

STANLY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



JUNE 2026

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CTP PROCESS

A Comprehensive Transportation Plan (CTP) is developed to identify transportation system needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. Local officials are encouraged to reference the CTP and coordinate land development and transportation facilities so future needs of the public are met while minimizing human and natural environmental impacts.

The CTP process consists of 7 Phases and 19 process steps that outline the sequence of major activities. The basic flow of the process is shown in the figure below:

Process Guidance - 7 Phases to develop a CTP						
CTP STEERING COMMITTEE INVOLVEMENT (PHASES 2-6)						
PHASE 1 CTP Set-Up	PHASE 2 Develop Vision	PHASE 3 System Assessment	PHASE 4 Analyze Alternatives	PHASE 5 Develop Draft Plan	PHASE 6 Adopt Plan	PHASE 7 CTP Close-Out
Initiate Study & Gather Data	Provide CTP Overview	Perform Highway Analysis	Evaluate Constraints	Consensus on "Draft" Plan	Seek Local Adoption	Distribute Adopted Plan
Establish Study Scope	Develop Community Vision	Perform Non-Highway Analysis	Evaluate Future Year Solutions	Complete Plan	Seek BOT Adoption	Archive Project File
Establish CTP Steering Committee	Select Transportation Network	Perform Multimodal Assessment	Validate Plan Against Vision			Publish CTP

The process is structured to offer flexibility to meet an area’s planning needs. It balances the need to meet multimodal transportation demands while considering the natural and human environment within a community. It forms a strong connection between an area’s transportation plan, locally adopted land development plans, and community vision. It provides opportunities for public involvement.

INTERAGENCY COORDINATION

During the long-range transportation planning process, it is important to coordinate with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination can follow the Interagency Coordination Protocol, which provides a consistent methodology for completing and documenting interagency coordination and facilitating the exchange of information in comprehensive transportation planning. The purpose is to provide an efficient way to get meaningful input from interagency partners on long-range transportation plans to enhance the development of the transportation plans and the project proposals. Following this section is a summary of the coordination that was conducted as part of this CTP study.

→ Initiate Contact

A letter notifying resource agencies to the start of the Stanly County CTP study was sent in February 2024 to agency partners informing them of the first steering committee meeting. This letter was also used to identify the proper contacts for each agency as well as additional contacts.

→ Coordinate with Agencies on Data & Goals

Agency members were notified in Spring of 2024 of the Stanly County Goals and Objectives Survey. They were sent environmental data that were used to create CTP environmental features maps. It was requested that they provided feedback on these maps.

→ Validating Resources & Transportation Priorities

In Spring of 2024 agency members were asked to verify information shared with them and to identify critical areas that should be taken into consideration throughout the study. No major comments were received from the resource agencies.

→ Coordinate on Project Proposals & Alternative Analysis

Project recommendations lists, maps, and project sheets were sent to interagency members to request any information on concerns on the proposed recommendations.

→ Submit Draft Transportation Plan for Review

Draft Maps and Project Sheets were emailed to Interagency members for review.

COMMUNITY UNDERSTANDING

Prior to the start of the Stanly County CTP, the Rocky River Planning Organization (RPO) worked with NCDOT Transportation Planning Division (TPD) Project Engineer to complete a Community Understanding Report (CUR). Once this report has been completed by Rocky River (RPO), it was submitted to TPD and used to provide an overview of the study area and assisted in the identification of stakeholders in the area. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

The CUR covers multiple pieces of information used in the CTP Study, including:

1. [Population Trends](#)
2. [Population Diversity](#)
3. [Community Character](#)
4. [Schools, Parks and Community Centers](#)
5. [Public Safety/Emergency Response](#)
6. [Economic Conditions](#)
7. [Development Goals](#)
8. [Farming Operations](#)
9. [Natural Resources](#)
10. [Transportation Choices](#)
11. [Seasonal Traffic and Special Events](#)

1. Population Trends and Projection

Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high-level overview if it is an area where people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policies, efforts.
Potential Data Source(s)	US Census Bureau, NC Office of State Budget and Management
Other Source(s)	Land use/comprehensive plans

Time Horizon	Stanly	% Growth from Previous Decade
2000 Census Population	58,100	
2010 Census Population	60,533	0.4%
2020 Census Population	62,607	0.3%
NC State Demographer Forecast Projection (2035)	65,305	0.3%
NC State Demographer Forecast Projection (2040)	66,309	0.3%
NC State Demographer Forecast Projection (2050)	68,322	0.6%

- A. What are the two most important reasons the CTP Study Area experienced the population trends it did?
Development in the southwestern portions of Albemarle and growth in Locust.
- B. What are the two most important reasons the CTP Study Area is likely to experience the population trends forecast?
Improvements to NC 24/27, along with anticipated development in Albemarle, are expected to increase traffic flow in the area. In Locust, planned development in the northern part of the city and expanded access to businesses through improvements to local roads are expected to support continued growth.
- C. If known, how is the study area expected to grow? Which areas will have lower or higher growth?
Southwestern Albemarle is expected to experience higher growth due to incoming development. Downtown Locust is also projected to see increased growth and traffic activity along NC 24/27.

2. Population Diversity

Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Potential Data Source(s)	Population demographic data are important for understanding community characteristics. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.
Other Source(s)	US Census Bureau, American Community Survey

- A. Identify notable and/or underrepresented communities in the CTP Study Area that need to be considered during the CTP process (total and percentage if available)? This does not need to be limited to Limited English Proficiency (LEP) groups.

High concentrations of African American populations are located near Badin and Albemarle, with some census blocks as high as 91.17%. Overall, this population represents 11.7% of the study area (GIS Title VI; ACS, 2022).

The population age 65 and older accounts for 19.1% of the study area. Several census blocks contain concentrations ranging from 15% to 50%, indicating a notable senior presence that should be considered during the planning process (GIS Title VI; ACS, 2022).

Hispanic/Latino populations are concentrated primarily in Albemarle, with some census blocks as high as 19.5%. Overall, this group represents 5.3% of the study area population (GIS Title VI; ACS, 2022).

Several census blocks south of Albemarle and around Red Cross show elevated percentages of zero-vehicle households, with concentrations as high as 38.76%, indicating potential transportation access concerns (GIS Title VI).

Spanish-speaking LEP populations are present southwest of Albemarle and north of Norwood, with the highest concentration reaching 5.08% (GIS Title VI).

Additional minority populations, including residents identified as other races and two or more races, are concentrated north and south of Albemarle and near Red Cross, with the highest percentages reaching 27.27% and 14.6%, respectively (GIS Title VI).

- B. Note low-income populations in the CTP Study Area (total and percentage). The map from the RPO Title VI Plan may be sufficient.

The highest concentrations of populations living below the poverty line are located around Red Cross, in and west of Albemarle, and east of New London, based on the GIS Title VI mapping. Overall, 12.9% of the study area population lives below the poverty line (ACS, 2022).

- C. Identify the main LEP language groups. Note which LEP language groups total at least 5% of the population, or 1000 total population, whichever is less. This may come from the RPO Title VI Plan.

The primary LEP language group identified within the study area is Spanish-speaking populations. Several census blocks southwest of Red Cross show elevated percentages of Spanish-speaking LEP residents, with the highest concentration reaching 5.08% (GIS Title VI).

- D. Are there areas within the CTP Study Area where concerns about race, ethnicity, income have affected project outcomes? (Provide examples and location.)

None known at the time of this study.

- E. Are there communities or populations within the CTP Study Area that have raised a concern about lack of voice in public opinions? (Provide examples and location.)

None known at the time of this study.

- F. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero vehicles and seniors.

Potential transportation-disadvantaged populations within the study area include zero-vehicle households and senior populations. Several census blocks south of Albemarle and north of Red Cross contain high percentages of households with zero vehicle ownership, with concentrations as high as 38.76%. In addition, senior populations age 65 and older are distributed throughout the study area, with many census blocks ranging from 15% to 50% (GIS Title VI).

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3. Community Character

Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a “sense of place”. The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific.
Data Source(s)	Historic Resources – National Register & Determined Eligible polygons
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Have communities identified community character goals?

A primary community character goal identified within the study area is to promote and enhance connectivity throughout the county.
- B. List all major historic downtowns.

Major historic downtown areas within the study area include downtown Albemarle and the Badin Historic District.
- C. List mixed use urban centers.

The primary mixed-use urban center within the study area is downtown Albemarle.
- D. List major industrial parks, office parks and single use centers.

Major industrial parks, office parks, and single-use centers within the study area include Albemarle Park, Charlotte Park, and Meadowview Creek Park.
- E. List large commercial strips and single use corridors (from a traffic generating perspective).

A major commercial strip and traffic-generating corridor within the study area is NC 24/27 in southeast Albemarle.
- F. List major attractions or events in the study area (example: sporting events, festivals, tourism destinations/attractions).

Major attractions and events within the study area include Stony Mountain Vineyards, Carolina Treetop Challenge, the Oakboro Fourth of July Celebration, and the Big Lick Festival.

4.Schools, Parks, and Community Centers

Why important?	Schools (including private schools, charter schools, and community colleges), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources
Potential Data Source(s)	CTP GIS Data Layers.xls: http://data.nconemap.com/geoportal/catalog/main/home.page http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005profile.pdf (2005)
Other Source(s)	County school system, County and municipal parks and recreation departments

School	Current Enrollment
Elementary Schools	
Aquadale Elementary	346
Badin Elementary	441
Central Elementary	508
East Albemarle	306
Endy Elementary	306
Locust Elementary	423
Millingport Elementary	184
Norwood Elementary	346
Oakboro Choice STEM	340
Richfield Elementary	298
Stanfield Elementary	318
Middle Schools	
Albemarle Middle School	407
North Stanly Middle School	499
South Stanly Middle School	339
West Stanly Middle School	550
High Schools	
Albemarle High School	369
North Stanly High School	596
South Stanly High School	549

Stanly / YES Academy Learning Center	35
Stanly STEM Early College	119
Stanly Early College	170
West Stanly High School	754
Private Schools	
Carolina Chistian school-301 Students	301
Christ the king Christian academy- 90 Students	90
Scholars academy for the gifted- 35 Students	65
Tillery Christian Academy- 22 Students	22
College/ University	
Pfeiffer University	1,122
Stanly community college	2432

- A. Are there particular geographic areas within the CTP Study Area where school facilities or operations have been especially affected by school age population changes? Are there schools that are expected or likely to close? Are there locations identified where new schools may be constructed?

Not applicable at this time.

- B. Identify local, state, and national parks and recreational facilities.

Local and state parks and recreational facilities within the study area include Morrow Mountain State Park, City Lake Park, Badin Waterfront Park, and Locust City Park.

- C. Are there any new parks and recreational facility locations planned?

Agri-Civil Center, EE Wendell Center, Albemarle Neighborhood T Planned or identified community and recreational facility locations include the Agri-Civic Center, EE Waddell Center, and the Albemarle Neighborhood Theatre.

- D. List community centers, performing arts centers, libraries, and museums.

Community and cultural facilities within the study area include the Locust Historical Society and Museum, Stanly County History Center, Badin Museum, Mt. Gilead Public Library, The Library at Oakfield Academy, Stanly County Public Library, and Badin Branch Library.

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5. Public Safety/Emergency Response

Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime).
Potential Data Source(s)	Ped Data: http://www.pedbikeinfo.org/pbcat/index.cfm http://www.ncdot.gov/bikeped/researchreports/ ; http://www.pedbikeinfo.org/pbcat/_ped.cfm Bike Data: http://www.pedbikeinfo.org/pbcat/bicycle.cfm
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

- A. Identify any areas with high crime incidents that are relevant to the transportation plan.
Areas within the CTP Study Area identified as having relatively higher crime incidents that may be relevant to transportation planning considerations include south Albemarle, Locust, Millingport, and Norwood.
- B. Are the areas within the CTP Study Area with high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use?
Downtown Albemarle has been identified as an area with higher pedestrian and bicyclist activity and associated incidents, as well as conditions that may discourage pedestrian or bicycle use.
- C. Are there locations within the CTP Study Area with high medical response calls? (Nursing homes, retirement communities, summer camps, etc.)
Retirement communities located in the eastern part of Albemarle are areas that may generate higher volumes of medical response calls.
- D. Are there places in the CTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?
Not applicable at this time.

6. Economic Conditions

Why important?	<p>The local economy is the lifeblood of the community. Without access to jobs, communities may fade away.</p> <p><i>Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh, and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus, two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center but is otherwise scattered.</i></p>
Potential Data Source(s)	<p>Industry Category: http://accessnc.commerce.state.nc.us/EDIS/demographics.html</p> <p>Top three employers: http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)</p>
Other Source(s)	<p>Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports</p>

A. What are the major employment centers in the CTP Study Area?

Major employment centers within the CTP Study Area include Michelin Tire, Pre form Line, and Atrium Health.

B. How many jobs are expected in the next 10 years? 20 years?

Based on the travel demand model and TAZ forecasts, various areas around Albemarle are projected to experience employment growth between 2018 and 2050, with increases of approximately 100 to 250 or more jobs in several zones. See the TAZ maps in the Model section of the appendix for additional detail.

C. Are these jobs expected to be in the existing major employment centers or in other areas?

Future employment growth is expected to occur both within existing employment centers and in emerging areas, particularly in the southwestern and northern portions of Albemarle. See the TAZ maps in the Model section of the appendix for additional detail.

7. Development Goals

Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities.
Potential Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Identify major target areas for residential development.
Major target areas for future residential development include the southwestern portion of Albemarle and the northwestern portion of Locust.
- B. Identify major target areas for employment centers.
Major target areas for future employment centers are expected in the southwestern and northern portions of Albemarle. See the TAZ maps in the Model section of the appendix for additional detail.
- C. Identify major target areas for commercial development.
Major target areas for future commercial development are anticipated within sections of southwestern Albemarle.
- D. Will development density be higher, lower or about the same as existing development?
Development density is expected to be higher, particularly in and around Albemarle and Locust.
- E. Will the proximity of housing to jobs, shopping and services be more, less or about the same as existing development?
The proximity of housing to jobs, shopping, and services is expected to remain about the same as existing development patterns.
- F. What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area? (Provide a link or where to find it.)
Existing plans and facilities within the planning area include the Carolina Thread Trail network and existing greenways within Albemarle. Additional information can be found in local comprehensive plans, bicycle and pedestrian plans, and municipal greenway planning documents.

8. Farming Operations

Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7 th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas. The sector adds \$70 billion annually to the State’s economy, accounting for 18% of the State’s income and employing 17% of its workforce.
Potential Data Source(s)	<i>http://srsfia2.fs.fed.us/states/north_carolina.shtml</i> Farms: http://www.ncagr.gov/stats/codata/index.htm Timber: pages 18-19 of report (http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf)
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

- A. List roads that are known to be impacted by farming equipment or timber trucks.
Roadways known to be impacted by farming equipment and timber truck activity include Austin Road, Newt Road, and Old Salisbury Road, particularly in areas adjacent to active agricultural land uses.
- B. Are any farms given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?
Not applicable at this time.

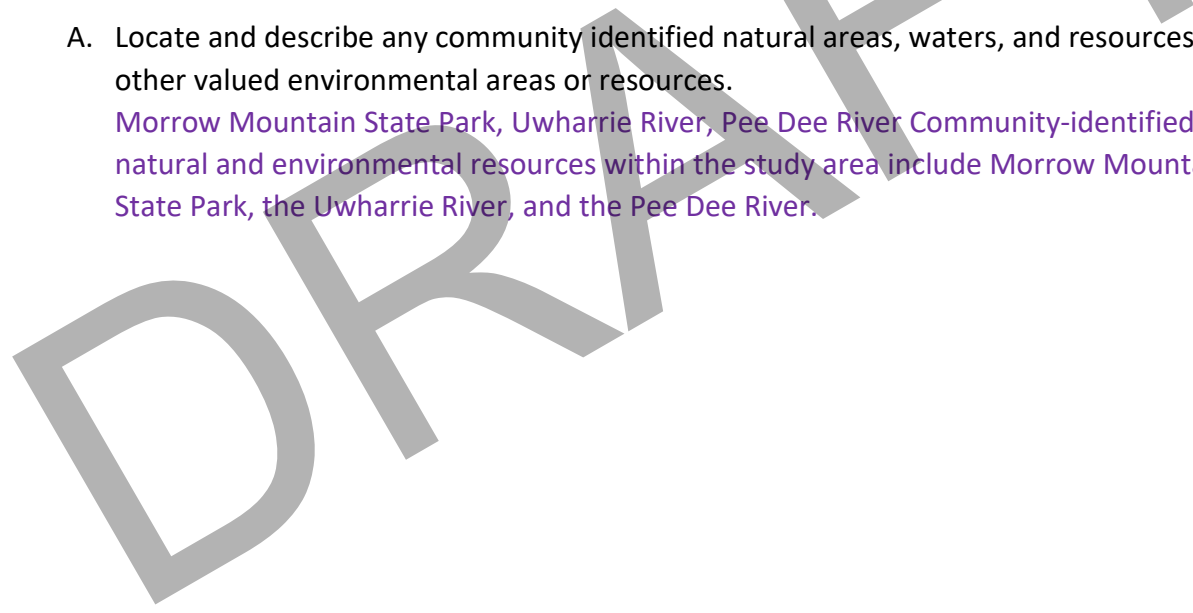
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9. Natural Resources

Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies.
Potential Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available), <i>DENR's Conservation Planning Tool: http://portal.ncdenr.org/web/nhp/gis-download</i> NC Wildlife Resource Commission's NC Green Growth Toolbox: http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx ,
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

- A. Locate and describe any community identified natural areas, waters, and resources or other valued environmental areas or resources.

Morrow Mountain State Park, Uwharrie River, Pee Dee River Community-identified natural and environmental resources within the study area include Morrow Mountain State Park, the Uwharrie River, and the Pee Dee River.



10. Transportation Choices

Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community’s livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long-range transportation planning.
Potential Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner(s), local transportation plans (particularly if they include a bicycle component), local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

- A. Identify major existing and proposed bicycle and pedestrian destinations.
Major existing and proposed bicycle and pedestrian destinations within the study area include Morrow Mountain State Park, Piney Point Golf Club, Eastgate Cinemas, and Stony Mountain Vineyards.
- B. Identify major existing and proposed transit (bus and/or rail) destinations.
Major existing transit destinations within the study area include the Stanly County Transportation System (SCUSA) service area and the Greyhound stop in Albemarle.
- C. Identify major existing and proposed freight corridors and destinations.
Major existing and proposed freight corridors within the study area include NC 24/27 with connectivity toward Charlotte, as well as US 52, NC 49, and NC 731.

11. Seasonal Traffic and Special Events

Why important?	Estimating peak traffic volumes
Potential Data Source(s)	Tourism Development Authority, Chamber of Commerce
Other Source(s)	County and municipal staff and steering committee members

- A. List major attractions or events (example: sporting events, festivals, tourism destinations/attractions).

Major attractions and events within the study area include the Stanly County Fall Festival, the Big Lick Bluegrass Festival, and Morrow Mountain State Park.

- B. List areas and routes that experience higher seasonal Traffic
- Not applicable at this time.

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SOCIO-ECONOMIC DATA FORECAST AND METHODOLOGY

In the development of the [Stanly County CTP](#), existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. The following socio-economic factors are integral in the establishment of planning assumptions for this study.

- [Population Trend and Projection](#)
- [Employment Trend and Projection](#)
- [Growth Rate Methodology](#)
- [Land Use](#)

Travel demand was projected from 2022 to 2055 using a [travel demand model](#) based on Annual Average Daily Traffic (AADT) from 2022 to 2050. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the [2022 Stanly County Comprehensive Land Use Plan](#) was used and is shown in [Figure X](#).

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, employment projections and land use trends to determine the needs in the future transportation system in 2055. This data was endorsed by the [Stanly County Commissioners on September 3rd, 2024](#).

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Population Trends and Projection

Data from the Office of State Budget and Management (OSBM) was used to estimate population trends. The base year population data is consistent with other sources such as Assess NC. Population trends from OSBM gave a population growth of about 0.3% percent using the annual growth rate (AGR) from previous years (1990-2017) as shown on Table 2. Steering committee members and the county commissioners stated that the growth rate used in the 2050 Metrolina Regional Model, which has a 1.7% AGR, was more accurate based on their planned development and was used as part of this CTP.

Table 1 - Population Data Table

Year	OSBM	CTP	Population North Carolina
1990	51,906	51,906	6,632,448
2000	57,791	57,791	8,046,668
2010	60,576	60,576	9,535,762
2015	60,635	60,635	9,968,747
2020	62,415	62,415	10,439,388
2022	62,789	64,153	10,714,625
2030	65,004	72,667	11,740,822
2040	67,367	85,020	12,993,208
2050	69,733	93,953	14,241,032

County Estimates (North Carolina Office of State Budget and Management)
<https://www.osbm.nc.gov/facts-figures/population-demographics/state-demographer/historical-county-estimates>

Accessed December 2023

Employment

Data from the approved 2050 Metrolina Regional Model were used to determine the employment conditions. The base year employment conditions matched with other sources such as the Bureau of Labor Statistics, N.C. Department of Commerce County Profile and Assess NC and the Stanly County Comprehensive Plan. The 2055 employment totals were based on trends from the 2050 Metrolina Regional Model (See table 3).

Table 3 – Stanly County Employment and Population to Employment

Year	Stanly County Population	Stanly County Employed*	Employed/Population Ratio
2022	64,153	28,739	2.23
2025	67,346	29,636	2.27
2030	72,667	31,130	2.33
2045	88,632	35,613	2.48
2050	93,953	37,108	2.50
2055	99,275	38,602	2.57

www.bls.gov/lau/
 Accessed on January, 2024
 *Extrapolated by NCDOT using ratio based on historic trends



Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the [Stanly County 2040 Land Use Plan](#) was used to meet this requirement.

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

Residential:

Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

Commercial:

Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast-food restaurants and service stations; all other commercial establishments would be considered retail.

Industrial:

Land devoted to the manufacturing, storage, warehousing, and transportation of products.

Public:

Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

Agricultural:

Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

Mixed Use:

Land devoted to a combination of any of the categories above.

The steering committee members provided various information of incoming development at different parts of the county. Notably, the southwestern portion of Albemarle were stated to have anticipated planned development. The town of Locust also provided information of indicating planned housing development northwest of downtown Locust. A Transportation Analysis Zone (TAZ) map was used to show planned development shown by the 2050 Metrolina regional model and steering committee members agreed with the overall areas of housing and employment growth. See the Model Results and Methodology Appendix for more details.

TRANSPORTATION PLANNING ANALYSIS DATA

The influences and impacts of other transportation planning related data & analyses below were used to help analyze the existing and future transportation system. In this section, the data and maps used included:

- [Bridge Deficiency Assessment](#)
- [Traffic Crash Analysis](#)
- [Consideration of Natural and Environmental Features](#)
- [Existing Freight/Truck data](#)
- [Resiliency](#)

Bridge Deficiency Assessment

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

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. **Eleven deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 6.** As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendations.

The Structures Management Unit analyzes bridges within the Division and shares this information with the Division Bridge Program Manager to assist in determining the prioritization of the bridge projects. The structures unit utilizes various metrics such as condition, structural adequacy, safety, serviceability, and functional capability during this analysis. Once the Division and Structures Management Unit agree upon the bridge replacement priority, the bridges with the highest priority are replaced as Federal and State funds become available.

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

Deficient bridges on roads in the CTP are shown in the table below. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in the Contact Information appendix.

Bridge ID	Facility	Feature	Condition	CTP Project
12	SR1522	LITTLE MOUNTAIN CREEK	Functionally Obsolete	
21	NC73	BIG BEAR CREEK	Functionally Obsolete	
25	SR1740	LAKE TILLERY	Functionally Obsolete	
35	SR1134	LONG CREEK	Functionally Obsolete	
42	SR1434	BIG BEAR CREEK	Functionally Obsolete	
50	NC24,27,73,EBL	PEE DEE RIVER	Functionally Obsolete	
56	AQUADALE RD.	POPLIN CREEK	Functionally Obsolete	
95	SR1954	LITTLE CREEK	Functionally Obsolete	
98	SR1967	LONG CREEK	Functionally Obsolete	
102	SR1917 (CLOSED)	LONG CREEK	Functionally Obsolete	
106	SR1969	BEAR CREEK	Functionally Obsolete	
134	SR1140	NORFOLK,SOUTHERN RR	Functionally Obsolete	
162	SR1923	HARDY CREEK	Functionally Obsolete	
192	SR1238	BIG BEAR CREEK	Functionally Obsolete	
208	SR1001	ROCKY RIVER	Functionally Obsolete	
246	SR1225	BIG BEAR CREEK	Functionally Obsolete	
282	US 52	LITTLE LONG CREEK	Functionally Obsolete	
286	ACCESS RD.	LITTLE LONG CREEK	Functionally Obsolete	

Figure 6
BRIDGE DEFICIENCIES



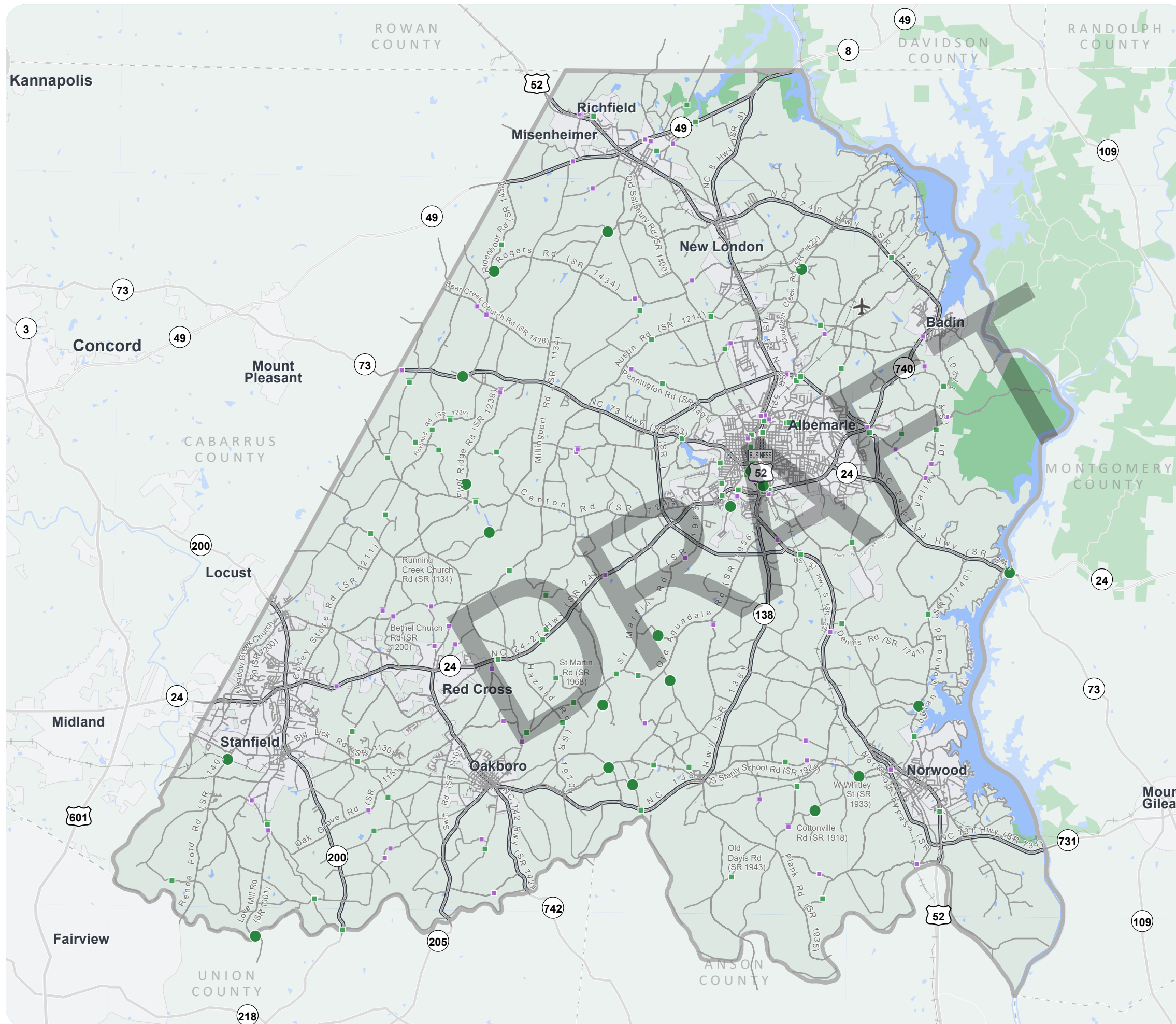
STANLY COUNTY
 CTP Analysis and Information

Bridge Features

- Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road



WebAddress



Sheet 1 of 1

Base map date: October 09, 2023

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 Plan Date: December 09, 2025

Planning Level Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT’s mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The Traffic Safety Unit within NCDOT’s Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments. This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. The locations identified as having 5 or more crashes in Stanly County which occurred between January 1, 2018 and December 31, 2022 are shown on map X. The CTP Steering Committee reviewed map X and commented that Stanly County has a moderate crash history with most incidents along NC 24/27 and US 52 which should be alleviated with the recent improvements along this corridor. Two additional intersections were identified during the development of this CTP and recommended for improvements:

- N.C. 138, N.C. 205, N.C. 742 & E First St Intersection
- U.S. 52 Bus & S 1st St/S 2nd St Intersection

Figure Y shows bicycle crash locations and Figure Z show pedestrian crash locations.

The table in this section depicts a summary of the crashes occurring in the planning area between Jan. 1, 2018 and Dec. 31, 2022. The data represents locations with five or more crashes. The “Number of Crashes” column indicates the number of crashes reported within 150 feet of the intersection during the study period. Intersections are described as the crossing between “Road A” and “Road B”. The Average Severity listed is the average crash severity for reported crashes at that location. The NCDOT is involved with investigating and improving many of these locations.

Since safety concerns often need more immediate addressing than long-range projects identified during the CTP, all public comments concerning safety received during the development of the Stanly County CTP were shared with NCDOT Division 10.

The primary method for identifying locations that are likely to produce a safety project is through the Highway Safety Improvement Program (HSIP). The HSIP provides a continuous and systematic process that identifies, reviews, and addresses specific traffic safety concerns throughout the state .

To request a more detailed analysis for any of the locations below, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in the Contact Information appendix.

.

Number of Crashes	Road A	Road B	Average Severity
97	NC 24	LEONARD	3.16
77	NC 24	SR 1783	3.57
48	US 52	SR 1650	4.58
33	US 52	SR 1134	3.24
33	NC 24	NC 205	11.98
31	NC 24	SR 1140	2.73
30	NC 24	SR 1142	2.02
25	US 52	NC 49	2.78
24	NC 740	SR 1650	2.29
24	NC 24	SR 1200	2.85
22	SR 1542	SR 1650	2.68
22	NC 205	SR 1115	8.90
22	NC 73	SR 1134	7.81
20	US 52	OLD CHARLOTTE	4.33
20	NC 200	SR 1200	3.22
19	SR 1625	LEONARD	2.95
19	NC 73	BROOM	2.56
19	NC 73	SR 1274	2.64
18	NC 24	SR 1963	3.06
18	NC 49	SR 1005	11.89
18	NC 24	BYRD	4.29
18	NC 24	SR 1537	1.82
17	US 52	EFIRD	3.61
17	NC 73	BOST	2.74
17	NC 24	SR 1740	1.87
17	SR 1625	AREY	4.24
16	US 52BUS	SR 1494	7.13
16	INGER	LEONARD	3.78
16	NC 24	SR 1780	3.64
15	NC 24	SR 1731	2.97
15	NC 24	SPAULDING	3.47
14	US 52	SR 1908	12.36
14	US 52	NC 8	1.53
14	SR 1650	BADIN	2.59
14	SR 1535	SR 1650	1.57
14	SR 1650	MOSS SPRINGS	1.53
13	NC 24	SR 1818	2.14
13	SR 1200	SR 1211	5.55
13	US 52BUS	OLD CHARLOTTE	2.14
12	US 52BUS	FIRST	2.85
12	NC 24	SR 1249	8.55
12	US 52BUS	SR 1837	1.67
11	US 52	SR 1474	4.36
11	SR 1625	BERRY	9.91

11	SR 1625	BADIN	3.69
11	NC 24	RAY KENNEDY	1.74
10	US 52BUS	NC 24	1.00
10	NC 740	SR 1545	1.74
10	NC 24	SR 1739	19.12
10	NC 24	SR 1221	3.47
10	NC 200	SR 1137	2.48
9	US 52	SR 1817	11.07
9	US 52	SR 1418	5.63
9	SR 1115	SR 1117	29.56
9	NC 73	SR 1214	19.49
9	NC 24	SR 1803	1.82
9	SR 1274	SR 1963	1.82
8	US 52	SR 1933	1.93
8	US 52	SR 1524	2.85
8	SR 1522	SR 1524	3.78
8	SR 1214	SR 1249	1.93
8	NC 8	NC 740	1.00
8	NC 24	SR 1736	3.78
8	NC 24	SR 1115	2.85
8	NC 24	LOCUST	2.85
8	NC 200	SR 1206	2.85
8	NC 24	CHARTER	1.93
8	SR 1214	SR 1400	4.70
8	US 52	SHEPARD	4.70
8	NC 24	SR 1720	3.78
8	NC 73	SR 1234	12.33
7	US 52BUS	SR 1474	4.70
7	US 52	SR 1470	1.00
7	SR 1140	SR 1145	5.23
7	NC 73	SR 1426	4.17
7	NC 73	SR 1266	3.11
7	NC 24	SR 1734	2.06
7	NC 24	SR 1258	3.11
7	US 52	SR 1914	5.23
7	NC 73	SR 1497	4.17
6	US 52	SR 1414	2.23
6	SR 1968	SR 1970	3.47
6	SR 1542	MONTGOMERY	3.96
6	NC 8	SR 1004	3.47
6	NC 73	SR 1244	5.44
6	NC 73	LOWDER	3.96
6	NC 73	AUSTIN	2.23
6	NC 24	SR 1900	2.48
6	NC 24	SIMPSON	2.23
6	NC 24	CAMERON	1.00
6	NC 200	SR 1130	16.10

6	NC 138	SR 1919	16.10
6	NC 200	SR 1115	5.93
6	SR 1625	MARROW	4.70
6	NC 24	SR 1978	16.10
6	SR 1625	GROVE	1.00
6	NC 8	SR 1514	17.64
5	US 52	SR 1934	2.48
5	SR 1730	SR 1731	3.96
5	SR 1650	ROTARY	3.96
5	SR 1542	SR 1625	2.48
5	SR 1400	SR 1440	5.44
5	SR 1214	SR 1227	2.48
5	SR 1115	SR 1977	16.16
5	NC 8	NC 49	2.48
5	NC 73	SR 1405	3.96
5	NC 24	TUCKER	3.96
5	NC 24	SR 1219	1.00
5	AMHERST	LEONARD	5.44
5	SR 1268	SR 1274	5.44
5	NC 24	SR 1211	2.48
5	US 52	SR 1214	3.96
5	SR 1400	SNUGGS	3.96
5	SR 1535	SR 1535	17.64
5	US 52	US 52BUS	3.96

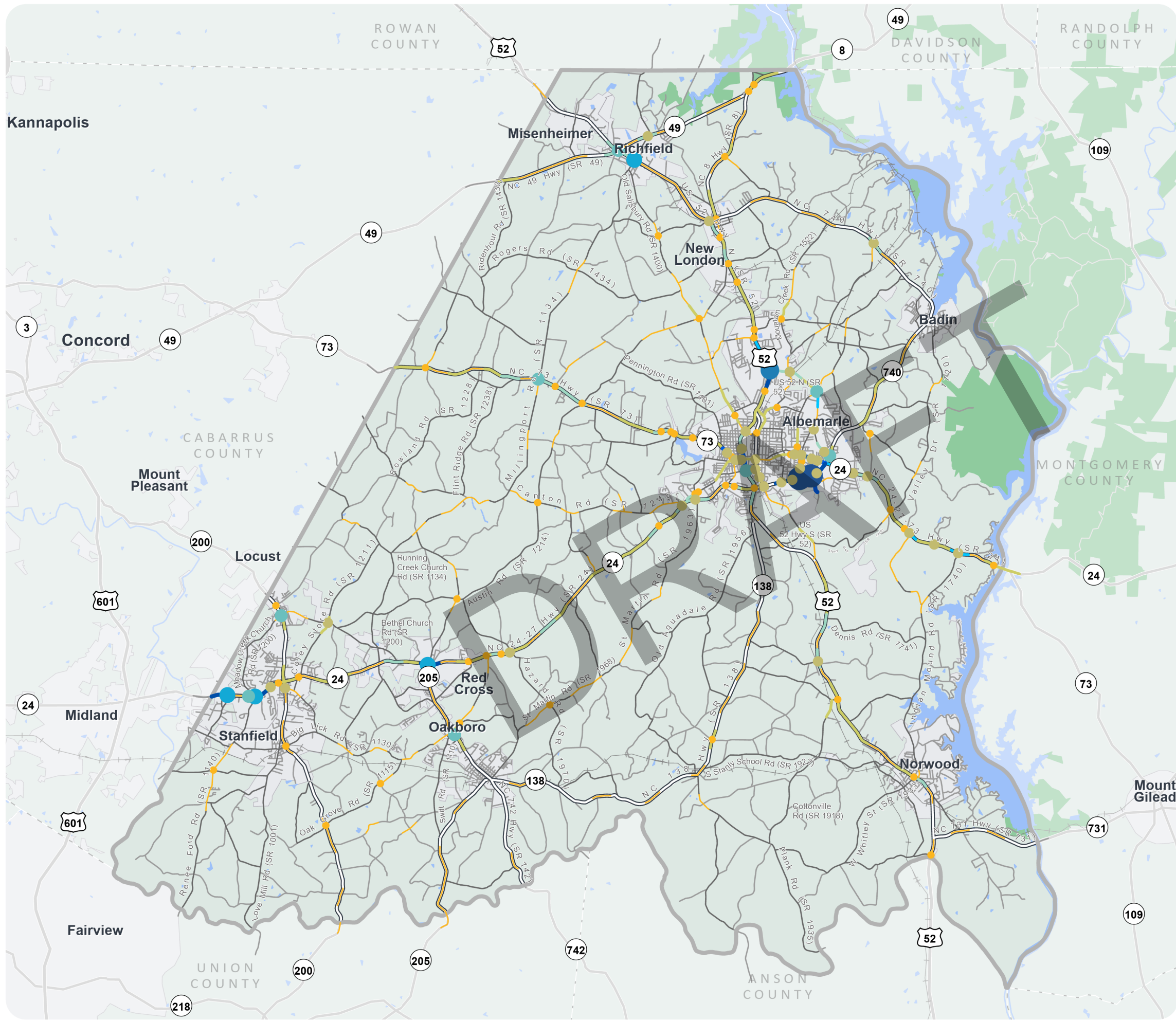


Figure 5
**PLANNING LEVEL
 CRASH LOCATIONS**



STANLY COUNTY

CTP Analysis and Information

Planning Level Crash Features
 (January 2018 - December 2022)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

Base map date: October 09, 2023

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Figure 5
**PLANNING LEVEL
 CRASH LOCATIONS**



ALBEMARLE
 CTP Analysis and Information

Planning Level Crash Features
 (January 2018 - December 2022)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



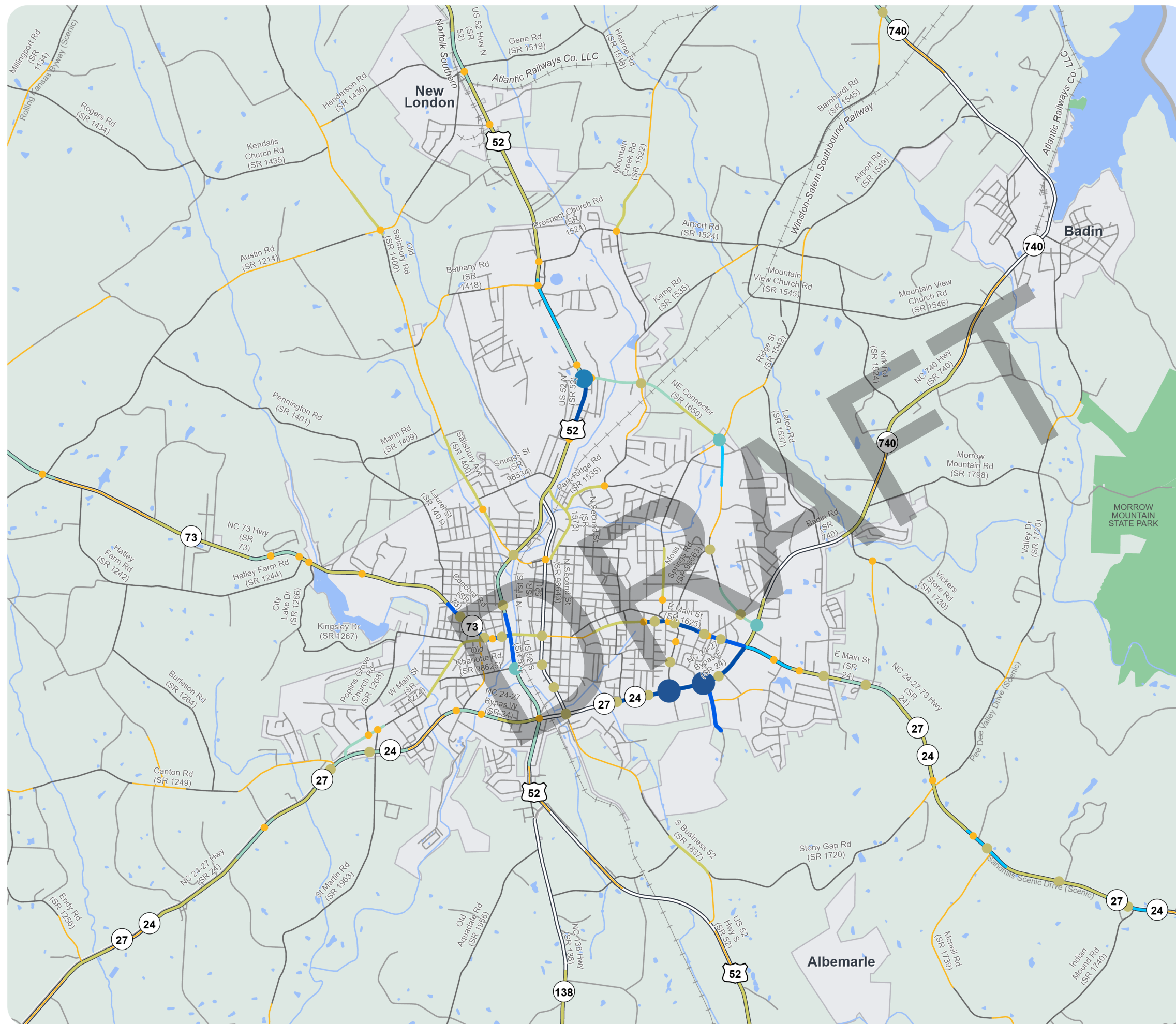
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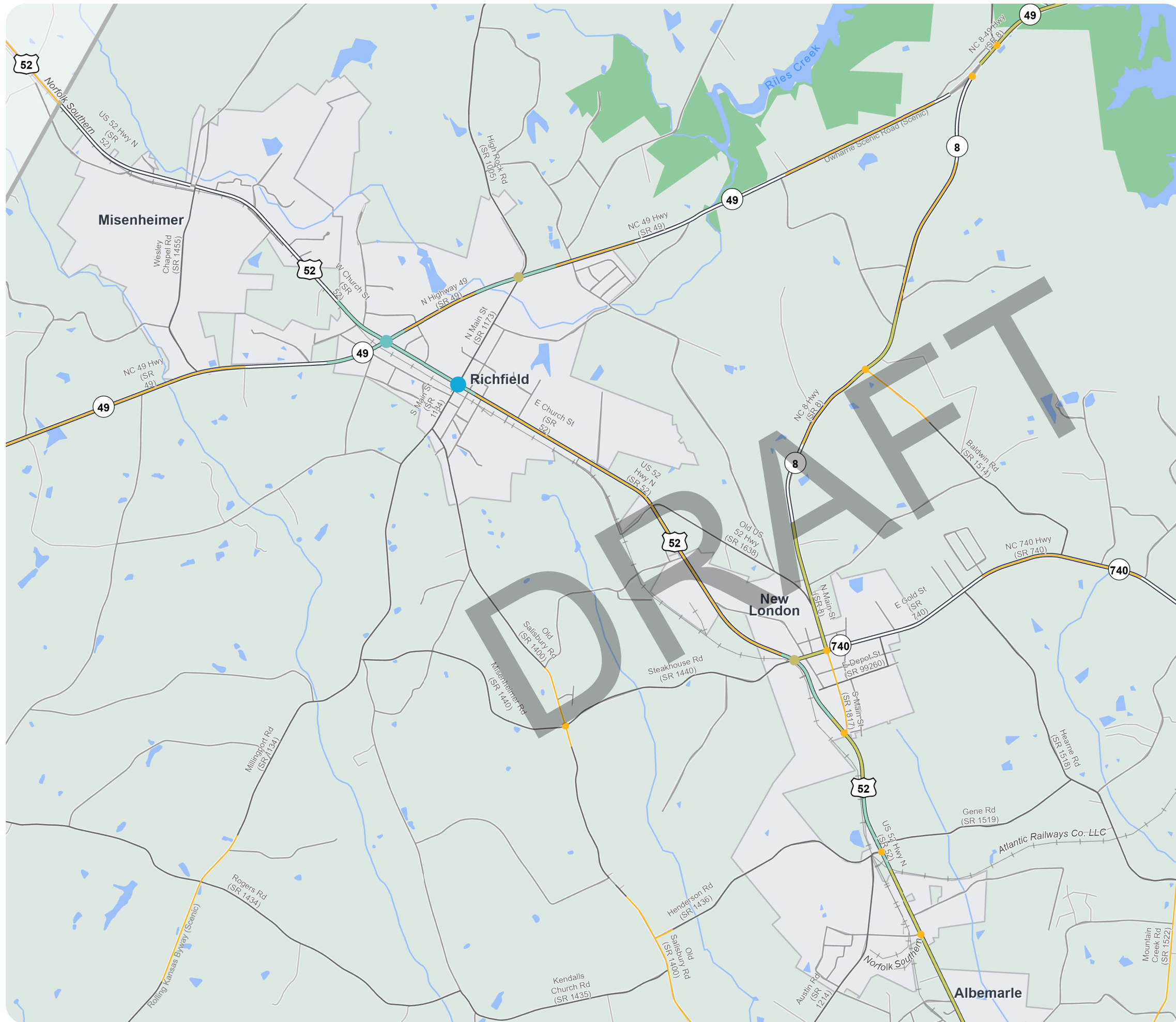


Figure 5
**PLANNING LEVEL
 CRASH LOCATIONS**



MISENHEIMER, RICHFIELD NEW LONDON

CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)

Total Crashes	Intersection	Road Section
5 - 9	●	—
10 - 19	●	—
20 - 29	●	—
30 - 39	●	—
40 - 49	●	—
50 and above	●	—

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

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Figure 5
**PLANNING LEVEL
 CRASH LOCATIONS**



**LOCUST, STANFIELD
 OAKBORO, RED CROSS**

CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



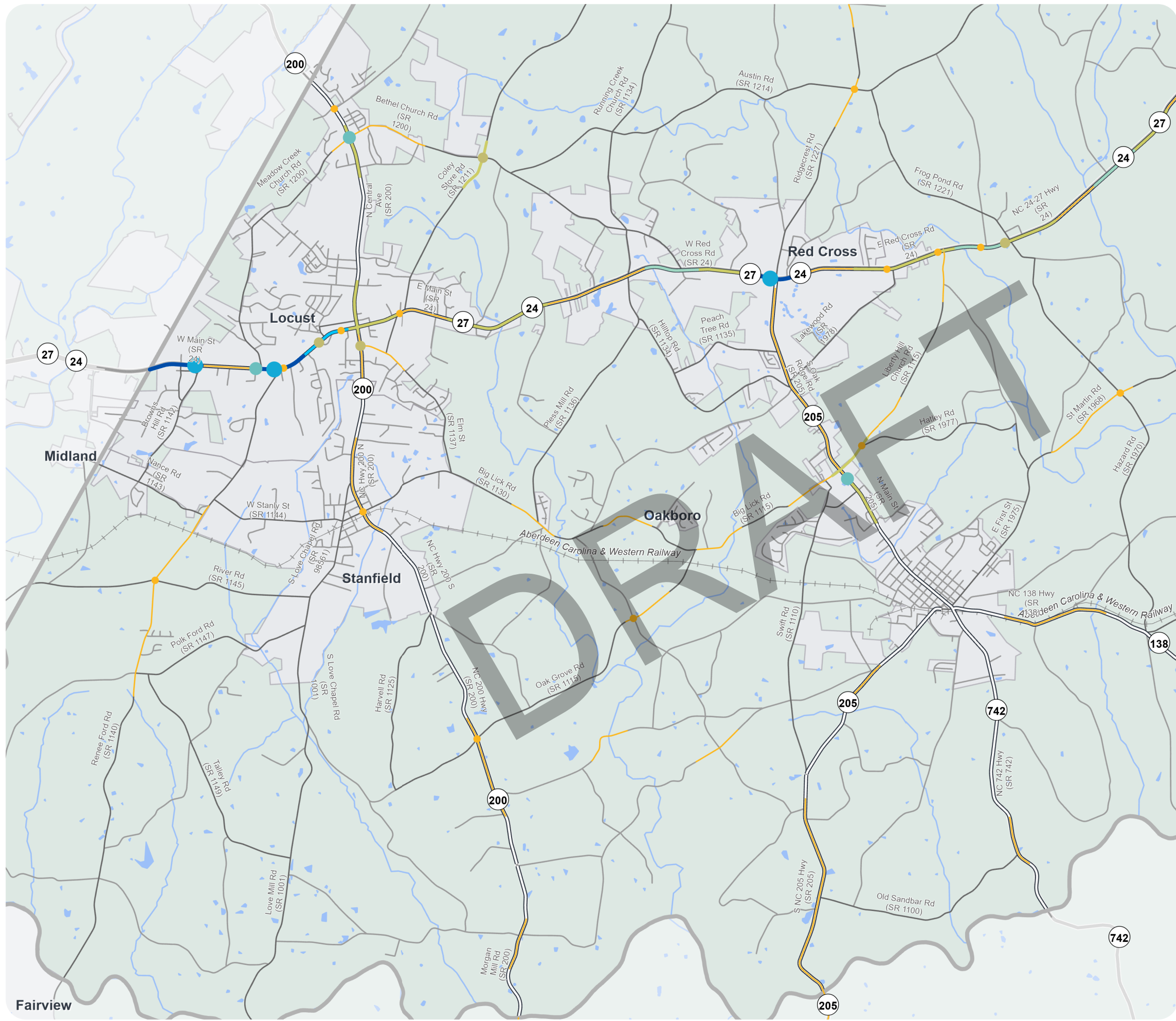
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Fairview

Figure 5
**PLANNING LEVEL
 CRASH LOCATIONS**



NORWOOD
 CTP Analysis and Information

Planning Level Crash Features
 (January 2018 - December 2022)

Total Crashes	Intersection	Road Section
5 - 9		
10 - 19		
20 - 29		
30 - 39		
40 - 49		
50 and above		

