

# FACILITY TYPES

Facility classifications for mobility and control of access planning through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

Facility Types and Control of Access  
( Listed in Order of Mobility Function )

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

- Other Features
- Studied Roads
  - MPO Boundary
  - RPO Boundary



Full report at:  
<https://tinyurl.com/GCL-CTP>



Sheet 1 of 4

Base map date: July 22, 2024

#### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
Plan Date: May 04, 2026

# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

#### Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

#### Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



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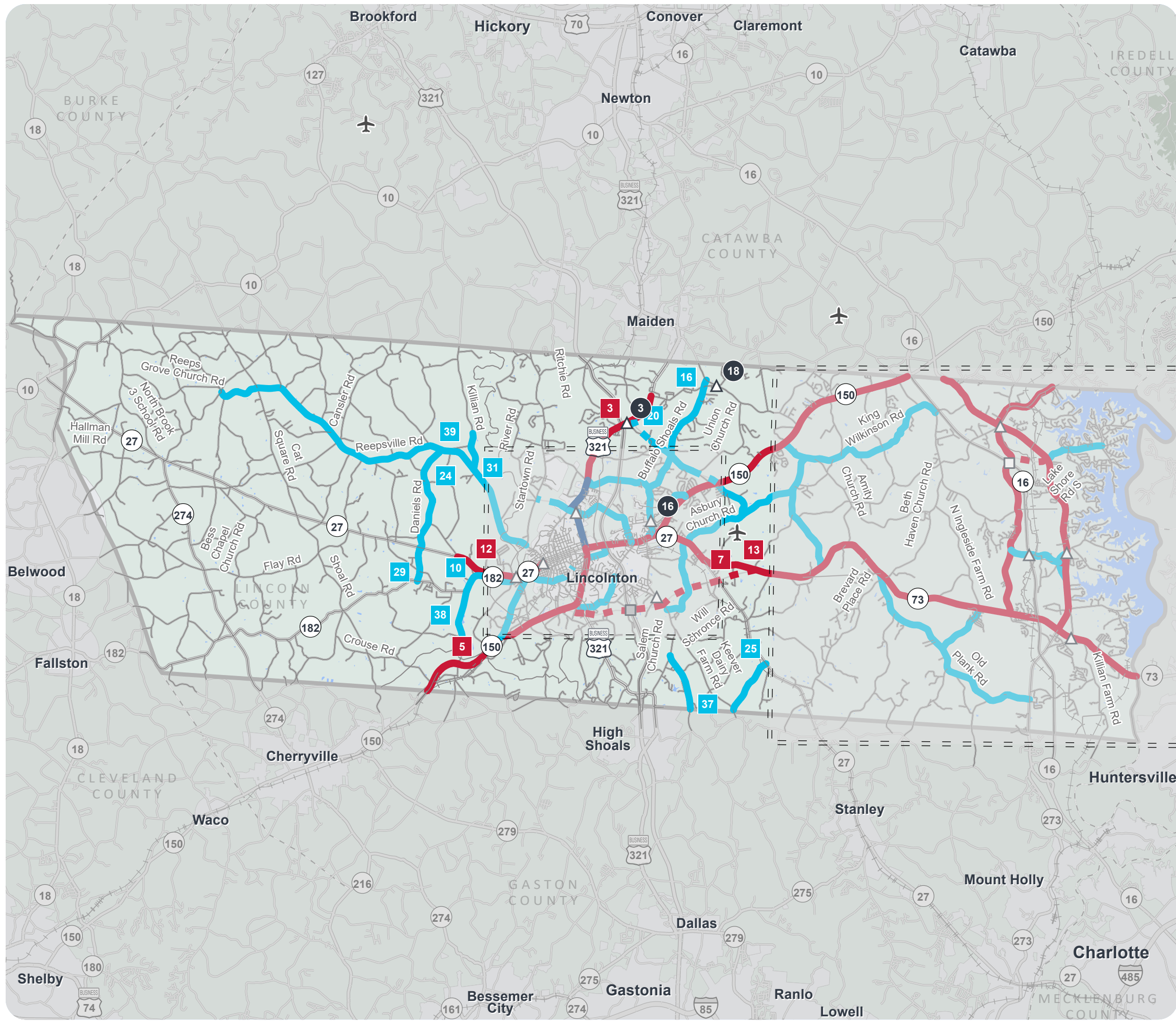
Sheet 2 of 4

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**DRAFT**  
 Plan Date: April 22, 2026



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## LINCOLN COUNTY

### Comprehensive Transportation Plan

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Modernization (e.g., widen lanes, add turn lanes)	#	—	---
Other (e.g., safety, economic development)	#	—	---
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

#### Other Features

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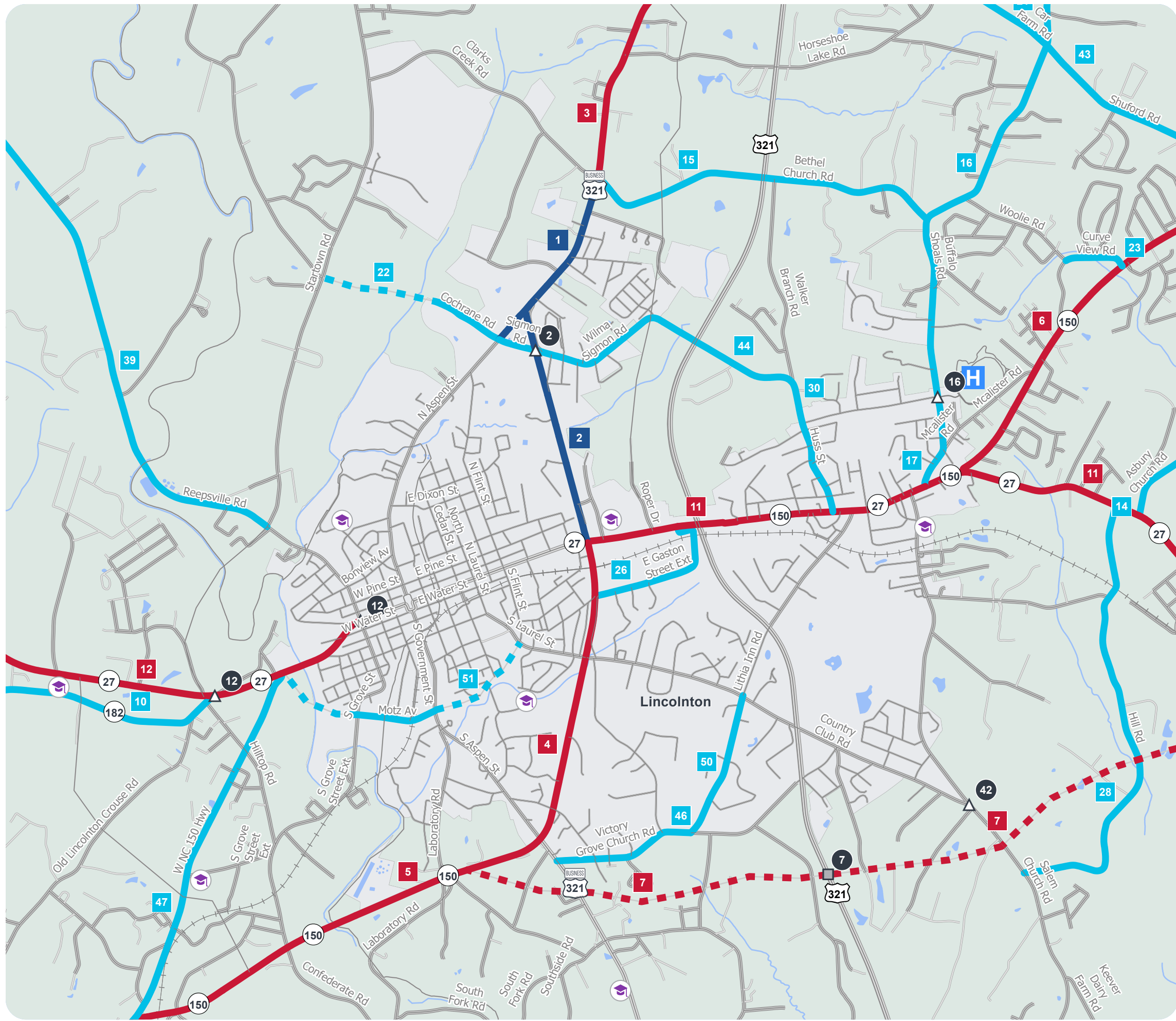
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**DRAFT**  
 Plan Date: April 22, 2026



# HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

#### Highway Features

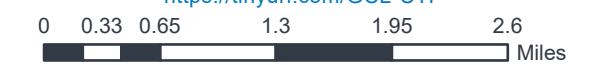
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Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
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Intersection	#		

