

II. Recommendations

This chapter presents recommendations for each mode of transportation in the 2013 Lincoln Urban Area CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. For information on areas in the county that were not included as a part of the CTP, refer to the Lincoln County CTP¹.

Implementation

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

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

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a

¹ To view the Lincoln County CTP, go to: <http://www.ncdot.gov/doh/preconstruct/tpb/planning/LincolnCOCTP.html>.

² For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

HIGHWAY

US 321 Business Proposed Widening from South Aspen Street (SR 1406) to Springs East Road (SR 1342)

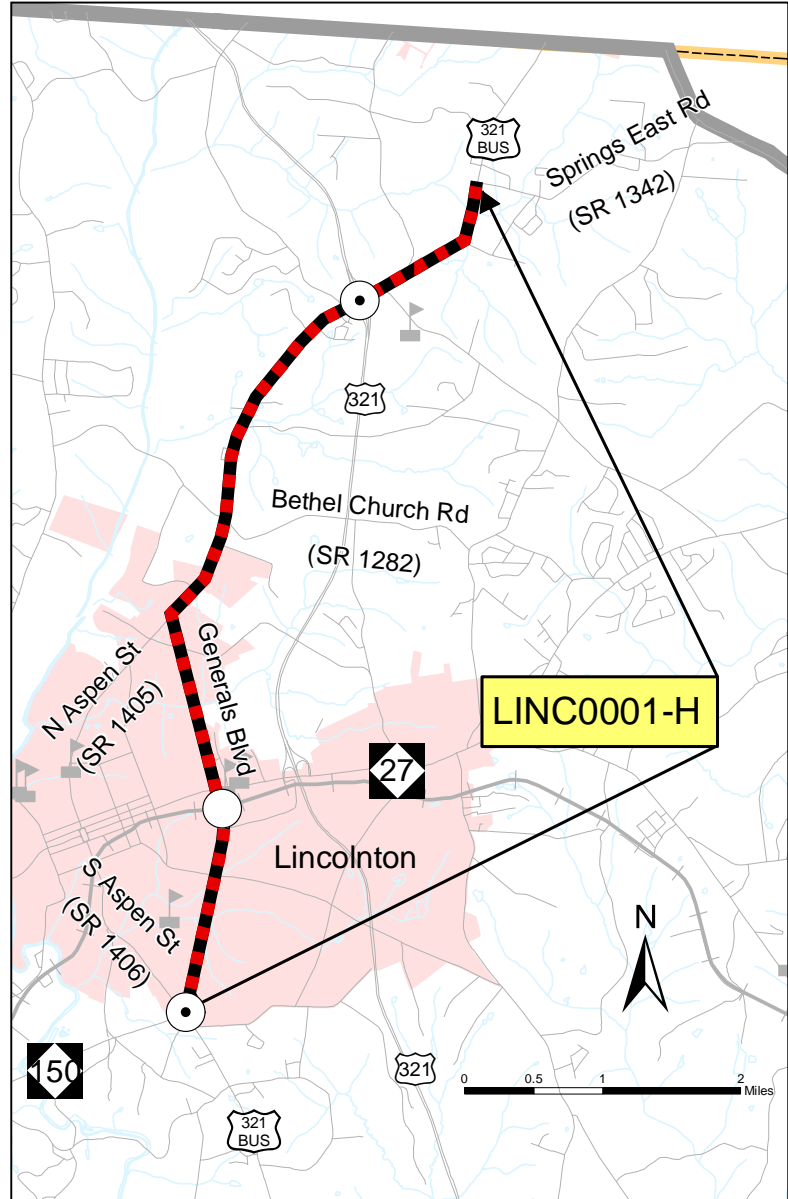
**Local ID: LINC0001-H
Last Updated: 12/1/12**

Identified Problem

The majority of US 321 Business is projected to be near or over capacity by 2035 from South Aspen Street (SR 1406) to Springs East Road (SR 1342). The primary purpose of this project is to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

Justification of Need

US 321 Business is a major north-south corridor through Lincoln County, connecting downtown Lincolnton with rural areas in the county. The facility is a vital artery for moving people and goods into and out of Lincolnton and serving as an alternative local route to US 321. US 321 Business is part of both the statewide and regional tiers of the NC Multimodal Investment Network³ (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need. Regional tier facilities can serve statewide transportation, but they usually connect major population centers and provide a more localized function including land access.



US 321 Business is currently a two lane major thoroughfare with 12 foot lanes from South Aspen Street (SR 1406) to NC 27, a three lane facility from NC 27 to Bethel Church Road (SR 1282), and a two lane facility from Bethel Church Road (SR 1282) to Springs East Road (SR 1342). By 2035 the majority of this facility is projected to be near or over

³ For more information on NCMIN, go to: <http://www.ncdot.gov/performance/reform/NCMINmaps/>.

capacity from South Aspen Street (SR 1406) to Springs East Road (SR 1342) based on providing a LOS D. Traffic is projected to increase from a range of 5,800 to 16,000 vehicles per day (vpd) in 2010 to a range of 8,900 to 24,500 vpd in 2035, compared to a LOS D capacity of 12,200 to 13,300 vpd.

Community Vision and Problem History

Lincolnton is the county seat of Lincoln County and is the center of activity for the county. Several major regional roads converge in Lincolnton bringing traffic from all directions. Lincolnton has historically tried to maintain the look and feel of its downtown, despite the increase in activity.

The Generals Boulevard section of US 321 Business, from South Aspen Street (SR 1406) to North Aspen Street (SR 1405), was built in the early 1950s as the first “bypass” around downtown Lincolnton to move traffic off of Aspen Street which goes around Court Square. Although the construction of the present US 321 was completed in the 1990s, US 321 Business still carries a considerable amount of local traffic in and out of Lincolnton.

The 1996 Lincolnton Thoroughfare Plan identified US 321 Business north of NC 27 (East Main Street) as being over capacity in the future year 2020.

CTP Project Proposal

Project Description and Overview

The recommended improvement is to widen US 321 Business from a two and three lane facility to a four lane divided boulevard from South Aspen Street (SR 1406) to Springs East Road (SR 1342). Additionally, a portion of this recommendation along Generals Boulevard includes a multi-use path. The proposed improvements to US 321 Business will help to reduce congestion in the corridor.

Additionally, during the most recent three year period, the intersection of US 321 Business and NC 27 experienced 24 crashes and the intersection of US 321 Business and North Aspen Street (SR 1405) experienced 12 crashes. The average severity indexes at these locations were 4.39 and 2.85 respectively, compared to the state’s 4.37 average index for the same period.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed and/or the targeted local watershed. Wetlands have been identified as being within 200 feet of US 321 Business near Country Club Road (SR 1262), Tait Mill Road, Horseshoe Lake Road (SR 1338) and Springs East Road (SR 1342). The proposed project also crosses several streams and water and sewer pipes. There are several water tanks and pumps adjacent to this facility. Additionally, NCDOT’s Structures Management Unit identified bridge #30 over NC 150; bridge # 42 over Seaboard Coastline Railroad; bridge #48 over Carpenters Creek; and bridge #51 over Lockards Creek as functionally obsolete.

Relationship to Land Use Plans

Existing land use along the corridor is mostly business within the city and residential north of the city. There are several industrial islands spread out around the area. One of the largest is around the northern interchange of US 321 and US 321 Business (Maiden Highway).

The 2003 Lincolnton Land Use Plan (reaffirmed in 2010) indicates that Lincolnton plans to focus on redevelopment and infill of residential, commercial and industrial uses around the North Aspen Street and US 321 (Generals Blvd) area north of the Central Business District (CBD). Property along US 321 Business will be suburban residential, regional business and industrial outside of the city with an increased mix of residential and business development within the city.

