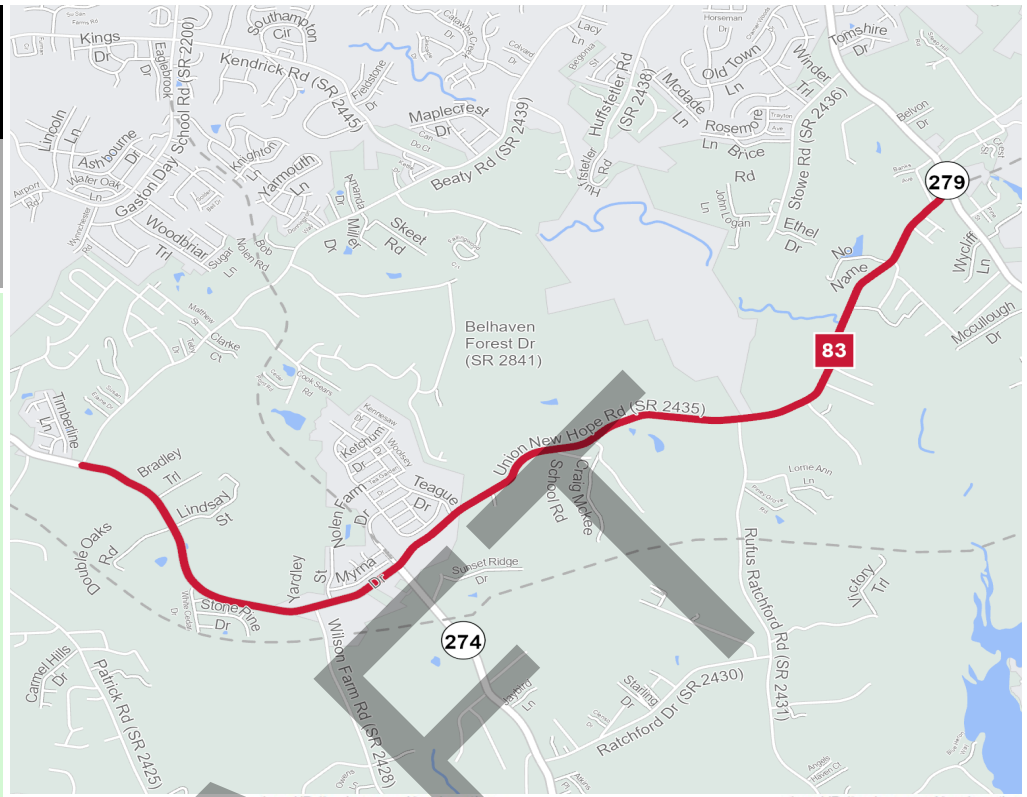
Improvement: Widening

### Identified Need

NC 274 is projected to be over capacity by 2055. The project connects to a recommended new location roadway (Southern Corridor). It had 195 recorded crashes over 5 years. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

### Recommendation

Widen to a four-lane boulevard with multiuse paths to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	5.10
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	3000-8500	5200-10800	2200-7200
Capacity (vpd)	9900-14600	9900-14600	36600

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	2053

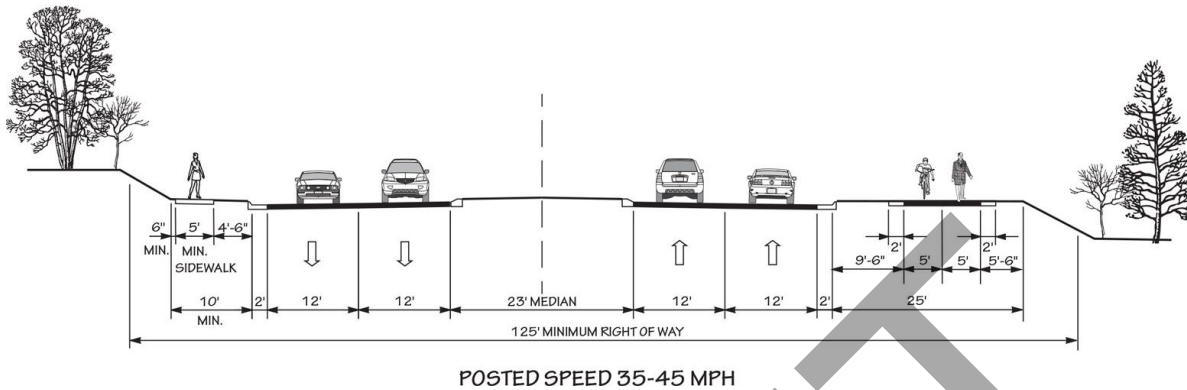


**Typical Section Options:**

None

# TYPICAL SECTION No. 4J

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



## Project Overview

### Project History and Linkage to Other Plans

A portion of this project from Beaty Rd (SR 2439) to NC 274 was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 88% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. This corridor contains primarily residential and undeveloped land uses but has some institutional and industrial uses near the western end.

## Impacts to Natural and/or Human Environment

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

- 4 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)

- 4 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Lake And Pond 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:

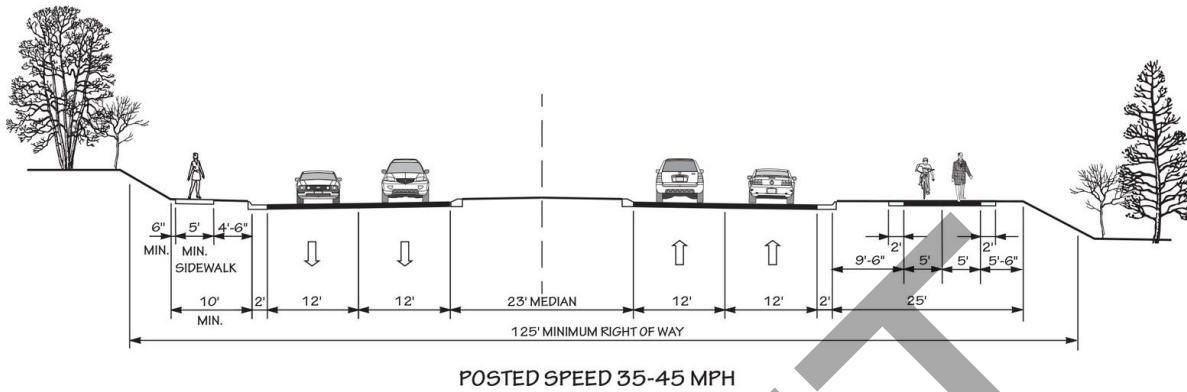
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English 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
- 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

**Typical Section Options:**

None

# TYPICAL SECTION No. 4J

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



- 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 195 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 48 moderate or minor injury crashes, and 144 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The project crosses a flood hazard area at the Catawba Creek. Several locations within the flood hazard area have an estimated 50 years between flood events with a potential flood depth ranging from 0.1-4.3 feet.

**Southern Corridor**

From NC 274 to US 321

Local ID: GAST30042-H

Purpose: None

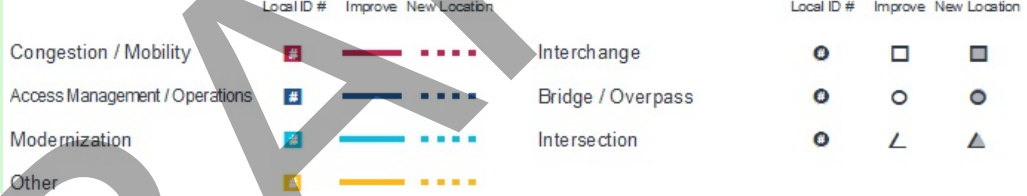
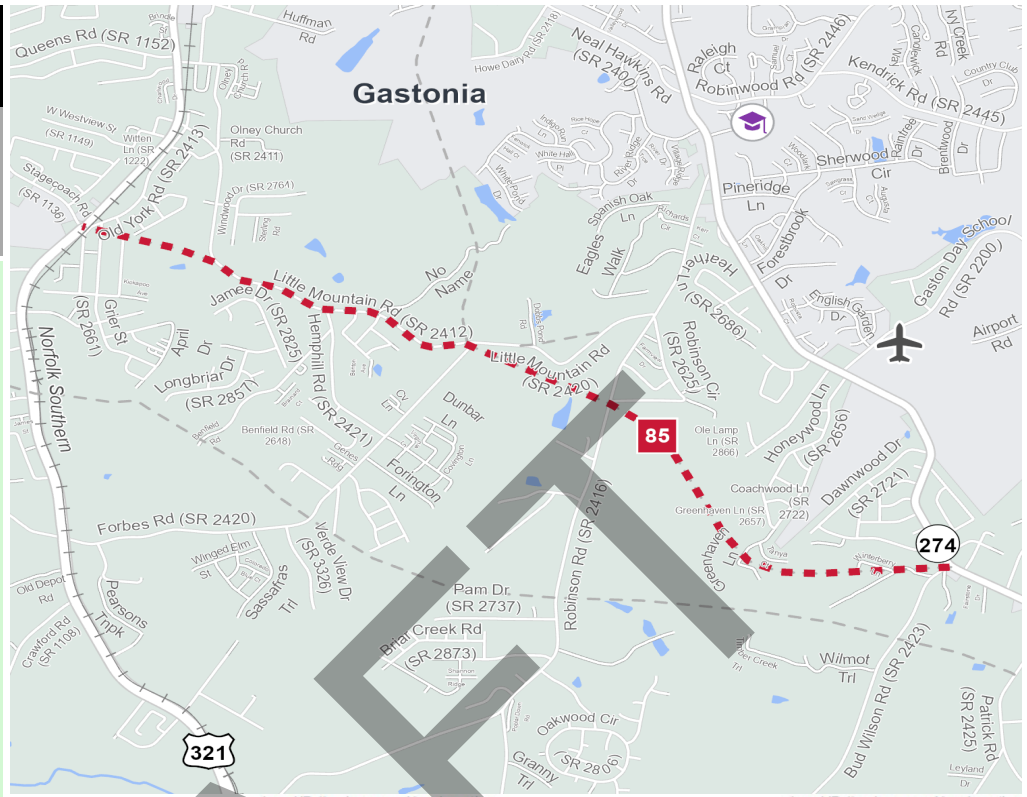
Improvement: New Location

**Identified Need**

This project was identified in the City of Gastonia Comprehensive Study. The purpose of the project is to relieve congestion by providing another east-west connection south of Gastonia.

**Recommendation**

Construct a four-lane boulevard with multiuse paths to alleviate congestion by providing an additional east-west connection.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	3.70
Existing ROW (feet)	-
Safety Risk Score	-

**Proposal Data: 2023 Base Year 2055 Future Year**

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Boulevard
Travel Lanes	-	-	-	4
Volume (vpd)	-	-	-	2700
Capacity (vpd)	-	-	-	36600

**Capacity Data: Year**

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

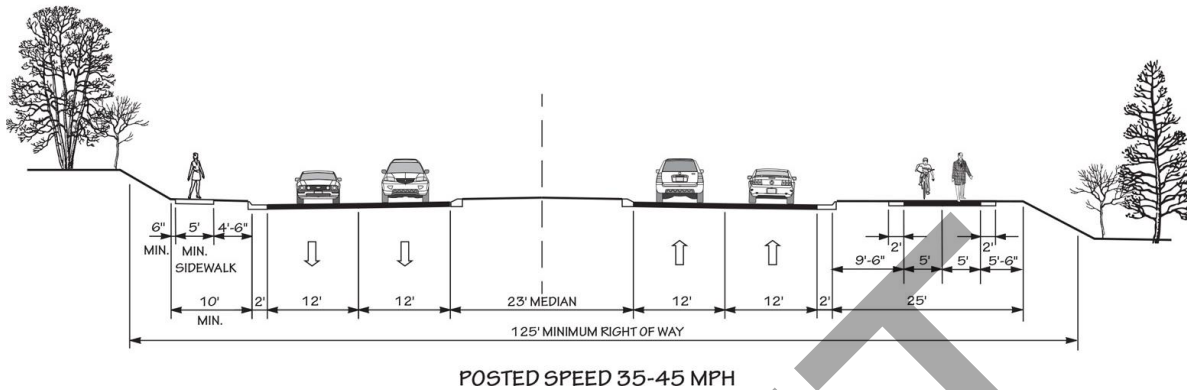


**Typical Section Options:**

None

# TYPICAL SECTION No. 4J

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



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. This corridor contains primarily undeveloped and residential land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Flood Hazard Area Feature(s)
- 6 Wetland Feature(s)
- 7 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 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 2.5% and 10% 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% 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

### Resiliency

The project crosses one flood hazard area.

### Armstrong Ford Rd (SR 2519)

From NC 279 to 200 ft SW of Garibaldi Ridge Ct

Local ID: GAST40001-H

Purpose: Congestion

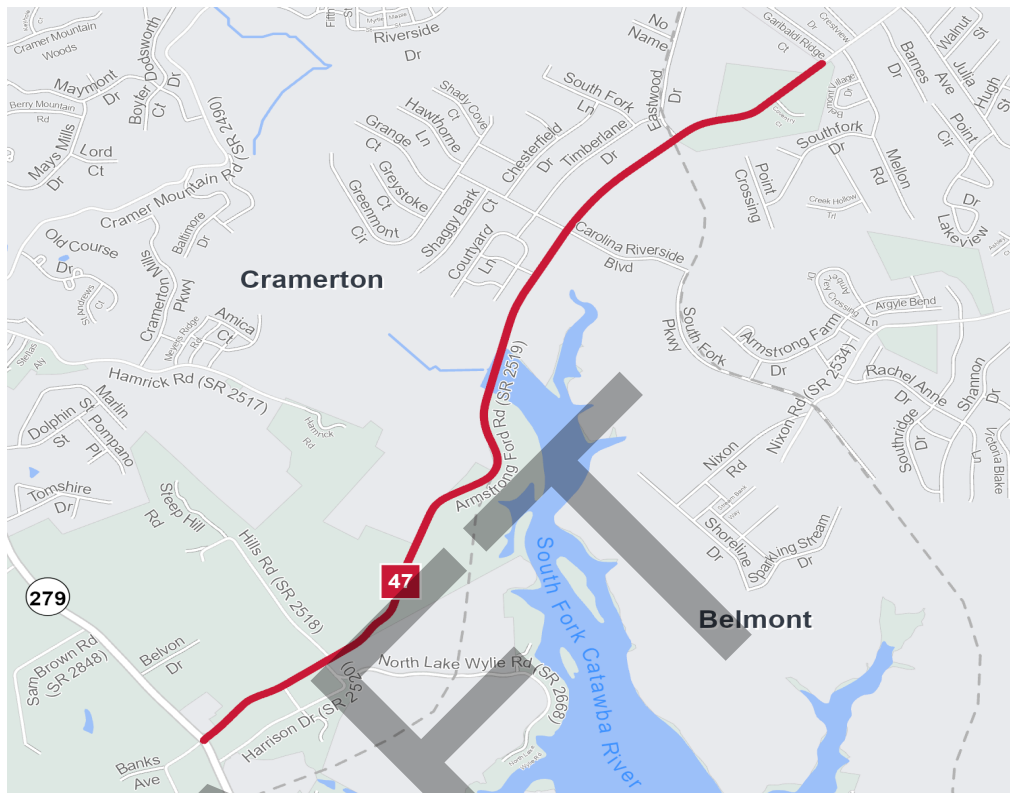
Improvement: Widening

#### Identified Need

Armstrong Ford Rd (SR 2519) is projected to be over capacity by 2055. It had 62 recorded crashes between 2019 and 2023. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a four-lane roadway with center turn lane, sidewalk, and multiuse path to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 B
Section Options	-
Length (miles)	2.30
Existing ROW (feet)	60-140
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	9500	16200-16900	13300-14600
Capacity (vpd)	10200	10200	26000

### Capacity Data: Year

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

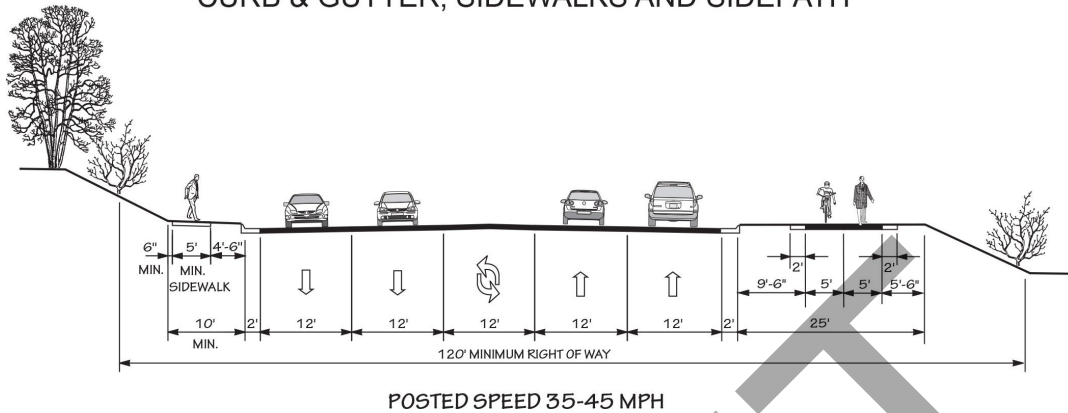


**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 15 participants. About 93% of participants agreed with this proposal. 3 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Cramerton. This corridor contains residential, commercial, institutional, and undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 6 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 2 Impaired Waters Line Feature(s)

- 2 Impaired Waters Polygon Feature(s)
- 5 Major River Feature(s)
- 1 Managed Area Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 2 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:

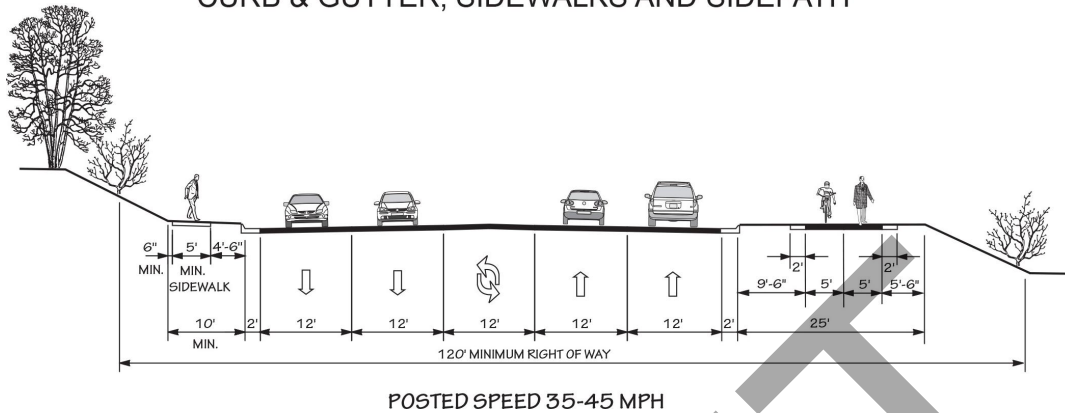
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - 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 5% and 10% identify as Some Other Race

**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



- 0% 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 62 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 18 moderate or minor injury crashes, and 44 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The segment crosses 1 flood hazard area at the South Fork Catawba River.

### Armstrong Park Rd (SR 2200)

From Audrey Dr to US 29/74

Local ID: GAST40002-H

Purpose: Congestion

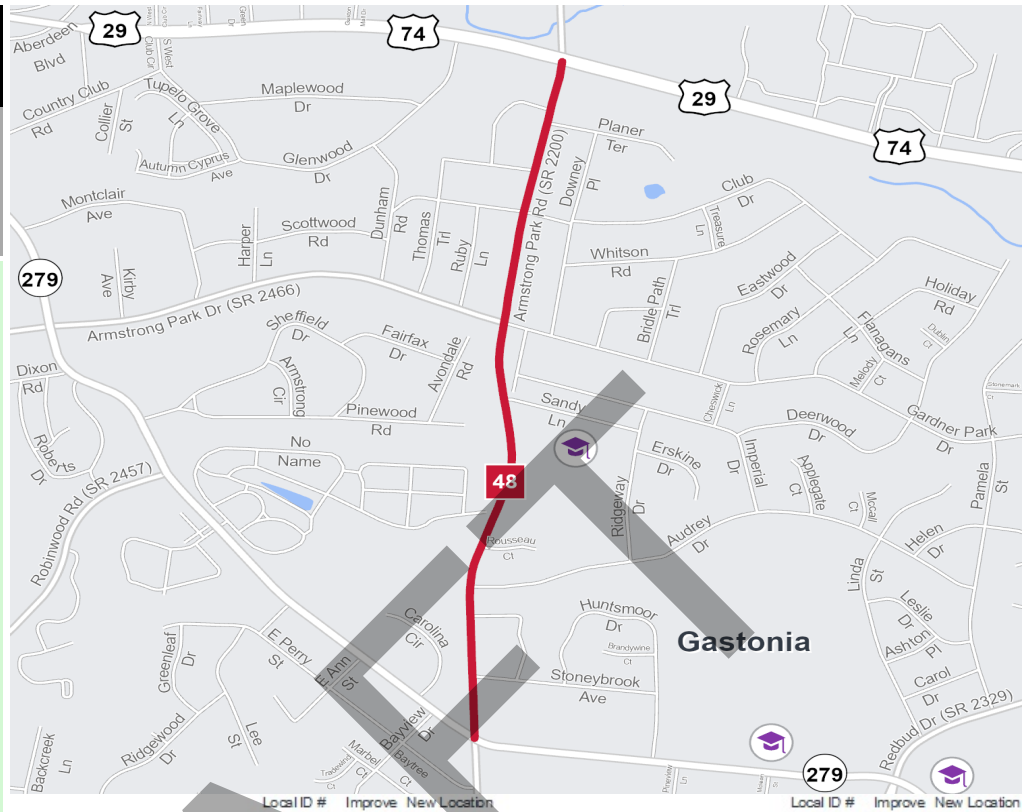
Improvement: Widening

#### Identified Need

Armstrong Park Rd (SR 2200) is projected to be near or over capacity by 2055. It had 497 recorded crashes between 2019 and 2023, resulting in 2 fatal or severe injuries. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a four-lane roadway with center turn lane, sidewalk, and multiuse path to relieve congestion and enhance safety.



#### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 B
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	100
Safety Risk Score	89

#### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	12500-19500	20700-22900	10500-29000
Capacity (vpd)	11700	11700	24300

#### Capacity Data: Year

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

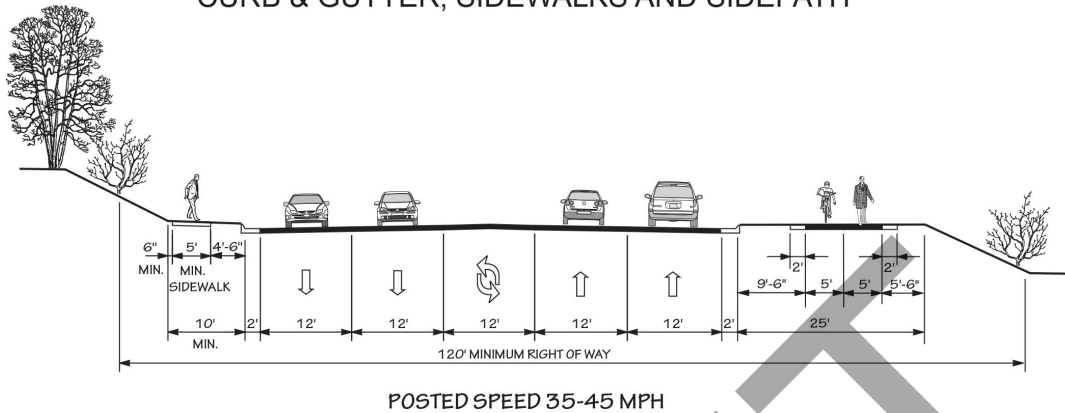


**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. This corridor contains residential, institutional, and commercial land uses.

## Impacts to Natural and/or Human Environment

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

- 12 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 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 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 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
- 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 15% and 20% 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

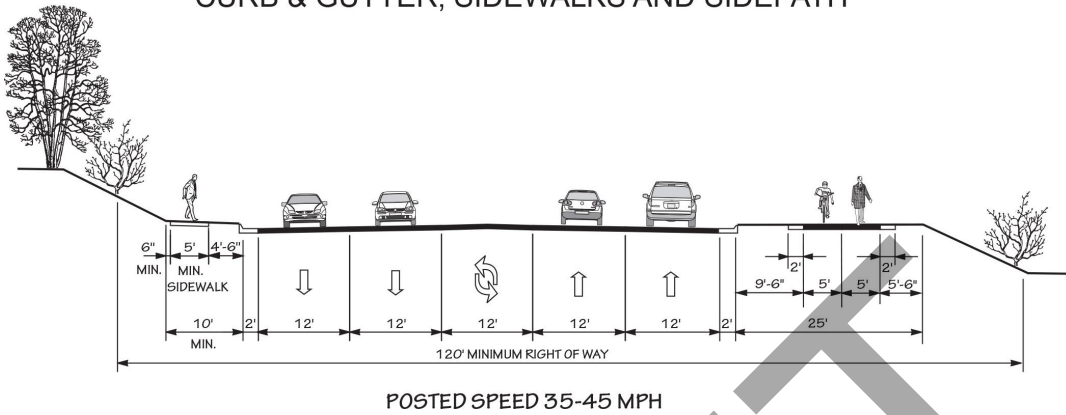
Between January 2019 and December 2023, there a total

Typical Section Options:

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



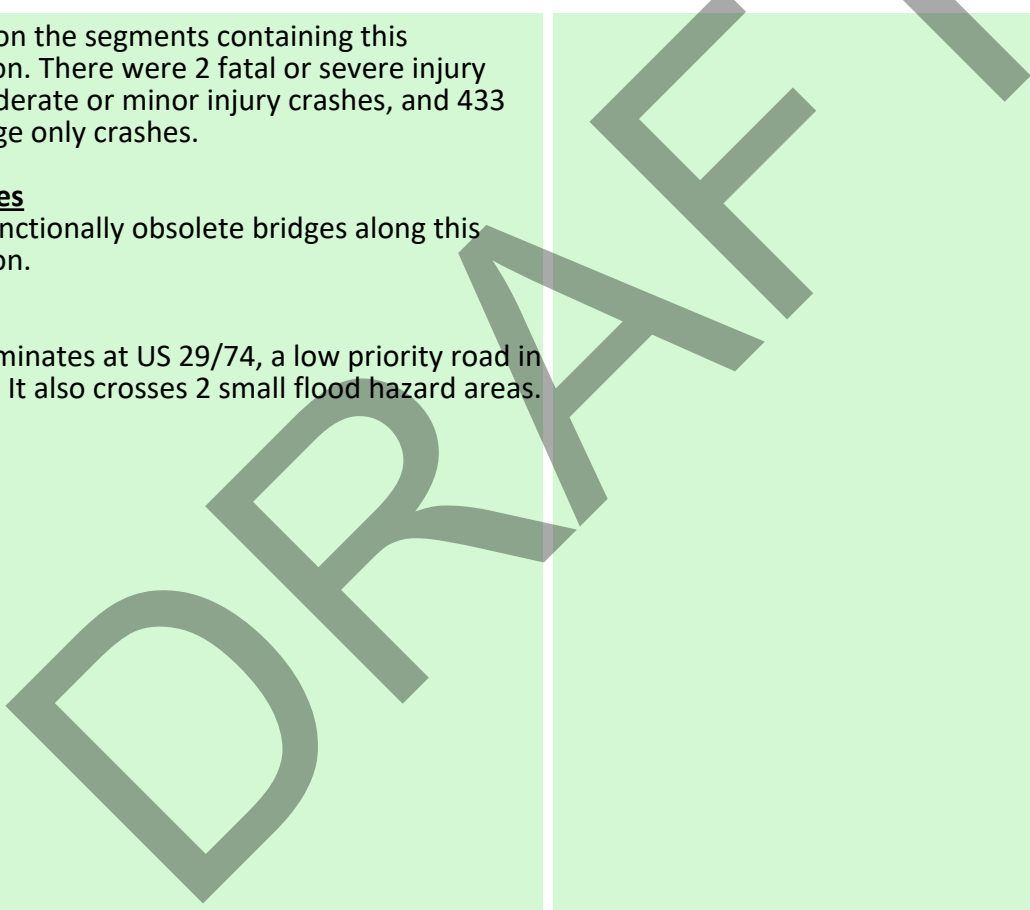
of 497 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 62 moderate or minor injury crashes, and 433 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The project terminates at US 29/74, a low priority road in the NCDOT RIP. It also crosses 2 small flood hazard areas.



### Athenia Pl / Edgewood Rd (SR 1307)

From 350 ft NW of Crescent Dr to US 29/74

Local ID: GAST40003-H

Purpose: Mobility

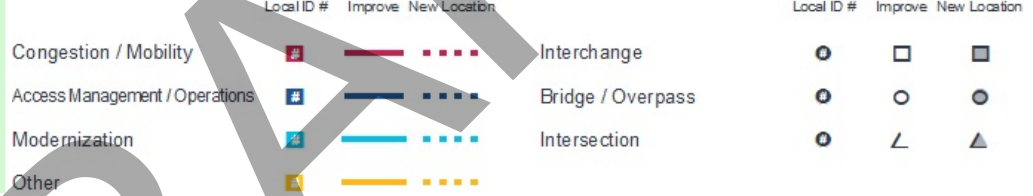
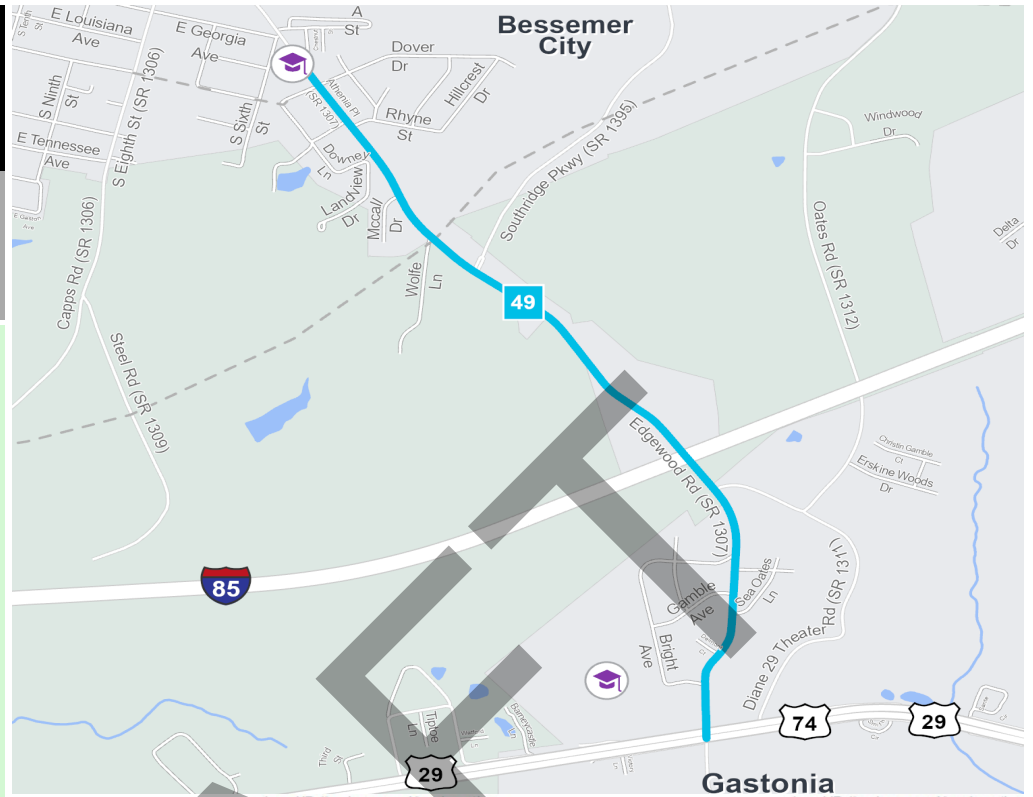
Improvement: Improve Existing

#### Identified Need

Athenia Pl / Edgewood Rd (SR 1307) is projected to be at capacity by 2055. Mobility is impaired by numerous residential driveways and the road experiences truck traffic due to proximity to I-85. Improvements are needed to improve the flow of freight traffic and enhance safety.

#### Recommendation

Modernize the roadway to 12-foot wide lanes and add a center turn lane, curb and gutter, sidewalk, and a multiuse path to improve mobility and enhance safety.



### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 E
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	5400-7900	9500-12800	6600-17400
Capacity (vpd)	9500-11400	9500-11400	12700-13200

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2030
Facility will be Over Capacity (>=100%)	2044

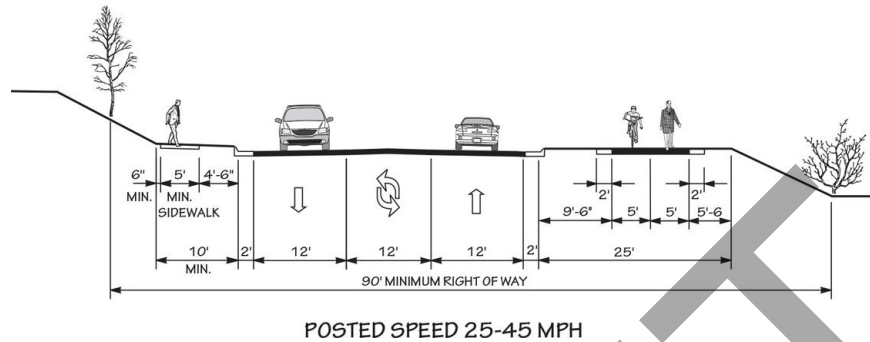


**Typical Section Options:**

None

# TYPICAL SECTION No. 3E

2 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS, AND SIDEWALK



## Project Overview

### Project History and Linkage to Other Plans

This project is in the 2055 GCLMPO MTP with a Horizon Year of 2055 and a SPOT ID of H171301.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. About 83% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Bessemer City. This corridor contains residential, institutional, and undeveloped land uses.

## 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 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
- 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 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 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 the segments containing this recommendation. There was 1 fatal or severe injury crash, 26 moderate or minor injury crashes, and 65 property damage only crashes.

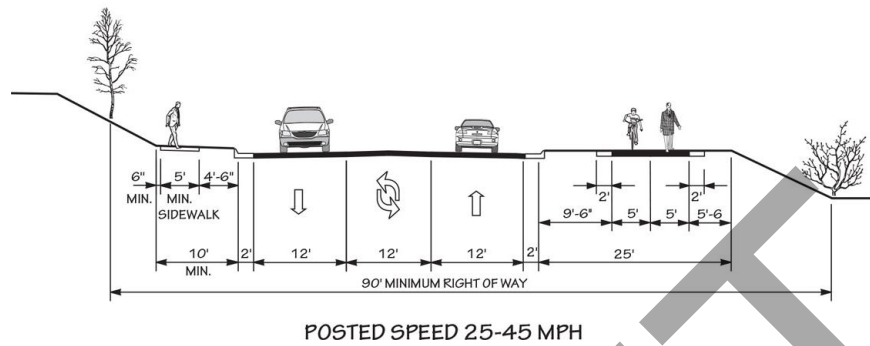
### Deficient Bridges

Typical Section Options:

None

# TYPICAL SECTION No. 3E

2 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS, AND SIDEPATH



There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350101. Functionally obsolete bridges are bridges that were built with different standards than those used today.

DRAFT

### Beaty Rd / Lowell Bethesda Rd (SR 2439)

From NC 274 to Gaston Rd (SR 2481)

Local ID: GAST40004-H

Purpose: Congestion

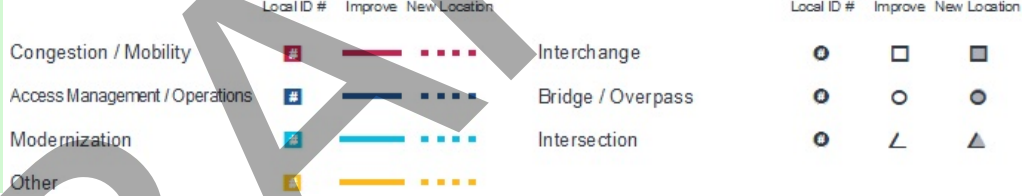
Improvement: Widening

#### Identified Need

Beaty Rd/Lowell Bethesda Rd (SR 2439) is projected to be near or over capacity by 2055. It had 213 recorded crashes between 2019 and 2023, resulting in 3 fatal or severe injuries. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a four-lane boulevard with median, sidewalk, and bicycle lanes to relieve traffic. Construct roundabouts at the intersections of Titman Rd (SR 2478), Cramerton Rd (SR 2209), Gaston Rd (SR 2481), and Kendrick Rd (SR 2445).



#### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	6.00
Existing ROW (feet)	60-80
Safety Risk Score	100

#### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	5600-13500	9300-16900	6600-18900
Capacity (vpd)	10500-11300	10500-11300	35100-36600

#### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2049

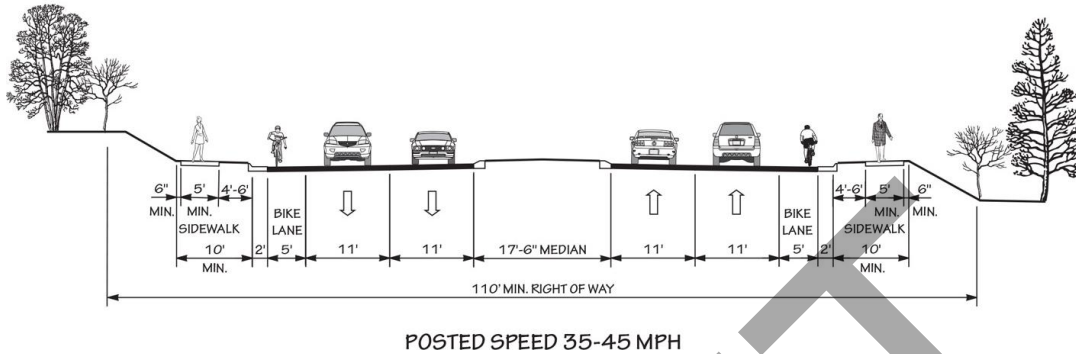


**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as a modernization project with a horizon year of 2045. The modernization project is an interim improvement. The ultimate improvement is a widening. It is in P8.0 with a SPOT ID of H184878.