#### Other Features

- Studied Roads
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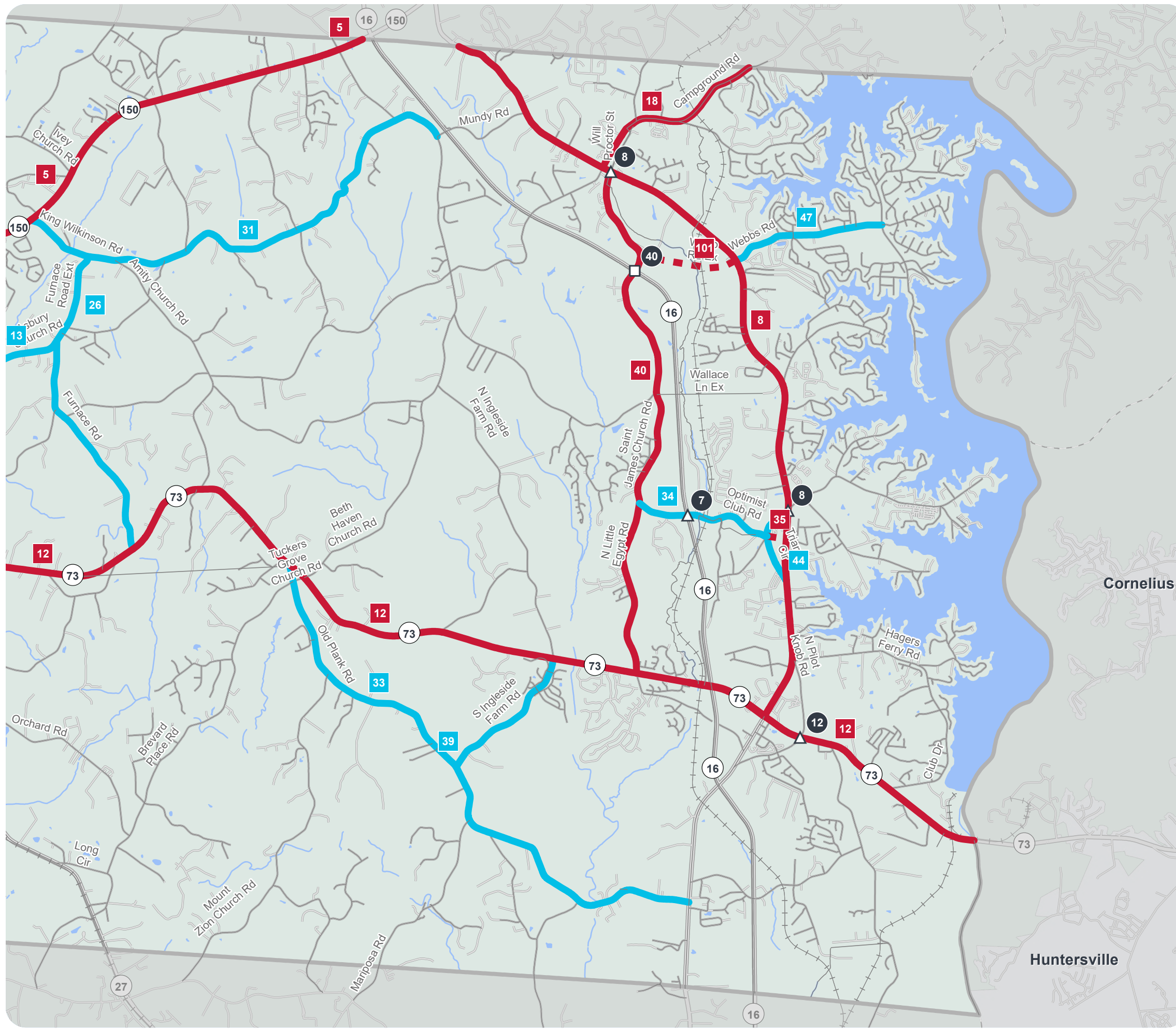
Sheet 2 of 4

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**DRAFT**  
 Plan Date: December 29, 2025