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



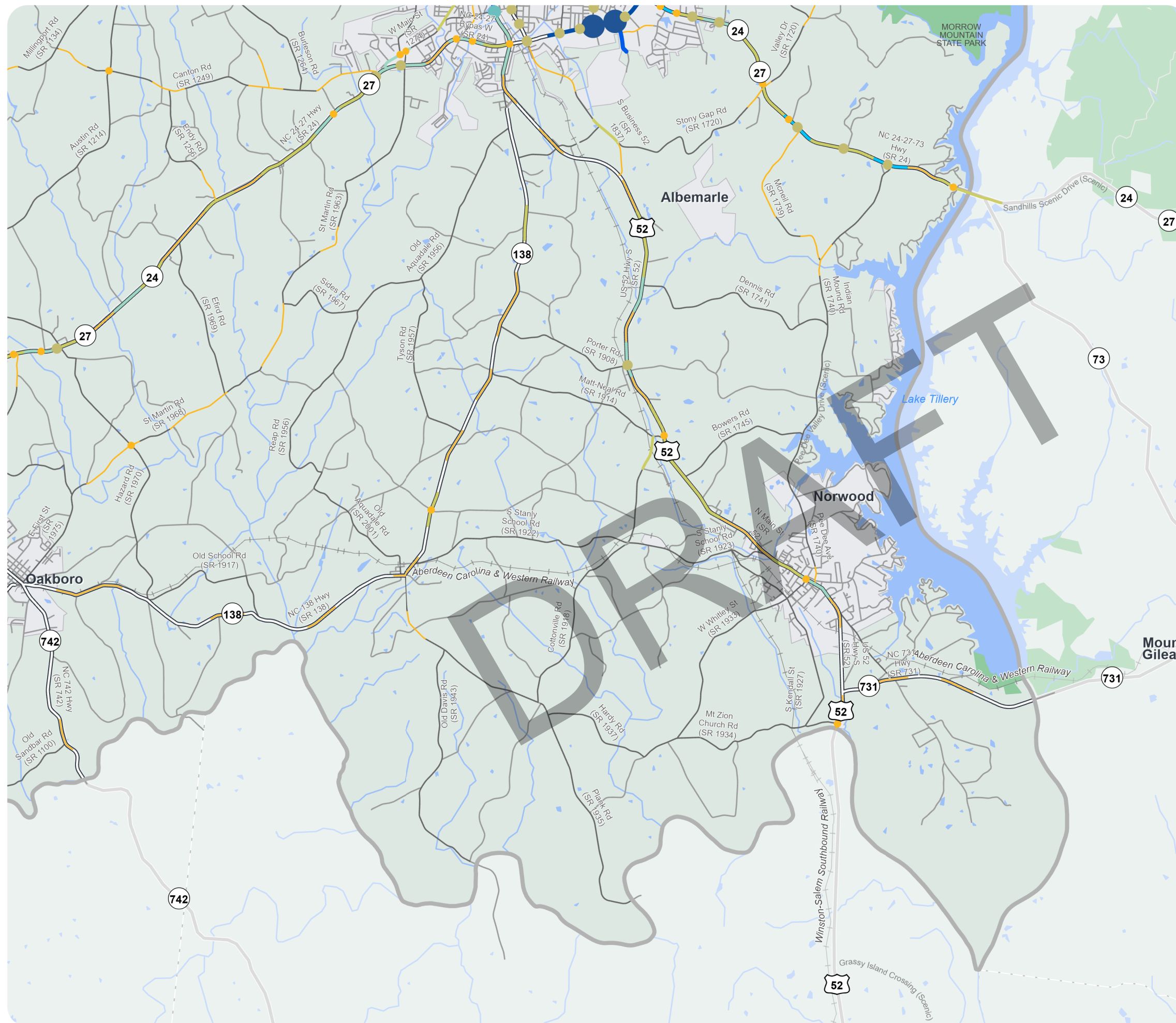
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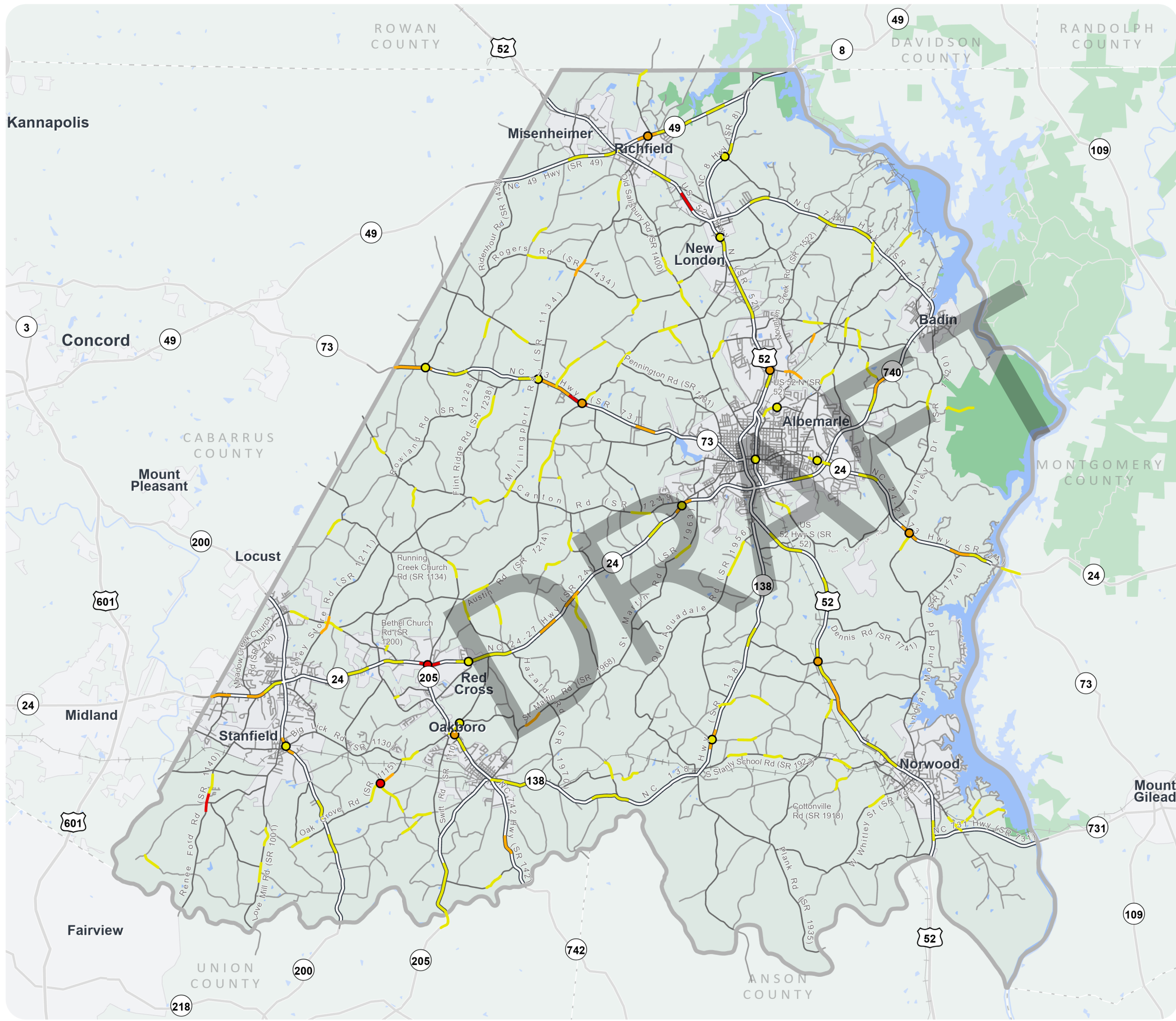


Figure 5
**FATAL/SEVERE
 CRASH LOCATIONS**



STANLY COUNTY

CTP Analysis and Information

Planning Level Crash Features
 (January 2018 - December 2022)

Fatal and Severe Crashes

- 1
- 2
- 3+

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

Base map date: October 09, 2023

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Figure 5
**FATAL/SEVERE
 CRASH LOCATIONS**



ALBEMARLE
 CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)
Fatal and Severe Crashes

- 1
- 2
- 3+

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

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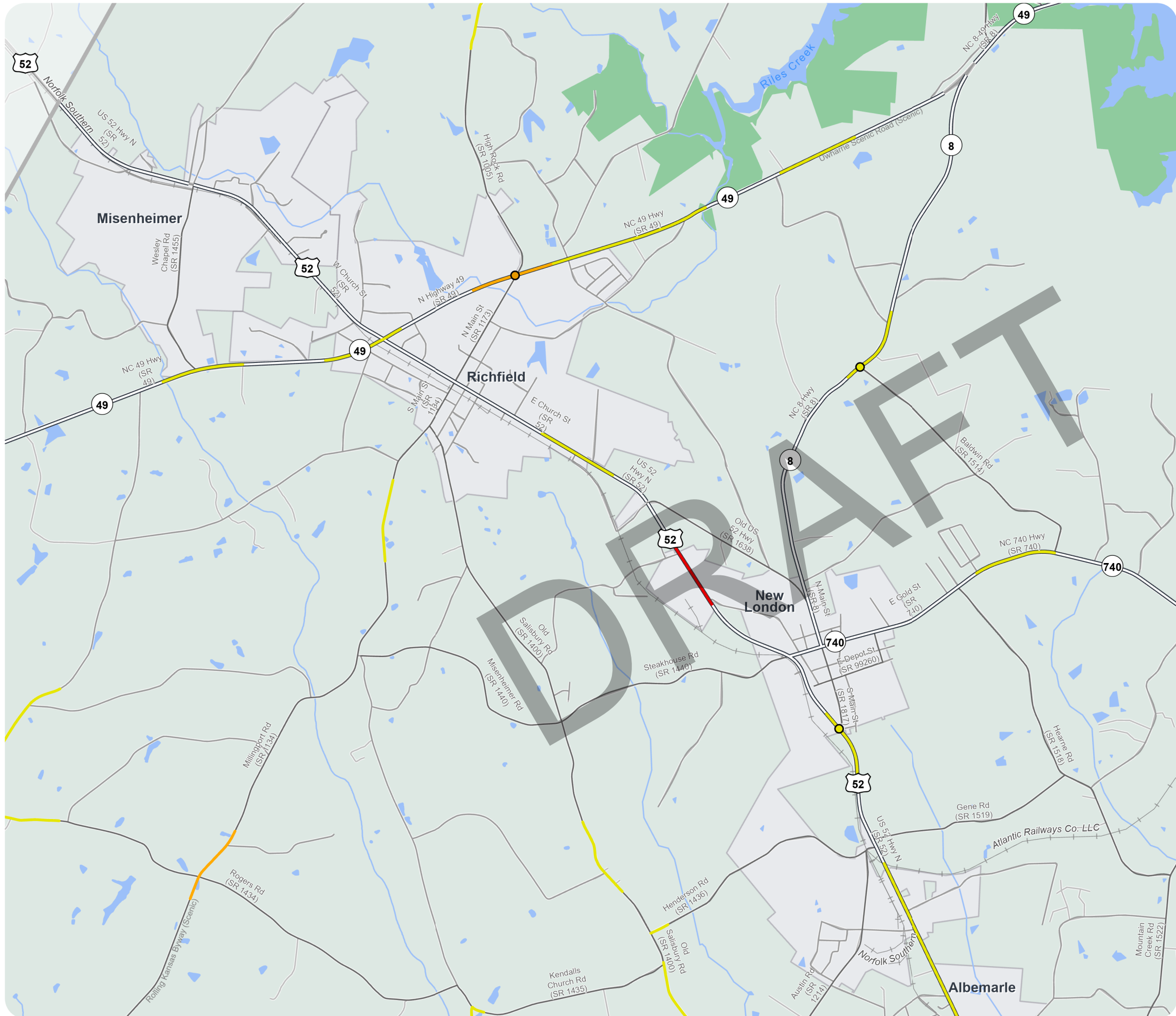


Figure 5
**FATAL/SEVERE
 CRASH LOCATIONS**



**MISENHEIMER, RICHFIELD
 NEW LONDON**

CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)

Fatal and Severe Crashes

- 1
- 2
- 3+

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

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Figure 5
FATAL/SEVERE
CRASH LOCATIONS



LOCUST, STANFIELD
OAKBORO, RED CROSS

CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)

Fatal and Severe Crashes

- 1
- 2+
- 3+

Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 2 of 3

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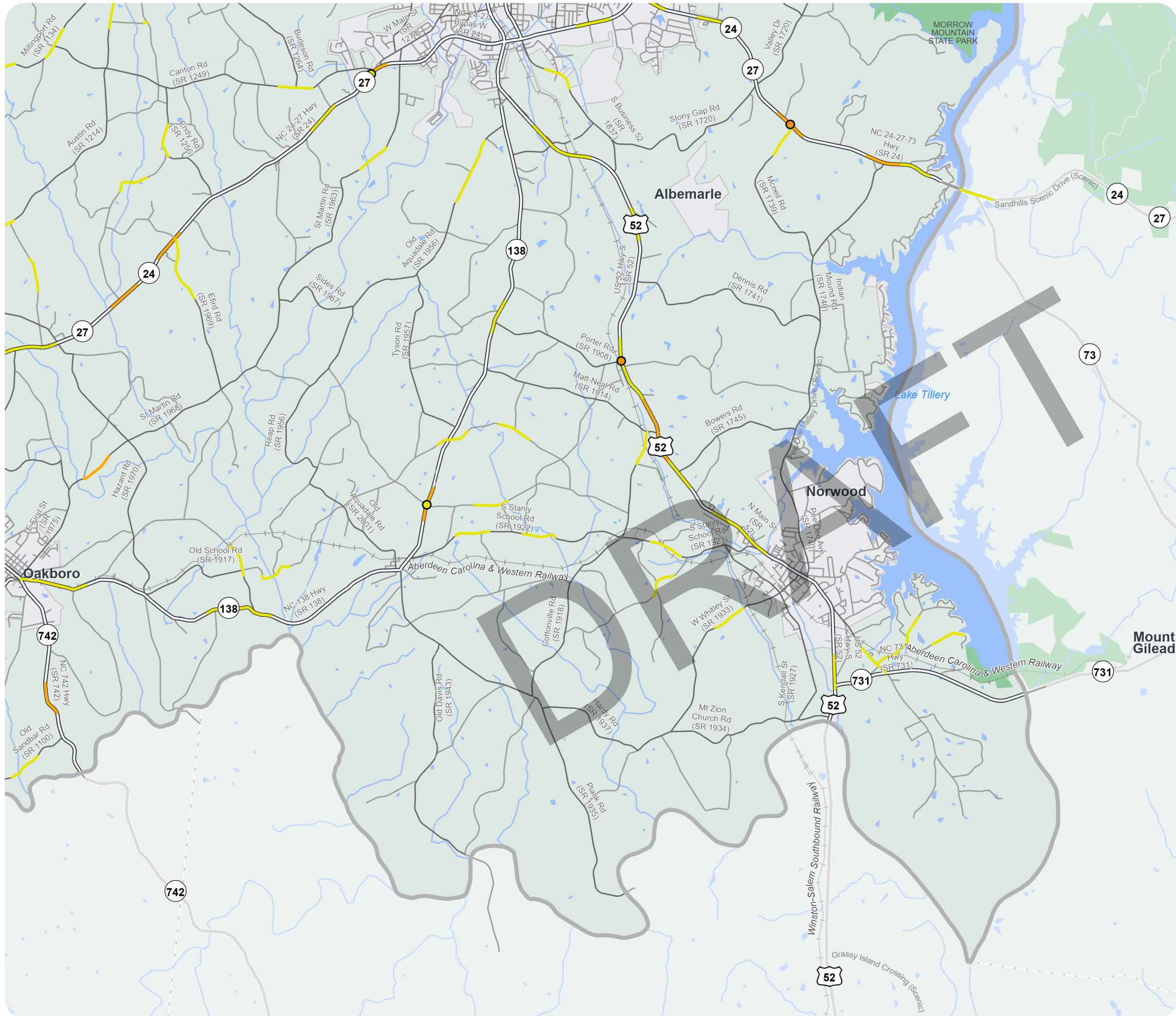


Figure 5
FATAL/SEVERE
CRASH LOCATIONS



NORWOOD

CTP Analysis and Information
 Planning Level Crash Features
 (January 2018 - December 2022)
Fatal and Severe Crashes

- 1
- 2+
- 3+

- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



Sheet 2 of 3

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Consideration of Natural and Human Environment

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

In the Interagency Coordination appendix, the coordination that occurred during the long-range transportation planning process is described. This coordination included environmental resource agencies and other local, state, and federal agencies and entities, and followed the Interagency Coordination Protocol described in that appendix.

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following table. Environmental features occurring within Stanly County are shown in **Figure x** and are shown in **bold** text in the table below.

Environmental Features

<ul style="list-style-type: none"> • 24k Hydro Lines • 303D Streams • Airport Boundaries • Anadromous Fish Spawning Areas • APNEP - Submerged Aquatic Vegetation • Beach and Waterfront Access • Benthic Habitat • Bicycle Routes • Biodiversity Wildlife Habitat Assessment • Boating Access • Churches and Cemeteries • Colleges and Universities (Points) • Conservation Tax Credit Properties • Critical Habitat for Threatened and Endangered Species • Emergency Operation Centers • Fish Nursery Areas • Hazard Substance Disposal Sites (points & polygons) • Hazardous Waste Facilities • High Quality Waters and Outstanding Resource Water Management 	<ul style="list-style-type: none"> • Managed Areas • National Wetlands Inventory (polygons) • Natural Heritage Element Occurrences • NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance • NCDOT Maintained Mitigation Sites • Railroads (1:24,000) • Recreation Projects - Land and Water Conservation Fund • Regional Trails • Sanitary Sewer Systems - Treatment Plants • Schools (Public & Non-Public) • Significant Natural Heritage Areas • State Natural and Scenic Rivers • State Parks • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Waters WRC (arcs & polygons) • Unique Wetlands • Water Distribution Systems - Tanks
---	--

- Historic Resources – National Register and Determined Eligible (points and polygons)
- Hospitals
- Hydrography - 1:24,000-scale (polygons)
- Landscape Habitat Indicator Guilds (LHIGs) Managed Areas
- & Treatment Plants
- Water Supply Watersheds

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

Title VI

The N.C. Department of Transportation is committed to ensuring that no person – on the grounds of race, color, national origin, limited English proficiency, income status, sex, age or disability – is excluded from participating in, denied the benefits of or otherwise subjected to discrimination under any NCDOT program or activity, as provided by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination laws and authorities.

Title VI applies to NCDOT and any entities receiving federal financial assistance through NCDOT. Other nondiscrimination laws also protect against discrimination, including:

- Section 162(a) of the Federal-Aid Highway Act of 1973 (sex or gender)
- Age Discrimination Act of 1975 (age)
- Section 504 of the Rehabilitation Act of 1973 (disability)
- Americans with Disabilities Act of 1990 (disability)
- Fair Housing Act (religion)
- Federal Aviation Administration's 49 U.S.C. 47123 (religion)

Consideration of Title VI information was used in public engagement and identification of project proposals. Figure 7 shows Title VI maps of different population groups shown by census block group.

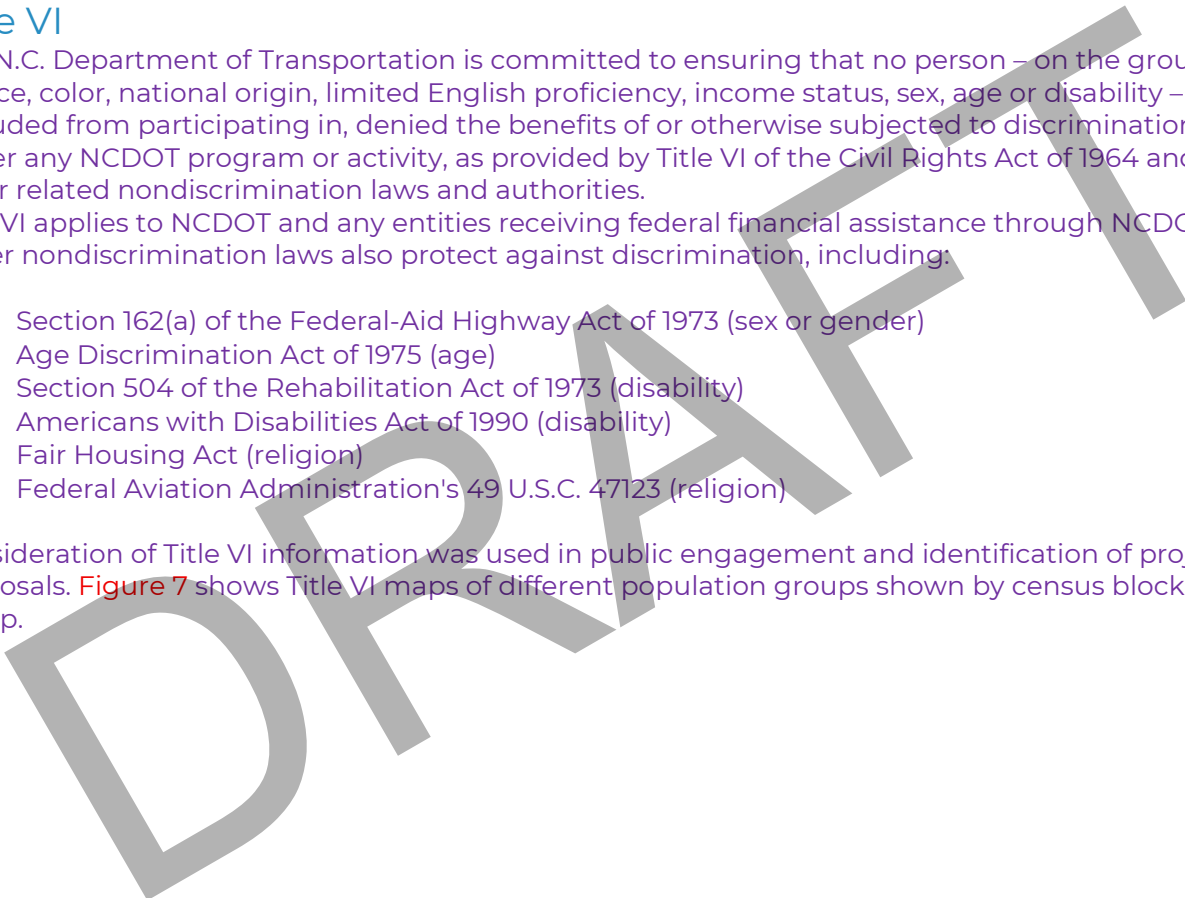


Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

-  National Register and Determined Eligible
-  Historic Resources - National Register and Determined Eligible
-  Targeted Local Watersheds - EEP
-  Conservation Tax Credit Properties
-  Historic Resources - National Register and Determined Eligible
-  Targeted Local Watersheds - EEP
-  Conservation Tax Credit Properties
-  NC National Parks



WebAddress



0 0.75 1.5 3 4.5 6 Miles

Sheet 1.1 of 4

Base map date: October 09, 2023

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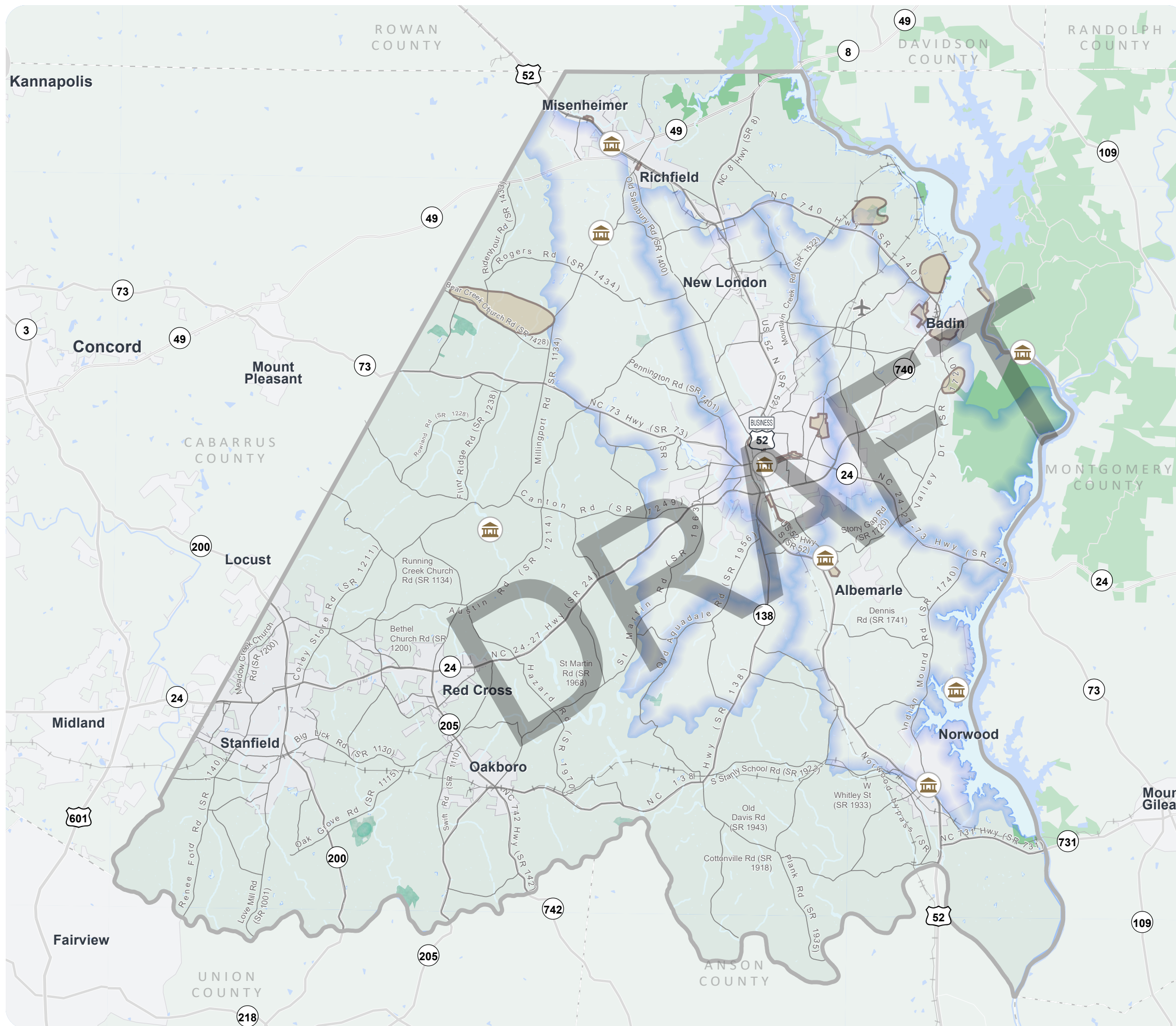


Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

- Mitigation Site - NCDOT Maintained
- Critical Habitat for Threatened and Endangered Species - Line
- Critical Habitat for Threatened and Endangered Species - polygon
- Natural Heritage Natural Areas
- Managed Areas
- Unique Wetlands
- Land and Water Conservation Fund (Recreation Projects)
- Parks and Recreation
- Landscape Habitat Indicator Guilds



WebAddress



0 0.75 1.5 3 4.5 6 Miles

Sheet 1.2 of 4

Base map date: October 09, 2023

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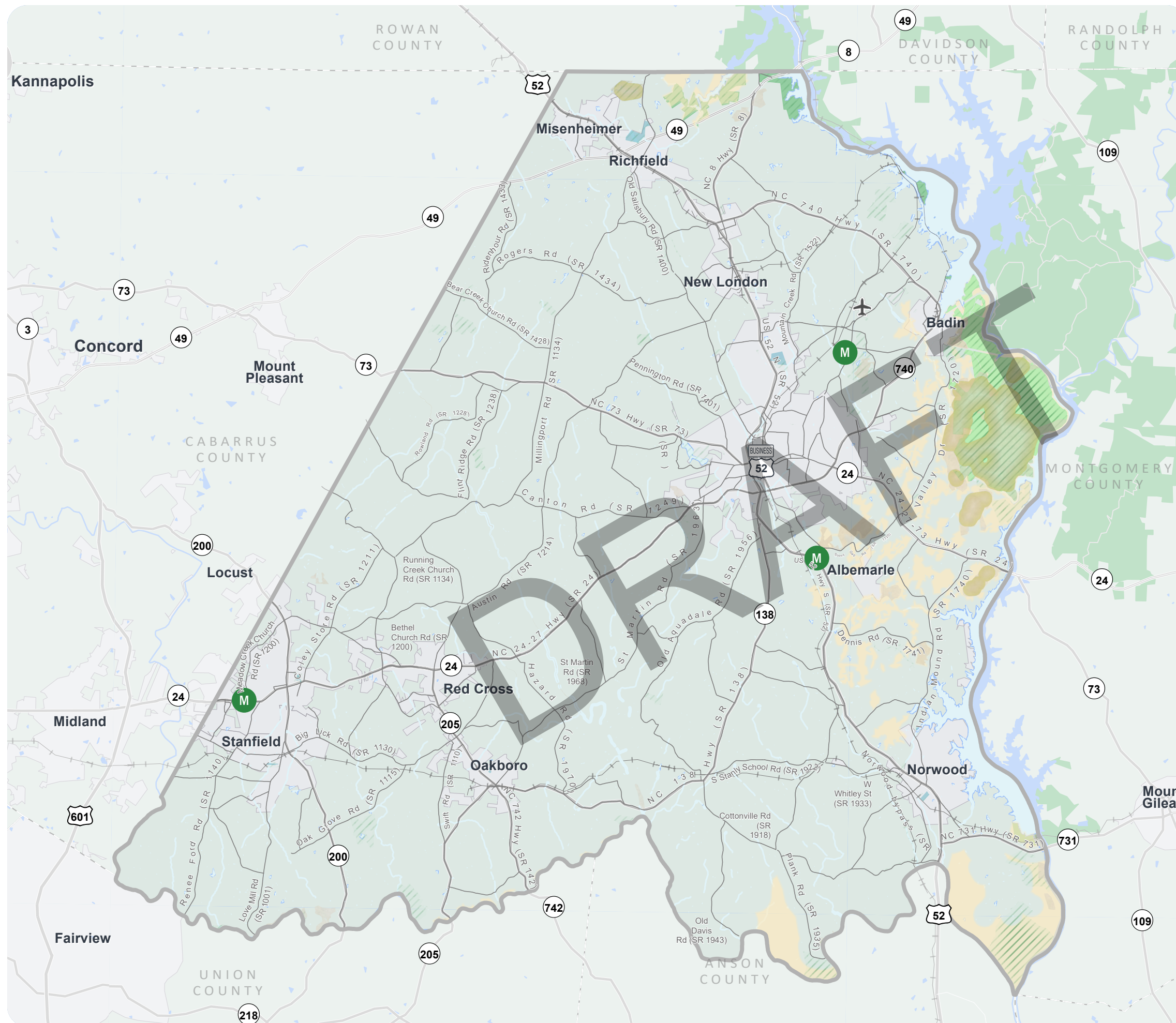


Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY
 CTP Analysis and Information
 Primary Environmental Features Legend

- | | |
|--|---|
| <p>School - Colleges & Universities
 COLLEGES, UNIVERSITIES, AND PROFESSIONAL SCHOOLS</p> <p>School - Public
 </p> <p>School - Private
 </p> <p>ArtificialPath
 </p> <p>StreamRiver
 </p> <p>Airport Boundaries
 </p> <p>Flood Hazard Area
 </p> | <p>Biodiversity Wildlife Habitat Assessment</p> <ul style="list-style-type: none"> 9 - 10 (Maximum) 8 7 6 5 2 - 4 1 (Moderate) 0 (Unrated) Impervious Surface > 20% |
|--|---|



Sheet 1.3 of 4

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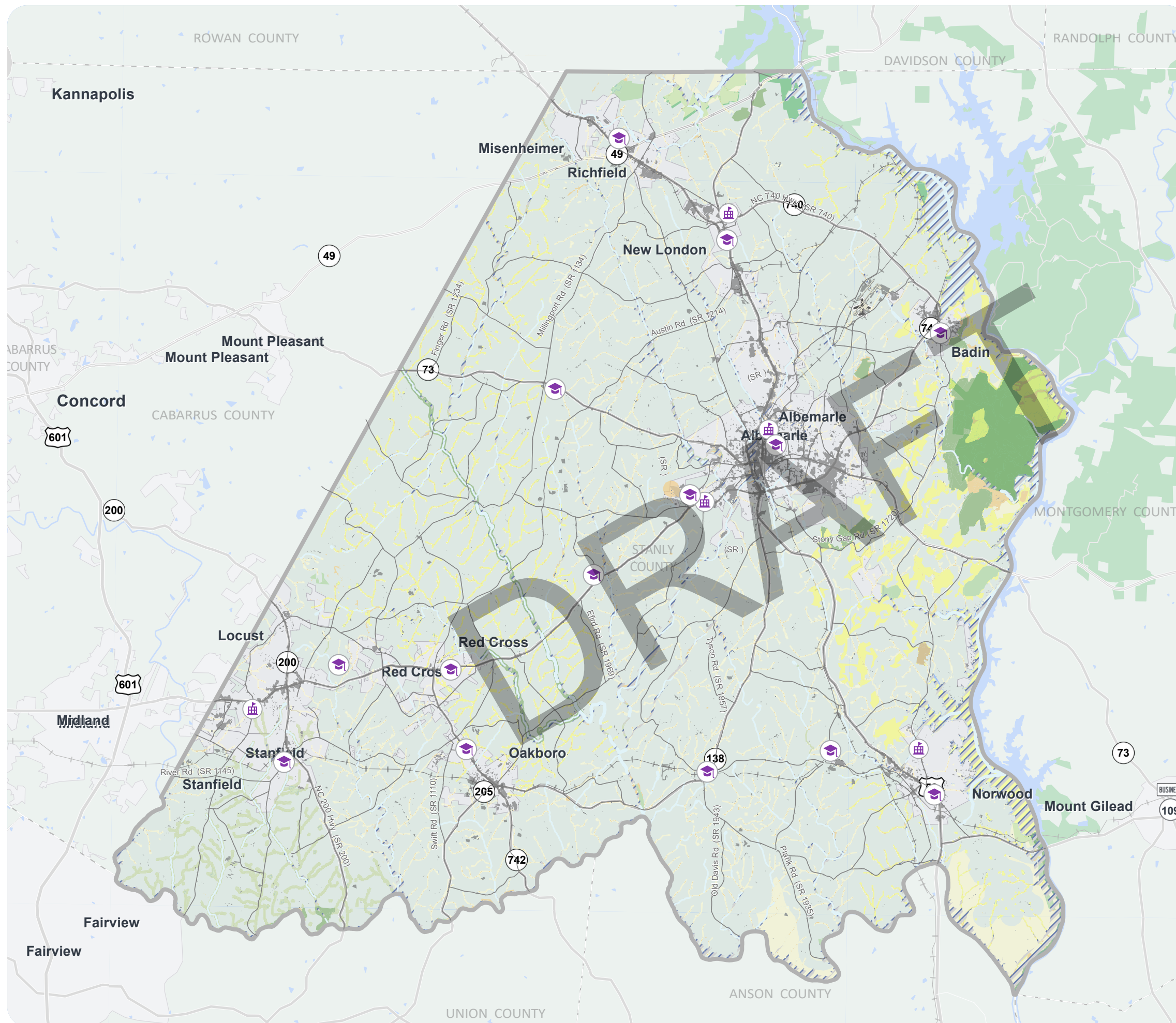


Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY

CTP Analysis and Information
 Primary Environmental Features Legend

- Hospital
- NC CREWS
- National Wetlands Inventory (NWI)
- APNEP Submerged Aquatic Vegetation



WebAddress



0 0.75 1.5 3 4.5 6
 Miles

Sheet 1.4 of 4

Base map date: October 09, 2023

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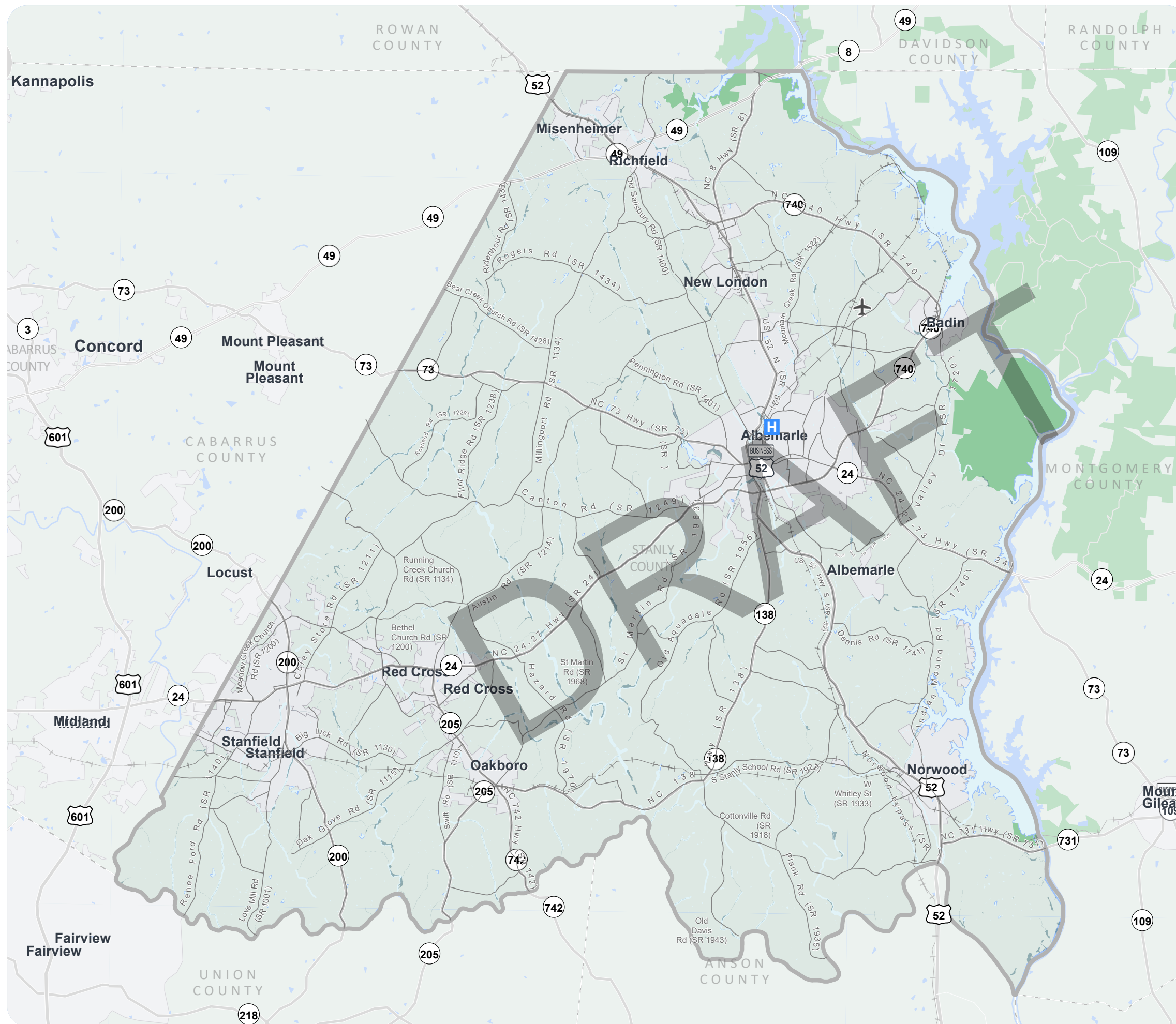












Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY
 CTP Analysis and Information
 Environmental Features Legend

-  Hazard Substance Disposal Site
-  Hazardous Waste Facility
-  Water Tanks
-  Water Distribution System - Treatment Plant
-  Water System Pumps
-  303d - Streams
-  Hazard Substance Disposal Area
-  Benthic Habitat
-  High Quality Waters and Outstanding Resource Water Management
-  Water Supply Watershed



WebAddress



0 0.75 1.5 3 4.5 6 Miles

Sheet 2.1 of 3

Base map date: October 09, 2023

Legal Disclaimer

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 Plan Date: December 18, 2025

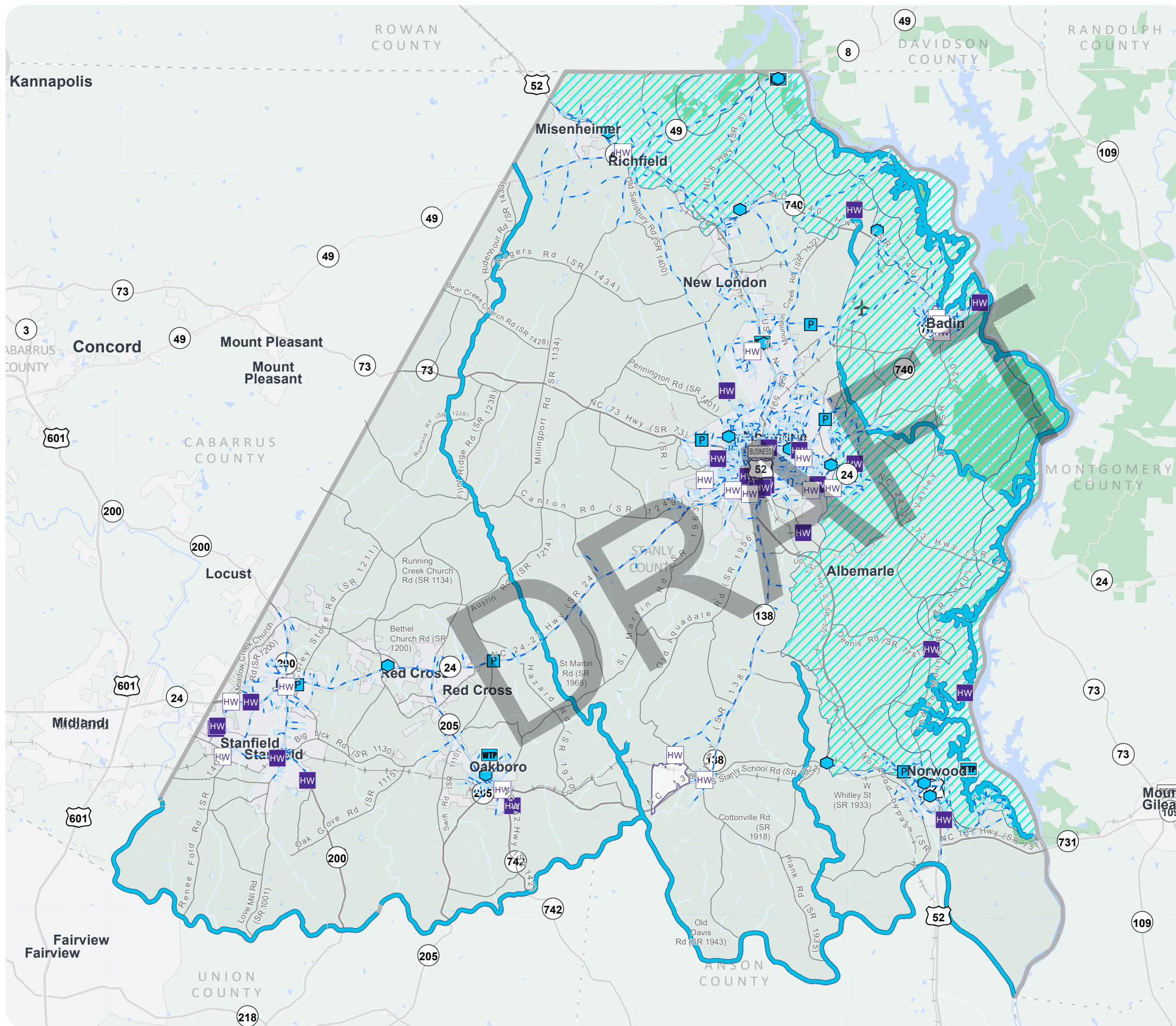


Figure 7
ENVIRONMENTAL FEATURES



STANLY COUNTY

CTP Analysis and Information

Environmental Features Legend

Beach & Waterfront Access

Boating Access - Public

Emergency Operation Center

Bicycle Routes



WebAddress



0 0.75 1.5 3 4.5 6 Miles

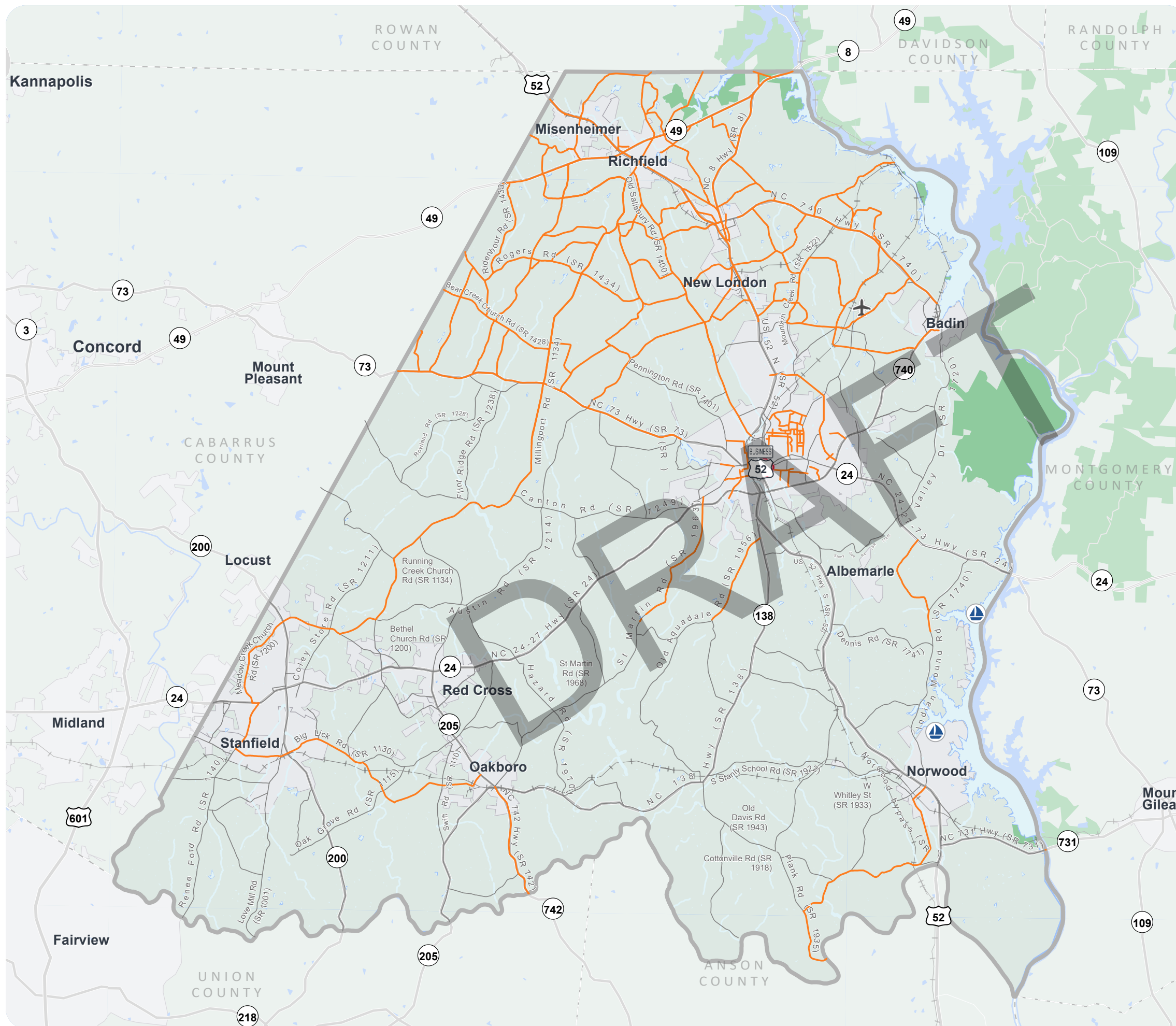
Sheet 2.2 of 3

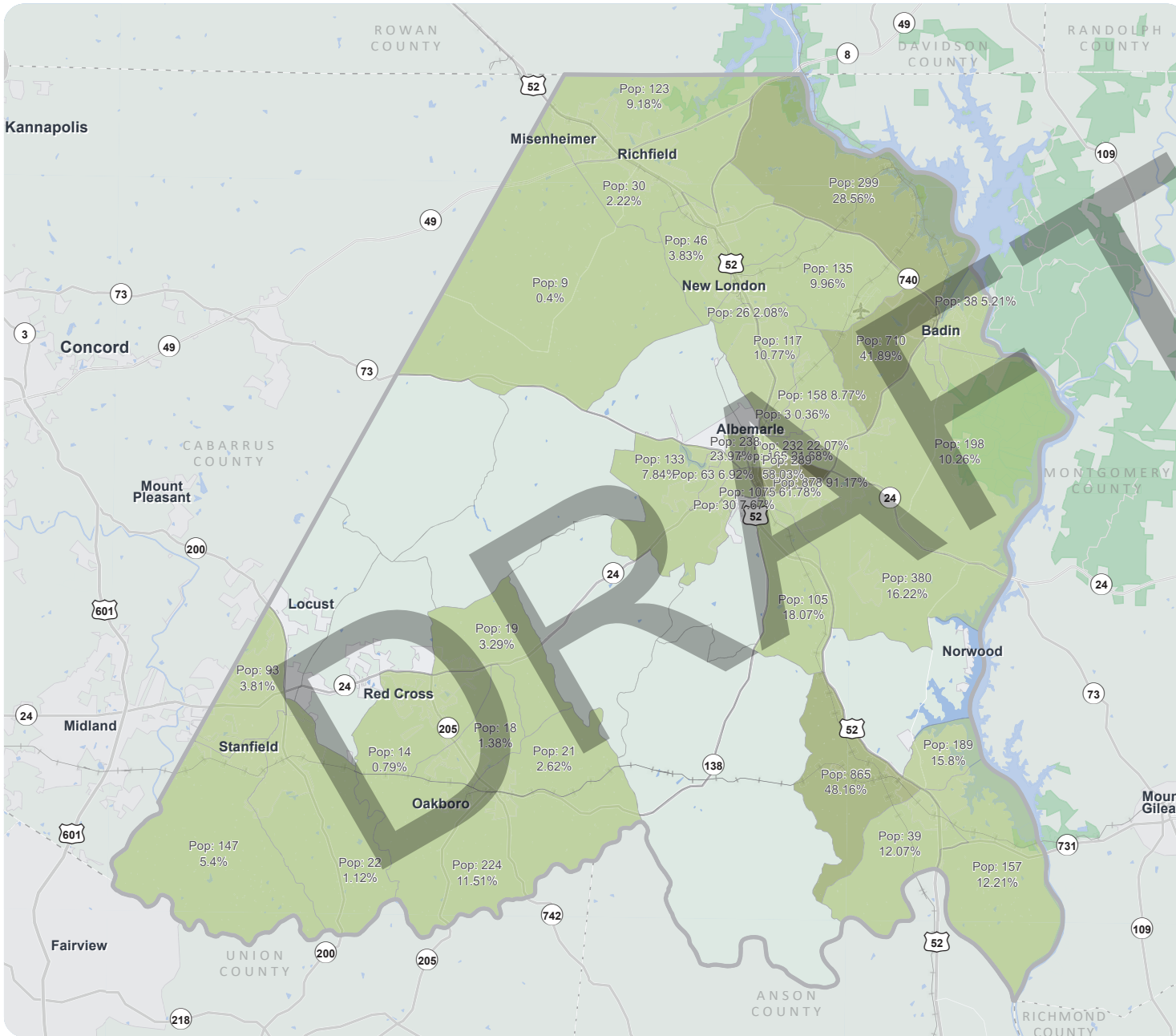
Base map date: October 09, 2023

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 Plan Date: December 18, 2025





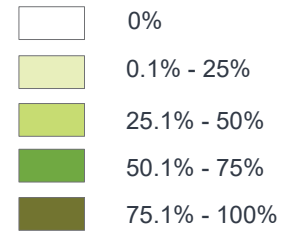
Title VI % of Population for Minority/Non-White: African American



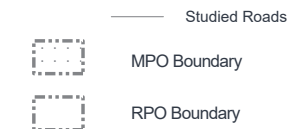
STANLY COUNTY

CTP Analysis and Information
African American

Percentage by Census Block Group



Other Features



WebAddress



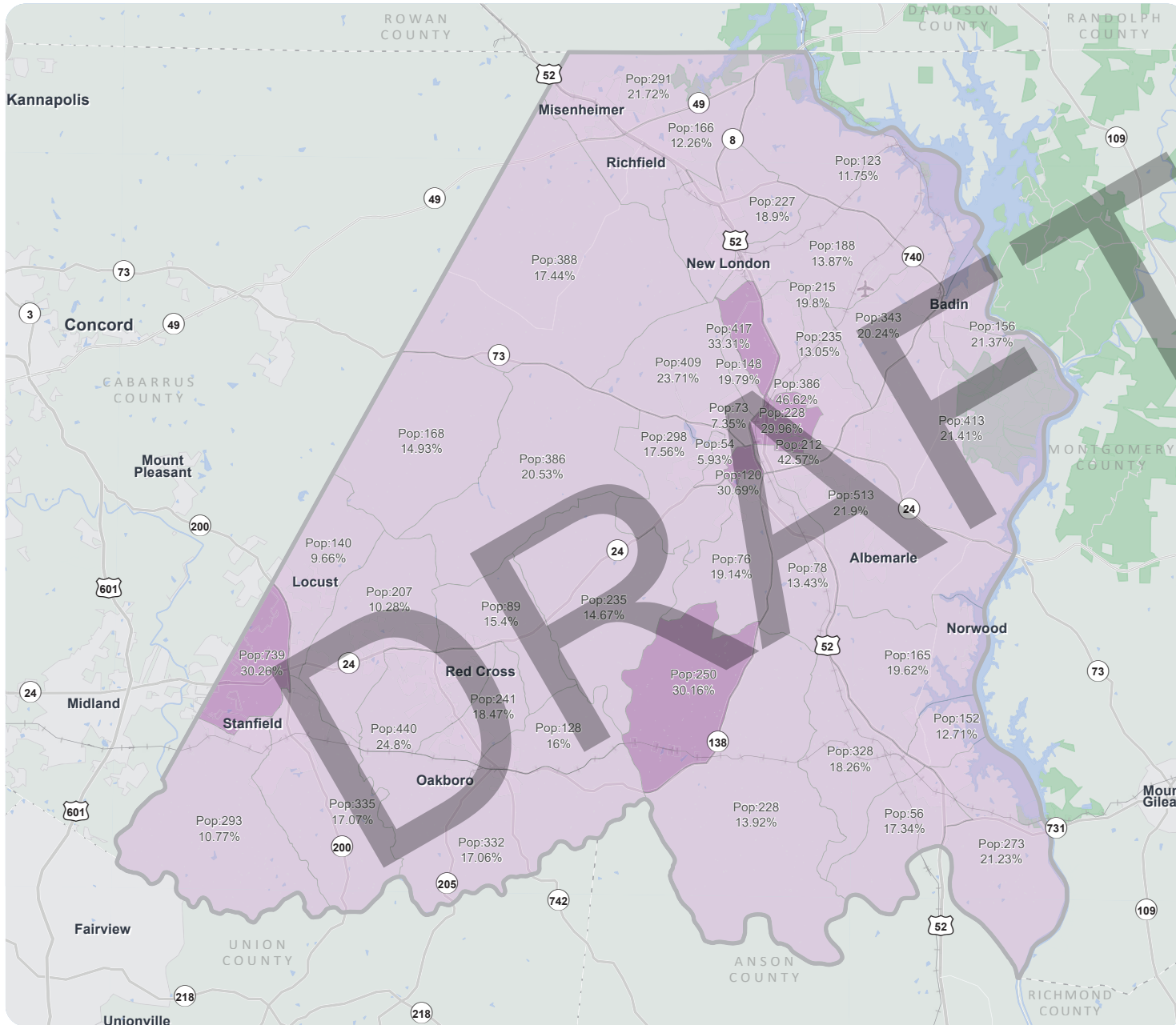
Sheet 1 of 14

Base map date: October 09, 2023

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.