Linkages to Other Plans and Proposed Project History

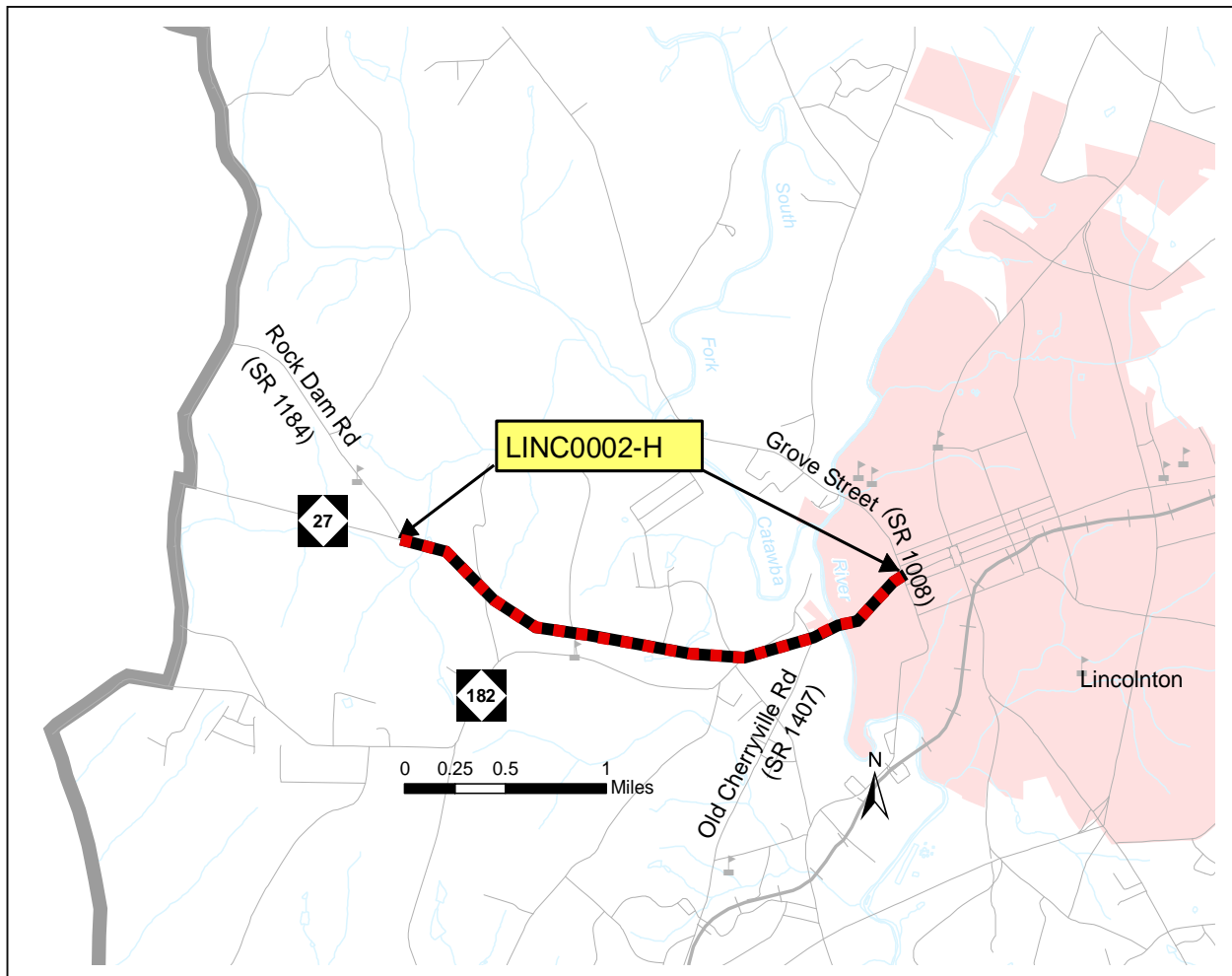
The 1996 Lincolnton Thoroughfare Plan recommended widening US 321 Business to a five lane facility from Hoffman Road (SR 1526) to Bethel Church Road (SR 1282).

Multi-modal Considerations

The CTP includes recommendations for public transportation, bicycle and pedestrian facilities in the Lincolnton urban area. There are specific recommendations for adding a multi-use path along US 321 Business (Generals Boulevard) north of S Aspen Street (SR 1406). Also, the current Transportation Lincoln County (TLC) bus route runs along US 321 Business (Generals Boulevard) from their offices on Gaston Street Extension (SR 1419) to N Aspen Street (SR 1405). A proposed express bus route to Cherryville will also use US 321 Business (Generals Boulevard).

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP identified safety as a concern at the intersection of US 321 Business (Generals Boulevard) and Country Club Road/Laurel Street and the US 321 Business (Maiden Highway) and Car Farm Road (SR 1339) intersection.



Identified Problem

NC 27 (Riverside Drive) is projected to be near or over capacity by 2035 from Rock Dam Road (SR 1184) to Grove Street (SR 1008). The primary purpose of this project is to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

Justification of Need

NC 27 is the only major east-west corridor through Lincoln County, connecting downtown Lincolnton with the rural areas of the county and to the greater Charlotte area. The facility is part of the regional tier of the NC Multimodal Investment Network (NCMIN), connecting major population centers and providing local land access.

This segment of NC 27 (Riverside Drive) is currently a two lane major thoroughfare with 12 foot lanes from Rock Dam Road (SR 1184) to Grove Street (SR 1008). By 2035 the facility is projected to be near or over capacity from Rock Dam Road (SR 1184) to

Grove Street (SR 1008) based on providing a LOS D. Traffic is projected to increase from a range of 7,800 to 15,000 vpd in 2010 to a range of 12,200 to 19,300 vpd in 2035, compared to a LOS D capacity of 12,400 to 14,600 vpd.

Community Vision and Problem History

Several major regional roads converge in the city bringing traffic from all directions. NC 27 brings traffic into Lincolnton from the rural areas on the west side of the county.

The 1996 Lincolnton Thoroughfare Plan identified this section of NC 27 (Riverside Drive) as being over capacity in the future year 2020.

CTP Project Proposal

Project Description

The recommended improvement is to widen NC 27 (Riverside Drive) from a two lane facility to a four lane divided boulevard from Rock Dam Road (SR 1184) to Grove Street (SR 1008) with provisions for bicycles from NC 182 to Grove Street (SR 1008). The proposed improvements will help reduce congestion on the facility. Additionally, a multi-use path is recommended along this facility from NC 182 to Rock Dam Road (SR 1184).

During the most recent three year period, the intersection of NC 27 (Riverside Drive) and Grove Street (SR 1008) experienced 11 crashes with an average severity index of 4.36, which was less than the state's 4.37 average index for the same period.

Relationship to Land Use Plans

Existing land use in this area is commercial between Grove Street (SR 1008) and NC 182 with a mix of suburban and rural commercial and residential to the west. The 2003 Lincolnton Land Use Plan (reaffirmed in 2010) indicates that Lincolnton plans to transition the land use from traditional residential to commercial and suburban residential around the Rock Dam Road (SR 1184) intersection.

Linkages to Other Plans and Proposed Project History

The 1996 Lincolnton Thoroughfare Plan recommended widening this section of NC 27 (Riverside Drive) to a five lane cross section from NC 182 to Gainsville Church Road (SR 1181). The 2005 Lincoln County Plan did not recommend any improvements.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the project area is within the target watershed and water supply watershed area. This section of NC 27 (Riverside Drive) crosses the South Fork Catawba River, several streams on the National Wetlands Inventory, and water and sewer lines. There is also a sewer pump located along this facility near Old Cherryville Road (SR 1407).