Highway Recommendations

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ■ Bridge/Intersection

Map ID	Recommendation Name	Limits	Description	Identified Need
1	US 321 BUS	From Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262)	Consolidate driveways and access points along US 321 BUS from Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262) to address mobility by improving traffic operations. This also includes multimodal recommendations.	US 321 BUS is an important North-South corridor across Lincoln County. Traffic is hindered by access points between Cochrane Rd and Bethel Church Rd. Sections of US 321 BUS between Cochrane Rd to Bethel Church Rd are currently over capacity or expected to be by 2055.
2	US 321 BUS	From N Aspen St (SR 1405) to NC 27/ NC 150	Consolidate driveways and access points along US 321 BUS from N Aspen St (SR 1405) to NC 27/ NC 150 and improve the intersection at Sigmon Rd (SR 1267) to address mobility by improving traffic operations. This also includes a pedestrian facility recommendation from N Aspen St to NC 27.	US 321 BUS is an important North-South corridor across Lincoln County. US 321 BUS between N Aspen St (SR 1405) to NC 27/ NC 150 is expected to be over capacity by 2055.
3	US 321 BUS	From Bethel Church Rd (SR 1282) to Springs East Rd (SR 1342)	Widen US 321 BUS to a 4-lane facility from Bethel Church Rd (SR 1282) to Springs East Rd (SR 1342) and improve the intersection of US 321 and Car Farm Rd to reduce congestion and improve mobility and reliability. This project includes multiuse facilities from Clarks Creek Rd to Springs East Rd.	US 321 BUS is an important North-South corridor across Lincoln County. It is an area of expected industrial growth. US 321 BUS is expected to be near or over capacity from Bethel Church Rd to Wilma Sigmon Rd and from Summerow Rd to Finger Mill Rd by 2055.
4	US 321 BUS	From NC 27 to NC 150	Widen to multi-Lanes from NC 27 to NC 150 to reduce congestion and improve mobility. This project includes multimodal facility recommendations from NC 27 to NC 150.	US 321 BUS is currently over capacity from NC 27 to NC 150 and is expected to continue to be in 2055.
5	NC 150	From US 321 BUS to W Old NC 150 Hwy	Widen to multi-Lanes from US 321 BUS to W Old NC 150 Hwy to reduce congestion and improve mobility. This project includes multimodal facility recommendations from South Fork River Rail Trail Connector to the NC 150 Bypass.	NC 150 is currently over or near capacity from US 321 BUS to Southside Church Rd (SR 1253) and is expected to be over or near capacity in 2055 from US 321 BUS to Old NC 150 Hwy.
6	NC 150	From NC 27 to Catawba County Line	Widen to 4 lanes from NC 27 to Catawba County Line to relieve congestion and improve mobility. This recommendation includes a multiuse path.	NC 150 is projected to be near capacity from NC 27 to Old Mill Rd by 2055.
7	NC 150 Bypass	From NC 150 to NC 73	Construct new four-lane divided boulevard on new location from NC 150 to NC 73 to relieve congestion on existing NC 27/NC 150 and improve connectivity between NC 73 and NC 150 south of Lincolnton. This project includes a multiuse facility from NC 150 to NC 73.	NC 27 is the only major East-West corridor through Lincoln County. Sections of NC 27/NC 150 through Lincolnton are currently over capacity or expected to be by 2055.
8	NC 16 / Optimist Club Rd (SR 1380)		Upgrade the NC 16 / Optimist Club Rd (SR 1380) intersection to an interchange to improve mobility.	This intersection has a high amount of crashes.
9	NC 16 BUS	From Catawba County to NC 73	Widen NC 16 BUS to a 4-lanes divided facility from Catawba County to NC 73 and improve the intersection at Will Proctor St and Unity Church Rd to reduce congestion and improve mobility and reliability. This project includes a multiuse facility from Catawba County to NC 73.	NC 16 BUS provides an important North-South connection in eastern Lincoln County. NC 16 BUS is currently over or near capacity from Mundy Rd (1349) to NC 73.
10	NC 182	From Plesant Grove Church Rd to NC 27	Widen NC 182 to 12-ft lanes with paved shoulders from Plesant Grove Church Rd to NC 27 and add turning lanes at the Lincoln Charter School entrance and at Eagle Nest Rd.	NC 182 is a 2-lane facility with narrow shoulders and 10-ft lanes. It provides an important east-west connection alternative to NC 27.
11	NC 27	From US 321 BUS to NC 73	Improve NC 27 to a 4-lane facility with median from US 321 BUS to NC 150 and to a 3-lane facility from NC 150 to NC 73. This also includes bicycle and pedestrian facility recommendations.	NC 27 is currently near or over capacity from US 321 to NC 73.
12	NC 27	From Rock Dam Rd (SR 1184) to S Grove St	Widen NC 27 to a 4-lanes facility from Rock Dam Rd (SR 1184) to S Grove St and improve the intersections at S Grove St (SR 1222) and Hershel Lackey Rd (SR 1223) to relieve congestion and improve mobility. This project includes multimodal recommendations from Eagle Nest Rd (SR 1182) to Grove St.	NC 27 provides an important East-West connection in Lincoln County. NC 27 is currently over or near capacity from Hilltop Rd to Grove St.
13	NC 73	From NC 27 to Mecklenburg County	Widen NC 73 to a 4-lane facility from NC 27 to Mecklenburg County to improve mobility and improve the intersection at S Pilot Knob Rd (SR 1393). This project includes multiuse facility recommendations from NC 73 to Mecklenburg County.	NC 73 is currently over capacity from Schronce Rd (SR 1385) to Mecklenburg County and is expected to be over or near capacity in 2055 from Amity Church Rd to Mecklenburg County. It is also anticipated that there will be future growth in the region.
14	Ashbury Church Rd (SR 1354)	From NC 27 to Furance Rd (SR 1355)	Widen Ashbury Church Rd (SR 1354) to 11-ft lanes with paved shoulders from NC 27 to Furance Rd (SR 1355).	Ashbury Church Rd (SR 1354) is a 2-lane facility with no shoulders and lane widths ranging from 9-ft to 10-ft. There is significant industrial growth in the area, with traffic projected to increase.
15	Bethel Church Rd (SR 1282)	From US 321 BUS to Buffalo Shoals Rd (SR 1003)	Widen Bethel Church Rd (SR 1282) to 11-ft lanes with paved shoulders from US 321 BUS to Buffalo Shoals Rd (SR 1003).	Bethel Church Rd (SR 1282) is a 2-lane facility with narrow shoulders and 9-ft lanes. Bethel Church Rd (SR 1282) provides an important East-West connection for northern Lincolnton and an alternative to NC 27/NC 150, which is congested throughout downtown Lincolnton.
16	Buffalo Shoals Rd (SR 1003)	From Ivey Church Rd (SR 1343) to Mcalister Rd (SR 1334)	Widen Buffalo Shoals Rd (SR 1003) to 11-ft lanes with paved shoulders from Ivey Church Rd to Mcalister Rd and improve the intersection at Highland Dr to improve reliability and safety. This project includes pedestrian facilities recommendations from 221 ft S of Highland Dr to Mcalister Rd.	Buffalo Shoals Rd (SR 1003) is a 2-lane facility with narrow shoulders and 9 to 10-ft lanes. Buffalo Shoals Rd (SR 1003) provides an important North-South connection in northern Lincoln County.
17	Buffalo Shoals Rd (SR 1003)	From NC 150 to Mcalister Rd (SR 1334)	Widen Buffalo Shoals Rd (SR 1003) to 12-ft lanes with paved shoulders from NC 150 to Mcalister Rd (SR 1334). This project includes pedestrian and bicycle facilities from NC 150 to Mcalister Rd (SR 1334).	Buffalo Shoals Rd (SR 1003) is a 2-lane facility with narrow shoulders and 10-ft lanes. The Atrium Health Lincoln Hospital is located just north of Buffalo Shoals Rd (SR 1003), making it a crucial route for EMS response.
18	Buffalo Shoals Rd (SR 1003) / Ivey Church Rd (SR 1343)		Construct safety improvements at the intersection of Buffalo Shoals Rd (SR 1003) and Ivey Church Rd (SR 1343) to improve safety.	The design intersection of Buffalo Shoals Rd (SR 1003) and Ivey Church Rd (SR 1343) is outdated and confusing to the public, leading to safety risks.
19	Campground Rd (SR 1373)	From NC 16 BUS to Catawba County	Widen Campground Rd (SR 1373) to 3 lanes with left turn lanes from NC 16 BUS to Catawba County.	Campground Rd (SR 1373) provides an important North-South connection in eastern Lincoln County. Sections of Campground Rd (SR 1373) are expected to be over capacity by 2055.
20	Car Farm Rd (SR 1339)	From US 321 BUS to North St (SR 1563)	Realign Car Farm Rd (SR 1339) from US 321 BUS to North St (SR 1563) to improve mobility and connectivity.	Improving radial facilities on the north side of Lincolnton, such as Car Farm Rd (SR 1339), can alleviate traffic on NC 27.
21	Car Farm Rd (SR 1339)	From Buffalo Shoals Rd (SR 1003) to Horseshoe Lake Rd (SR 1336)	Widen Car Farm Rd (SR 1339) to 11-ft lanes with paved shoulders from Buffalo Shoals Rd (SR 1003) to Horseshoe Lake Rd (SR 1336).	Car Farm Rd (SR 1339) is a 2-lane facility with narrow shoulders and 9-ft lanes. Car Farm Rd (SR 1339) provides an important east-west alternative to NC 27 in Lincolnton.
22	Cochrane Rd (SR 1266)	From Startown Rd (SR 1005) to N Aspen Rd (SR 1405)	Widen existing Cochrane Rd (SR 1266) to 11-ft lanes with paved shoulders from N Aspen Rd (SR 1405) to Dead-End and realign Cochrane Rd from Startown Rd (SR 1005) to Dead-End to improve mobility and connectivity.	Cochrane Rd (SR 1266) is a 2-lane facility with no shoulders and 10-ft lanes. Improving radial facilities on the north side of Lincolnton, such as Cochrane Rd (SR 1266), can alleviate traffic on NC 27.
23	Curve View Rd (SR 1335)	From Woolie Rd (SR 1336) to NC 150	Widen Curve View Rd (SR 1335) to 11-ft lanes with paved shoulders from Woolie Rd (SR 1336) to NC 150.	Curve View Rd (SR 1335) is a 2-lane facility with no shoulders and 9-ft lanes.
24	Daniels Rd (SR 1204 / SR 1185)	From Reesville Rd (SR 1113) to NC 27	Widen Daniels Rd (SR 1204 / SR 1185) to 11-ft lanes with paved shoulders from Reesville Rd (SR 1113) to NC 27 to improve reliability and safety.	Daniels Rd (SR 1204 / SR 1185) is a 2-lane facility with no shoulders and 9-ft lanes. Daniels Rd (SR 1204 / SR 1185) provides an important North-South connection in Lincoln County.
25	Devine Rd (SR 1312)	From NC 27 to Kever Dairy Farm Rd (SR 1313)	Widen Devine Rd (SR 1312) to 11-ft lanes with paved shoulders from NC 27 to Kever Dairy Farm Rd (SR 1313) to improve reliability and safety.	Devine Rd (SR 1312) is a 2-lane facility with no shoulders and 8-ft lanes. Devine Rd (SR 1312) provides an important North-South connection in Lincolnton.
26	E Gaston Street Ext (SR 1419)	From US 321 BUS to NC 27/ NC 150	Widen E Gaston Street Ext (SR 1419) to 3 lanes with turning lanes as needed at points of interest. This also includes a pedestrian facility from US 321 BUS to NC 27.	E Gaston Street Ext (SR 1419) is a 2-lane facility with 10 ft lanes and narrow shoulders. E Gaston Street Ext (SR 1419) provides an east-west alternative to NC 27.
27	Furnace Rd (SR 1355)	From King Wilkinson Rd (SR 1349) to NC 73	Widen Furnace Rd (SR 1355) to 11-ft lanes with paved shoulders from King Wilkinson Rd (SR 1349) to NC 73 to improve reliability and safety.	Furnace Rd (SR 1355) is a 2-lane facility with no shoulders and 9 to 10-ft lanes. Furnace Rd (SR 1355) provides an important North-South connection in Lincoln County.
28	Hill Rd (SR 1321)	From NC 27 to Salem Church Rd (SR 1001)	Widen Hill Rd (SR 1321) to 11-ft lanes with paved shoulders from NC 27 to Salem Church Rd (SR 1001) to improve reliability and safety.	Hill Rd (SR 1321) is a 2-lane facility with narrow shoulders and 9-ft lanes. Hill Rd (SR 1321) provides an important North-South connection near Lincolnton.
29	Howards Creek School Rd (SR 1186)	From NC 27 to NC 182	Widen Howards Creek School Rd (SR 1186) to 11-ft lanes with paved shoulders from NC 27 to NC 182 to improve reliability and safety.	Howards Creek School Rd (SR 1186) is a 2-lane facility with no shoulders and 9-ft lanes. Howards Creek School Rd (SR 1186) provides an important North-South connection in Lincoln County.
30	Huss St (SR 1267)	From Wilma Sigmon Rd (SR 1276) to NC 150	Widen Huss St (SR 1267) to 12-ft lanes with paved shoulders from Wilma Sigmon Rd (SR 1276) to NC 150 to improve reliability and safety.	Huss St (SR 1267) is a 2-lane facility with little shoulders and 9-ft lanes. Huss St (SR 1267) provides an important alternative to US 321 in Lincolnton. It is also an important route for emergency services to reach eastern Lincolnton.
31	Killian Rd (SR 1008)	From Reesville Rd (SR 1113) to Pott Creek	Widen Killian Rd (SR 1008) to 11-ft lanes with paved shoulders from Reesville Rd (SR 1113) to Pott Creek to improve reliability and safety.	Killian Rd (SR 1008) is a 2-lane facility with narrow shoulders and 9-ft lanes. Killian Rd (SR 1008) offers a connection between Lincoln County and Catawba County.
32	King Wilkinson Rd (SR 1349)	From NC 150 to Mundy Rd (SR 1349)	Widen King Wilkinson Rd (SR 1349) to 11-ft lanes with paved shoulders from NC 150 to Mundy Rd (SR 1349) to improve reliability and safety.	King Wilkinson Rd (SR 1349) provides important connections in eastern Lincoln County, including to schools. Currently, King Wilkinson Rd (SR 1349) is a narrow road, with 8 to 9-ft lanes.