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Plan Date: January 29, 2024

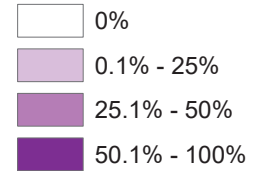


Title VI % of Population for Age 65 and Over



STANLY COUNTY

CTP Analysis and Information
Age 65 and Over Population
Percentage by Census Block Group



Other Features

Studied Roads



MPO Boundary



RPO Boundary



WebAddress



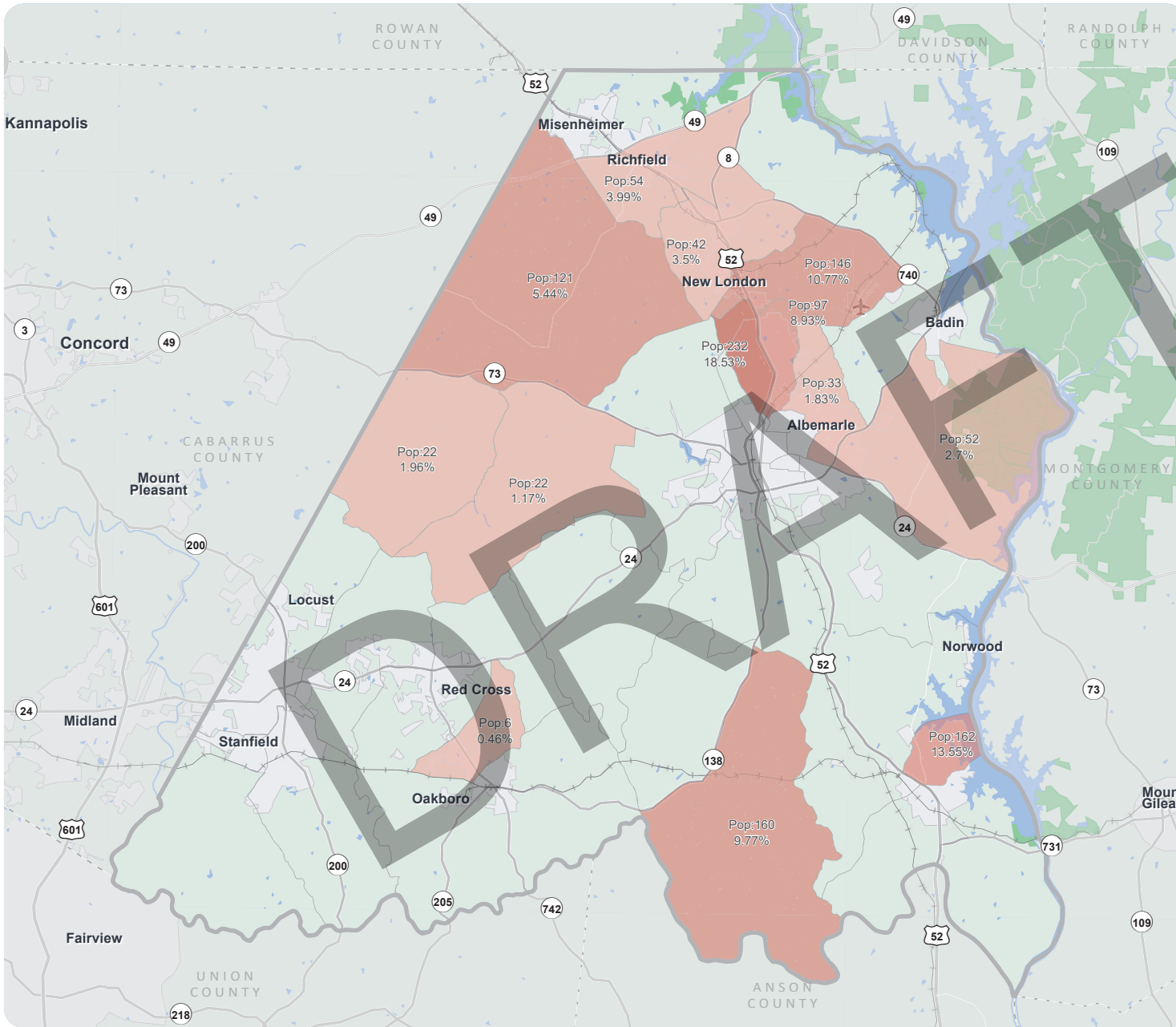
Sheet 2 of 14

Base map date: October 09, 2023

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.

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Plan Date: January 29, 2024

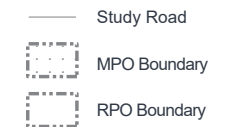
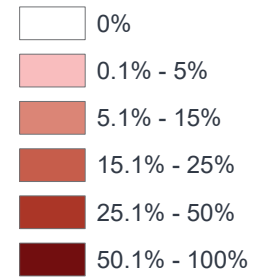


Title VI % of Population for Minority/Non-White: Asian



STANLY COUNTY CTP Analysis and Information Asian

Percentage by Census Block Group



WebAddress



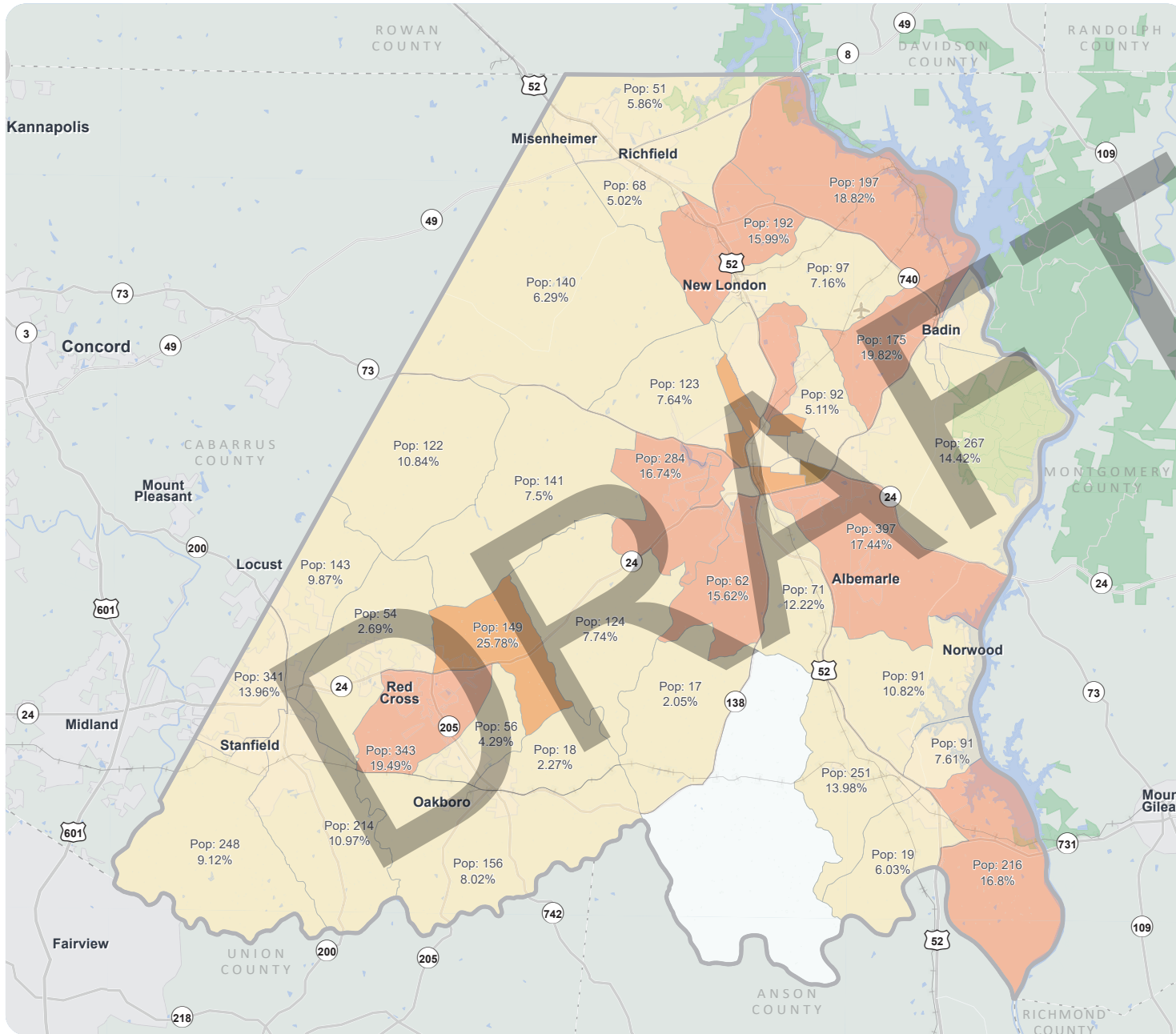
Sheet 3 of 14

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Plan Date: January 29, 2024



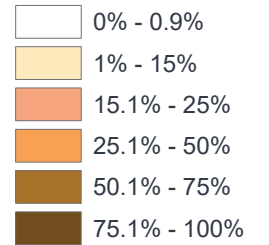
Title VI % of Population Below Poverty Line



STANLY COUNTY

Comprehensive Transportation Plan

Populations Below Poverty Line
Percentage by Census Block Group



Other Features
Studied Roads



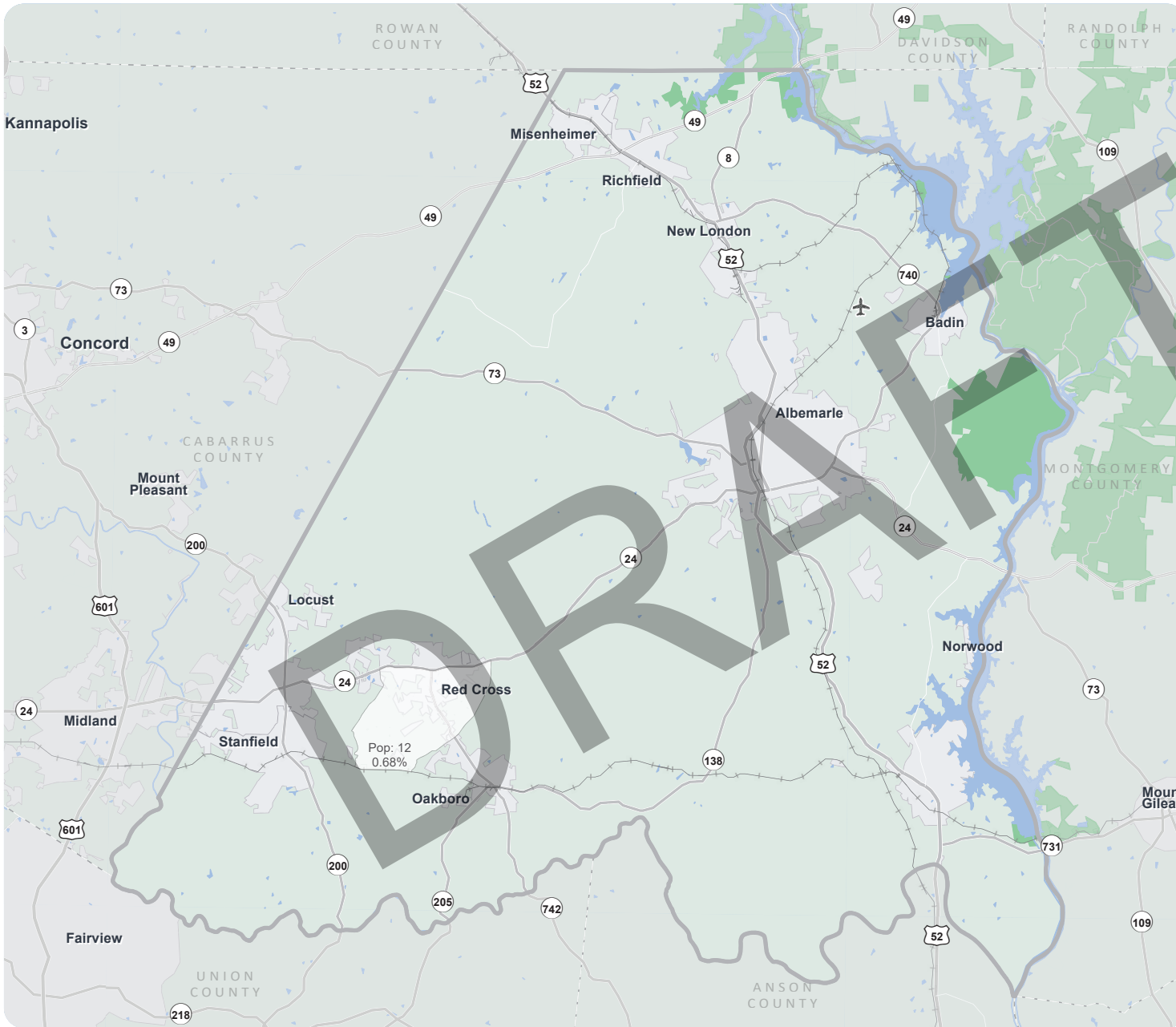
Sheet 4 of 14

Base map date: October 09, 2023

Legal Disclaimer

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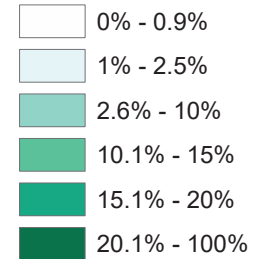
WORKING COPY
Plan Date: January 29, 2024



**Title VI % of Population for
Minority/Non-White: Hawaiian or
Pacific Islander**



STANLY COUNTY
CTP Analysis and Information
Hawaiian/Pacific Islander
Percentage by Census Block Group



- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



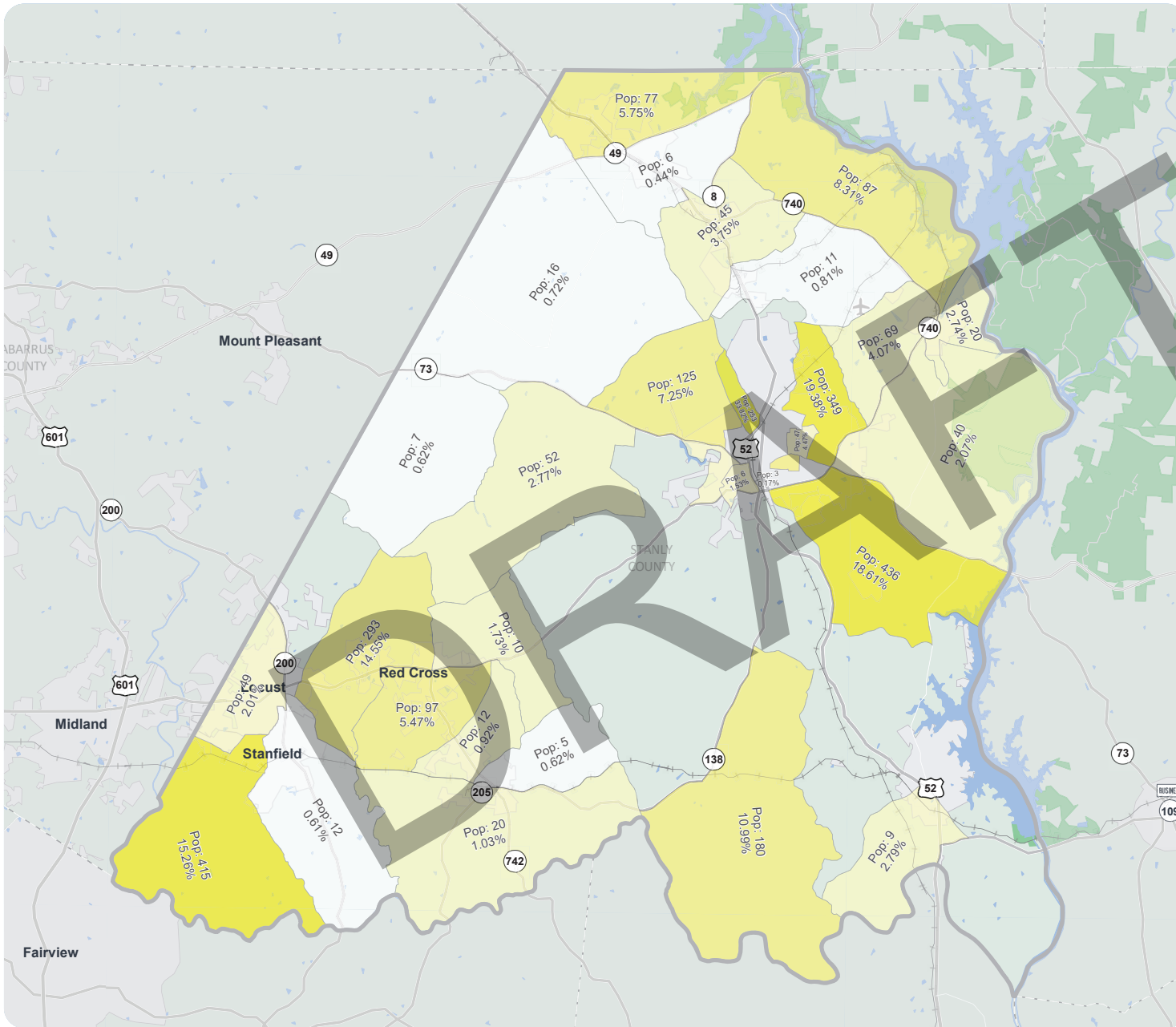
Sheet 5 of 14

Base map date: October 09, 2023

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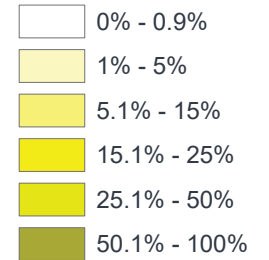


Title VI % of Population for Minority/Non-White: Hispanic and Latino



STANLY COUNTY CTP Analysis and Information Hispanic/Latino

Percentage by Census Block Group



- Other Features
- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



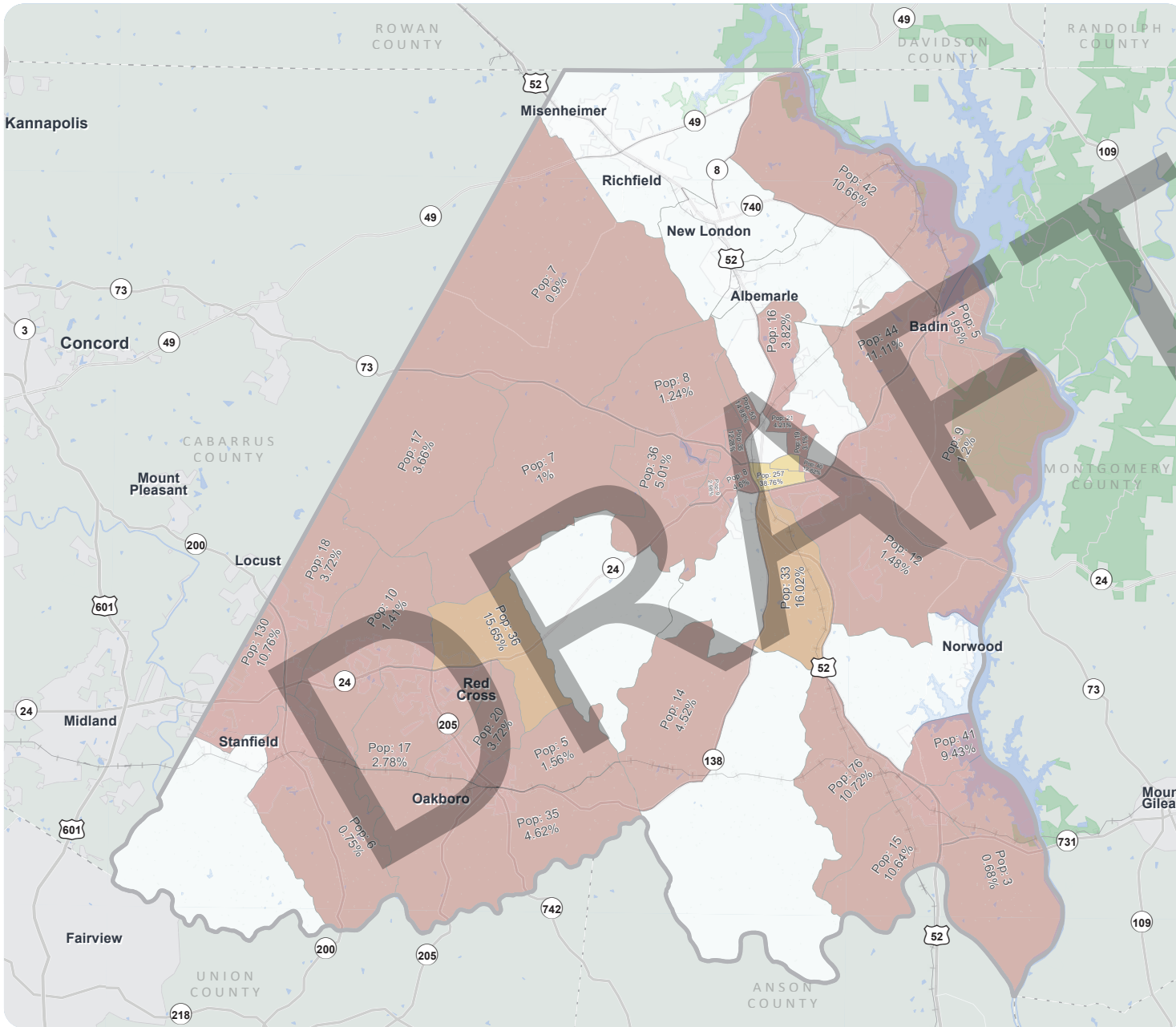
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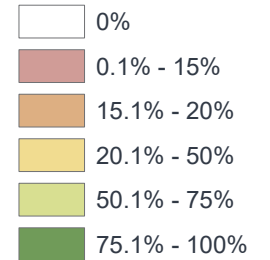


Title VI % of Households with No Car



STANLY COUNTY

Populations - No Car Ownership
Percentage by Census Block Group



- Other Features
- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



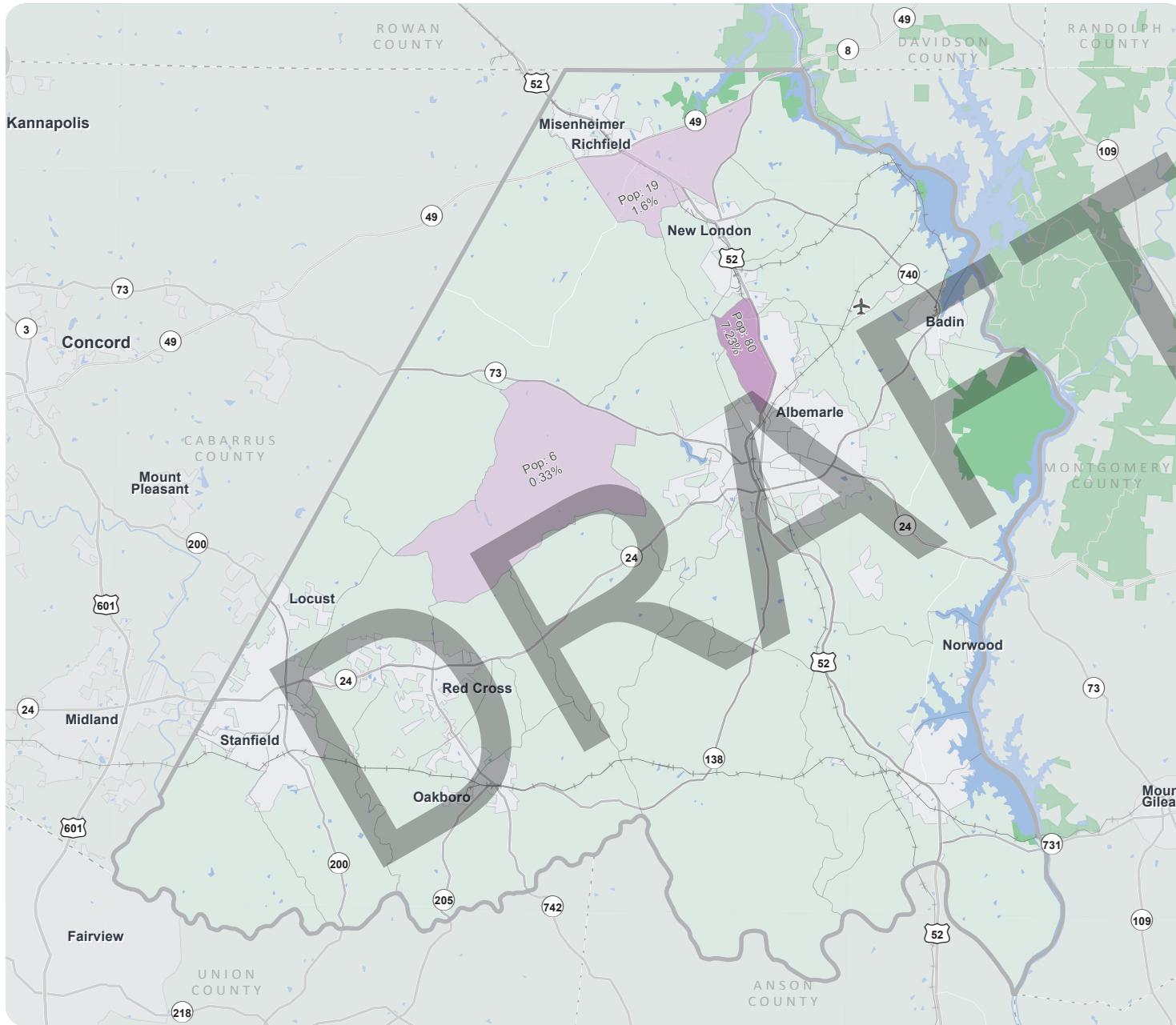
Sheet 7 of 14

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**Title VI % of Population Over 18 w/
Limited English Proficiency
(LEP) - Asian and Pacific Islander**

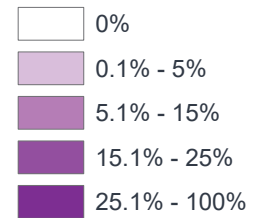


STANLY COUNTY

CTP Analysis and Information

**Limited English Proficiency -
Asian**

Percentage by Census Block Group



Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



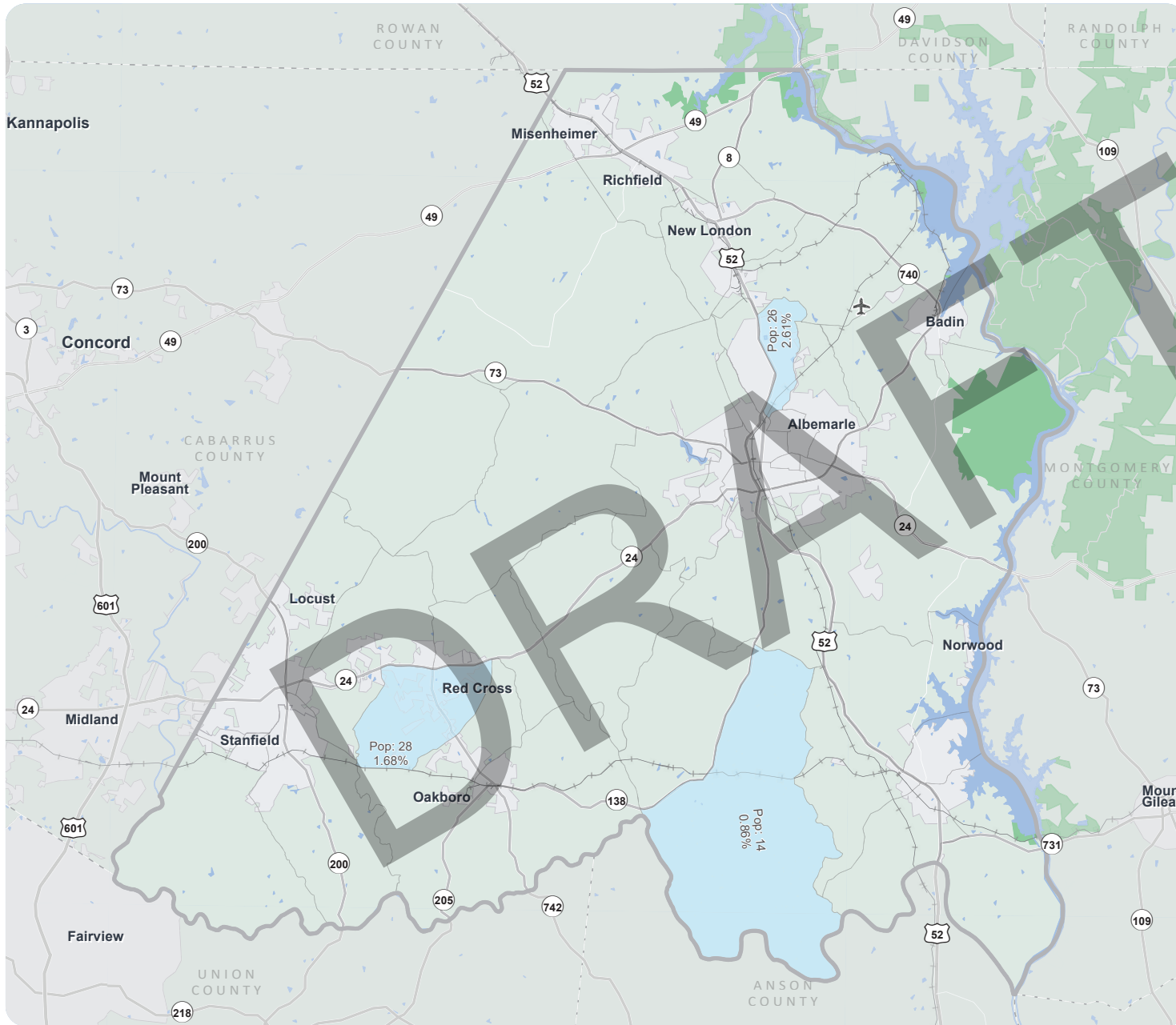
Sheet 8 of 14

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**Title VI % of Population Over 18 w/
Limited English Proficiency
(LEP) - Indo-European**

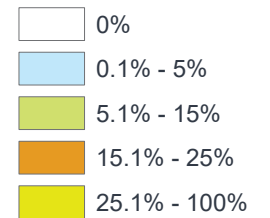


STANLY COUNTY

CTP Analysis and Information

**Limited English Proficiency -
Indo-European**

Percentage by Census Block Group



Other Features

- Study Road
- ⋮ MPO Boundary
- ⋮ RPO Boundary



WebAddress



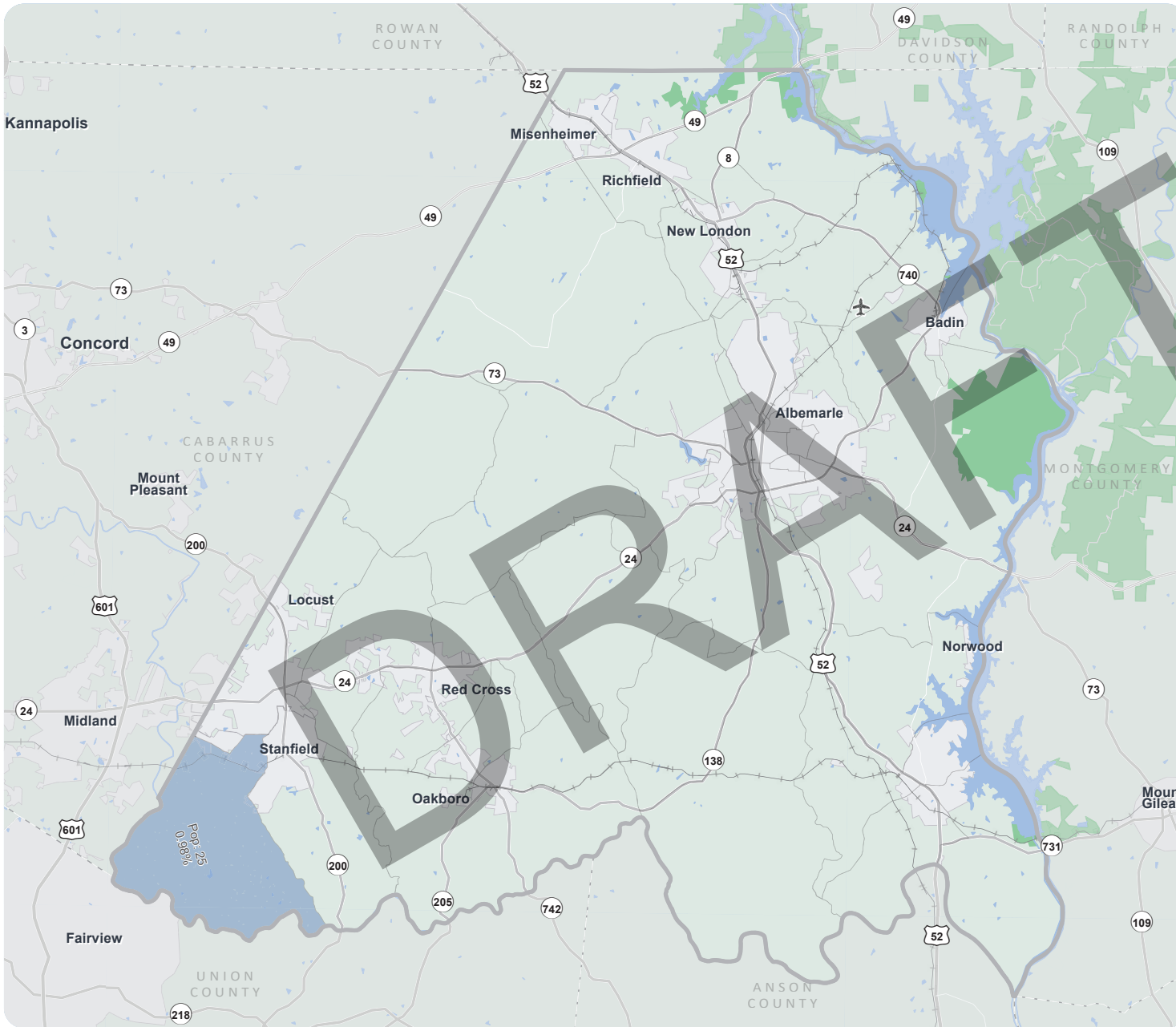
Sheet 9 of 14

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**Title VI % of Population Over 18 w/
Limited English Proficiency
(LEP) - Other**

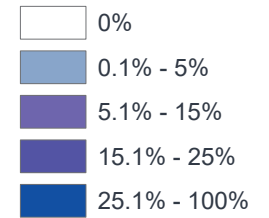


STANLY COUNTY

CTP Analysis and Information

**Limited English Proficiency -
Other**

Percentage by Census Block Group



Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



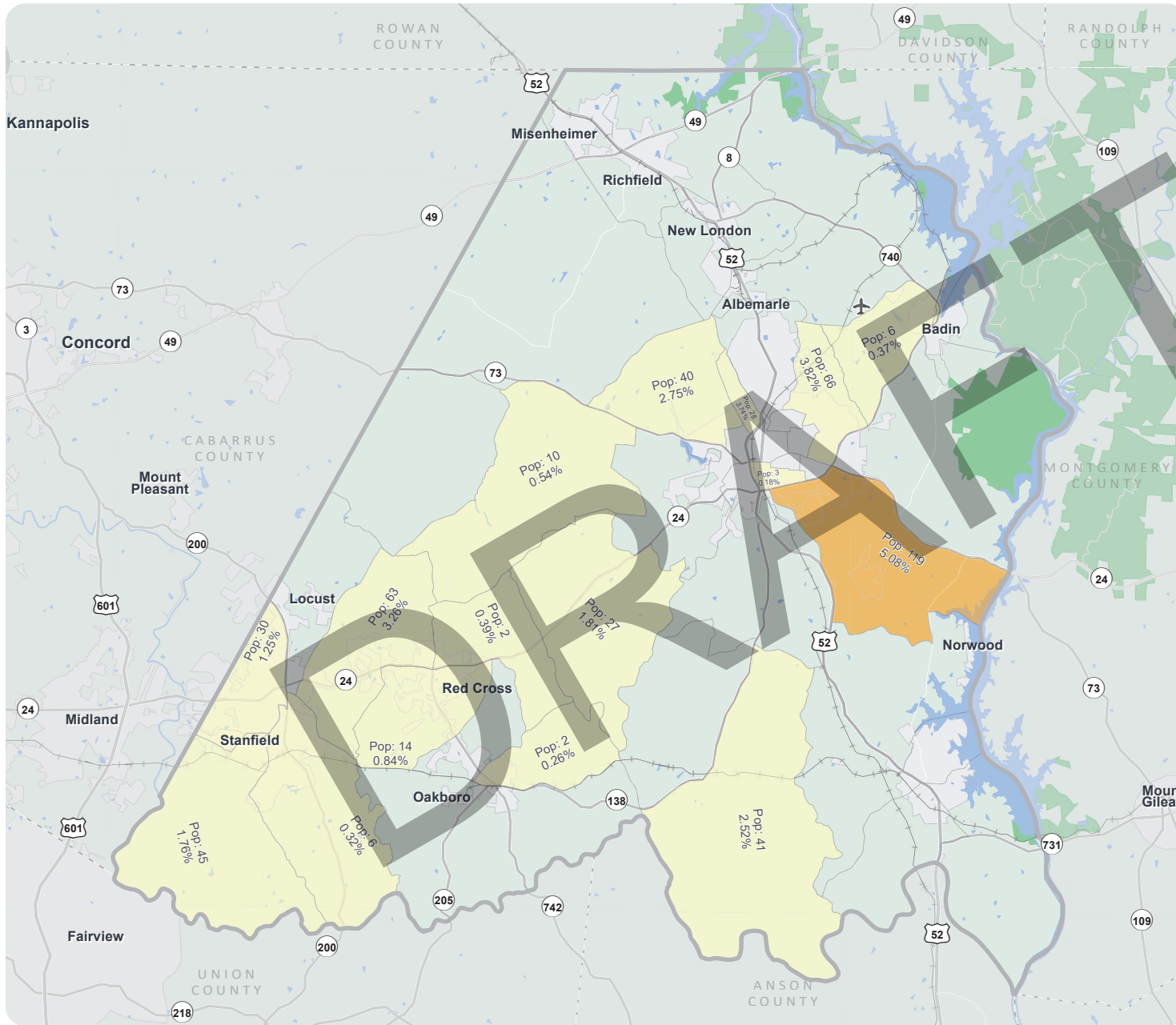
Sheet 10 of 14

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**Title VI % of Population Over 18 w/
Limited English Proficiency
(LEP) - Spanish**

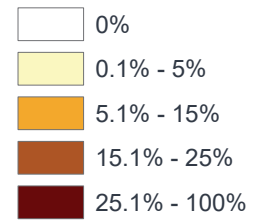


STANLY COUNTY

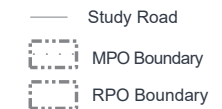
CTP Analysis and Information

**Limited English Proficiency -
Spanish**

Percentage by Census Block Group



Other Features



WebAddress



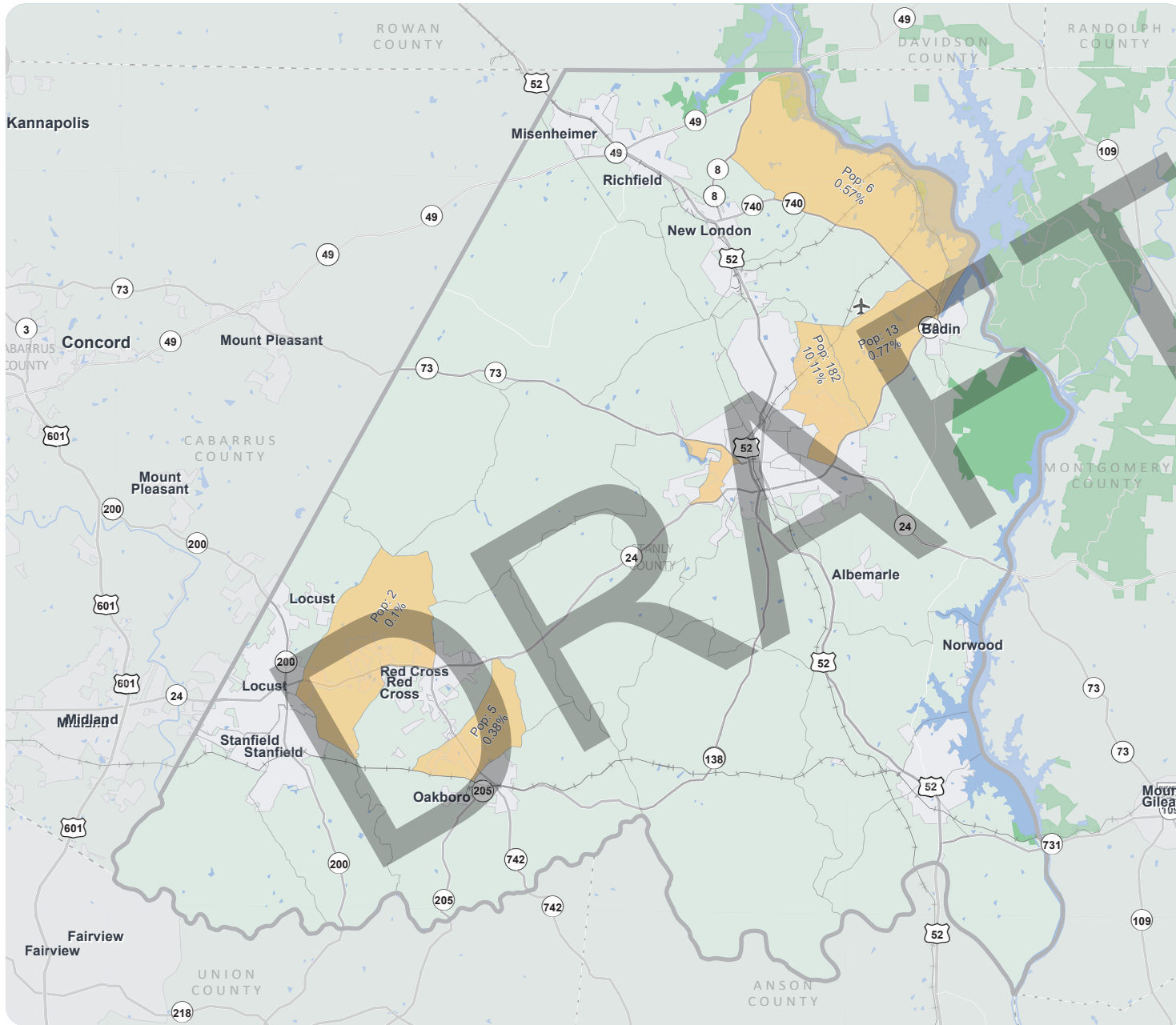
Sheet 11 of 14

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Plan Date: January 29, 2024



**Title VI % of
Population for Minority/Non-White:
Native American**

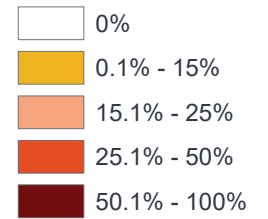


STANLY COUNTY

CTP Analysis and Information

**Minority/Non-White:
Native American**

Percentage by Census Block Group



Other Features

Study Road

MPO Boundary

RPO Boundary



WebAddress



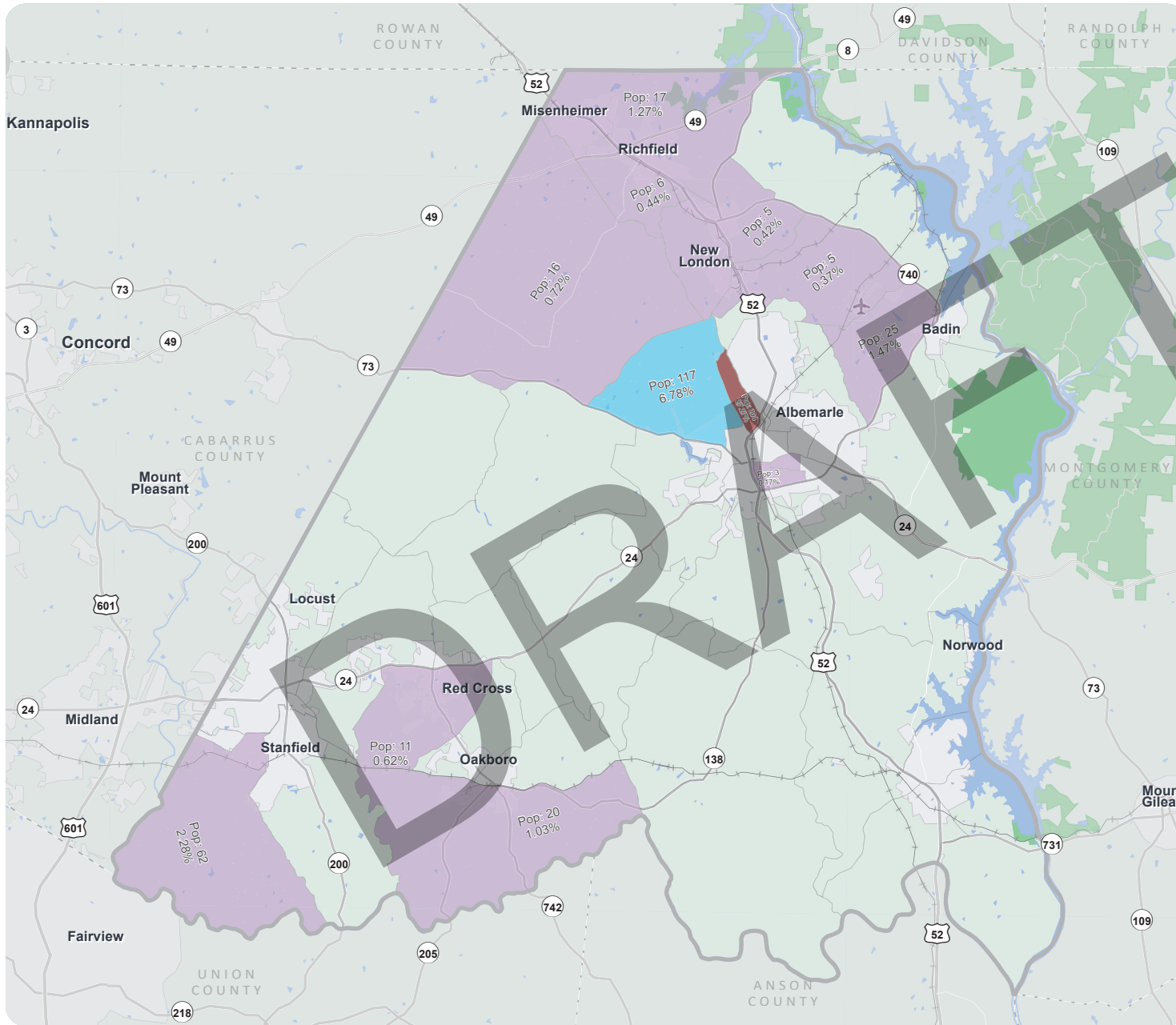
Sheet 12 of 14

Base map date: October 09, 2023

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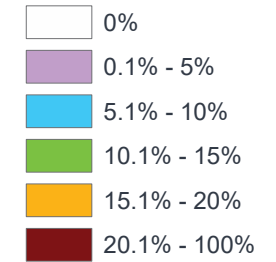


Title VI
% of Population for
Minority/Non-White: Some Other Race



STANLY COUNTY
 CTP Analysis and Information
 Minority/Non-White:
 Some Other Race

Percentage by Census Block Group



- Other Features
- Study Road
 - MPO Boundary
 - RPO Boundary



WebAddress



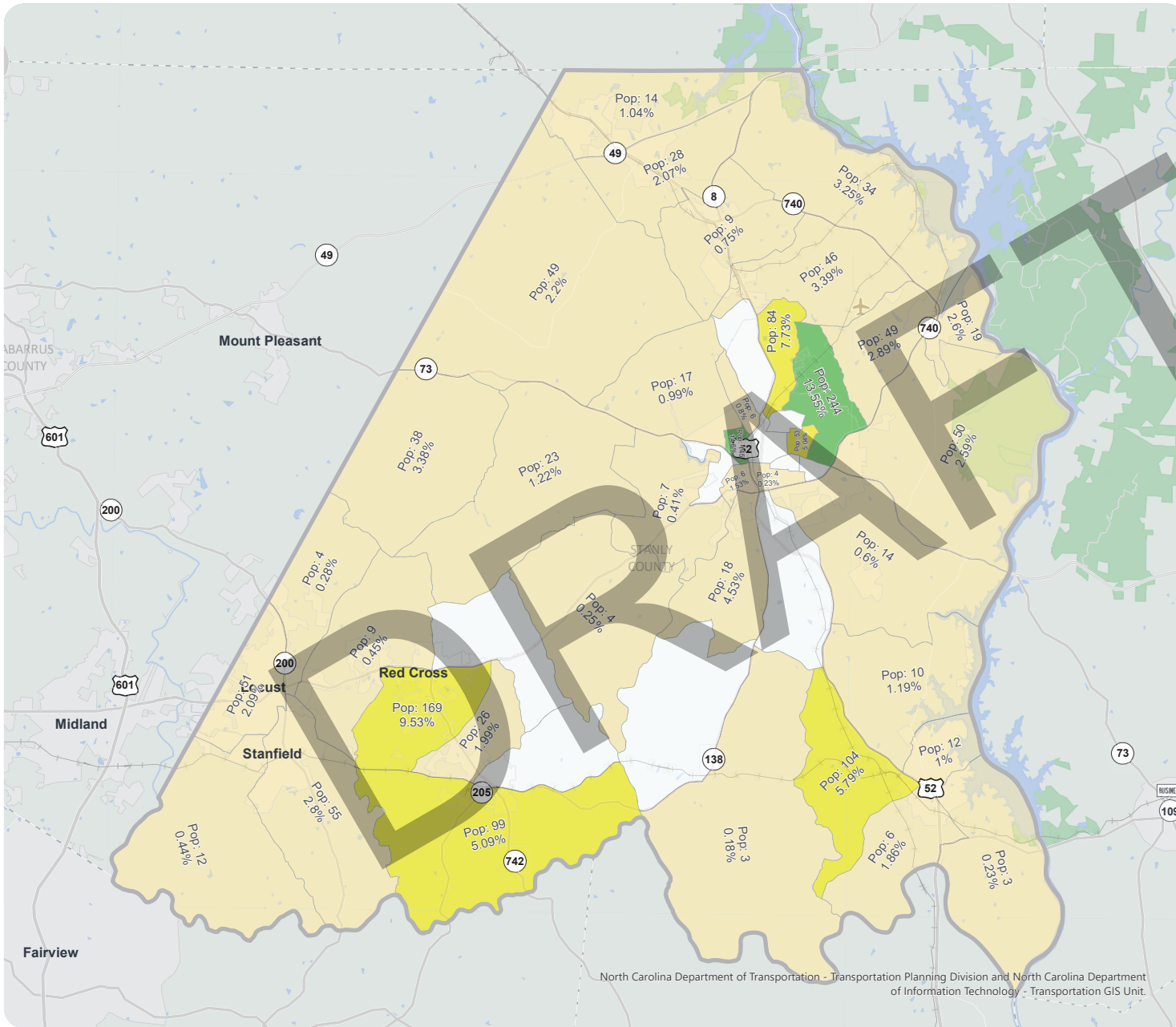
Sheet 13 of 14

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**Title VI % of
Population for Minority/Non-White:
Two or More Races**

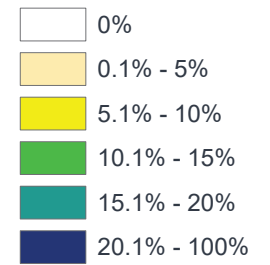


STANLY COUNTY

CTP Analysis and Information

**Minority/Non-White:
Two or More Races**

Percentage by Census Block Group



Other Features

- Study Road
- MPO Boundary
- RPO Boundary



WebAddress



Sheet 14 of 14

Base map date: October 09, 2023

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Freight

N.C. Department of Transportation’s Statewide Freight Plan provides a framework for consideration of freight in CTPs, so that the following can be accomplished:

- Set specific multimodal transportation goals, strategies and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life
- Provide clear, compelling freight-specific recommendations that support the 25-year vision, strategic corridors and address the criteria in the Strategic Transportation Investments prioritization process
- Offer strategies for helping elected officials, taxpayers and voters, and the public better understand the value of freight transportation investments

Meet FAST Act requirements and ensure that North Carolina can use its National Freight Program funds, which require states to develop comprehensive state freight plans and encourages states to establish state freight advisory committees.