### Multi-modal Considerations

This project includes a 5-foot sidewalk and a 5-foot bicycle lane on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 88% of participants agreed with this proposal. 3 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. This corridor contains residential, institutional, commercial, and undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 14 Flood Hazard Area Feature(s)

- 1 Hazardous Waste Facility(s)
- 2 Hazard Substance Disposal Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 5 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Protected Area Feature(s)
- 2 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:

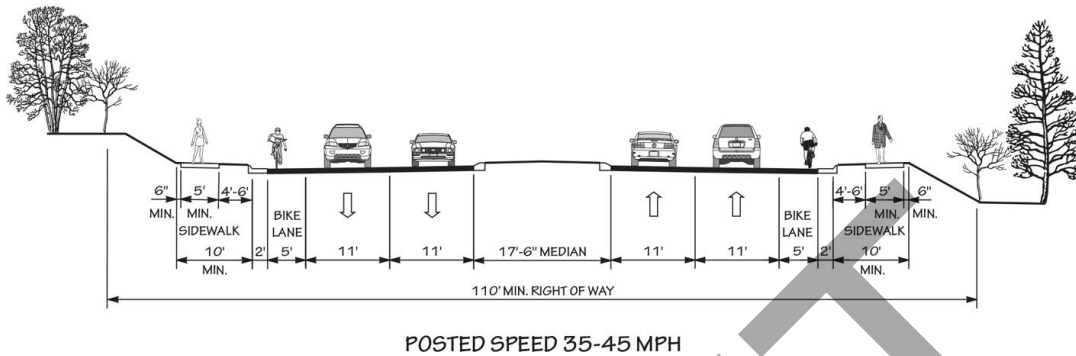
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English 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
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

**Typical Section Options:**

None

# TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 5% and 10% identify as Some Other Race
- Between 10% and 15% 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 213 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 50 moderate or minor injury crashes, and 160 property damage only crashes.

**Deficient Bridges**

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350015. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Resiliency**

The project terminates at US 29/74, a low priority road in the NCDOT RIP. It crosses 2 flood hazard areas.

### Cox Rd (SR 2200)

From I-85 to NC 7

Local ID: GAST40005-H

Purpose: Congestion

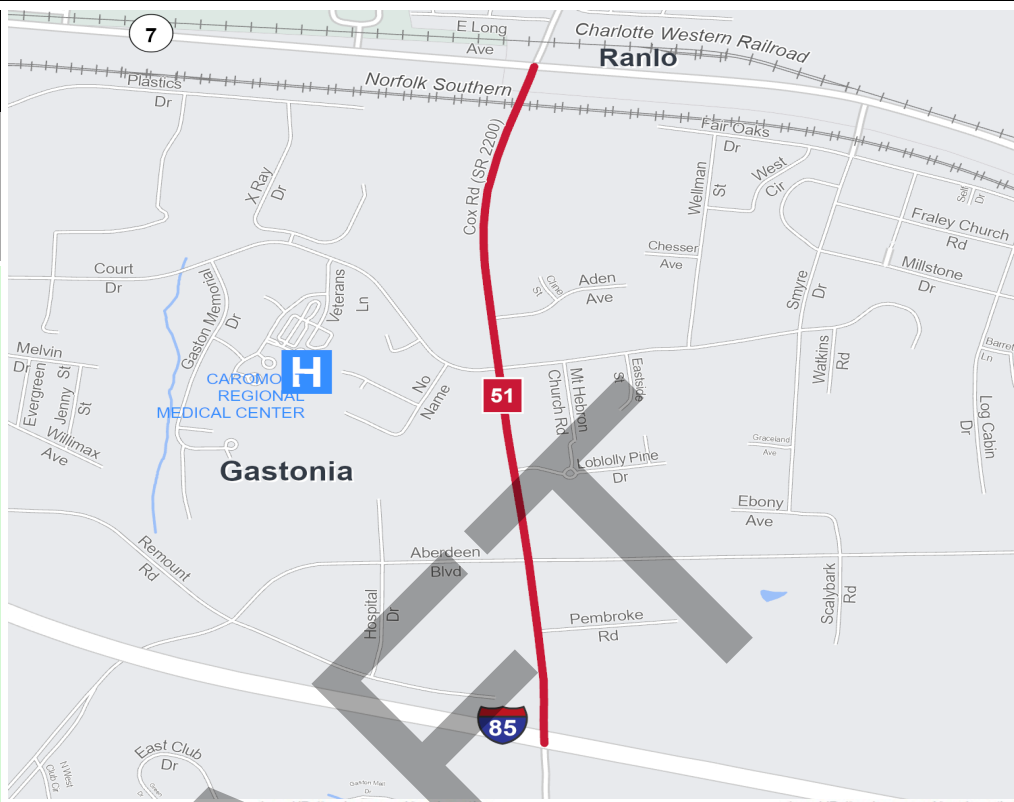
Improvement: Widening

#### Identified Need

Cox Rd (SR 2200) is projected to be over capacity by 2055. It had 438 recorded crashes over 5 years. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a six-lane boulevard with sidewalks and improve rail crossing to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 F
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	80
Safety Risk Score	78

### Proposal Data: 2023 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	6
Volume (vpd)	11500-23500	16400-39400	13700-22100
Capacity (vpd)	24300	24300	42200

### Capacity Data: Year

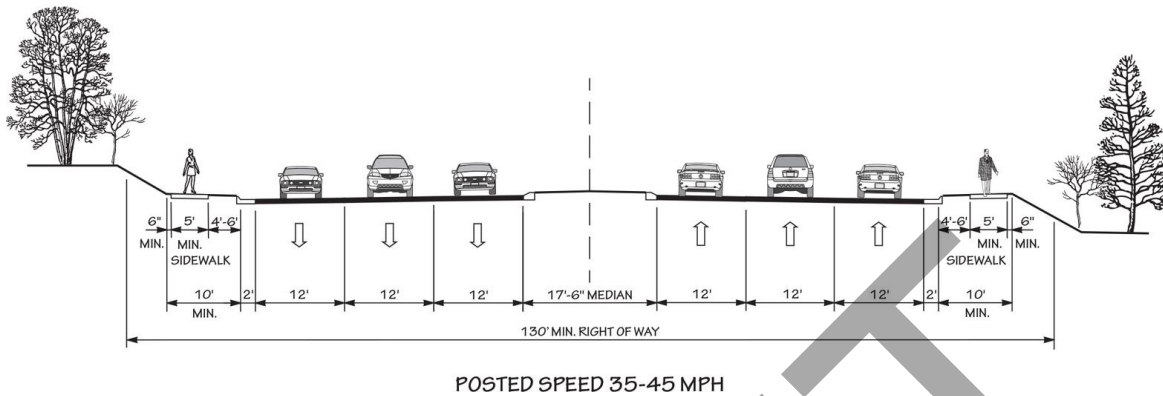
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2025



**Typical Section Options:**

# TYPICAL SECTION No. 6F

None  
 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. About 100% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. This corridor contains multi-family residential, office, commercial, and undeveloped land uses.

## 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 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 15% and 25% 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
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% 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 438 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 83 moderate or minor injury crashes, and 252 property damage only crashes.

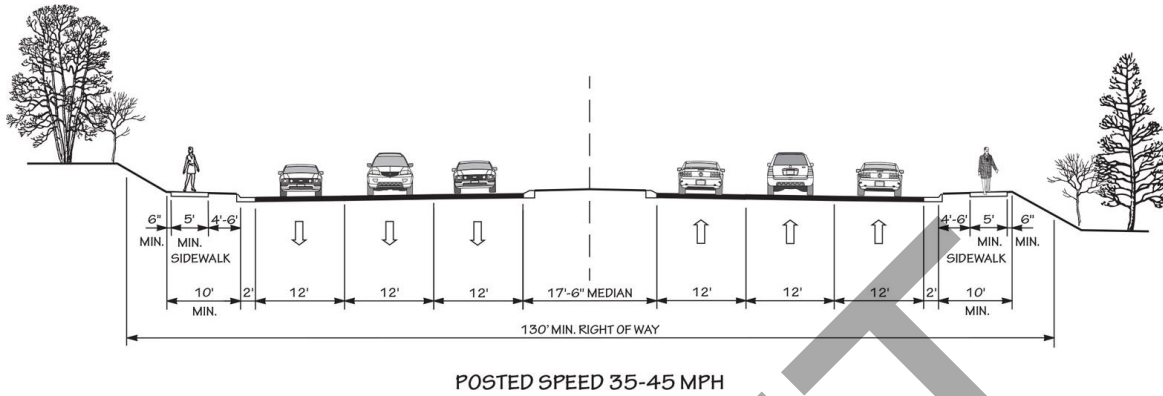
### Deficient Bridges

Typical Section Options:

# TYPICAL SECTION No. 6F

None

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350134. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Truck Traffic**

Average truck traffic along this recommendation is around 3%.

**Resiliency**

This corridor terminates at I-85, which is a moderate priority road in the NCDOT RIP.

DRAFT

### Cramerton Rd (SR 2209)

From Gaston Rd (SR 2481) to Lowell Bethesda Rd (SR 2439)

Local ID: GAST40007-H

Purpose: Congestion

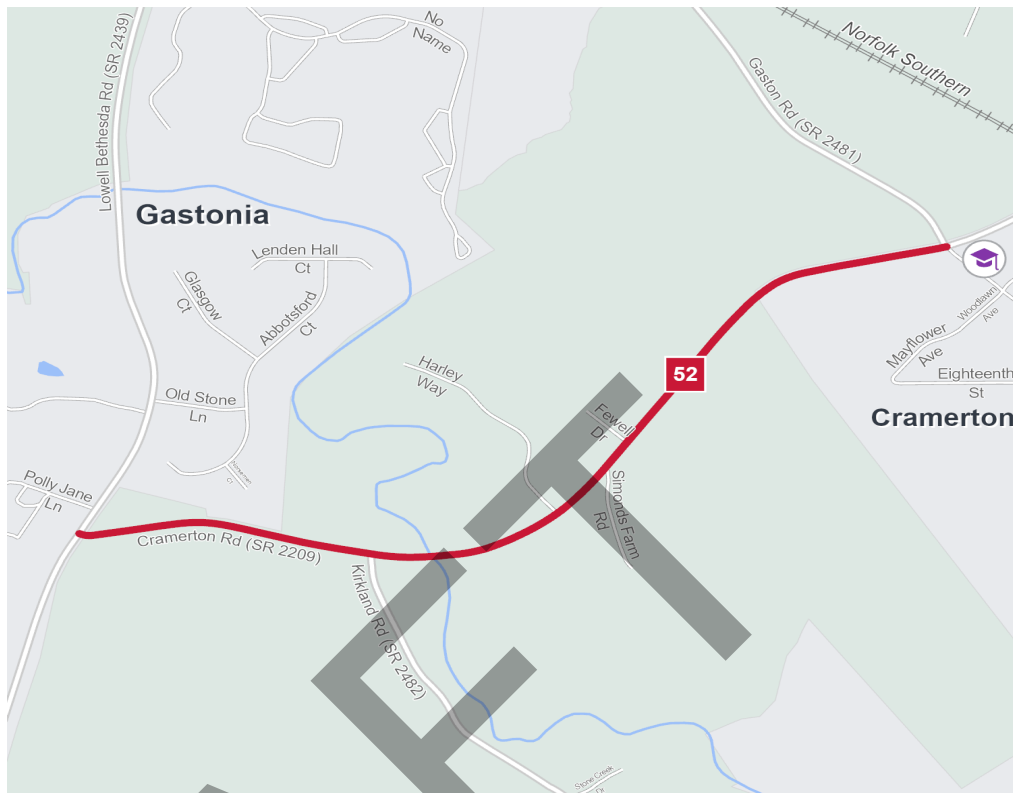
Improvement: Improve Existing

#### Identified Need

Cramerton Rd (SR 2209) is projected to be near or over capacity by 2055. It is used by drivers to access US 29/74 and contains residential driveways with direct access. Improvements are needed to relieve congestion and meet current design standards.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to relieve congestion and upgrade to design standards.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	0.85
Existing ROW (feet)	60-100
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	8100-8400	10600-11000	7400
Capacity (vpd)	9300-11000	9300-11000	11700-13100

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2035

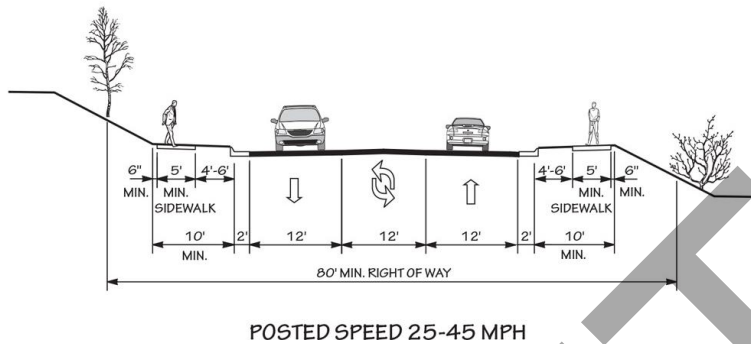


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 6 participants. About 83% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Gastonia and Cramerton. This corridor contains residential, institutional, and undeveloped land uses.

## 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)
- 1 Managed Area Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

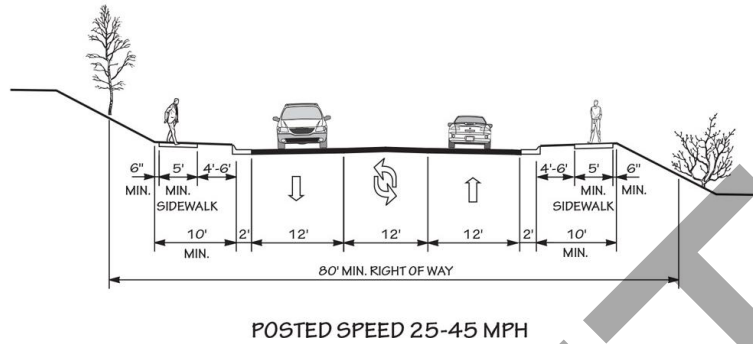
Between January 2019 and December 2023, there were a total of 16 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 7 moderate or minor injury crashes, and 8 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 3B

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



### Deficient Bridges

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350017. Functionally obsolete bridges are bridges that were built with different standards than those used today.

### Resiliency

The segment crosses 1 flood hazard area.

DRAFT

### Davis Park Rd / S Myrtle School Rd (SR 1136)

From W Hudson Blvd (SR 1255) to US 29/74

Local ID: GAST40008-H

Purpose: Congestion

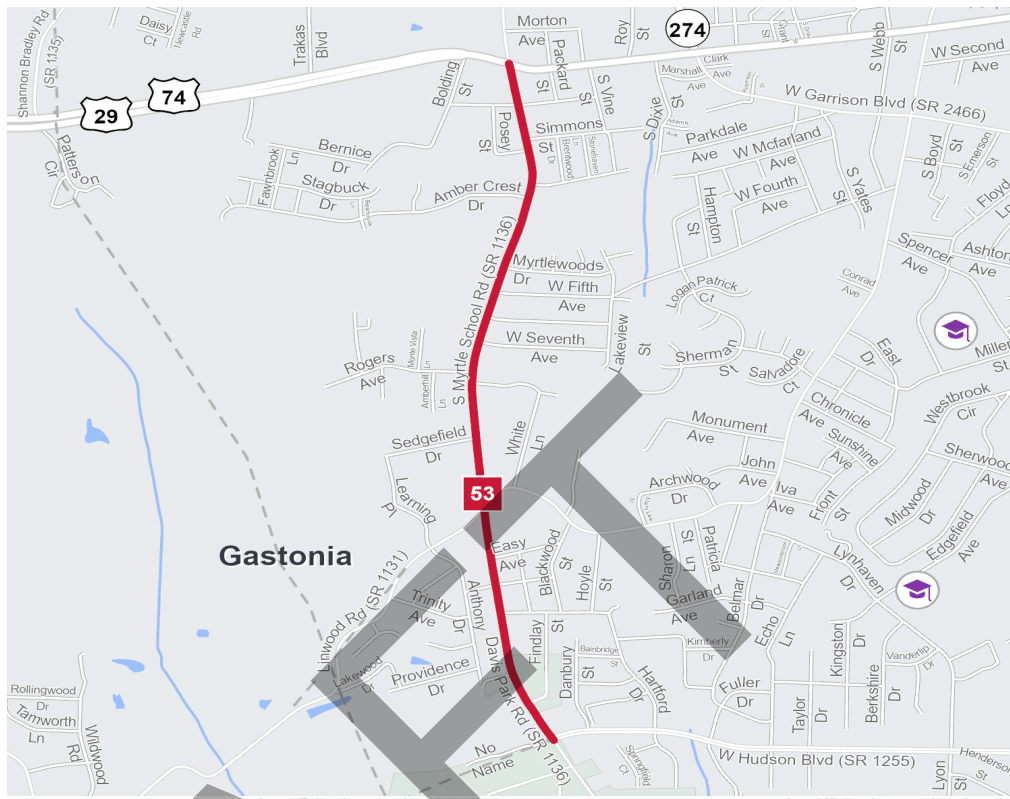
Improvement: Widening

#### Identified Need

S Myrtle School Rd/Davis Park Rd (SR 1136) is projected to be over capacity by 2055. It had 264 recorded crashes over 5 years. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a four-lane roadway with center turn lane, bicycle lanes, and sidewalks to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	05 B
Length (miles)	1.70
Existing ROW (feet)	60
Safety Risk Score	89

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes		2	2	4
Volume (vpd)		13000	16500-16600	6200-6400
Capacity (vpd)		11700-13100	11700-13100	24300-26800

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

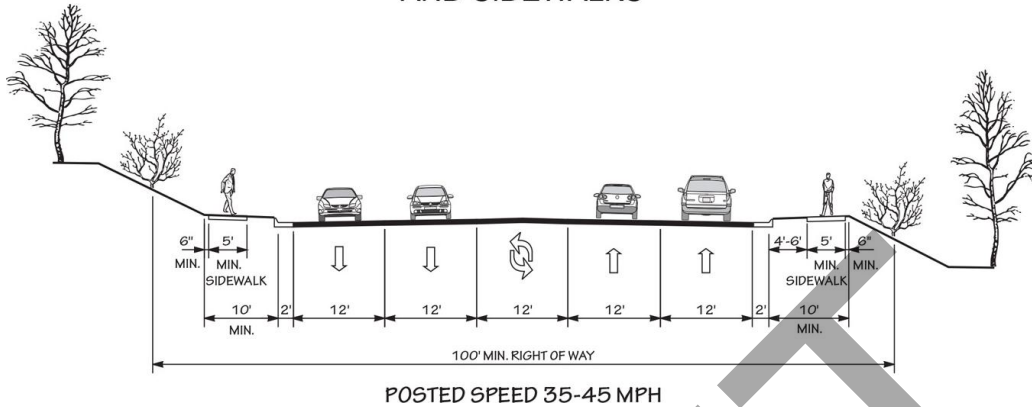


**Typical Section Options:**

# TYPICAL SECTION No. 5A

05 B

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. This corridor contains residential, institutional, and commercial land uses.

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

## Other Information

### Crash Data

Between January 2019 and December 2023, there were a total of 264 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 58 moderate or minor injury crashes, and 205 property damage only crashes.

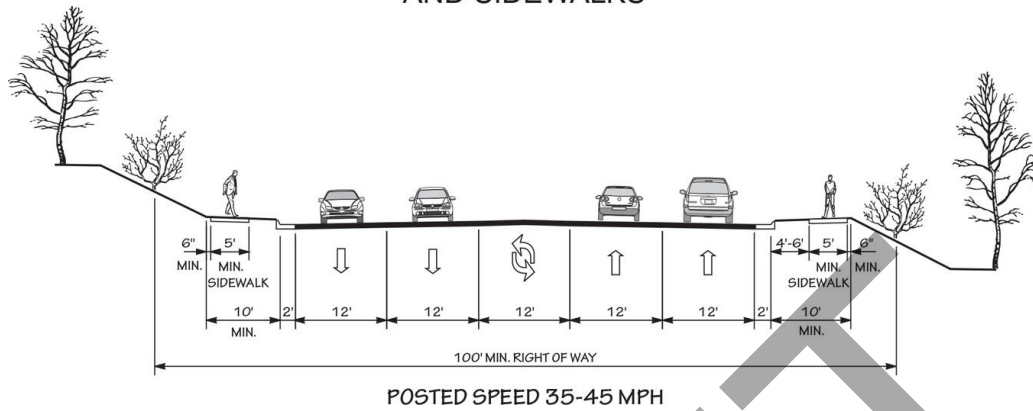
### Deficient Bridges

There are no functionally obsolete bridges along this

Typical Section Options:  
05 B

# TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



recommendation.

**Resiliency**

This segment terminates at US 29/74, a very low priority road in the NCDOT RIP.

DRAFT

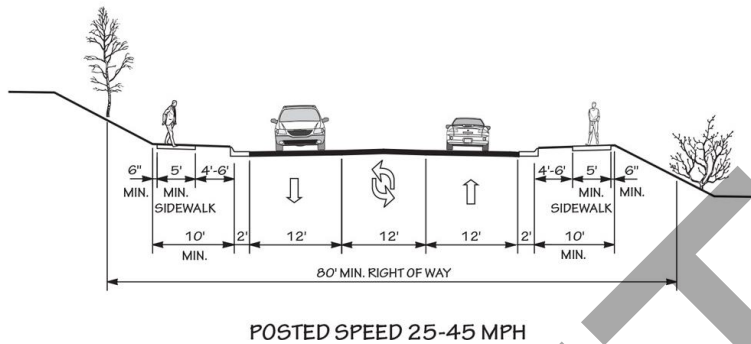


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Gastonia and Dallas. This corridor contains residential, institutional, and undeveloped land uses.

## Impacts to Natural and/or Human Environment

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

- 25 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)

- 3 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 3 Protected Area 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:

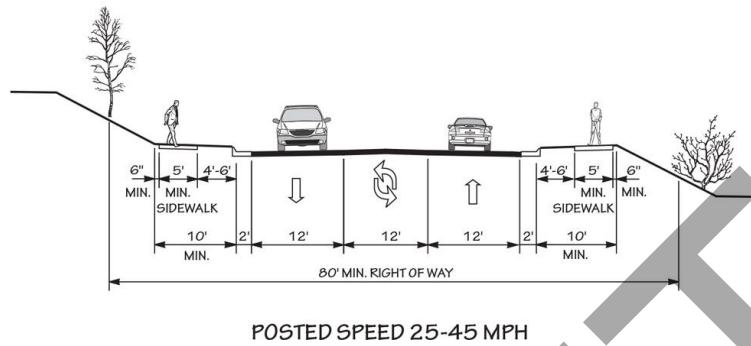
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English 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
- 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 20% and 100% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:

None

# TYPICAL SECTION No. 3B

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



- Between 15% and 20% identify as Households with No Car

### Other Information

#### Crash Data

Between January 2019 and December 2023, there were a total of 84 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 20 moderate or minor injury crashes, and 61 property damage only crashes.

#### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

#### Resiliency

This segment crosses 2 flood hazard areas. Several locations along the segment have an estimated 50 years between flood events with a potential flood depth of 0.2-6.8 feet.

### E Maine Ave (SR 1484)

From N Twelfth St (SR 1448) to NC 274

Local ID: GAST40010-H

Purpose: Congestion

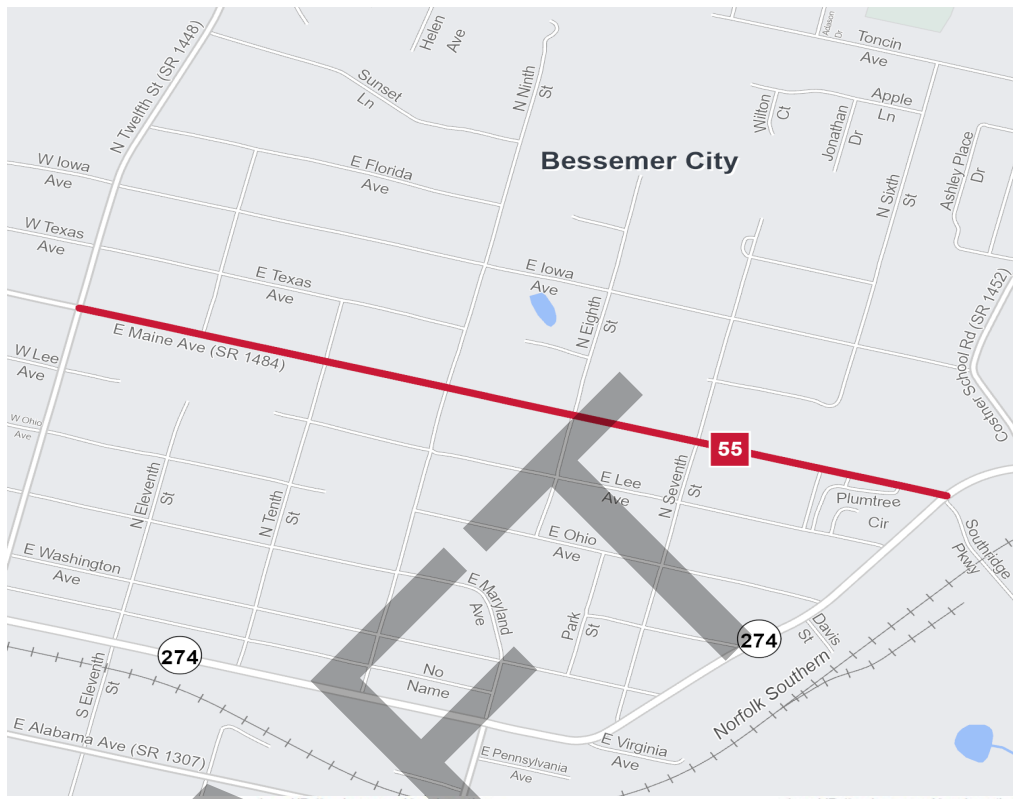
Improvement: Improve Existing

#### Identified Need

E Maine Ave (SR 1484) is projected to be over capacity by 2055. It is used as a cut through by those traveling southeast on NC 274 and contains residential driveways with direct access. It had 56 crashes over 5 years. Improvements are needed to relieve congestion and minimize rear-end collisions.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks and separated bike lanes to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	-
Length (miles)	0.88
Existing ROW (feet)	80
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	7300	11100	2400
Capacity (vpd)	10200	10200	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2031
Facility will be Over Capacity (>=100%)	2048

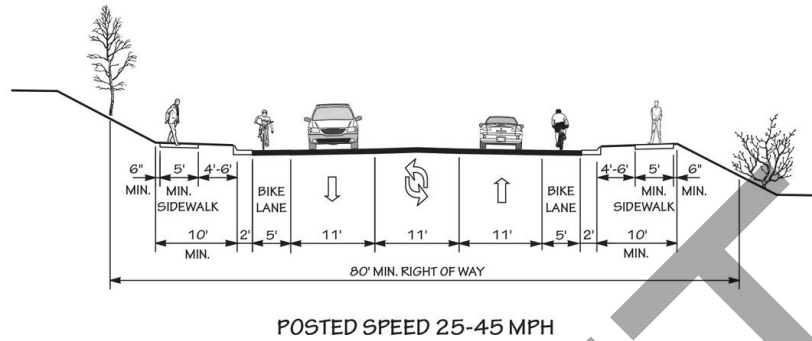


Typical Section Options:

None

# TYPICAL SECTION No. 3C

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Project Overview

#### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

#### Multi-modal Considerations

The project includes a 5-foot sidewalk and a separated bicycle lane on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 29% of participants agreed with this proposal. 5 comments were left on this project.

### Relationship to Land Use

This project lies within the municipal boundary of Bessemer City. This corridor contains residential, institutional, and industrial land uses.

### 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)
- 1 Wetland Feature(s)
- 1 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 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 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 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

### Other Information

#### Crash Data

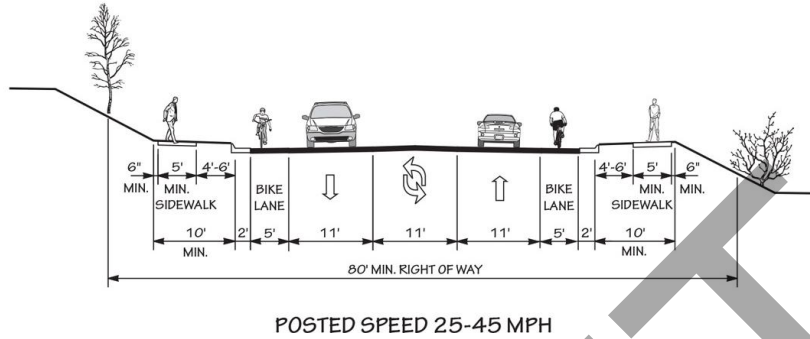
Between January 2019 and December 2023, there were a total of 56 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 19 moderate or minor injury crashes, and 36 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 3C

## 2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The segment crosses one flood area with several locations just south of the segment that have an estimated 50 years between flood events with a potential depth of 0.2-2.4 feet.

DRAFT

### Eagle Rd (SR 2565)

From S Main St (SR 2519) to Lakewood Rd (SR 2014)

Local ID: GAST40011-H

Purpose: Access

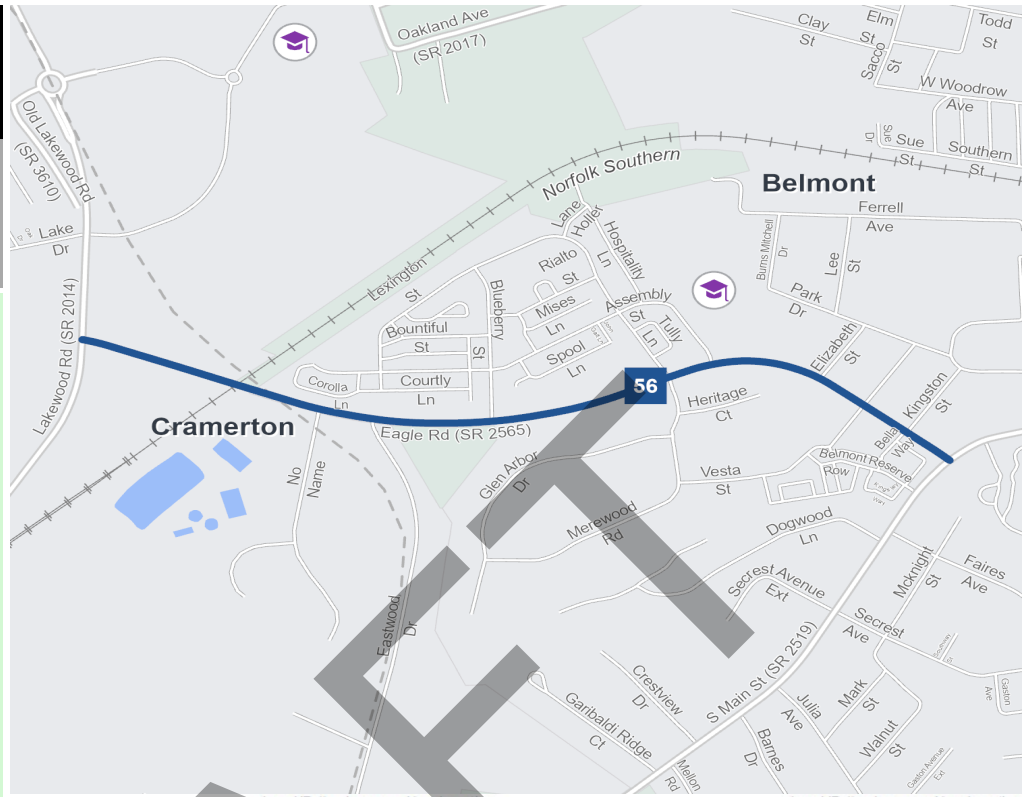
Improvement: Improve Existing

#### Identified Need

Eagle Rd (SR 2565) is projected to be near capacity by 2055. It is currently a two-lane undivided facility with sidewalk on the north side. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

#### Recommendation

Redesign to a two-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections and multiuse path, and filling sidewalk gaps to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 R
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	60
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	4500	8400-9000	3400-4800
Capacity (vpd)	10200	10200	14000

### Capacity Data: Year

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

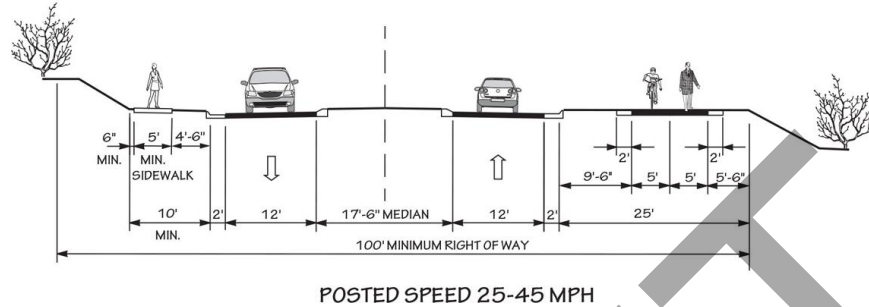


**Typical Section Options:**

None

# TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project is a part of the Belmont Multimodal Plan.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 25 participants. 100% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Cramerton and Belmont. This corridor contains residential and institutional land uses.

## 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 Wetland Feature(s)
- 1 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 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 5% and 10% identify as Some Other Race
- Between 10% and 15% 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

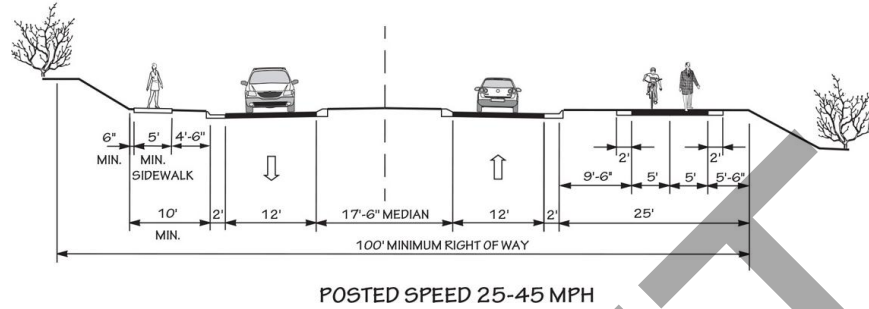
Between January 2019 and December 2023, there were a total of 2 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 1 moderate or minor injury crashes, and 1 property damage only crash.

Typical Section Options:

None

# TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The western terminus of the project is just south of flood hazard area at the South Fork Catawba River.

DRAFT

### Gaston Ave / W Airline Ave (SR 1339)

From US 321 to NC 274

Local ID: GAST40012-H

Purpose: Access

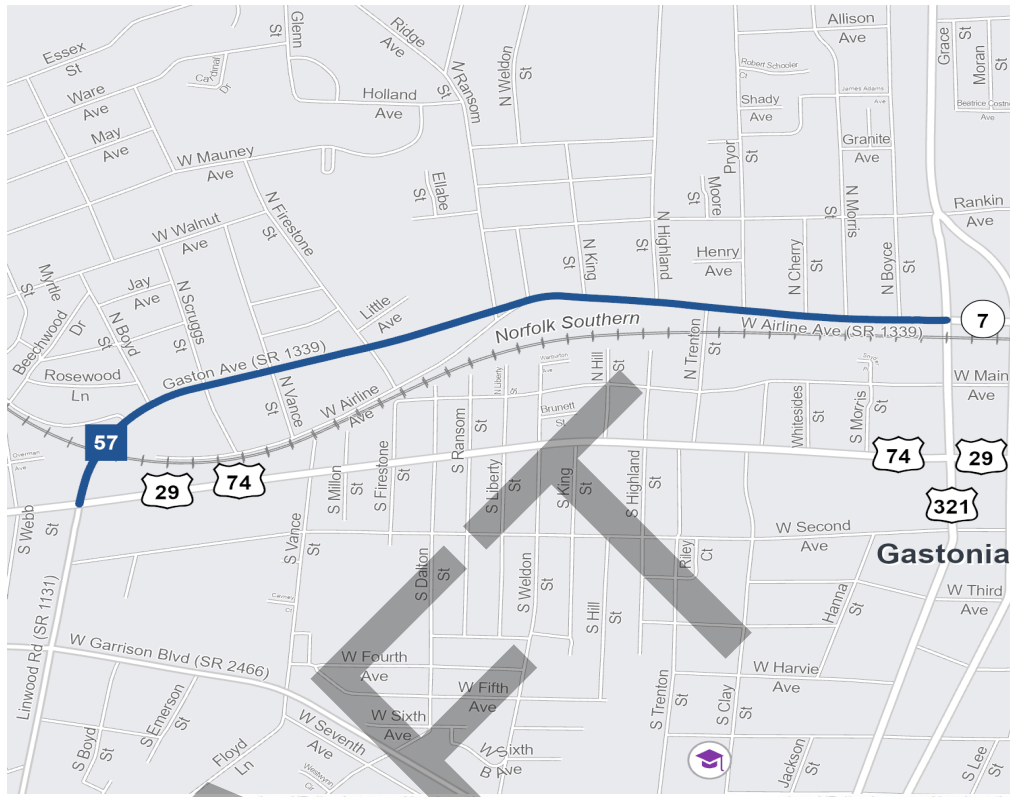
Improvement: Improve Existing

#### Identified Need

Gaston Ave / W Airline Ave (SR 1339) is projected to be over capacity by 2055. It is currently a two-lane undivided facility. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

#### Recommendation

Redesign to a two-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections and sidewalk to improve access.



#### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 K
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	50-80
Safety Risk Score	-

#### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	9700	14200	7000
Capacity (vpd)	11700	11700	14000

#### Capacity Data: Year

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

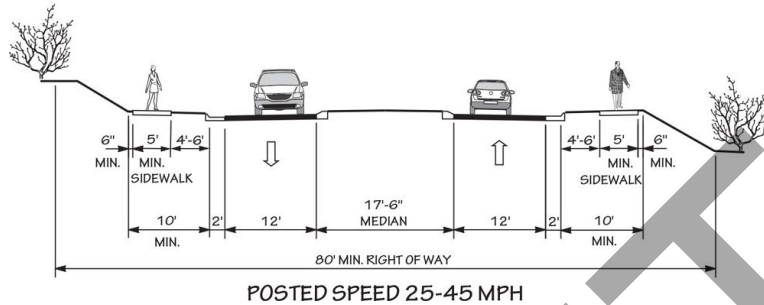


**Typical Section Options:**

None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. This corridor contains residential and commercial land uses.

### Impacts to Natural and/or Human Environment

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

- 3 Target Local Watershed Feature(s)

### Title VI Considerations

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

- Between 0% and 25% identify as 65+

- Between 50% and 75% identify as African American
- Between 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
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% 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 46 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 9 moderate or minor injury crashes, and 37 property damage only crashes.

#### Deficient Bridges

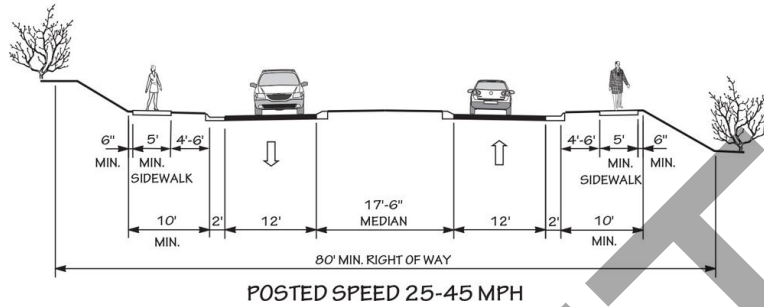
There is 1 bridge along this facility that is Functionally

Typical Section Options:

None

# TYPICAL SECTION No. 2K

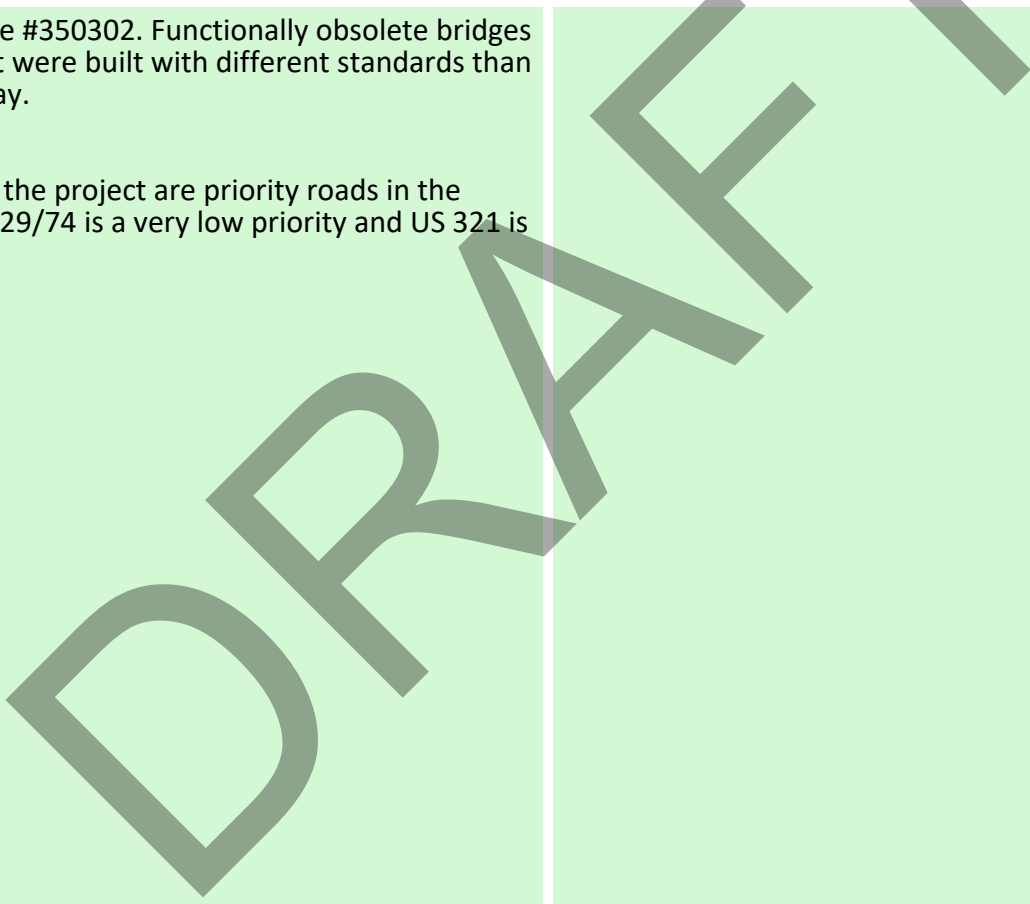
2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



Obsolete: Bridge #350302. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Resiliency**

Both termini of the project are priority roads in the NCDOT RIP. US 29/74 is a very low priority and US 321 is a low priority.



## Gaston Day School Rd Extension (SR 2200)

From NC 274 to Kendrick Rd (SR 2445)

Local ID: GAST40013-H

Purpose: Congestion

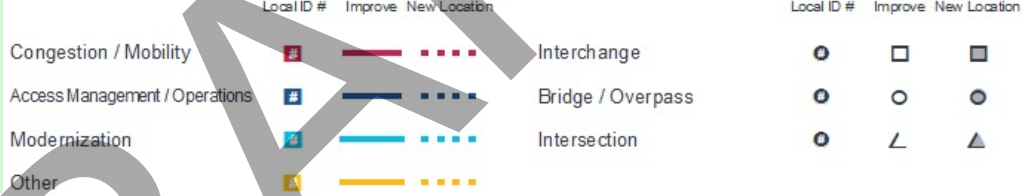
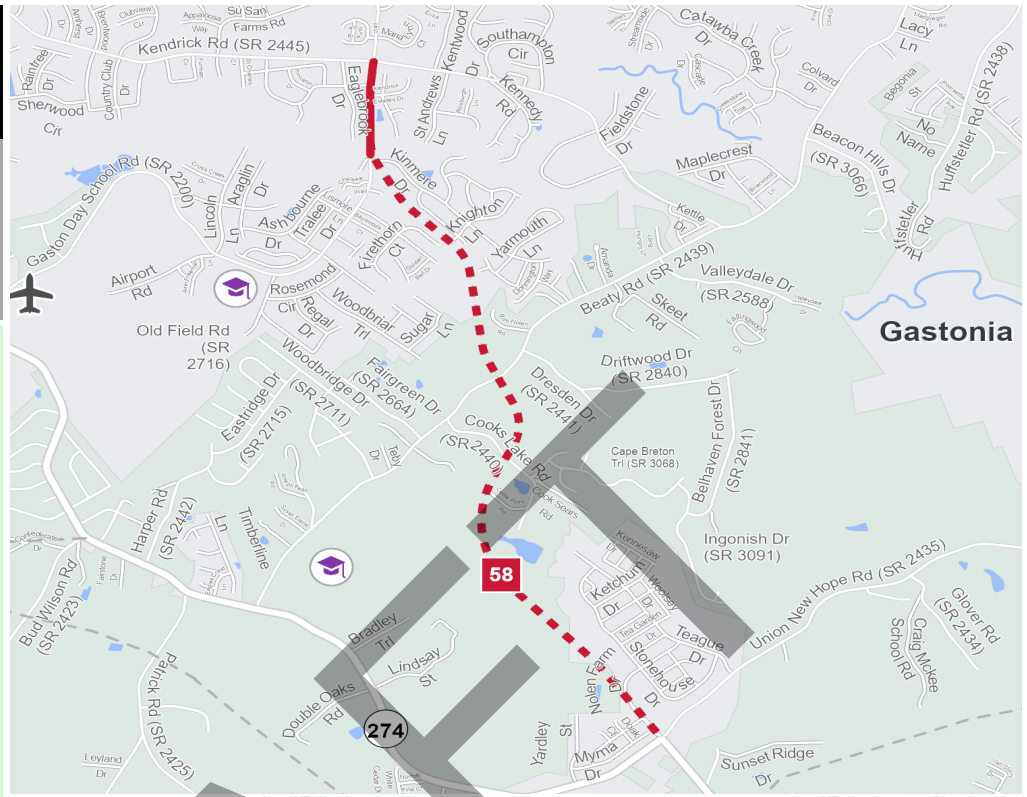
Improvement: New Location (part on existing)

### Identified Need

Gaston Day School Rd (SR 2200) is projected to be over capacity by 2055. It is a densely developed residential area and one of the few north/south connections the Gastonia Municipal Airport and southern Gastonia. Improvements are needed to relieve congestion and accommodate projected traffic.

### Recommendation

Construct a four-lane boulevard and add sidewalks to the portion on existing roadway from Kendrick Rd (SR 2445) to Kinmere Dr to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	3.10
Existing ROW (feet)	40-80
Safety Risk Score	56

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	7100	10700	13000
Capacity (vpd)	10200	10200	36600

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	2	-	4
Volume (vpd)	-	-	8000-8700
Capacity (vpd)	-	-	36600

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2033
Facility will be Over Capacity (>=100%)	2051

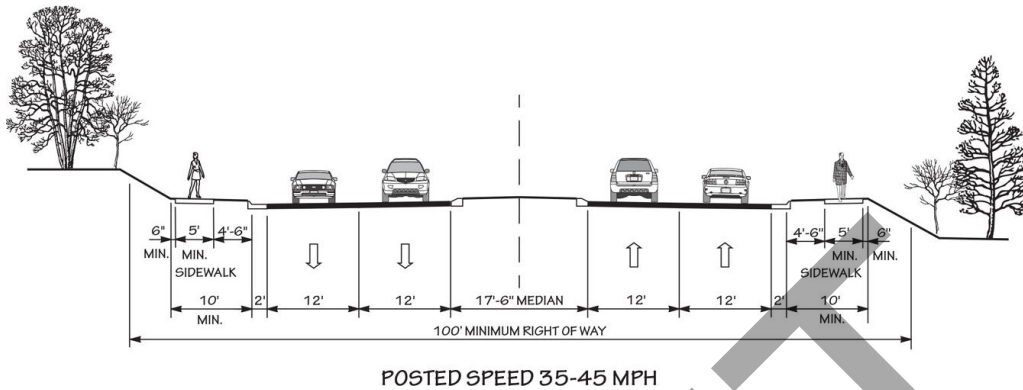


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. This corridor contains residential and commercial land uses.

## Impacts to Natural and/or Human Environment

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

- 14 Flood Hazard Area Feature(s)
- 8 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 2 Lake And Pond 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 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
- 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

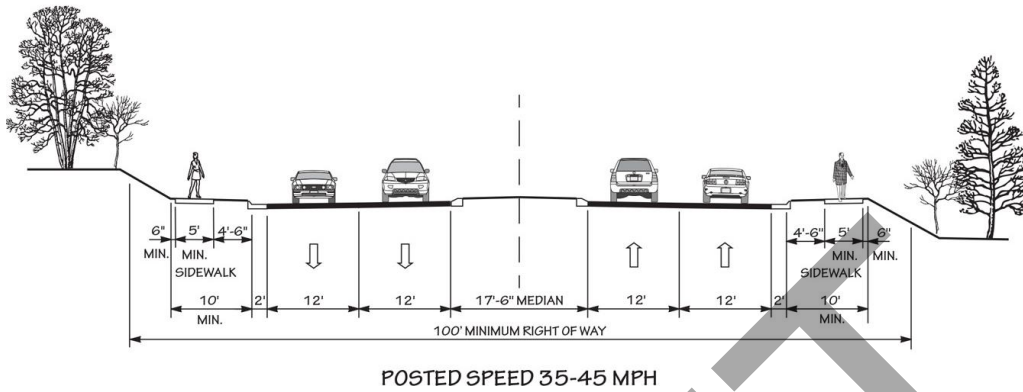
Between January 2019 and December 2023, there were a total of 13 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 1 moderate or minor injury crashes, and 12 property damage only crashes.

**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The segment crosses 1 flood hazard area.

DRAFT

### Groves St (SR 2213)

From US 29/74 to Mill St

Local ID: GAST40014-H

Purpose: Congestion

Improvement: Improve Existing

#### Identified Need

Groves St (SR 2213) is projected to be near or at capacity by 2055. It provides a connection over I-85 for those traveling east on US 29/74 and runs parallel to the railroad just to its west. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

#### Recommendation

Add a center turn lane, widen to 11-foot lanes, and add sidewalks and bicycle lanes to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	-
Length (miles)	0.77
Existing ROW (feet)	60
Safety Risk Score	56

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	5400	9300-10000	4900-5600
Capacity (vpd)	9200-9500	9200-9500	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2037
Facility will be Over Capacity (>=100%)	2050

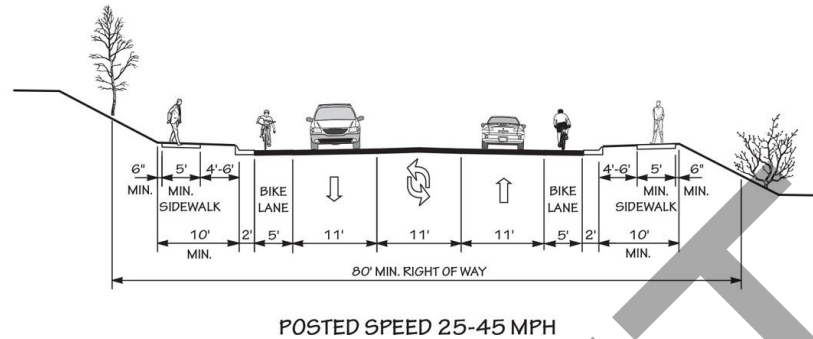


**Typical Section Options:**

None

**TYPICAL SECTION No. 3C**

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
BIKE LANES, AND SIDEWALKS

**Project Overview****Project History and Linkage to Other Plans**

There is no project history associated with this recommendation.

**Multi-modal Considerations**

The project includes a 5-foot sidewalk and a 5-foot bicycle lane on both sides.

**CTP Goal Analysis****Vision and Goals**

The aim of the Gaston County CTP is to establish 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.

**Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 9 participants, 100% of participants agreed with this proposal. No comments were left on this project.

**Relationship to Land Use**

This project lies within the municipal boundary of Lowell. This corridor contains residential, insitutional, and industrial land uses.

**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
- 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****Crash Data**

Between January 2019 and December 2023, there were a total of 14 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 2 moderate or minor injury crashes, and 12 property damage only crashes.

**Deficient Bridges**

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350142. Functionally obsolete bridges are bridges that were built with different standards than those used today.

### Hickory Grove Rd (SR 2000)

From NC 275 to Stanley Spencer Mtn Rd (SR 2003)

Local ID: GAST40015-H

Purpose: Congestion

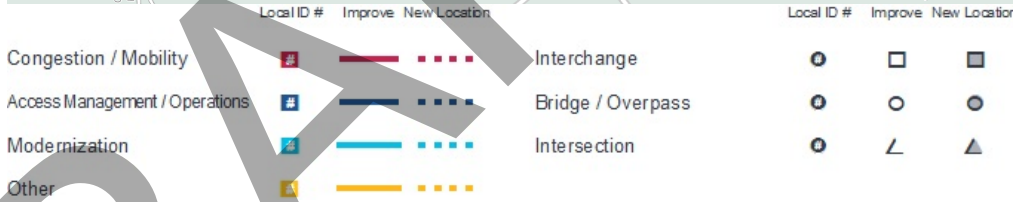
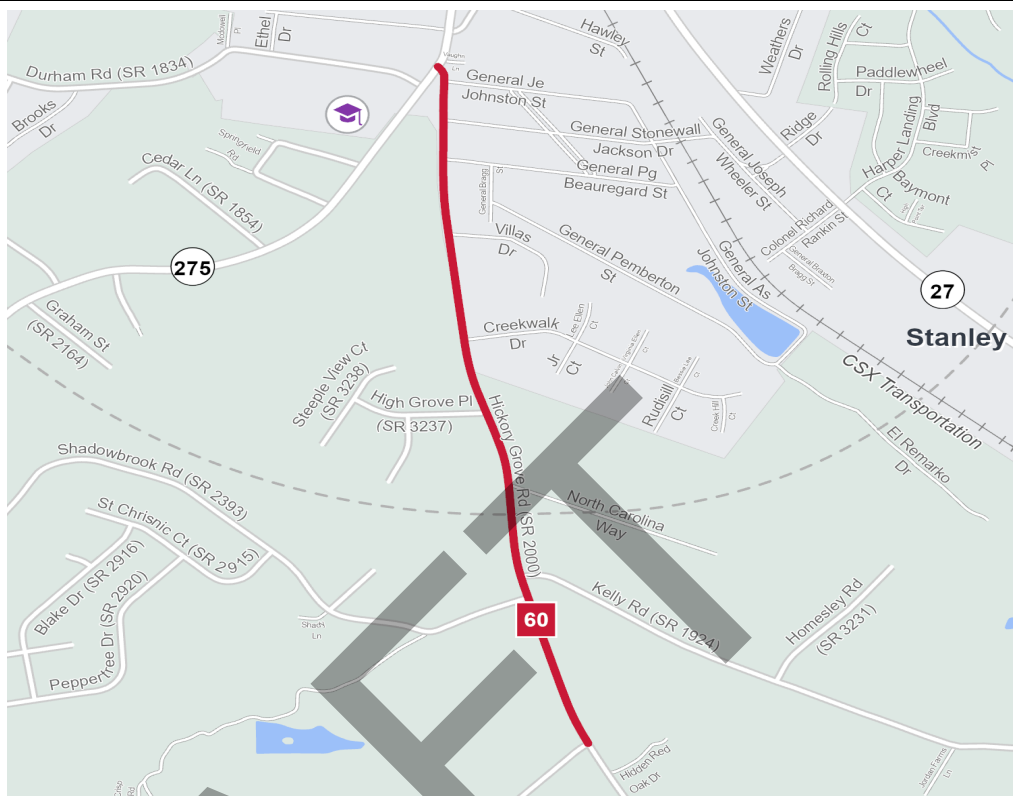
Improvement: Widening

#### Identified Need

Hickory Grove Rd (SR 2000) is projected to be over capacity by 2055. It had 51 recorded crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a four-lane roadway with center turn lane and multiuse path to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 B
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	9900-10500	13300-14300	3100-11500
Capacity (vpd)	11700-12200	11700-12200	26800-27600

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2034

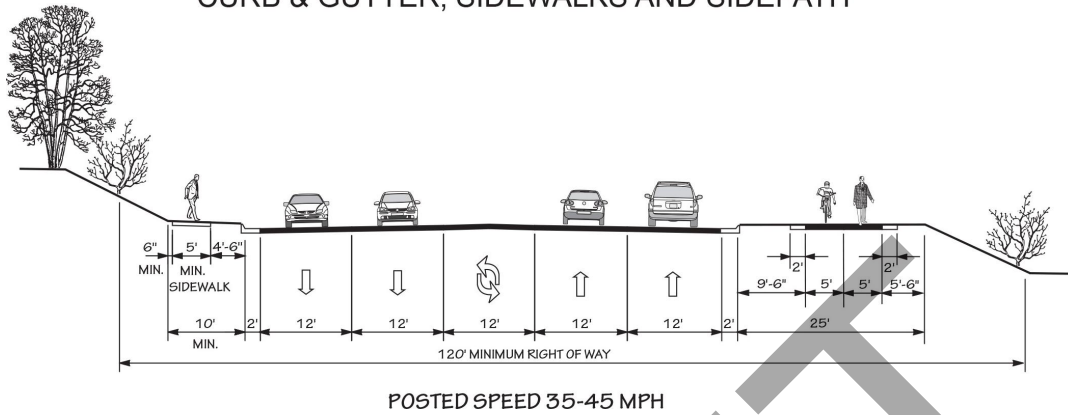


**Typical Section Options:**

None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Stanley. This corridor contains residential, insitutional, and recreational (driving range) land uses.

## 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)
- 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
- 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 10% and 15% 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

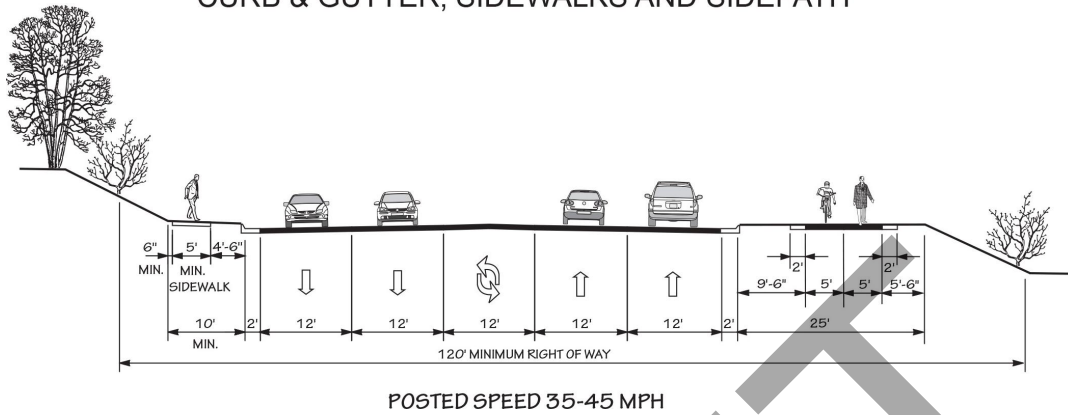
### Crash Data

Between January 2019 and December 2023, there were a total of 51 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 13 moderate or minor injury crashes, and 35 property damage only crashes.

Typical Section Options:  
None

# TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,  
CURB & GUTTER, SIDEWALKS AND SIDE PATH



### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

DRAFT

### Hickory Grove Rd (SR 2000)

From Stanley Spencer Mountain Rd (SR 2003) to Woodlawn St (SR 2021)

Local ID: GAST40016-H

Purpose: Congestion

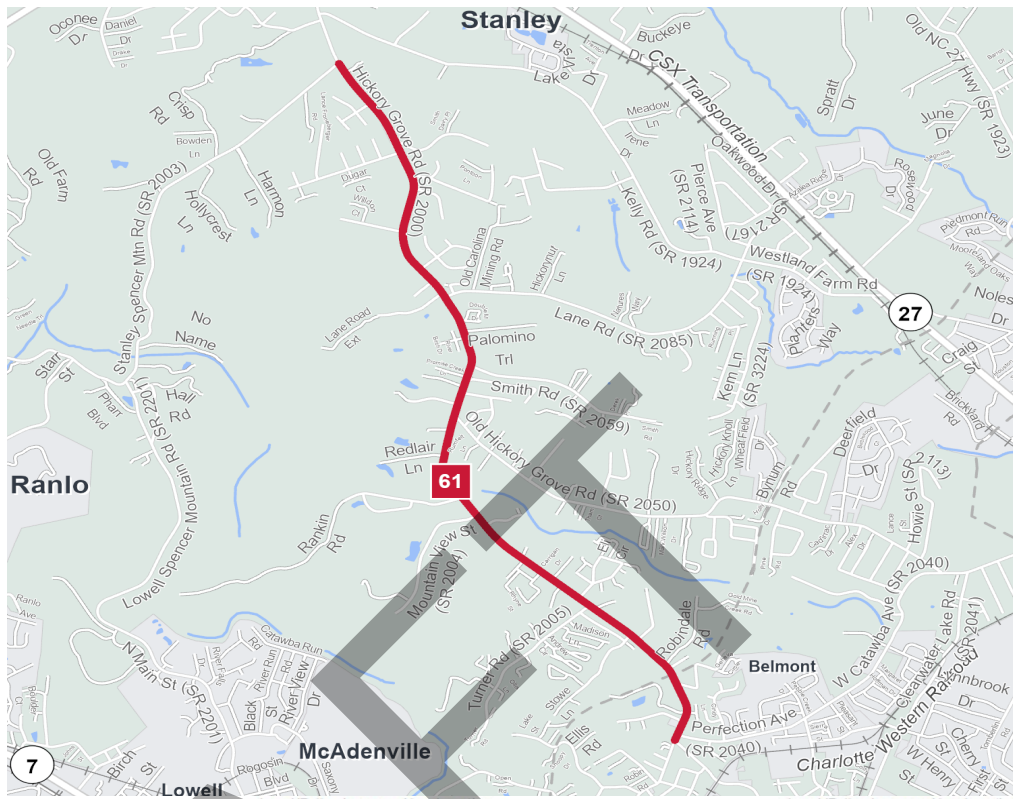
Improvement: Improve Existing

#### Identified Need

Hickory Grove Rd (SR 2000) is projected to be near or over capacity by 2055. It is currently a two-lane undivided facility. It had 175 recorded crashes over 5 years. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Add a center turn lane, widen to 11-foot lanes, and add a multiuse path to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 D
Section Options	-
Length (miles)	4.50
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	6800-9500	9400-10500	5300-8400
Capacity (vpd)	9500-11400	9500-11400	11700-13200

### Capacity Data: Year

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

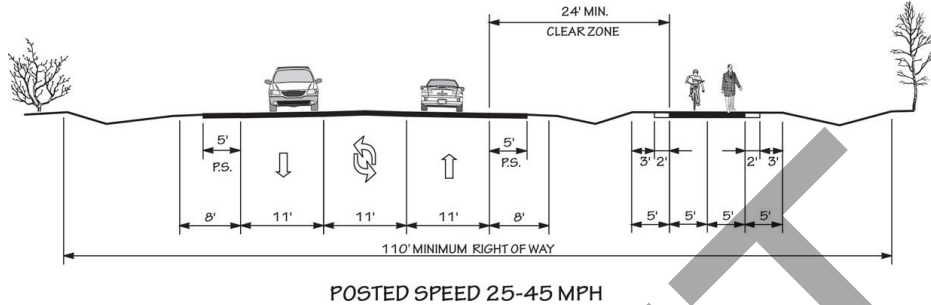


**Typical Section Options:**

None

# TYPICAL SECTION No. 3D

2 LANE WITH TWO WAY LEFT TURN LANE,  
PAVED SHOULDERS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on one side.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. This corridor contains residential, insitutional, commercial, and recreational land uses.

## 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)
- 1 Land Water Conservation Fund Property Feature(s)
- 8 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)

- 5 Protected Area Feature(s)
- 1 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 15% and 25% identify as Asian
- Between 1% and 2.5% 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
- 0% 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 0% and 15% identify as Households with No Car

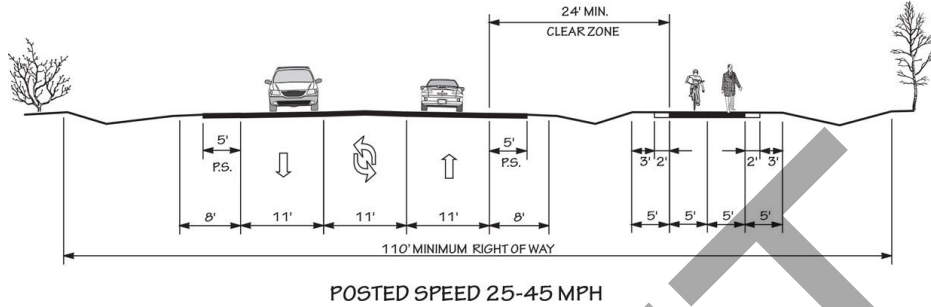
## Other Information

Typical Section Options:

None

# TYPICAL SECTION No. 3D

2 LANE WITH TWO WAY LEFT TURN LANE,  
PAVED SHOULDERS AND SIDEPATH



**Crash Data**

Between January 2019 and December 2023, there were a total of 175 crashes on the segments containing this recommendation. There were 5 fatal or severe injury crashes, 58 moderate or minor injury crashes, and 112 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

DRAFT

### Hoffman Rd / Robinwood Rd (SR 2446)

From Pine Creek Rd to Kendrick Rd (SR 2445)

Local ID: GAST40017-H

Purpose: Access

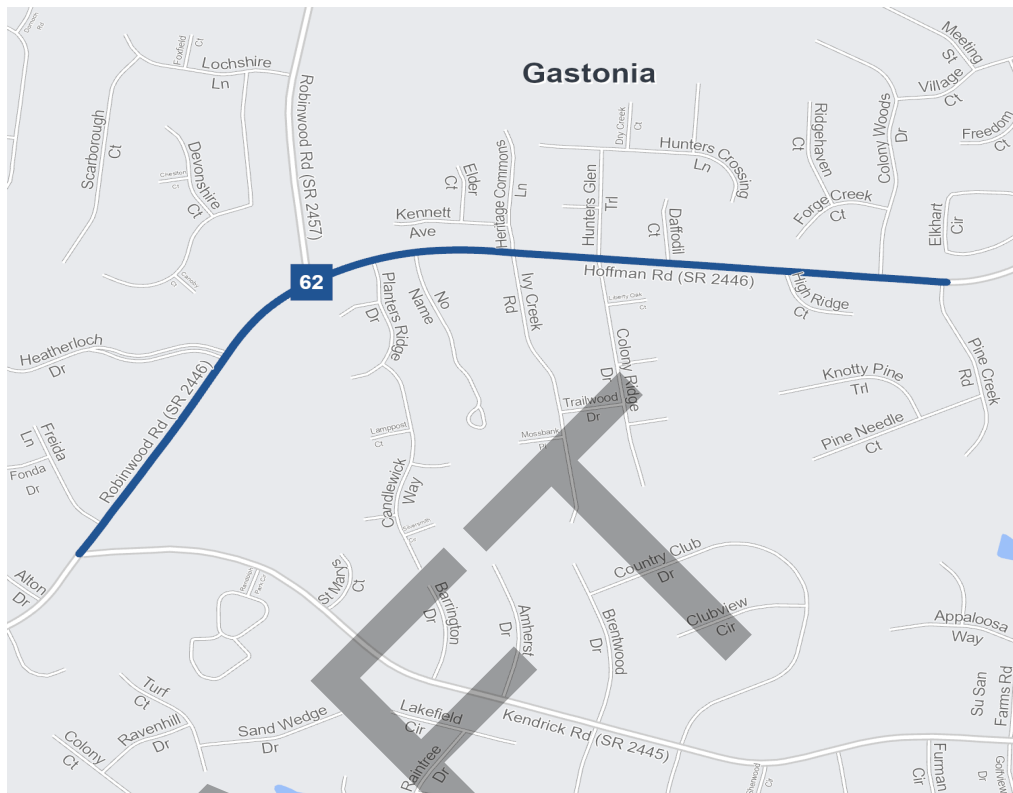
Improvement: Improve Existing

#### Identified Need

Robinwood Rd/Hoffman Rd (SR 2446) is projected to be over capacity by 2055. It is currently a four-lane facility with center turn lane and sidewalk on the north side. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Redesign to a four-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections, sidewalk, and multiuse path to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	80
Safety Risk Score	-

### Proposal Data: 2023 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)	16000	22700-24200	12100-12600
Capacity (vpd)	20700	20700	28100

### Capacity Data: Year

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

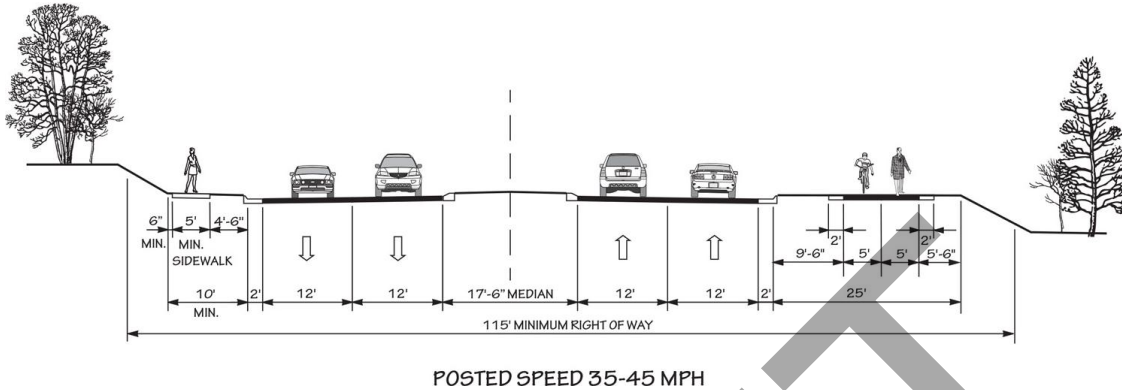


**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. This corridor contains residential, office, and undeveloped land uses.

### 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 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 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
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- Between 0% and 5% 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 5% and 10% 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 15% and 20% identify as Households with No Car

### Other Information

#### Crash Data

Between January 2019 and December 2023, there were a total of 55 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 11 moderate or minor injury crashes, and 44 property damage only crashes.

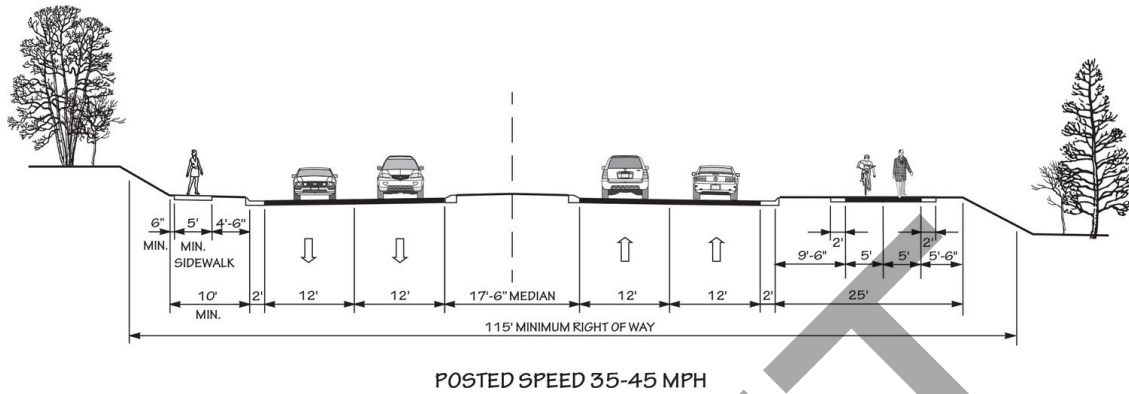
#### Deficient Bridges

Typical Section Options:

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



There are no functionally obsolete bridges along this recommendation.