**LINCOLN COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

April 2026

33	Old Mill Rd (SR 1351)	<i>From NC 150 to Ashbury Church Rd (SR 1354)</i>	Widen Old Mill Rd (SR 1351) to 12-ft lanes with paved shoulders from NC 150 to Ashbury Church Rd (SR 1354) to improve mobility.	Old Mill Rd (SR 1351) is a 2-lane facility with narrow shoulders and 9-ft lanes. Improvements on Old Mill Rd would compliment the proposed improvements on Shuford Rd and Ashbury Church Rd, increasing the mobility of northeast Lincoln. There is expected industrial growth in the
34	Old Plank Rd (SR 1511)	<i>From NC 73 to NC 16 BUS</i>	Widen Old Plank Rd (SR 1511) to 11-ft lanes with paved shoulders from NC 73 to NC 16 BUS to improve reliability and safety.	Old Plank Rd (SR 1511) is a 2-lane facility with narrow shoulders and 9-ft lanes. Old Plank Rd (SR 1511) sees a high amount of truck traffic.
35	Optimist Club Rd (SR 1380)	<i>From Saint James Church Rd (1386) to Triangle Cir (SR 1387)</i>	Widen Optimist Club Rd (SR 1380) to 12-ft lanes with paved shoulders from Saint James Church Rd (1386) to Triangle Cir (SR 1387) and add turning lanes at major points of interest.	Optimist Club Rd (SR 1380) is a 2-lane facility with narrow shoulders and 10 to 11-ft lanes. Optimist Club Rd (SR 1380) provides an important connection from NC 16 to NC 16 BUS. The area between NC 16 and NC 16 BUS has grown significantly.
36	Optimist Club Road Extension	<i>From Triangle Cir (SR 1387) to NC 16 Bus</i>	Construct an extension of Optimist Club Road from Triangle Cir (SR 1387) to NC 16 Bus to improve mobility and accessibility to NC 16 and NC 16 BUS. This project includes a multiuse path recommendation.	There is a lack of east-west facilities connecting NC 16 and NC 16 BUS in the Denver area of Lincoln County, leading to a lack of mobility.
37	Philadelphia Church Rd (SR 1001)	<i>From Salem Church Rd (SR 1001) to Gaston County Line</i>	Widen Philadelphia Church Rd (SR 1001) to 11-ft lanes with paved shoulders from Salem Church Rd (SR 1001) to Gaston County Line.	Philadelphia Church Rd (SR 1001) is a 2-lane facility with narrow shoulders and lane widths ranging from 9 to 10-ft. The Gaston County Yard Waste Facility is located on Philadelphia Church Rd (SR 1001) just south of Lincoln County, resulting in a high volume of truck traffic.
38	Pleasant Grove Church Rd (SR 1177)	<i>From NC 182 to Dave Heafner Rd (SR 1178)</i>	Widen Pleasant Grove Church Rd (SR 1177) to 11-ft lanes with paved shoulders from NC 182 to Dave Heafner Rd (SR 1178) to improve mobility and reliability.	Pleasant Grove Church Rd (SR 1177) is a 2-lane facility with narrow shoulders and 8-ft lanes. Pleasant Grove Church Rd (SR 1177) is expected to be over capacity by 2055.
39	Reeps Grove Church Rd / Reepsville Rd (SR 1113)	<i>From Hulls Grove Church Rd (SR 1104) to Startown Rd (SR 1005)</i>	Widen Reeps Grove Church Rd / Reepsville Rd (SR 1113) to 11-ft lanes with paved shoulders from Hulls Grove Church Rd (SR 1104) to Startown Rd (SR 1005) to improve reliability and safety.	Reeps Grove Church Rd / Reepsville Rd (SR 1113) is a 2-lane facility with narrow shoulders and 9-ft lanes. Reeps Grove Church Rd / Reepsville Rd (SR 1113) provides an important East-West connection in Lincoln County.
40	S Ingleside Farm Rd (SR 1383)	<i>From NC 73 to Old Plank Rd (SR 1511)</i>	Widen S Ingleside Farm Rd (SR 1383) to 11-ft lanes with paved shoulders from NC 73 to Old Plank Rd (SR 1511) to improve reliability and safety.	S Ingleside Farm Rd (SR 1383) is a 2-lane facility with 8-ft lanes and no shoulders. S Ingleside Farm Rd (SR 1383) provides an important North-South connection in eastern Lincoln County.
41	Saint James Church Rd / N Little Egypt Rd (SR 1386)	<i>From NC 16 BUS to NC 73</i>	Widen Saint James Church Rd / N Little Egypt Rd (SR 1386) to a 3-lane facility and improve the intersection at NC 16 to reduce congestion and improve reliability and mobility.	Saint James Church Rd / N Little Egypt Rd (SR 1386) provides an important North-South connection in eastern Lincoln County. Sections of Saint James Church Rd / N Little Egypt Rd (SR 1386) from NC 16 BUS to NC 73 are projected to be near capacity by 2055.
42	Salem Church Rd (SR 1001) / Country Club Rd (SR 1262)		Improve the intersection of Salem Church Rd (SR 1001) and Country Club Rd (SR 1262) to improve safety.	The design intersection of Salem Church Rd (SR 1001) and Country Club Rd (SR 1262) is outdated and confusing to the public, leading to safety risks.
43	Shuford Rd (SR 1339)	<i>From Buffalo Shoals Rd (SR 1003) to NC 150</i>	Widen existing Shuford Rd (SR 1339) to 11-ft lanes with paved shoulders from Buffalo Shoals Rd (SR 1003) to Union Church Rd (SR 1344) and realign Shuford Rd from Union Church Rd to NC 150 to improve mobility and connectivity.	Shuford Rd (SR 1339) is a 2-lane facility with narrow lanes and 9-ft lanes. Improving radial facilities on the north side of Lincoln, such as Shuford Rd (SR 1339), can alleviate traffic on NC 27.
44	Sigmon Rd (SR 1267)	<i>From N Aspen Rd (SR 1405) to Huss St (SR 1267)</i>	Widen existing Sigmon Rd (SR 1267) to 11-ft lanes with paved shoulders from N Aspen Rd (SR 1405) to 350 ft east of Olivia Ln to improve mobility and connectivity. This project includes pedestrian facility recommendations from US 321 BUS to 475 ft W of Olivia Ln.	Sigmon Rd (SR 1267) is a 2-lane facility with narrow shoulders and lane widths ranging from 9 to 11-ft. Sigmon Rd (SR 1267) is a Improving radial facilities on the north side of Lincoln, such as Sigmon Rd (SR 1267), can alleviate traffic on NC 27.
45	Triangle Cir (SR 1387)	<i>From Unity Church Rd (SR 1419) to NC 16 BUS</i>	Widen Triangle Cir (SR 1387) to 11-ft lanes with paved shoulders from Unity Church Rd (SR 1419) to NC 16 BUS. This project includes a multiuse path recommendation.	Triangle Cir (SR 1387) is a 2-lane facility with narrow shoulders and 9-ft lanes. Triangle Cir (SR 1387) provides an important connection from NC 16 to NC BUS. The area between NC 16 and NC 16 BUS has grown significantly. NC 16 BUS running parallel to Triangle Cir (SR 1387) is currently over
46	Victory Grove Church Rd (SR 1298)	<i>From US 321 BUS to Lithia Inn Rd</i>	Widen Victory Grove Church Rd (SR 1298) to 11-ft lanes with paved shoulders from US 321 BUS to Lithia Inn Rd to improve reliability and safety.	Victory Grove Church Rd (SR 1298) is a 2-lane facility with narrow shoulders and 9-ft lanes. Victory Grove Church Rd (SR 1298) provides an important East-West connection in Lincoln.
47	W NC 150 Hwy (SR 1407)	<i>From NC 27 to NC 150</i>	Widen W NC 150 Hwy (SR 1407) to 11-ft lanes with paved shoulders from NC 27 to NC 150 to improve reliability and safety.	W NC 150 Hwy (SR 1407) is a 2-lane facility with narrow shoulders and 10 to 11-ft lanes. W NC 150 Hwy (SR 1407) offers an important connection from NC 27 to NC 150 near Lincoln.
48	Webbs Rd (SR 1379)	<i>From Webbs Rd to Burton Ln (SR 1376)</i>	Widen to 11-ft lanes with paved shoulders from Webbs Rd Ex to Burton Ln (SR 1376) to improve mobility and reliability. This recommendation includes a multiuse path from NC 16 BUS to Burton Ln (SR 1376).	Improved connectivity to the NC 16 BUS is a critical need to address traffic and safety concerns for eastern Lincoln County. Limited connectivity currently increases travel time for the Webbs Road peninsula. The proposal would alleviate access to, across, and through NC 16 and NC 16 BUS.
49	Webbs Rd Ex	<i>From Saint James Church Rd (1386) to Webbs Rd</i>	Construct an extension of Webb Rd from Saint James Church Rd (1386) to Webb Rd (SR 1379) to improve connectivity from the Webbs Rd peninsula to NC 16.	Improved connectivity to the NC 16 BUS is a critical need to address traffic and safety concerns for eastern Lincoln County. Limited east-west connectivity from Webbs Rd to Saint James Church Rd currently increases travel time for the Webbs Road peninsula to NC 16.
50	Lithia Inn Rd	<i>From Victory Grove Church Rd (SR 1298) to Country Club Rd (SR 1262)</i>	Widen Lithia Inn Rd to 11-ft lanes with paved shoulders from Victory Grove Church Rd (SR 1298) to Country Club Rd (SR 1262) to improve reliability and safety.	Lithia Inn Rd is a 2-lane facility with narrow shoulders and 9-ft lanes. Lithia Inn Rd provides an important North-South connection in Lincoln.
51	Motz Av Ext	<i>From NC 27 (W Main St) to S Laurel St (SR 1262)</i>	Widen Motz Ave to 11-foot lanes and extend on new location west to NC 27 (W Main St) and east to S Laurel St (SR 1262) to improve mobility and accessibility.	The extension and improvement of Motz Av in Lincoln would provide an alternative East-West route to NC 27, helping to alleviate the congestion on NC 27.



**PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS**  
Proposals that address identified needs through 2055



**LINCOLN COUNTY**

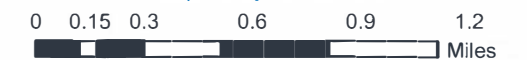
**Comprehensive Transportation Plan**

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
MPO Boundary			
RPO Boundary			
Studied Roads			
Denotes Highway Incidental	★		



Full report at:  
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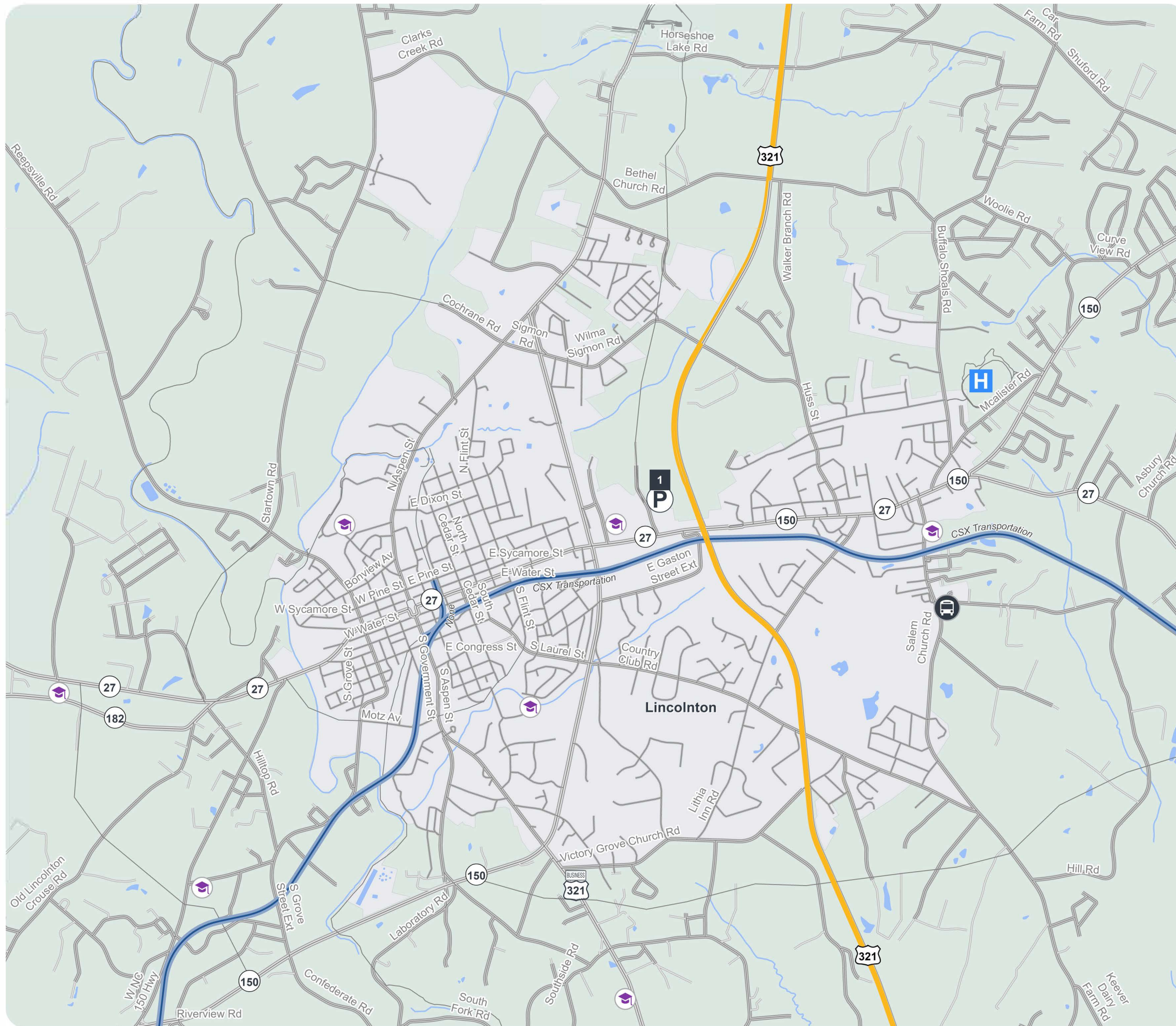
Sheet 3 of 4

Base map date: July 22, 2024

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**DRAFT**  
Plan Date: May 04, 2026



**Public Transportation and Rail Recommendations**

Public Transit/Rail Class: ■ Urban Bus Corridor ■ Regional Bus Corridor ■ Rural Bus Corridor ■ Fixed Guideway  
■ Amtrak/Freight Route ■ Park and Ride or Multimodal, Amtrak/Light Rail Station or Intermodal Terminal \* Denotes Highway Incidental

Map ID	Recommendation Name	Description	Identified Need
1	NC 27 (E Main St) Park and Ride Lot	Provide a Park and Ride Lot along NC 73 (E Main St) near the Lowe's.	NC 27 near Lowe's provides a central location for both Lincoln County and Lincolnton. It is surrounded by various businesses and shopping. It also provides easy access to Lincolnton's existing sidewalks and the proposed bike lanes.

# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

#### Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

#### Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



Full report at:  
<https://tinyurl.com/GCL-CTP>



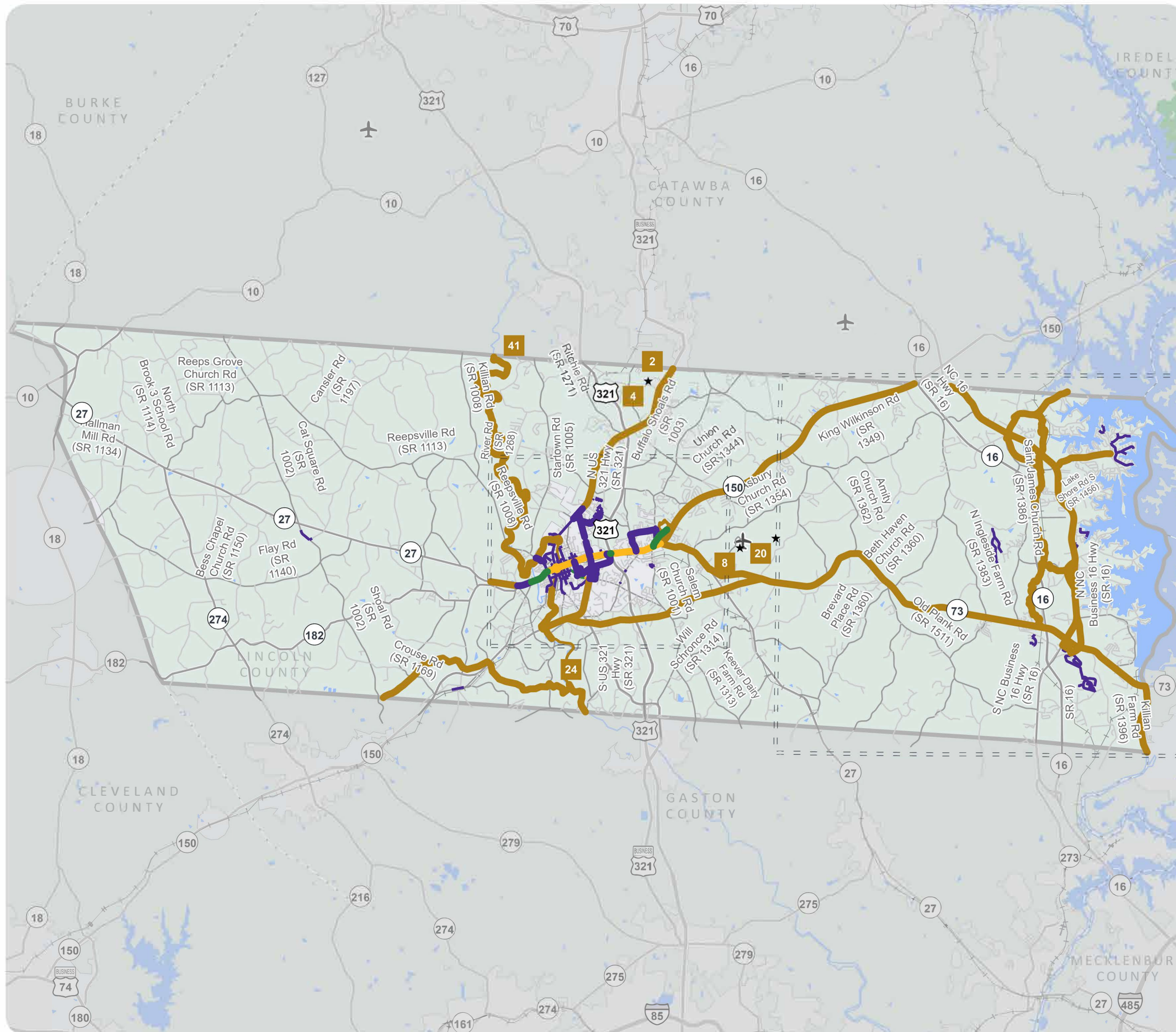
Sheet 4 of 4

Base map date: July 22, 2024

#### Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
 Plan Date: May 04, 2026



# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

#### Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
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Bicycle and Pedestrian	#		
Multiuise Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

#### Other Features

Studied Roads

MPO Boundary

RPO Boundary



Full report at:  
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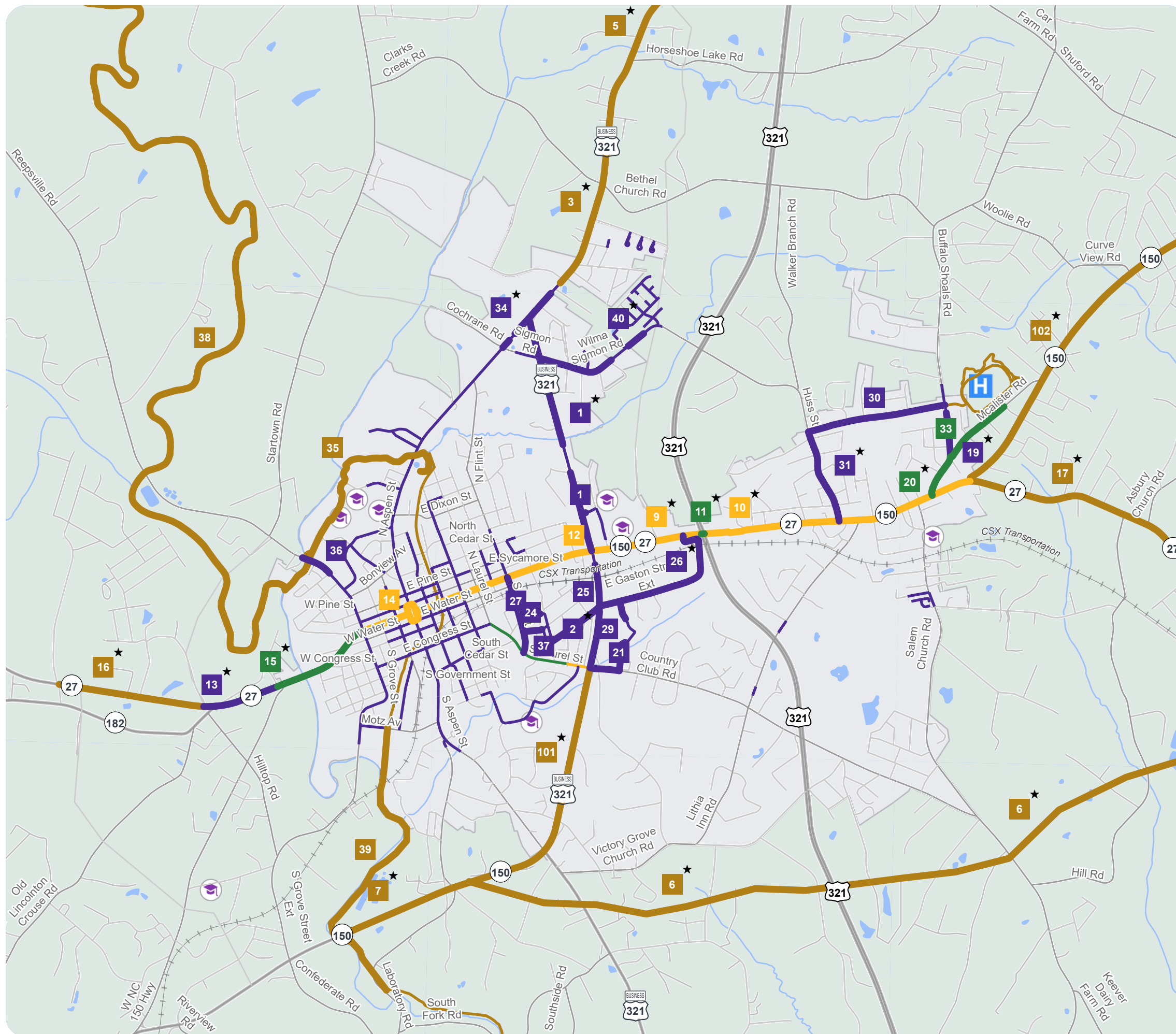
Sheet 4 of 4

Base map date: July 22, 2024

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**DRAFT**  
Plan Date: December 29, 2025



# BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2055



## LINCOLN COUNTY

### Comprehensive Transportation Plan

#### Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuise Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

#### Other Features

- Studied Roads
- MPO Boundary
- RPO Boundary



Full report at:  
<https://tinyurl.com/GCL-CTP>



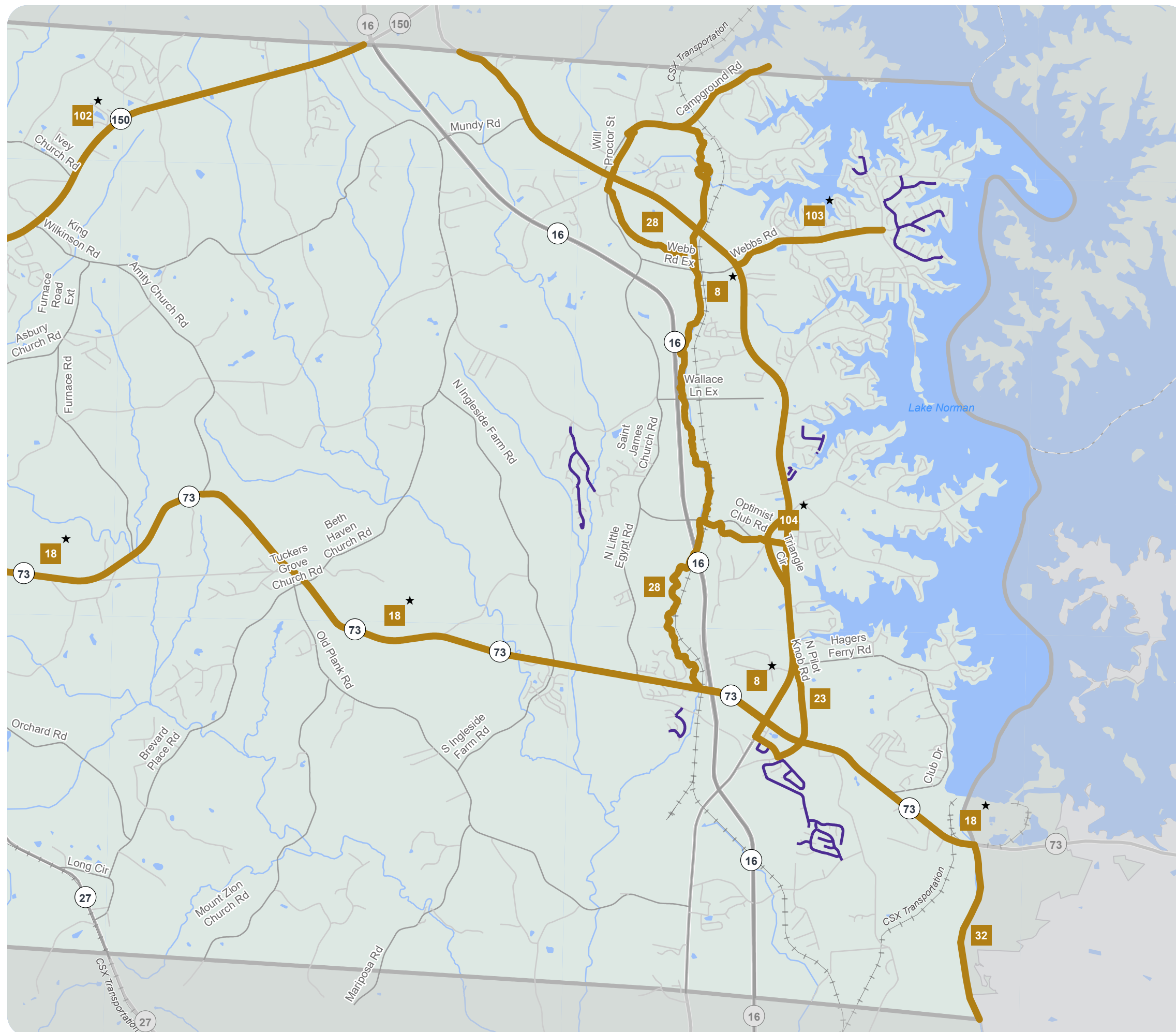
Sheet 4 of 4

Base map date: July 22, 2024

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These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

**DRAFT**  
Plan Date: December 29, 2025



**LINCOLN COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

April 2026

**Bicycle and Pedestrian Recommendations**

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ■ Bike/Ped Bridge \* Denotes Highway Incidental