- N.C. Freight Network Assessment
- Supply Chain and Logistics Profile
- Truck Parking Study

Truck Traffic in Stanly County is heaviest along US 52, NC 24/27, NC 49, and NC 731. The majority of truck traffic on these routes varies from 5% - 15% of overall traffic along these routes. NC 24/27 is a major east-west corridor that provides access through Stanly County towards the Charlotte area. **Figure X** shows the Priority Highway Freight Network. **Figure X** shows a map that shows the percentage truck traffic along each route and depicts the range in truck traffic volume as well.

Figure 4
FREIGHT MAP



STANLY COUNTY

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
 - Active Rail
 - High Crash Intersection
 - Study Road
- ### NCDOT Truck Network
- Restricted
 - Reasonable Access
 - Unrestricted

Intermodal Truck Terminals

- Air
- Rail
- Truck
- Port & Rail
- All Other Types

Other Features

- Airport
- Seaport
- Existing Freight Generator
- Future Freight Generator
- Military Facility
- Military Installation
- MPO Boundary
- RPO Boundary



WebAddress



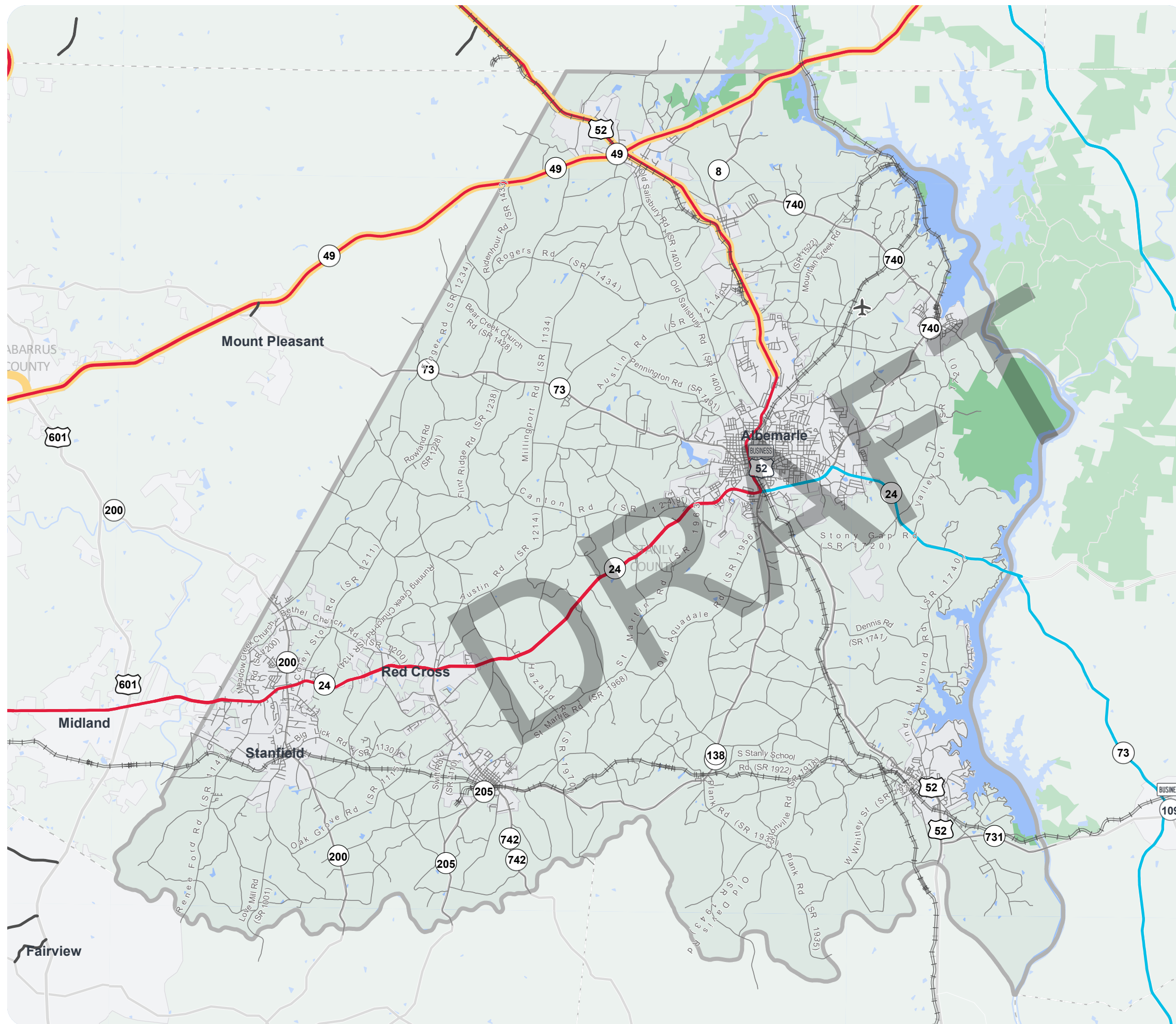
Sheet 1 of 3

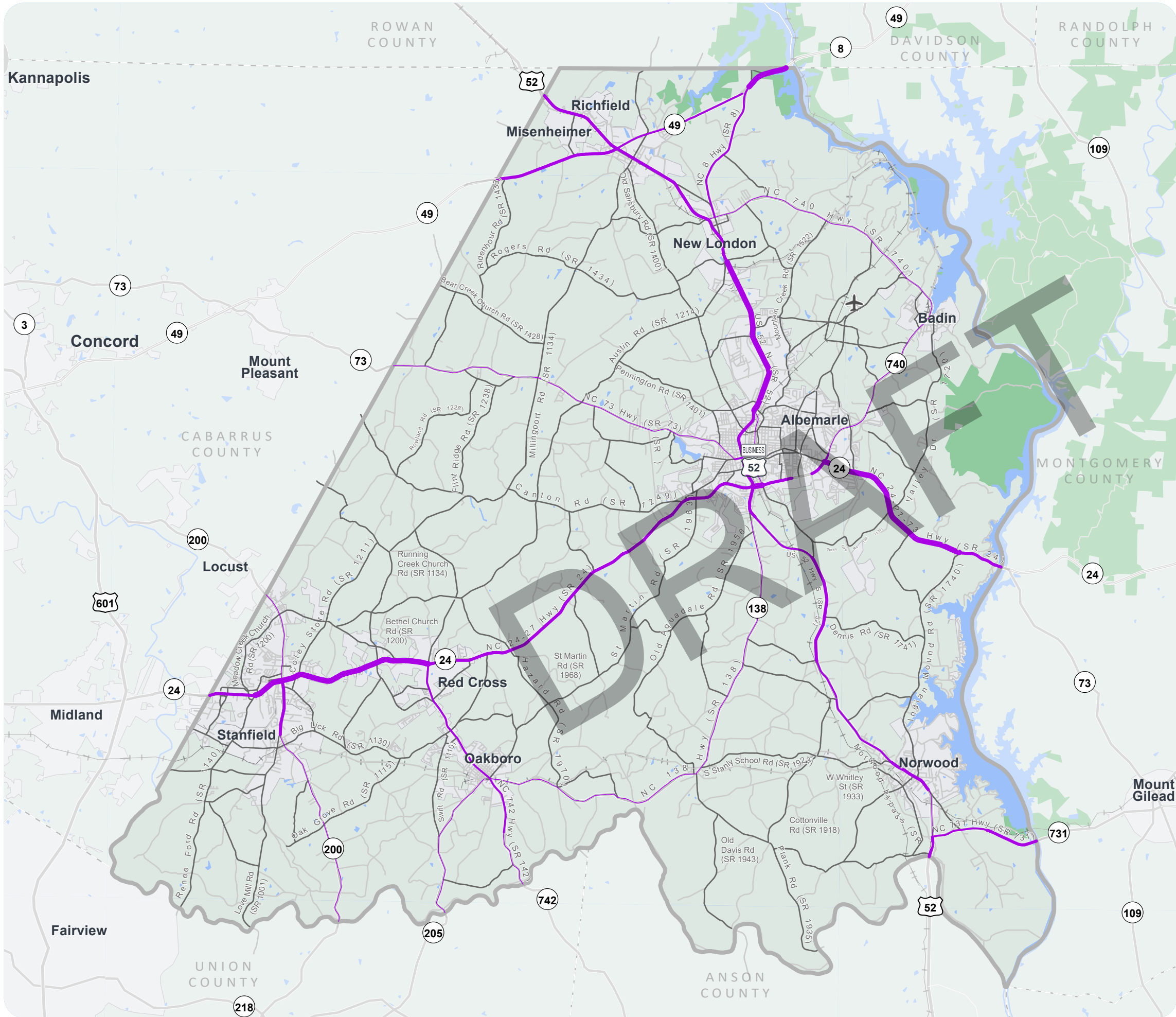
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 Plan Date: December 08, 2025





TRUCK TRAFFIC



STANLY COUNTY

Comprehensive Transportation Plan
Study Roads

Truck Percentage & AADT

0 - 5%	10 - 15%
— Less than 250	— Less than 250
— 251 - 500	— 251 - 500
— 501 - 1000	— 501 - 1000
— More than 100	— More than 1000
5 - 10%	>15%
— Less than 250	— Less than 250
— 251 - 500	— 251 - 500
— 501 - 1000	— 501 - 1000
— More than 1000	— More than 1000



WebAddress



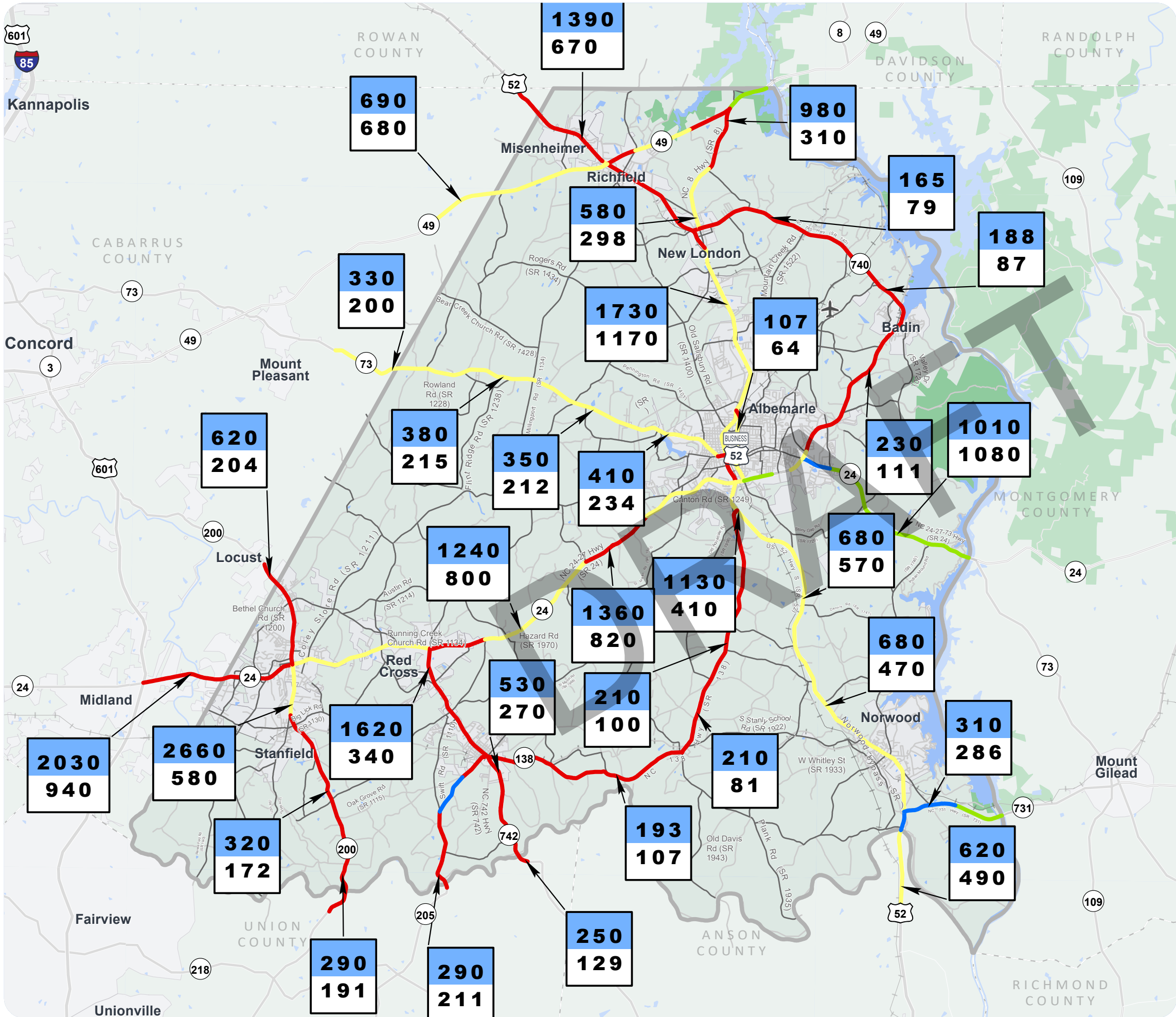
Sheet 1 of 1

Base map date: October 09, 2023

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Plan Date: December 08, 2025



TRUCK TRAFFIC



STANLY COUNTY

Comprehensive Transportation Plan
Study Roads

Truck Percentage & AADT

- Range: -7 ~ -9
- Range: -4 ~ -6
- Range: -1 ~ -3
- Range: 0 ~ 2
- Range: 4 ~ 9

2019
2022



WebAddress



Sheet 1 of 1

Base map date: October 09, 2023

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Resiliency

NCDOT is developing a statewide Risk and Resiliency Plan, which will include a Vulnerability and Risk assessment for all the Strategic Transportation Corridors (STCs). The aim of the Risk and Resiliency Plan is to achieve the initial objectives set forth by Governor Cooper’s Executive Order 80 Section 9 (EO 80) and define meaningful, action-oriented pathways to further understand, identify and manage weather and climate risk and vulnerabilities in order to plan, design, build and maintain a more resilient and sustainable transportation network.

During the Stanly County CTP, a map was developed to analyze recent past flooding events and as well as predicted inundation areas using a 50-year recurrence interval. This map was reviewed by the steering committee to see if there were any major potential flooding areas that needed alternate routes during these events. **Figure X** shows the map reviewed by the steering committee. There were no projects identified through this since inundation locations had alternate routes.

[Add any maps or resources used to analyze resiliency if any]

DRAFT

Figure 6
RESILIENCY



STANLY COUNTY
CTP Analysis and Information

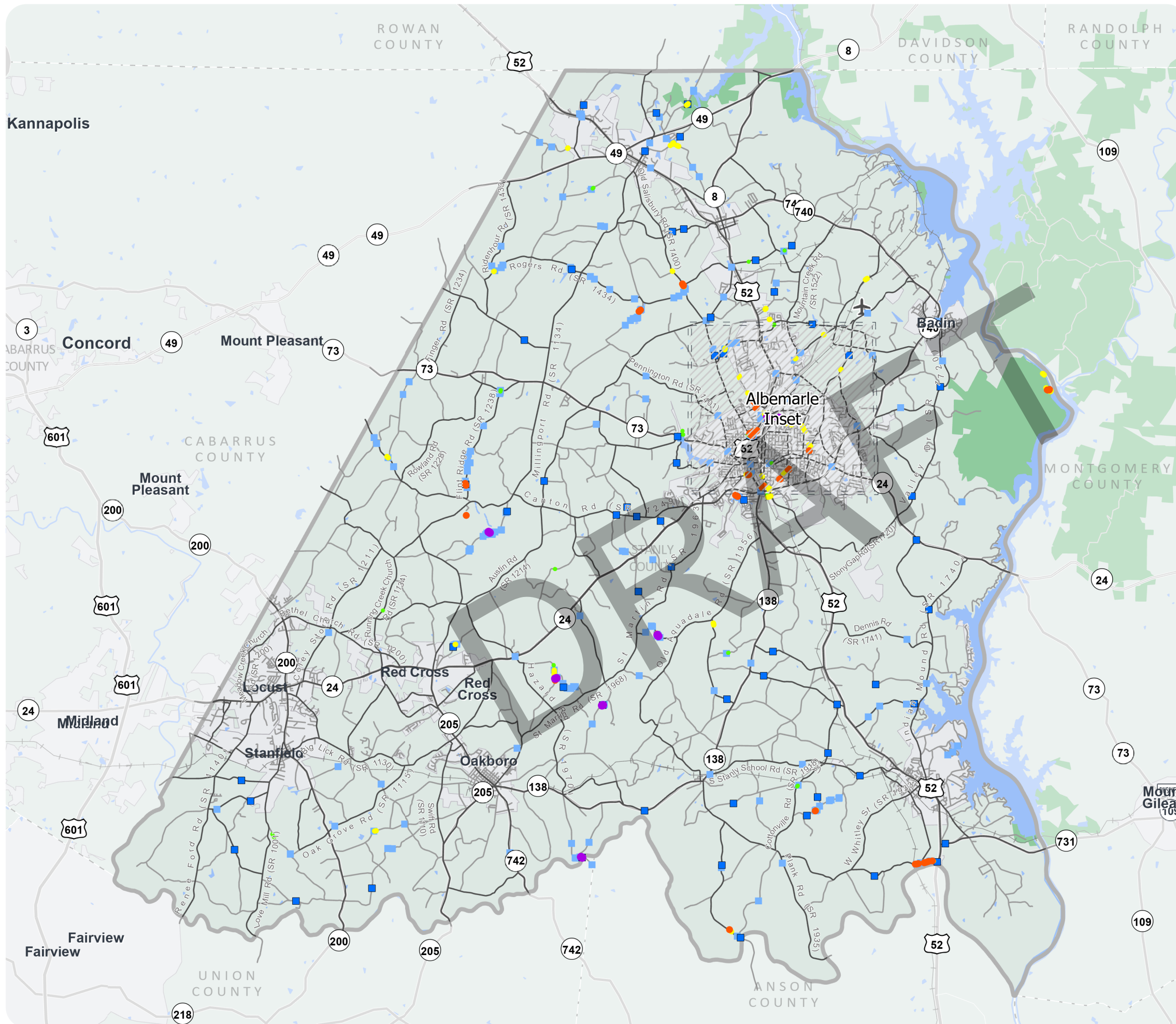
50 Year Recurrence Interval

Road Inundation Points

Depth in Feet

- 0.1 - 0.5
- 0.5 - 2
- 2 - 5
- >5

- Inundation with Hurricanes
- Inundation with No Hurricanes



WebAddress



Sheet 3 of 3

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Plan Date: November 06, 2024

Figure 6
RESILIENCY



**STANLY COUNTY
ALBEMARLE INSET**

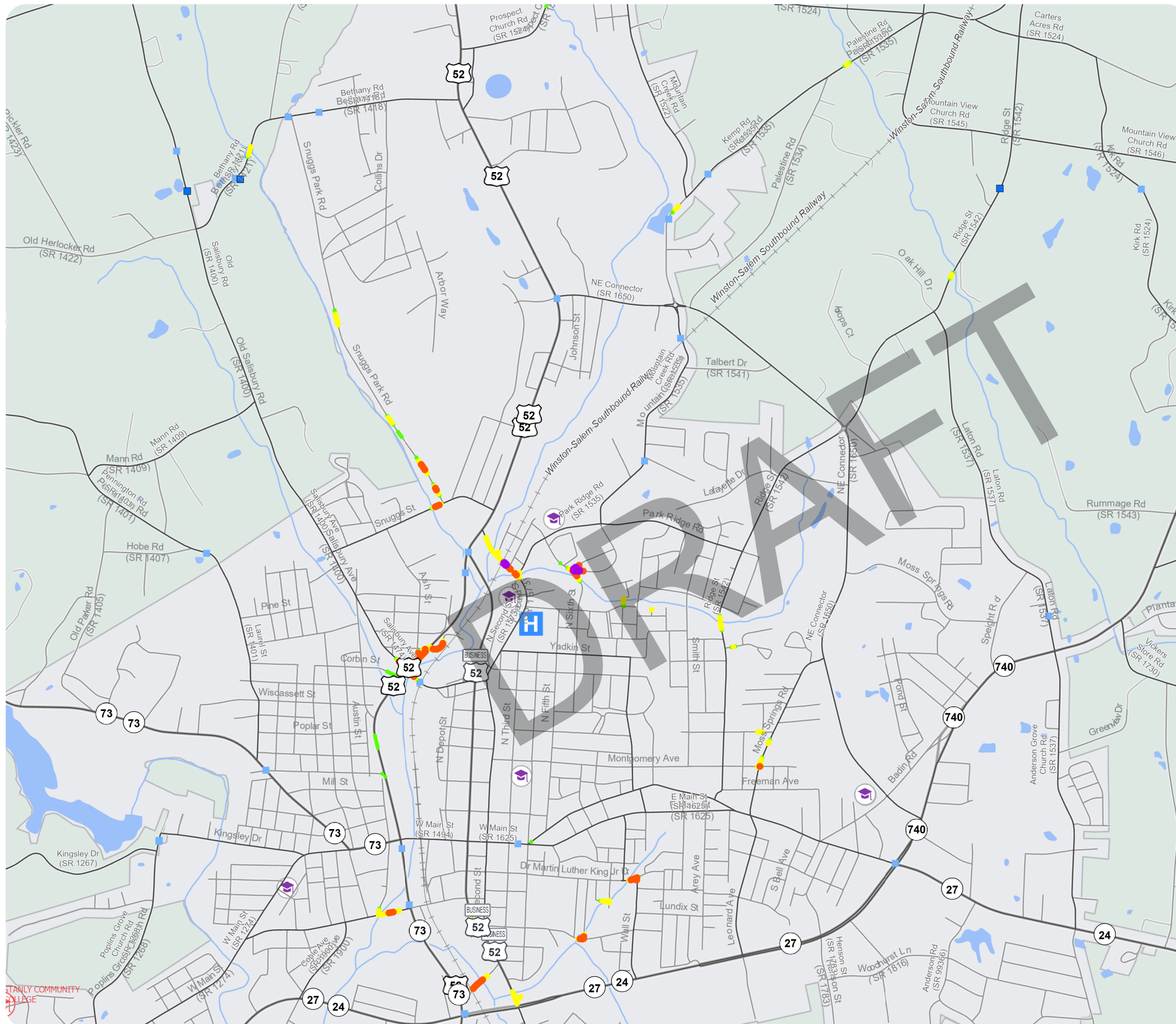
CTP Analysis and Information

50 Year Recurrence Interval

Road Inundation Points

Depth in Feet

- 0.1 - 0.5
- 0.5 - 2
- 2 - 5
- >5
- Inundation with Hurricanes
- Inundation with No Hurricanes



WebAddress



Sheet 3A of 3

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Plan Date: November 06, 2024

MULTIMODAL ANALYSIS

This appendix shows documentation for the methodologies used for each mode of transportation. This section provides maps utilized in the analysis process for each mode.

NCDOT adopted a "**Complete Streets**" policy in July 2009, and it was updated in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths and context-based traffic speeds. These streets are well-integrated with surrounding land uses. The complete street policy and concepts were used in the development of the CTP. The CTP includes projects that include multi-modal project proposals as documented in the project sheets within this section. Refer to the project sheets for recommended cross sections for all project proposals and refer to the NCDOT Cross sections for more detailed information on the typical sections.

The following information is provided in this section:

- [Highway](#)
- [Bicycle and Pedestrian](#)
- [Public Transportation](#)

DRAFT

HIGHWAY

Analysis of the Existing and Future Transportation System

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

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

Analysis Methodology and Data Requirements

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. Reliable forecasts of future travel patterns must be estimated to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

After forecasts are complete, deficiencies are identified through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis.

Roadway System Analysis

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

One of those statewide initiatives is the Strategic Transportation Corridors (STC) adopted by the Board of Transportation on March 4, 2015.

The STC identified a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and seaports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs, and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities. They connect statewide and regional activity centers to enhance economic development, promote highly reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network has been cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network has been done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution has been sought.

In the development of this plan, travel demand was projected from 2022 to 2055 using a travel demand model based on Annual Average Daily Traffic (AADT). In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Stanly County Commissioners (September 3rd, 2024). Refer to the Socio-economic Data forecasting methodology Appendix for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 2 for existing and future capacity deficiencies. The 2055 traffic volumes in Figure 2 are an estimate of the traffic volume in 2055 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the XXXX – XXXX Transportation Improvement Program (TIP).

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

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

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

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2015 Highway Capacity Manual using the Transportation Planning Division's LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to the Definition and References appendix for detailed information on LOS.

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 in this plan. Some portions of the plan may require revisions 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 mostly with the policy boards and residents [Stanly County](#). Projects should be prioritized locally and submitted to the [Rocky River RPO for regional prioritization](#) and submittal to NCDOT. Refer to the Contact Information Appendix for contact information on 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 governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the

CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or state) Environmental Policy Act (SEPA), as applicable. During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data to the NEPA/SEPA process

DRAFT

Figure 2
2022 VOLUME AND CAPACITY DEFICIENCY

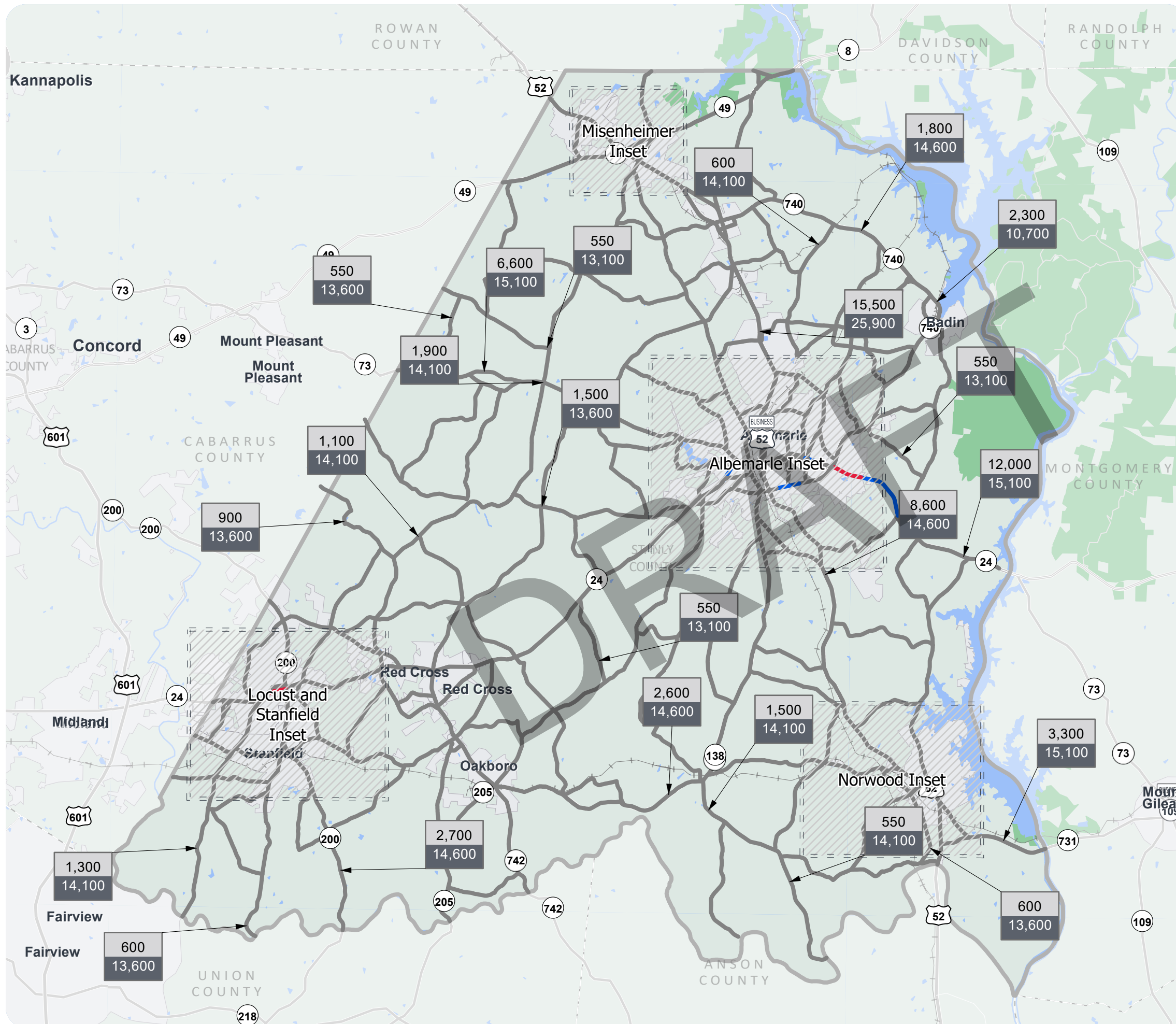


STANLY COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2022)

	Under Capacity (0-0.79)
	Near Capacity (0.80-0.99)
	Over Capacity (1.00+)



WebAddress



Sheet 1 of 2

Base map date: October 09, 2023
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Figure 2
2022 VOLUME AND CAPACITY DEFICIENCY

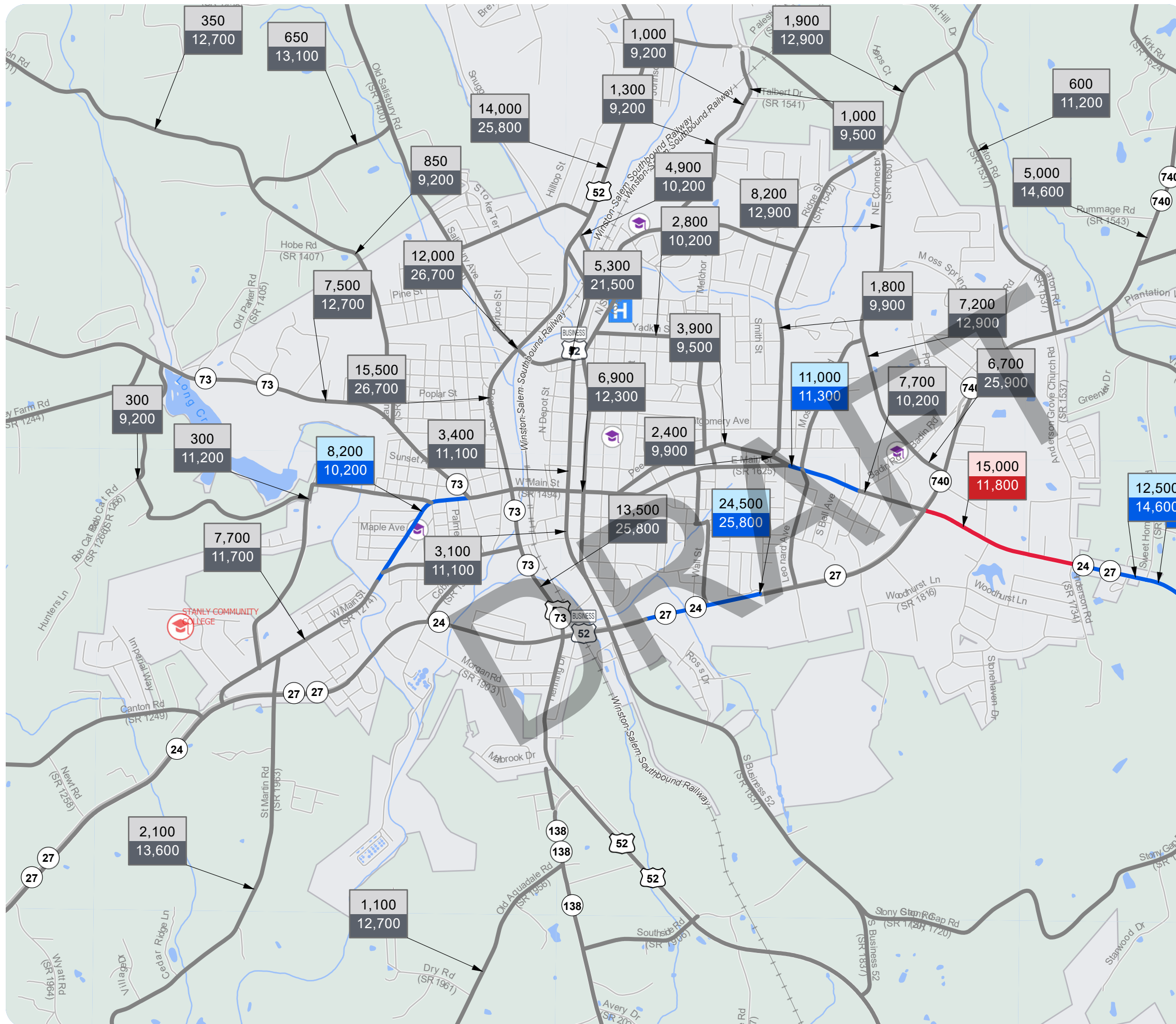


ALBEMARLE INSET

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



Sheet 1 of 2

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Figure 2
2022 VOLUME AND CAPACITY DEFICIENCY

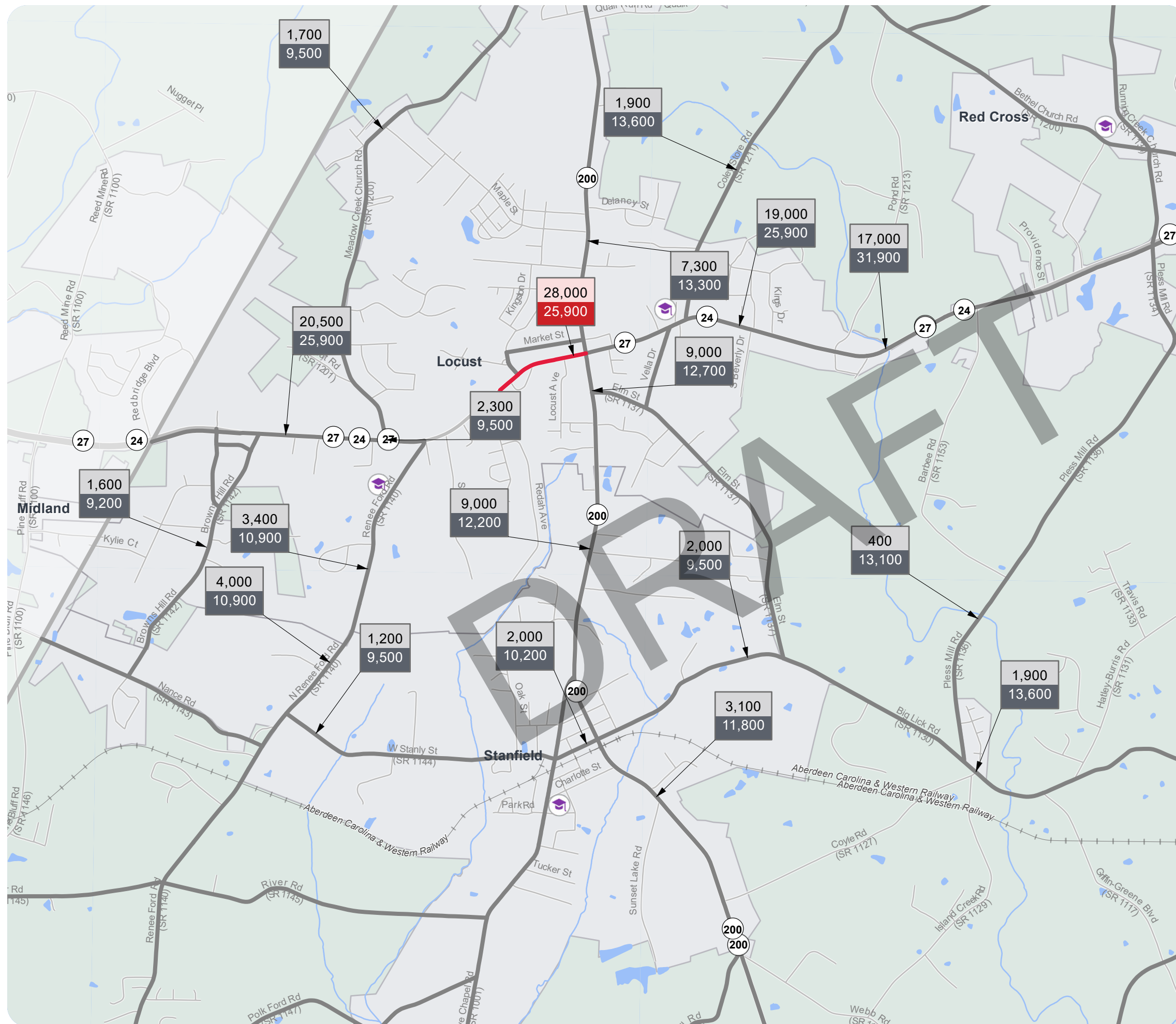


LOCUST & STANFIELD INSET

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



0 0.13 0.25 0.5 0.75 1 Miles

Sheet 1 of 2

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Figure 2
2022 VOLUME AND CAPACITY DEFICIENCY

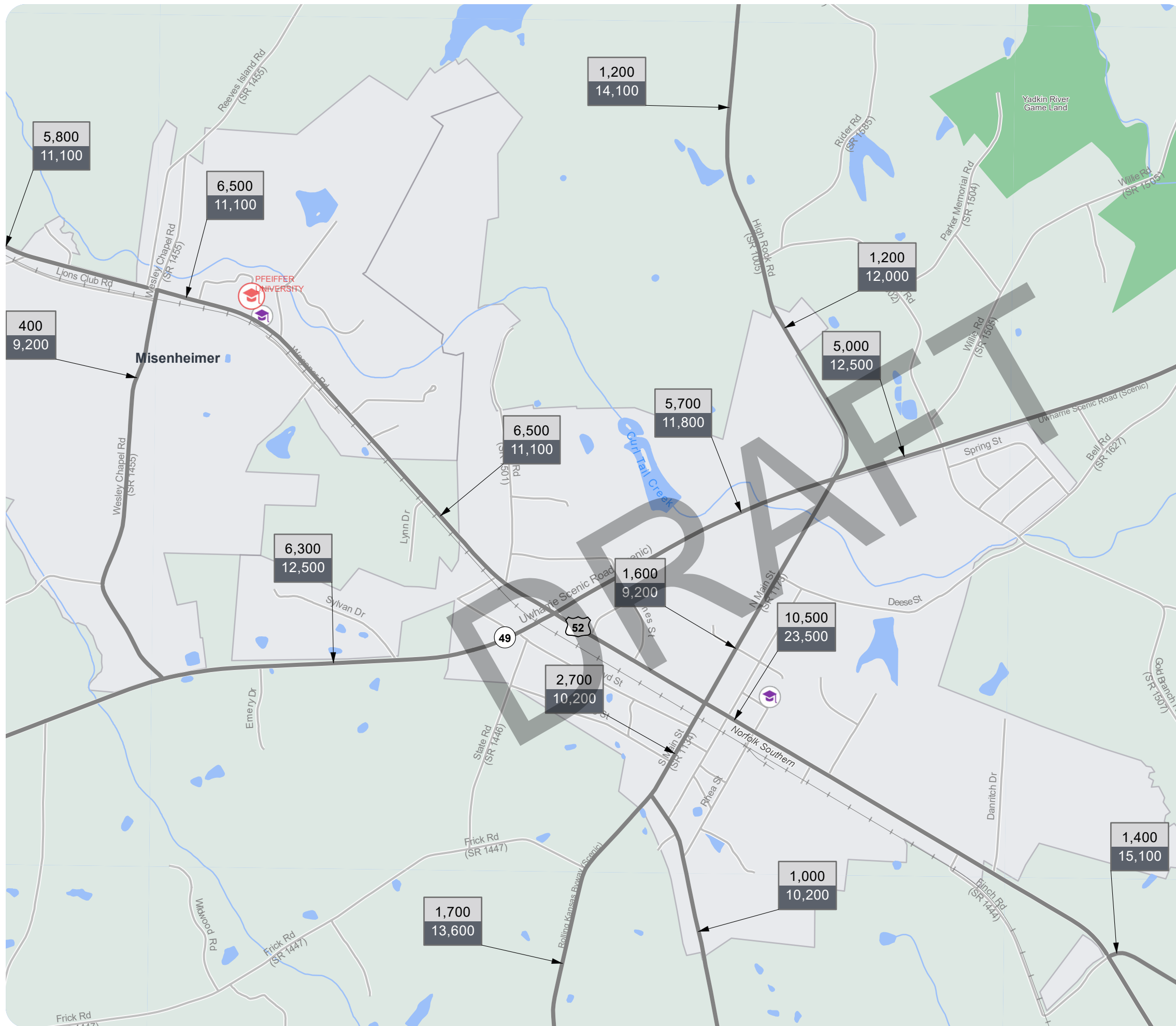


MISENHEIMER INSET

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 1 of 2

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Figure 2
2022 VOLUME AND CAPACITY DEFICIENCY

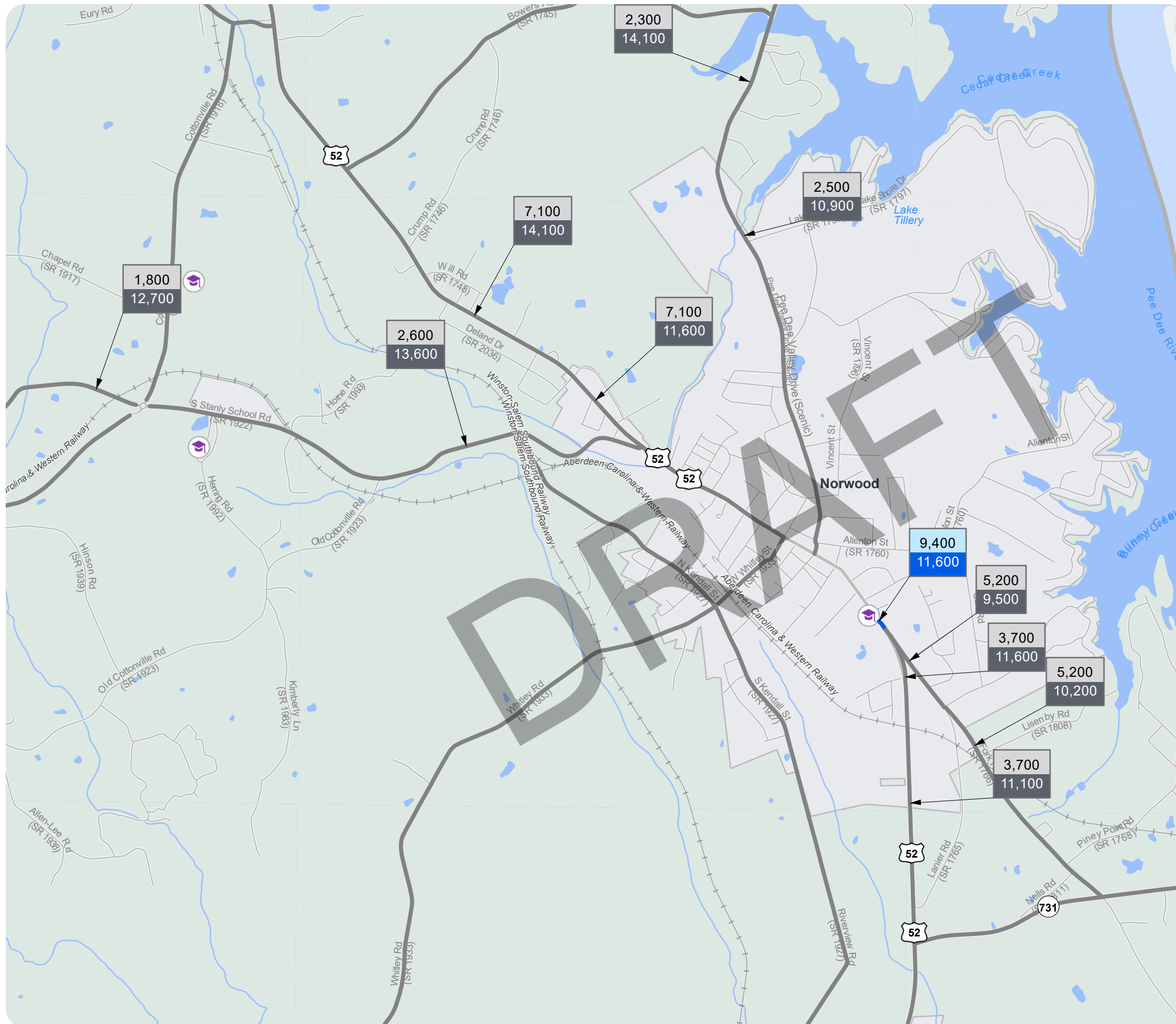


NORWOOD INSET

CTP Analysis and Information

Volume and Capacity Ratio Features
 (Base Year 2022)

2022 Volume Capacity	Under Capacity (0-0.79)
2022 Volume Capacity	Near Capacity (0.80-0.99)
2022 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 1 of 2

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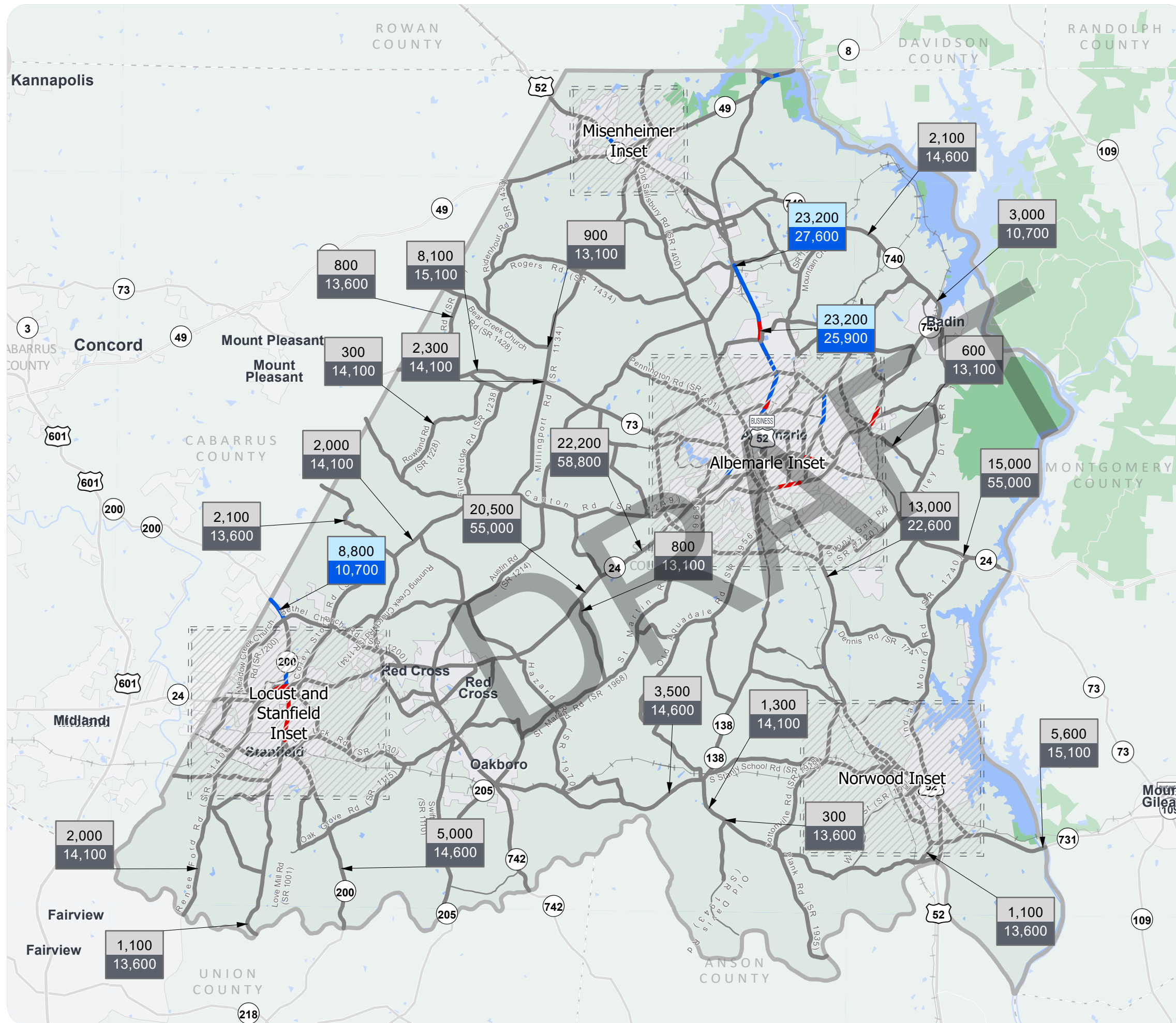
Figure 2
2055 VOLUME AND CAPACITY DEFICIENCY



STANLY COUNTY

CTP Analysis and Information
 Scenario 6: All bypass, but 2-lane
 Volume and Capacity Ratio Features
 (Future Year 2055)

2055 Volume Capacity	Under Capacity (0-0.79)
2055 Volume Capacity	Near Capacity (0.80-0.99)
2055 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 2 of 2

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Figure 2
2055 VOLUME AND CAPACITY DEFICIENCY

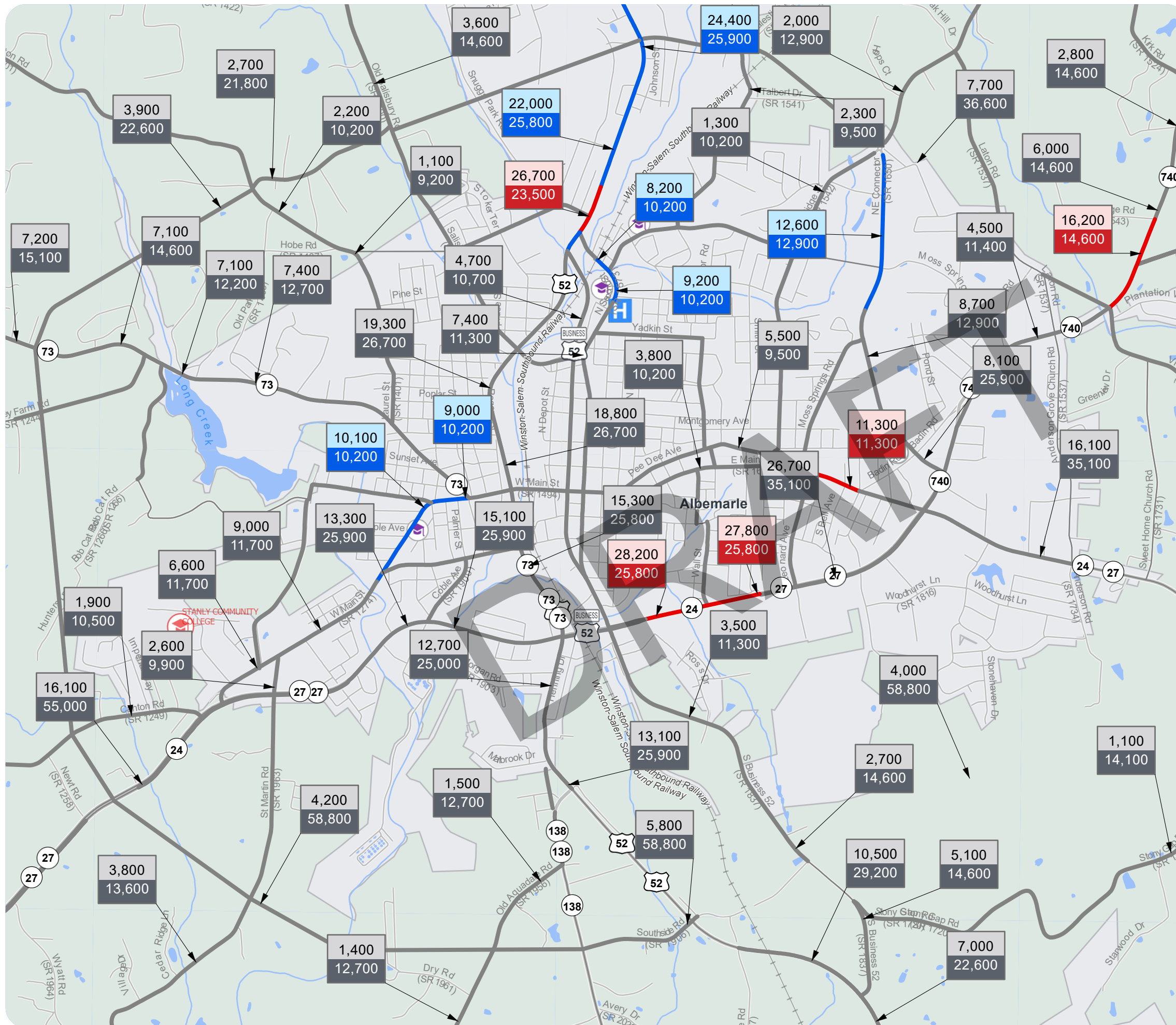


ALBEMARLE INSET

CTP Analysis and Information
 Scenario 6: All bypass, but 2-lane

Volume and Capacity Ratio Features
 (Future Year 2055)