DRAFT

### Lakewood Rd (SR 2014)

From US 29/74 to Eagle Rd (SR 2565)

Local ID: GAST40018-H

Purpose: Congestion

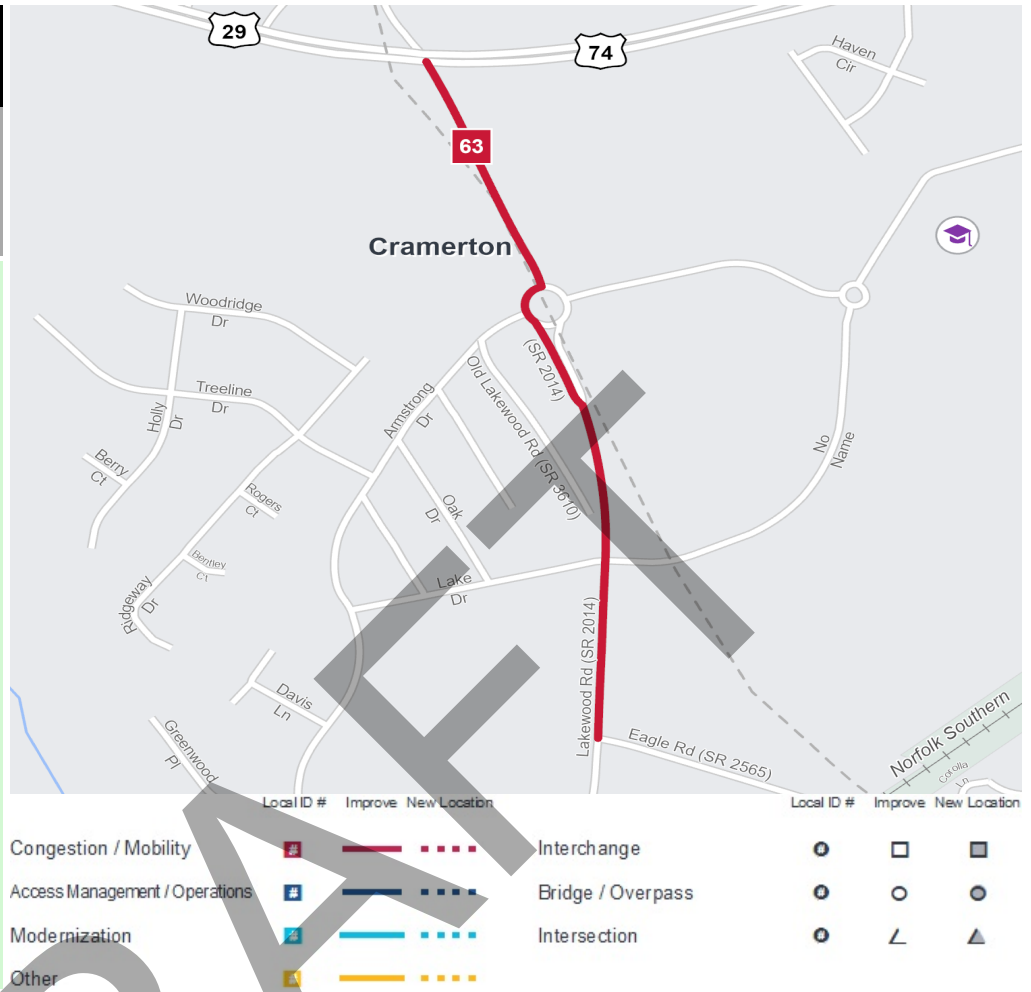
Improvement: Widening

#### Identified Need

Lakewood Rd (SR 2014) is projected to be over capacity by 2055 and experienced 38 crashes over 5 years. Improvements are needed to relieve congestion on the existing facility, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a four-lane roadway with center turn lane and sidewalk to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.58
Existing ROW (feet)	32-70
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane
<i>Travel Lanes</i>	4	2	4
<i>Volume (vpd)</i>	9400	17900-19200	26100
<i>Capacity (vpd)</i>	10200-16200	10200-16200	24300

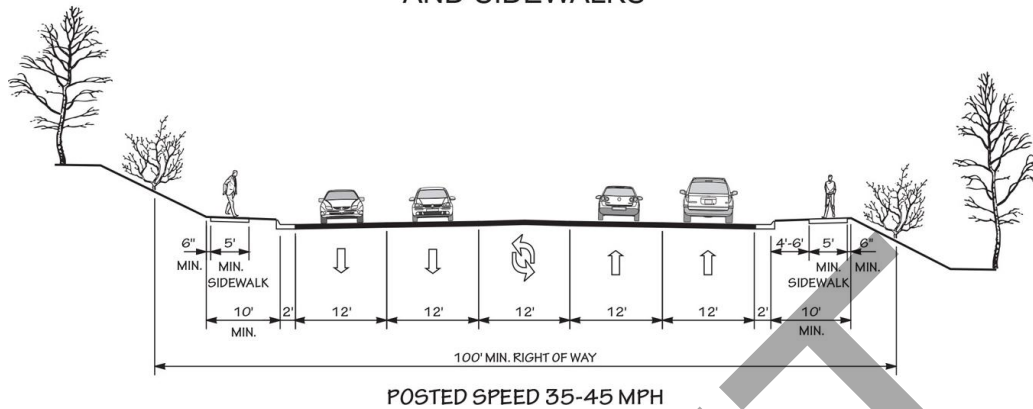
### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2029



**Typical Section Options:**

None

**TYPICAL SECTION No. 5A**4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS**Project Overview****Project History and Linkage to Other Plans**

There is no project history associated with this recommendation.

**Multi-modal Considerations**

The project includes a 5-foot sidewalk on both sides.

**CTP Goal Analysis****Vision and Goals**

The aim of the Gaston County CTP is to establish 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.

**Public Engagement**

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 19 participants. About 79% of participants agreed with this proposal. 3 comments were left on this project.

**Relationship to Land Use**

This project lies within the municipal boundary of Cramerton. The corridor contains residential, undeveloped, institutional, and commercial land uses.

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

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

- 6 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)

- 1 Quality Monitored 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 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 10% and 15% identify as Two of More Races
- Between 1% and 5% identify as Below Poverty Line
- 0% identify as Households with No Car

**Other Information****Crash Data**

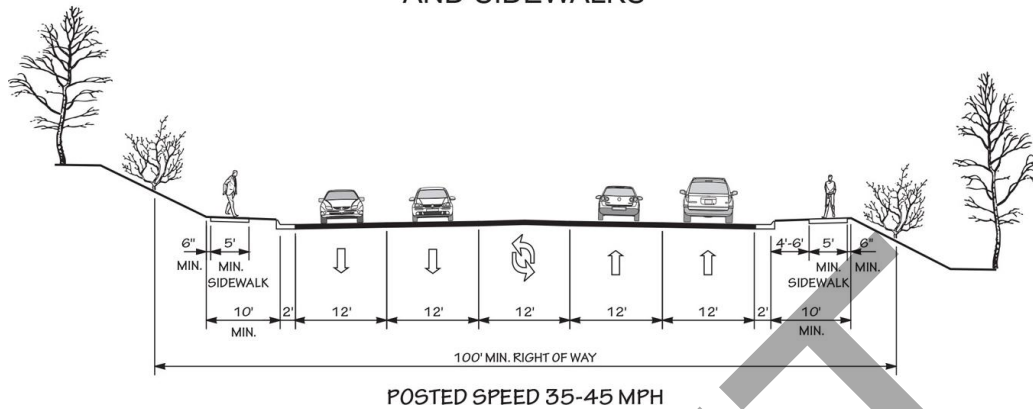
Between January 2019 and December 2023, there were a total of 38 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 6 moderate or minor injury crashes, and 32

**Typical Section Options:**

None

# TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



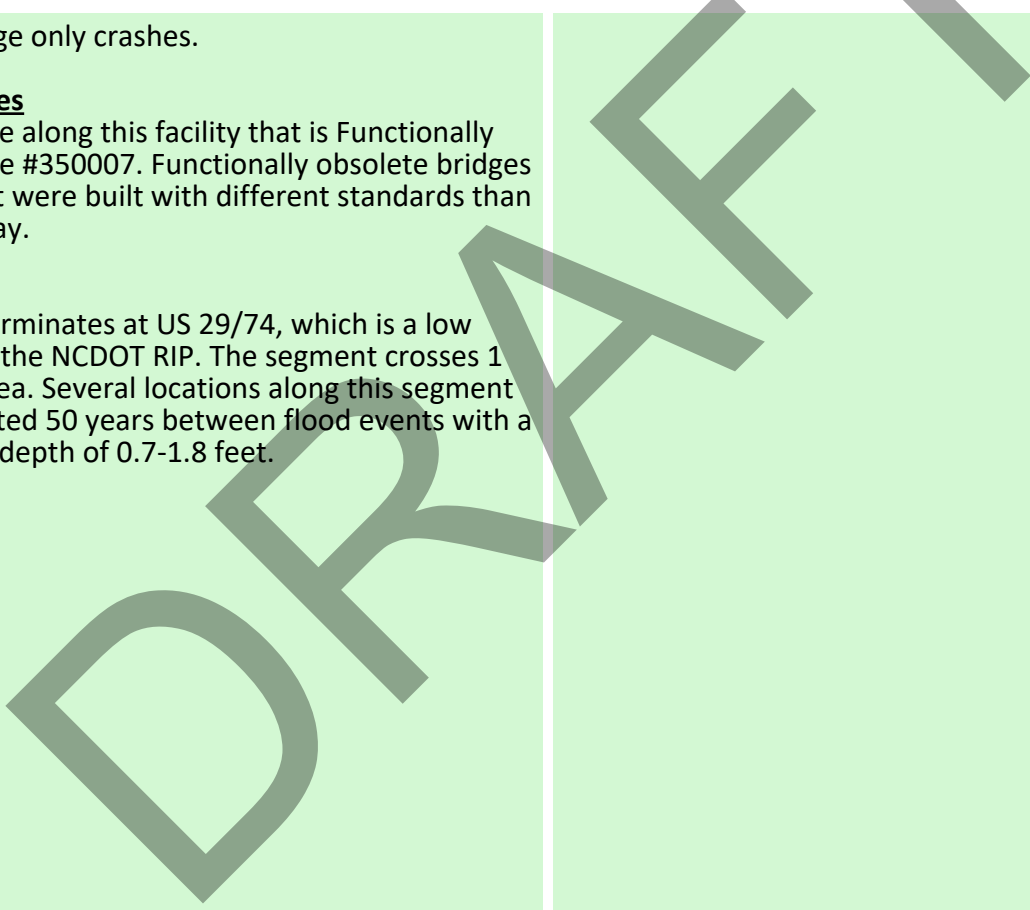
property damage only crashes.

**Deficient Bridges**

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350007. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Resiliency**

The segment terminates at US 29/74, which is a low priority road in the NCDOT RIP. The segment crosses 1 flood hazard area. Several locations along this segment have an estimated 50 years between flood events with a potential flood depth of 0.7-1.8 feet.



### Linwood Rd (SR 1131)

From Linwood Rd (SR 1131) to Davis Park Rd (SR 1136)

Local ID: GAST40020-H

Purpose: Congestion

Improvement: Improve Existing

#### Identified Need

Linwood Rd (SR 1131) is projected to be near capacity by 2055. It is a two-lane undivided facility with 10-foot lanes. It had 41 recorded crashes over 5 years. Improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	55
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	5900	8600	2800-4200
Capacity (vpd)	9500-11700	9500-11700	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2044
Facility will be Over Capacity (>=100%)	-

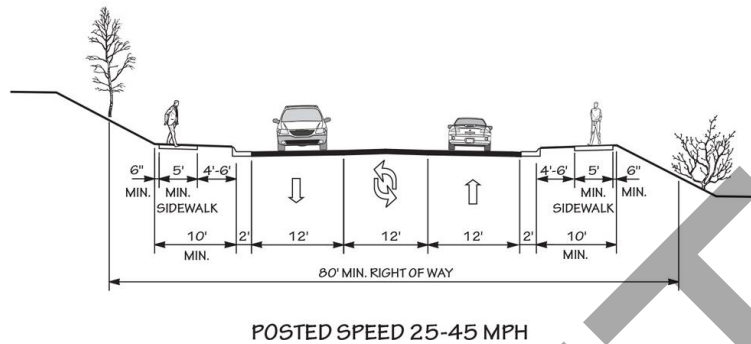


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains rural residential, residential, and undeveloped land uses.

## 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)
- 1 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Major River Feature(s)
- 2 Wetland Feature(s)

- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 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 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 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 5% and 15% 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 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

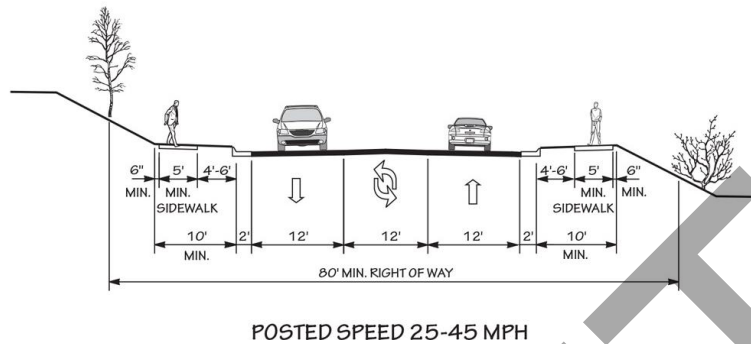
## Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



**Crash Data**

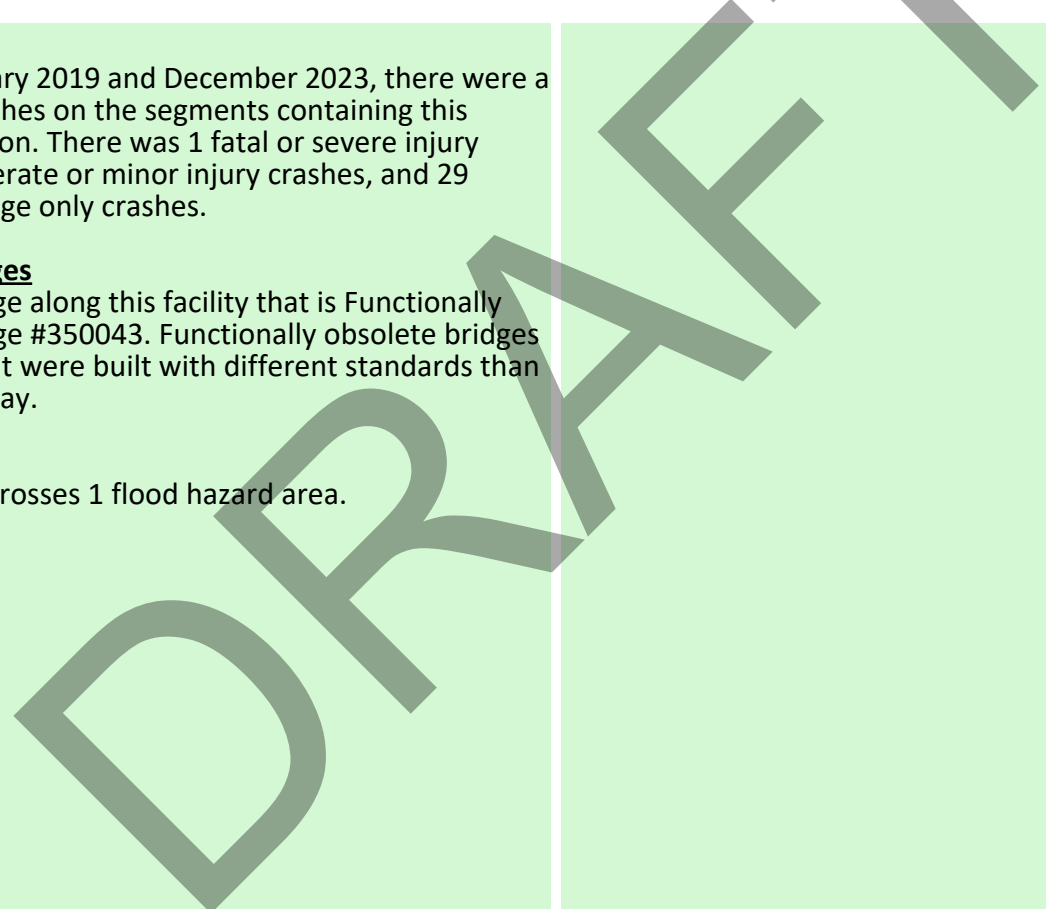
Between January 2019 and December 2023, there were a total of 41 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 11 moderate or minor injury crashes, and 29 property damage only crashes.

**Deficient Bridges**

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350043. Functionally obsolete bridges are bridges that were built with different standards than those used today.

**Resiliency**

This segment crosses 1 flood hazard area.



### Linwood Rd (SR 1131)

From S Myrtle School Rd (SR 1136) to US 29/74

Local ID: GAST40021-H

Purpose: Congestion

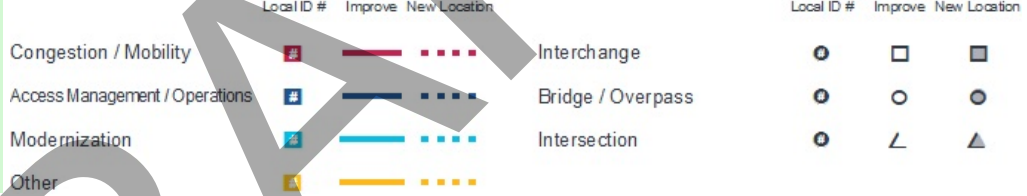
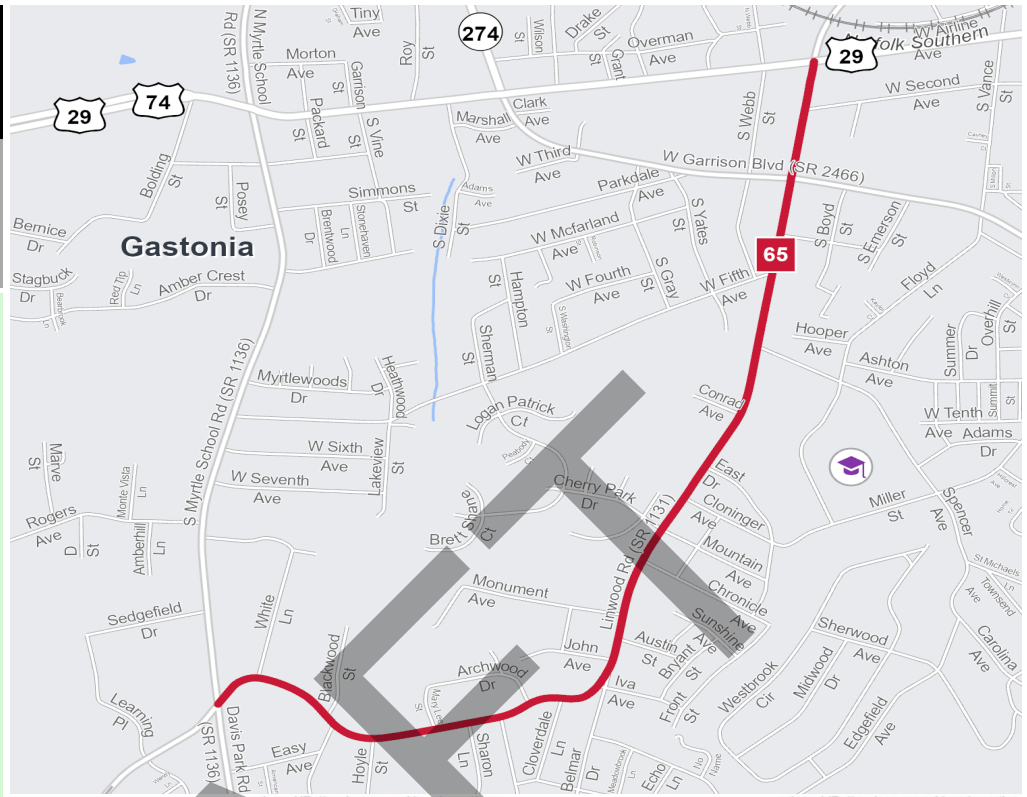
Improvement: Improve Existing

#### Identified Need

Linwood Rd (SR 1131) is projected to be over capacity by 2055. It is currently a two-lane road with a center turn lane and sidewalk on both sides. It had 173 recorded crashes over 5 years. Improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

#### Recommendation

Add a center turn lane and fill sidewalk gaps to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	60
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3900-9600	5900-12300	2300-7800
Capacity (vpd)	9500-11700	9500-11700	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2035
Facility will be Over Capacity (>=100%)	2055

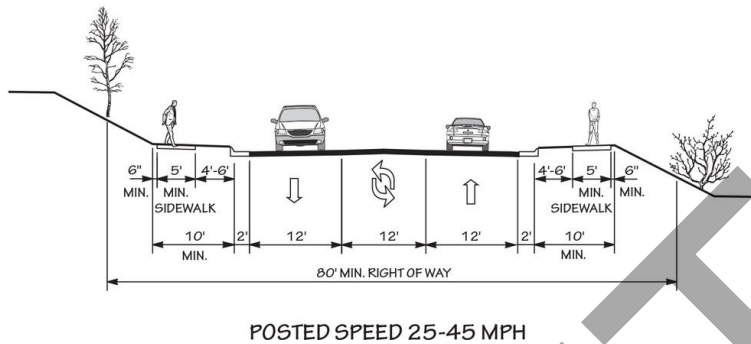


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP as H190676 with a horizon year of 2045.

### Multi-modal Considerations

This project includes 5-foot sidewalks on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains primarily residential and institutional land uses.

## 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)
- 1 Hazard Substance Disposal Site(s)
- 2 Managed Area Feature(s)
- 1 Wetland Feature(s)

- 1 River And Stream Feature(s)
- 2 Protected Area Feature(s)
- 1 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:

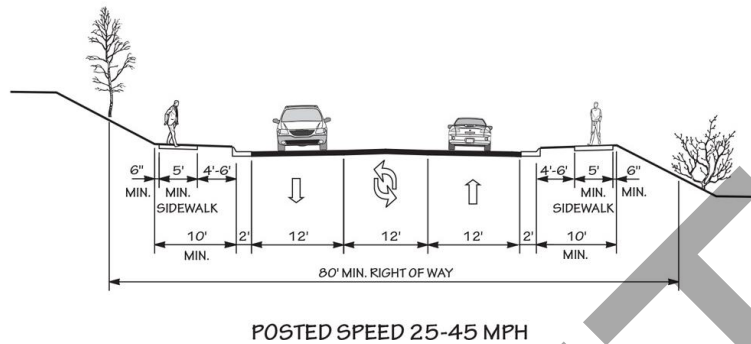
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% 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 15% and 20% identify as Households with No Car

**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



### Other Information

**Crash Data**

Between January 2019 and December 2023, there were a total of 173 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 39 moderate or minor injury crashes, and 133 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

This segment terminates at US 29/74, a very low priority road in the NCDOT RIP. The segment crosses 1 flood hazard area.

### N Myrtle School Rd (SR 1136)

From NC 274 to US 29/74

Local ID: GAST40022-H

Purpose: Access

Improvement: Improve Existing

#### Identified Need

N Myrtle School Rd (SR 1136) is projected to be over capacity by 2055. It is currently a two-lane facility with center turn lane and sidewalk. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

#### Recommendation

Redesign to a two-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections to improve access. Replace existing sidewalks.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 K
Section Options	-
Length (miles)	0.62
Existing ROW (feet)	98
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard	
Travel Lanes	2	2	2	
Volume (vpd)	10500	11800	5100	
Capacity (vpd)	11700	11700	14000	

### Capacity Data: Year

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

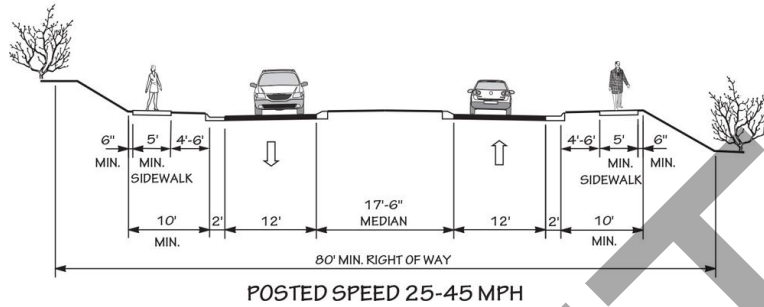


**Typical Section Options:**

None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

This project includes replacement of existing sidewalks.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### 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 project.

### Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains residential, commercial, and institutional land uses.

### 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 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 0% and 25% identify as 65+

- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% 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 0% and 15% identify as Households with No Car

### Other Information

#### Crash Data

Between January 2019 and December 2023, there were a total of 35 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 8 moderate or minor injury crashes, and 27 property damage only crashes.

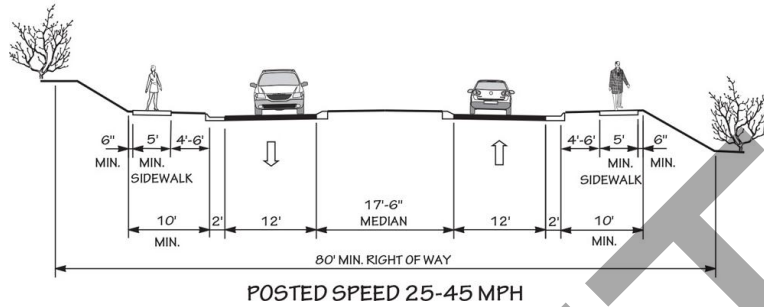
#### Deficient Bridges

There are no functionally obsolete bridges along this

Typical Section Options:  
None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



recommendation.

### Resiliency

The project terminates at US 29/74, a very low priority road in the NCDOT RIP.

DRAFT

### Neal Hawkins Rd (SR 2400)

From E Hudson Blvd (SR 1255) to NC 274

Local ID: GAST40023-H

Purpose: Congestion

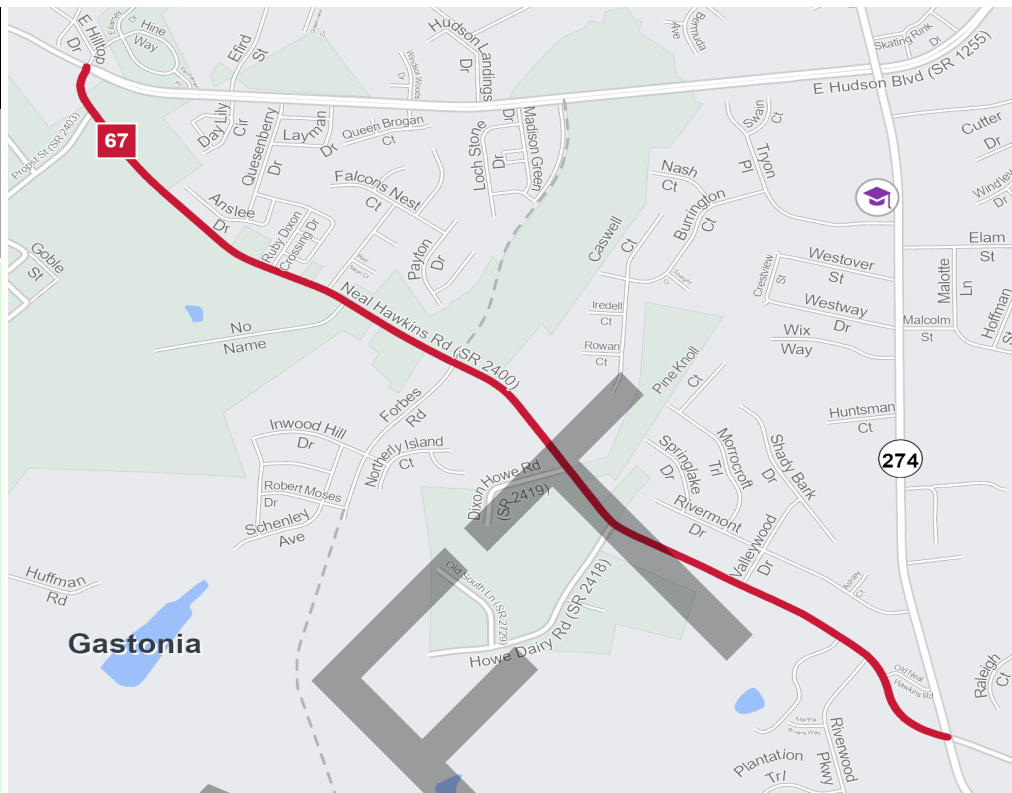
Improvement: Improve Existing

#### Identified Need

Neal Hawkins Rd (SR 2400) is projected to be over capacity by 2055. It is currently a two-lane undivided roadway. It had 57 crashes over 5 years. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

#### Recommendation

Add a center turn lane, widen to 12-foot lanes, and add sidewalks to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	80
Safety Risk Score	56

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	8200-11000	13000-17400	3400-5000
Capacity (vpd)	10200-11700	10200-11700	11700-13100

### Capacity Data: Year

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

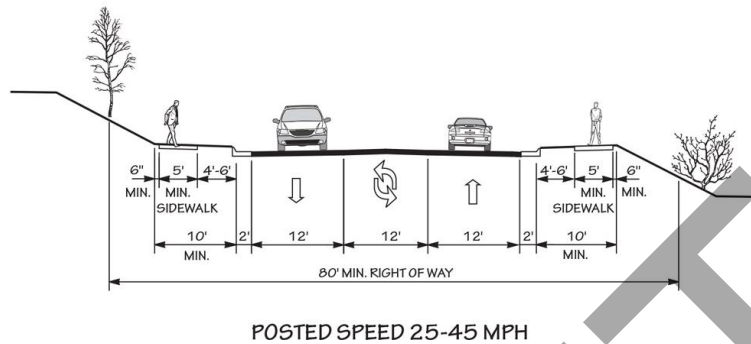


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. The corridor contains residential, agricultural (solar farm), commercial, institutional, and recreational land uses.

## 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)
- 2 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 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 5% and 15% 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 15% and 25% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

## Other Information

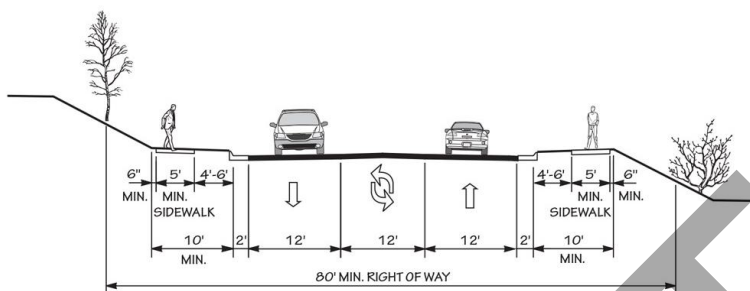
### Crash Data

Between January 2019 and December 2023, there were a total of 57 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 9 moderate or minor injury crashes, and 47

Typical Section Options:  
None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



POSTED SPEED 25-45 MPH

property damage only crashes.

### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

DRAFT

### Philadelphia Church Rd / N Oakland St (SR 1001)

From Carr Rd (SR 1803) to NC 279

Local ID: GAST40025-H

Purpose: Facility Deficiencies

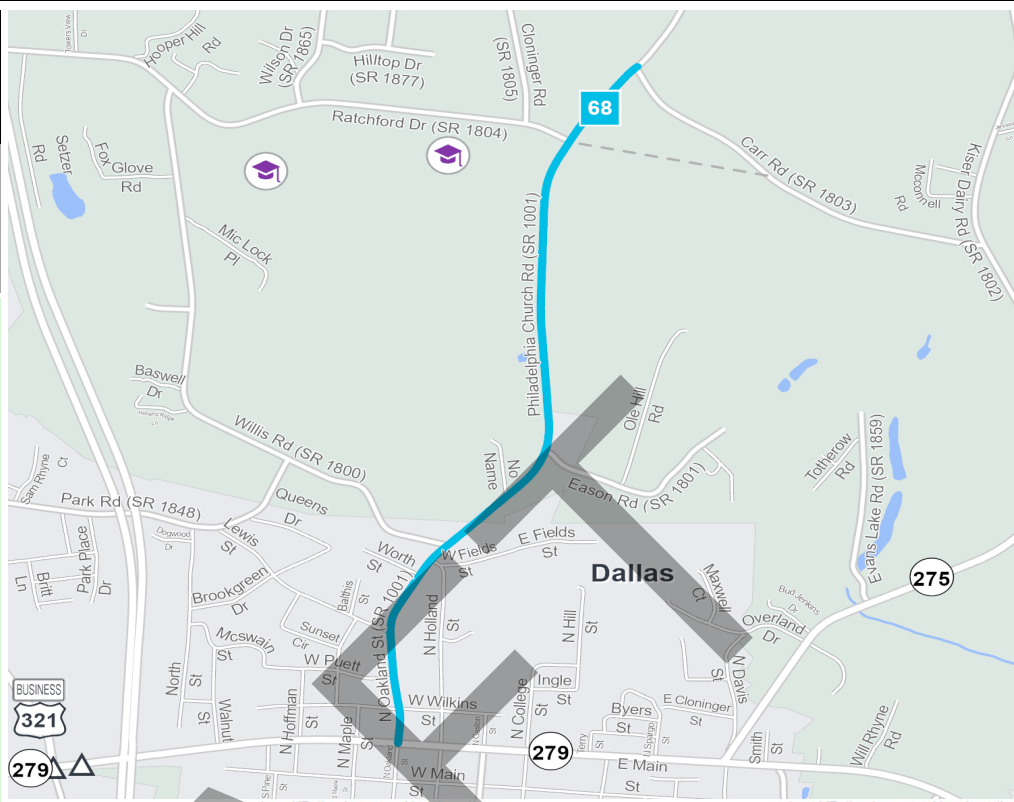
Improvement: Improve Existing

#### Identified Need

Philadelphia Church Rd/N Oakland St (SR 1001) does not meet current design standards and had 31 crashes over 5 years. Improvements are needed to improve traffic flow and enhance safety.

#### Recommendation

Modernize the roadway to 12-foot lanes with wide shoulders and sidewalks to improve mobility and enhance safety.



### Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 D
Section Options	-
Length (miles)	1.60
Existing ROW (feet)	50
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	4400-5000	4500-6900	2700-2900
Capacity (vpd)	10200-12200	10200-12200	10200-12200

### Capacity Data: Year

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

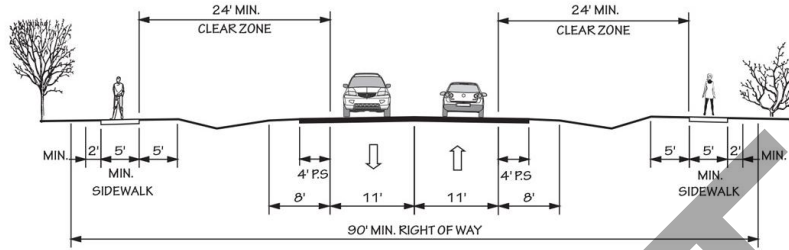


**Typical Section Options:**

None

# TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

## Project Overview

### Project History and Linkage to Other Plans

This project is in the 2055 GCLMPO MTP with a Horizon Year of 2045 and has a SPOT ID of H172044.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Dallas. The corridor contains residential, commercial, agricultural, and undeveloped land uses.

## 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 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 2 Wetland Feature(s)

- 1 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 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 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 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 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

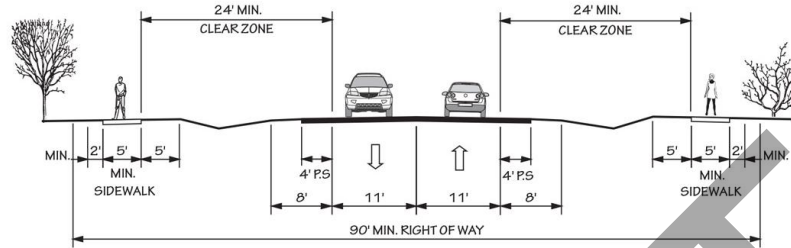
## Other Information

**Typical Section Options:**

None

# TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

**Crash Data**

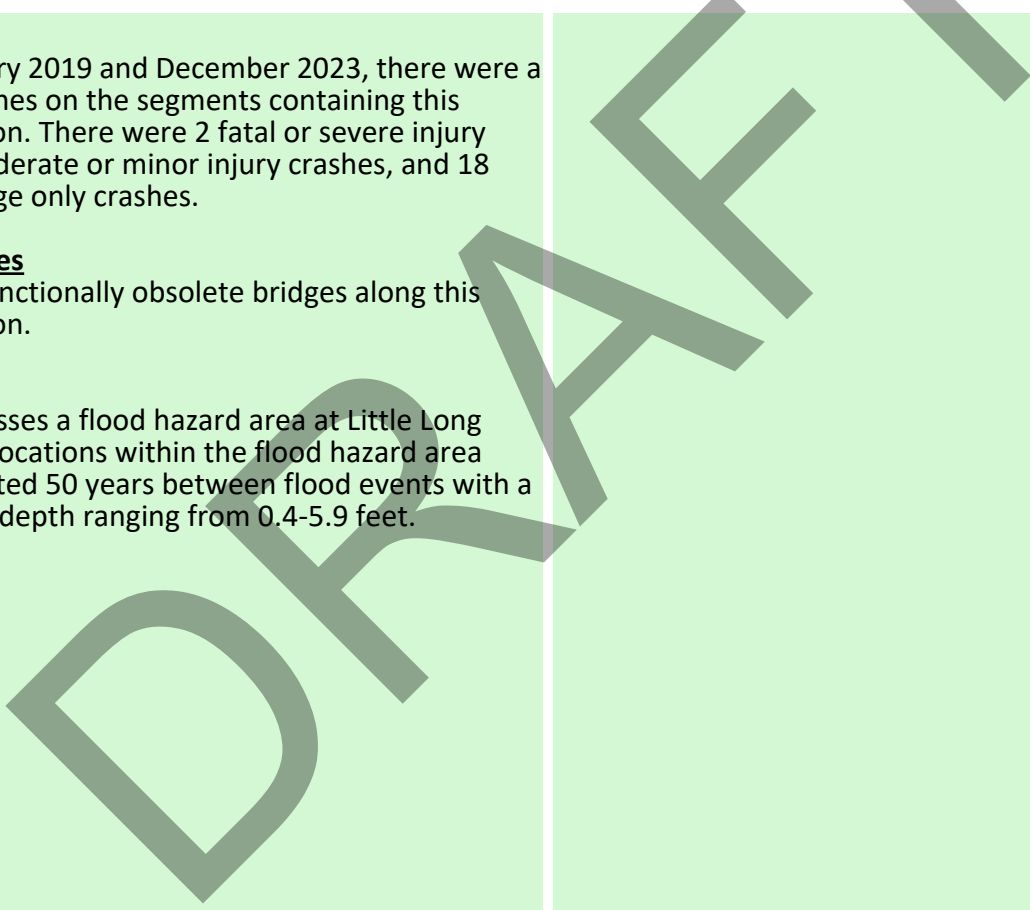
Between January 2019 and December 2023, there were a total of 31 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 11 moderate or minor injury crashes, and 18 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Resiliency**

The project crosses a flood hazard area at Little Long Creek. Several locations within the flood hazard area have an estimated 50 years between flood events with a potential flood depth ranging from 0.4-5.9 feet.