Map ID	Recommendation Name	Limits	Description	Identified Need
1*	US 321 BUS	From Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262)	Consolidate driveways and access points along US 321 BUS from Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262) to address mobility by improving traffic operations. This also includes multimodal recommendations.	US 321 BUS is an important North-South corridor across Lincoln County. Traffic is hindered by access points between Cochrane Rd and Bethel Church Rd. Sections of US 321 BUS between Cochrane Rd to Bethel Church Rd are currently over capacity or expected to be by 2055.
2	US 321 Sidepath	From Springs East Rd (SR 1342) to Catawba County	Construct a multiuse path from Springs East Rd (SR 1342) to Catawba County to connect various businesses and residents.	There is a lack of multitmodal connections between various businesses and residents.
3*	US 321 BUS	From N Aspen St (SR 1405) to NC 27/ NC 150	Consolidate driveways and access points along US 321 BUS from N Aspen St (SR 1405) to NC 27/ NC 150 and improve the intersection at Sigmon Rd (SR 1267) to address mobility by improving traffic operations. This also includes a pedestrian facility recommendation from N Aspen St to NC 27.	US 321 BUS is an important North-South corridor across Lincoln County. US 321 BUS between N Aspen St (SR 1405) to NC 27/ NC 150 is expected to be over capacity by 2055.
4*	US 321 BUS	From Bethel Church Rd (SR 1282) to Springs East Rd (SR 1342)	Widen US 321 BUS to a 4-lane facility from Bethel Church Rd (SR 1282) to Springs East Rd (SR 1342) and improve the intersection of US 321 and Car Farm Rd to reduce congestion and improve mobility and reliability. This project includes multiuse facilities from Clarks Creek Rd to Springs East Rd.	US 321 BUS is an important North-South corridor across Lincoln County. It is an area of expected industrial growth. US 321 BUS is expected to be near or over capacity from Bethel Church Rd to Wilma Sigmon Rd and from Summerow Rd to Finger Mill Rd by 2055.
5*	US 321 BUS	From NC 27 to NC 150	Widen to multi-Lanes from NC 27 to NC 150 to reduce congestion and improve mobility. This project includes multimodal facility recommendations from NC 27 to NC 150.	US 321 BUS is currently over capacity from NC 27 to NC 150 and is expected to continue to be in 2055.
6*	US 321 BUS	From NC 27 to NC 150	Widen to multi-Lanes from NC 27 to NC 150 to reduce congestion and improve mobility. This project includes multimodal facility recommendations from NC 27 to NC 150.	US 321 BUS is currently over capacity from NC 27 to NC 150 and is expected to continue to be in 2055.
7*	NC 150	From NC 27 to Catawba County Line	Widen to 4 lanes from NC 27 to Catawba County Line to relieve congestion and improve mobility. This recommendation includes a multiuse path.	NC 150 is projected to be near capacity from NC 27 to Old Mill Rd by 2055.
8*	NC 150 Bypass	From NC 150 to NC 73	Construct new four-lane divided boulevard on new location from NC 150 to NC 73 to relieve congestion on existing NC 27/NC 150 and improve connectivity between NC 73 and NC 150 south of Lincolnton. This project includes a multiuse facility from NC 150 to NC 73.	NC 27 is the only major East-West corridor through Lincoln County. Sections of NC 27/NC 150 through Lincolnton are currently over capacity or expected to be by 2055.
9*	NC 150	From US 321 BUS to W Old NC 150 Hwy	Widen to multi-Lanes from US 321 BUS to W Old NC 150 Hwy to reduce congestion and improve mobility. This project includes multimodal facility recommendations from South Fork River Rail Trail Connector to the NC 150 Bypass.	NC 150 is currently over or near capacity from US 321 BUS to Southside Church Rd (SR 1253) and is expected to be over or near capacity in 2055 from US 321 BUS to Old NC 150 Hwy.
10*	NC 16 BUS	From Catawba County to NC 73	Widen NC 16 BUS to a 4-lanes divided facility from Catawba County to NC 73 and improve the intersection at Will Proctor St and Unity Church Rd to reduce congestion and improve mobility and reliability. This project includes a multiuse facility from Catawba County to NC 73.	NC 16 BUS provides an important North-South connection in eastern Lincoln County. NC 16 BUS is currently over or near capacity from Mundy Rd (1349) to NC 73.
11*	NC 27	From US 321 BUS to NC 73	Improve NC 27 to a 4-lane facility with median from US 321 BUS to NC 150 and to a 3-lane facility from NC 150 to NC 73. This also includes bicycle and pedestrian facility recommendations.	NC 27 is currently near or over capacity from US 321 to NC 73.
12*	NC 27	From US 321 BUS to NC 73	Improve NC 27 to a 4-lane facility with median from US 321 BUS to NC 150 and to a 3-lane facility from NC 150 to NC 73. This also includes bicycle and pedestrian facility recommendations.	NC 27 is currently near or over capacity from US 321 to NC 73.
13*	NC 27	From US 321 BUS to NC 73	Improve NC 27 to a 4-lane facility with median from US 321 BUS to NC 150 and to a 3-lane facility from NC 150 to NC 73. This also includes bicycle and pedestrian facility recommendations.	NC 27 is currently near or over capacity from US 321 to NC 73.
14	NC 27	Court Square to US 321 BUS	Construct bike lanes from Court Square to US 321 BUS to connect residents, Jonas Library, and the variety of businesses in downtown Lincolnton.	There is a lack of multitmodal connections between residents, Jonas Library, and the variety of businesses in downtown Lincolnton.

**LINCOLN COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

April 2026

15*	NC 27	From Rock Dam Rd (SR 1184) to S Grove St	Widen NC 27 to a 4-lanes facility from Rock Dam Rd (SR 1184) to S Grove St and improve the intersections at S Grove St (SR 1222) and Hershel Lackey Rd (SR 1223) to relieve congestion and improve mobility. This project includes multimodal recommendations from Eagle Nest Rd (SR 1182 to Grove St.	NC 27 provides an important East-West connection in Lincoln County. NC 27 is currently over or near capacity from Hilltop Rd to Grove St.
16*	NC 27	From Rock Dam Rd (SR 1184) to S Grove St	Widen NC 27 to a 4-lanes facility from Rock Dam Rd (SR 1184) to S Grove St and improve the intersections at S Grove St (SR 1222) and Hershel Lackey Rd (SR 1223) to relieve congestion and improve mobility. This project includes multimodal recommendations from Eagle Nest Rd (SR 1182 to Grove St.	NC 27 provides an important East-West connection in Lincoln County. NC 27 is currently over or near capacity from Hilltop Rd to Grove St.
17*	NC 27	From Rock Dam Rd (SR 1184) to S Grove St	Widen NC 27 to a 4-lanes facility from Rock Dam Rd (SR 1184) to S Grove St and improve the intersections at S Grove St (SR 1222) and Hershel Lackey Rd (SR 1223) to relieve congestion and improve mobility. This project includes multimodal recommendations from Eagle Nest Rd (SR 1182 to Grove St.	NC 27 provides an important East-West connection in Lincoln County. NC 27 is currently over or near capacity from Hilltop Rd to Grove St.
18*	NC 27	From Rock Dam Rd (SR 1184) to S Grove St	Widen NC 27 to a 4-lanes facility from Rock Dam Rd (SR 1184) to S Grove St and improve the intersections at S Grove St (SR 1222) and Hershel Lackey Rd (SR 1223) to relieve congestion and improve mobility. This project includes multimodal recommendations from Eagle Nest Rd (SR 1182 to Grove St.	NC 27 provides an important East-West connection in Lincoln County. NC 27 is currently over or near capacity from Hilltop Rd to Grove St.
19*	NC 27	From US 321 BUS to NC 73	Improve NC 27 to a 4-lane facility with median from US 321 BUS to NC 150 and to a 3-lane facility from NC 150 to NC 73. This also includes bicycle and pedestrian facility recommendations.	NC 27 is currently near or over capacity from US 321 to NC 73.
20*	NC 73	From NC 27 to Mecklenburg County	Widen NC 73 to a 4-lane facility from NC 27 to Mecklenburg County to improve mobility and improve the intersection at S Pilot Knob Rd (SR 1393). This project includes multiuse facility recommendations from NC 73 to Mecklenburg County.	NC 73 is currently over capacity from Schronce Rd (SR 1385) to Mecklenburg County and is expected to be over or near capacity in 2055 from Amity Church Rd to Mecklenburg County . It is also anticipated that there will be future growth in the region.
21*	Buffalo Shoals Rd (SR 1003)	From Ivey Church Rd (SR 1343) to Mcalister Rd (SR 1334)	Widen Buffalo Shoals Rd (SR 1003) to 11-ft lanes with paved shoulders from Ivey Church Rd to Mcalister Rd and improve the intersection at Highland Dr to improve reliability and safety. This project includes pedestrian facilities recommendations from 221 ft S of Highland Dr to Mcalister Rd.	Buffalo Shoals Rd (SR 1003) is a 2-lane facility with narrow shoulders and 9 to 10-ft lanes. Buffalo Shoals Rd (SR 1003) provides an important North-South connection in northern Lincoln County.
22*	Buffalo Shoals Rd (SR 1003)	From NC 150 to Mcalister Rd (SR 1334)	Widen Buffalo Shoals Rd (SR 1003) to 12-ft lanes with paved shoulders from NC 150 to Mcalister Rd (SR 1334). This project includes pedestrian and bicycle facilities from NC 150 to Mcalister Rd (SR 1334).	Buffalo Shoals Rd (SR 1003) is a 2-lane facility with narrow shoulders and 10-ft lanes. The Atrium Health Lincoln Hospital is located just north of Buffalo Shoals Rd (SR 1003), making it a crucial route for EMS response.
23	Country Club Rd (SR 1262)	From US 321 BUS to Gamble Dr	Construct sidewalk from US 321 BUS to Gamble Dr to connect businesses and medical offices.	There is a lack of multitmodal connections between businesses and medical offices.
23	Denver Sidepath	From NC 16 BUS to NC 73	Construct a multiuse path from NC 16 BUS to NC 73 to connect businesses, shopping centers, and grocery stores.	There is a lack of multitmodal connections between businesses, shopping centers, and grocery stores.
24	Crouse Multiuse Path	From Gaston County to Gaston County	Construct a multiuse path from Gaston County to the proposed High Shoals Connector Trail to connect Cherryville, Crouse, and High Shoals.	There is a lack of multitmodal connections between Cherryville, Crouse, and High Shoals.
25	Denver Sidepath	From NC 16 BUS to NC 73	Construct a multiuse path from NC 16 BUS to NC 73 to connect businesses, shopping centers, and grocery stores.	There is a lack of multitmodal connections between businesses, shopping centers, and grocery stores.
26	E Catawba St	From S Flint St to 50 ft west of Cline St	Construct sidewalk from S Flint St to 50 ft west of Cline St to better connect residents to downtown Lincolnton.	There is a lack of multitmodal connections between residents and downtown Lincolnton.
27	E Gaston St	From S Edwards St to US 321 BUS	Construct sidewalk from S Edwards St to US 321 BUS to connect a variety of businesses and residents.	There is a lack of multitmodal connections between a variety of businesses and residents.
28*	E Gaston Street Ext (SR 1419)	From US 321 BUS to NC 27/ NC 150	Widen E Gaston Street Ext (SR 1419) to 3 lanes with turning lanes as needed at points of interest. This also includes a pedestrian facility from US 321 BUS to NC 27.	E Gaston Street Ext (SR 1419) is a 2-lane facility with 10 ft lanes and narrow shoulders. E Gaston Street Ext (SR 1419) provides an east-west alternative to NC 27.
29	E Lincoln St	From S Flint St to 75 ft west of Edwards St	Construct sidewalk from S Flint St to 75 ft west of Edwards St to better connect residents to downtown Lincolnton.	There is a lack of multitmodal connections between residents and downtown Lincolnton.
29	No record found in the ProjectProposal table		No Proposal Description entered in the ProjectSheetLongText table.	No Need Description entered in the ProjectSheetLongText table.
30	East Lincoln Greenway	From Catawba County to NC 73	Construct a multiuse path from Catawba County to NC 73 to connect Rocksprings Campground, Rock Springs Park, Sally's YMCA, and the East Lincoln Recreation Center.	There is a lack of multitmodal connections between Rocksprings Campground, Rock Springs Park, Sally's YMCA, and the East Lincoln Recreation Center.