2055 Volume Capacity	Under Capacity (0-0.79)
2055 Volume Capacity	Near Capacity (0.80-0.99)
2055 Volume Capacity	Over Capacity (1.00+)



WebAddress



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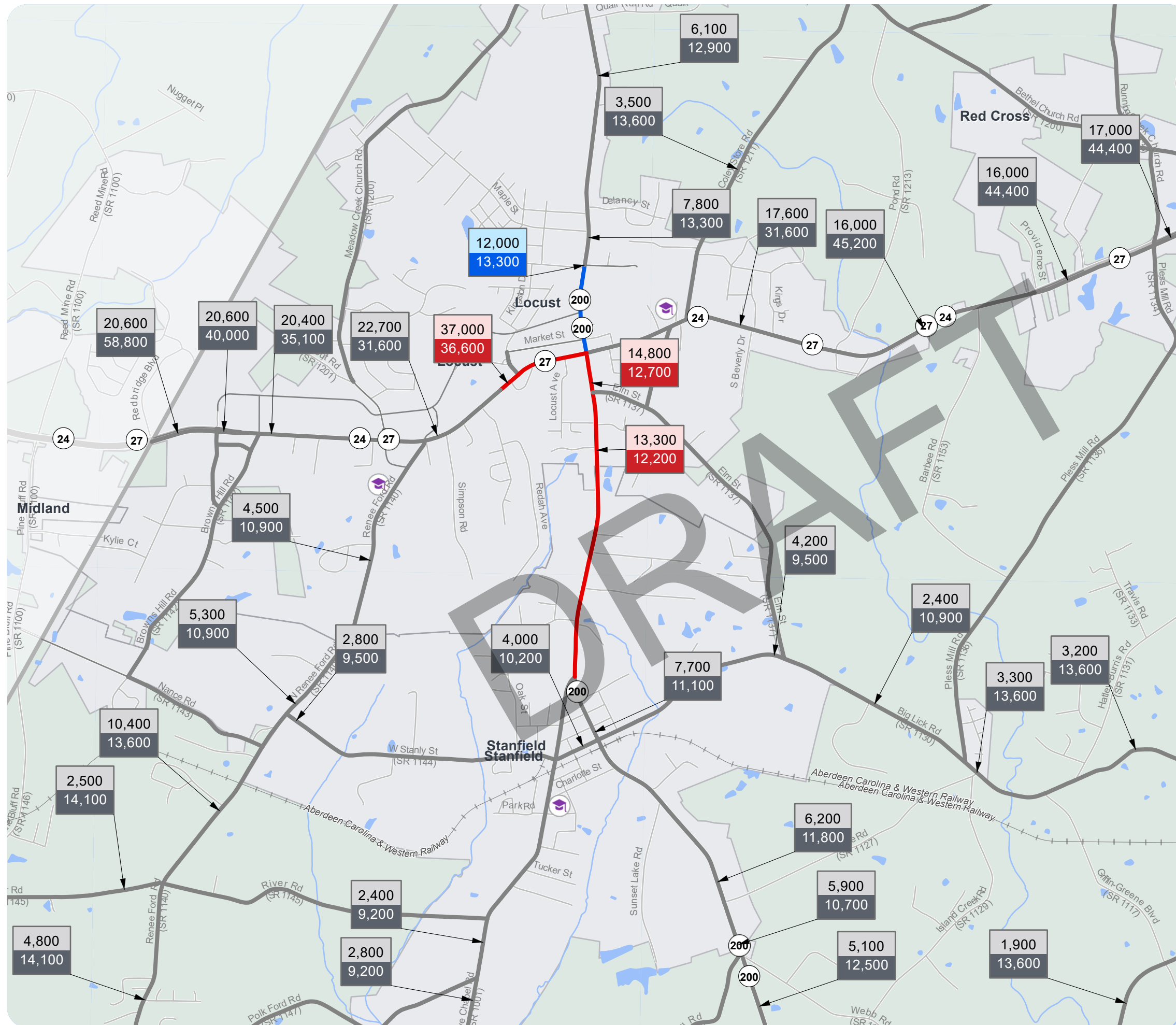
Figure 2
2055 VOLUME AND CAPACITY DEFICIENCY



LOCUST & STANFIELD INSET

CTP Analysis and Information
 Scenario 6: All bypass, but 2-lane
 Volume and Capacity Ratio Features
 (Future Year 2055)

2055 Volume Capacity	Under Capacity (0-0.79)
2055 Volume Capacity	Near Capacity (0.80-0.99)
2055 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 2 of 2

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Figure 2
2055 VOLUME AND CAPACITY DEFICIENCY

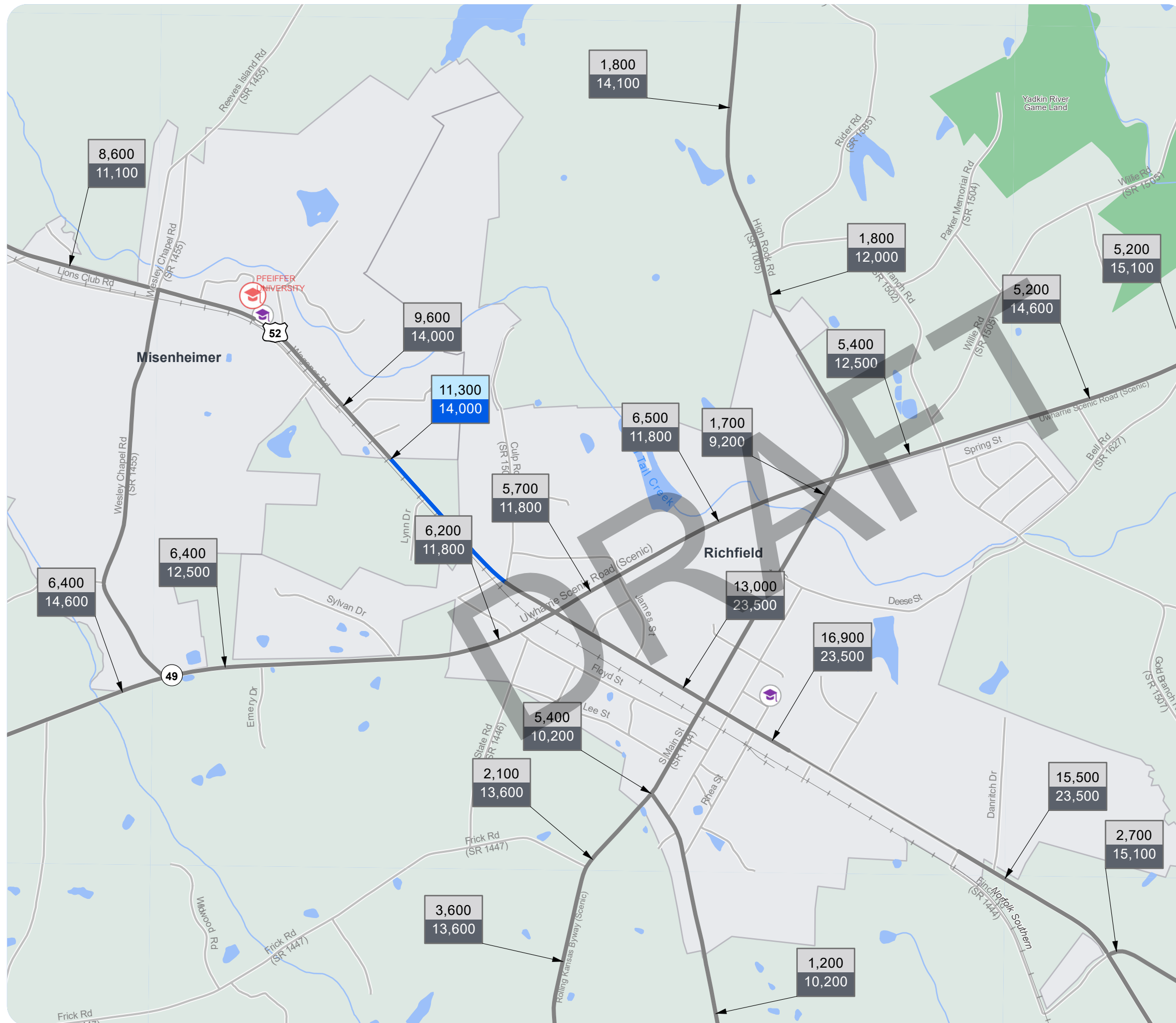


MISENHEIMER INSET

CTP Analysis and Information
 Scenario 6: All bypass, but 2-lane

Volume and Capacity Ratio Features
 (Future Year 2055)

2055 Volume Capacity	Under Capacity (0-0.79)
2055 Volume Capacity	Near Capacity (0.80-0.99)
2055 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 2 of 2

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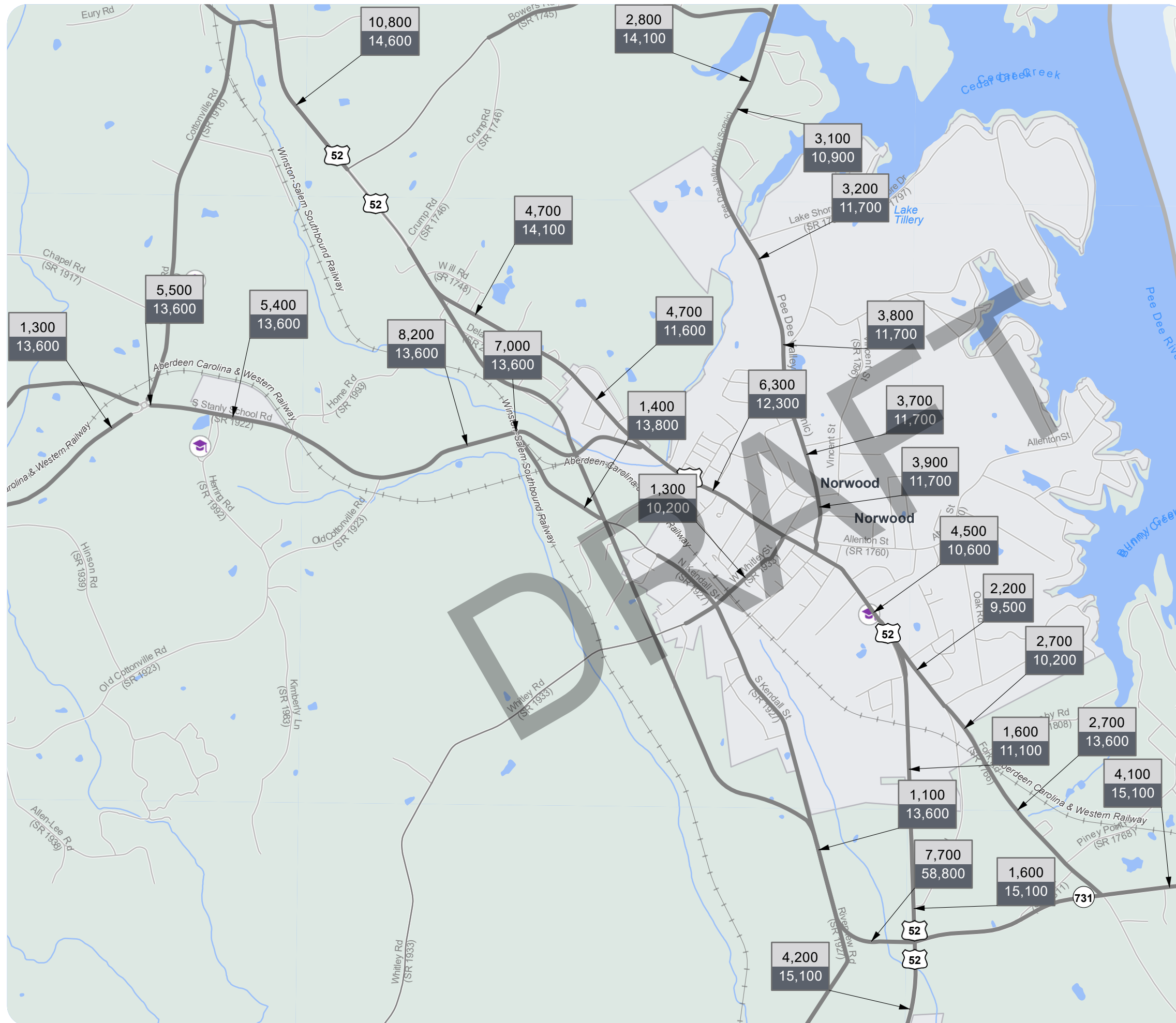
Figure 2
2055 VOLUME AND CAPACITY DEFICIENCY



NORWOOD INSET

CTP Analysis and Information
 Scenario 6: All bypass, but 2-lane
 Volume and Capacity Ratio Features
 (Future Year 2055)

2055 Volume Capacity	Under Capacity (0-0.79)
2055 Volume Capacity	Near Capacity (0.80-0.99)
2055 Volume Capacity	Over Capacity (1.00+)



WebAddress



Sheet 2 of 2

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BICYCLE AND PEDESTRIAN

Bicyclists, pedestrians, and transit users are an integral part of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians and incorporate first-mile and last-mile connections for transit users. NCDOT's Complete Streets Policy, updated in 2019, clarifies responsibilities regarding the provision of bicycle, pedestrian, and transit facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, and maintenance. All bicycle, pedestrian, and transit improvements undertaken by NCDOT are based upon this policy. An Action Plan and Implementation Guide were developed to support the policy. The 2019 Complete Streets Policy some now covers guidelines from the other, replaced policies.

Reference

Inventories of planned bicycle and pedestrian facilities for the planning area are presented in the Inventory Table. The following bicycle/pedestrian plans were used in the development of this CTP.

- Stanly 2040 Comprehensive Land Use Plan (2022)
- Albemarle Bike Plan (2010)
- New London Plan (2023)
- North Stanly , NC Bicycle & Pedestrian Plan (2018)
- Carolina Thead Trail (2008)
- City of Albemarle Comprehensive Bicycle Plan (2010)
- Central Park NC Regional Bike Plan (2014)

All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Integrated Mobility Division. Refer to the Contact Information appendix for contact information for the Integrated Mobility Division.

Bicycle and Pedestrian Analysis

The steering committee identified popular destinations that people would walk or bike to and marked them on a map. This map placed three-mile buffers around key destinations identify common connectors between them. This map was used along with bicycle and pedestrian crash analysis maps to identify roadways in need of bicycle or pedestrian facilities. Roadway facilities with highway improvement proposals were also re-evaluated for bicycle and pedestrian improvements.

Bicycle and pedestrian improvements aimed to provide connected facilities with the addition of sidewalks, bicycle lanes or multiuse paths. The steering committee used maps with identified key destinations to create these connections and fill in gaps between existing facilities. Sidewalks improvements focused around enhancing pedestrian connectivity within city limits. Misenheimer and Richfield, being next to each other discussed the importance of adding a sidewalk that connected both municipalities. The Carolina Thread Trail (CTT) was a major focus of the steering committee due to its importance of connecting municipalities all throughout Stanly County. The linework of the CTT was updated by municipalities on the CTP to better reflect their recent local plans.

Community Feedback

The Stanly County CTP Survey showed the desire to improve biking safety, adding bike lanes and adding greenways to promote a safer biking experience. The survey also showed the desire to add more sidewalks that connect between schools, parks, and businesses. Comments on the survey included:

- Adding wider roads and dedicated bike lanes
- Improving bike safety and connectivity along both rural and urban streets.
- Improving bike safety by adding rumble strips or adding greenways
- Improving bike connectivity to recreational facilities.
- Improving walking conditions due to poor visibility, blocked sidewalks, and walking conditions.
- Improving safety between pedestrians and vehicles along major streets.
- Improving sidewalk maintenance.
- Improving sidewalk connectivity.

Survey comments were reviewed by the steering committee and were used in the identification of project proposals. Project sheets for these proposals reference the community feedback and recommended improvements.

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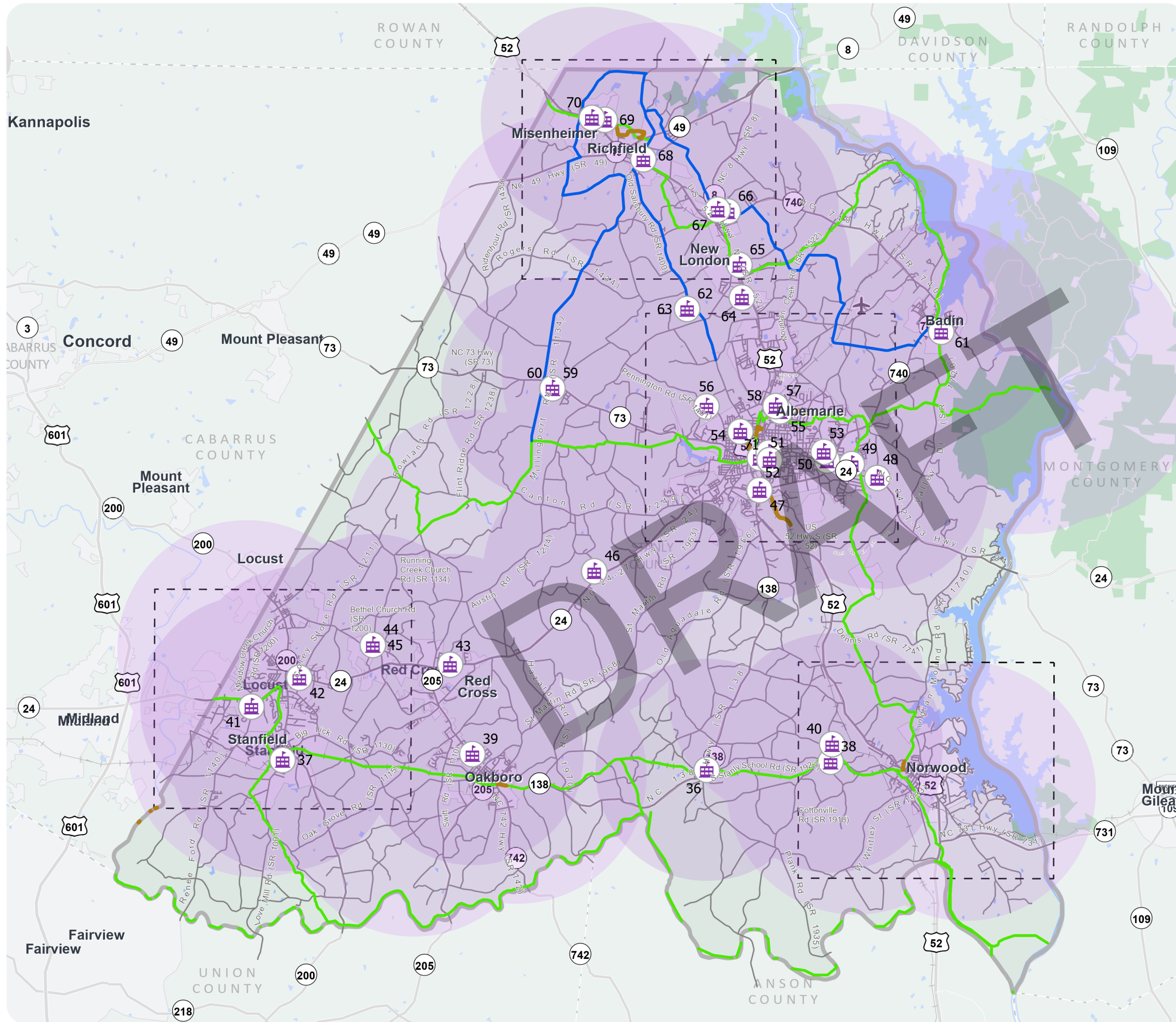


Figure 5

Destinations/Attractions



STANLY COUNTY

Bicycle Feature Destinations

Destinations/Attractions

- | | |
|-----------------|----------------------------|
| Category | Museum/Library |
| Adventure Park | <all other values> |
| Camping | School |
| Event Center | Shared Use Path Facilities |
| Golf Club | Bike Lane |
| Park | Bike Routes |
| Theater | Carolina Thread Trail |
| Farm/Vineyard | 3 Mile Destination Buffer |



WebAddress



0 0.75 1.5 3 4.5 6 Miles

Sheet 2 of 3

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Figure 5

Destinations/Attractions



ALBEMARLE

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- Category**
- Adventure Park
 - Camping
 - Event Center
 - Golf Club
 - Park
 - Theater
 - Farm/Vineyard
 - Museum/Library
 - <all other values>
 - Shared Use Path Facilities
 - Bike Lane
 - Bike Routes
 - Carolina Thread Trail
 - 3 Mile Destination Buffer



WebAddress



Sheet 2 of 3

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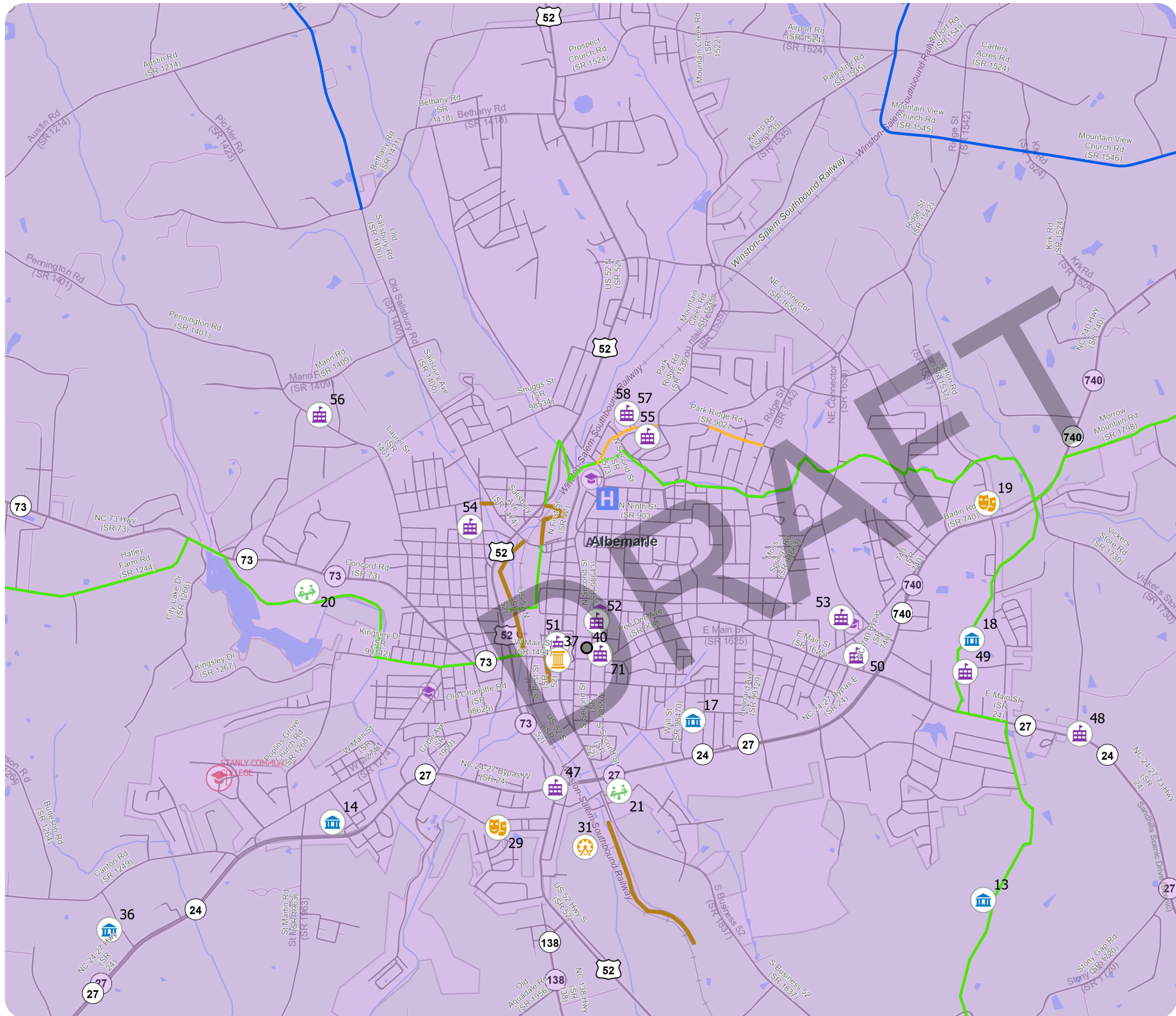


Figure 5

Destinations/Attractions



MISENHEIMER, RICHFIELD NEW LONDON

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- Category**
- Adventure Park
 - Camping
 - Event Center
 - Golf Club
 - Park
 - Theater
 - Farm/Vineyard
 - Museum/Library
 - <all other values>
 - Shared Use Path Facilities
 - Bike Lane
 - Bike Routes
 - Carolina Thread Trail
 - 3 Mile Destination Buffer



WebAddress



Sheet 2 of 3

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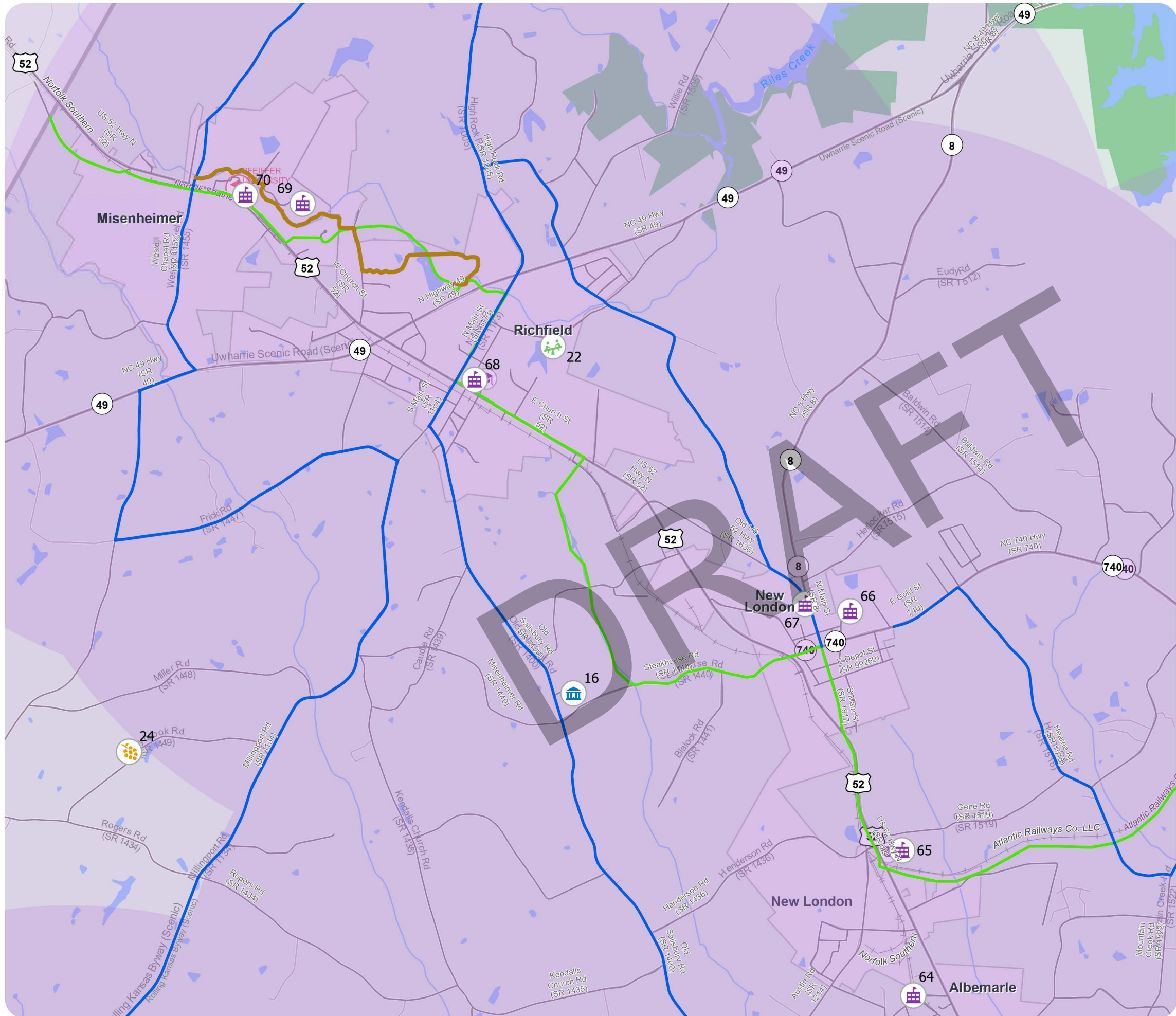


Figure 5

Destinations/Attractions



LOCUST, STANFIELD

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- | | | | |
|--|----------------|--|----------------------------|
| | Museum/Library | | <all other values> |
| | Adventure Park | | Shared Use Path Facilities |
| | Camping | | Bike Lane |
| | Event Center | | Bike Routes |
| | Golf Club | | Carolina Thread Trail |
| | Park | | 3 Mile Destination Buffer |
| | Theater | | |
| | Farm/Vineyard | | |



WebAddress



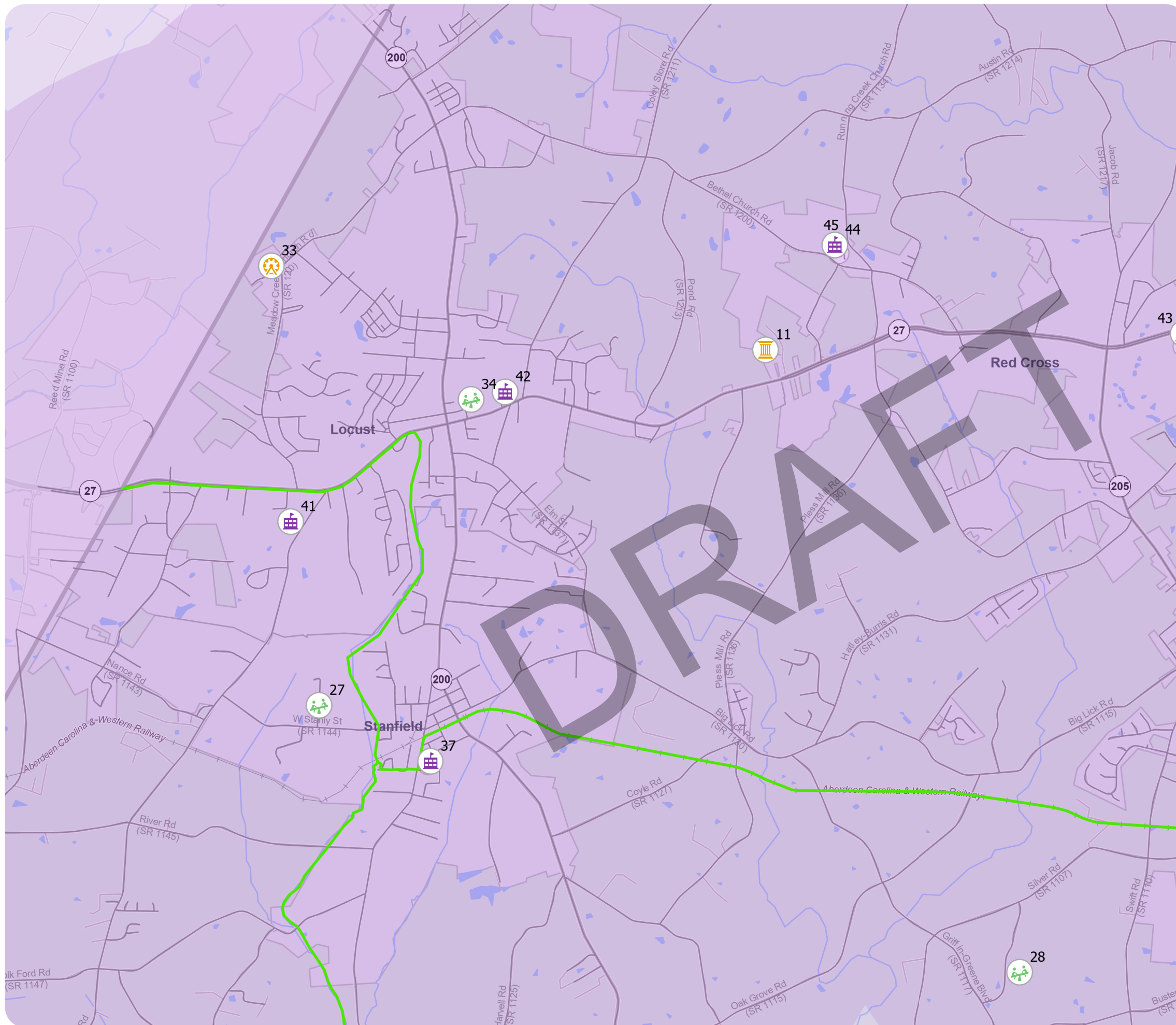
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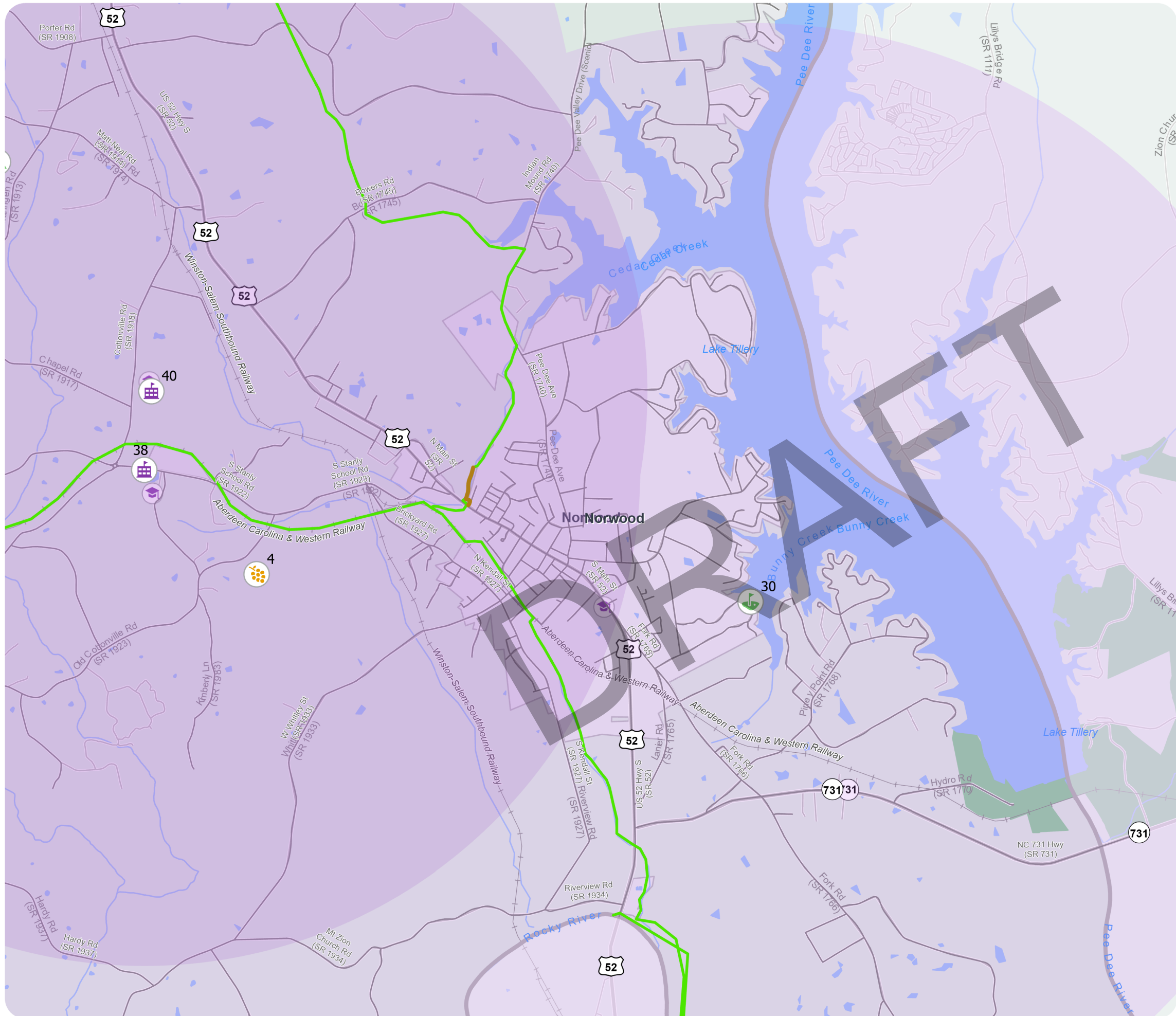


Figure 5

Destinations/Attractions



NORWOOD

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- | | |
|--|----------------------------|
| | Museum/Library |
| | Adventure Park |
| | Camping |
| | Event Center |
| | Golf Club |
| | Park |
| | Theater |
| | Farm/Vineyard |
| | <all other values> |
| | Shared Use Path Facilities |
| | Bike Lane |
| | Bike Routes |
| | Carolina Thread Trail |
| | 3 Mile Destination Buffer |



WebAddress



Sheet 2 of 3

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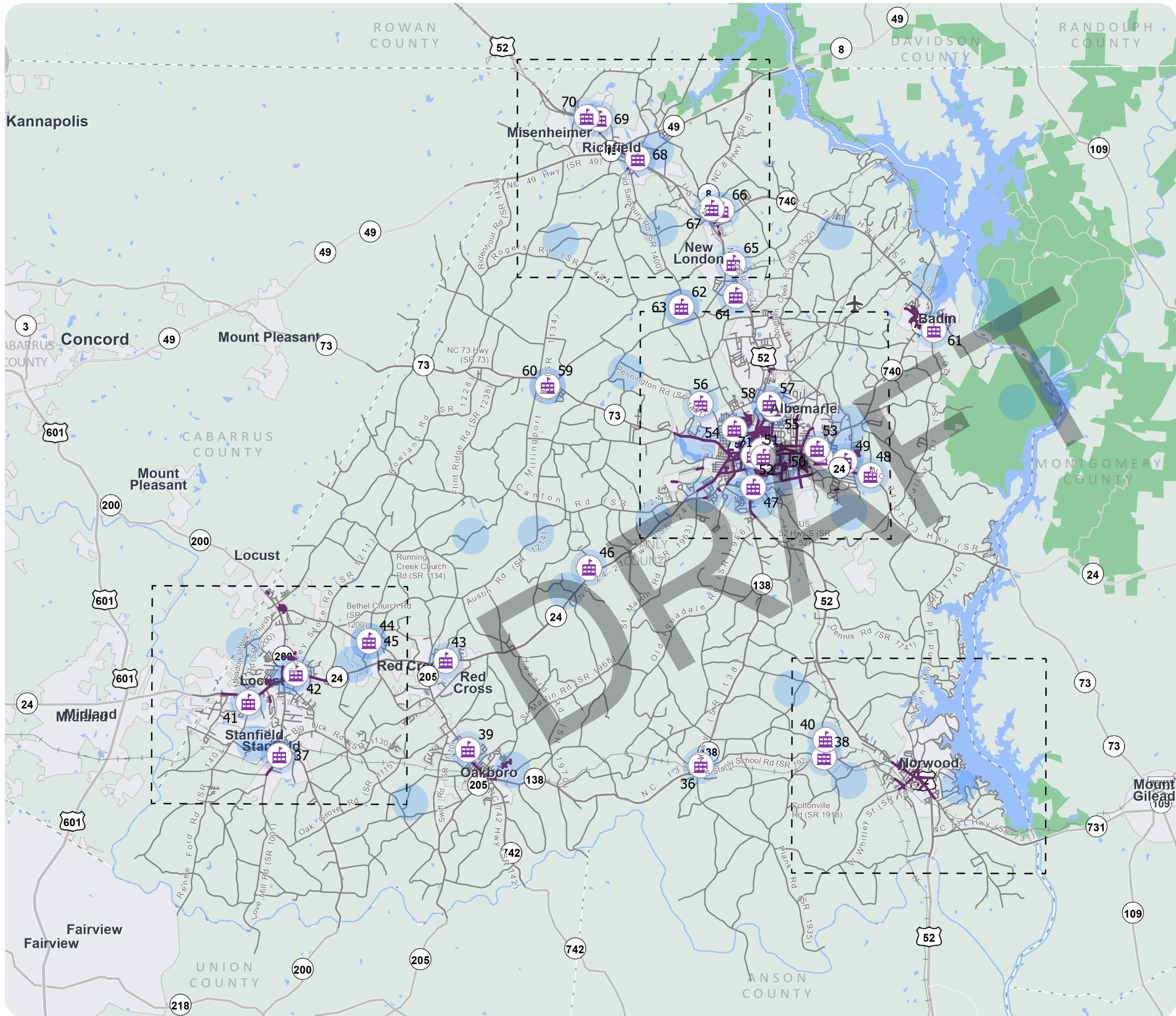


Figure 5

Destinations/Attractions



STANLY COUNTY

Bicycle Feature Destinations

Destinations/Attractions

- | Category | |
|----------|------------------------------|
| | Adventure Park |
| | Camping |
| | Event Center |
| | Golf Club |
| | Park |
| | Theater |
| | Farm/Vineyard |
| | Museum/Library |
| | <all other values> |
| | Shared Use Path Facilities |
| | Existing Sidewalks |
| | 0.5 Mile Destinations Buffer |



WebAddress



Sheet 2 of 3

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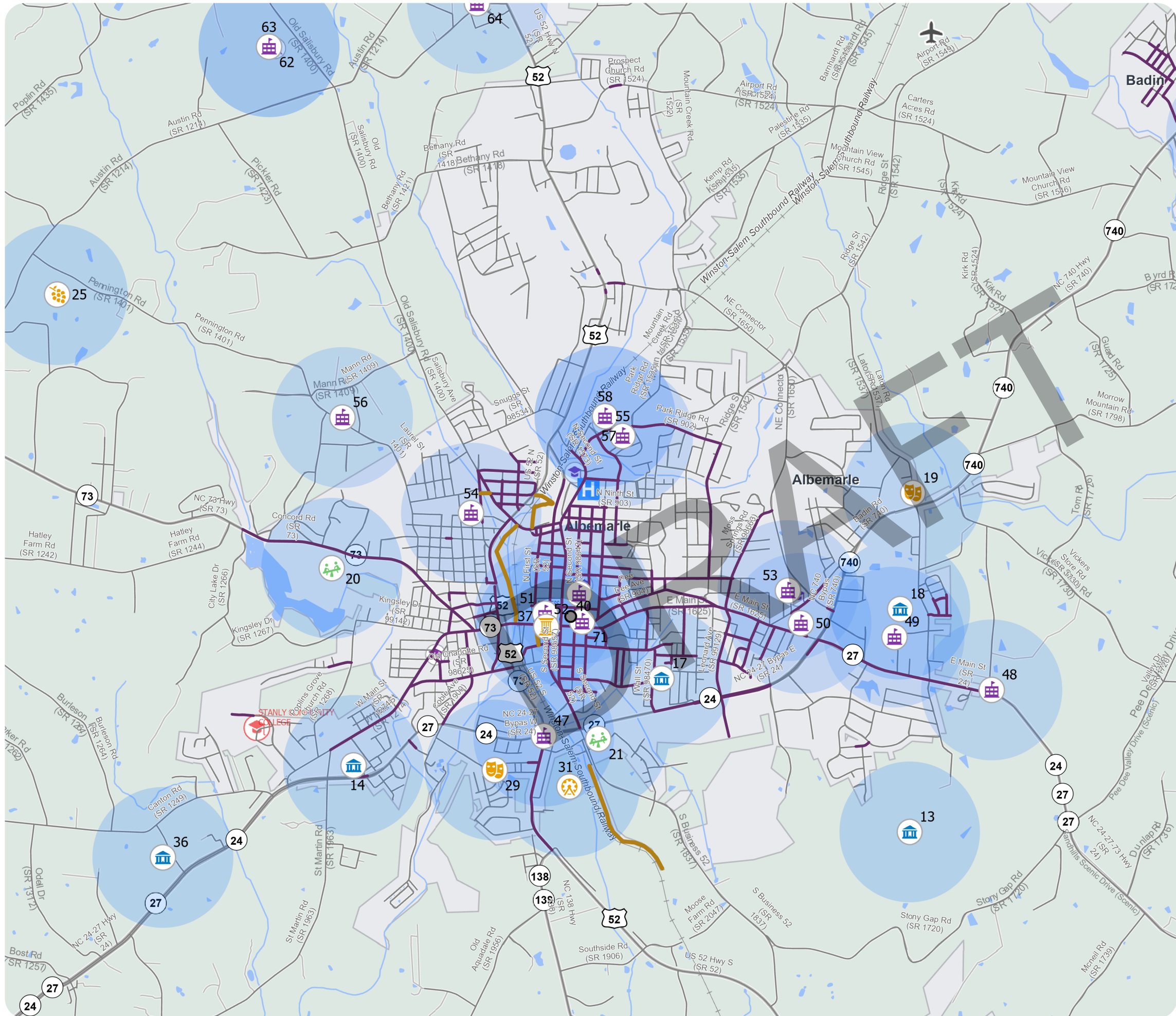


Figure 5

Destinations/Attractions



ALBEMARLE

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- | | |
|--|------------------------------|
| | Farm/Vineyard |
| | Adventure Park |
| | Camping |
| | Event Center |
| | Golf Club |
| | Park |
| | Theater |
| | Museum/Library |
| | <all other values> |
| | Shared Use Path Facilities |
| | Existing Sidewalks |
| | 0.5 Mile Destinations Buffer |



WebAddress



Sheet 2 of 3

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Figure 5

Destinations/Attractions



MISENHEIMER, RICHFIELD NEW LONDON

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- Category**
- Farm/Vineyard
 - Adventure Park
 - Camping
 - Event Center
 - Golf Club
 - Park
 - Theater
 - Museum/Library
 - <all other values>
 - Shared Use Path Facilities
 - Existing Sidewalks
 - 0.5 Mile Destinations Buffer



WebAddress



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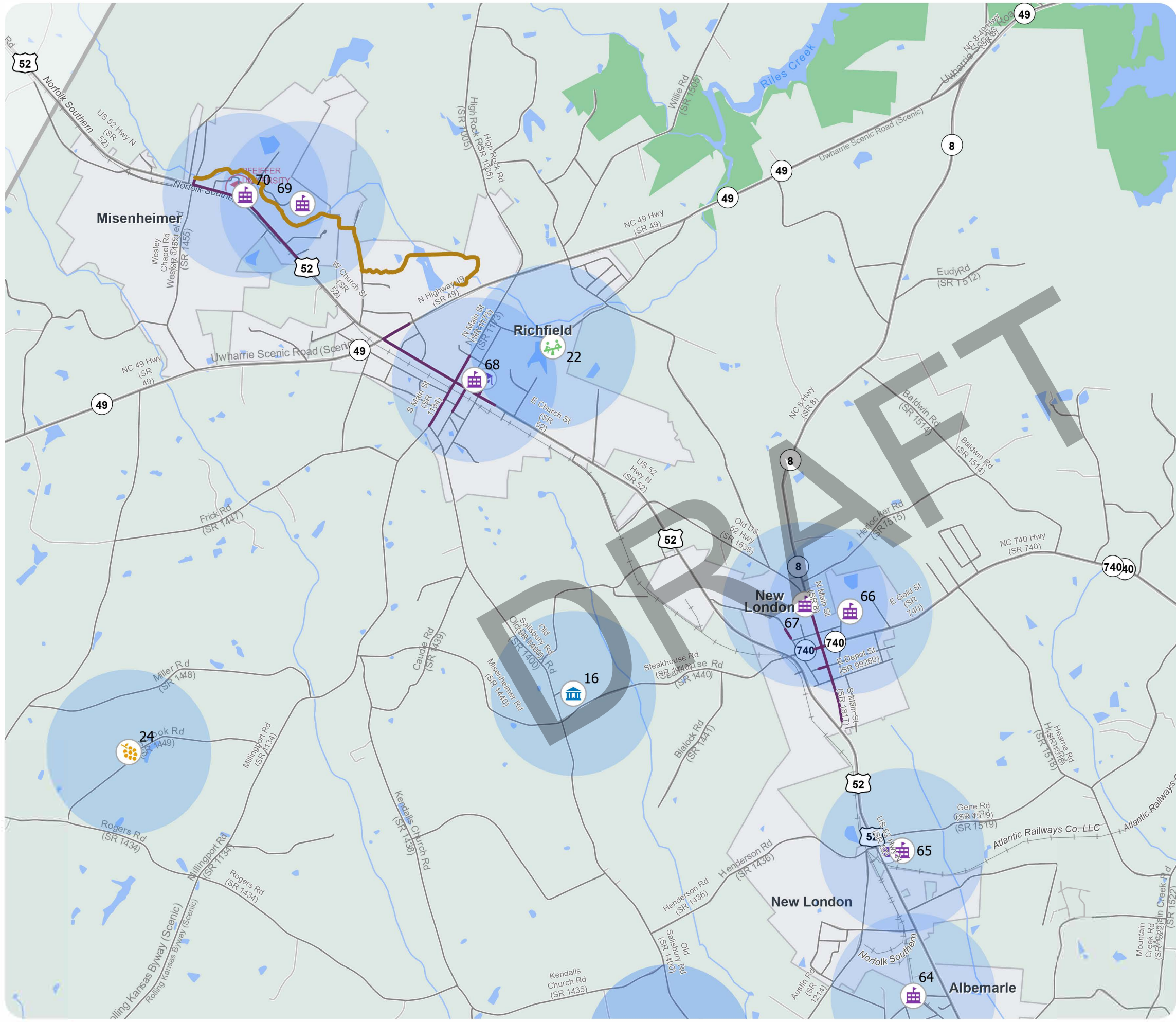


Figure 5

Destinations/Attractions

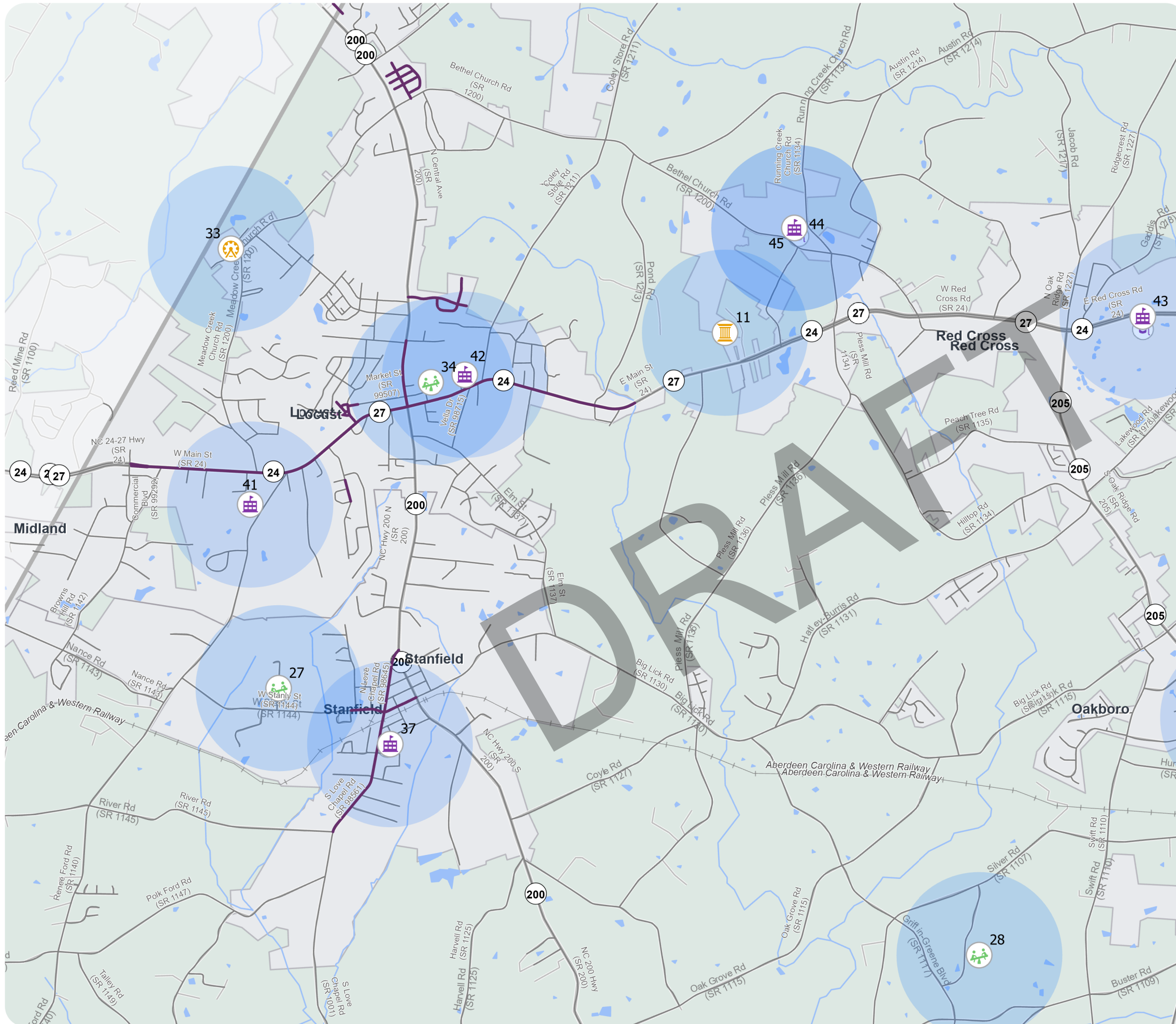


LOCUST, STANFIELD

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- Category
- Adventure Park
 - Camping
 - Event Center
 - Golf Club
 - Park
 - Theater
 - Farm/Vineyard
 - Museum/Library
 - <all other values>
 - Shared Use Path Facilities
 - Existing Sidewalks
 - 0.5 Mile Destinations Buffer