### Redbud Dr (SR 2329)

From NC 279 to US 29/74

Local ID: GAST40026-H

Purpose: Congestion

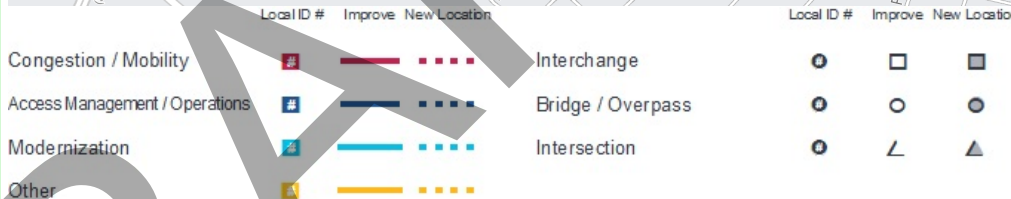
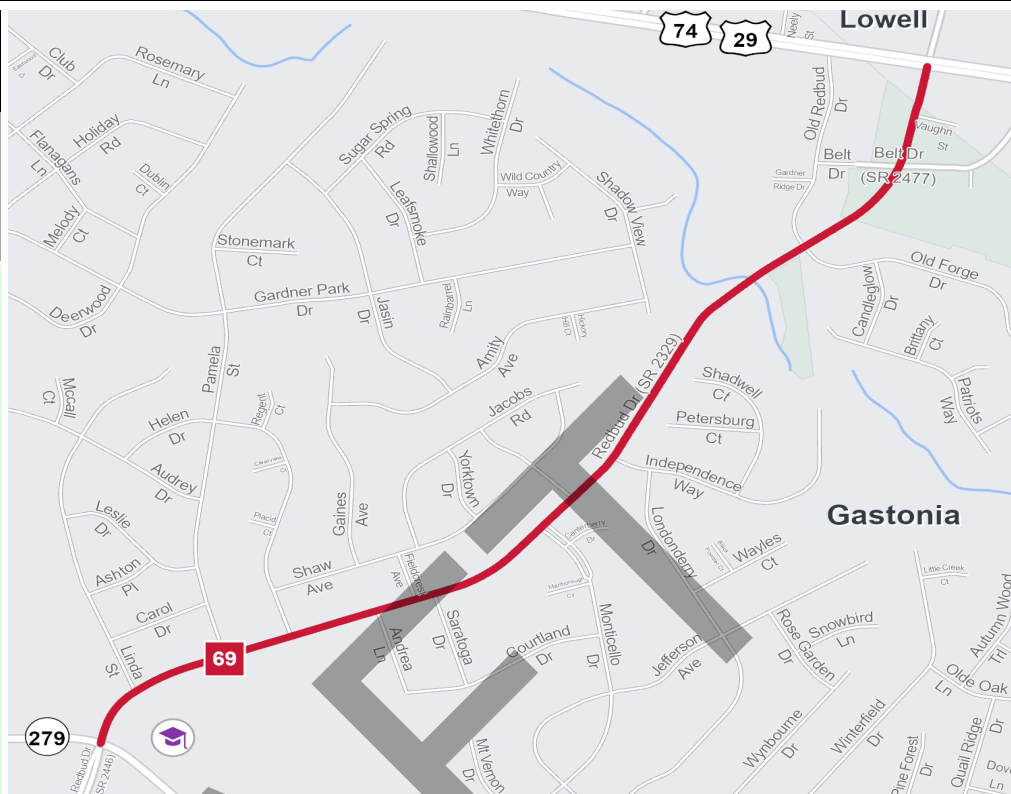
Improvement: Widening

#### Identified Need

Redbud Dr (SR 2329) experiences congestion and delays, is projected to be over capacity by 2055, and had 393 crashes over 5 years. The purpose of the project is to reduce congestion and delay while enhancing safety.

#### Recommendation

Widen to a four-lane boulevard with sidewalks and bicycle lanes to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	1.50
Existing ROW (feet)	60-80
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	19000-19500	22400-24000	21400
Capacity (vpd)	10500-14200	10500-14200	28100-40000

### Capacity Data: Year

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

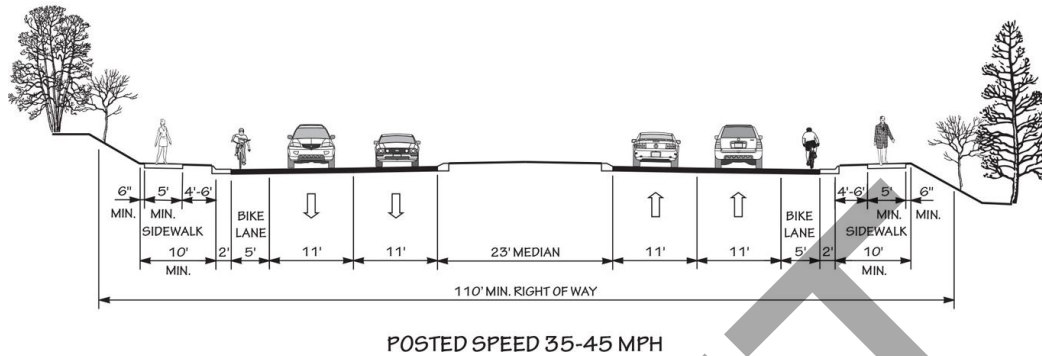


**Typical Section Options:**

None

# TYPICAL SECTION No. 4D

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



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP with a Horizon Year of 2045 and P8.0 with a SPOT ID of H184825.

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lanes on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 12 participants. 100% of participants agreed with this proposal. 3 comments were left on this project.

## Relationship to Land Use

This project lies primarily within the municipal boundary of Gastonia, with portions at the northern end in unincorporated Gaston County and the municipal boundary of Lowell. The corridor contains residential, commercial, and institutional land uses.

## 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)
- 1 Managed Area Feature(s)

- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 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:

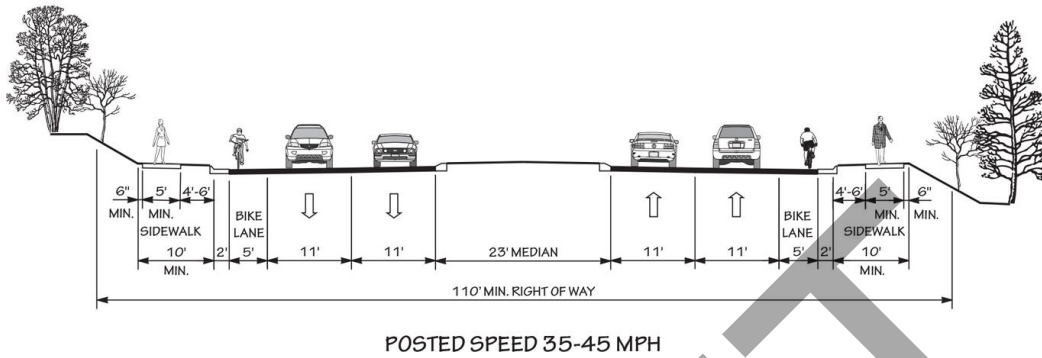
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

Typical Section Options:

None

# TYPICAL SECTION No. 4D

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



## Other Information

### Crash Data

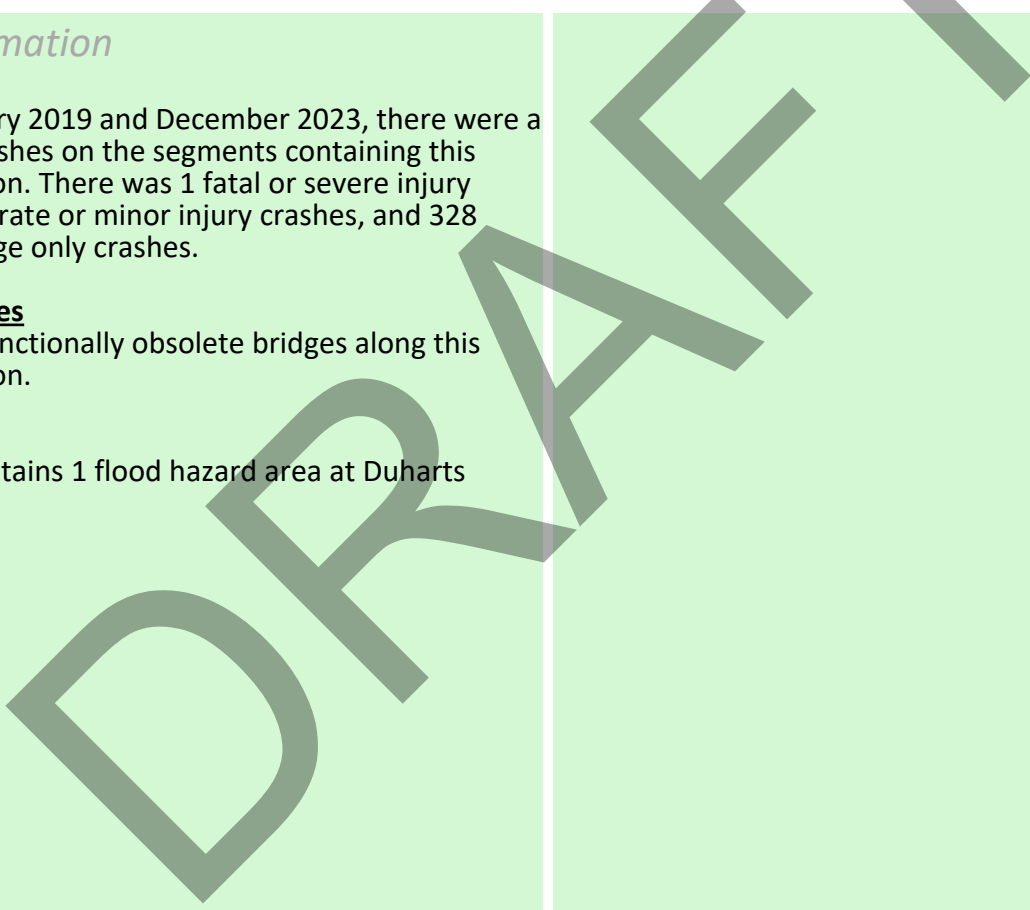
Between January 2019 and December 2023, there were a total of 393 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 64 moderate or minor injury crashes, and 328 property damage only crashes.

### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

### Resiliency

The project contains 1 flood hazard area at Duharts Creek.



### Robinson Rd (SR 2416)

From NC 274 to Sparrow Dairy Rd (SR 2423)

Local ID: GAST40027-H

Purpose: Congestion

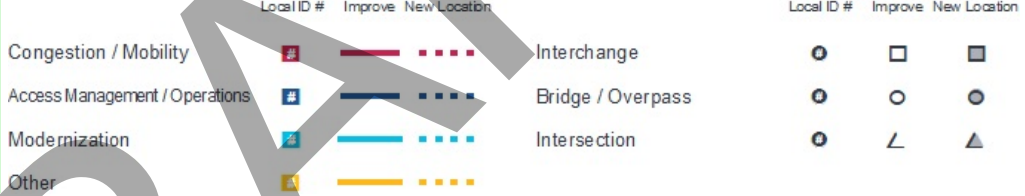
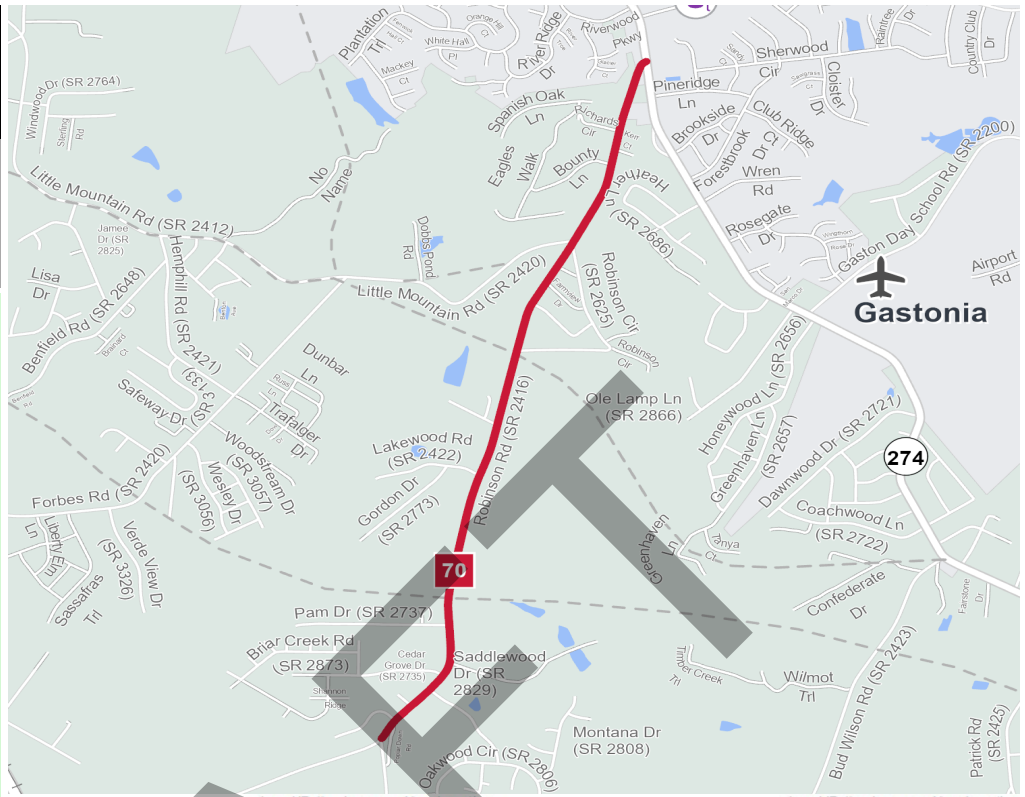
Improvement: Improve Existing

#### Identified Need

Robinson Rd (SR 2416) is projected to be near or over capacity by 2055. It contains residential driveways with direct access. It had 97 crashes over 5 years. Improvements are needed to relieve congestion, improve traffic flow, and minimize rear-end collisions.

#### Recommendation

Add a center turn lane and widen to 11-foot lanes to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	-
Length (miles)	2.50
Existing ROW (feet)	60
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	4100-9700	6000-12600	10000-13900
Capacity (vpd)	11000-11500	11000-11500	13100-13200

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	-

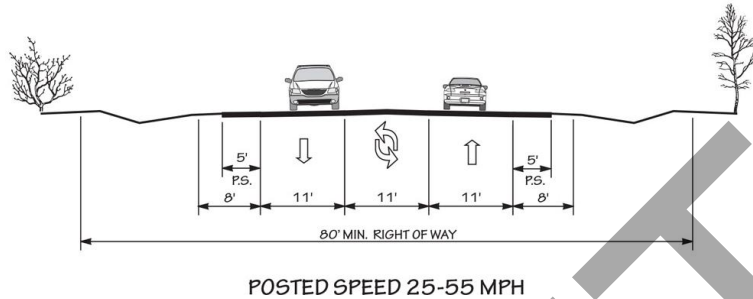


**Typical Section Options:**

None

# TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. The corridor contains residential, agricultural, and undeveloped land uses.

## 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)
- 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 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
- 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
- Between 0% and 5% 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 20% and 100% identify as Some Other Race
- Between 10% and 15% 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 97 crashes on the segments containing this recommendation. There were 6 fatal or severe injury crashes, 32 moderate or minor injury crashes, and 59 property damage only crashes.

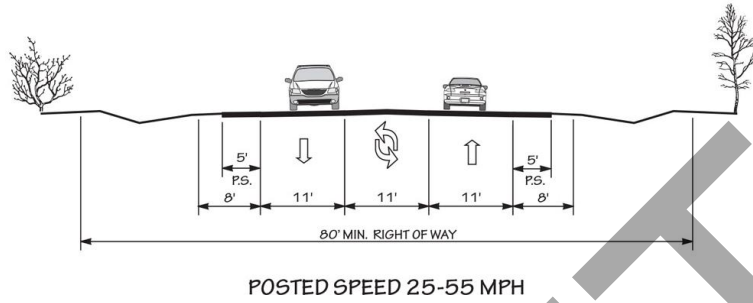
### Deficient Bridges

Typical Section Options:

None

# TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



There are no functionally obsolete bridges along this recommendation.

DRAFT

### Robinwood Rd (SR 2446)

From Kendrick Rd (SR 2445) to NC 274

Local ID: GAST40028-H

Purpose: Congestion

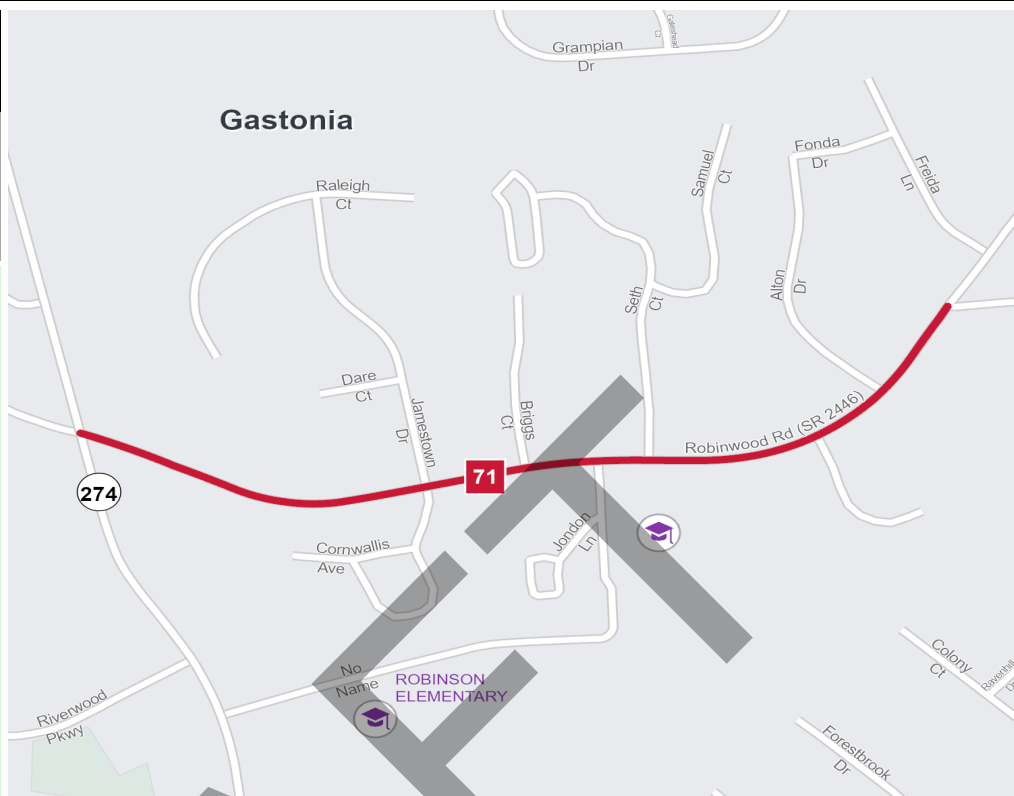
Improvement: Widening

#### Identified Need

Robinwood Rd (SR 2446) is projected to be over capacity by 2055. It had 108 recorded crashes over 5 years. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Widen to a six-lane boulevard with sidewalk and multiuse path to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 I
Section Options	-
Length (miles)	0.54
Existing ROW (feet)	80-120
Safety Risk Score	78

### Proposal Data: 2023 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	6
Volume (vpd)	18000	28300	14100
Capacity (vpd)	20700	20700	42200

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2032

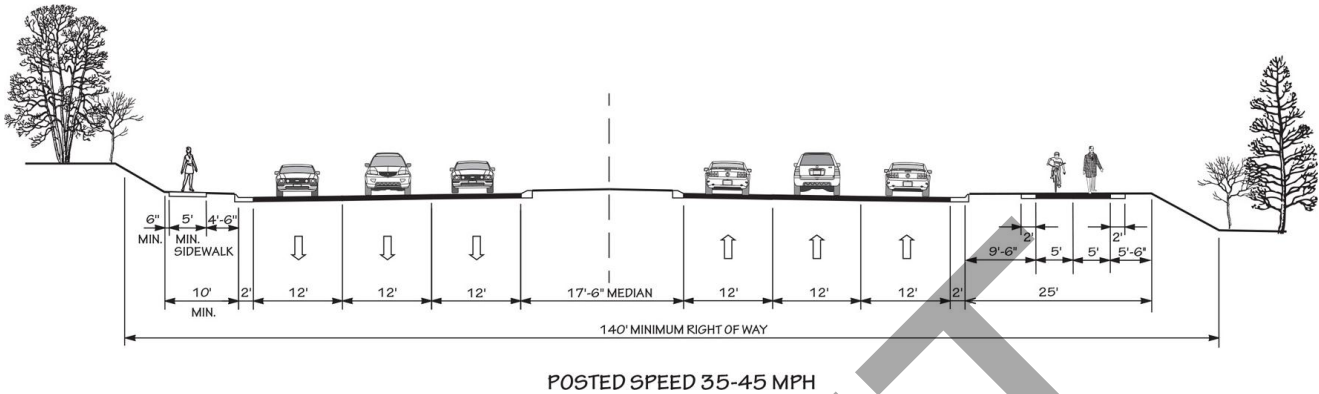


**Typical Section Options:**

None

# TYPICAL SECTION No. 6I

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants, 100% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Gastonia. The corridor contains residential and institutional land uses.

## 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)

## 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
- 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
- Between 0% and 5% 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 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

## Other Information

### Crash Data

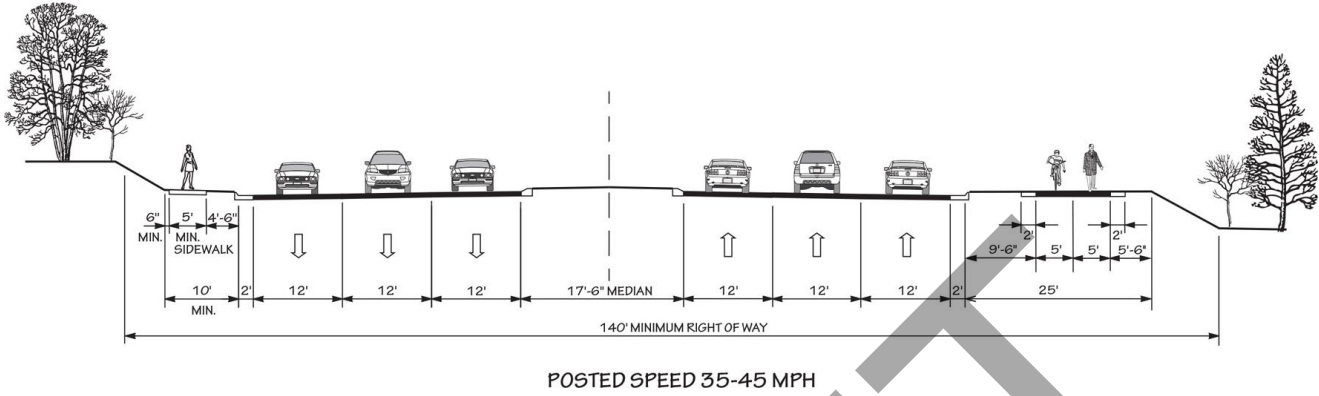
Between January 2019 and December 2023, there were a total of 108 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 23 moderate or minor injury crashes, and 84 property damage only crashes.

### Deficient Bridges

Typical Section Options:  
None

# TYPICAL SECTION No. 6I

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



There are no functionally obsolete bridges along this recommendation.

DRAFT

### S Main St / Belmont Mt Holly Rd (SR 2093)

From Tuckasee Rd to Forney Ave

Local ID: GAST40029-H

Purpose: Congestion

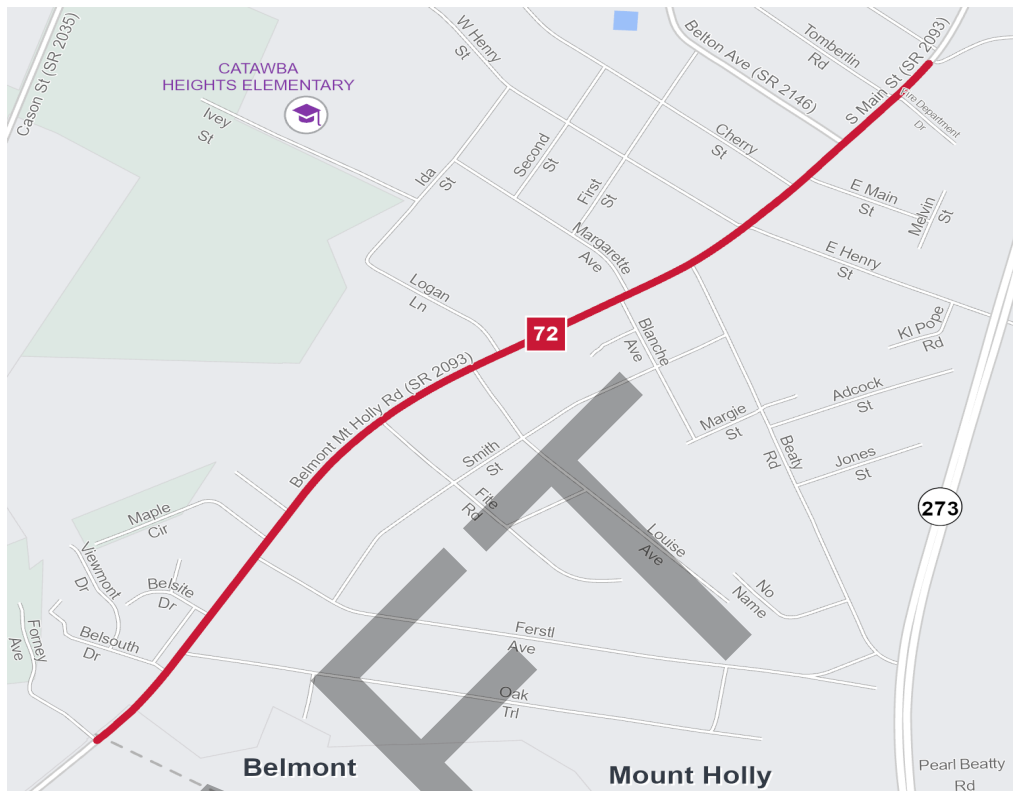
Improvement: Improve Existing

#### Identified Need

S Main St / Belmont Mt Holly Rd (SR 2093) contains residential driveways with direct access. It had 122 recorded crashes over 5 years. Improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

#### Recommendation

Add a center turn lane and sidewalks to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	60
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	7400-9100	8300-12000	11800
Capacity (vpd)	10200	10200	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2036

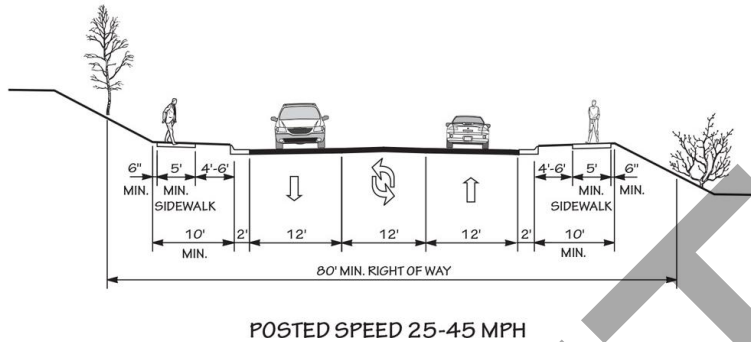


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 13 participants. About 85% of participants agreed with this proposal. 4 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Mount Holly. The corridor contains residential, institutional, and commercial land uses.

## 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 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 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
- 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 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 the segments containing this recommendation. There were 2 fatal or severe injury crashes, 27 moderate or minor injury crashes, and 93 property damage only crashes.

### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

### Spencer Mountain Rd (SR 2200)

From Mitchem Rd to Dallas Spencer Mountain Rd (SR 2003)

Local ID: GAST40030-H

Purpose: Congestion

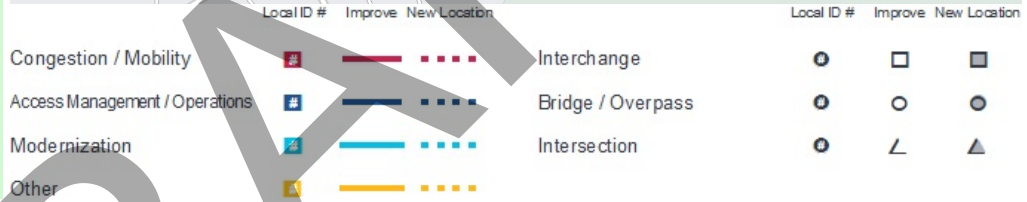
Improvement: Improve Existing

#### Identified Need

Spencer Mountain Rd (SR 2200) is projected to be over capacity in 2055. It had 120 recorded crashes over 5 years. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes.

#### Recommendation

Add a center turn lane to relieve congestion.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	60
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	8000	11100	8000
Capacity (vpd)	9900	9900	12700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2043

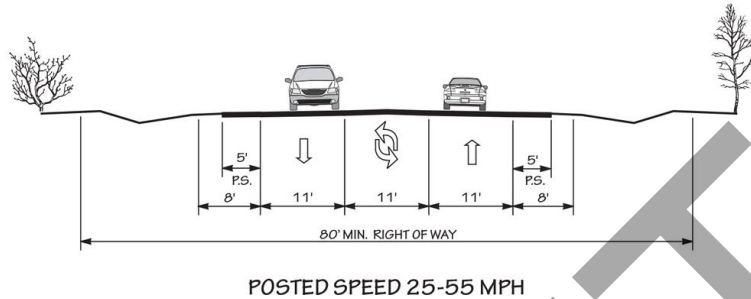


**Typical Section Options:**

None

# TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 2 participants. 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Ranlo. The corridor contains residential, institutional, and industrial land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Land Water Conservation Fund Property Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 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 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 15% and 25% 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
- 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

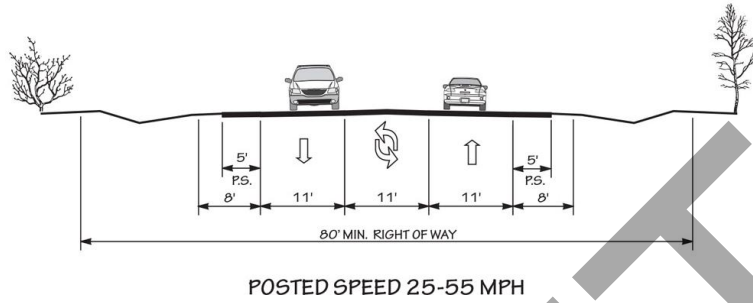
Between January 2019 and December 2023, there were a total of 120 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 25 moderate or minor injury crashes, and 95

Typical Section Options:

None

# TYPICAL SECTION No. 3A

## 2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

DRAFT

### W Catawba Ave (SR 2040)

From Old Hickory Grove Rd (SR 2050) to Rankin Ave

Local ID: GAST40032-H

Purpose: Congestion

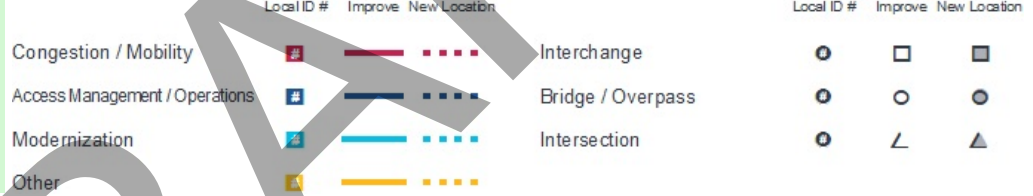
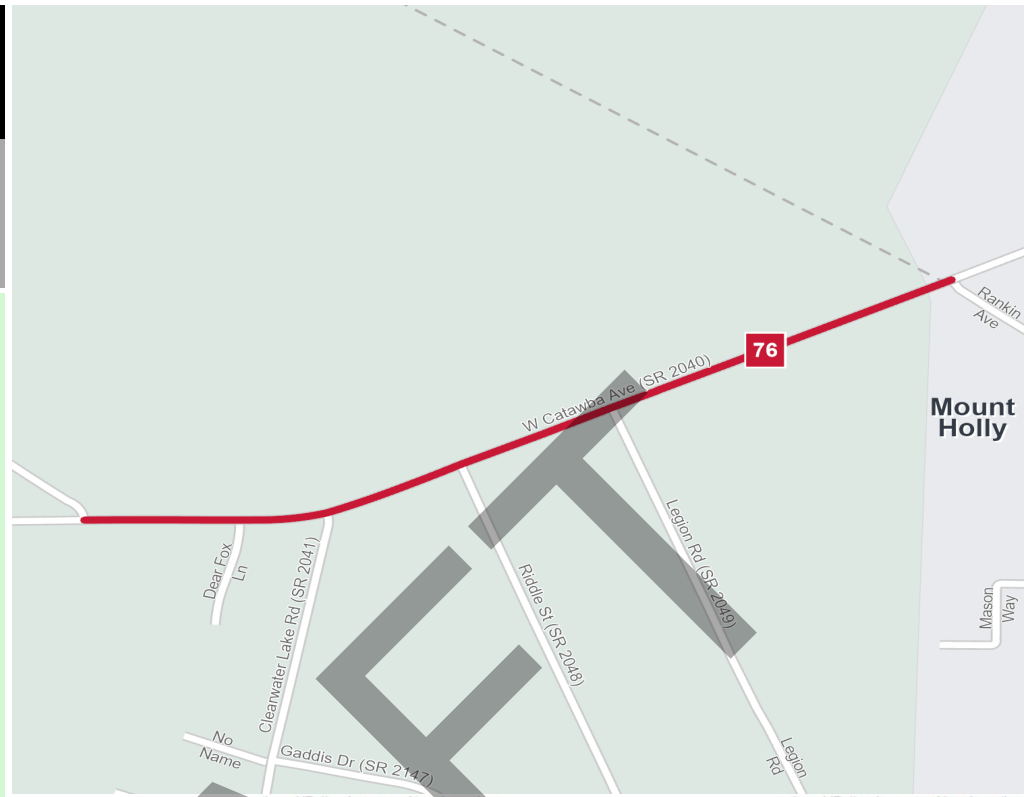
Improvement: Improve Existing

#### Identified Need

W Catawba Avenue (SR 2040) is projected to be at capacity by 2055 and had 40 crashes over 5 years. It contains residential driveways with direct access. Improvements are needed to relieve congestion, improve traffic flow, and enhance safety.

#### Recommendation

Add a center turn lane and sidewalks to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	0.48
Existing ROW (feet)	60
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	8400	10200	3700
Capacity (vpd)	10200	10200	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2055

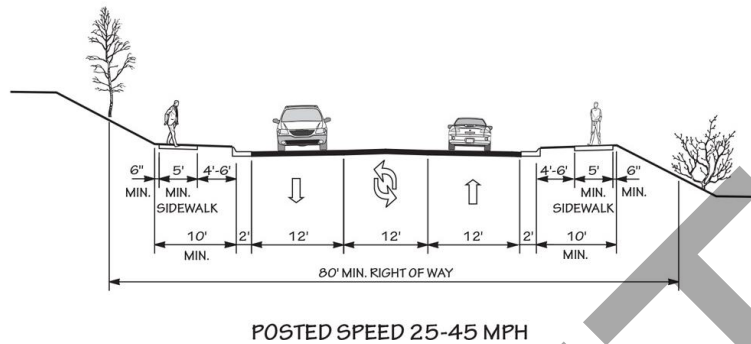


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Mount Holly and unincorporated Gaston County. The corridor contains agricultural, residential, commercial, institutional, and industrial land uses.

## 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)
- 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 1% and 2.5% 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 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

### Crash Data

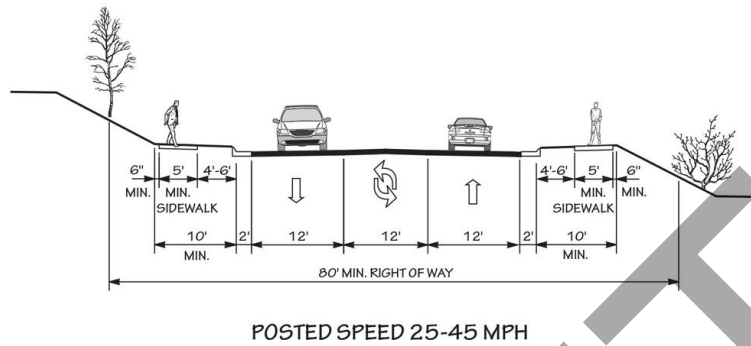
Between January 2019 and December 2023, there were a total of 40 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 16 moderate or minor injury crashes, and 22 property damage only crashes.

Typical Section Options:

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,  
AND SIDEWALKS



### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

DRAFT

### W Hudson Blvd Extension (SR 1255)

From Davis Park Rd (SR 1136) to Chapel Grove Rd (SR 1131)

Local ID: GAST40033-H

Purpose: Mobility

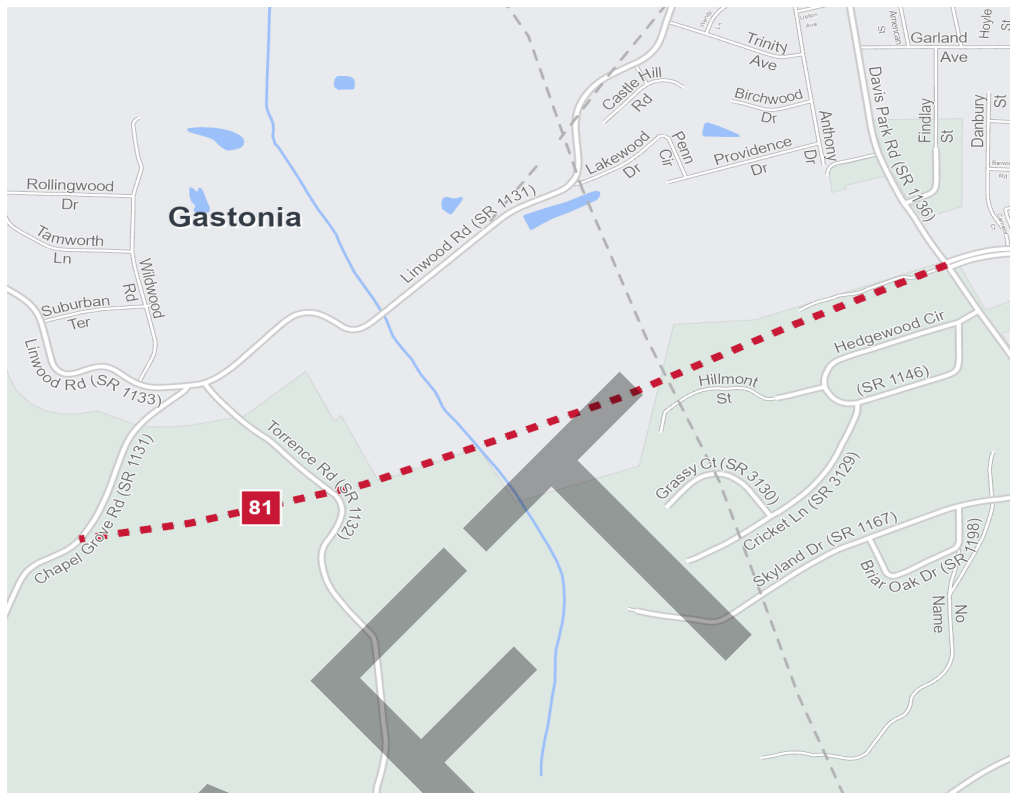
Improvement: New Location

#### Identified Need

New development is projected in this area. The purpose of the project is to provide direct access to the new developments and improve mobility.