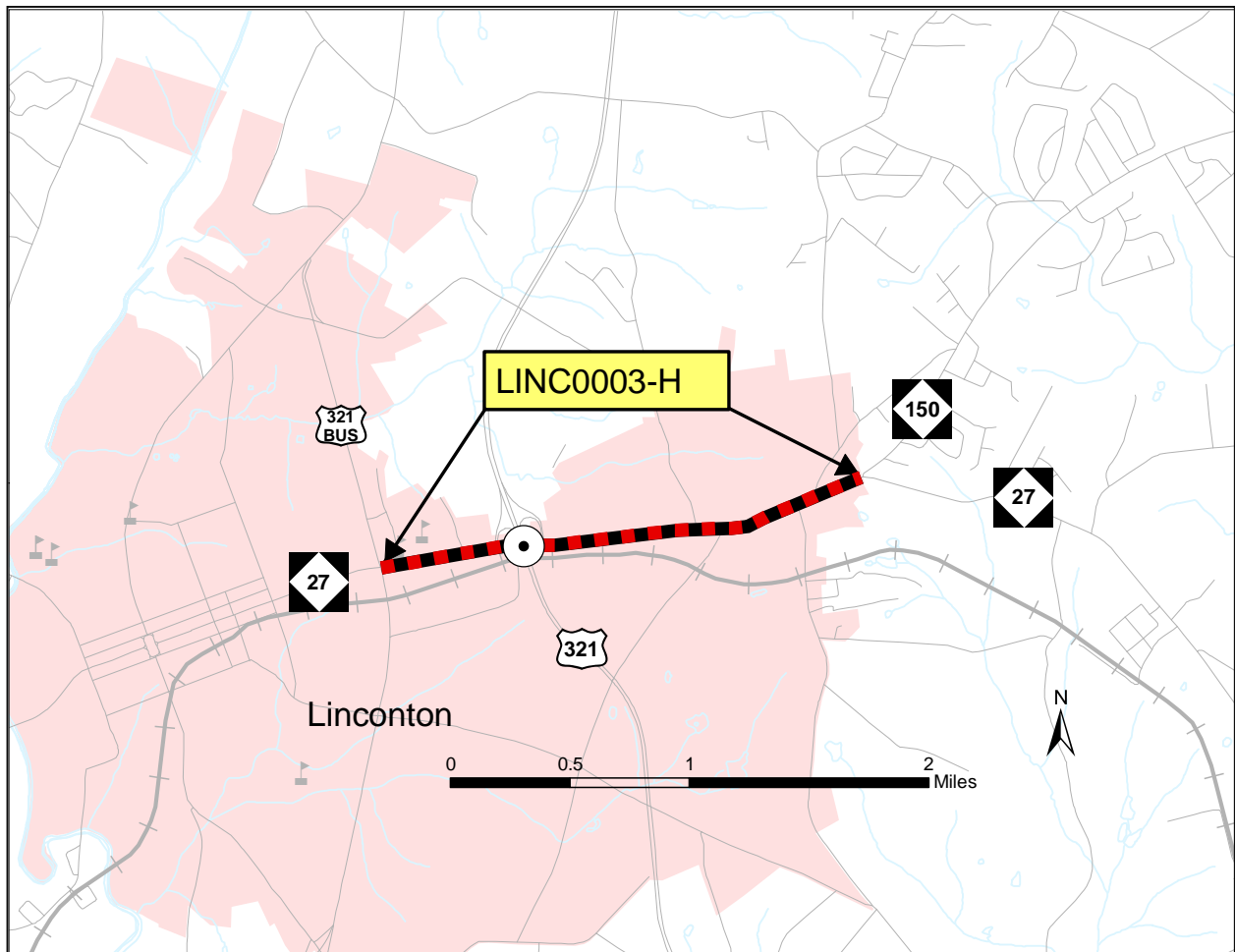
Multi-modal Considerations

The CTP includes recommendations for bicycle and pedestrian facilities in the Lincolnton urban area. There are specific recommendations for bicycle improvements

since NC Bicycle Route 8 follows NC 27 (Riverside Drive) from NC 182 to Grove Street (SR 1008). Additionally, a multi-use path is recommended along this facility from NC 182 to Rock Dam Road (SR 1184).

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP identified safety of the signalization at the NC 27 and Grove Street (SR 1008) intersection as a concern.



Identified Problem

NC 27 (E. Main Street) is currently near or over capacity from US 321 Business (Generals Boulevard) to NC 150 (Mooresville Highway). The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of LOS D can be achieved.

Justification of Need

NC 27 is the only major east-west corridor through Lincoln County, connecting downtown Lincolnton with rural areas in the county and the greater Charlotte area. This section of NC 27 (E. Main Street) is concurrent with NC 150 and is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need.

NC 27 (E. Main Street) is currently a five lane major thoroughfare with 12 foot lanes from US 321 Business (Generals Boulevard) to NC 150 (Mooresville Highway). Traffic is projected to increase from a range of 23,000 to 28,000 vpd in 2010 to a range of 25,800 to 45,000 vpd in 2035, compared to a LOS D capacity of 26,800 vpd. Even with implementation of the proposed parallel routes south of the Lincolnton city limits, NC 150 Relocation (R-0617C) and NC 73 Extension (LINC0005-H), several sections of this stretch of NC 27 (E. Main Street) will be approaching capacity.

Community Vision and Problem History

Lincolnton is the county seat of Lincoln County and is the center of activity for the county. Several major regional roads converge in the city bringing traffic from all directions. This section of East Main Street is signed as both NC 27 and NC 150. Lincolnton would like to maintain the vitality of the commercial development along the length of NC 27 and maintain the movement of traffic through town.

The 1996 Lincolnton Thoroughfare Plan identified several sections of NC 27 (E Main Street) as being over capacity in the future year 2020.

CTP Project Proposal

Project Description

The recommended improvement is to widen NC 27 (E. Main Street) from a five lane facility to a four lane divided boulevard from US 321 Business (Generals Boulevard) to NC 150 (Mooresville Highway) with provisions for bicycles and pedestrians.

Additionally, during the most recent three year period, twelve intersections along this corridor were identified as having 10 or more crashes and/or had a severity index above the state's 4.37 average for the same period. Those intersections included: NC 150 (Mooresville Highway), Buffalo Shoals Road (SR 1003), Salem Church Road (SR 1001), Lithia Inn Road (SR 1294), Walker Branch Road (SR 1267), Hubbard Street, Stanford Road, US 321, Gaston Street Extension (SR 1419), Roper Road (SR 1287), Newbold Street (SR 1286), and US 321 Business (Generals Boulevard). Refer to Appendix F for more detailed information on these locations.

The proposed improvements will help reduce congestion and improve mobility on the facility.

Relationship to Land Use Plans

The existing land uses along NC 27 (E. Main Street) is dense commercial. The 2003 Lincolnton Land Use Plan (reaffirmed in 2010) shows future land use along this section of NC 27 (E. Main Street) as commercial.

Linkages to Other Plans and Proposed Project History

The 1996 Lincolnton Thoroughfare Plan recommended widening this stretch of NC 27 (East Main Street) to a five lane urban section from US 321 to NC 150. Also, this

section of NC 27 (East Main Street) is designated as a boulevard on NCDOT's Strategic Highway Corridor Vision Plan that was adopted on September 2, 2004.

Natural & Human Environmental Context

Based on planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed area and crosses water and sewer lines. The proposed project also crossed a geologic fault line east of Lithia Inn Road (SR 1294) and has water pumps and tanks located in the vicinity of the US 321 Business (Generals Boulevard) intersection.