WebAddress



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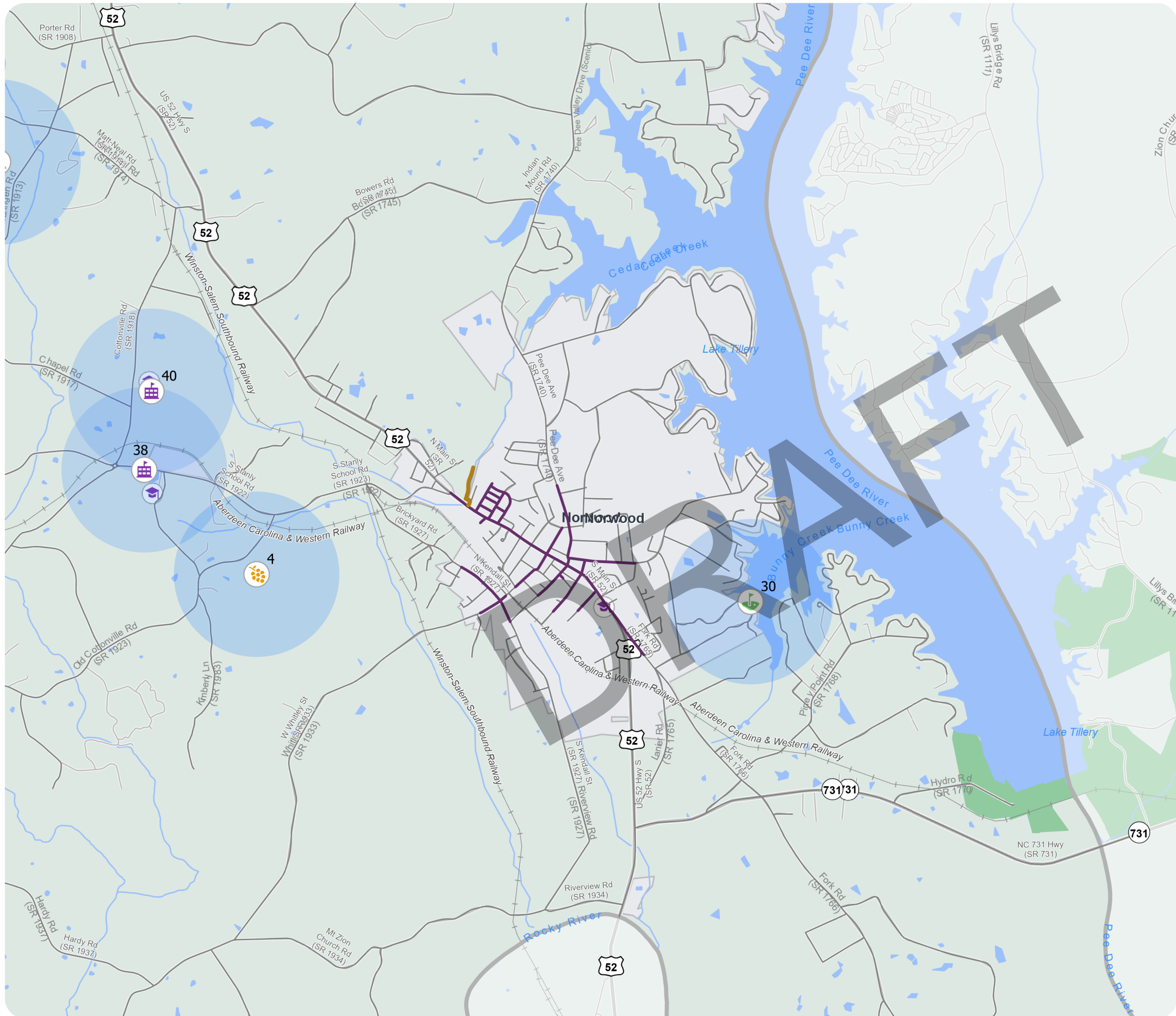


Figure 5

Destinations/Attractions



NORWOOD

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- | | | | |
|--|----------------|--|------------------------------|
| | Adventure Park | | Farm/Vineyard |
| | Camping | | Museum/Library |
| | Event Center | | <all other values> |
| | Golf Club | | Shared Use Path Facilities |
| | Park | | Existing Sidewalks |
| | Theater | | 0.5 Mile Destinations Buffer |



WebAddress



Sheet 2 of 3

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Figure 5

Destinations/Attractions

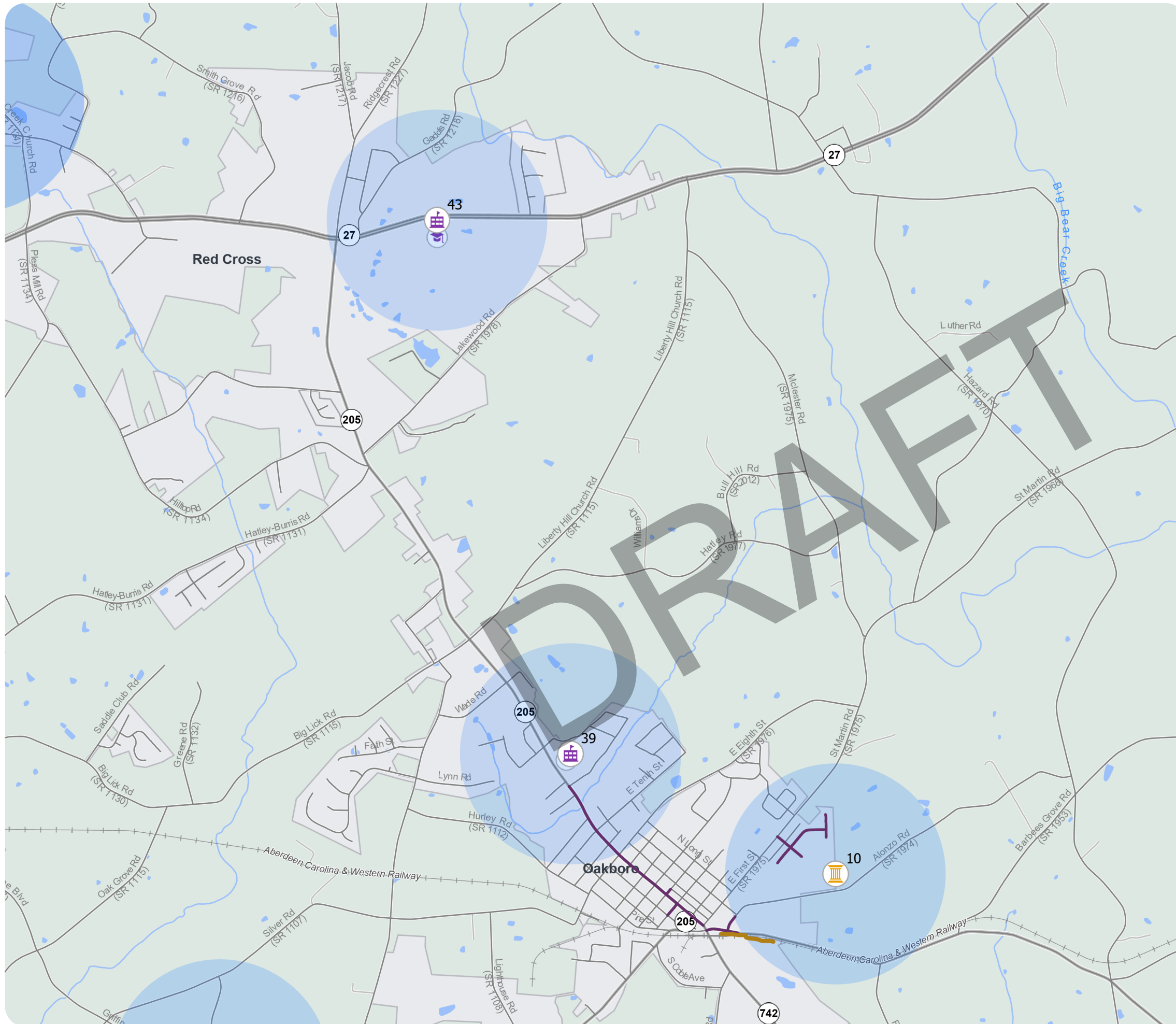


RED CROSS, OAKBORO

Bicycle & Pedestrian Feature Destinations

Destinations/Attractions

- Category**
- Farm/Vineyard
 - Adventure Park
 - Camping
 - Event Center
 - Golf Club
 - Park
 - Theater
 - Museum/Library
 - <all other values>
 - Shared Use Path Facilities
 - Existing Sidewalks
 - 0.5 Mile Destinations Buffer



WebAddress



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Plan Date: September 10, 2024

PUBLIC TRANSPORTATION

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another. North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

Urban Transportation Fixed Corridors

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

- **Fixed Routes – Local:** Provides service to every stop along the route
- **Fixed Route – Express:** Does not provide service every stop along the route
- **Bus on Shoulder (BOSS):** Specific routes designated to bypass congested traffic areas
- **Bus Rapid Transit Busways** that operate in rapid transit highway corridors

Rural Fixed Corridors

Local transportation efforts formerly centered on assisting clients of human service agencies. Today, most rural systems serve the public and those clients.

- **Deviated Fixed Route** – Transit service provided that uses a hybrid of fixed-route and demand response services. With this type of service, buses stop at fixed points and maintain a timetable but can deviate from the route to go to a specific location for a scheduled request.

Regional Fixed Corridors

Regional Transit Service that connects local and regional providers, and transportation authorities. Regional community transportation systems are composed of two or more contiguous counties providing coordinated/consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.

Park and Ride Lots

They are vehicle lots designed for transit commuters.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on the inventory table. All recommendations for public transportation were coordinated with the local governments and the Integrated Mobility Division of NCDOT. Refer to the contact information appendix to contact the Integrated Mobility Division.

Existing Public Transportation

Stanly County Transit provides the community a service which allows for travel to and from agencies, employment sites, businesses, medical centers, colleges, health services, and many more locations. This service also aims to better serve the disabled population. Its mission is to provide safe and efficient community transportation services responsive to the current and changing needs of Stanly County residents.

Demand Response:

Stanly County Transit's Demand Response service is called SCUSA. It allows provides transportation services for medical appointments, work, personal business, etc. It also allows for out of county travel for medical appointments by physician referral and contracts with the Department of Social Services for Medicaid Transportation.

SCUSA works on a first-come, first-serve basis, so planning ahead is recommended. A reservation is required to use this service. The services are available from Monday to Friday between 8:30am to 5:00pm and provides services each week day, but calling the transportation office is encouraged. This service is available to all Stanly County residents and the fare is charged per person, per stop, excluding infants/children. SCUSA contracts with Senior Services for persons age 60 or over, allowing trips to Nutrition Sites, medical appointments, and Care Café with no fee required.

Park and Ride Lots:

Currently, there are no existing Park and Ride Lots in Stanly County. One Park and ride lot proposal was discussed during the process of developing the CTP. Please see the Public Transportation recommendations for more details.

Other Services:

Stanly County has a Greyhound stop in Albemarle called Vac & Dash. This stop is located on South 1st Street in Albemarle. This route goes from the Raleigh Bus Station to Asheville with a total of 9 stops:

- Raleigh Bus Station
- Sanford (Sam's Place)
- Southern Pines (BP Gas Station)
- Albemarle (Vac & Dash)
- Charlotte Bus Station
- Gastonia Transit
- Shelby (Khodal Mini Mar)
- Forest City (OHM Food Mart)
- Asheville, NC

RAIL

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

DRAFT

MODEL RESULTS AND METHODOLOGY

In the development of this plan, travel demand was projected from 2022 to 2055 using a travel demand model. The 2050 Metrolina Regional Model was used during the process of this CTP. Travel demand models are developed to replicate travel patterns on the existing transportation system and estimate travel patterns for 2055. In addition, local land use plans and growth expectations were used to inform future growth rates and patterns. The established future growth rates were endorsed by the commissioners on September 3rd, 2024.

For more information on population, housing, and employment projections, refer to the Socio-Economic Data appendix.

Using the 2050 Metrolina Regional Model, Transportation Analysis Zone (TAZ) maps were made which show the population and employment areas in different sections of the county. These were shown to steering committee members to discuss planned housing and employment developments. See Figure X to see the TAZ maps shared with the steering committee.

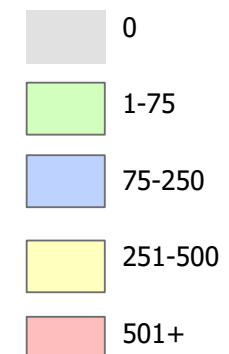
DRAFT

POPULATION



STANLY COUNTY Comprehensive Transportation Plan

Population Change



Base Year: 2022
Future Year: 2055



WebAddress



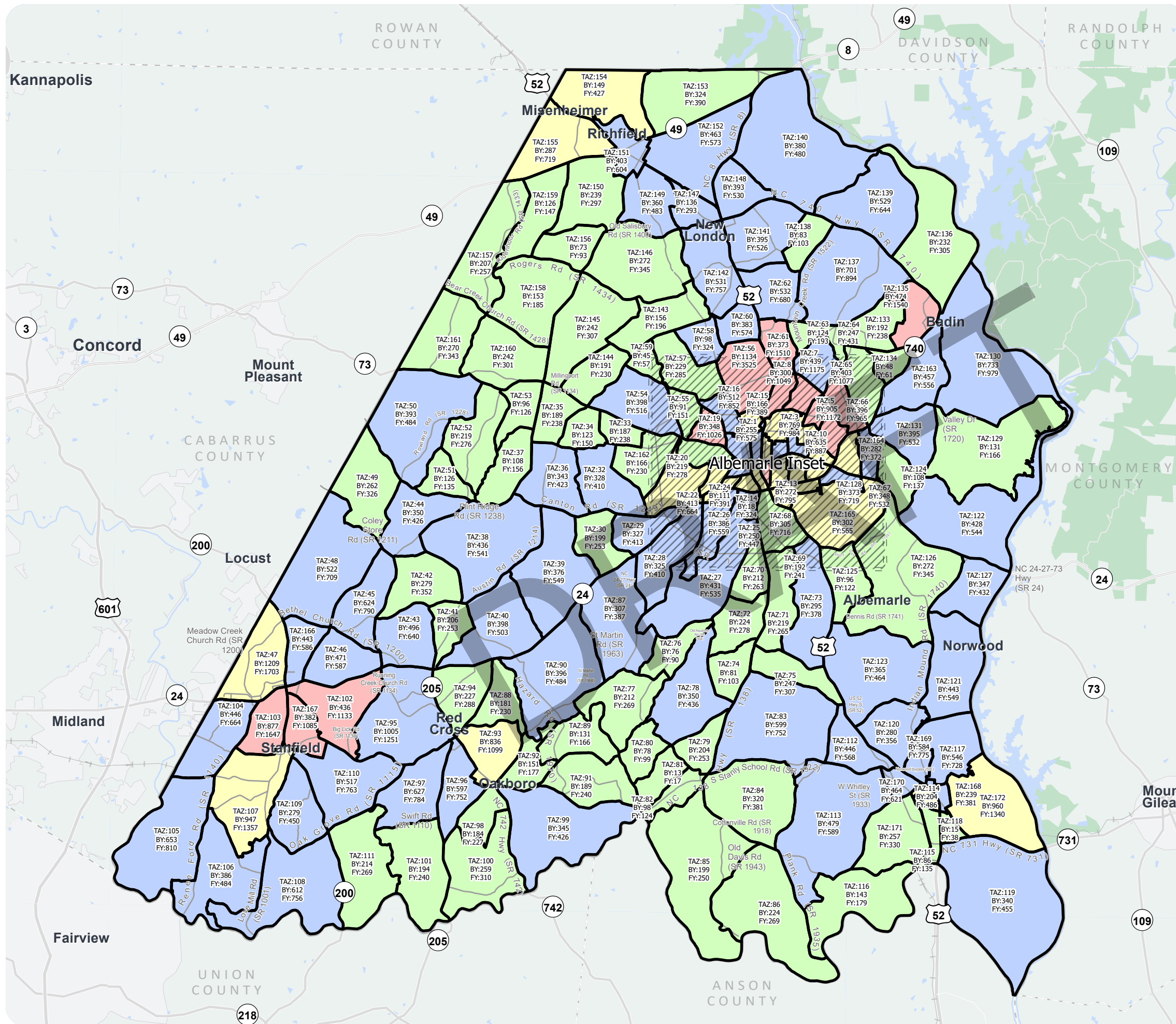
Sheet 1 of 1

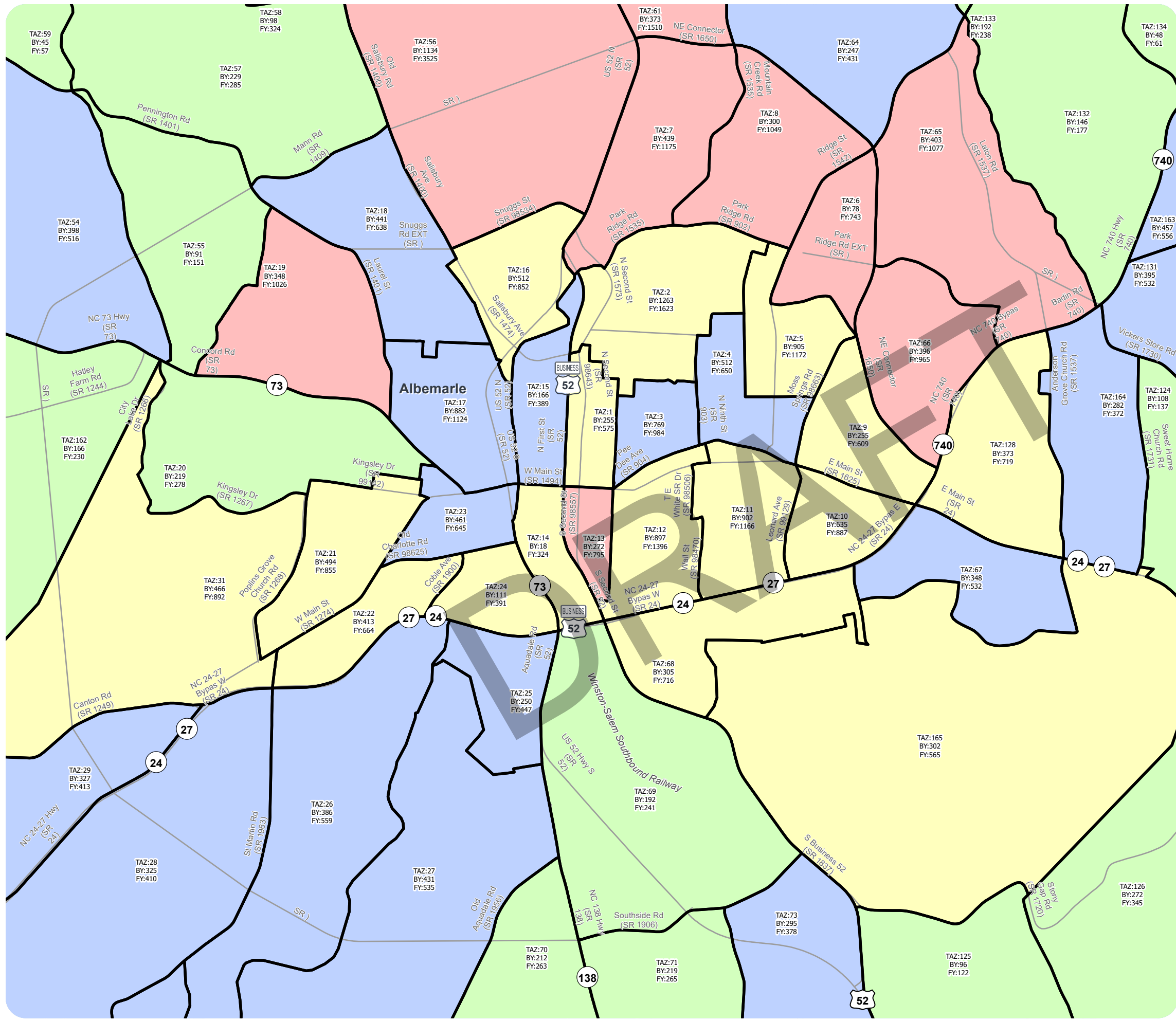
Base map date: October 09, 2023

Legal Disclaimer

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WORKING COPY
Plan Date: January 07, 2026





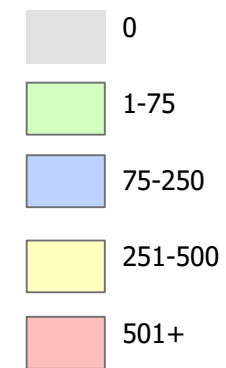
POPULATION



ALBEMARLE INSET

Comprehensive Transportation Plan

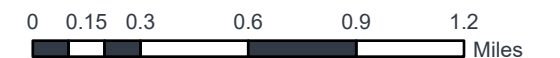
Population Change



Base Year: 2022
Future Year: 2055



WebAddress



Sheet 1 of 1

Base map date: October 09, 2023

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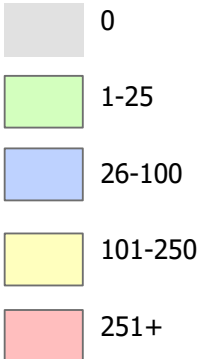
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Plan Date: January 07, 2026

EMPLOYMENT



STANLY COUNTY Comprehensive Transportation Plan

Employment Change



Base Year: 2022
Future Year: 2055



WebAddress



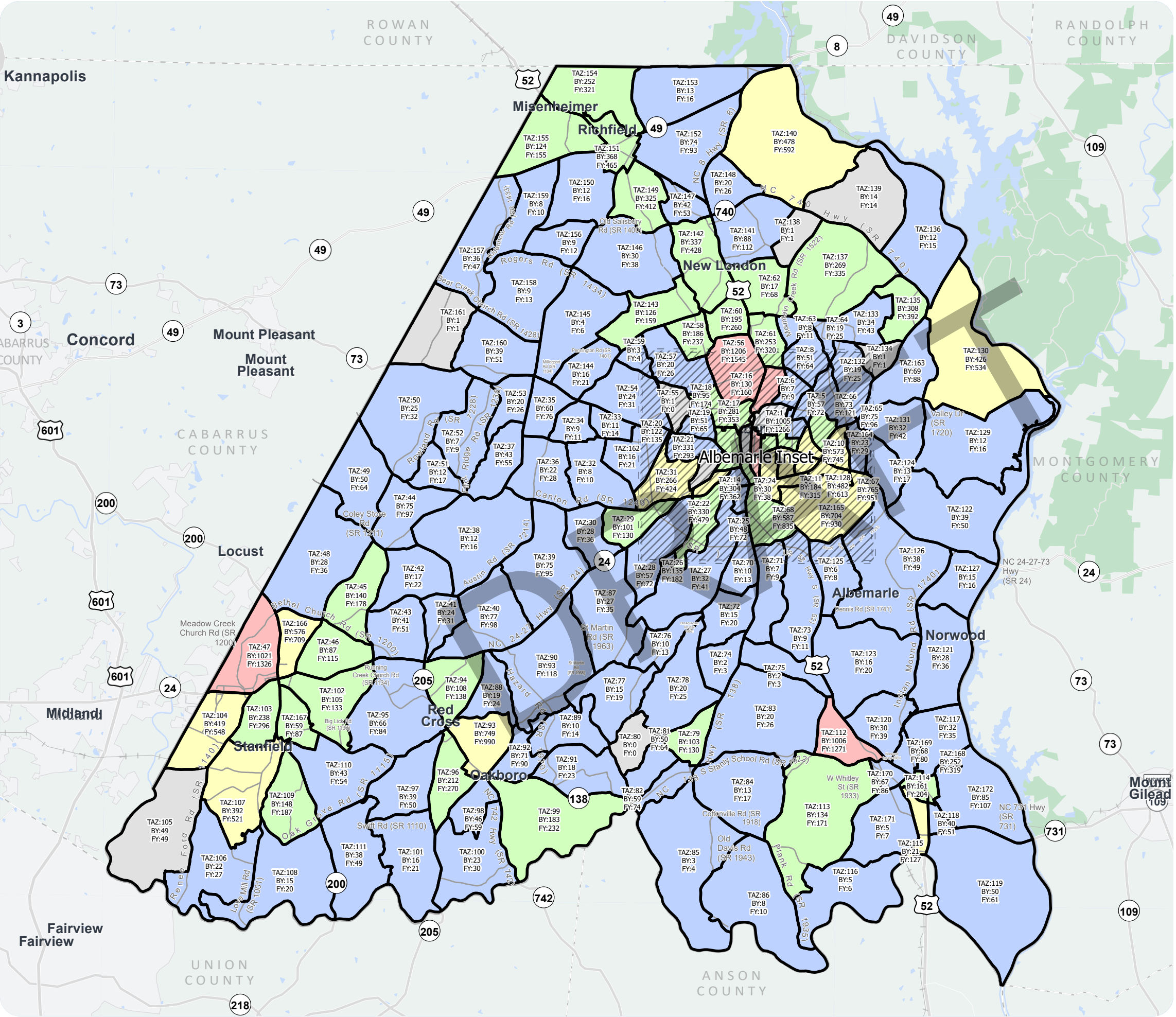
Sheet 1 of 1

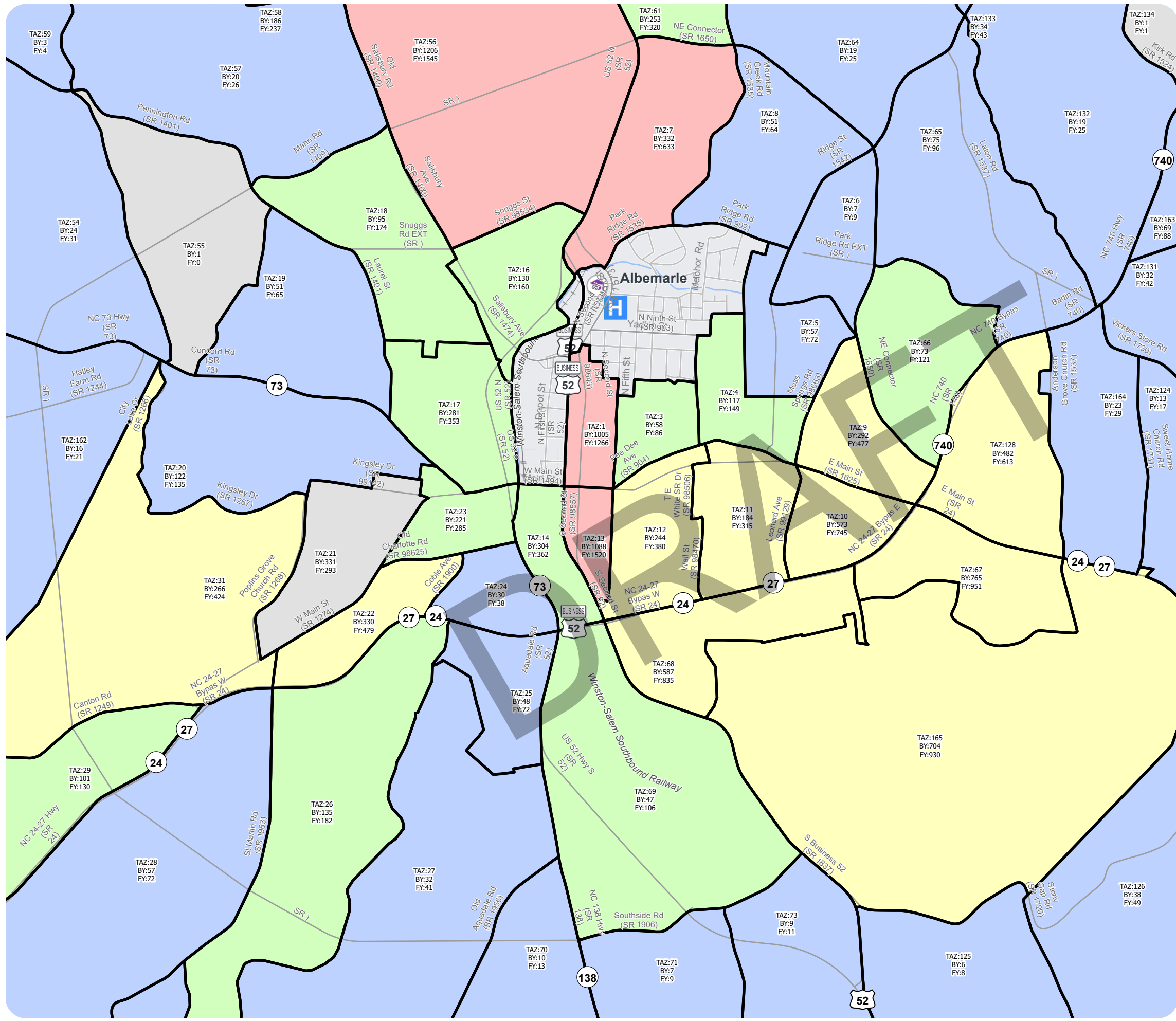
Base map date: October 09, 2023

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WORKING COPY
Plan Date: January 07, 2026





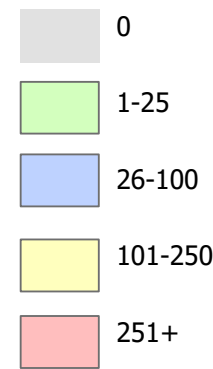
EMPLOYMENT



ALBEMARLE INSET

Comprehensive Transportation Plan

Employment Change



Base Year: 2022
Future Year: 2055



WebAddress



Sheet 1 of 1

Base map date: October 09, 2023

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Plan Date: January 07, 2026

ALTERNATIVE ANALYSIS

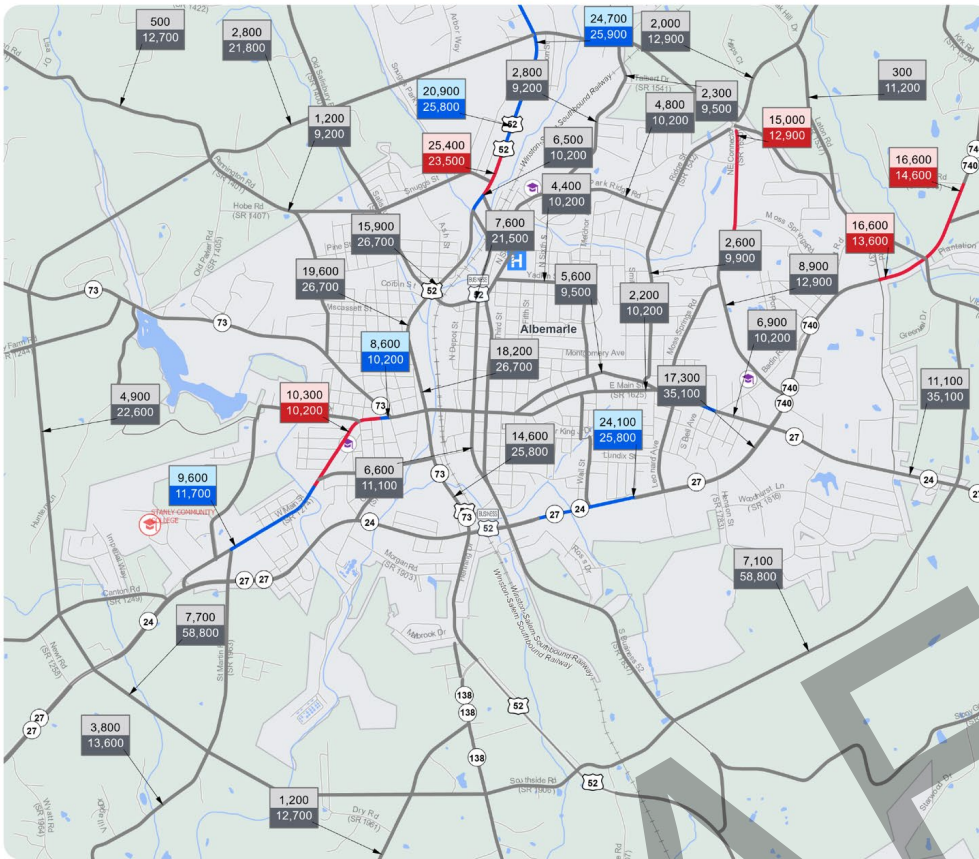
A component of the long-range transportation planning process is the development and evaluation of options for transportation solutions to meet the identified needs or deficiencies in an area. Alternative analysis studies options for the scope, concept, and location of a transportation proposal to serve the deficiency or need. [Scenario analysis studies multiple options and alternatives that may include multiple profiles for the underlying land use assumptions.](#) This analysis is less detailed than what is done later in the project development process and is used as a preliminary resource to identify potential alternatives.

Alternatives are evaluated and separated into three categories.

- **Unreasonable alternatives** are alternatives considered but recommended for elimination from further study based on planning level analysis. An alternative is unreasonable if it fails to meet the community's vision, address the transportation deficiency, and/ or has unacceptable impacts to the natural or human environment.
- The **CTP project proposal** is the alternative selected to be shown on the adopted CTP map. The CTP project proposal is selected based on a planning level analysis as the one that best meets the community's vision, addresses the transportation deficiency, and avoids and/ or minimizes impacts to the natural and human environment.
- **Other Alternatives studied** are alternatives that were considered and, though they were not selected as the CTP project proposal, they were not found to be 'unreasonable'. These alternatives may be considered for future studies, though this decision is to be made a later time.

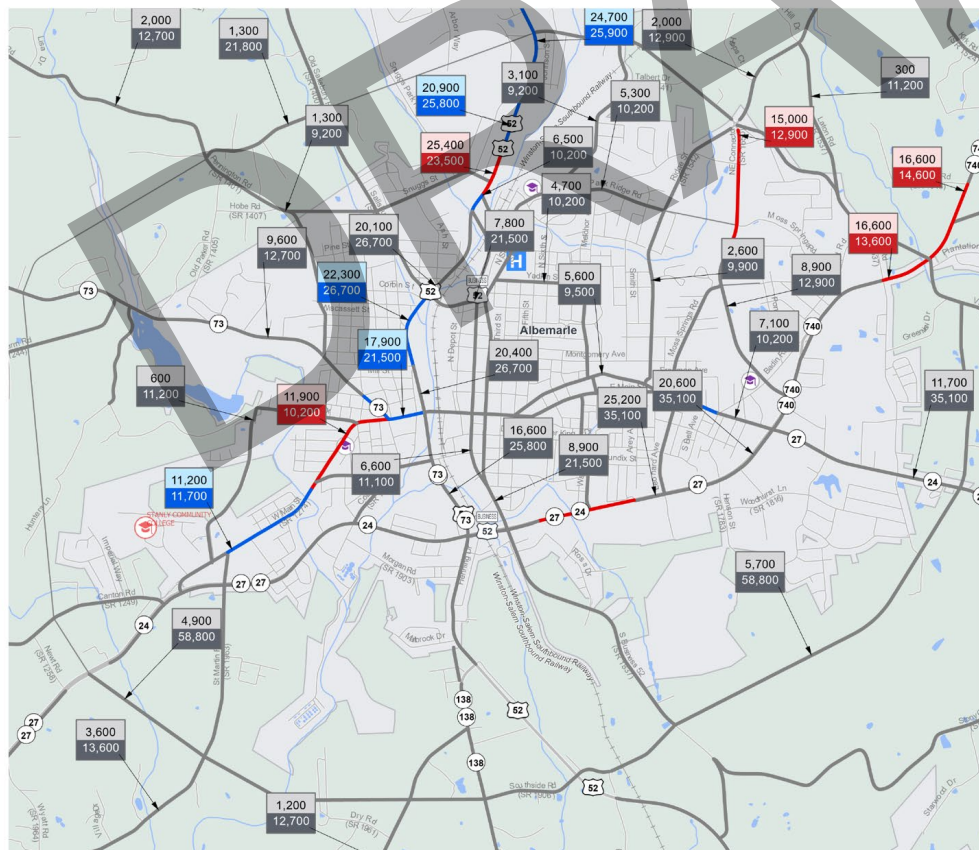
This section outlines scenarios studied for a bypass around Albemarle during the recent CTP process. Information about the final recommendation can be found under project sheets for highway project STAN20001-H and STAN20002-H.

The Albemarle bypass is a proposal that has been considered previously and was a part of the 2013 Albemarle-Badin-New London CTP. The Albemarle bypass was analyzed in this CTP with multiple scenarios as discussed with steering committee members which split up the bypass into parts to see the level of improvement on the transportation network for each scenario.



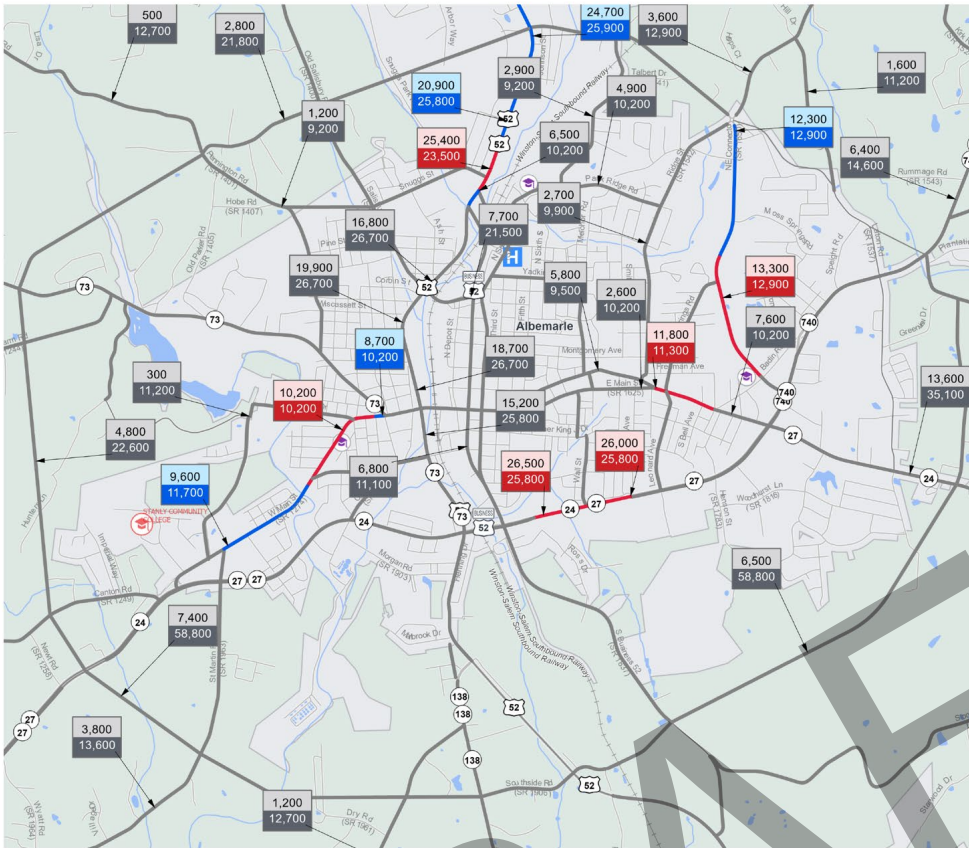
Alternative 1

- The entire original CTP Bypass
- Uses some existing roadways that would be improved.
- NC 24/27 to NC 24/27:
 - 4 Lane Expressway
 - AADT: 6,000 to 7,700
- NC 24/27 to US 52 (West side of Albemarle)
 - 2 Lane Major Thoroughfare
 - AADT: 4,800 to 6400
- NC 24/27 to US 52 (East side of Albemarle)
 - 4 Lane Boulevard
 - AADT: 5,000 to 13,000
- 3 Businesses Impacted
- 50 Houses Impacted



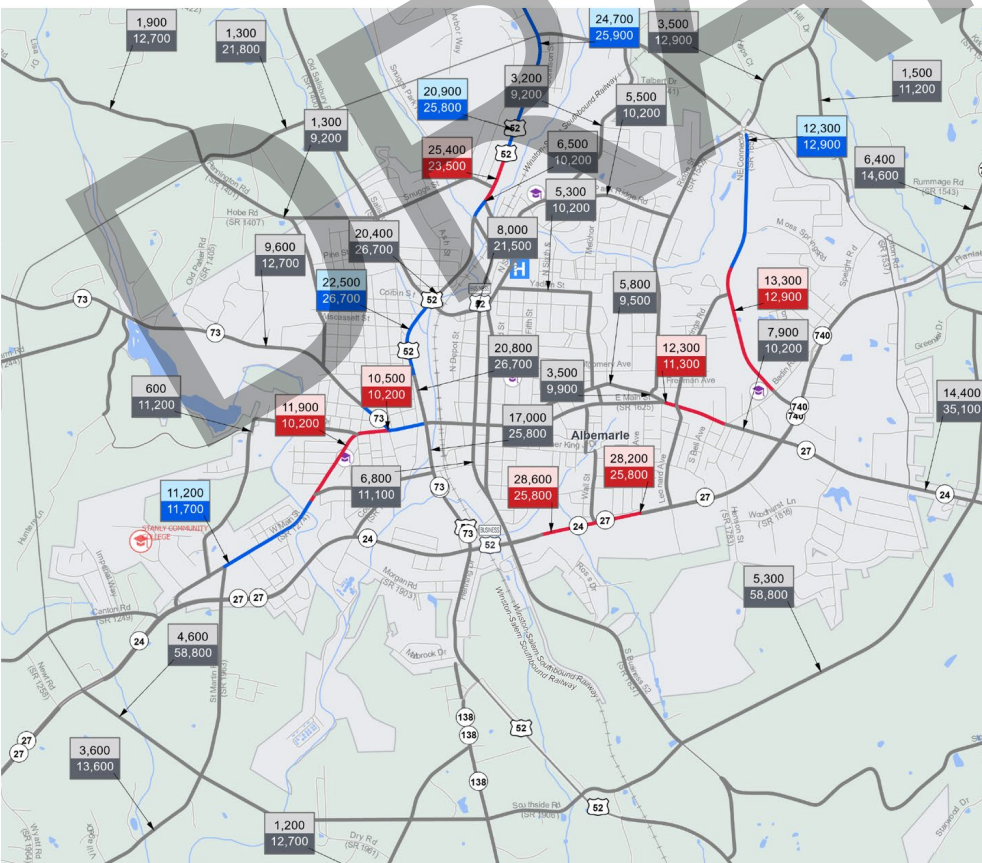
Alternative 2

- East and South part of bypass: From US 52 on the north to NC 24/27 on the west side
- Uses some existing roadways that would be improved.
- NC 24/27 to NC 24/27:
 - 4 Lane Expressway
 - AADT: 4,800 to 5,700
- NC 24/27 to US 52 (East side of Albemarle)
 - 4 Lane Boulevard
 - AADT: 5,000 to 12,000
- 1 Business Impacted
- 35 Houses Impacted



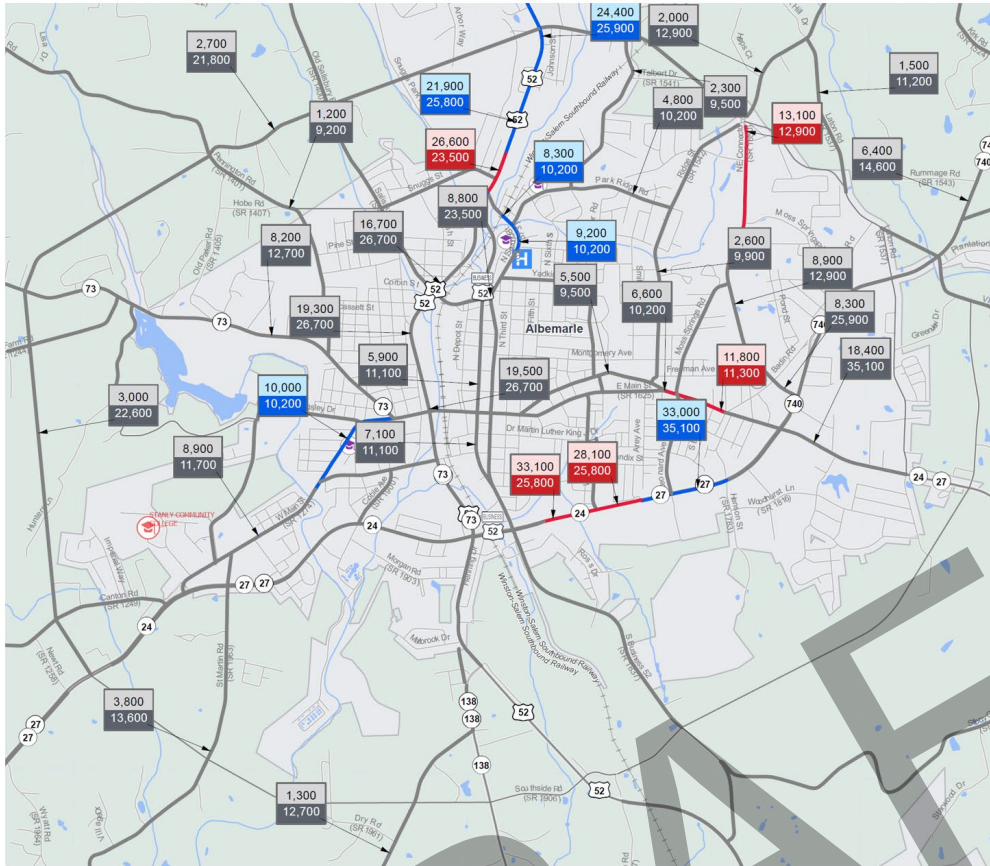
Alternative 3

- West and South part of bypass: From US 52 on the north to NC 24/27 on the west side
- Uses some existing roadways that would be improved.
- NC 24/27 to NC 24/27:
 - 4 Lane Expressway
 - AADT: 5,700 to 7,300
- NC 24/27 to US 52 (West side of Albemarle)
 - 2 Lane Major Thoroughfare
 - AADT: 4,900 to 6200
- 2 Businesses Impacted
- 38 Houses Impacted



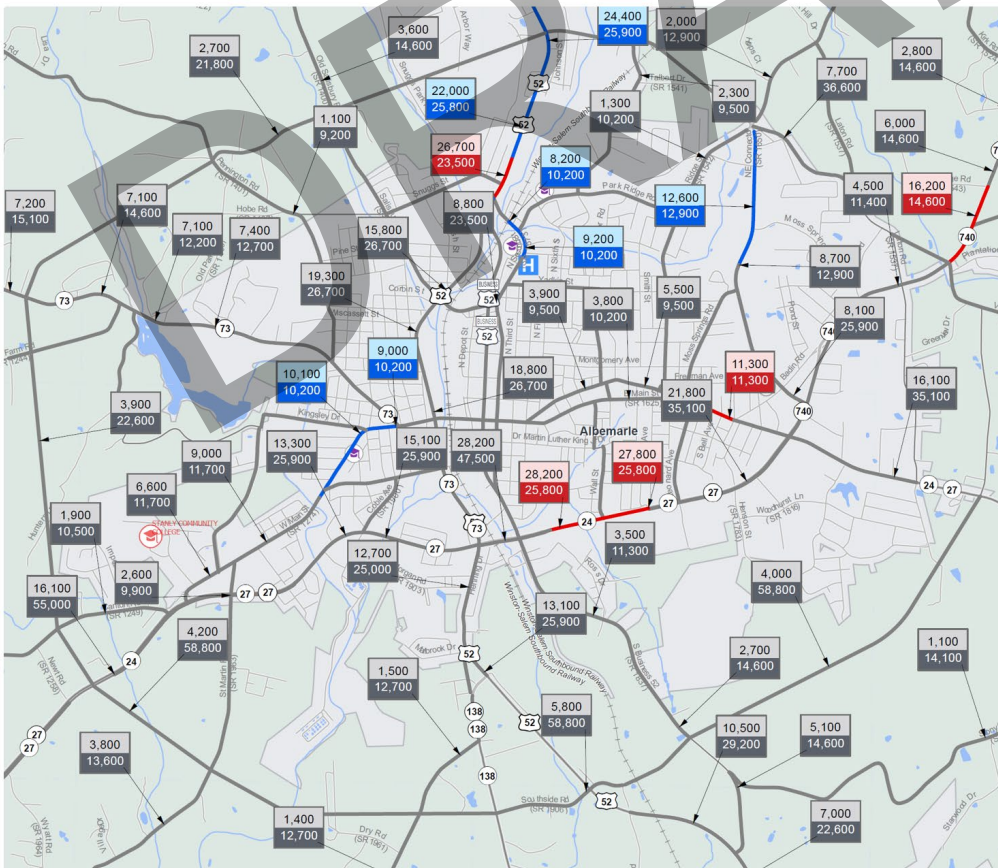
Alternative 4

- Southern portion of the bypass
- Uses some existing roadways that would be improved.
- NC 24/27 to NC 24/27:
 - 4 Lane Expressway
 - AADT: 4,600 to 5,300
- 0 Businesses Impacted
- 23 Houses Impacted



Alternative 5

- Northwest Portion of the bypass
- US 52 to NC 24/27:
 - 2 lane Major Thoroughfare
 - AADT: 2,700 to 3,900
- 0 Businesses Impacted
- 26 Houses Impacted



Alternative 6

- The entire original CTP Bypass
- Uses some existing roadways that would be improved.
- 2 lane Major Thoroughfare throughout
- NC 24/27 to NC 24/27:
 - AADT: 4,000 to 4,200
- NC 24/27 to US 52 (West side of Albemarle)
 - AADT: 2,700 to 3,900
- NC 24/27 to US 52 (East side of Albemarle)
 - AADT: 3,800 to 14,900
- 3 Businesses Impacted
- 50 Houses Impacted

Below are also tables that show the overlap of Title VI and Environmental features that would be affected by each scenario.

Alternative	Flood Hazard Area Feature(s)	Impaired Waters Line Feature(s)	Landscape Habitat Indicator Guild Feature(s)	Major River Feature(s)	Managed Area Feature(s)	Natural Heritage Natural Area Feature(s)	Wetland Feature(s)	River And Stream Feature(s)	Lake And Pond Feature(s)	Protected Area Feature(s)	Quality Monitored River And Stream Feature(s)	Target Local Watershed Feature(s)	Water Supply Watershed Feature(s)
Full Bypass	44	1	1	2	4	1	47	43	10	1	3	4	1
Eastern and Southern section of Albemarle - From US 52 (North) to NC 24/27 (Southwest of Albemarle)	30	1	1	1	3	1	34	34	9	1	3	4	1
Western and Southern section of Albemarle - From US 52 (North) to NC 24/27 (Southeast of Albemarle)	30		1	2	2	1	33	28	5		1	4	1
Southern Bypass (24/27 to 24/27)	2		1	1	1	1	20	19	4		1	4	1
Northwest Bypass (US 52 to 24/27)	16			2	2		28	22	3		1	2	
Full Bypass (2 lanes)	44	1	1	2	4	1	47	43	10	1	3	4	1

Alternative	Age 65 And Up Percent	African American	Asian	Hawaii	Hispanic	LEP Asian	LEP Indo European	LEP Other	LEP Spanish	Native American	Other Race	Two or More Races	Poverty	Zero Vehicle
Full Bypass	33.31	41.89	18.53	0	33.82	7.23	2.61	0	5.08	10.11	27.27	13.55	27.94	16.02
Eastern and Southern section of Albemarle - From US 52 (North) to NC 24/27 (Southwest of Albemarle)	21.9	41.89	8.93	0	19.38	0	2.61	0	5.08	10.11	1.47	13.55	19.82	16.02
Western and Southern section of Albemarle - From US 52 (North) to NC 24/27 (Southeast of Albemarle)	33.31	18.07	18.53	0	33.82	7.23	0	0	3.74	0	27.27	4.53	27.94	16.02
Southern Bypass (24/27 to 24/27)	21.9	18.07	0	0	18.61	0	0	0	5.08	0	0	4.53	17.44	16.02
Northwest Bypass (US 52 to 24/27)	21.9	41.89	8.93	0	19.38	0	2.61	0	5.08	10.11	1.47	13.55	19.82	16.02
Full Bypass (2 lanes)	33.31	41.89	18.53	0	33.82	7.23	2.61	0	5.08	10.11	27.27	13.55	27.94	16.02

After discussing these alternatives with the steering committee, it was decided to recommend the western portion of the bypass as the selected alternative for the CTP. This is due to the improvements in traffic volume within downtown Albemarle. The Albemarle planner also stated that the western part of Albemarle had the most planned development and the growth would make this section of the bypass to be the most important for the town. Compared to the 2013 CTP, this portion of the bypass is being recommended as a two lane road. It will be separated into two recommendations, split NC 24/27, with the entire bypass being from US 52 North to US 52 South.