#### Recommendation

Construct a four-lane boulevard with median, sidewalk, and multiuse path to improve access and mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2023 Base Year		2055 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Boulevard
Travel Lanes	-	-	-	4
Volume (vpd)	-	-	-	12500
Capacity (vpd)	-	-	-	36600

### Capacity Data: Year

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

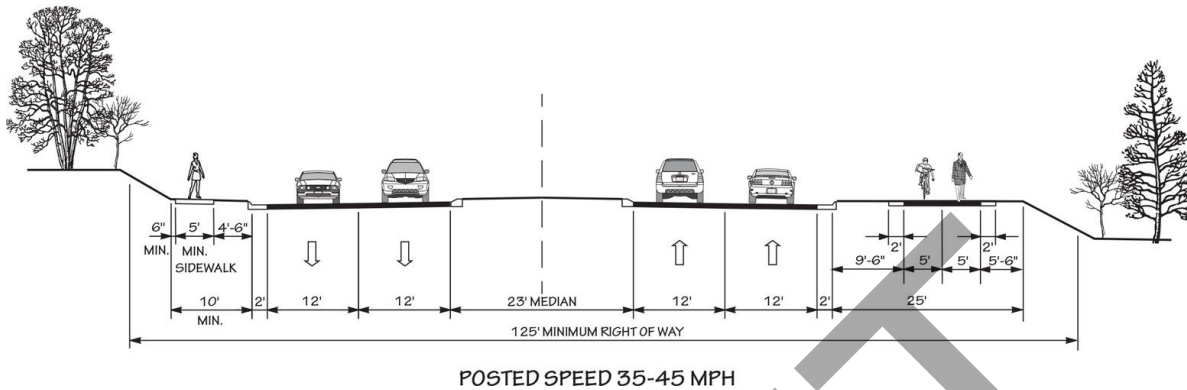


**Typical Section Options:**

None

# TYPICAL SECTION No. 4J

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



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP with a Horizon Year of 2045 and in 8.0 with a SPOT ID of H224061.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on one side and a 10-foot multiuse path on the other.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The future corridor contains undeveloped and residential land uses.

## 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)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)

- 1 Wetland Feature(s)
- 2 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 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 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 0% and 5% 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

**Wesleyan Dr (SR 2209)**

From US 29/74 to Church St

Local ID: GAST40034-H

Purpose: Congestion

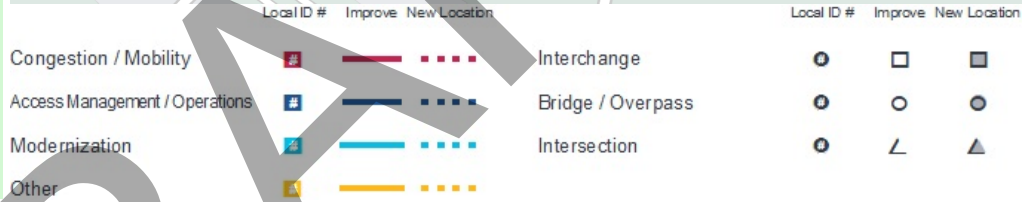
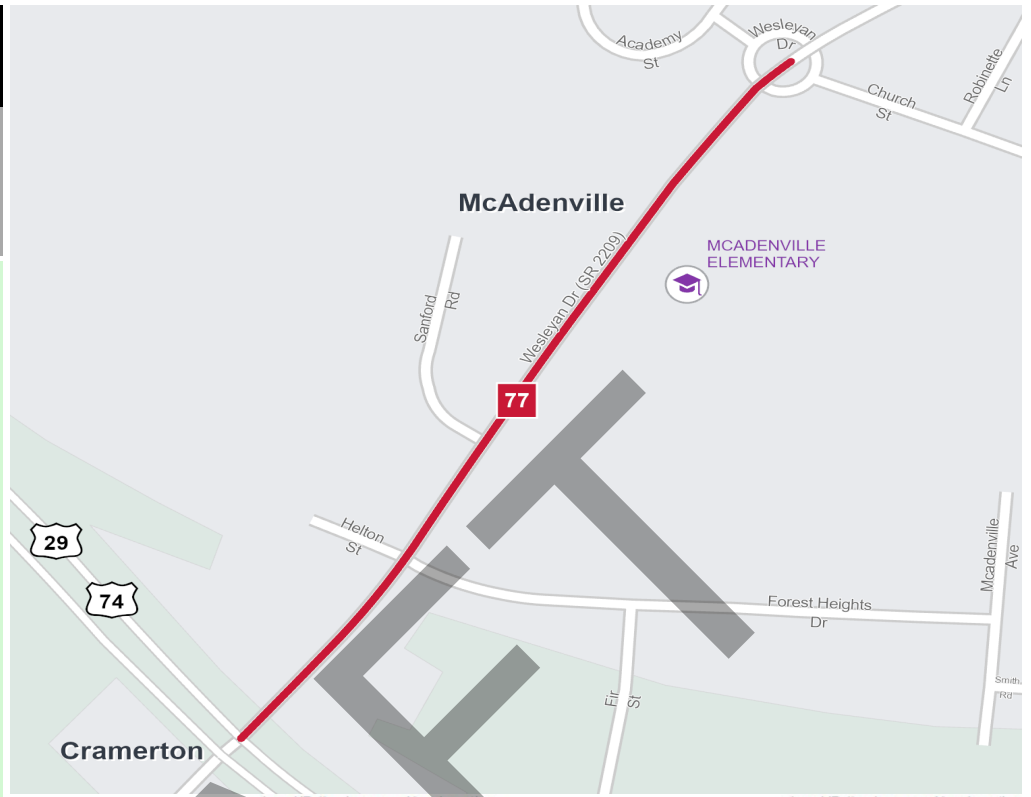
Improvement: Improve Existing

**Identified Need**

Wesleyan Dr (SR 2209) is projected to be near capacity by 2055. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

**Recommendation**

Add a center turn lane and sidewalks to relieve congestion.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	-
Length (miles)	0.27
Existing ROW (feet)	40-70
Safety Risk Score	-

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	5300	9400	4400	
Capacity (vpd)	10000	10000	11300	

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2045
Facility will be Over Capacity (>=100%)	-

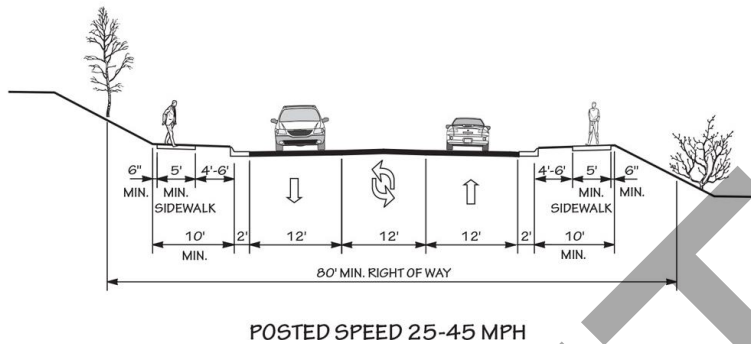


**Typical Section Options:**

None

# TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 5 participants. About 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of McAdenville. The corridor contains residential, commercial, institutional, and office land uses.

## 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
- 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
- Between 5% and 15% 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
- 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 0 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 0 moderate or minor injury crashes, and 0 property damage only crashes.

### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

### Woodlawn St (SR 2021)

From Hickory Grove Rd (SR 2000) to Belmont Mt. Holly Rd (SR 2093)

Local ID: GAST40035-H

Purpose: Access

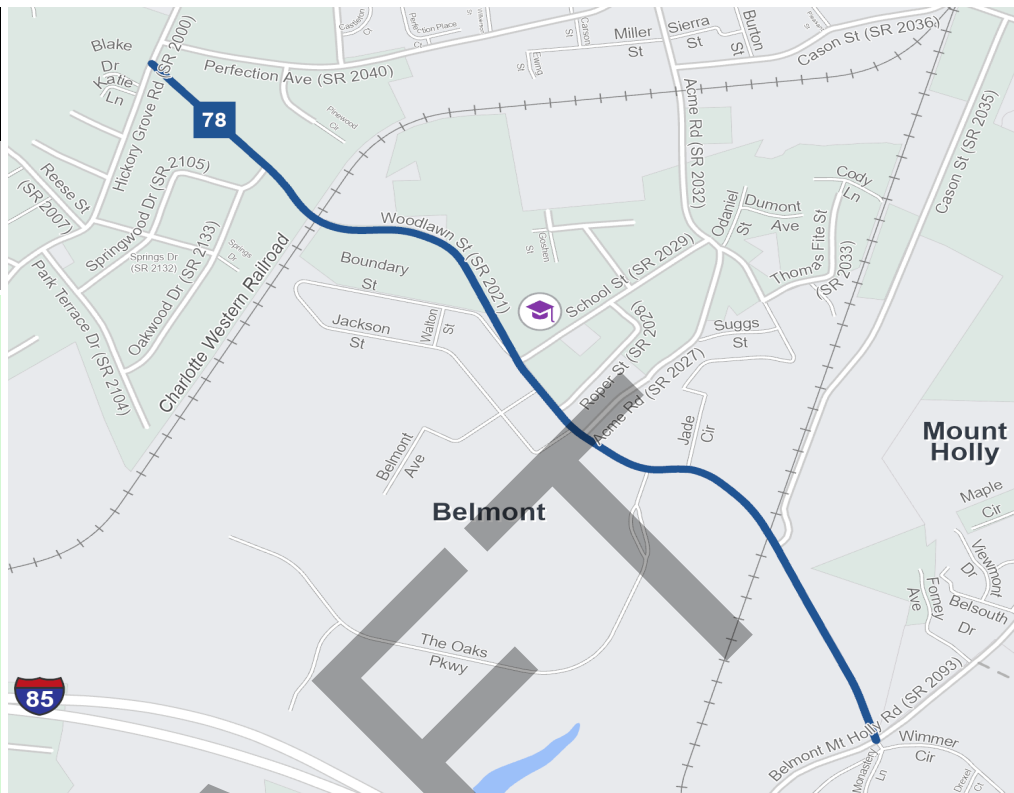
Improvement: Improve Existing

#### Identified Need

Woodlawn St (SR 2021) is projected to be near or over capacity by 2055. It had 81 recorded crashes between 2019 and 2023. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

#### Recommendation

Redesign to a two-lane boulevard by replacing the center turn lane with a median and providing reduced conflict intersections, paved shoulder, and sidewalks and bicycle lanes to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 L
Section Options	02 D
Length (miles)	1.40
Existing ROW (feet)	
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	5800-10000	8600-14500	10400-18200
Capacity (vpd)	9200-12900	9200-12900	14000-19900

### Capacity Data: Year

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

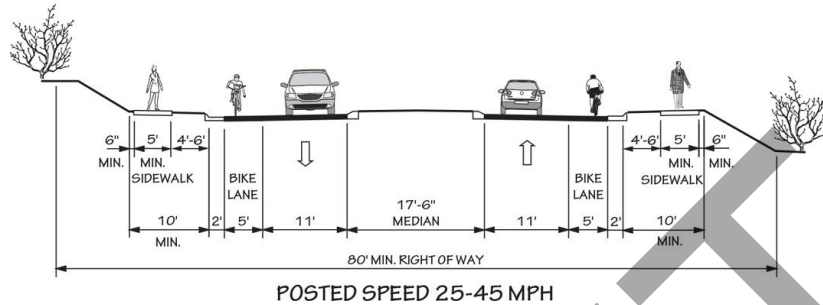


**Typical Section Options:**

02 D

# TYPICAL SECTION No. 2L

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project is listed as a two-lane boulevard with paved shoulder and sidewalk in the Belmont Multimodal Plan.

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lane on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 10 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Belmont and unincorporated Gaston County. The corridor contains residential, institutional, commercial, and industrial land uses.

## 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)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 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 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
- 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 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 20% and 50% identify as Households with No Car

## Other Information

### Crash Data

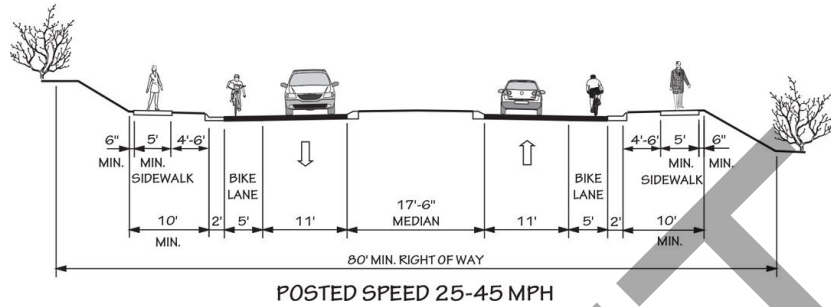
Between January 2019 and December 2023, there were a

Typical Section Options:

02 D

# TYPICAL SECTION No. 2L

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



total of 81 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 15 moderate or minor injury crashes, and 66 property damage only crashes.

**Deficient Bridges**

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

DRAFT

### Spencer Mountain Rd (SR 2200)

Fom NC 7 to Mitchem Rd

Local ID: GAST40036-H

Purpose: Congestion

Improvement: Widening

#### Identified Need

Spencer Mountain Rd (SR 2200) is projected to be over capacity by 2055. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

#### Recommendation

Widen to a four-lane boulevard with sidewalks to relieve congestion and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	60-80
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	10500	13100	10100-13200
Capacity (vpd)	11300	11300	28100

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2033

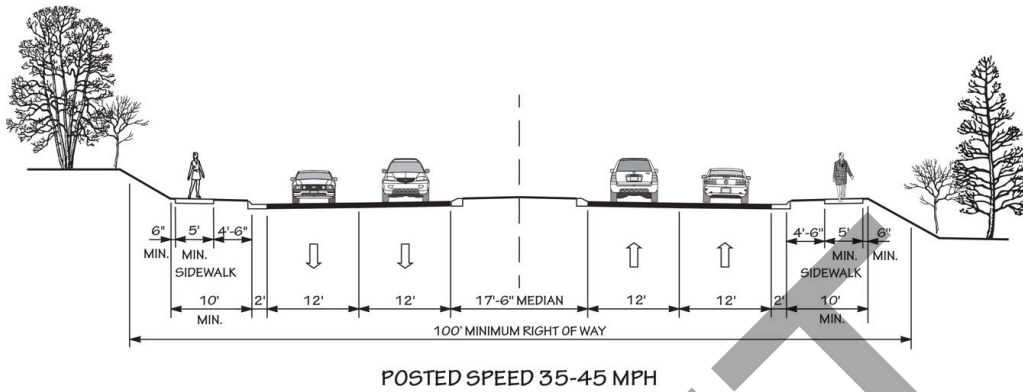


**Typical Section Options:**

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 2 participants. 100% of participants agreed with this proposal. No comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Mount Holly. The future corridor contains undeveloped, institutional, industrial, and commercial land uses.

## 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 Land Water Conservation Fund Property Feature(s)
- 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 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 15% and 25% 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
- 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 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

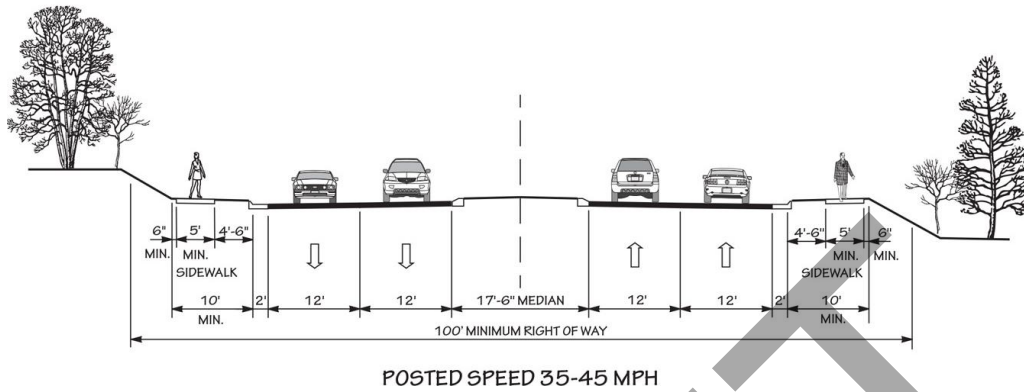
Between January 2019 and December 2023, there were a total of 88 crashes on the segments containing this recommendation. There were 0 fatal or severe injury

Typical Section Options:

None

# TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, AND SIDEWALKS



crashes, 16 moderate or minor injury crashes, and 72 property damage only crashes.

**Truck Traffic**

Average truck traffic along this recommendation is around 3%.

DRAFT

### Southern Bessemer City Bypass

From Crowders Mountain Rd (SR 1302) to Edgewood Rd (SR 1307)

Local ID: GAST40037-H

Purpose: Growth/Economic Development

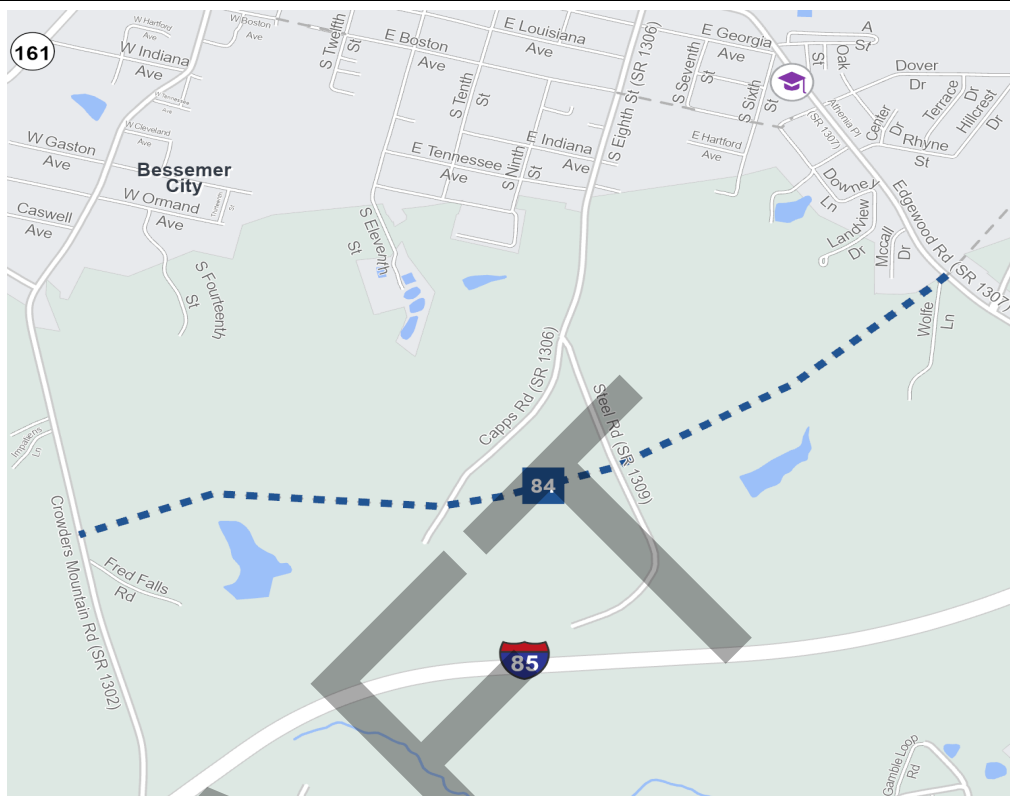
Improvement: New Location

#### Identified Need

The purpose of this project is to support economic development in a key future industrial area for Bessemer City.

#### Recommendation

Construct a two-lane roadway with a center turn lane through future industrial area to support industrial development in Bessemer City.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2023 Base Year		2055 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Major Thoroughfare 2-lane
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	2900
Capacity (vpd)	-	-	-	12700

### Capacity Data: Year

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

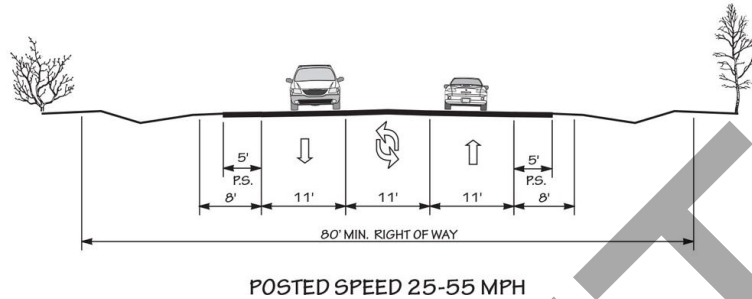


**Typical Section Options:**

None

# TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 4 participants. 50% of participants agreed with this proposal. 2 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County. This corridor contains primarily undeveloped and industrial land uses.

## 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)
- 3 Wetland Feature(s)
- 3 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 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
- 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

### Resiliency

The project crosses a flood hazard area at Abernethy Creek. Several locations within the flood hazard area have an estimated 50 years between flood events with a potential flood depth ranging from 0.2-1.7 feet.

**Robinson Rd (SR 2416)**

From Sparrow Dairy Rd (SR 2423) to US 321

Local ID: GAST40038-H

Purpose: Access

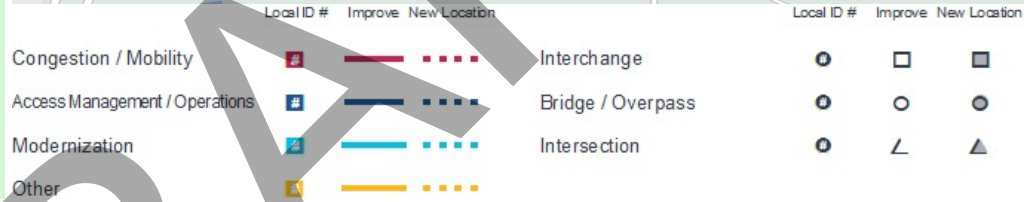
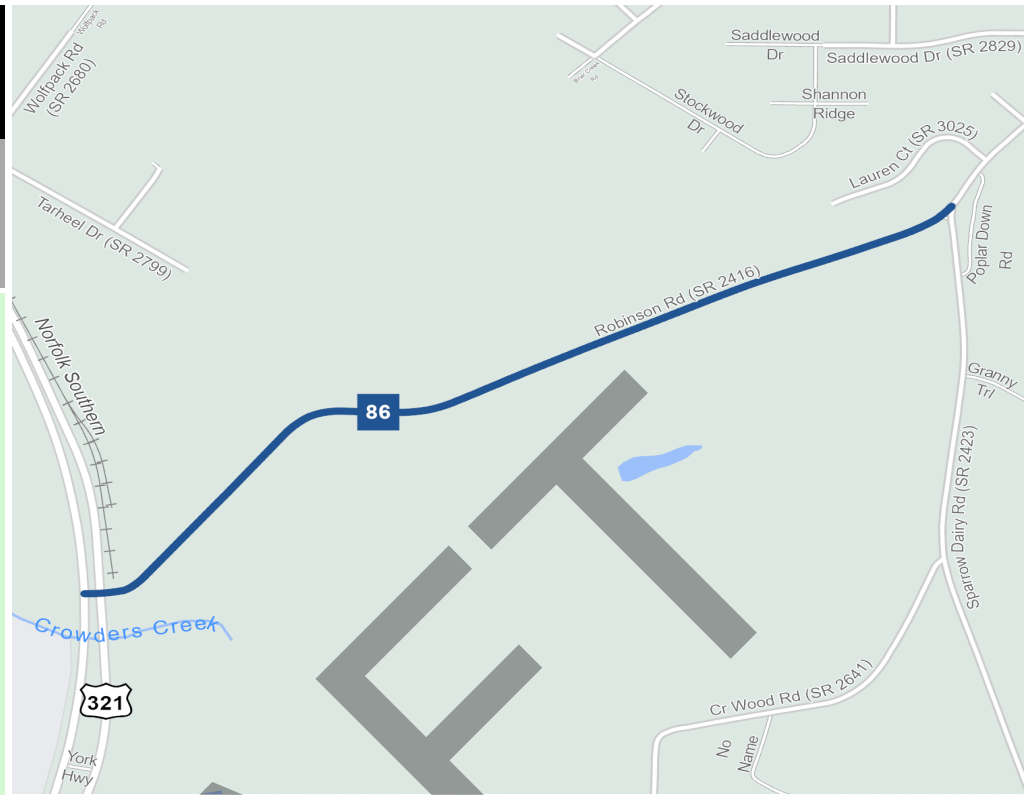
Improvement: Improve Existing

**Identified Need**

The majority of Robinson Rd (SR 2416) is projected to be near or over capacity by 2055. It is currently a two-lane undivided facility. Improvements are needed to relieve congestion and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

**Recommendation**

Redesign to a two-lane boulevard by adding a median and providing reduced conflict intersections to improve access.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 K
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	-

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	4100	6000	12200
Capacity (vpd)	11500	11500	18300

**Capacity Data: Year**

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

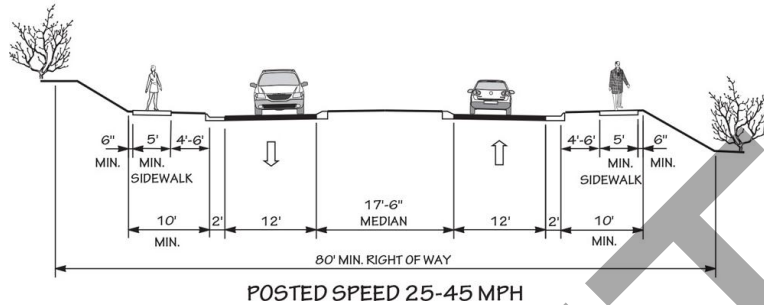


**Typical Section Options:**

None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 2 participants. 100% of participants agreed with this proposal. No comments were left on this project.

### Relationship to Land Use

This project lies within unincorporated Gaston County. This corridor contains primarily undeveloped and residential land uses.

### 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)
- 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 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% 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 25 crashes on the segments containing this recommendation. There were 3 fatal or severe injury crashes, 7 moderate or minor injury crashes, and 15 property damage only crashes.

#### Deficient Bridges

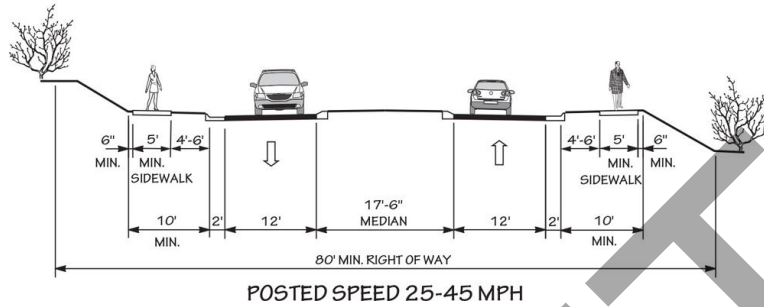
There are no functionally obsolete bridges along this recommendation.

#### Resiliency

Typical Section Options:  
None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



The project crosses a flood hazard area at South Fork Crowders Creek.

DRAFT

### Forbes Rd Extension (SR 2418)

From E Hudson Blvd (SR 1255) to Little Mountain Rd (SR 2420)

Local ID: GAST40039-H

Purpose: Congestion

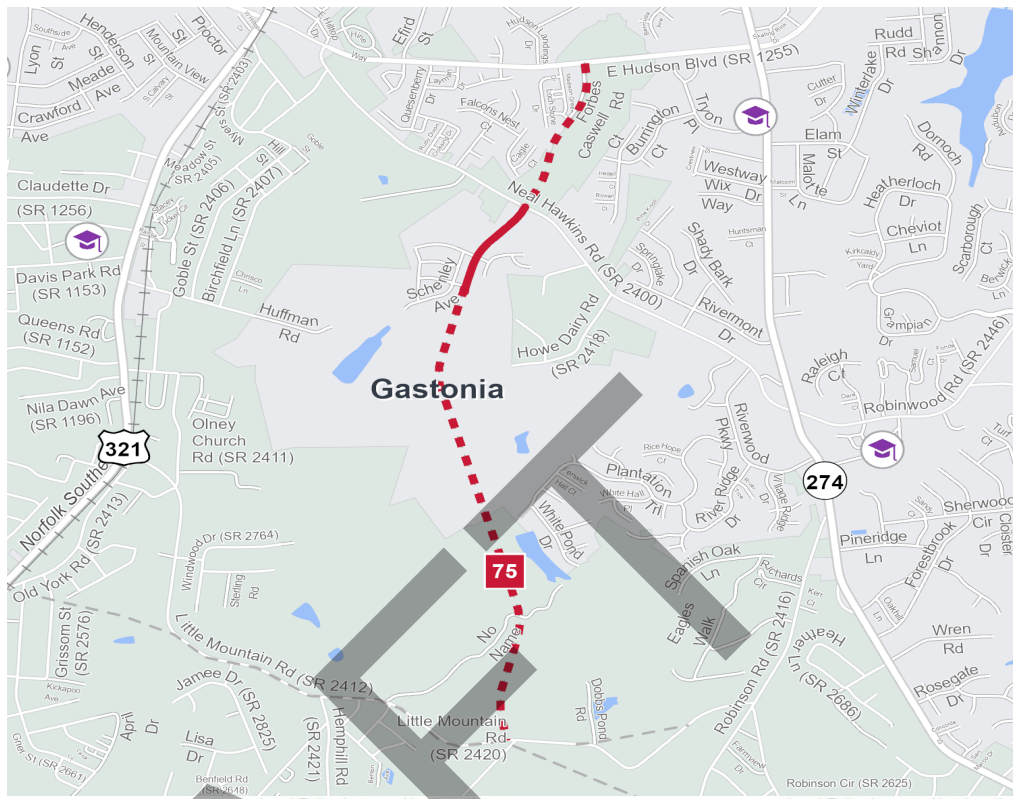
Improvement: New Location (part on existing)

#### Identified Need

The purpose of the project is to relieve congestion by providing another north-south connection between US 321 and NC 274.

#### Recommendation

Construct a two-lane boulevard (part on existing roadway) to alleviate congestion by providing an additional north-south connection.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 K
Section Options	-
Length (miles)	2.30
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	2
Volume (vpd)	-	-	7700
Capacity (vpd)	10200	10200	14000

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	2
Volume (vpd)	-	-	4300-7300
Capacity (vpd)	-	-	15600

### Capacity Data: Year

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

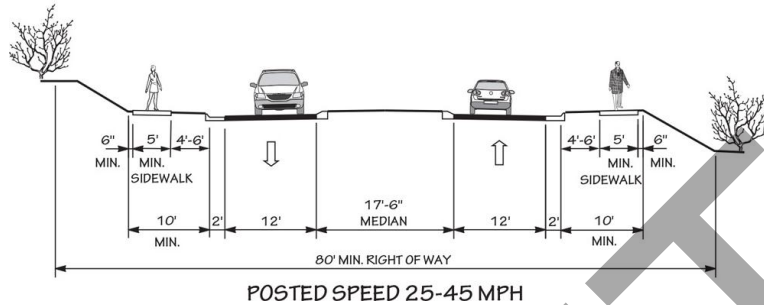


**Typical Section Options:**

None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundary of Gastonia. This corridor contains primarily residential, undeveloped, and agricultural land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 5 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 1 Protected Area 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 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 15% and 20% 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

### Resiliency

The project crosses one flood hazard area.

### N Modena St

From NC 7 to NC 279

Local ID: GAST50001-H

Purpose: Congestion

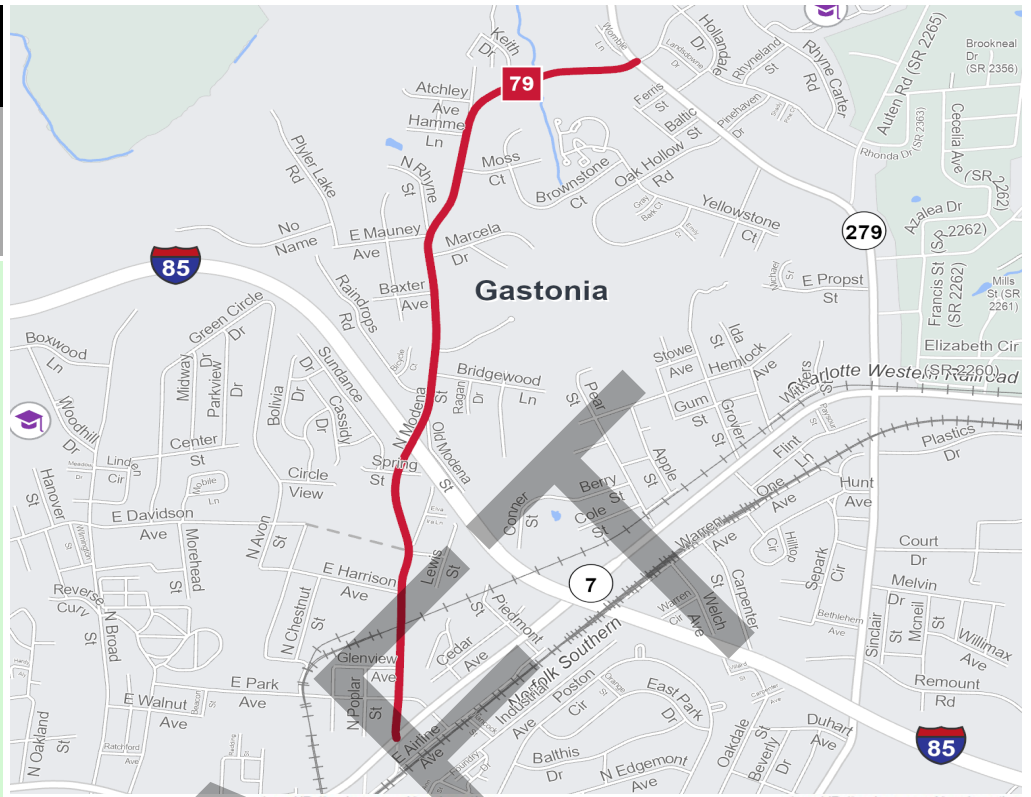
Improvement: Improve Existing

#### Identified Need

N Modena St is projected to be over capacity by 2055. It contains residential driveways with direct access. Improvements are needed to relieve congestion, improve traffic flow, and minimize rear-end collisions.

#### Recommendation

Add a center turn lane, sidewalks, and bike lanes to relieve congestion, improve mobility, and enhance safety.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	40-120
Safety Risk Score	89

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing		Without Proposal		With Proposal	
	Facility Type	Volume (vpd)	Facility Type	Volume (vpd)	Facility Type	Volume (vpd)
Minor Thoroughfare	Minor Thoroughfare	2700-5400	Minor Thoroughfare	6100-12300	Minor Thoroughfare	2700-5100
Travel Lanes	2	9600-10200	2	9600-10200	2	11700

### Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2036
Facility will be Over Capacity (>=100%)	2046

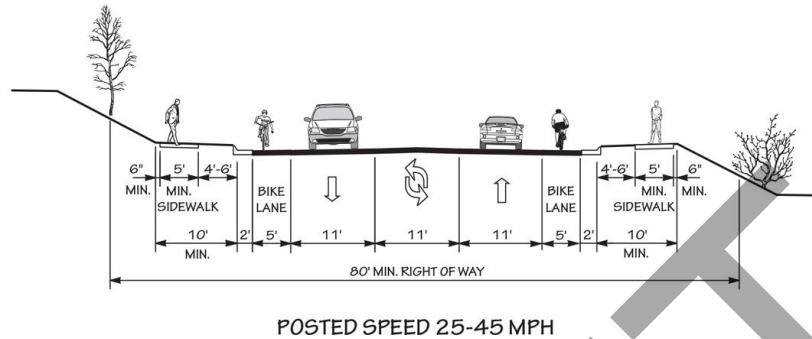


Typical Section Options:

None

# TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

There is no project history associated with this recommendation.

### Multi-modal Considerations

The project includes a 5-foot sidewalk and 5-foot bicycle lane on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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 project.

## Relationship to Land Use

This project lies within the municipal boundaries of Gastonia. The corridor contains residential, commercial, and industrial land uses.

## Impacts to Natural and/or Human Environment

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

- 14 Flood Hazard Area Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Wetland Feature(s)

- 2 River And Stream Feature(s)
- 2 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 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 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 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 20% and 100% 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

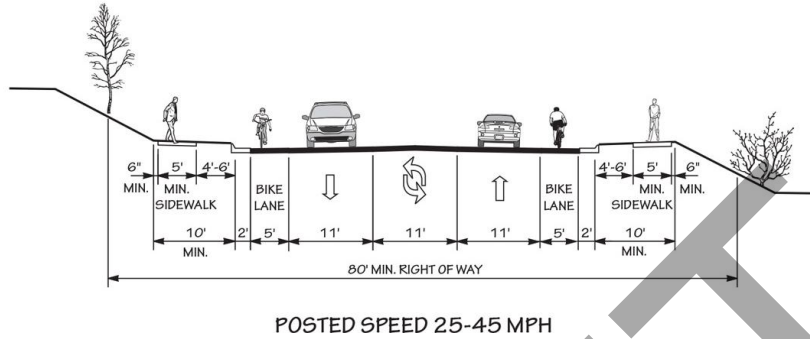
## Other Information

Typical Section Options:

None

# TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



### Resiliency

The project crosses one flood hazard area. Several locations along the segment have an estimated 50 years between flood events with a potential flood depth of 0.1-2.3 feet.