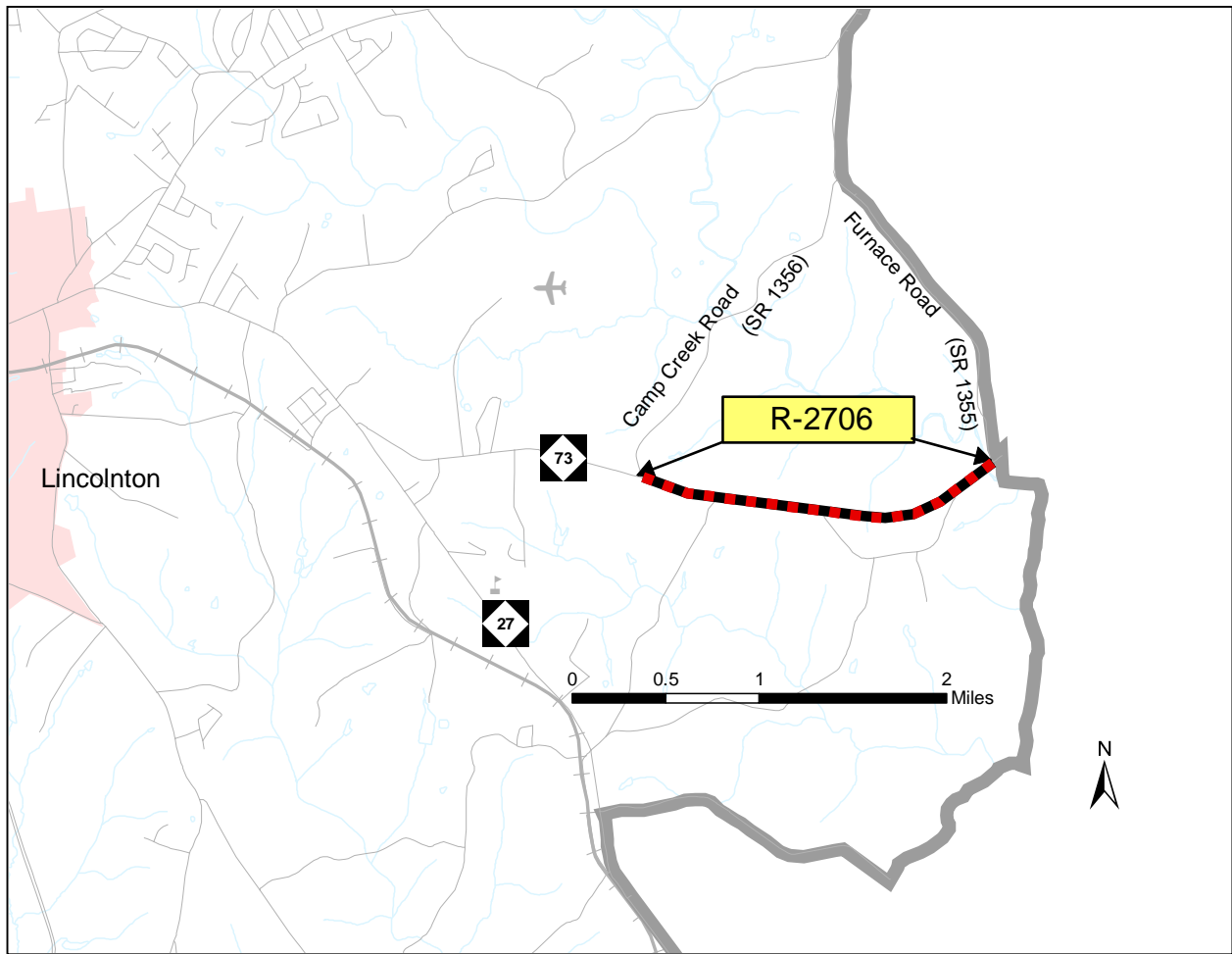
Multi-modal Considerations

The CTP includes recommendations for transit, bicycle and pedestrian facilities in the Lincolnton urban area. Transportation Lincoln County operates a bus route along this stretch of NC 27 (E. Main Street), but does not make any stops. NC Bicycle Route 6 also runs along this stretch of NC 27 (E. Main Street) and bicycle accommodations are recommended. There are intermittent sections of sidewalk along this stretch of NC 27 (E. Main Street) and improvements are recommended to fill the gaps. There are also recommendations for adding multi-use paths that will cross this section of NC 27 (E. Main Street).

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP made general comments about the following:

- Better synchronization or reduction of signals on NC 27 (E. Main Street) between US 321 Business (Generals Boulevard) and NC 150 (Mooresville Highway);
- Turning traffic on Main Street between Generals Boulevard and NC 150 E;
- Restricting multiple driveway access along NC 27 (E. Main Street); and
- Safety at the intersection of Buffalo Shoals Road (SR 1003) and NC 27.



Identified Problem

NC 73 is projected to be over capacity by 2035 from Camp Creek Road (SR 1356) to Furnace Road (SR 1355). The primary purpose of this project is to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

Justification of Need

NC 73 connects the Lincolnton urban area with northern Mecklenburg County. The facility is a vital artery for moving people and goods into and out of Lincoln County. NC 73 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN), serving long-distance trips, connecting regional centers, having the highest usage, and serving a mobility need.

NC 73 is currently a two lane major thoroughfare with 11 foot lanes from Camp Creek Road (SR 1356) to Furnace Road (SR 1355). Traffic is projected to increase from 8,400 vpd in 2010 to 14,300 vpd in 2035, compared to a LOS D capacity of 14,100 vpd.

Community Vision and Problem History

Lincolnton is the county seat of Lincoln County and is the center of activity for the county. NC 16, which parallels Lake Norman in eastern Lincoln County, is a major development center. NC 73 is seen as an important gateway into Lincoln County and Lincolnton from the east and is one of the few major facilities that connect to NC 16. Additionally, NC 73 is the only facility that currently provides access to the Lincolnton-Lincoln County Regional Airport.

The 2005 Lincoln County CTP identified this section of NC 73 as being over capacity in the future year 2030.

CTP Project Proposal

Project Description

The recommended improvement is to widen NC 73 from a two lane facility to a four lane divided boulevard from Camp Creek Road (SR 1356) to Furnace Road (SR 1355) with provisions for bicycles. The proposed improvements will help reduce congestion on the facility.

Relationship to Land Use Plans

The existing land use along this section of NC 73 is suburban residential. The 2007 Lincoln County Land Use Plan indicates that along NC 73 east of NC 27 the land use will be mostly rural residential. The county airport and a future industrial park lie just to the west of the proposed project. The land use plan also shows a need for a community park north of NC 73 along Camp Creek Road (SR 1356).

Linkages to Other Plans and Proposed Project History

The 2005 Lincoln County Comprehensive Transportation Plan recommends widening this stretch of NC 73 to a four lane divided facility with provisions for bicycles from the planning area boundary to Mecklenburg County. The 2004 NC 73 Transportation and Land Use Corridor Plan⁴ (NCDOT) also recommended multi-laning this section of NC 73. This study evaluated the NC 73 corridor from US 321 in Lincoln County to I-85 in Cabarrus County.

The proposed project will have a direct connection to the proposed NC 73 Extension (LINC0005-H) via an interchange at Camp Creek Road (SR 1256).

Natural & Human Environmental Context

Based on an environmental assessment using available GIS data, one National Wetland Inventory stream will be crossed near Furnace Road (SR 1355).

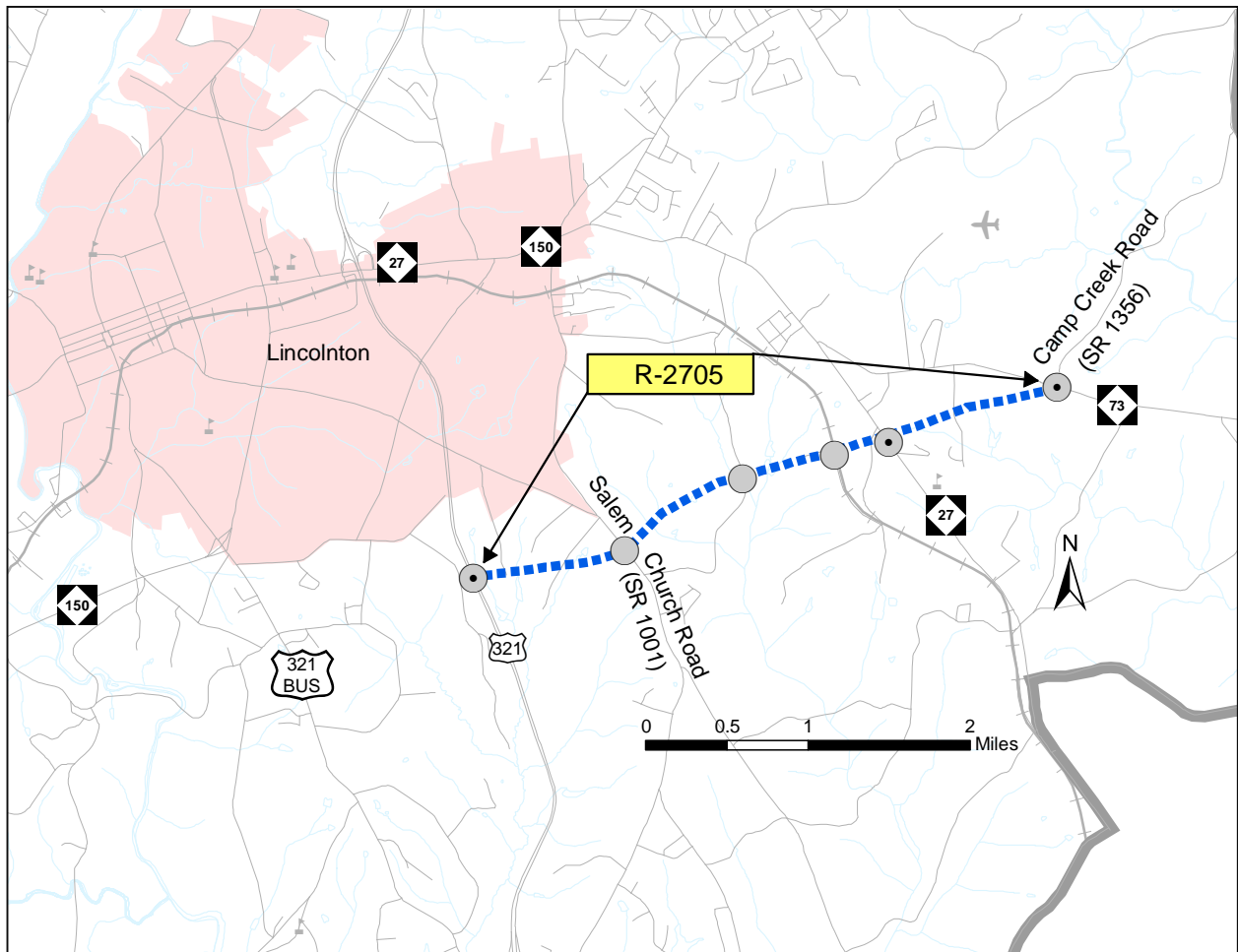
Multi-modal Considerations

There is a recommendation for an express bus route along NC 73 that will connect Lincolnton to northern Mecklenburg County. Also, NC Bicycle Route 6 runs along NC 73 and bicycle accommodations are recommended.

⁴ To view the 2004 NC 73 Transportation and Land Use Corridor Plan, go to: <http://www.ncdot.gov/projects/NC73/>.

Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.



Identified Problem

NC 27 is the only major east-west corridor through Lincoln County, connecting downtown Lincolnton with areas east and west. Even with the implementation of proposed improvements to NC 27 (LINC0002-H and LINC0003-H), sections of NC 27 are projected to be near or over capacity by 2035 from US 321 to NC 73. The primary purpose of this project is to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

Justification of Need

NC 27 is a vital artery for moving people and goods into and out of Lincolnton. Several major regional roads converge in the city bringing traffic from all directions. NC 150 runs southwest to northeast through Lincoln County connecting downtown Lincolnton with the Lake Norman area and other municipalities in the region. NC 150 is concurrent with NC 27 (E. Main Street) between US 321 Business (Generals Boulevard) and NC 150 (Mooresville Highway). NC 73 ends at NC 27 on the east side of Lincolnton. NC

73 also connects Lincolnton with the Lake Norman area and Mecklenburg County. NC 27, NC 73 and NC 150 are part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need. NC 73 and NC 150 are also designated as boulevards on NCDOT's Strategic Highway Corridor (SHC) Vision Plan that was adopted on September 2, 2004.

NC 27 is currently a five lane major thoroughfare with 12 foot lanes from US 321 to NC 150 (Mooresville Highway). From NC 150 (Mooresville Highway) to NC 73 it is a two lane facility with 11 foot lanes. Traffic is projected to increase from a range of 15,000 to 28,000 vpd in 2010 to a range of 24,000 to 45,000 vpd in 2035, compared to a LOS D capacity of 12,400 to 26,800 vpd. CTP project proposal LINC0003-H recommends widening NC 27 (E. Main Street) to a four lane boulevard from US 321 Business (Generals Boulevard) to NC 150 (Mooresville Highway). Upon implementing this project, this section of NC 27 (E. Main Street) would have a LOS D capacity of 35,100 vpd. Even with the implementation of this recommendation (LINC0003-H), NC 27 (E. Main Street) will not have enough available capacity to handle the projected traffic.

Community Vision and Problem History

Lincolnton is the county seat of Lincoln County and is the center of activity for the county. Several major regional roads converge in the city bringing traffic from all directions. The section of NC 27 (East Main Street) between US 321 Business (Generals Boulevard) and NC 150 (Mooresville Highway) is signed as both NC 27 and NC 150. Lincolnton would like to maintain the vitality of the commercial development along the length of NC 27 and maintain the movement of traffic through town despite the increase in activity along the corridor.

The 1996 Lincolnton Thoroughfare Plan identified NC 27 as being over capacity in the future year 2020.

CTP Project Proposal

Project Description

The recommended improvement is to extend NC 73 on new location from Camp Creek Road (SR 1356) west to US 321. The proposed facility will be a four lane freeway that will parallel NC 27 (E. Main Street). Interchanges are recommended at US 321, NC 27, and at the existing NC 73. Grade separations are recommended at Salem Church Road (SR 1001), Hill Road (SR 1321) and over the railroad. The proposed improvements will help reduce congestion on NC 27.

Relationship to Land Use Plans

The existing land use in the area of the proposed project is rural in nature. The 2007 Lincoln County Land Use Plan indicates that the area south of Lincolnton and NC 27 (East Main Street) will be suburban residential with sporadic locations for businesses.

Linkages to Other Plans and Proposed Project History

The 1996 Lincoln Thoroughfare Plan recommended both widening of the existing facility and a bypass facility on the south side of Lincoln. The ability to widen the existing facility outside the current right of way is limited because of the numerous existing businesses with buildings or parking close to the current right of way. The plan recommended the extension of NC 73 as a multi-lane facility.

The 2004 NC 73 Transportation and Land Use Study⁵ (NCDOT) also recommended extending NC 73 to US 321. Additionally, the extension of NC 73 as a freeway on new location is part of NCDOT's SHC Vision Plan. The proposed project will connect to the NC 150 Relocation (**R-0617C**) recommendation at US 321. The relocation of NC 150 (R-0617C) west of US 321 as a freeway on new location is also part of the NCDOT's SHC Vision Plan.

Natural & Human Environmental Context

Based on an environmental assessment using available GIS data, the majority of the proposed project is within the water supply watershed. The proposed alignment crosses water pipes, an active railroad, and at least two streams on the National Wetlands Inventory.

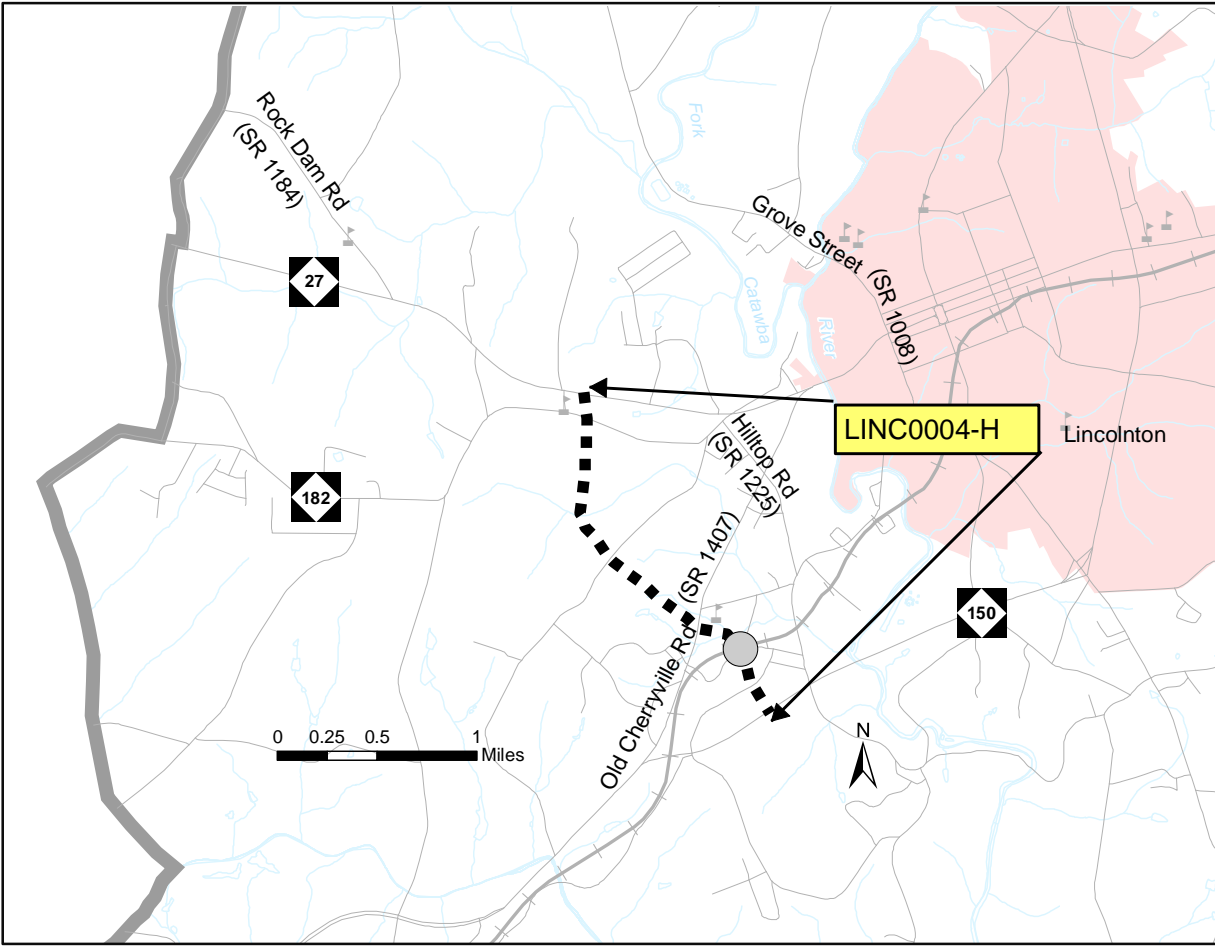
Multi-modal Considerations

There are no other modes of transportation recommended along the proposed project. However, the CTP includes recommendations for bicycle and pedestrian facilities in the Lincoln urban area. An existing Transportation Lincoln County bus route travels along NC 27 (E. Main Street), but does not make any stops. There are also recommendations for adding provisions for bicycles and/or sidewalks facilities along NC 27 and NC 73. Mobility and safety for pedestrians would be improved if there were fewer vehicles on NC 27 (E. Main Street).

Public/ Stakeholder Involvement

Respondents to the goals and objectives survey conducted for the CTP made general comments about the fact that there is only one major east-west facility through the entire urban area. Respondents also expressed concerns about the dangerous curve at NC 27 and Sunny Hill Drive.