PUBLIC INVOLVEMENT

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

Throughout the course of the study, the NCDOT Transportation Planning Branch worked with the [Stanly CTP Steering Committee](#), which included a representative [from municipalities, county staff, the transit agency, the RPO and others](#). The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

CTP Coordinating Committee Members

At the start of the CTP, a steering committee was formed to guide development of the plan. The committee had representatives from various interest groups responsible for capturing the transportation needs of the community.

CTP Vision, Goals, and Objectives

The CTP vision, goals and objectives were developed as part of the public involvement process to help identify the community's outlook on the future of transportation for all modes. The CTP Steering Committee develops the draft vision, goals, and objectives, which are refined with input from residents through the CTP Goals & Objectives Survey. These products are used as guides while the CTP is being developed.

The vision statement, goals and objectives reflect what is important for the area and define any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress to achieve each goal.

Stanly County CTP Vision:

“Produce and maintain a Comprehensive Transportation Plan to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system.”

Vision statement from Stanly County CTP Steering Committee Steering

Goals:

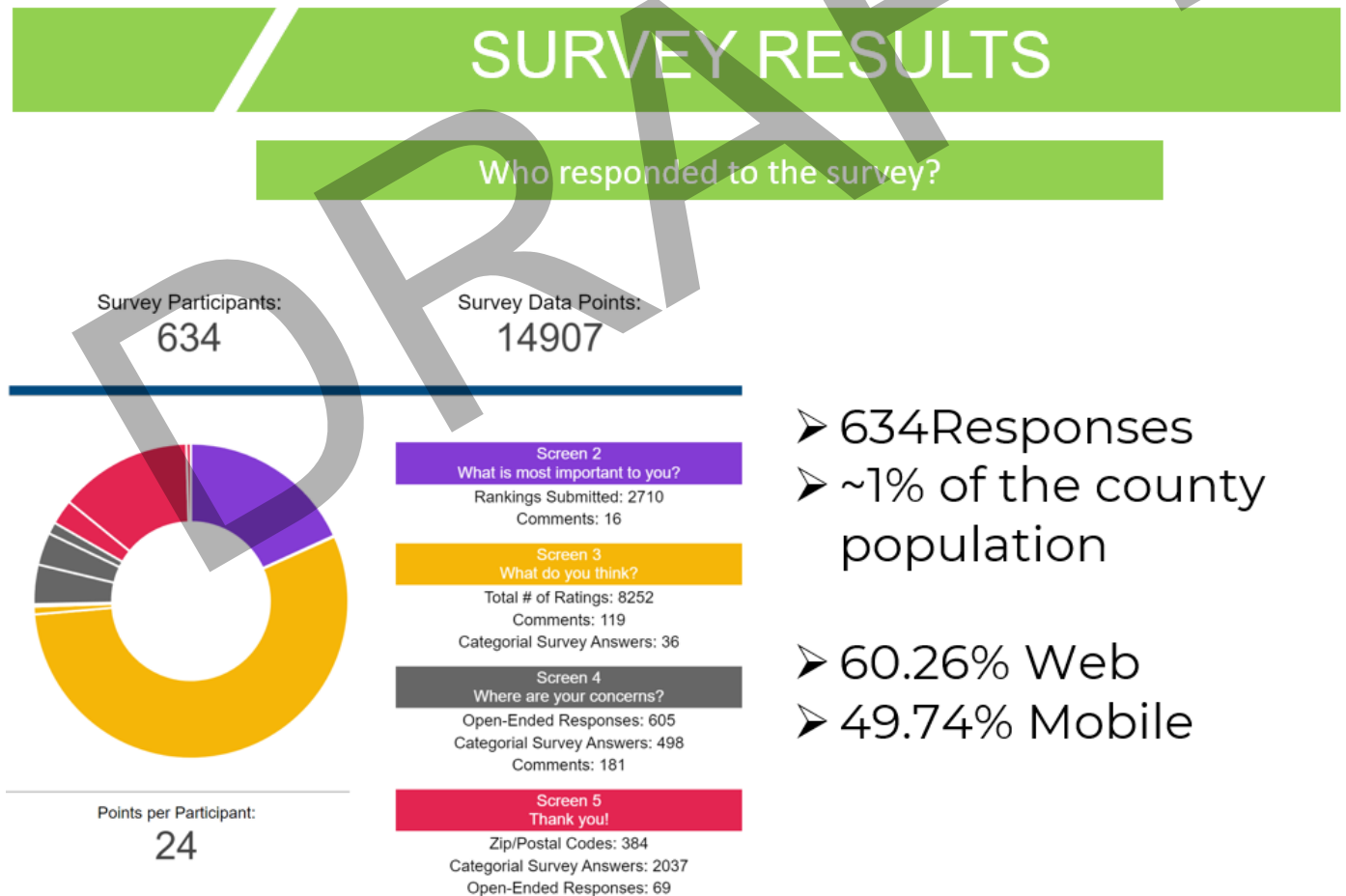
1. Preserve, protect, and enhance the natural and human environment.
 - a. Identify and avoid environmentally sensitive areas (e.g., wetlands, floodplains, historic sites) during project planning.
2. Improve the safety, connectivity, and mobility of the transportation system for people, freight and all modes of transportation in and through the region.
 - a. Reduce the rate of crashes (fatal and serious injury).
3. Maintain and enhance the quality and performance of the transportation system in Stanly County through efficient congestion management and operations techniques.
 - a. Use traffic data to optimize incident response and travel time reliability.
4. Promote and enhance connectivity and mobility throughout Stanly County and the surrounding region and metropolitan areas.
5. Improve the security of the transportation system in Stanly County for all modes and users.
 - a. Integrate local and regional bike/pedestrian networks into a unified connectivity plan.

- 6. Encourage preservation of scenic views and rural characters.
 - a. Establish design guidelines to preserve rural aesthetics and minimize visual impacts of transportation projects.
- 7. Provide an adequate transportation network and infrastructure for the agricultural industry.
 - a. Coordinate with farm operators and logistics partners to prioritize transportation projects supporting agricultural exports.
 - b. projects supporting agricultural exports.

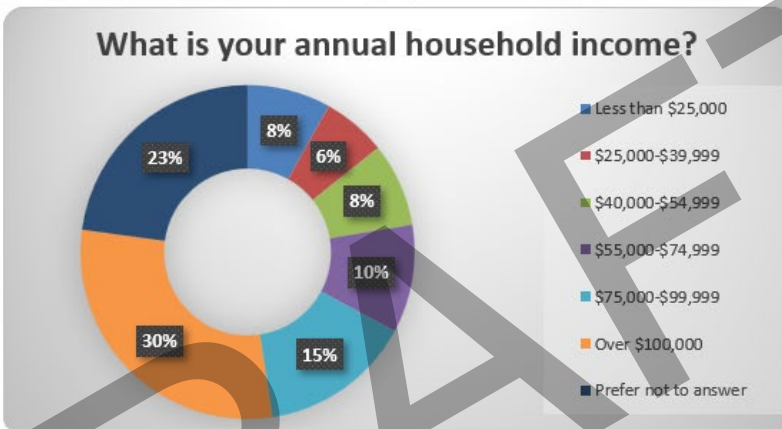
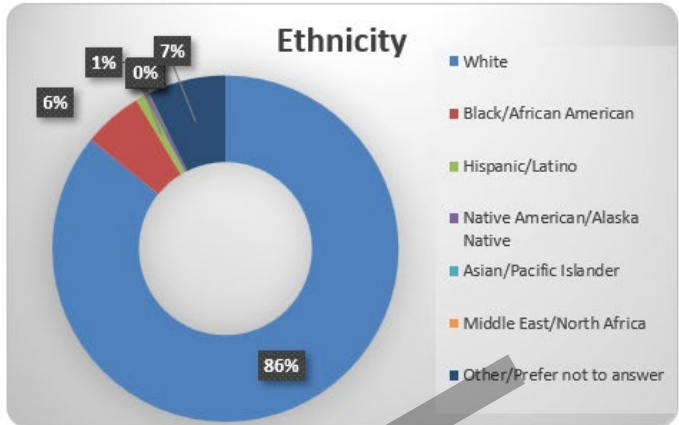
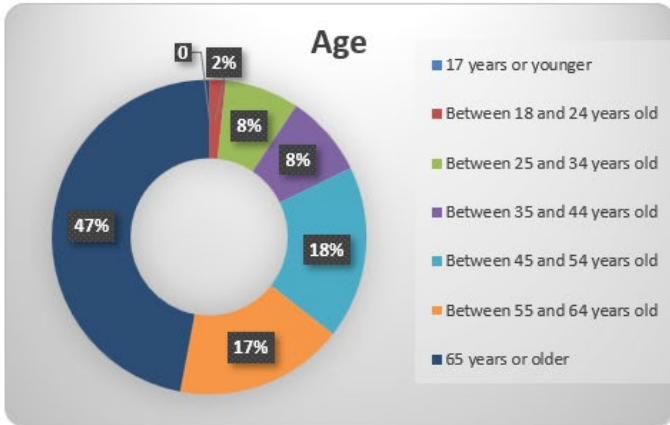
Goals and Objectives Survey

The Stanly Goals and Objectives (G&O) Survey was composed by the Stanly CTP Coordinating Committee, the Rocky River RPO, and NCDOT. The survey is used to help identify an area’s perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of agree/disagree questions by mode of transportation, and a question to identify the location of concerns in Stanly County. The survey primarily advertised electronically with a paper option being available. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, flyers, town meetings, and RPO offices. A total of 634 responses were received between May and June of 2024. Below are the results from the survey.

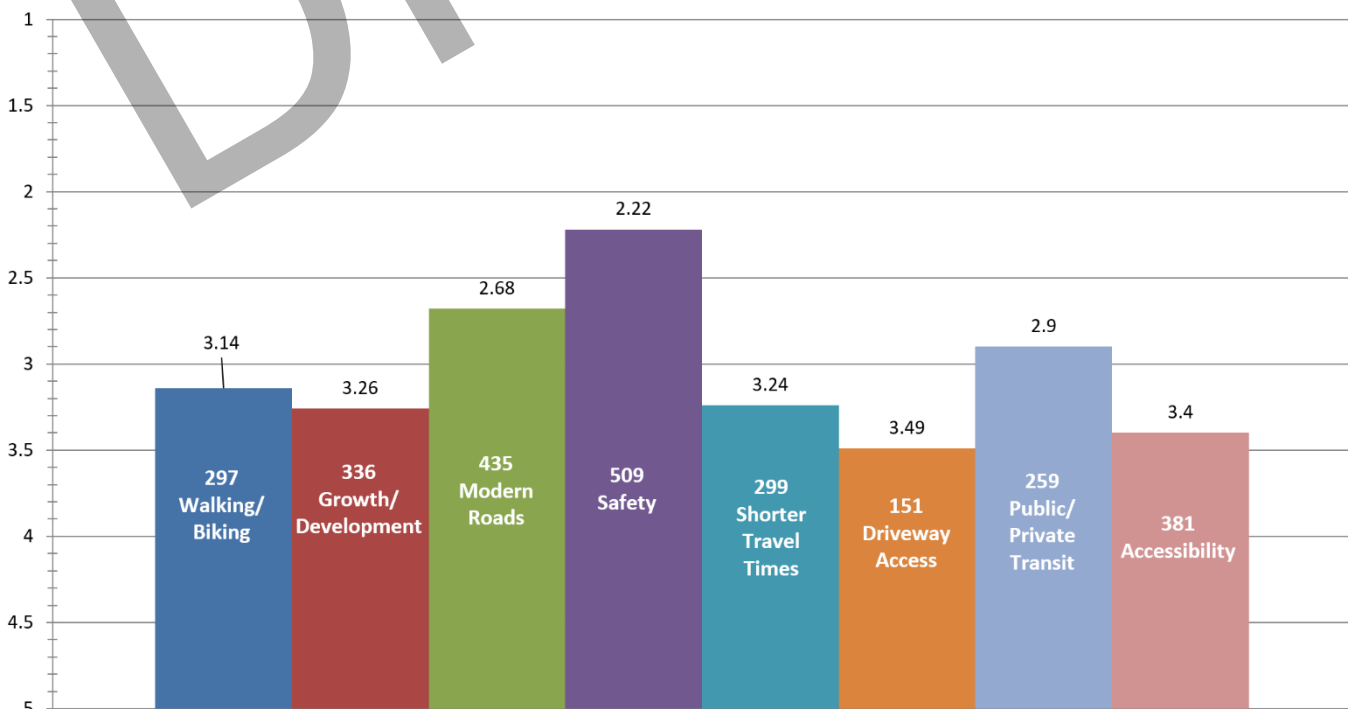
Goals and Objectives Survey Results



Demographics



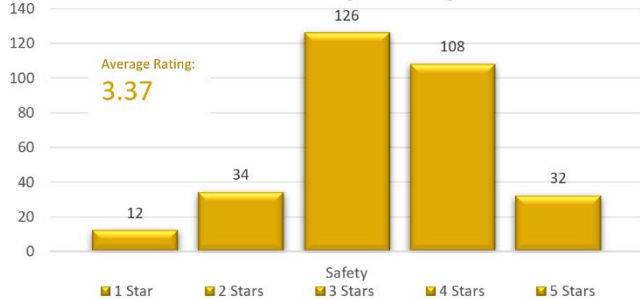
PRIORITY RANKING



What do you think?

GENERAL QUESTIONS

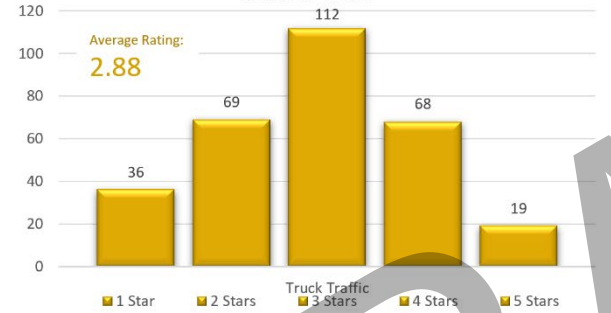
I feel the roads in Stanly County are safe



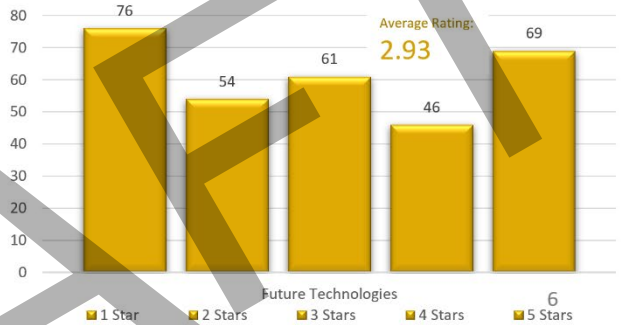
I feel the roads in Stanly County are congested



The current road network accommodates truck traffic well



It is important to prepare for future technologies



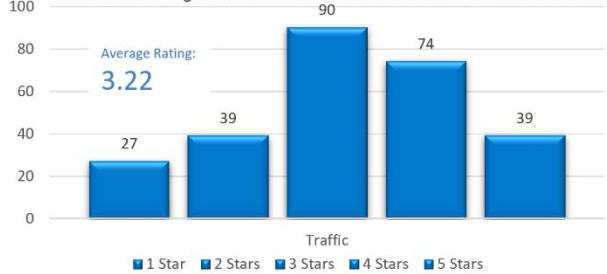
What do you think?

ROADWAY

Road improvements are needed, even if they have unavoidable impacts



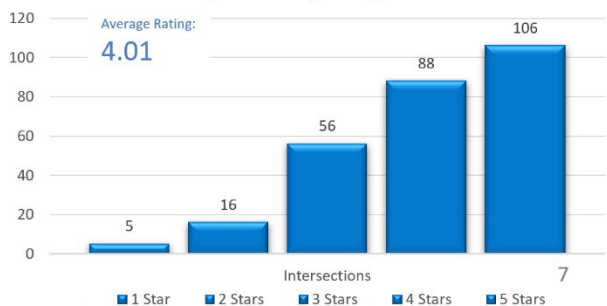
I am willing to exchange frequent access to driveways for more reliable travel time



I am in favor of widening roads to meet traffic demands



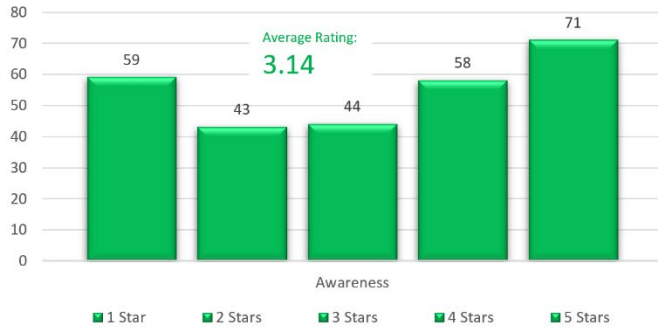
Intersections should be improved for easier navigation by large vehicles



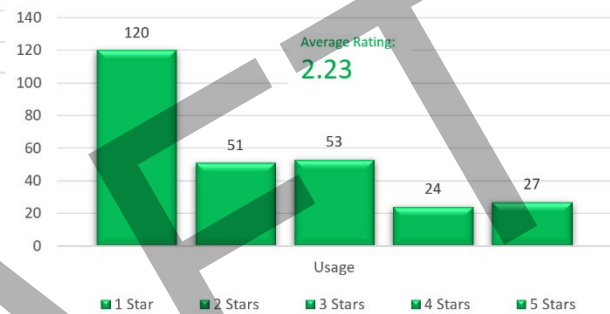
What do you think?

PUBLIC TRANSPORTATION

I am aware of the transportation options available in Stanly County.



I am likely to use public transportation.



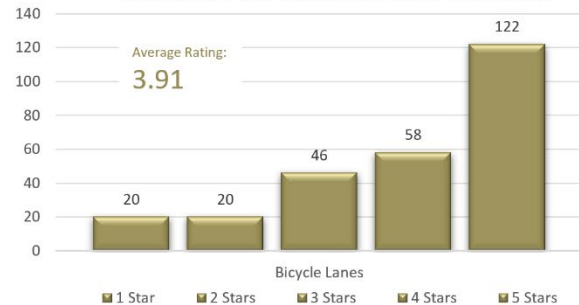
What do you think?

BICYCLING

There should be more places to bike safely.



Bike lanes or paved shoulders should be included on roads where feasible.



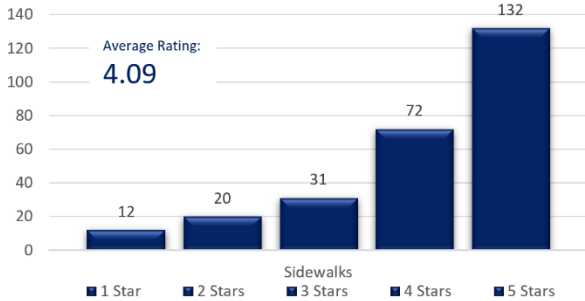
I would prefer to ride a bike on a path outside the road than on the road.



What do you think?

PEDESTRIAN

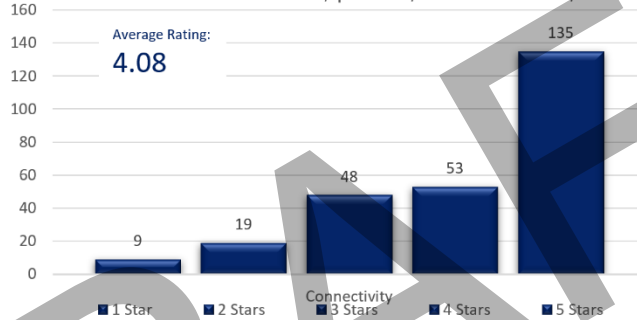
More sidewalks are needed



I believe that existing sidewalks in Stanly County are in good condition



I think there should be more sidewalk connections to schools, parks, businesses, etc.



Mode of Transportation

for each mode



Car

318

Transit



50



Bike

60

Pedestrian



77



Truck

24

Other



28

Car Concerns

Car (318 Concerns – 202 comments)

Comment Summary



- Roads are in poor condition and need fixing.
- HWY 73 between Albemarle and Concord is congested
- Side streets and roadways with potholes need maintenance.
- Dangerous intersections and visibility issues, particularly on 52 and 24/27.
- Repeated concerns about four way stops causing congestion and confusion.
- Speed and traffic enforcement is recommended
- Overwhelming concerns about rapid growth and future development
- Narrow streets Highways are narrow, and requests are to widen 49, 52, 72 and 24/27 to four lanes.
- Re-mark roadway markings and signage for better navigation and nighttime visibility
- Roundabouts - some comments supporting their installation while others advise against.
- Implement speed bumps in residential areas
- Some named streets: Montgomery St, E Main St, Bethany road, and Meadow Creek Church/Bethel Church Rd, Elm Street, Carike Rd, Bowers Rd, Snuggs Rd, Dennis Rd, etc....

Public/ Private Transit Concerns

Public Transportation (50 Concerns – 36 comments)

Comment Summary



- Expand public transportation options and improve service to Charlotte and Concord.
- Increase options for those with limited transportation.
- Current SCUSA is inadequate for demand.
- Educate people where to find public transit

Truck Concerns

Trucks(24 Concerns – 19 comments)

Comment Summary



- Speed enforcement needed on US 52
- Widening needed for US 52 and Swift Road
- Damage from new construction and large trucks
- Heavy traffic from trucks, machinery, and mobile homes. Turn-off lanes and better road design needed.
- Restricting trucks from using certain roads and ensuring they stick to designated routes like 24/27 is recommended
- Installing proper traffic signals instead of stop signs
- There is a call for improved transportation connections between towns to alleviate pressure on local roads.
- Swift Road: Large trucks are reportedly struggling with sharp turns, causing safety issues for drivers.
- High truck volume: Liberty Hill Church Road, West Main Street in Albemarle, Main Street in Norwood.

Bicycle Concerns

Bicycle (60 Concerns – 44 comments)

Comment Summary



- Need wider roads and dedicated bike lanes.
- Lack of safe and enjoyable bike paths.
- Safe bike path to the local parks are needed.
- Bicyclists show an interest in constructing bike lanes on both rural and urban streets. Specific locations referenced include Highways 52 , 24/27 as well as roads connecting Locust and Stanfield.
- Concern for bicycle recreation on roads around City Lake Park, Carolina Avenue Park, and other parks in the area.
- Rumble strips push riders into the lane creating hazards
- Moving bikes off the roadway to the sidewalk.
- Greenways are highly recommended by commenters.

Pedestrian Concerns

Pedestrian (77 Concerns – 51 comments)

Comment Summary



- Unsafe walking conditions, blocked sidewalks, and poor visibility.
- Sidewalks needed along 24/27 and connecting James Rd to other areas.
- Pedestrian lights, sidewalks, and safer crosswalks are needed near grocery and retail stores.
- Walking trails are unsafe due to criminal activity.
- Addressing homelessness and cleanliness to ensure safety in greenways and other public spaces.
- Interaction between pedestrians and vehicles, with safety hazards on streets like Pee Dee Ave and near Walmart.
- Sidewalks need better maintenance, including repairing uneven surfaces and dealing with issues like old, crumbling sidewalks and obstacles like utility poles.
- Completion of the sidewalk from Pfeiffer University to Richfield
- Sidewalks along Hwy 200, Sunset Lake Road, and connecting neighborhoods on Elm Street.

Other Concerns

Other Issues (28 Concerns – 25 comments)

Comment Summary



- Address train and stoplight issues at St. Martin and Hwy 205.
- There is a concern about preserving rural communities and farmland
- Requests for improved access points, such as a second turn lane at grocery stores or a U-turn option, to facilitate better traffic flow and reduce congestion.
- Areas with high traffic, especially near shopping centers, need better design to manage congestion. Suggestions include adding side or back entrances to reduce traffic pressure.
- Address transportation issues caused by increased traffic from Charlotte Pipe and railroad schedules. Improve road conditions on Big Lick Rd and Liberty Hill Church Road to manage traffic better.
- Encourage an active Chamber of Commerce to attract new industries and promote Stanly County effectively. The Board of Commissioners should seek ways to highlight the county’s strengths to potential businesses

Public Involvement of Draft CTP

In addition to the G&O Survey, another survey was released near the end of the CTP process. While normally multiple workshops would be held at this time, it seemed more feasible to pursue the option of a survey due to complications with COVID-19 near the public involvement phase. Email lists from the goals and objectives survey, social media, and the steering committee all played a big part in outreach for this survey. The survey displayed the recommendations developed by the CTP process for open comments. During this survey, there were 202 participants that provided feedback.

Draft CTP Public Involvement Results

[Insert or describe resources used for the Draft CTP Public Involvement- can be images if needed]

[Insert or summarize feedback from the Draft CTP Public Involvement- can be images if needed]

DRAFT

STIP PROJECTS AND UNADDRESSED DEFICIENCIES

NCDOT adopted a "**Complete Streets**" policy in July 2009, and it was updated in 2019. The policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the department will collaborate with municipalities and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2022 and the projected vehicles per day (vpd) in 2055 were compared to the Level of Service (LOS) D capacity for each facility. The future year analysis assumed that projects listed within the first four years of the 2026–2035 State Transportation Improvement Program (STIP) were built. These projects include:

- NC 24/NC 27, R-2530B: Widen to multi-lanes from Bird Road to west of the Pee Dee River. This is currently under Build NC Bond for PE, ROW, UTL, and Construction.

DRAFT

CTP PROJECTS

The following pages contain project sheets 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.

[Create a list of Projects that have project sheets and create placeholder pages for those project sheets to be included when turned into a pdf]

DRAFT

Albemarle Bypass North

From US 52 N to NC 24/27

Local ID: STAN20001-H

Purpose: Congestion

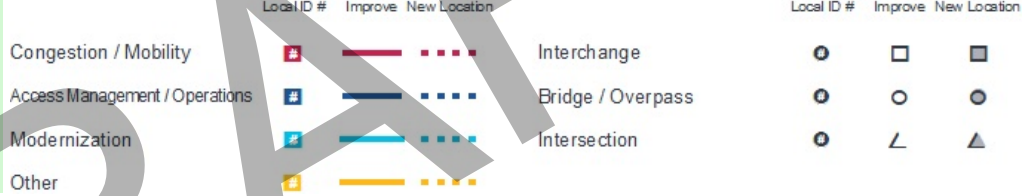
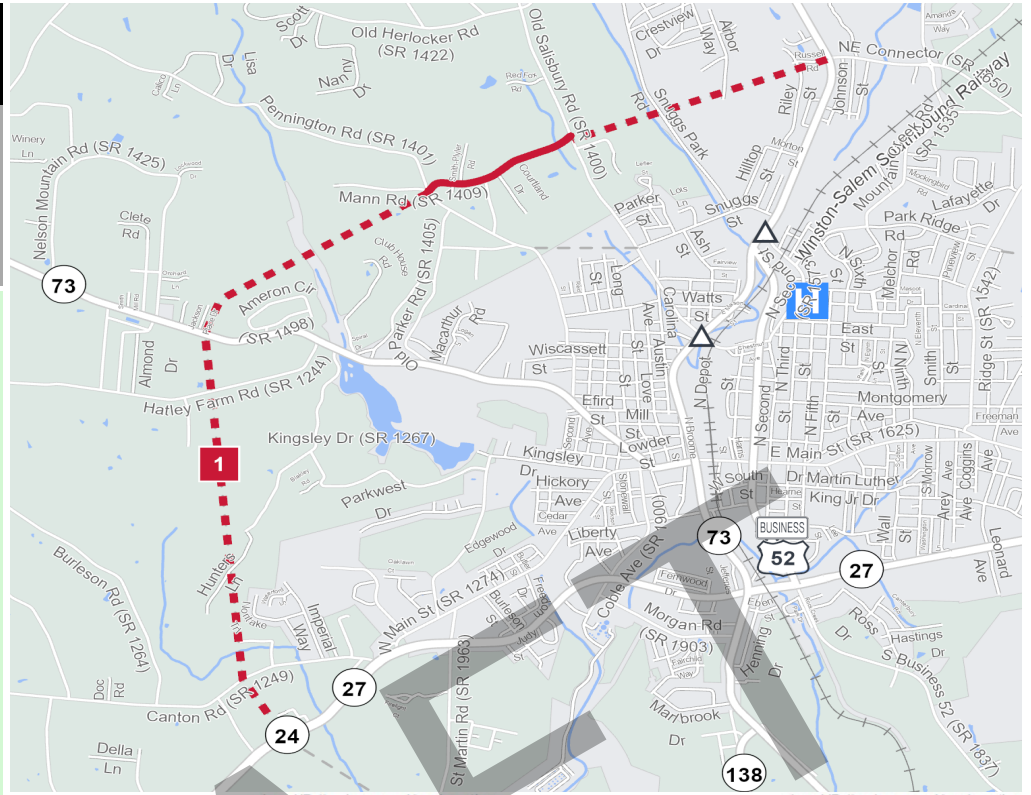
Improvement: New Location (part on existing)

Identified Need

Downtown Albemarle has congestion on multiple roads. US 52 and roads southwest of downtown Albemarle are projected to be over capacity by 2055 and growing land uses in northwest Albemarle.

Recommendation

Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	02 M
Length (miles)	6.20
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	650	2700	3000	
Capacity (vpd)	13100	13100	15600	

New Location	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	-	Major Thoroughfare 2-lane	
Travel Lanes	-	-	2	
Volume (vpd)	-	-	3000-3200	
Capacity (vpd)	-	-	15600	

Capacity Data: Year

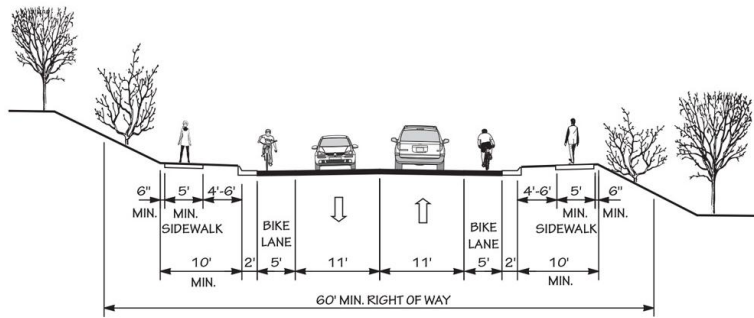
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

TYPICAL SECTION No. 2E

02 M
2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project is intended to serve as a bypass around the City of Albemarle to improve mobility along this section of the corridor, which is projected to operate near or over capacity by 2055. The corridor is also known locally to carry a high volume of truck traffic, further contributing to congestion and operational issues. The Albemarle bypass was recommended in the 2013 Albemarle, Badin, and New London Comprehensive Transportation Plan.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve roadway capacity around Albemarle to shift through traffic from downtown, reduce congestion, and support future growth.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 14 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 13 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Title VI Considerations

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

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

Albemarle Bypass South

From NC 24/27 to US 52 S

Local ID: STAN20002-H

Purpose: Congestion

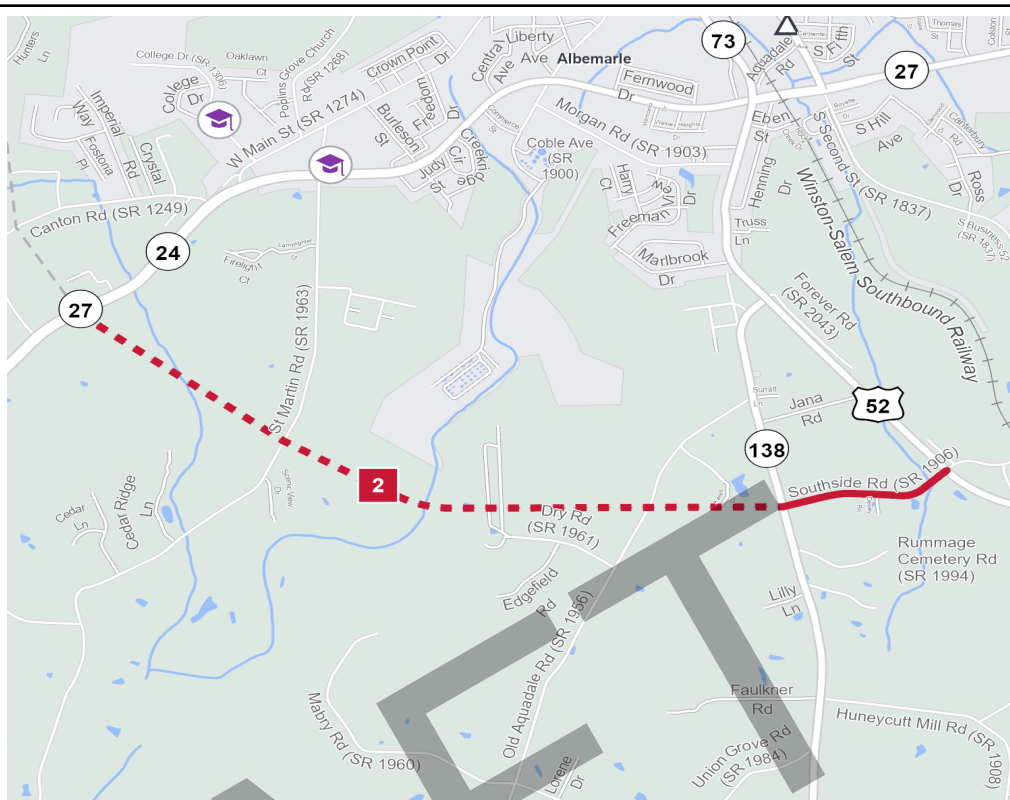
Improvement: New Location (part on existing)

Identified Need

Downtown Albemarle has congestion on multiple roads. US 52 and roads southwest of downtown Albemarle are projected to be over capacity by 2055.

Recommendation

Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	02 M
Length (miles)	3.40
Existing ROW (feet)	95-160
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	-	3400	4800
Capacity (vpd)	13100	13100	15600

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare 2-lane
Travel Lanes	-	-	2
Volume (vpd)	-	-	4800
Capacity (vpd)	-	-	15600

Capacity Data: Year

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

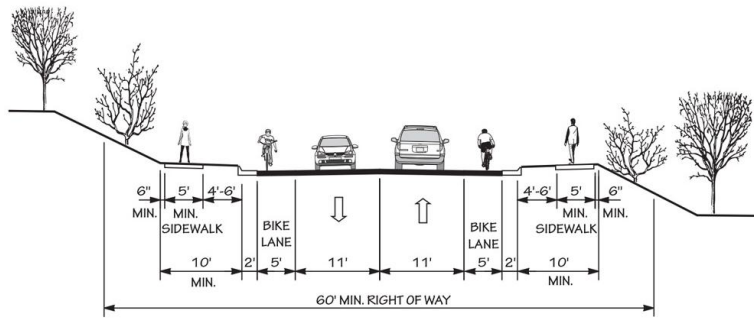


Typical Section Options:

TYPICAL SECTION No. 2E

02 M

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project is intended to serve as a bypass around the City of Albemarle to improve mobility along this section of the corridor, which is projected to operate near or over capacity by 2055. The corridor is also known locally to carry a high volume of truck traffic, further contributing to congestion and operational issues. The Albemarle bypass was recommended in the 2013 Albemarle, Badin, and New London Comprehensive Transportation Plan.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve roadway capacity around Albemarle to shift through traffic from downtown, reduce congestion, and support future growth.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 15 Wetland Feature(s)
- 13 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Title VI Considerations

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

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

Norwood Bypass

US 52 to NC 731

Local ID: STAN20003-H

Purpose: Congestion

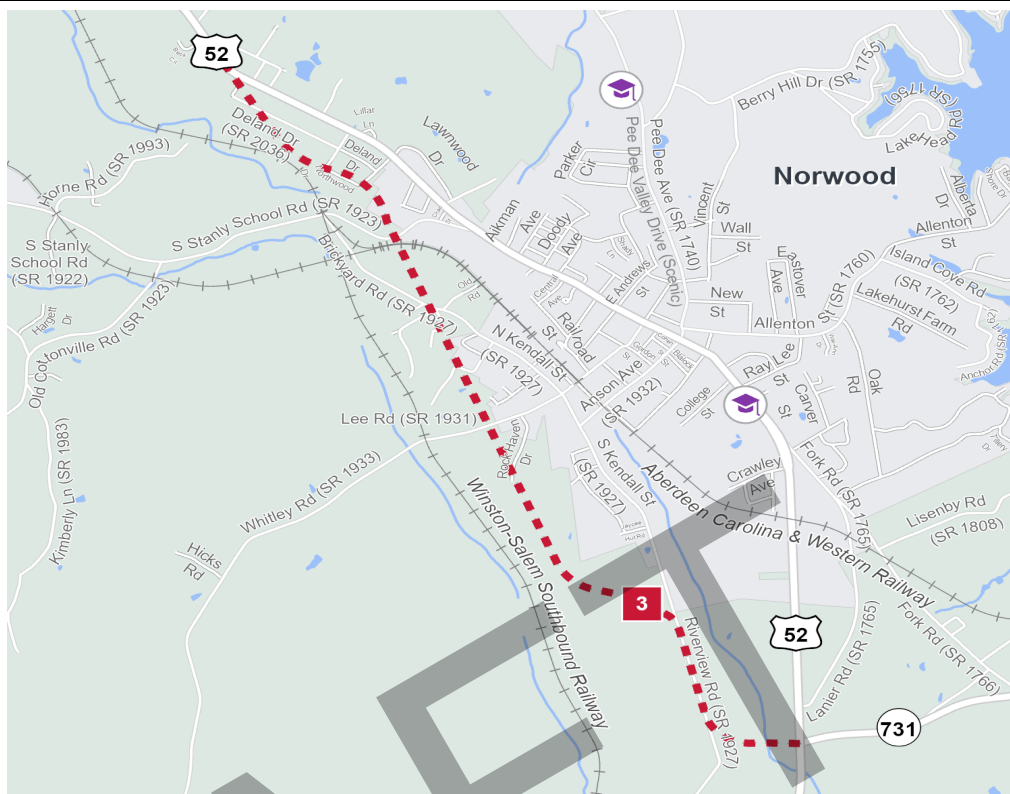
Improvement: New Location

Identified Need

US 52 within Norwood is expected to be near capacity by 2055. The corridor is also known locally to carry a high volume of truck traffic, further contributing to congestion and operational issues.

Recommendation

Construct a 2-lane bypass on new location to alleviate future traffic within Norwood, including bicycle lanes and sidewalk to enhance connectivity and safety.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 M
Section Options	02 E
Length (miles)	3.50
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare 2-lane
Travel Lanes	-	-	2
Volume (vpd)	-	-	7700
Capacity (vpd)	-	-	15600

Capacity Data: Year

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

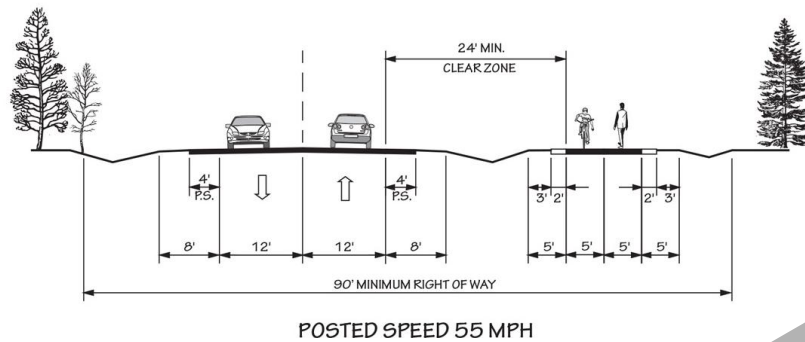


Typical Section Options:

TYPICAL SECTION No. 2M

02 E

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project History/Linkage to Other Plans

This project is intended to serve as a bypass around the City of Norwood to improve mobility along this section of the corridor, which is projected to operate near or over capacity by 2055. The corridor is also known locally to carry a high volume of truck traffic, further contributing to congestion and operational issues. The Norwood bypass was recommended in the 2010 Town of Norwood Comprehensive Transportation Plan.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve roadway capacity around Norwood to shift truck traffic from downtown, reduce congestion, and support future growth.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 8 Flood Hazard Area Feature(s)
- 11 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Title VI Considerations

This recommendation passes through one or more

Census Blocks with the following characteristics:

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

US 52 (W Church St)

NC 49 to Culp Rd

Local ID: STAN20004-H

Purpose: Congestion

Improvement: Improve Existing

Identified Need

US 52 between NC 49 and Culp Rd includes numerous unprotected turning movements, creating recurring congestion, safety and operations concerns.

Recommendation

Improve US 52 to a four-lane boulevard, add sidewalk and a bike lane to improve mobility along the shopping center extending from NC 49 to Culp Rd.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	04 L
Length (miles)	0.17
Existing ROW (feet)	60-80
Safety Risk Score	100

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard	
Travel Lanes	2	2	4	
Volume (vpd)	7000	10700	10700	
Capacity (vpd)	12300	12300	14000	

Capacity Data: Year

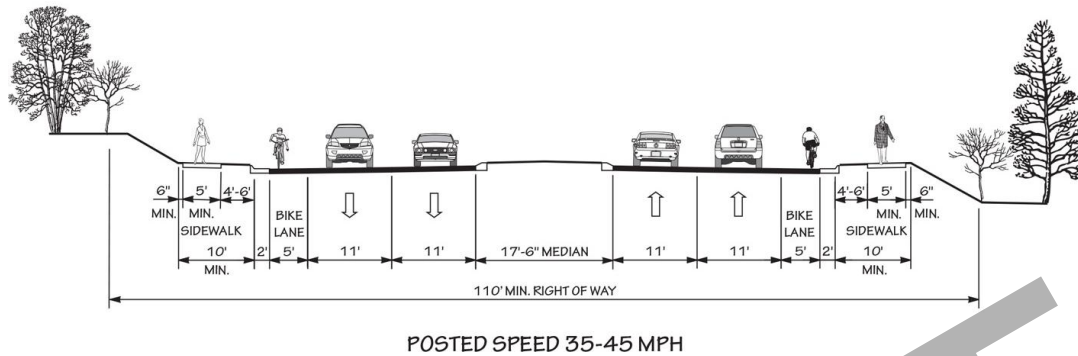
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

TYPICAL SECTION No. 4G

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County through efficient congestion management and operations techniques.

Potential Impacts

Impacts to Natural and/or Human Environment

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

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

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 25 crashes on the segments containing this recommendation.

Truck Traffic

Average truck traffic along this recommendation is around 15% along US 52.

US 52 & Main Street

US 52 & Main Street

Local ID: STAN20005-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection is a major point of access for reaching Richfield Elementary School. It is shown to have 33 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & Main Street.



Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	80-150
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4	4
Volume (vpd)	10500	16900	16900	16900
Capacity (vpd)	23500	23500	23500	23500

Capacity Data: Year

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

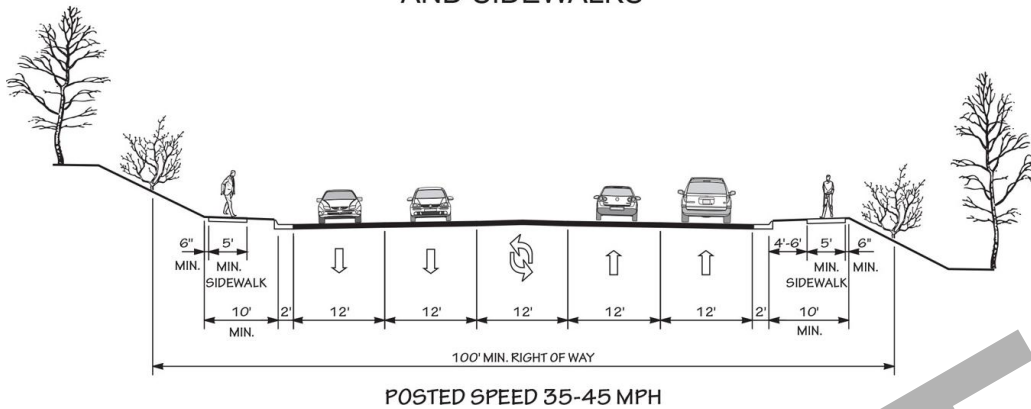


Typical Section Options:

None

TYPICAL SECTION No. 5A

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Water Supply Watershed Feature(s)

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 33 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 10 moderate or minor injury crashes, and 23 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 13% along US 52.

US 52 & NC 8

US 52 & NC 8

Local ID: STAN20006-H

Purpose: Safety

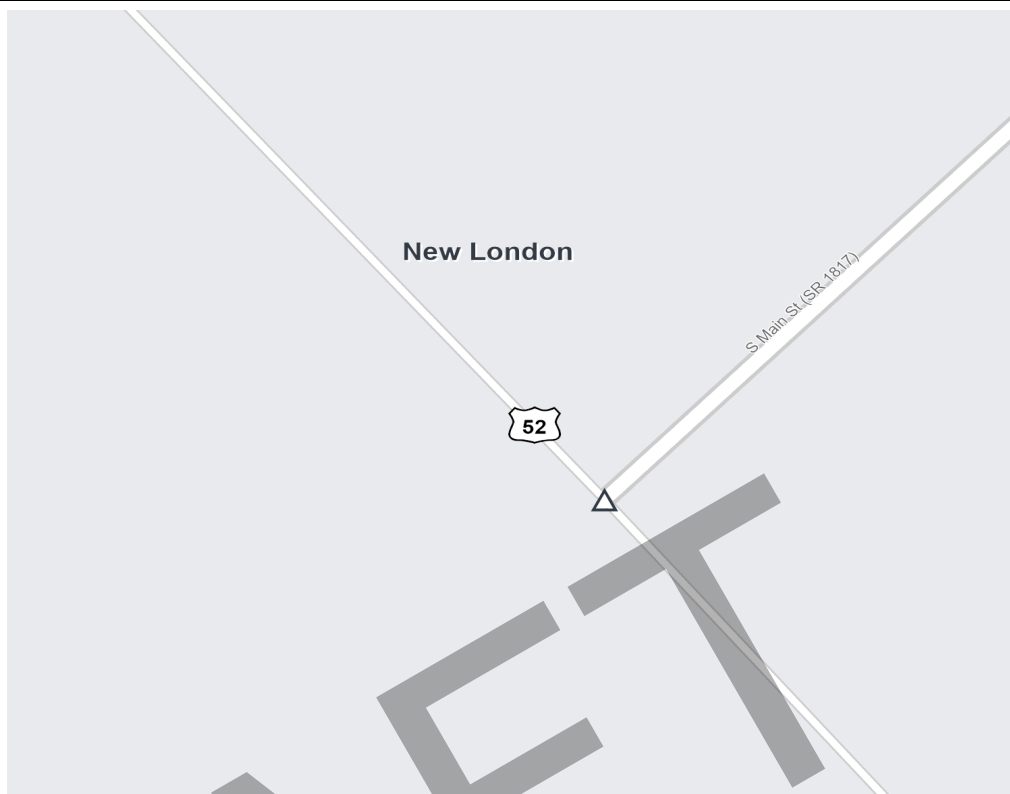
Improvement: Improve Existing

Identified Need

This intersection along US 52 serves as an entry to Pfeiffer University and is shown to have 9 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & NC 8.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	150
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4	4
Volume (vpd)	9300	13800	13800	13800
Capacity (vpd)	23500	23500	23500	23500

Capacity Data: Year

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

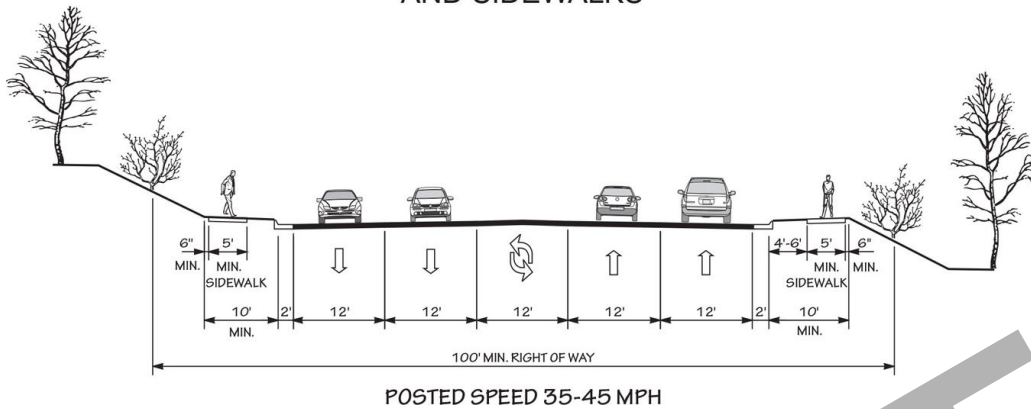


Typical Section Options:

None

TYPICAL SECTION No. 5A

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 9 crashes at this intersection containing this recommendation. There were 1 fatal or severe injury crashes, 2 moderate or minor injury crashes, and 6 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 11% along US 52.

US 52 & Salisbury Ave

US 52 & Salisbury Ave

Local ID: STAN20007-H

Purpose: Safety

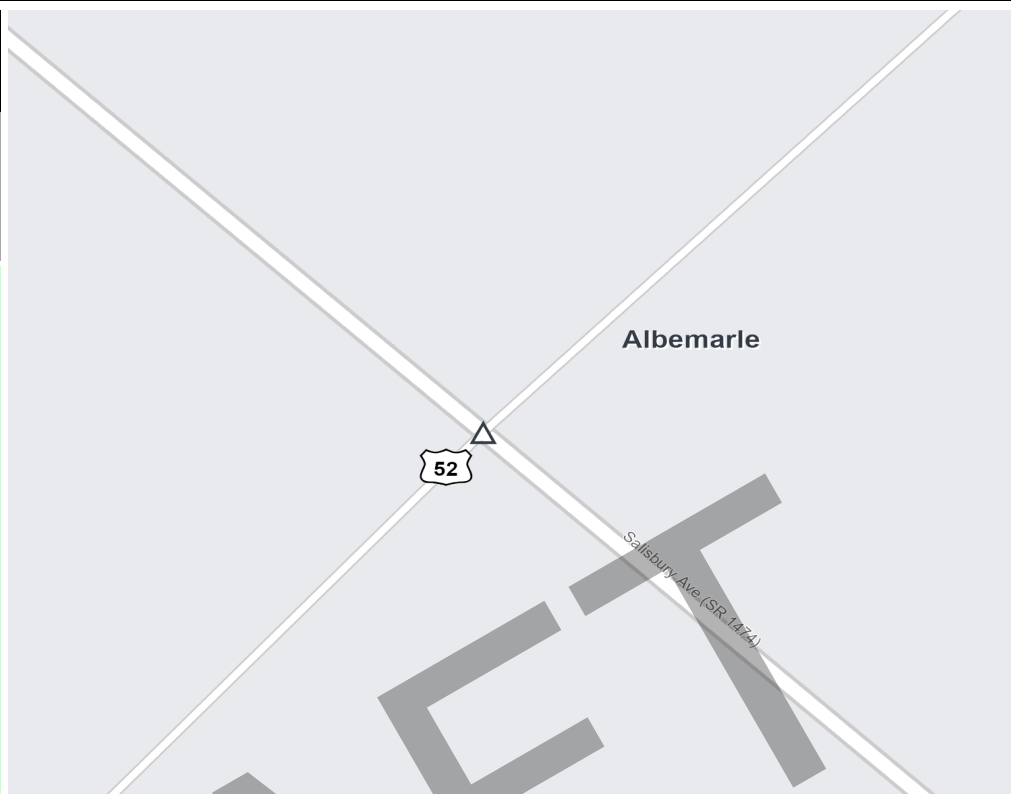
Improvement: Improve Existing

Identified Need

Salisbury Ave approaching to US 52 intersection is predicted to be near capacity by 2055. This intersection is shown to have 11 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & Salisbury Ave.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 G
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	70
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4	4
Volume (vpd)	12000	15800	15800	16700
Capacity (vpd)	26700	26700	26700	26700

Capacity Data: Year

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

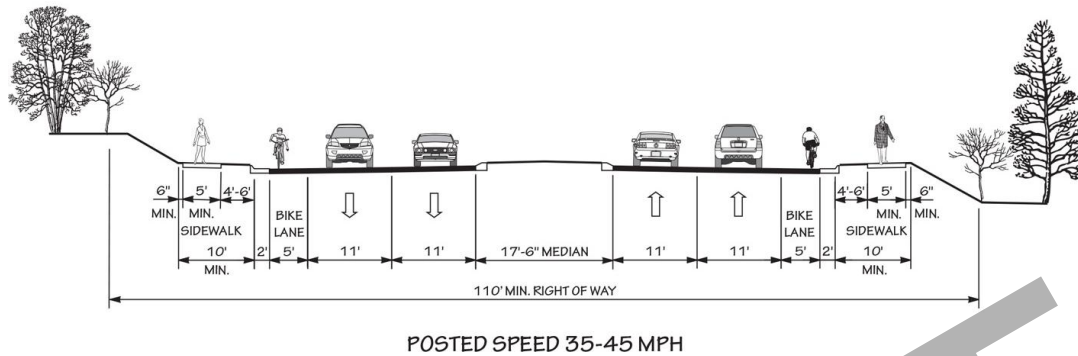


Typical Section Options:

TYPICAL SECTION No. 4G

None

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino

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

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 11 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 5 moderate or minor injury crashes, and 6 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 6% along US 52.