**LINCOLN COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

April 2026

31	Gamble Dr	From E Gaston Street Ext (SR 1419) to Country Club Rd (SR 1262)	Construct sidewalk where needed from E Gaston Street Ext (SR 1419) to Country Club Rd (SR 1262) to connect medical offices, government offices, a YMCA, and a church.	There is a lack of multitmodal connections between medical offices, government offices, a YMCA, and a church.
32	Highland Dr	From Huss St (SR 1267) to Buffalo Shoals Rd (SR 1003)	Construct sidewalk from Huss St (SR 1267) to Buffalo Shoals Rd (SR 1003) to connect residents, Highland Drive Park, and a church.	There is a lack of multitmodal connections between residents, Highland Drive Park, and a church.
33	Huss St (SR 1267)	From Highland Dr to NC 27	Construct sidewalk from Highland Dr to NC 27 to connect residents and businesses.	There is a lack of multitmodal connections between residents and businesses.
34	Lincoln-Mecklenburg Greenway	From NC 73 to Gaston County	Construct a multiuse path from Gaston County to NC 73 to connect Lucia to the development along NC 73.	There is a lack of multitmodal connections between Lucia, the development along NC 73, and Lake Norman.
35	Mcalister Rd (SR 1334)	From Buffalo Shoals Rd (SR 1003) to Medical Center Dr	Construct bicycle and pedestrian accommodations from Buffalo Shoals Rd (SR 1003) to Medical Center Dr to connect residents, businesses, a church, and the hospital.	There is a lack of multitmodal connections between residents, businesses, a church, and the hospital.
36*	US 321 BUS	From Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262)	Consolidate driveways and access points along US 321 BUS from Cochrane Rd (SR 1266) to Bethel Church Rd (SR 1262) to address mobility by improving traffic operations. This also includes multimodal recommendations.	US 321 BUS is an important North-South corridor across Lincoln County. Traffic is hindered by access points between Cochrane Rd and Bethel Church Rd. Sections of US 321 BUS between Cochrane Rd to Bethel Church Rd are currently over capacity or expected to be by 2055.
37*	Optimist Club Road Extension	From Triangle Cir (SR 1387) to NC 16 Bus	Construct an extension of Optimist Club Road from Triangle Cir (SR 1387) to NC 16 Bus to improve mobility and accessibility to NC 16 and NC 16 BUS. This project includes a multiuse path recommendation.	There is a lack of east-west facilities connecting NC 16 and NC 16 BUS in the Denver area of Lincoln County, leading to a lack of mobility.
38	Ramsour's Park to Cloninger Trail Connector	From N Grove St (SR 1008) to Cloninger Trail	Construct a multiuse path from N Grove St (SR 1008) to Cloninger Trail to connect residents, Battleground Elementary, Lincolnton High School, City Park, and businesses.	There is a lack of multitmodal connections between residents, Battleground Elementary, Lincolnton High School, City Park, and businesses.
39	Reepsville Rd	From Ramsour's Park to Cloninger Trail Connector to Victor St	Construct sidewalk from Ramsour's Park to Cloninger Trail Connector to Victor St to connect residents, businesses, and proposed multiuse paths.	There is a lack of multitmodal connections between residents, businesses, and proposed multiuse paths.
40	S Flint St	From NC 27 to S Laurel St (SR 1262)	Construct sidewalk from NC 27 to S Laurel St (SR 1262) to connect a variety of businesses and residents.	There is a lack of multitmodal connections between a variety of businesses and residents.
41	South Fork Greenway	From Catawba County to Ramsour's Park to Cloninger Trail Connector	Construct a multiuse path from the Catawba County to Ramsour's Park to the Cloninger Trail Connector to connect Lincolnton to Catawba County.	There is a lack of multitmodal connections between Lincolnton and Catawba County.
42	South Fork River Trail Connector	From Cloninger Trail to South Fork River Rail Trail	Construct a multiuse path from Cloninger Trail to South Fork River Rail Trail to connect residents, businesses, Motz Avenue Dog Park, and an existing greenway.	There is a lack of multitmodal connections between residents, businesses, Motz Avenue Dog Park, and an existing greenway.
43*	Triangle Cir (SR 1387)	From Unity Church Rd (SR 1419) to NC 16 BUS	Widen Triangle Cir (SR 1387) to 11-ft lanes with paved shoulders from Unity Church Rd (SR 1419) to NC 16 BUS. This project includes a multiuse path recommendation.	Triangle Cir (SR 1387) is a 2-lane facility with narrow shoulders and 9-ft lanes. Triangle Cir (SR 1387) provides an important connection from NC 16 to NC BUS. The area between NC 16 and NC 16 BUS has grown significantly. NC 16 BUS running parallel to Triangle Cir (SR 1387) is currently over capacity.
44*	Webbs Rd (SR 1379)	From Webbs Rd to Burton Ln (SR 1376)	Widen to 11-ft lanes with paved shoulders from Webbs Rd Ex to Burton Ln (SR 1376) to improve mobility and reliability. This recommendation includes a multiuse path from NC 16 BUS to Burton Ln (SR 1376).	Improved connectivity to the NC 16 BUS is a critical need to address traffic and safety concerns for eastern Lincoln County. Limited connectivity currently increases travel time for the Webbs Road peninsula. The proposal would alleviate access to, across, and through NC 16 and NC 16 BUS.
45*	Sigmon Rd (SR 1267)	From N Aspen Rd (SR 1405) to Huss St (SR 1267)	Widen existing Sigmon Rd (SR 1267) to 11-ft lanes with paved shoulders from N Aspen Rd (SR 1405) to 350 ft east of Olivia Ln to improve mobility and connectivity. This project includes pedestrian facility recommendations from US 321 BUS to 475 ft W of Olivia Ln.	Sigmon Rd (SR 1267) is a 2-lane facility with narrow shoulders and lane widths ranging from 9 to 11-ft. Sigmon Rd (SR 1267) is a Improving radial facilities on the north side of Lincolnton, such as Sigmon Rd (SR 1267), can alleviate traffic on NC 27.