⁵ To view the 2004 NC 73 Transportation and Land Use Corridor Plan, go to: <http://www.ncdot.gov/projects/NC73/>.



Identified Problem

NC 27, NC 150 and NC 182 are major east-west corridors leading into downtown Lincolnton. There are currently no major north-south facilities west of Lincolnton connecting these major corridors. Improvements are needed to improve system linkage and mobility in this area of the county.

Justification of Need

NC 27, NC 150 and NC 182 are major regional roads that converge in the Lincolnton bringing traffic from all directions. NC 27 and NC 182 bring traffic into Lincolnton from the rural areas on the west side of the county while NC 150 also brings traffic into Lincolnton from the south. NC 27 is the only major east-west corridor through Lincoln County, connecting downtown Lincolnton with the rural areas of the county and to the greater Charlotte area. On the west side of Lincolnton it also provides local land access. Currently, there are no major north-south facilities on the west side of Lincolnton linking these major facilities. Traffic must come all the way into town to travel west or south. Additionally, by 2035 both NC 27 and NC 150 are projected to be over capacity.

Community Vision and Problem History

Lincolnton would like to maintain the vitality of the downtown area and the movement of traffic through town despite the increase in activity along these corridors.

The 1996 Lincolnton Thoroughfare Plan identified the aforementioned capacity deficiencies along NC 27 and NC 150 as well as the system linkage deficiency.

CTP Project Proposal

Project Description

The recommended improvement is to connect NC 27 (Riverside Drive) to NC 150 (Cherryville Highway) with a two lane major thoroughfare on new location. This proposed facility will connect NC 27 (Riverside Drive) with NC 182, Old Lincolnton-Crouse Road (SR 1228), Old Cherryville Road (SR 1407), Love Memorial School Road (SR 1416), and NC 150 (Cherryville Highway) and will include a grade separation over the railroad. The proposed improvements will improve mobility in this area and will help reduce congestion on NC 27, NC 150 and Hilltop Road (SR 1225), which is parallel to the proposed corridor.

Relationship to Land Use Plans

Existing land use in this area is commercial between Grove Street (SR 1008) and NC 150 with a mix of suburban and rural residential to the west. The 2003 Lincolnton Land Use Plan (reaffirmed in 2010) indicates that Lincolnton plans to transition the land use north of NC 150 from traditional residential to industrial.

Linkages to Other Plans and Proposed Project History

The 1996 Lincolnton Thoroughfare Plan recommended a linkage between this section of NC 27 (Riverside Drive) and NC 150 (Cherryville Highway) as part of a four lane loop around Lincolnton.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the project area is within a water supply watershed area. There are several streams on the National Wetlands Inventory, and water and sewer lines. There are also two schools, Love Memorial Elementary School and Lincoln Charter School, in the vicinity of the proposed corridor.

Multi-modal Considerations

There are no other modes of transportation associated with the proposed project.

Public/ Stakeholder Involvement

In discussions with the Lincolnton Planning Board during the public involvement process, concerns were raised about the amount of traffic entering the downtown area to travel south and west and the lack of a north-south connection west of Lincolnton.

NC 150 (Mooresville Highway), Local ID: LINC0005-H

NC 150 (Mooresville Highway) is projected to be near capacity by 2035 from NC 27 (E. Main Street) to Ivey Church Road (SR 1343), with a short segment projected to be over capacity. The primary purpose of this project is to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

NC 150 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN), serving long-distance trips, connecting regional centers, having the highest usage, and serving a mobility need. NC 150 is currently a two lane major thoroughfare with 12 foot lanes from NC 27 (E. Main Street) to Ivey Church Road (SR 1343). Traffic is projected to increase from a range of 8,200 to 9,800 vpd in 2010 to a range of 11,800 vpd to 15,600 vpd in 2035, compared to a LOS D capacity of 14,600 to 15,100 vpd. The recommended improvement is to widen NC 150 (Mooresville Highway) from a two lane facility to a four lane divided boulevard from NC 27 (E. Main Street) to Ivey Church Road (SR 1343). The proposed improvements will help reduce congestion on the facility. The CTP also includes a recommendation for an express bus route along this facility to connect Lincolnton with Mooresville.

Based on an environmental assessment using available GIS data, the proposed project may potentially impact significant natural heritage areas located east and west of Shuford Road (SR 1330). NC 150 also crosses water pipes and at least one stream on the National Wetlands Inventory. A regional hospital is located in Lincolnton at the NC 27 end of the corridor.

The 1996 Lincolnton Thoroughfare Plan recommended the improvement of NC 150 (Mooresville Highway) to a multi-lane facility. This section of NC 150 is designated as a boulevard on NCDOT's Strategic Highway Corridor Vision Plan adopted by NCDOT on September 2, 2004. Additionally, this section of NC 150 (Mooresville Highway) was originally part of TIP No. R-2307, but due to funding and scheduling constraints, was removed from the TIP project to stand on its own.

NC 150, TIP No. R-0617

NC 150 is projected to be near or over capacity by 2035 from North Main Street (SR 2098) in Crouse to east of Laboratory Road (SR 1253). Additionally, NCDOT's Strategic Highway Vision Plan designates NC 150 as a boulevard from Gaston County to east of Laboratory Road (SR 1253) and as a freeway on new location from east of Laboratory Road (SR 1253) to US 321. TIP project R-0617 is intended to address this problem.

Within Lincoln County, TIP project R-0617 includes widening NC 150 to a multi-lane boulevard from Gaston County to east of Laboratory Road (SR 1253) and constructing a freeway on new location from east of Laboratory Road (SR 1253) to US 321 with interchanges at NC 150, US 321 Business (Gastonia Highway), and US 321. The interchange at US 321 will connect to the proposed NC 73 Extension (R-2705). NC 150 has already been improved to a four lane boulevard standard from Gaston County to North Main Street (SR 2098) in Crouse. Right of way has been purchased for the new

location section, but construction is currently unfunded. For additional information about this project, including purpose and need, contact the NCDOT Project Development and Environmental Analysis Branch.

Aspen Street (SR 1405), Local ID: LINC0006-H

North Aspen Street (SR 1405) is expected to be near capacity by 2035 from Dixon Street to US 321 Business (Maiden Highway). Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the existing facility.

This section of North Aspen Street (SR 1405) is currently a two and three lane facility with 11 foot lanes. Traffic is projected to increase from a range of 5,400 to 7,000 vpd in 2010 to a range of 7,600 to 10,000 vpd in 2035, compared to LOS D capacity of 11,500 to 12,300 vpd. Additionally, during the most recent three year period, the intersection of US 321 Business (Maiden Highway) and North Aspen Street (SR 1405) experienced 12 crashes with an average severity index of 2.85, which was lower than the state's 4.37 average for the same period. The facility is recommended to be widened to a three lane minor thoroughfare with 12 foot lanes from Dixon Street to US 321 Business (Maiden Highway).

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed area. It also crosses water and sewer pipes and a wetland area. Additionally, NCDOT's Structures Management Unit has identified bridge #244 over Walkers Branch as functionally obsolete.

The 1996 Lincolnton Thoroughfare Plan recommended widening this section of North Aspen Street (SR 1405) to a four lane urban cross section.

Motz Avenue, Local ID: LINC0007-H

NC 27 between S. Grove Street (SR 1222) and US 321 (Generals Boulevard) is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the existing facility.

Traffic is projected to increase from a range of 9,000 to 17,000 vpd in 2010 to a range of 6,900 to 25,200 vpd in 2035, compared to a LOS D capacity of 11,000 to 23,800 vpd. Lincolnton has historically tried to preserve the look and feel of its downtown, despite the increase in activity; therefore, making capacity improvements on the existing facility was not recommended.

Motz Avenue is currently a two lane minor thoroughfare with 9 foot lanes from S. Grove Street (SR 1222) to S. Aspen Street (SR 1406). Motz Avenue is recommended to be widened to 11 foot lanes and extended on new location west to NC 27 (Riverside Drive) and east to Laurel Street (SR 1262) at Flint Street. The extensions are recommended to be two lane minor thoroughfares with 11 foot lanes. The proposed improvements will form a southern radial loop around Lincolnton and help reduce congestion on NC 27 through the downtown area.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed and/or the target watershed area. It also crosses water and sewer pipes as well as the South Fork Catawba River, which on the National Wetland Inventory.

The 1996 Lincoln Thoroughfare Plan recommended the east and west extensions with no improvements to the existing facility.