DRAFT

### Rankin Ave

From NC 273 to W Catawba Ave (SR 2040)

Local ID: GAST50002-H

Purpose: Access

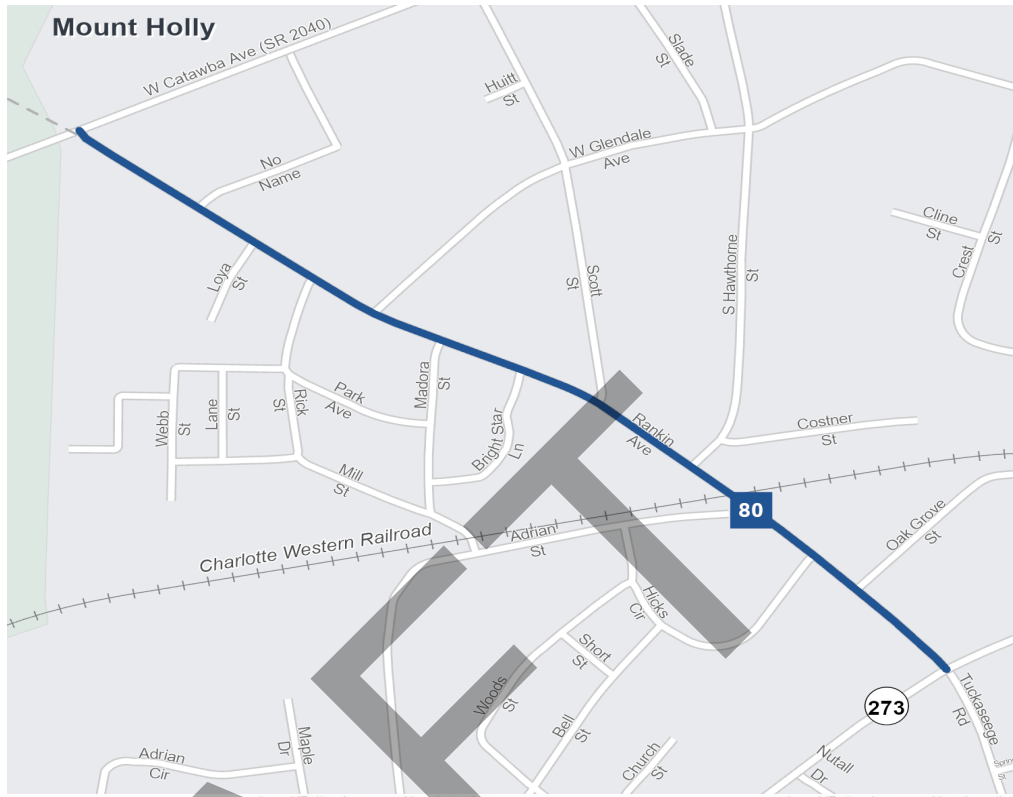
Improvement: Improve Existing

#### Identified Need

Rankin Ave is projected to be over capacity by 2055. Significant development activity is anticipated in the area. Improvements are needed to relieve congestion and accommodate projected traffic volumes.

#### Recommendation

Redesign to a two-lane boulevard and provide reduced conflict intersections and sidewalks to improve access.



### Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	02 K
Section Options	-
Length (miles)	0.65
Existing ROW (feet)	40
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard	
Travel Lanes	2	2	2	
Volume (vpd)	3100-9400	13300-13800	7200	
Capacity (vpd)	9300-11700	9300-11700	14000	

### Capacity Data: Year

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

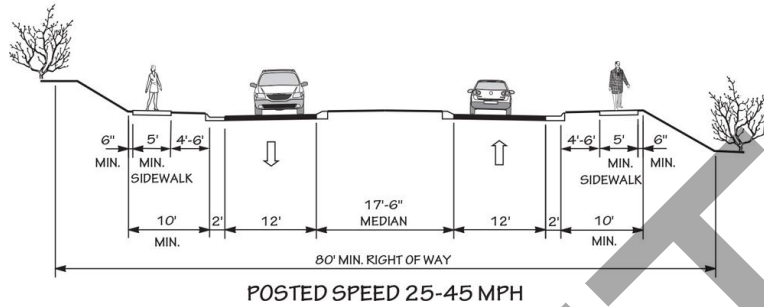


**Typical Section Options:**

None

# TYPICAL SECTION No. 2K

2 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER AND SIDEWALKS



## Project Overview

### Multi-modal Considerations

The project includes a 5-foot sidewalk on both sides.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

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

### Relationship to Land Use

This project lies within the municipal boundaries of Mount Holly. The corridor contains residential, institutional, commercial, undeveloped and industrial land uses.

### 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)
- 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 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 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 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

#### Deficient Bridges

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350182. Functionally obsolete bridges are bridges that were built with different standards than those used today.

### W Catawba Ave Extension

From NC 27 to W Catawba Ave (SR 2040)

Local ID: GAST50003-H

Purpose: Congestion

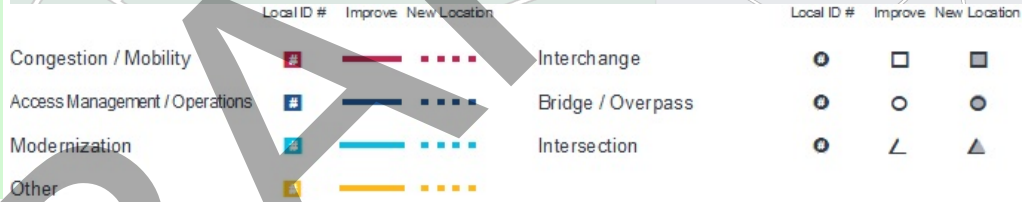
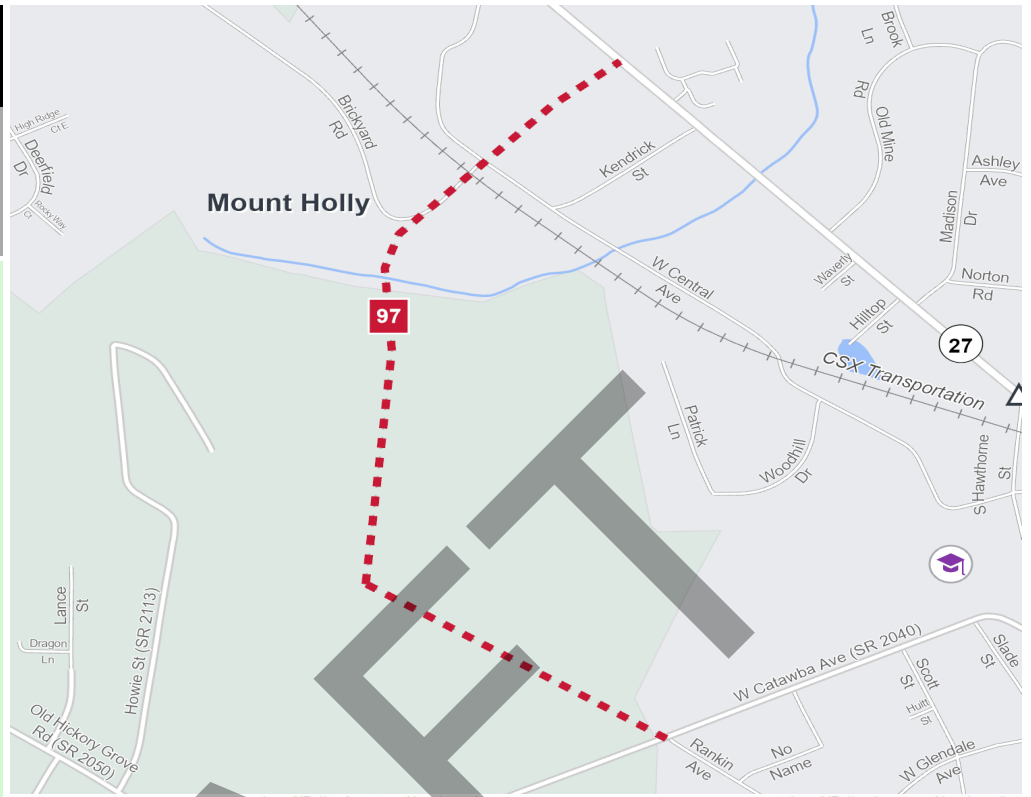
Improvement: New Location

#### Identified Need

The purpose of the project is to improve mobility and access by relieving congestion on W Catawba Ave (SR 2040) and NC 27.

#### Recommendation

Construct a two-lane roadway with sidewalks to improve mobility and access.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 D
Section Options	-
Length (miles)	1.30
Existing ROW (feet)	-
Safety Risk Score	-

### Proposal Data: 2023 Base Year 2055 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	3400
Capacity (vpd)	-	-	-	-

### Capacity Data: Year

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

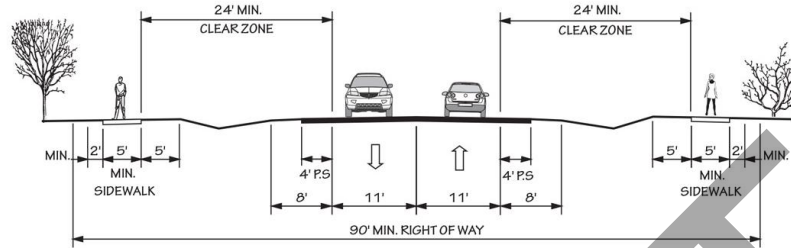


**Typical Section Options:**

None

# TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP. This project is in the 2055 GCLMPO MTP with a Horizon Year of 2024 and in 8.0 with a SPOT ID of H170836.

### Multi-modal Considerations

This project includes a 5-foot sidewalk on both sides.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 0 participants. No comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundaries of Mount Holly. The corridor contains primarily undeveloped and agricultural land uses, but also some residential, institutional, and commercial land uses.

## Impacts to Natural and/or Human Environment

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

- 1 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 2 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 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 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 1% and 5% identify as Some Other Race
- Between 15% and 20% 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

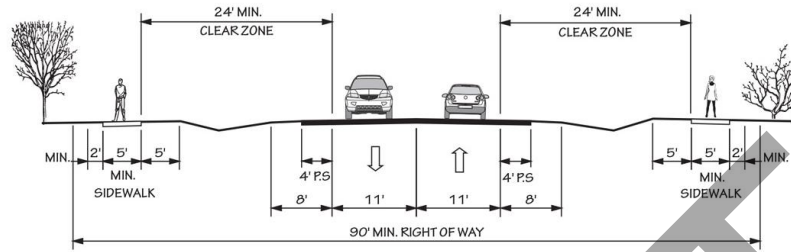
### Resiliency

The NCDOT RIP identifies NC 27 as a low priority road. The project contains one flood hazard area at Taylors

Typical Section Options:  
None

# TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

Creek.

DRAFT

**I-85**

From US 321 to NC 7

Local ID: I-5719A

Purpose: Congestion

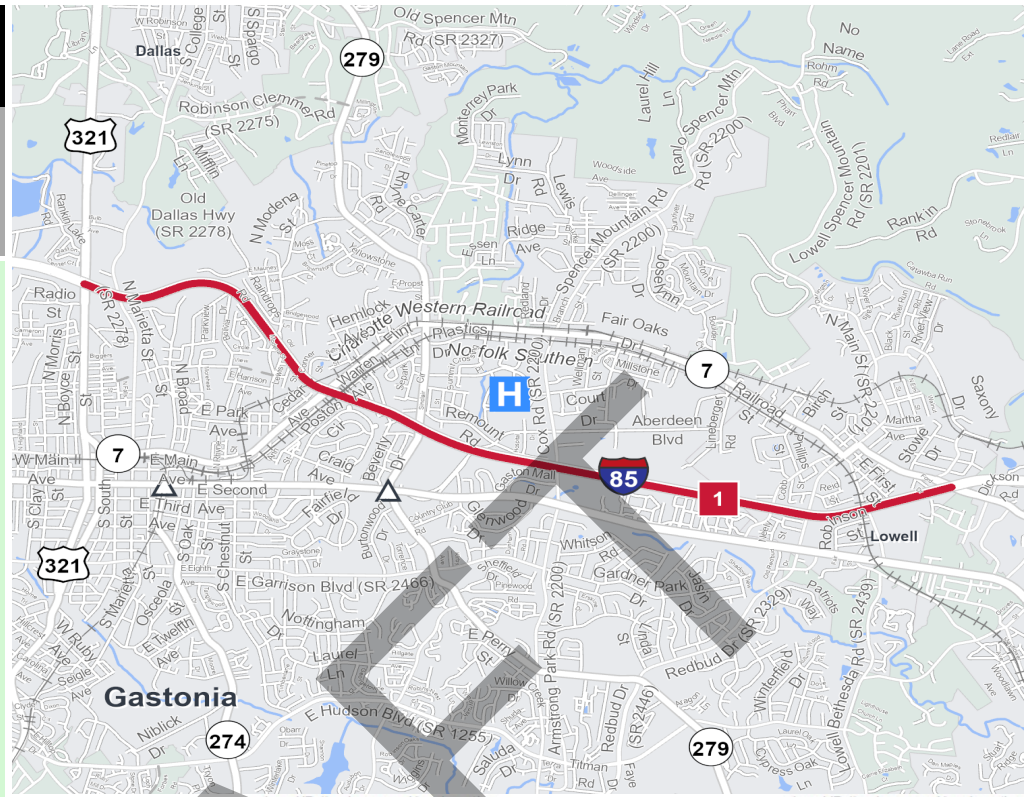
Improvement: Widening

**Identified Need**

I-85 is projected to be over capacity by 2055. It is the main east-west corridor in Gaston County and is vital to moving people and goods between Alabama and Virginia. Improvements are needed to relieve congestion and accommodate projected traffic and truck traffic volumes.

**Recommendation**

Widen to eight lanes to relieve congestion and improve mobility.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	08 B
Section Options	-
Length (miles)	6.20
Existing ROW (feet)	130-145
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	12	6	8
Volume (vpd)	95500-139000	56200-162100	73900-98600
Capacity (vpd)	77400-82200	77400-82200	125800

**Capacity Data: Year**

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

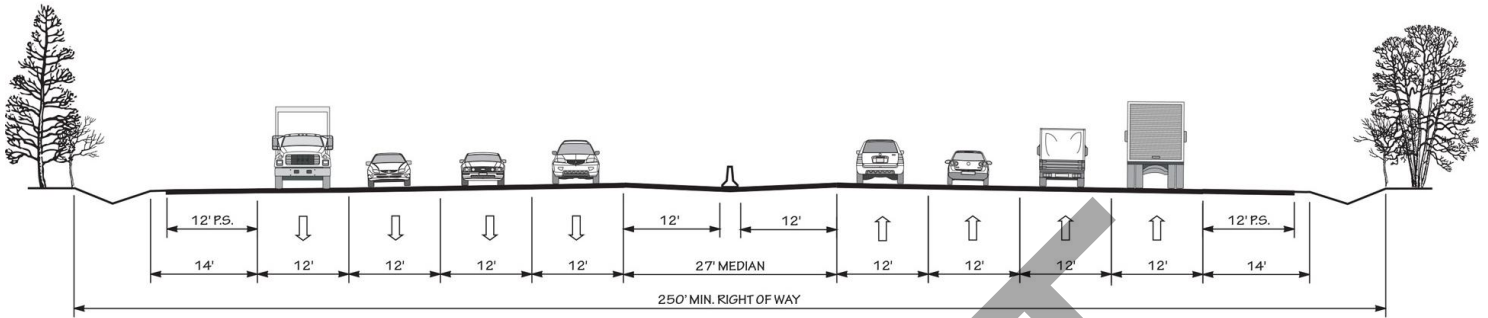


Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

### Project Overview

#### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right-of-way (ROW) acquisition and construction are anticipated in 2029. The project is listed in the 2055 GCLMPO MTP with a Horizon Year of 2035. I-85 is classified as a NCDOT Strategic Transportation Corridor (STC) and the entire route is federally designated as part of the National Multimodal Freight Network.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 13 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

### Relationship to Land Use

This project lies within the municipal boundaries of Gastonia and Lowell. The corridor contains a mix of undeveloped, institutional, single-family residential, multi-family residential, commercial, and industrial uses.

### Impacts to Natural and/or Human Environment

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

- 62 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)

- 13 Wetland Feature(s)
- 10 River And Stream Feature(s)
- 2 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:

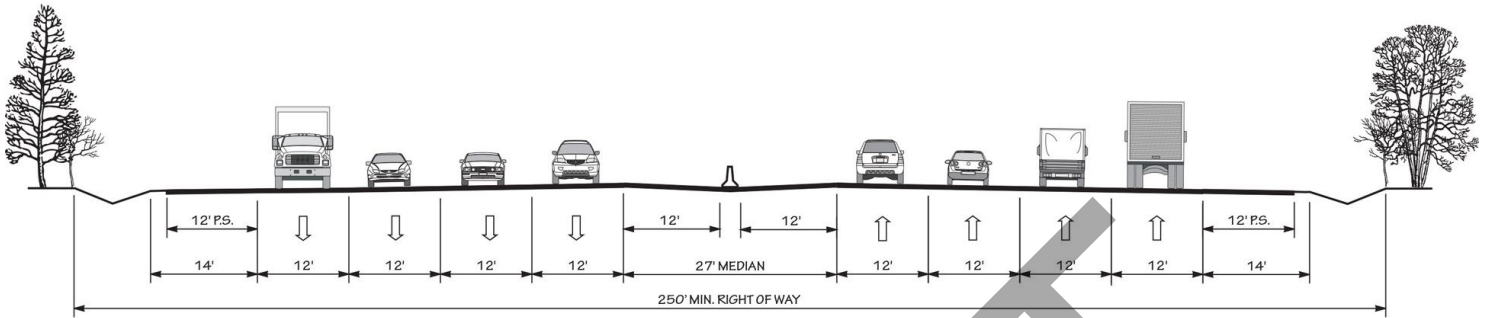
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English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

Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

- Between 20% and 50% identify as Households with No Car

### Other Information

#### Crash Data

Between January 2019 and December 2023, there were over 2,589 crashes on the segments containing this recommendation. There were 16 fatal or severe injury crashes, 472 moderate or minor injury crashes, and 2,101 property damage only crashes.

#### Deficient Bridges

There are 10 bridges along this facility that are Functionally Obsolete: Bridge #350002, Bridge #350059, Bridge #350126, Railroad #350129, Railroad #350132, Bridge #350133, Bridge #350134, Bridge #350136, Railroad #350138, and Bridge #350142. Functionally obsolete bridges are bridges that were built with different standards than those used today.

#### Truck Traffic

Average truck traffic along this recommendation is around 12%, with one segment as high as 17%.

#### Resiliency

The NCDOT RIP identified the road segment as moderate priority with 2 high priority culverts. The segment crosses 3 flood hazard areas, and several locations along the segment have an estimated 50 years between flood events with a potential flood depth of 0.1-1.6 feet.

**I-85**

From NC 7 to NC 273

Local ID: I-5719B

Purpose: Congestion

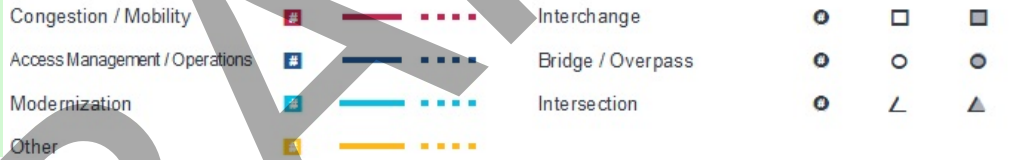
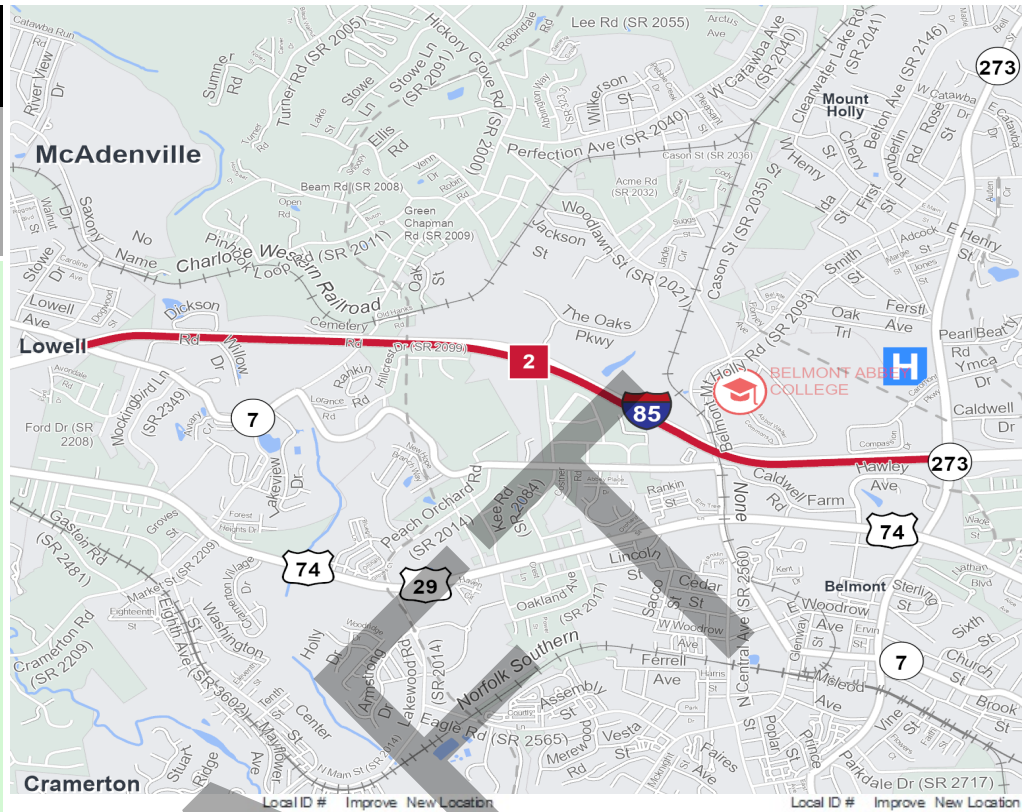
Improvement: Widening

**Identified Need**

I-85 is projected to be over capacity by 2055. It is the main east-west corridor in Gaston County and is vital to moving people and goods between Alabama and Virginia. Improvements are needed to relieve congestion and accommodate projected traffic and truck traffic volumes.

**Recommendation**

Widen to eight lanes to relieve congestion and improve mobility.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	08 B
Section Options	-
Length (miles)	3.60
Existing ROW (feet)	130-150
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	16	8	8
Volume (vpd)	137000-140000	81000-157900	92500-97500
Capacity (vpd)	82200-110500	82200-110500	125800

**Capacity Data: Year**

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

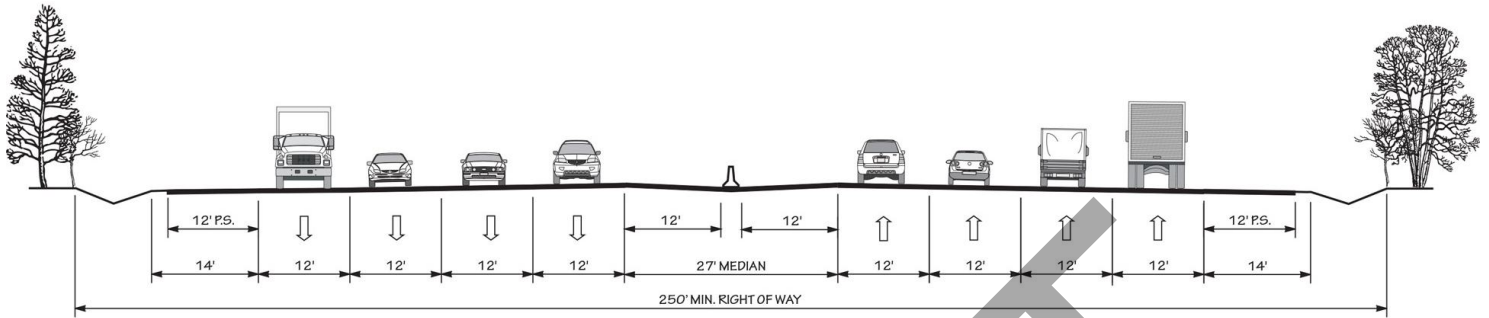


Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

### Project Overview

#### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right-of-way (ROW) acquisition and construction are anticipated in 2025. The project is listed in the 2055 GCLMPO MTP with a Horizon Year of 2035. I-85 is classified as a NCDOT Strategic Transportation Corridor (STC) and the entire route is federally designated as part of the National Multimodal Freight Network.

### CTP Goal Analysis

#### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

#### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 16 participants. 100% of participants agreed with this proposal. 1 comment was left on this project.

### Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of McAdenville and Belmont. The corridor contains a mix of undeveloped, institutional, single-family residential, industrial, and medical uses.

### Impacts to Natural and/or Human Environment

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

- 15 Flood Hazard Area Feature(s)

- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 2 Major River Feature(s)
- 6 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 2 Quality Monitored 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:

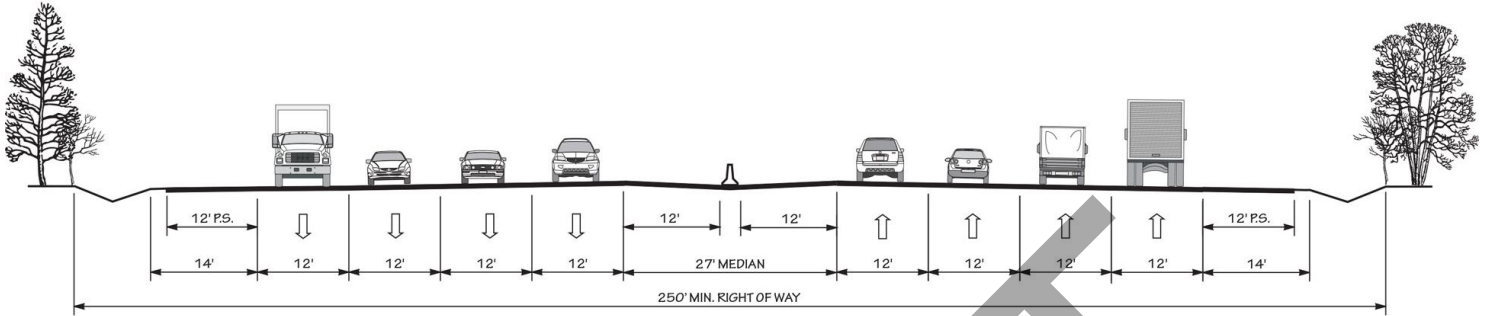
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English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

Typical Section Options:

None

# TYPICAL SECTION No. 8B

## 8 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

- 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 1,673 crashes on the segments containing this recommendation. There were 11 fatal or severe injury crashes, 309 moderate or minor injury crashes, and 1353 property damage only crashes.

#### Deficient Bridges

There are 4 bridges along this facility that are Functionally Obsolete: Bridge #350073, Bridge #350142, Bridge #350149, and Railroad #350150. Functionally obsolete bridges are bridges that were built with different standards than those used today.

#### Truck Traffic

Average truck traffic along this recommendation is around 12%.

#### Resiliency

There is 1 flood hazard area along this recommendation.

### NC 279

From Robinson Clemmer Rd (SR 2275) to N Gaston St (SR 2278)

Local ID: U-2523B

Purpose: Congestion

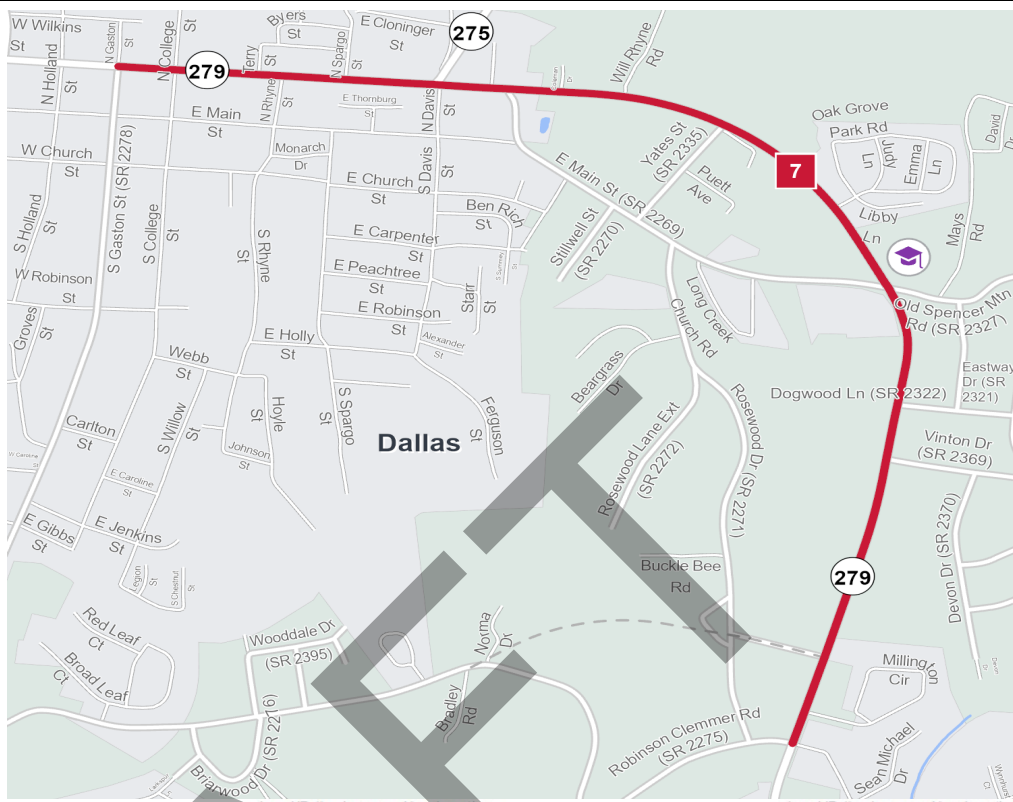
Improvement: Widening

#### Identified Need

NC 279 is currently a two-lane undivided facility that does not meet current design standards. NC 275 is projected to be over capacity by 2055. The purpose of the project is to reduce traffic congestion, improve mobility, and improve the function of the NC 279/NC 275 intersection.

#### Recommendation

Widen to multi-lanes with sidewalks and improve the intersection of NC 279 and NC 275 to relieve congestion and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	50-100
Safety Risk Score	100

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	13000-16500	17400-21100	13600-18700
Capacity (vpd)	10700-13300	10700-13300	25400-36600

### Capacity Data: Year

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

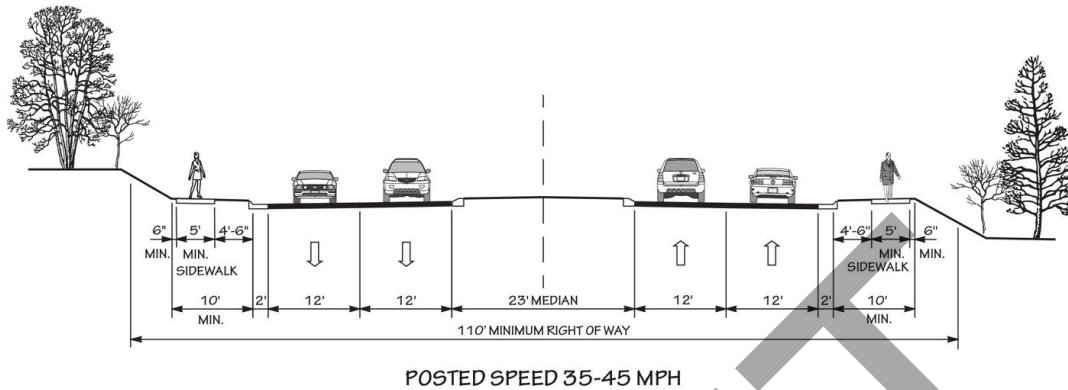


**Typical Section Options:**

None

# TYPICAL SECTION No. 4C

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



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is included in the 2026-2035 STIP. It is in the 2055 GCLMPO MTP as an unmet need and in P8.0 with a SPOT ID of H090331-B. The project is funded for preliminary engineering only. The intersection improvements were formerly part of STIP project U-5778.

### Multi-modal Considerations

This project includes 5-foot sidewalks on both sides of NC 279.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 3 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Gastonia and Cramerton. The corridor contains undeveloped land, a driving range, residential, medical, institutional, and commercial uses.

## Impacts to Natural and/or Human Environment

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

- 1 Wetland Feature(s)
- 1 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:

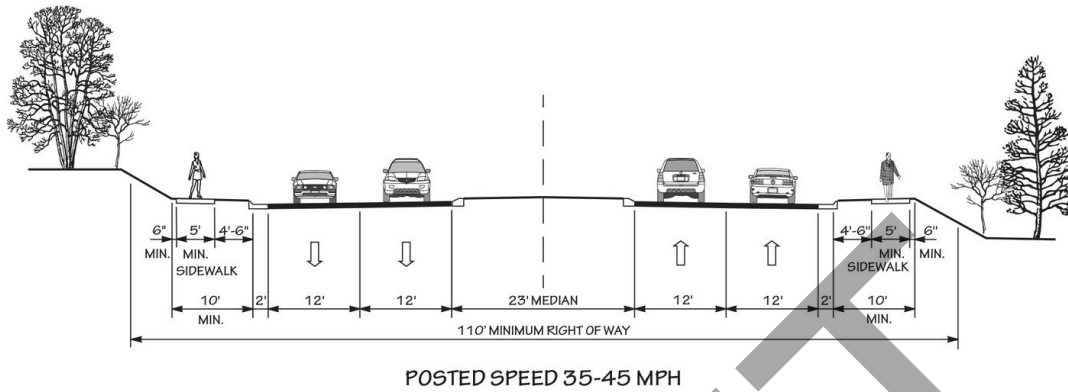
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English 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
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% 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 15% and 20% identify as Households with No Car

Typical Section Options:

None

# TYPICAL SECTION No. 4C

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



## Other Information

### Crash Data

Between January 2019 and December 2023, there were a total of 282 crashes on the segments containing this recommendation. There were 6 fatal or severe injury crashes, 75 moderate or minor injury crashes, and 201 property damage only crashes.

### Deficient Bridges

There are no functionally obsolete bridges along this recommendation.

### Truck Traffic

Average truck traffic along this recommendation is between 4-6%.

**NC 279**

From Titman Rd (SR 2478) to Union New Hope Rd (SR 2435)

Local ID: U-5821

Purpose: Congestion

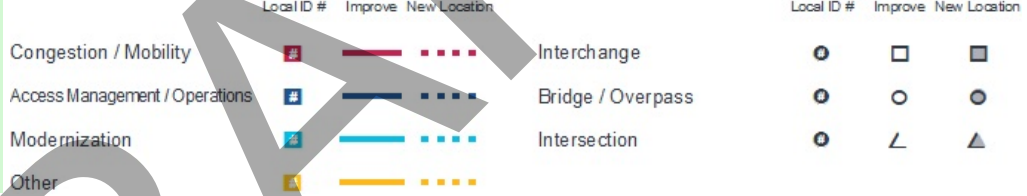
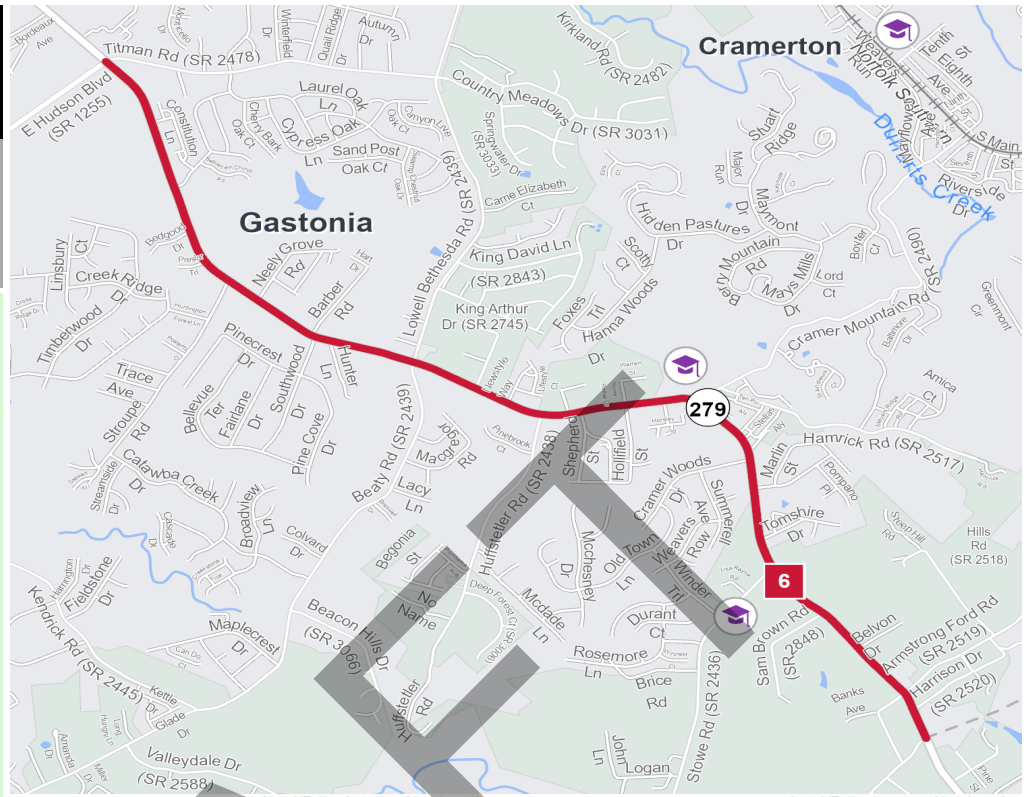
Improvement: Widening

**Identified Need**

NC 279 is projected to be over capacity by 2055. The purpose of the project is to improve mobility, roadway capacity, and safety.

**Recommendation**

Widen to a four-lane divided facility with multiuse paths to relieve congestion and improve mobility and safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	3.80
Existing ROW (feet)	80
Safety Risk Score	100

Proposal Data:	2023 Base Year		2055 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	2-lane	Boulevard	Boulevard
Travel Lanes		2	4	4
Volume (vpd)		12000-15500	22800-28600	13100-21500
Capacity (vpd)		11100-12700	28100-36600	28100-36600

**Capacity Data:** Year

Facility will be Approaching Capacity (>80%)	2054
Facility will be Over Capacity (>=100%)	-

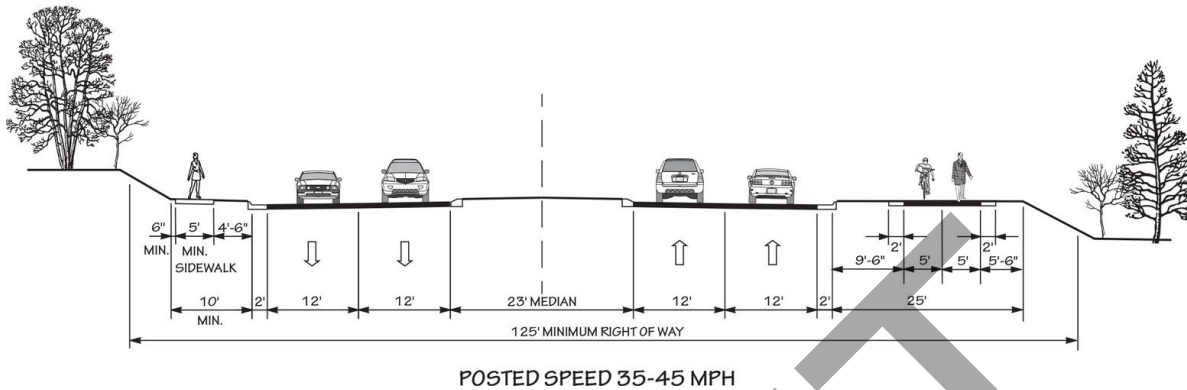


**Typical Section Options:**

None

# TYPICAL SECTION No. 4J

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



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right of way (ROW) acquisition took place in 2024 and construction is anticipated in 2028. The project is in the 2055 GCLMPO MTP with a Horizon Year of 2035 and a SPOT ID of H090612.

### Multi-modal Considerations

This project includes a 10-foot multiuse path on both sides of NC 279.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 10 participants. 90% of participants agreed with this proposal. 5 comments were left on this project.

## Relationship to Land Use

This project lies within unincorporated Gaston County and the municipal boundaries of Gastonia and Cramerton. The corridor contains undeveloped land, a driving range, residential, medical, institutional, and commercial uses.

## 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 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 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
- 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 1% and 5% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

## Other Information

### Crash Data

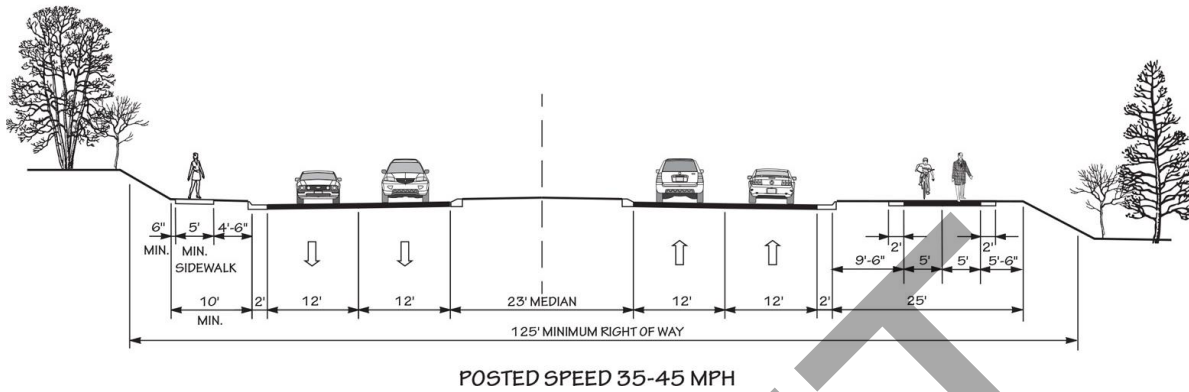
Between January 2019 and December 2023, there were a

Typical Section Options:

None

# TYPICAL SECTION No. 4J

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



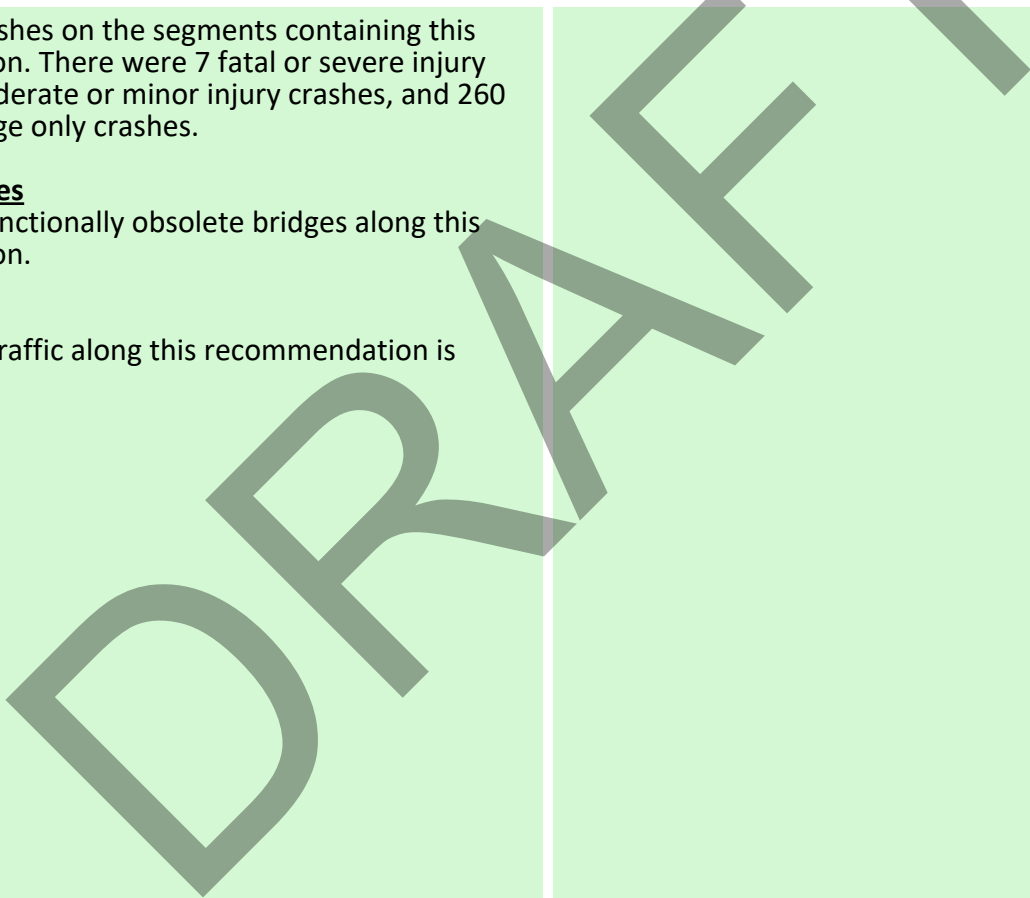
total of 366 crashes on the segments containing this recommendation. There were 7 fatal or severe injury crashes, 99 moderate or minor injury crashes, and 260 property damage only crashes.

**Deficient Bridges**

There are no functionally obsolete bridges along this recommendation.

**Truck Traffic**

Average truck traffic along this recommendation is around 6%.



**NC 274**

From Osceola St to Niblick Dr

Local ID: U-5961

Purpose: Access

Improvement: Improve Existing

**Identified Need**

NC 274 is currently a four-lane undivided facility with intermittent sidewalk. Improvements are needed to increase capacity and enhance safety.

**Recommendation**

Redesign to a four-lane boulevard with a sidewalk and multiuse path to improve access and enhance safety.



**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	80
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Boulevard	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	15000-20500	21600-27900	20200	
Capacity (vpd)	26700	35100	35100	

**Capacity Data: Year**

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

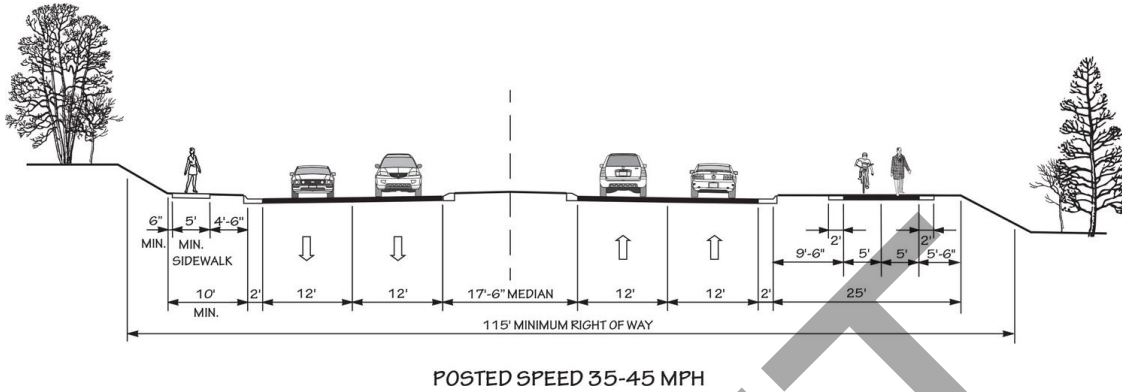


**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right of way (ROW) is anticipated in 2028 and construction is anticipated in 2031. The project is in the 2055 GCLMPO MTP with a Horizon Year of 2035 and a SPOT ID of H150202.

### Multi-modal Considerations

This project includes a 10-foot multiuse path on the west side of NC 274 and a 5-foot sidewalk on the east side of NC 274.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### 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. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor primarily contains office, industrial, and multi-family residential uses.

## 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)

- 1 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Protected Area 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:

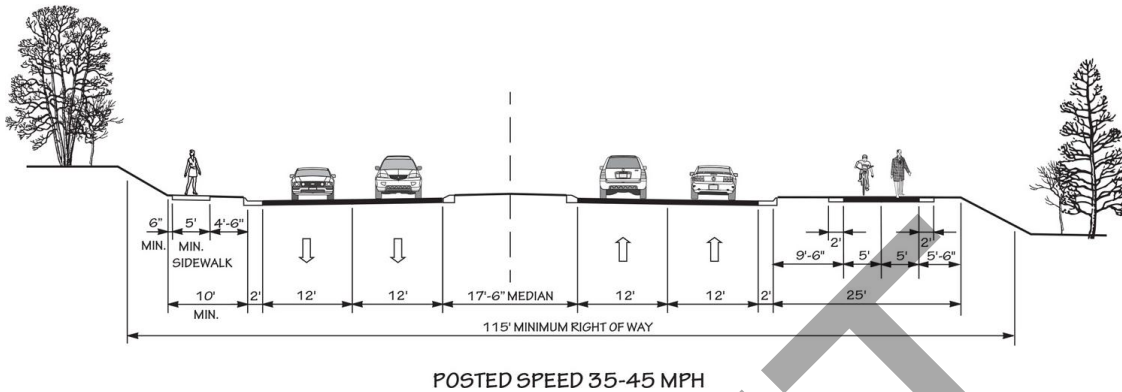
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 5% and 15% identify as Over 18 with Limited English 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 5% and 10% identify as Some Other Race

**Typical Section Options:**

None

# TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

- 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 128 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 26 moderate or minor injury crashes, and 101 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 5%.

**Resiliency**

The NCDOT RIP identified 1 high priority culvert and 1 flood hazard area along this recommendation.

**US 29/74**

From Cox Rd (SR 2200) to S Church St (SR 2339)

Local ID: U-6043

Purpose: Mobility

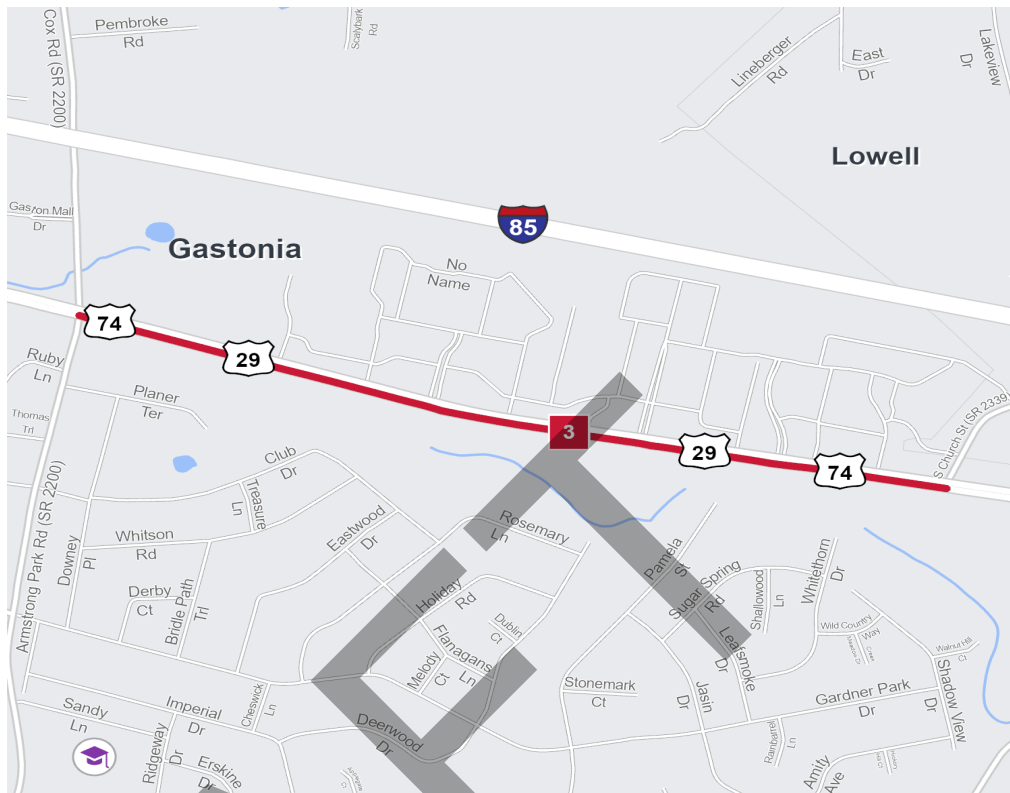
Improvement: Widening

**Identified Need**

Crash rates are above average compared to similar roads in the state, likely due to the shift from three lanes to two along the eastbound roadway, which forces vehicles to use the inside through lane to shift. The purpose of the project is to improve traffic flow and safety and relieve congestion.

**Recommendation**

Widen the eastbound travel lanes on US 29/74 from east of Cox Rd (SR 2200)/Armstrong Park Rd to 400 feet east of Lineberger Rd from two to three lanes and add a sidewalk on the south side to relieve congestion, improve mobility, and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 F
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	100-220
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	12	6	6
Volume (vpd)	26000-37500	43300-54900	15400
Capacity (vpd)	35100-53700	53700	52800

**Capacity Data: Year**

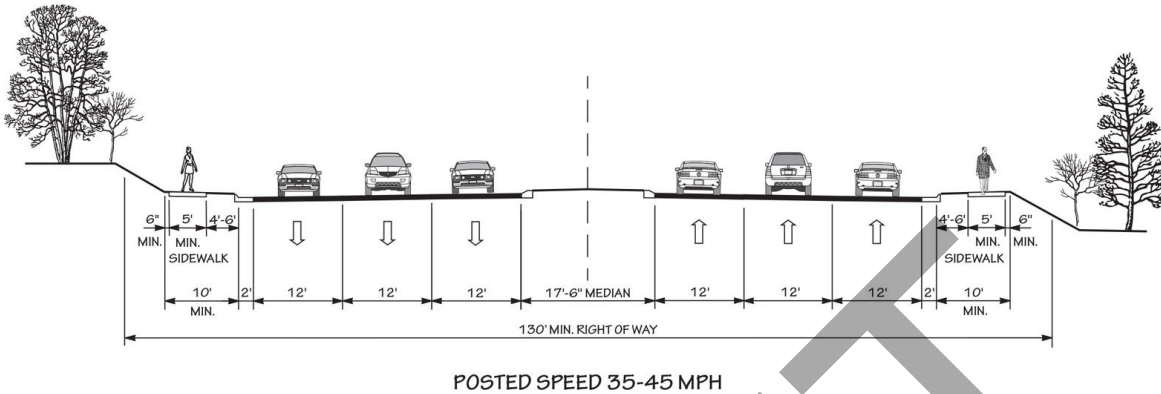
Facility will be Approaching Capacity (>80%)	2034
Facility will be Over Capacity (>=100%)	2053



**Typical Section Options:**

# TYPICAL SECTION No. 6F

None  
 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right of way (ROW) is in progress and construction is anticipated in 2026. The project is in the 2055 GCLMPO MTP with a Horizon Year of 2035 and a SPOT ID of H090439. US 74 is classified as a Strategic Transportation Corridor (STC) by NCDOT.

### Multi-modal Considerations

This project includes a 5-foot sidewalk on the south side of US 29/74.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 10 participants. 90% of participants agreed with this proposal. 1 comment was left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor primarily contains undeveloped and commercial uses.

## Impacts to Natural and/or Human Environment

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

- 13 Flood Hazard Area Feature(s)

- 1 Managed Area Feature(s)
- 7 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Protected Area Feature(s)

## Title VI Considerations

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

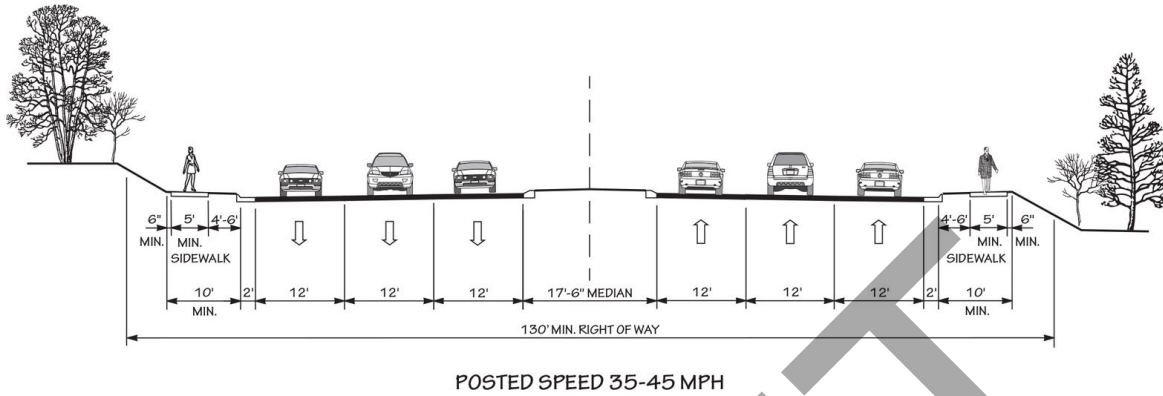
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- Between 0% and 5% 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 10% and 15% 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

Typical Section Options:

# TYPICAL SECTION No. 6F

None

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, AND SIDEWALKS



## Other Information

### Crash Data

Between January 2019 and December 2023, there were a total of 558 crashes on the segments containing this recommendation. There were 2 fatal or severe injury crashes, 93 moderate or minor injury crashes, and 463 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 4%.

### Resiliency

The NCDOT RIP identified the road segment as low priority. The segment crosses 2 flood hazard areas and several locations along the project have an estimated 50 years between flood events with a potential flood depth of 0.2-0.4 feet.

### Cox Rd (SR 2200)

From I-85 to US 29/74

Local ID: U-6044

Purpose: Congestion

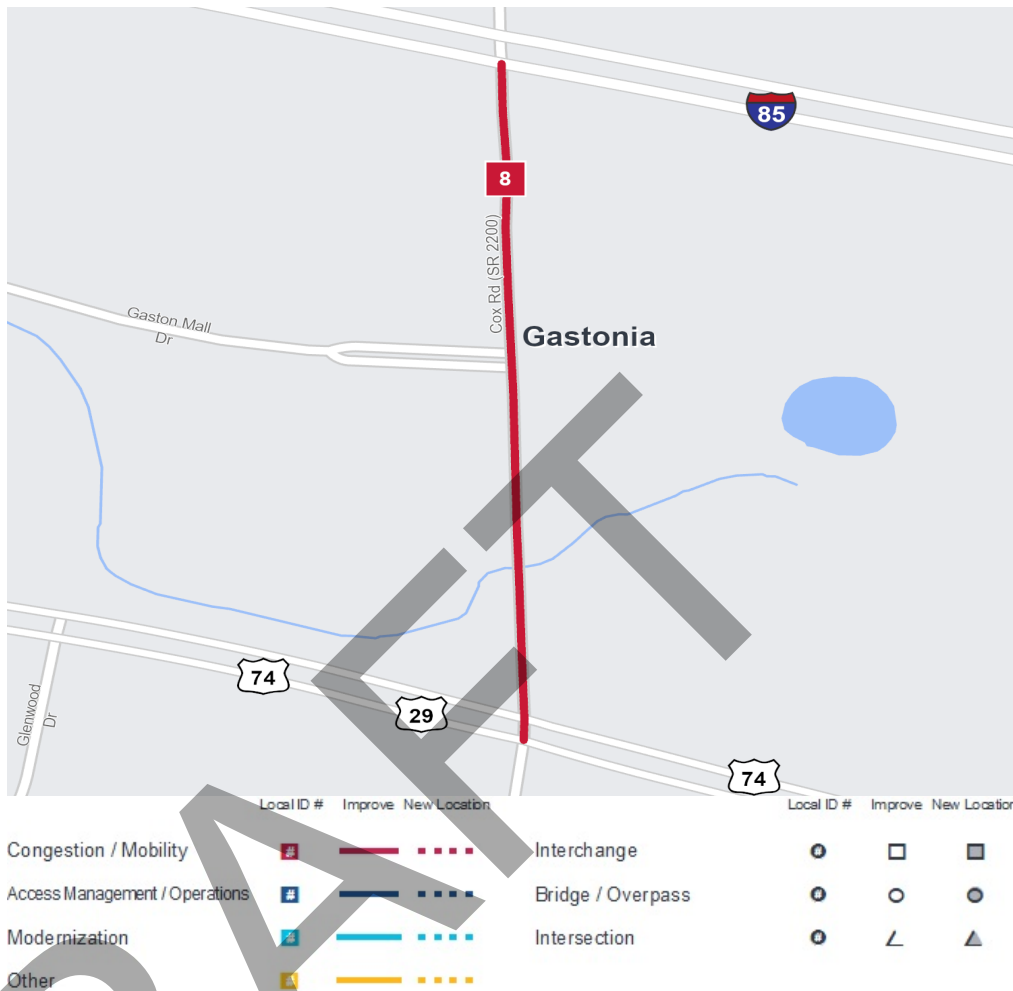
Improvement: Widening

#### Identified Need

Cox Rd (SR 2200) is projected to be over capacity by 2055 and had over 800 crashes between 2019 and 2023. The proposed project is needed to address traffic congestion, alleviate queues, make operational improvements at the Cox Rd intersection, and improve pedestrian mobility.

#### Recommendation

Widen road, construct operational improvements, add sidewalk on the west side of Cox Rd (SR 2200) and both sides of Armstrong Park Rd (SR 2200) and US 29/74, and add a multiuse path on the east side of Cox Rd (SR 2200) to relieve congestion and improve mobility.



### Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	06 I
Section Options	-
Length (miles)	0.27
Existing ROW (feet)	110
Safety Risk Score	78

### Proposal Data: 2023 Base Year 2055 Future Year

Improved Route	2023 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	
Travel Lanes	4	-	6	
Volume (vpd)	30000	44700	33000	
Capacity (vpd)	22200	22200	33300	

### Capacity Data: Year

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

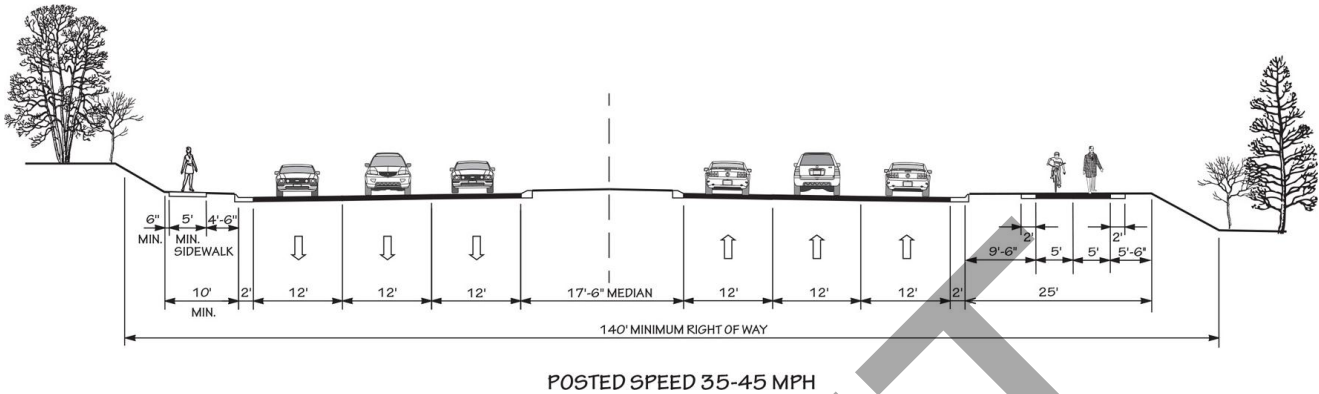


**Typical Section Options:**

None

# TYPICAL SECTION No. 61

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right of way (ROW) acquisition and construction are anticipated in 2029. The project is in the 2055 GCLMPO MTP with a Horizon Year of 2035 and a SPOT ID of H150539.

### Multi-modal Considerations

This project includes a 5-foot sidewalk on the west side and a 10-foot multiuse path on the east side of Cox Rd (SR 2200), a 5-foot sidewalk on both sides of Armstrong Park Rd (SR 2200), and a 5-foot sidewalk on both sides of US 29/74.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 11 participants. About 91% of participants agreed with this proposal. 3 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Gastonia. The corridor contains primarily commercial uses.

## 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)
- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)

## Title VI Considerations

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

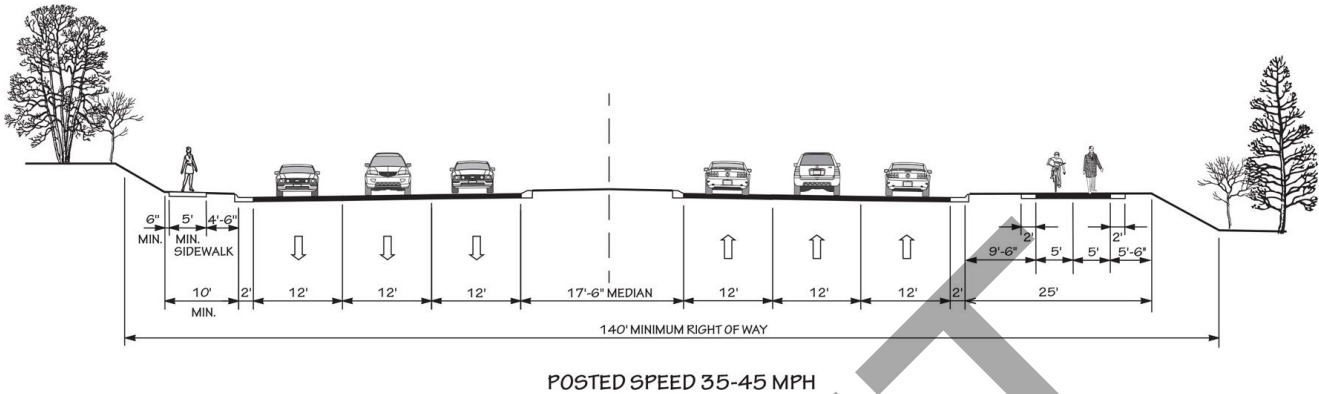
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English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

**Typical Section Options:**

None

# TYPICAL SECTION No. 61

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- 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 400 crashes on the segments containing this recommendation. There were 0 fatal or severe injury crashes, 50 moderate or minor injury crashes, and 350 property damage only crashes.

#### Deficient Bridges

There is 1 bridge along this facility that is Functionally Obsolete: Bridge #350134. Functionally obsolete bridges are bridges that were built with different standards than those used today.

#### Truck Traffic

Average truck traffic along this recommendation is around 1%.

**US 29/74**

From Market St to Hubbard St (SR 2017)

Local ID: U-6146

Purpose: Congestion

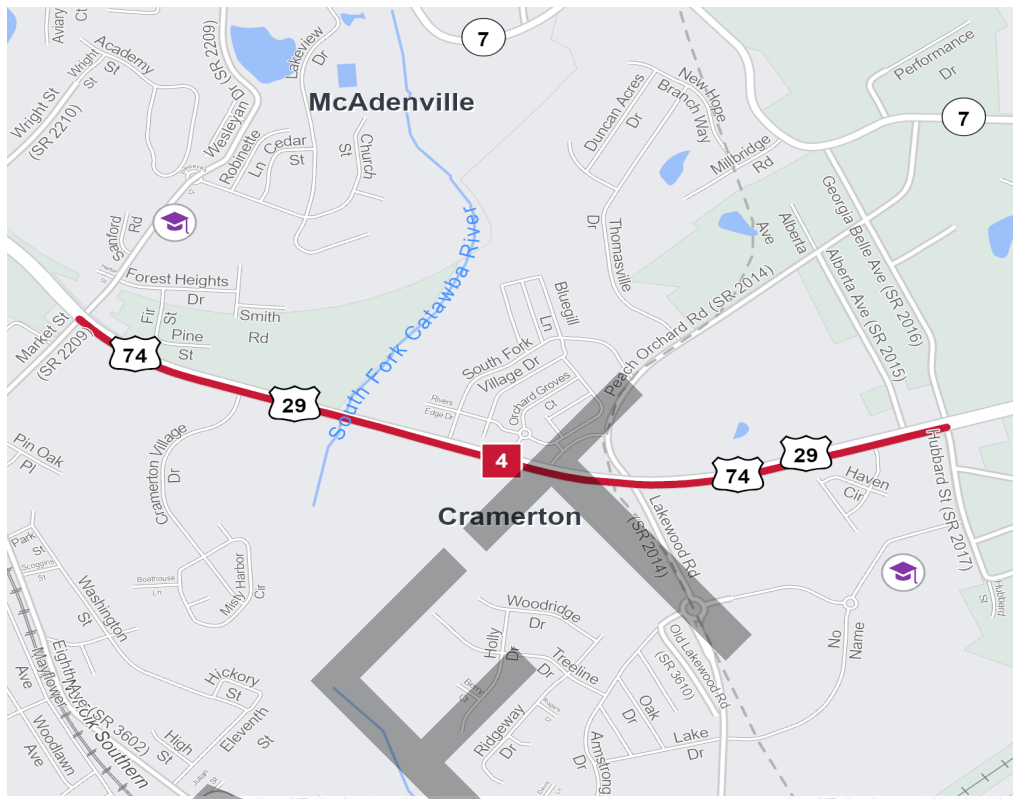
Improvement: Widening

**Identified Need**

US 29/74 is projected to be near or over capacity by 2055. More than 50 recorded crashes occurred between 2019 and 2023. Improvements are needed to relieve congestion, accommodate projected traffic volumes, and enhance safety.

**Recommendation**

Widen to six lanes, replace Bridge 350082 over the South Fork of the Catawba River, and add a multiuse path on the north side and a sidewalk on the south side to relieve congestion and enhance safety.



**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	06 I
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	89

**Proposal Data: 2023 Base Year 2055 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	12	6	6
Volume (vpd)	27000-30500	45000-54300	19200-32600
Capacity (vpd)	35100	35100-53700	52800

**Capacity Data: Year**

Facility will be Approaching Capacity (>80%)	2040
Facility will be Over Capacity (>=100%)	2055

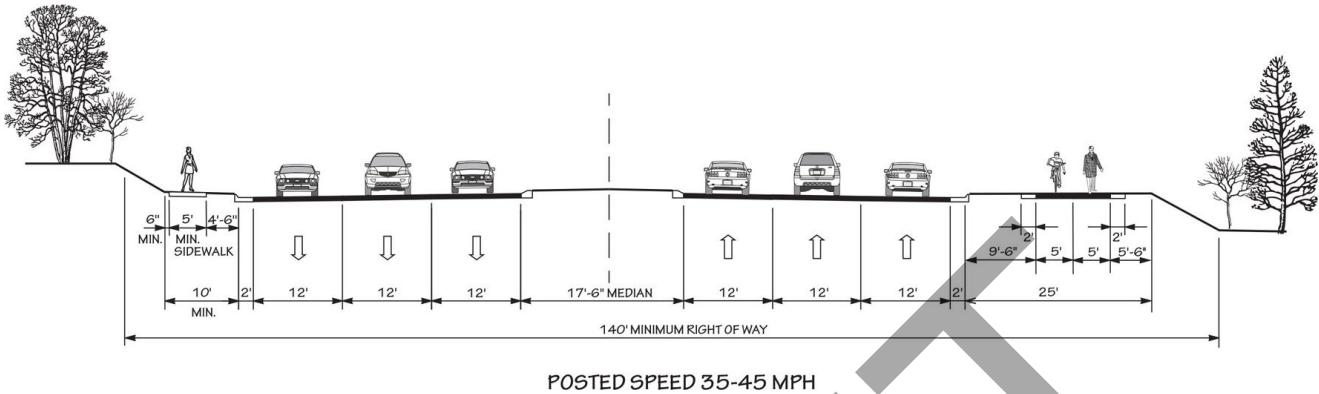


**Typical Section Options:**

None

# TYPICAL SECTION No. 6I

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



## Project Overview

### Project History and Linkage to Other Plans

This project was included in the 2020 CTP and is a part of the 2026-2035 STIP. Right of way (ROW) acquisition is in progress and construction is anticipated in 2026. The project is in the 2055 GCLMPO MTP with a Horizon Year of 2035 and a SPOT ID of H170685. US 74 is classified as a Strategic Transportation Corridor (STC) by NCDOT.

### Multi-modal Considerations

The project includes a 10-foot multiuse path on the north side and a 5-foot sidewalk on the south side of US 29/74.

## CTP Goal Analysis

### Vision and Goals

The aim of the Gaston County CTP is to establish 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.

### Public Engagement

During the public engagement process, a survey was released to receive feedback on each project. This proposal was rated by 17 participants. About 88% of participants agreed with this proposal. 4 comments were left on this project.

## Relationship to Land Use

This project lies within the municipal boundary of Cramerton. The corridor primarily contains undeveloped, multi-family residential, and industrial uses.

## 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)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 2 Major River Feature(s)
- 3 Managed Area Feature(s)
- 5 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 3 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

## Title VI Considerations

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

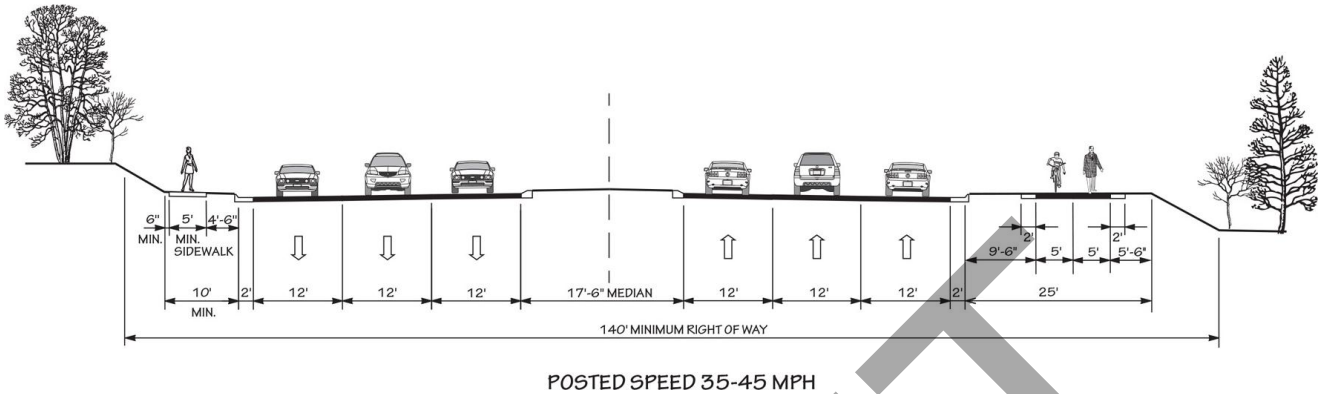
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

Typical Section Options:

None

# TYPICAL SECTION No. 6I

6 LANE DIVIDED (17'-6" RAISED MEDIAN)  
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

- Between 10% and 15% 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 243 crashes on the segments containing this recommendation. There was 1 fatal or severe injury crash, 56 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 4%.

### Resiliency

The NCDOT RIP identified the road segment as low priority. The recommendation crosses 1 flood hazard area at the South Fork Catawba River.