Northeast Connector, Local ID: LINC0008-H

During the development of this CTP, several major facilities were projected to be over capacity on the east side of the planning area in the future year. They are NC 73, NC 150 (Mooresville Highway), Buffalo Shoals Road (SR 1003), and US 321 Business (Maiden Highway). Also, based on the 2007 Lincoln County Land Use Plan, future business land uses are identified near the Lincoln County Airport and the intersection of US 321 Business (Maiden Highway) and US 321. Improvements are needed to improve connectivity and mobility in this area of the county.

The 1996 Lincoln Thoroughfare Plan also identified several radial facilities on the east side of Lincoln as over capacity in the future year 2020. To solve that problem the plan recommended the construction of a four lane divided loop around the city to divert some of that traffic off of NC 27. During the development of this CTP, it was determined that this concept was no longer a viable option for the local community, nor did the 2035 volumes warrant those improvements. A more practical and streamlined solution was found to improve the connectivity and route continuity between the radial facilities on the east side of the planning area.

The proposed Northeast Connector connects NC 73 to US 321 Business (Maiden Highway) using a series of existing facilities connected by three short connectors. The existing facilities utilized in the proposed project include: Airport Road (SR 1750), Old Mill Road (SR 1351), Shuford Road (SR 1339), and Car Farm Road (SR 1339). The new connectors are recommended between Airport Road (SR 1750) and Old Mill Road (SR 1351); Old Mill Road (SR 1351) and Shuford Road (SR 1339); and Car Farm Road (SR 1339) and US 321 Business at Finger Mill Road (SR 1276). The entire facility is recommended as a two lane minor thoroughfare with 12 foot lanes.

Based on a planning level environmental assessment using available GIS data, the northern portion of the proposed project is within the target watershed area. It also crosses water pipes and a geologic fault line. The proposed project is also adjacent to the Lincoln-Lincoln County Regional Airport, which is located on Airport Road (SR 1750).

Roper Road (SR 1287) Extension, Local ID: LINC0009-H

Roper Road currently serves commercial development along NC 27 (E. Main Street), the NC Department of Corrections county prison and the NCDOT county maintenance yard. Other land uses in the proposed corridor include the Lincoln County Sheriff's Department, Emergency Management, and Animal Control and suburban residential

development. The 2003 Lincolnton Land Use Plan (reaffirmed in 2010) indicates that future land uses between the eastern side of US 321 Business (Generals Boulevard) and the western side of US 321 will be dense mixed use residential, commercial, industrial, and government development. There is no access to these properties from US 321. The only other available facility is US 321 Business (Generals Blvd). US 321 Business (Maiden Highway) is expected to be near or over capacity by 2035. The CTP includes a recommendation for improving this section of US 321 Business (LINC0001-H) to a four lane boulevard. The recommended improvement on US 321 Business (LINC0001-H) also reduces access to those properties. Additionally, during the most recent three year period, the intersection of NC 27 and Roper Road (SR 1287) experienced 10 crashes with an average severity index of 4.70, which was higher than the state's 4.37 average for the same period. Improvements are needed to maintain access and improve mobility in this area.

The recommendation is to extend existing Roper Road (SR 1287) to US 321 Business (Maiden Highway). The entire facility is recommended as a two lane minor thoroughfare with 11 foot lanes.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed and/or the target watershed area. It also crosses water and sewer pipes as well as wetland areas.

The 1996 Lincolnton Thoroughfare Plan did not recommended any improvements in this location.

Startown Road (SR 1005) Extension, Local ID: LINC0010-H

The road network on the western side of the planning area has several radial facilities that connect to NC 27 (Riverside Drive), which funnels traffic into Lincolnton and will lead NC 27 to be over capacity by 2035. Improvements are needed to improve mobility in this area.

The CTP includes a recommendation (LINC0002-H) to improve NC 27 (Riverside Drive). To help disperse the traffic on NC 27 (Riverside Drive) and in downtown Lincolnton, it is recommended that Startown Road (SR 1005) be extended to NC 27 at the intersection of NC 182 and Hilltop Road (SR 1225) as a two lane minor thoroughfare with 11 foot lanes.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply and target watershed areas. It also crosses water and sewer pipes as well as the South Fork Catawba River, which on the National Wetland Inventory.

The 1996 Lincolnton Thoroughfare Plan recommended extending Startown Road (SR 1005) to NC 27 (Riverside Drive) as a two lane major thoroughfare.

Wilma Sigmon Road (SR 1267) Extension, Local ID: LINC0011-H

The road network on the western side of the planning area has several radial facilities that connect to NC 27 (Riverside Drive), which funnels traffic into Lincolnton. Startown Road (SR 1005) parallels Clark Creek and is recommended to be extended (LINC0011-H) to NC 27. There are very few facilities that cross Clark Creek north of Lincolnton. Improvements are needed to improve mobility and connectivity in this area.

To help disperse the traffic on NC 27 and downtown Lincolnton, it is recommended that Wilma Sigmon Road (SR 1267) be widened and extended from Aspen Street (SR 1405) to Startown Road (SR 1005) as a two lane minor thoroughfare with 11 foot lanes.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed and/or target watershed areas. It also crosses the South Fork Catawba River, which is on the National Wetland Inventory.

The 1996 Lincolnton Thoroughfare Plan recommended an extension of Wilma Sigmon Road (SR 1267) as a two lane major thoroughfare.

Minor Widening Improvements

The following routes are recommended to be upgraded to improve mobility, safety and/or to accommodate bicycles.

- **US 321 Business (Gastonia Highway), Local ID LINC0012-H:** Widen to 12 foot lanes from Gaston County to Aspen Street (SR 1406).
- **NC 27, Local ID LINC0013-H:** Widen to three lanes with provisions for bicycles from NC 150 (Mooresville Highway) to Asbury Church Road (SR 1354).
- **NC 27, Local ID LINC0014-H:** Widen to 12 foot lanes from Asbury Church Road (SR 1354) to Devine Road (SR 1355).
- **NC 73, Local ID LINC0015-H:** Widen to 12 foot lanes with provisions for bicycles from NC 27 to Camp Creek Road (SR 1356).
- **NC 182, Local ID LINC0016-H:** Widen to 12 foot lanes with provisions for bicycles from NC 27 to Howards Creek School Road (SR 1186).
- **Asbury Church Road (SR 1354), Local ID LINC0017-H:** Widen to 12 foot lanes from NC 27 to Furnace Road (SR 1355).
- **Bethel Church Road (SR 1282), Local ID LINC0018-H:** Widen to 12 foot lanes from US 321 Business (Maiden Highway) to Buffalo Shoals Road (SR 1003).
- **Boy Scout Road (SR 1175), Local ID LINC0019-H:** Widen to 12 foot lanes from Main Street (SR 2098) to Landers Church Road (SR 1176).
- **Buffalo Shoals Road (SR 1003), Local ID LINC0020-H:** Widen to 12 foot lanes from NC 27 (E Main Street) to Ivey Church Road (SR 1343).
- **Curve View Road (SR 1335), Local ID LINC0021-H:** Widen to 12 foot lanes from NC 150 (Mooresville Highway) to Woolie Road (SR 1336).

- **Daniels Road (SR 1185), Local ID LINC0022-H:** Widen to 12 foot lanes from NC 27 to Reepsville Road (SR 1113).
- **Devine Road (SR 1312), Local ID LINC0023-H:** Widen to 12 foot lanes from Gaston County to NC 27.
- **Finger Mill Road (SR 1355), Local ID LINC0024-H:** Widen to 12 foot lanes from Lincoln County Parkway (SR 1277) to Catawba County.
- **Furnace Road (SR 1355), Local ID LINC0025-H:** Widen to 12 foot lanes from NC 73 to King Wilkinson Road (SR 1349).
- **Gainsville Church Road (SR 1181), Local ID LINC0026-H:** Widen to 12 foot lanes from NC 182 to NC 27.
- **Gaston Street Extension (SR 1419), Local ID LINC0027-H:** Widen to full 12 foot lanes from US 321 Business (Generals Boulevard) to NC 27 (E Main Street).
- **Gaston-Webbs Chapel Road (SR 1335), Local ID LINC0028-H:** Widen to 12 foot lanes from Gaston County to St Marks Church Road (SR 1172).
- **George Brown Road (SR 1180), Local ID LINC0029-H:** Widen to 12 foot lanes from Leonard Fork Creek to NC 182.
- **Hill Road (SR 1321), Local ID LINC0030-H:** Widen to 12 foot lanes from Salem Church Road (SR 1323) to NC 27(E Main Street).
- **Hilltop Road (SR 1225), Local ID LINC0031-H:** Widen to 12 foot lanes from Grove Street (SR 1222) to NC 182.
- **Horseshoe Lake Road (SR 1338), Local ID LINC0032-H:** Widen to 12 foot lanes from US 321 Business (Maiden Highway) to Car Farm Road (SR 1339).
- **Howards Creek School Road (SR 1186), Local ID LINC0033-H:** Widen to 12 foot lanes from NC 182 to NC 27.
- **Ivey Church Road (SR 1343), Local ID LINC0034-H:** Widen to 12 foot lanes from Buffalo Shoals Road (SR 1003) to NC 150 (Mooresville Highway).
- **Keever Dairy Farm Road (SR 1313), Local ID LINC0035-H:** Widen to full 12 foot lanes from Devine Road (SR 1312) to Salem Church Road (SR 1001).
- **Killian Road (SR 1008), Local ID LINC0036-H:** Widen to full 12 foot lanes from Reepsville Road (SR 1008) to Potts Creek.
- **King Wilkinson Road (SR 1349), Local ID LINC0037-H:** Widen to full 12 foot lanes from NC 150 (Mooresville Highway) to Furnace Road (SR 1355).
- **Laboratory Road (SR 1252), Local ID LINC0038-H:** Widen to full 12 foot lanes from Gaston County to South Fork Road (SR 1248).
- **Landers Church Road (SR 1176), Local ID LINC0039-H:** Widen to full 12 foot lanes from Boy Scout Road (SR 1175) to Gaston County.
- **Lithia Inn Rad (SR 1294), Local ID LINC0040-H:** Widen to full 12 foot lanes from Victory Grove Church Road (SR 1298) to NC 27(E Main Street).
- **Long Shoals Road (SR 1242), Local ID LINC0041-H:** Widen to full 12 foot lanes from Southside Road (SR 1243) to US 321 Business (Gastonia Highway).

- **McAlister Road (SR 1334), Local ID LINC0042-H:** Widen to full 12 foot lanes from Buffalo Shoals Road (SR 1003) to NC 150 (Mooresville Highway).
- **Old Lincolnton-Crouse Road (SR 1228), Local ID LINC0043-H:** Widen to full 12 foot lanes from NC 182 to NC 150 (Mooresville Highway).
- **Philadelphia Church Road (SR 1001), Local ID LINC0044-H:** Widen to full 12 foot lanes from Gaston County to Salem Church Road (SR 1307).
- **Pleasant Grove Church Road (SR 1177), Local ID LINC0045-H:** Widen to 12 foot lanes from Main Street (SR 2098) to NC 150 and from Dave Heafner Road (SR 1178) to NC 182.
- **Reepsville Road (SR 1113, 1008), Local ID LINC0046-H:** Widen to full 12 foot lanes from Lewis Road (SR 1185) to Startown Road (SR 1005).
- **Riverview Road (SR 1236), Local ID LINC0047-H:** Widen to 12 foot lanes from Laboratory Road (SR 1252) to NC 150.
- **Rock Dam Road (SR 1184), Local ID LINC0048-H:** Widen to 12 foot lanes from NC 27 to Daniels Road (SR 1185).
- **Salem Church Road (SR 1307, 1001), Local ID LINC0049-H:** Widen to 12 foot lanes from US 321 Business (Gastonia Highway) to NC 27 (E Main Street).
- **Short Cut Road (SR 1409), Local ID LINC0050-H:** Widen to 12 foot lanes from Buffalo Shoals Road (SR 1003) to Ivey Church Road (SR 1343).
- **South Fork Road (SR 1248, 1243), Local ID LINC0051-H:** Widen to 12 foot lanes from Laboratory Road (SR 1252) to US 321 Business (Gastonia Highway).
- **Southside Road (SR 1243), Local ID LINC0052-H:** Widen to full 12 foot lanes from Long Shoals Road (SR 1242) to South Fork Road (SR 1248).
- **Springs East Road (SR 1342), Local ID LINC0053-H:** Widen to 12 foot lanes from US 321 Business (Maiden Highway) to Buffalo Shoals Road (SR 1003).
- **St Marks Church Road (SR 1172), Local ID LINC0054-H:** Widen to 12 foot lanes from Gaston County to Gaston-Webbs Chapel Road (SR 1173).
- **Summerow Road (SR 1279), Local ID LINC0055-H:** Widen to full 12 foot lanes from US 321 Business (Maiden Highway) to Catawba County.
- **Victory Grove Church Road (SR 1298), Local ID LINC0056-H:** Widen to 12 foot lanes from US 321 Business (Gastonia Highway) to Lithia Inn Road (SR 1294).
- **Walker Branch Road (SR 1267, 1333), Local ID LINC0057-H:** Widen to 12 foot lanes from NC 27 (E Main Street) to Bethel Church Road (SR 1282).
- **Wilma Sigmon Road (SR 1267), Local ID LINC0058-H:** Widen to 12 foot lanes from Aspen Street (SR 1405) to Walker Branch Road (SR 1267).
- **Woolie Road (SR 1336), Local ID LINC0059-H:** Widen to 12 foot lanes from Buffalo Shoals Road (SR 1003) to Curve View Road (SR 1335).

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. Transportation Lincoln County (TLC) and the Lake Norman Rural Planning Organization (RPO) studied the transit needs in Lincoln County and their recommendations were published in the Lake Norman RPO Coordinated Comprehensive Public Transportation Plan report in 2009. Those recommendations were incorporated into the CTP. No additional transit recommendations were made during the development of the CTP. There are also no rail improvements proposed in the CTP.

BICYCLE

The city and the county adopted the 2009 Carolina Thread Trail Master Plan for Lincoln County Communities to supplement the recommendations in their existing land use plans. On-road bicycle facilities that have been identified as needing improvement as well as recommended multi-use paths are shown on the Bicycle Map.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide outside lanes.
- Shoulder sections require a minimum 4-ft paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54" railings.

PEDESTRIAN

The Lake Norman Rural Planning Organization completed the 2010 Sidewalk Inventory for Lincoln County as a supplement to their 2003 Comprehensive Land Use Plan (reaffirmed in 2010). Pedestrian features from these plans that were incorporated into the CTP are shown on the Pedestrian Map as existing sidewalks or sidewalks that need improvement. Additionally, the 2009 Carolina Thread Trail Master Plan for Lincoln County Communities identified recommended multi-use paths.

Additional sidewalk goals and policies are outlined in the City of Lincoln County Land Use Plan and Unified Development Ordinances. During the development of the CTP, several sidewalk recommendations were developed from the Lincoln County sidewalk inventory, and were incorporated into the CTP. They include:

- **LINC0001-P:** Battleground Road from Bonview Avenue to N. Aspen Street (SR 1405) – sidewalks on both sides

- **LINC0002-P:** Church Street from Grove Street to Academy Street – sidewalks on both sides
- **LINC0003-P:** Dixon Street from end of sidewalk to Cedar Street – sidewalks on both sides
- **LINC0004-P:** Grove Street (SR 1222) from Motz Avenue to the proposed South Fork Catawba River greenway - sidewalks on both sides
- **LINC0005-P:** High Street from Pine Street to Congress Street – sidewalks on both sides
- **LINC0006-P:** Hollybrook Avenue from McBee Street to NC 27 (East Main Street) – sidewalks on both sides
- **LINC0007-P:** Laurel Street from Congress Street to Tait Street and from McBee Street to NC 27 (East Main Street) – sidewalks on both sides
- **LINC0008-P:** McBee Street from Cedar Street to Hollybrook Avenue - sidewalks on both sides
- **LINC0007-H:** Motz Avenue from NC 27 (Riverside Drive) to Laurel Street (SR 1262) - sidewalks on both sides
- **LINC0009-P:** Oak Street from McBee Street to NC 27 (E Main Street) – sidewalks on both sides
- **LINC0010-P:** Pine Street from Grove Street to Flint Street – sidewalks on both sides
- **LINC0011-P:** Sycamore Street from Grove Street to Flint Street – sidewalks on both sides
- **LINC0012-P:** Water Street from Grove Street to Cedar Street – sidewalks on both sides
- **LINC0013-P:** Wilma Sigmon Road (SR 1267) from N. Aspen Street (SR 1405) to eastern city limits – sidewalks on both sides
- **LINC0011-H:** Wilma Sigmon Road Extension from N. Aspen Street (SR 1405) to Startown Road (SR 1005) – sidewalks on both sides
- **LINC0001-M:** North side of NC 27 (Riverside Drive) and east side of Rock Dam Road (SR 1184), from the proposed South Fork Catawba River greenway to Childers Elementary School
- **LINC0002-M:** East side of Eagle Nest Road (SR 1182), from NC 27 (Riverside Drive) to NC 182