US 52 Bus/ S 1st St & S 2nd St

US 52 Bus/ S 1st St & S 2nd St

Local ID: STAN20008-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection is a major point of entering and exiting downtown, has 12 crashes between 2018 and 2022, and is poorly aligned.

Recommendation

Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from US 52 Bus/ S 1st St & S 2nd St.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 G
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4	4
Volume (vpd)	5500	9100	8900	8900
Capacity (vpd)	21500	21500	21500	21500

Capacity Data: Year

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

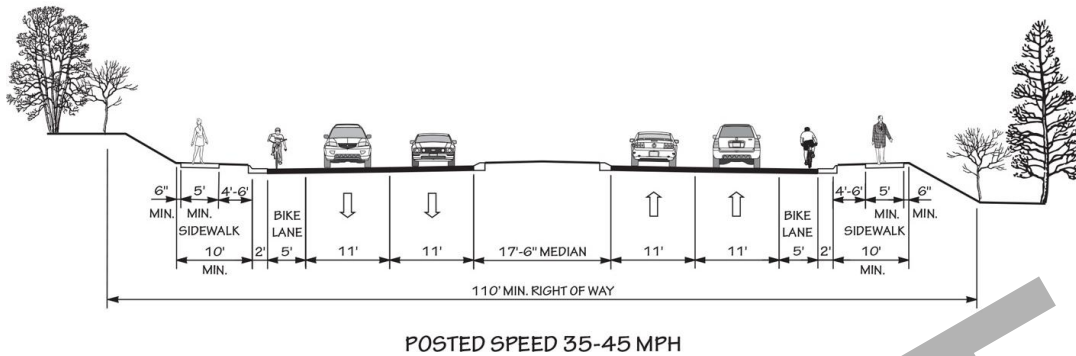


Typical Section Options:

TYPICAL SECTION No. 4G

None

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 12 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 3 moderate or minor injury crashes, and 9 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is 3% along US 52.

US 52 & Second St

US 52 & Second St

Local ID: STAN20009-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection has poor alignment when turning on to US 52 from 2nd St and with the section of road on US 52 approaching the intersection is projected to be near capacity this issue will only cause more problems in the future.

Recommendation

Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from US 52 & Second St.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	70
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
<i>Travel Lanes</i>	4	4	4
<i>Volume (vpd)</i>	13500	20900	21000
<i>Capacity (vpd)</i>	22200	22200	22200

Capacity Data: Year

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

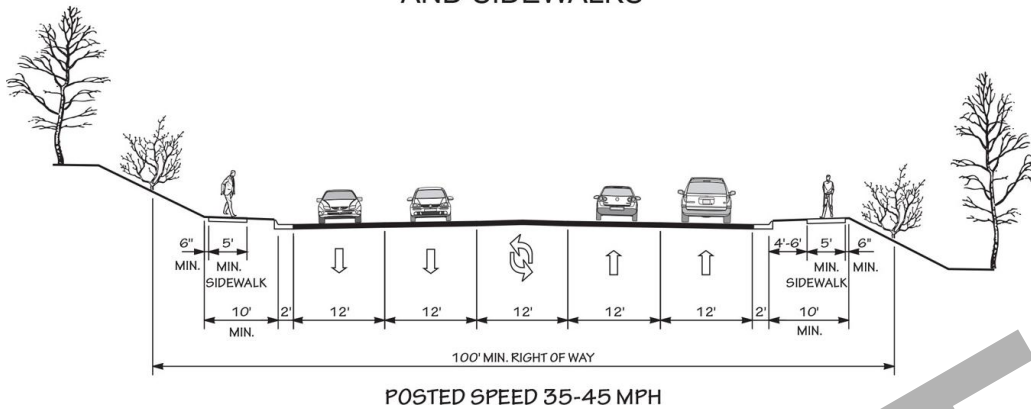


Typical Section Options:

None

TYPICAL SECTION No. 5A

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 10 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 3 moderate or minor injury crashes, and 7 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 11% along US 52.

US 52 & Merner Terrace Ave

US 52 & Merner Terrace Ave

Local ID: STAN20010-H

Purpose: **Mobility**

Improvement: **Improve Existing**

Identified Need

There is a need to address safety concerns and recurring delays at the intersection of US 52 and Merner Terrace Ave. Conflicts during turning movements and peak period congestion indicate the facility is not operating efficiently.

Recommendation

Improve intersection for safety, and travel-time reliability by install turning lanes onto Merner Terrace Avenue from US 52 aswell as a turning lane off of Merner Terrace onto Hwy 52.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	6500	9600	9600
<i>Capacity (vpd)</i>	11600	11600	14000

Capacity Data: Year

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

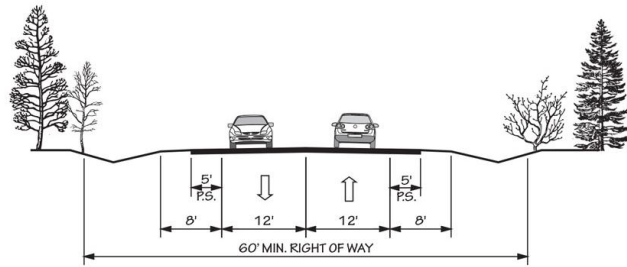


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

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

Potential Impacts

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 3 crashes at this intersection containing this recommendation. There were 1 fatal or severe injury crashes, 1 moderate or minor injury crashes, and 1 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 14% along US 52.

US 52 & Dennis Rd

US 52 & Dennis Rd

Local ID: STAN20011-H

Purpose: Congestion

Improvement: Improve Existing

Identified Need

There is a need to reduce congestion and improve safety at the intersection. Peak hour queuing and turning movement conflicts contribute to travel time variability. It is shown to have a total of 21 crashes between 2018 and 2022.

Recommendation

Improve intersection for safety, and travel-time reliability by install turning lanes onto Dennis Road from US 52.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	8600	12800	11800
<i>Capacity (vpd)</i>	14600	14600	22600

Capacity Data: Year

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

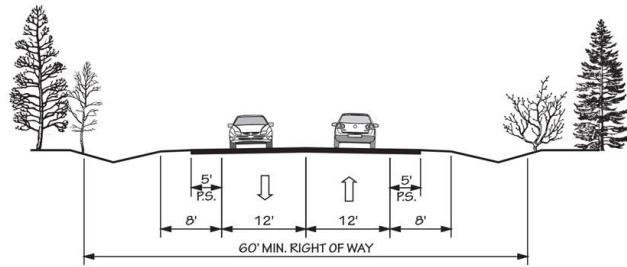


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

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Potential Impacts

Impacts to Natural and/or Human Environment

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

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

Potential Impacts

Title VI Considerations

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

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

- Between 5% and 15% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 21 crashes at this intersection containing this recommendation. There were 1 fatal or severe injury crashes, 6 moderate or minor injury crashes, and 14 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 8% along US 52.

NC 200 & Meadow Creek Church Rd

NC 200 & Meadow Creek Church

Local ID: STAN30001-H

Purpose: Safety

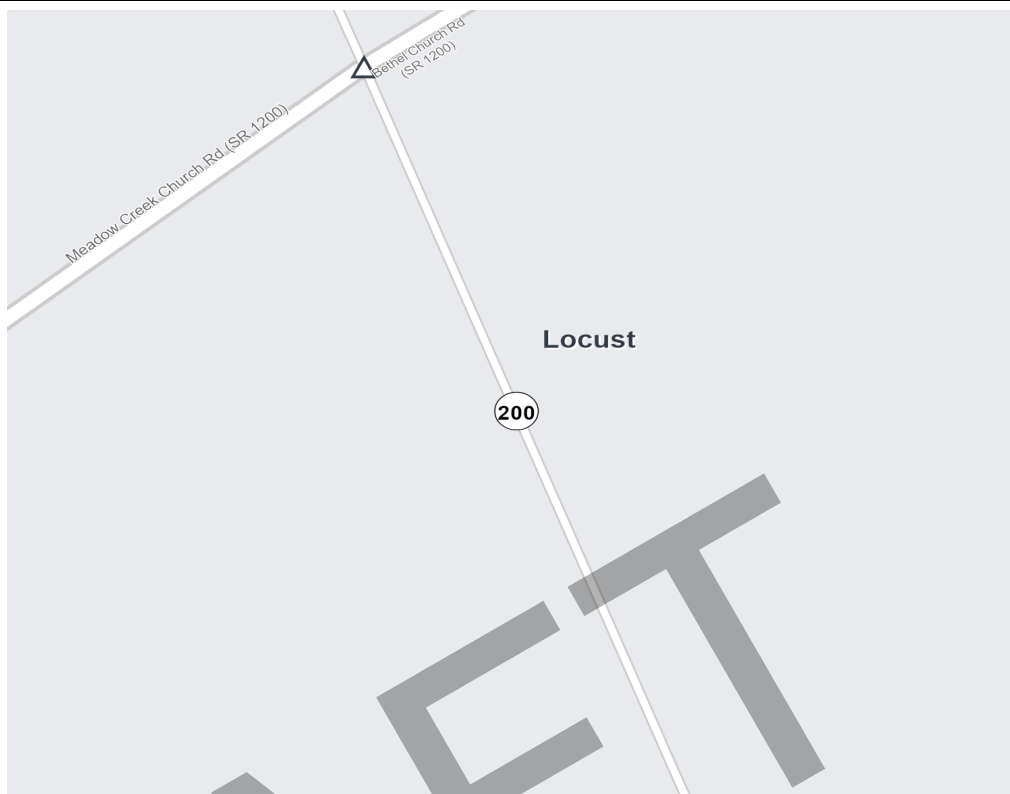
Improvement: Improve Existing

Identified Need

This intersection along NC 200 serves as an entry point to Locust and is shown to have 20 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 200 & Meadow Creek Church.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	100
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	5900	8700	8700	8700
Capacity (vpd)	14600	14600	14600	14600

Capacity Data: Year

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

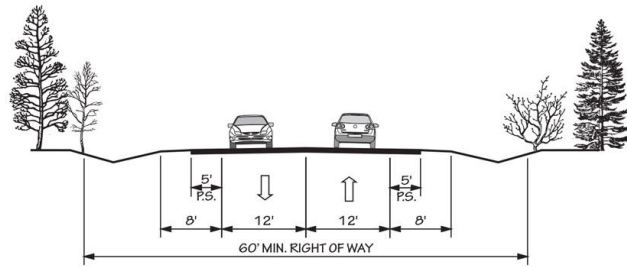


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Title VI Considerations

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

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

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

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 20 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 6 moderate or minor injury crashes, and 14 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 10%.

NC 205 & Big Lick Rd

NC 205 & Big Lick Rd

Local ID: STAN30002-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection along NC 205 serves as an entry point to Oakboro and is shown to have 22 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 205 & Big Lick Rd.



Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	6600	8300	8400	8400
Capacity (vpd)	12200	12200	12200	12200

Capacity Data: Year

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

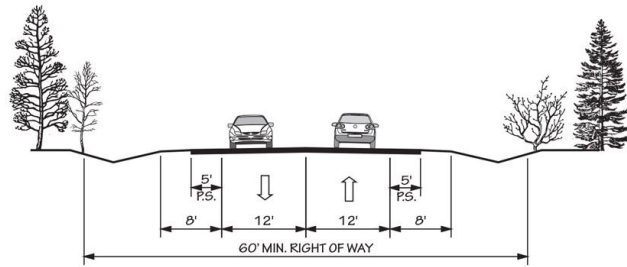


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

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

Other Information

Truck Traffic

Average truck traffic along this recommendation is around 10% along NC 205.

Potential Impacts

Title VI Considerations

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

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

NC 138, NC 205, NC 742 & E First St

NC 205, NC 138, NC 742 & E First St

Local ID: STAN30003-H

Purpose: Safety

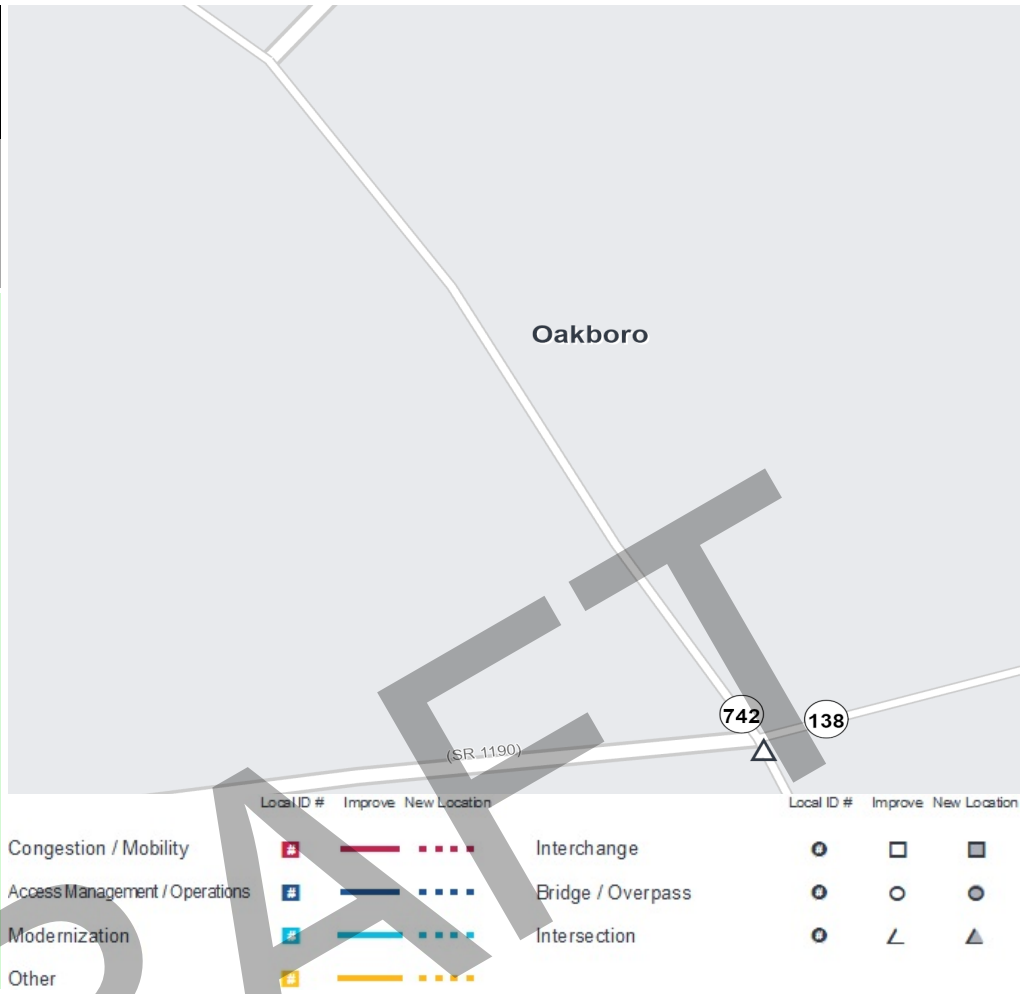
Improvement: Improve Existing

Identified Need

This intersection is a key crossroads where four major routes converge, creating high conflict potential along NC 205.

Recommendation

Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from NC 205, NC 138, NC 742 & E First St.



Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.03
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	6300	8300	8400	8400
Capacity (vpd)	11100	11100	11100	11100

Capacity Data: Year

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

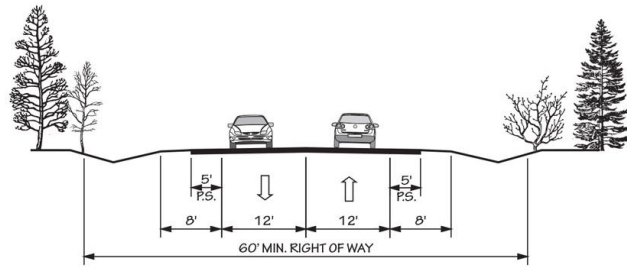


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

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

Other Information

Truck Traffic

Average truck traffic along this recommendation is around 12% along NC 742.

Potential Impacts

Title VI Considerations

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

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

NC 24/27

From Stanly Pkwy to W Red Cross Rd

Local ID: STAN30004-H

Purpose: Mobility

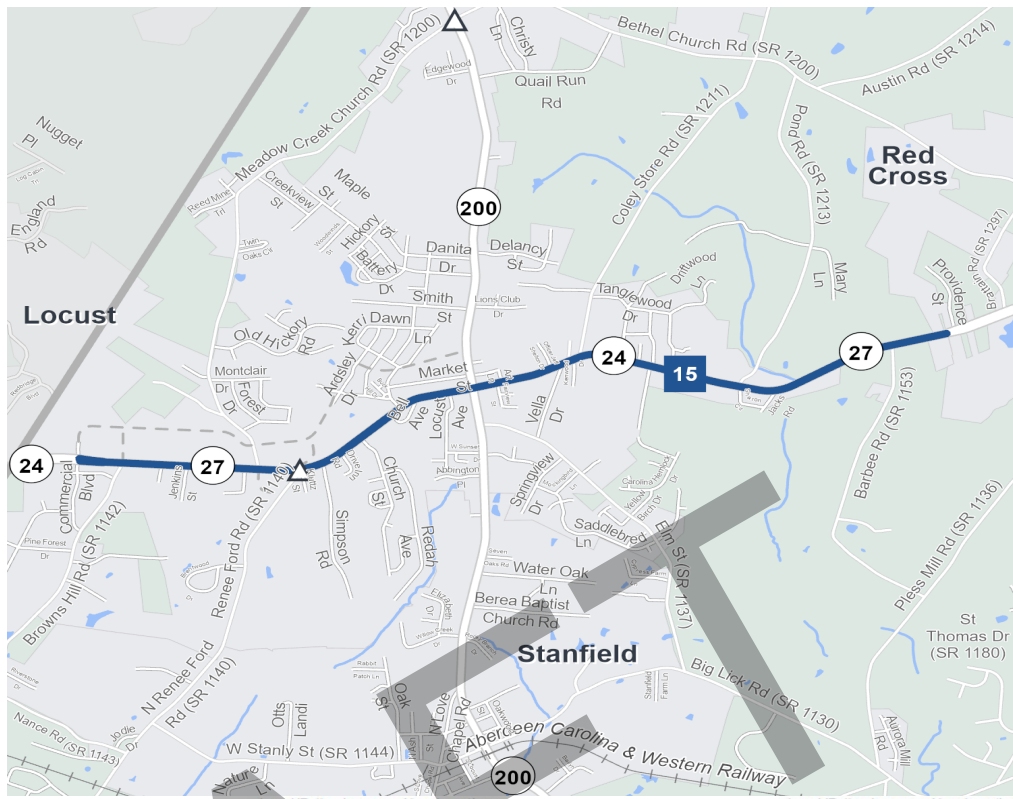
Improvement: Improve Existing

Identified Need

NC 24/27 through Locust is projected to near or over capacity by 2055. It is currently a 5 lane facility with a center turn lane.

Recommendation

Upgrade NC 24/27 to a four lane boulevard with a concrete median and sidewalk to help alleviate congestion and improve mobility by removing the continuous center turn lane extending from Stanly Pkwy to W Red Cross Rd.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	4.00
Existing ROW (feet)	60-134
Safety Risk Score	67

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year
	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	17000-28000	16000-37000	16000-37000
Capacity (vpd)	25800-58800	25800-58800	31600-45200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2055

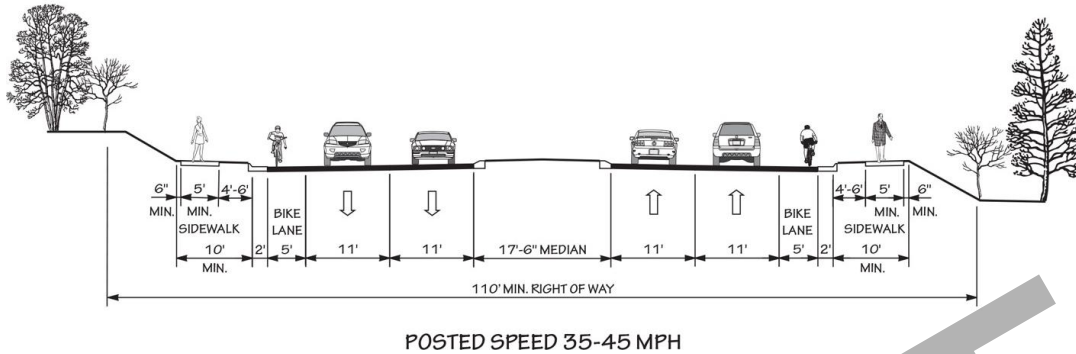


Typical Section Options:

TYPICAL SECTION No. 4G

None

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County through efficient congestion management and operations techniques.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Hazardous Waste Facility(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 2 Managed Area Feature(s)
- 1 Mitigation Point(s)
- 2 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

Title VI Considerations

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

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

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

Other Information

Truck Traffic

Average truck traffic along this recommendation is around 9% along NC 24/27.

NC 24/27

From US 52 Bus to Spaulding St

Local ID: STAN30005-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

NC 24/27 is projected to over capacity by 2055. It is currently a 5 lane facility with a center turn lane.

Recommendation

Upgrade NC 24/27 to a four lane boulevard with a concrete median and sidewalk to help alleviate congestion and improve mobility extending from US 52 Bus to Spaulding St.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	1.00
Existing ROW (feet)	75-150
Safety Risk Score	33

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	24500	27800-28200	28100-33100	
Capacity (vpd)	25800-47500	25800-47500	25800-47500	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2055

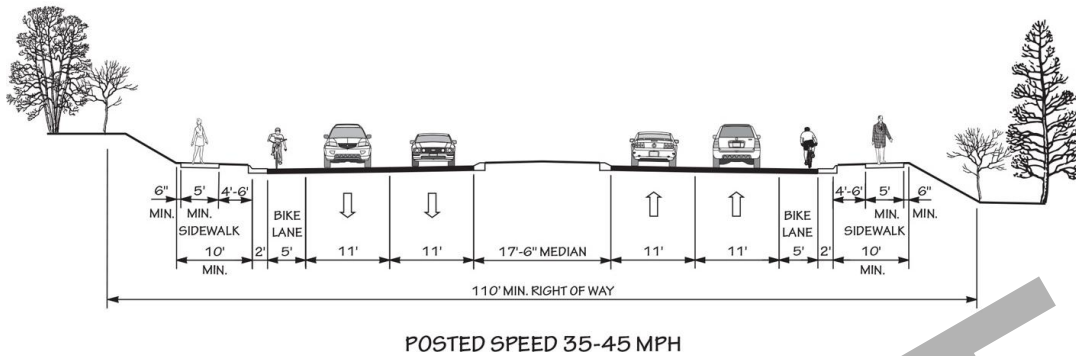


Typical Section Options:

TYPICAL SECTION No. 4G

None

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County through efficient congestion management and operations techniques.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 2 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

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

Other Information

Truck Traffic

Average truck traffic along this recommendation is around 4% along NC 24/27.

NC 24/27 & Renee Ford Rd

NC 24/27 & Renee Ford Rd

Local ID: STAN30006-H

Purpose: Safety

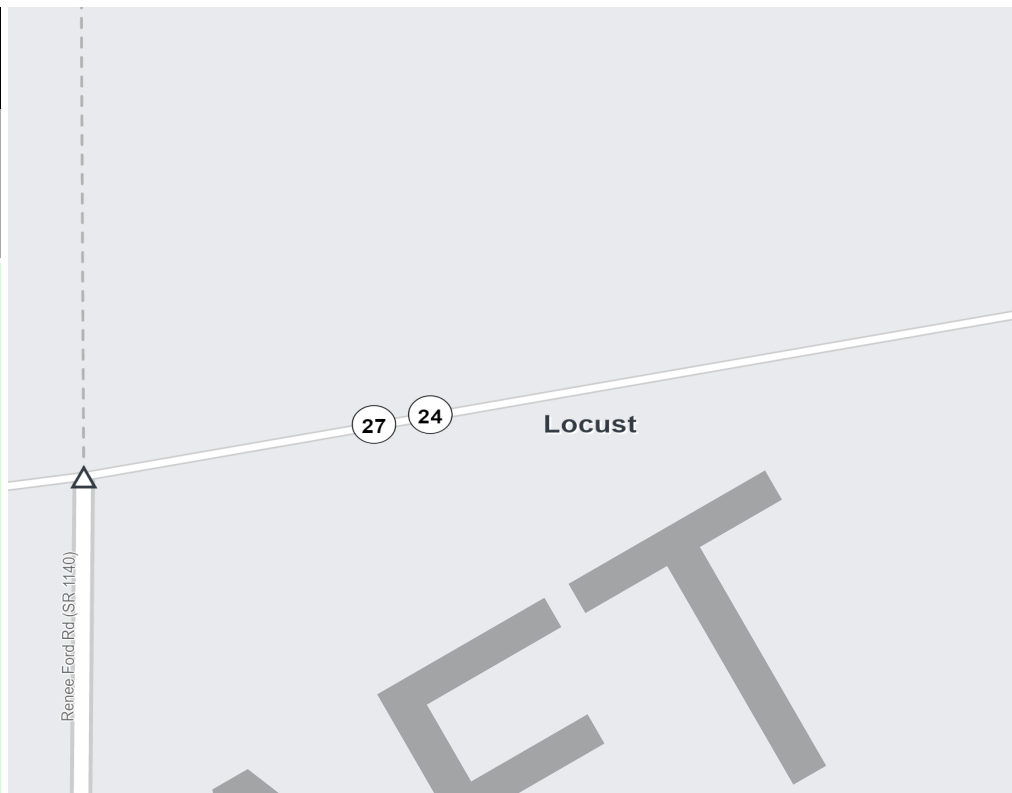
Improvement: Improve Existing

Identified Need

This intersection along NC 24/27 serves an key intersection to a major shopping complex and is shown to have 31 crashes between 2018 and 2022.

Recommendation

Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 24/27 & Renee Ford Rd.



Proposal At A Glance

Highway Class	-
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	92
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	26500	22700	22700	
Capacity (vpd)	25900	25900	31600	

Capacity Data: Year

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

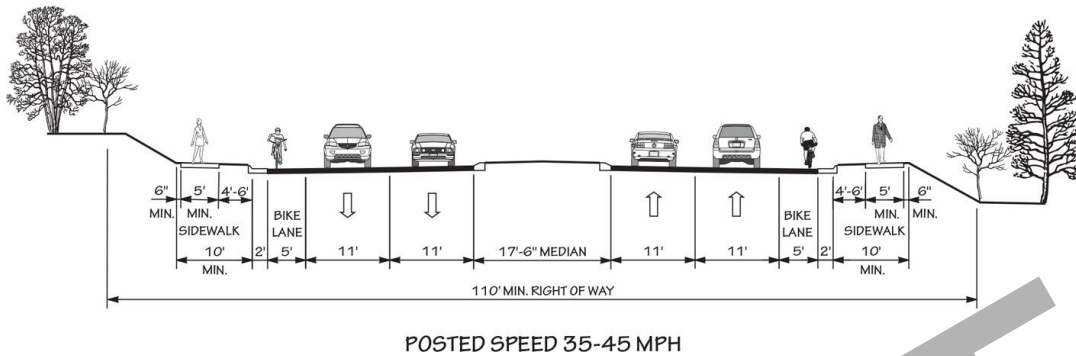


Typical Section Options:

None

TYPICAL SECTION No. 4G

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



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

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

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 65 crashes at the segments containing this recommendation.

Potential Impacts

Title VI Considerations

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

Truck Traffic

Average truck traffic along this recommendation is around 9% along NC 24/27.

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

NC 73 & Austin Rd

NC 73 & Austin Rd

Local ID: STAN30007-H

Purpose: Safety

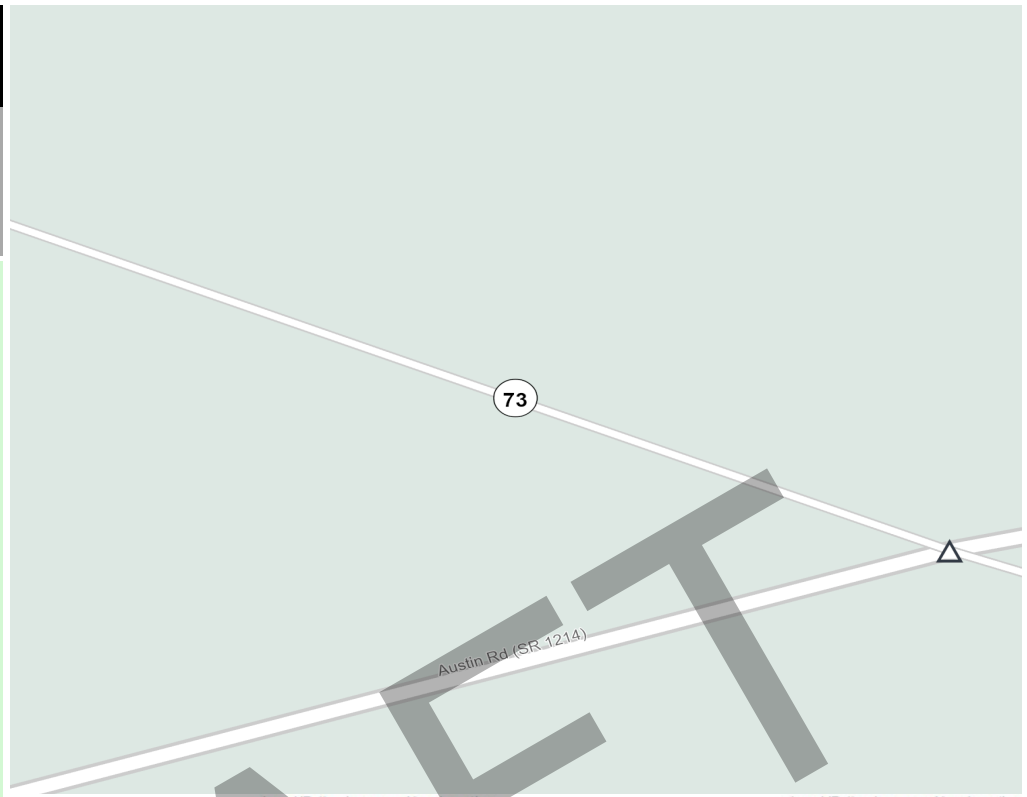
Improvement: Improve Existing

Identified Need

This intersection along NC 73 approaching Albemarle has alignment issues and is shown to have 9 crashes between 2018 and 2022 with two of them causing severe injuries.

Recommendation

Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from NC 73 & Austin Rd.



Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	6800	8900	8800
<i>Capacity (vpd)</i>	15100	15100	15100

Capacity Data: Year

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

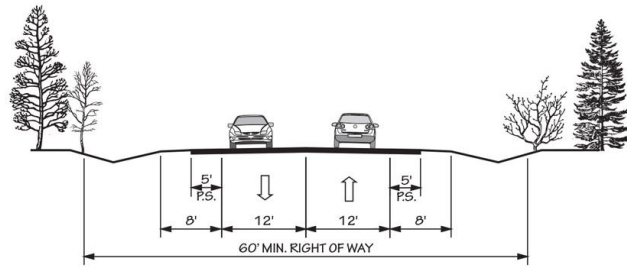


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

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

- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 9 crashes at this intersection containing this recommendation. There were 2 fatal or severe injury crashes, 2 moderate or minor injury crashes, and 5 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 5% along NC 73.

NC 73 & Millingport Rd

NC 73 & Millingport Rd

Local ID: STAN30008-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection along NC 73 approaching Albemarle is shown to have 22 crashes between 2018 and 2022 with one of them causing severe injury.

Recommendation

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 73 & Millingport Rd.



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

Proposal At A Glance

Highway Class	-
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	6800	8900	8900	8800
Capacity (vpd)	15100	15100	15100	15100

Capacity Data: Year

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

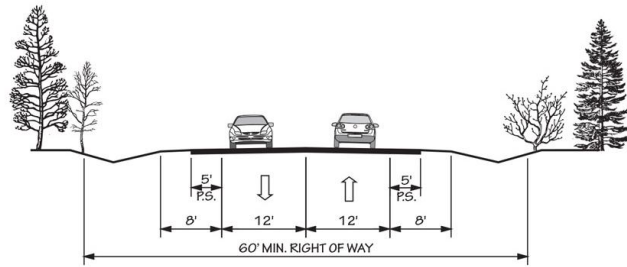


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Title VI Considerations

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

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

- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 22 crashes at this intersection containing this recommendation. There were 1 fatal or severe injury crashes, 10 moderate or minor injury crashes, and 11 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 5% along NC 73.

NC 49

From Cabarrus County to Rowan County

Local ID: STAN30009-H

Purpose: Safety

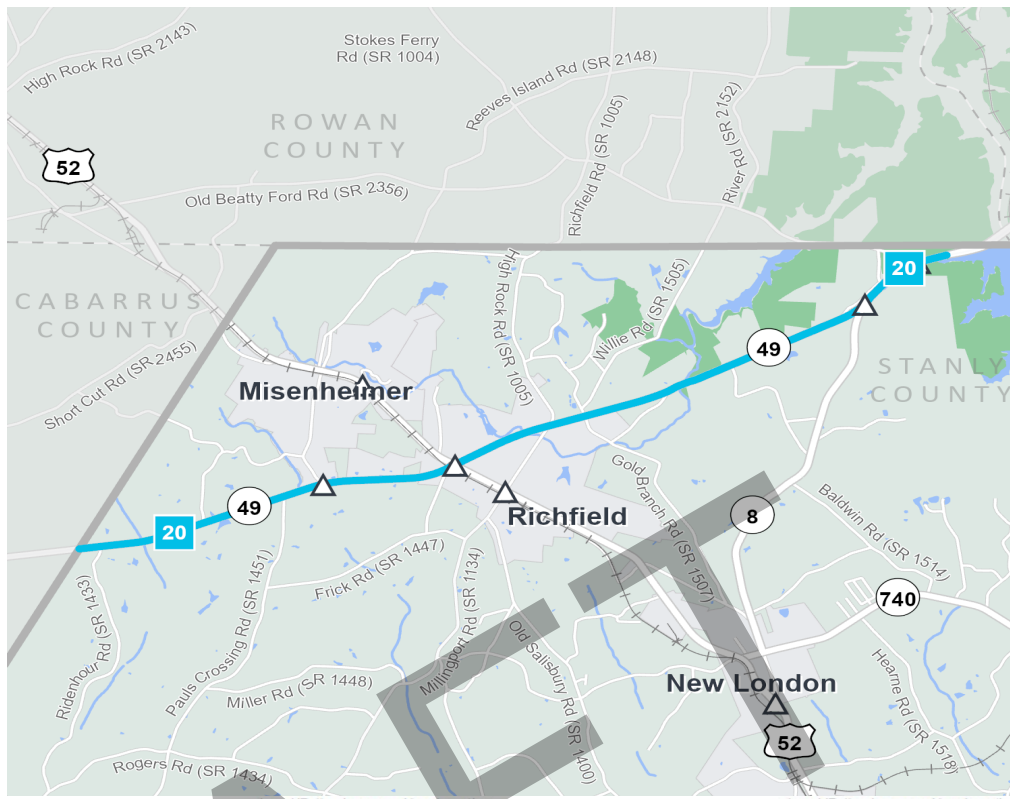
Improvement: Widening

Identified Need

There is a need to improve mobility and safety along NC 49 from Cabarrus County to Rowan County. Substandard shoulders, and deficiencies at key intersections US 52, NC 8, Stokes Ferry Road, and Wesley Chapel Road create poor overall corridor performance.

Recommendation

Improve NC 49 lanes and shoulders to bring the facility to modern standards from Cabarrus County to Rowan County, including targeted intersection improvements at US 52, NC 8, Stokes Ferry Road, and Wesley Chapel Road.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	8.40
Existing ROW (feet)	30-150
Safety Risk Score	67

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	3900-7600	4300-13400	4300-13400	4300-13400
Capacity (vpd)	11800-15100	11800-15100	11800-15100	11800-15100

Capacity Data: Year

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

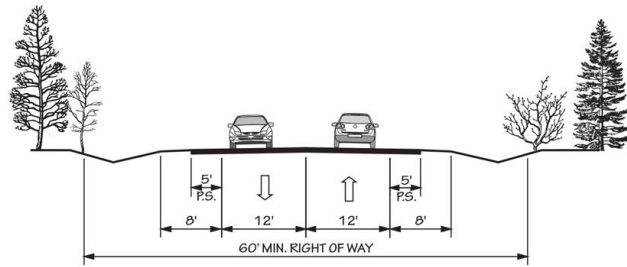


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History/Linkage to Other Plans

NC 49 TIP, No. R-2533 Based on North Carolina's vision for mobility and connectivity, NC 24-27 from Rowan County to Cabarrus County did not meet the future mobility and connectivity needs in western North Carolina. This facility is intended to provide mobility in Stanly County, and ultimately, connectivity between Raleigh, NC and Charlotte, NC. NC 49 is designated as an expressway on NCDOT's SHC Vision Plan. It was recommended that the facility be widened from two to four lanes from Rowan County to Cabarrus County. The existing facility is currently a two lane major thoroughfare with 11-foot lanes and was proposed to be upgraded to a four lane expressway with 12 foot lanes.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to modernize NC 49 lane and shoulder widths to improve safety and mobility.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 8 Flood Hazard Area Feature(s)
- 5 Gameland Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)

- 3 Major River Feature(s)
- 2 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 34 Wetland Feature(s)
- 27 River And Stream Feature(s)
- 9 Lake And Pond Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Potential Impacts

Title VI Considerations

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

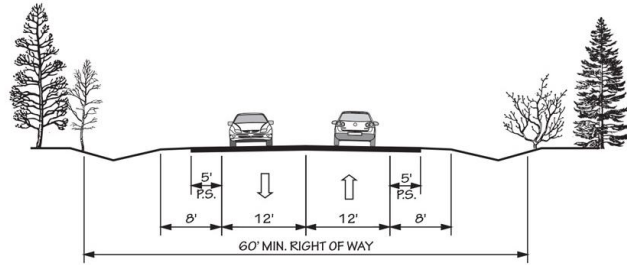
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English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

Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

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

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 147 crashes on this section of NC 49 containing this recommendation. There were 6 fatal or severe injury crashes, 32 moderate or minor injury crashes, and 79 property damage only crashes.

Truck Traffic

Average truck traffic along this recommendation is around 11% along NC 49.

Badin Rd & E Main St

Badin Rd & E Main St

Local ID: STAN40001-H

Purpose: Safety

Improvement: Improve Existing

Identified Need

This intersection in Albemarle has alignment issues. It is shown to have 6 crashes between 2018 and 2022.

Recommendation

Improve intersection for safety, and travel-time reliability extending from Badin Rd & E Main St.



Proposal At A Glance

Highway Class	-
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.00
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2055 Future Year		
	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	7700	7200	7600
Capacity (vpd)	10200	10200	10200

Capacity Data: Year

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

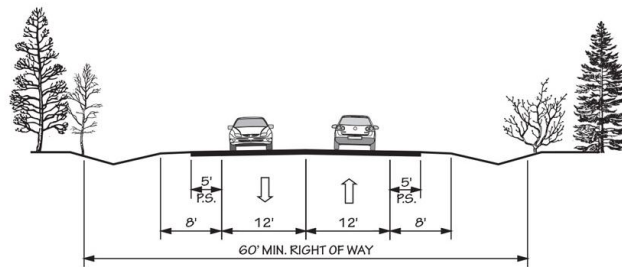


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the transportation system.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+
- Between 75% and 100% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 6 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 0 moderate or minor injury crashes, and 6 property damage only crashes.

Browns Hill Rd EXT

Browns Hill Rd to Stanly Bypass

Local ID: STAN40002-H

Purpose: **Mobility**

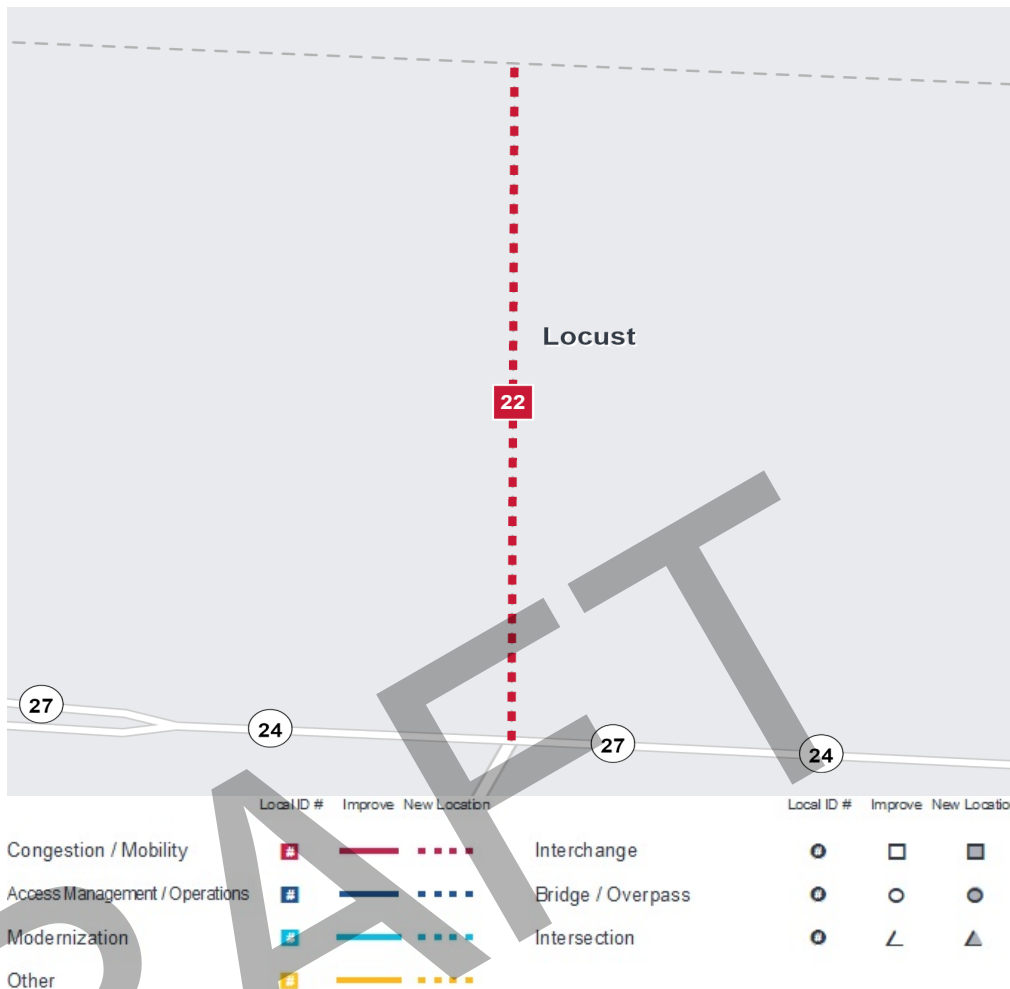
Improvement: **New Location**

Identified Need

NC 24/27 through Locust is projected to near or over capacity by 2055.

Recommendation

Construct a two-lane minor thoroughfare with 12 foot lanes, a bike lane and sidewalk to improve the mobility and relieve congestion of local traffic on NC 24/27 extending from Browns Hill Rd to Stanly Bypass.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.17
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	3200
Capacity (vpd)	-	-	10200

Capacity Data: Year

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

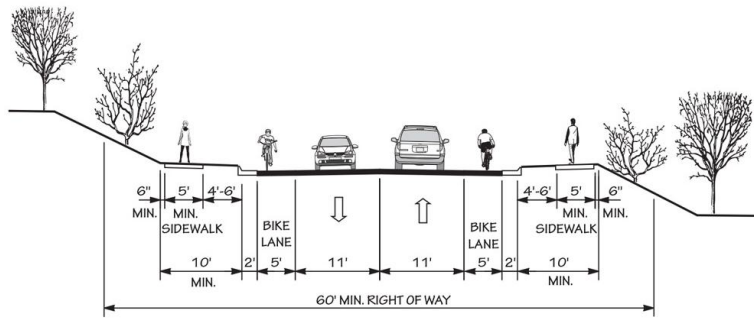


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project is intended to divert traffic from NC 24/27, helping to alleviate congestion as this section of the corridor is projected to approach capacity, with volumes of approximately 20,400 vehicles per day compared to a capacity of about 25,900 vehicles per day.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County by adding a new route to help alleviate congestion in Locust.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Hazard Substance Disposal Site(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

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

Stanly Pkwy

NC 24/27 to NC 200

Local ID: STAN40003-H

Purpose: Congestion

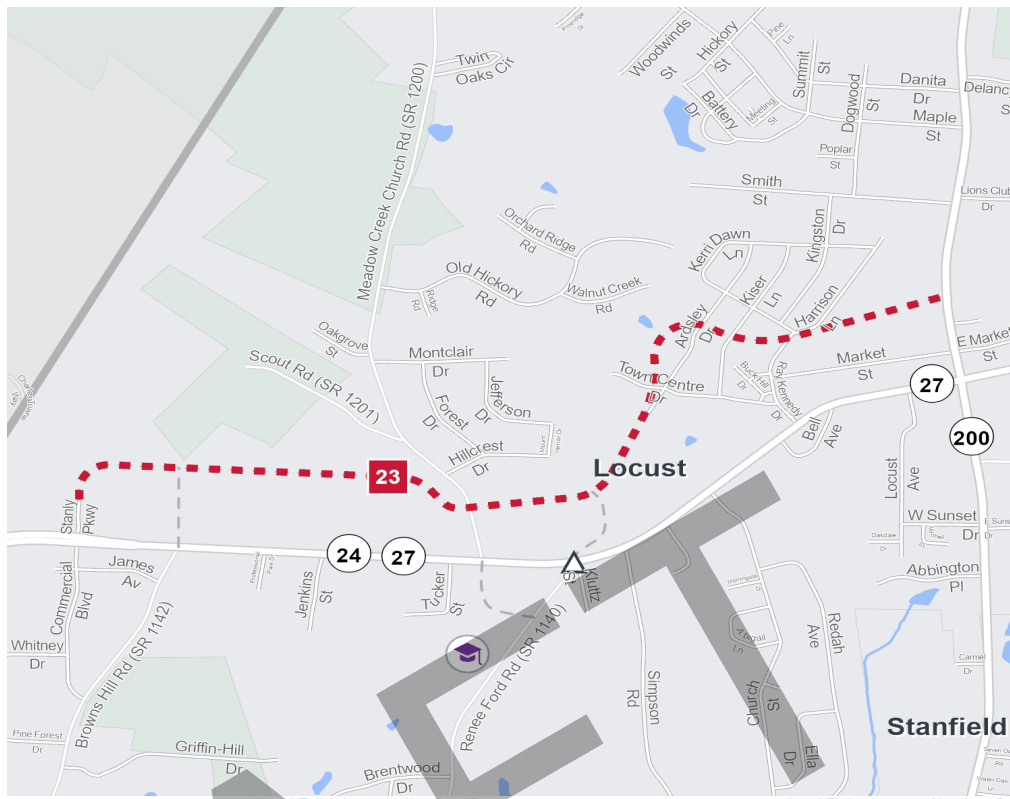
Improvement: New Location

Identified Need

NC 24/27 through Locust is projected to near or over capacity by 2055. Improvements are needed to accommodate future growth and maintain an acceptable level of service.

Recommendation

Construct a two-lane minor thoroughfare with 12 foot lanes, a bike lane and sidewalk to improve the mobility and relieve congestion of local traffic on NC 24/27 extending from NC 24/27 to NC 200.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	2.00
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	3200
Capacity (vpd)	-	-	10200

Capacity Data: Year

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

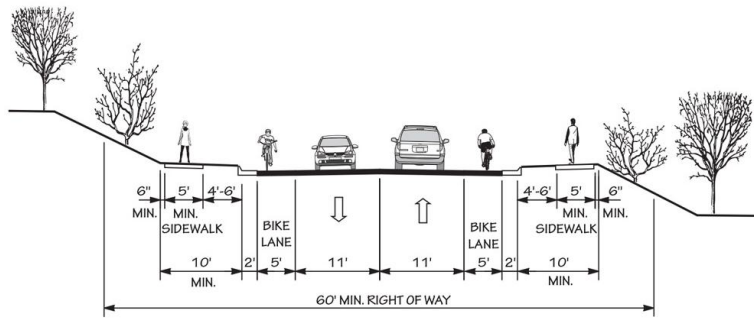


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

The Stanly Parkway was recommended in the 2016 Locust and Red Cross Comprehensive Transportation Plan.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County by adding a new route to help alleviate congestion in Locust.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)

Title VI Considerations

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

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

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

Meadow Creek Church Rd EXT

Meadow Creek Church Rd to Renee Ford Rd

Local ID: STAN40004-H

Purpose: Congestion

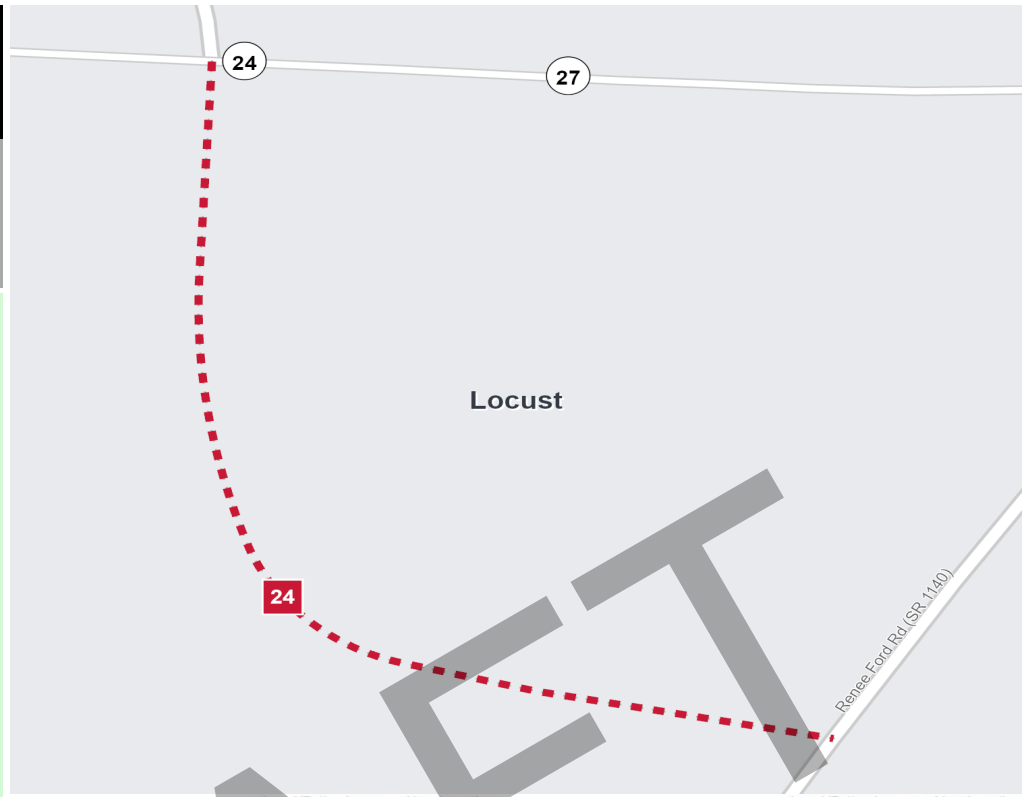
Improvement: New Location

Identified Need

There is congestion at the next intersection, NC 24/27 & Renee Ford Rd, and long queue times for turning vehicles, which reduces local mobility in Locust.

Recommendation

Add a two-lane connector, bike lane, and sidewalk extending from Meadow Creek Church Rd to Renee Ford Rd to relieve congestion and provide better local mobility within Locust.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.19
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	-	-	Minor Thoroughfare
<i>Travel Lanes</i>	-	-	2
<i>Volume (vpd)</i>	-	-	2400
<i>Capacity (vpd)</i>	-	-	10100

Capacity Data: Year

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

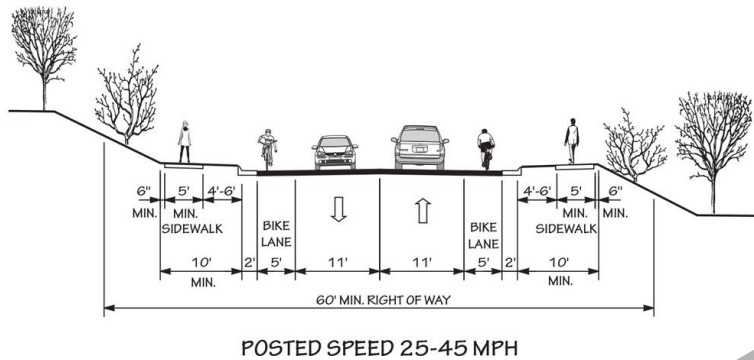


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County by adding a new route to help alleviate congestion in Locust.

- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Potential Impacts

Title VI Considerations

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

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

Park Ridge Rd EXT

Park Ridge Rd to Moss Spring Rd

Local ID: STAN40005-H

Purpose: **Mobility**

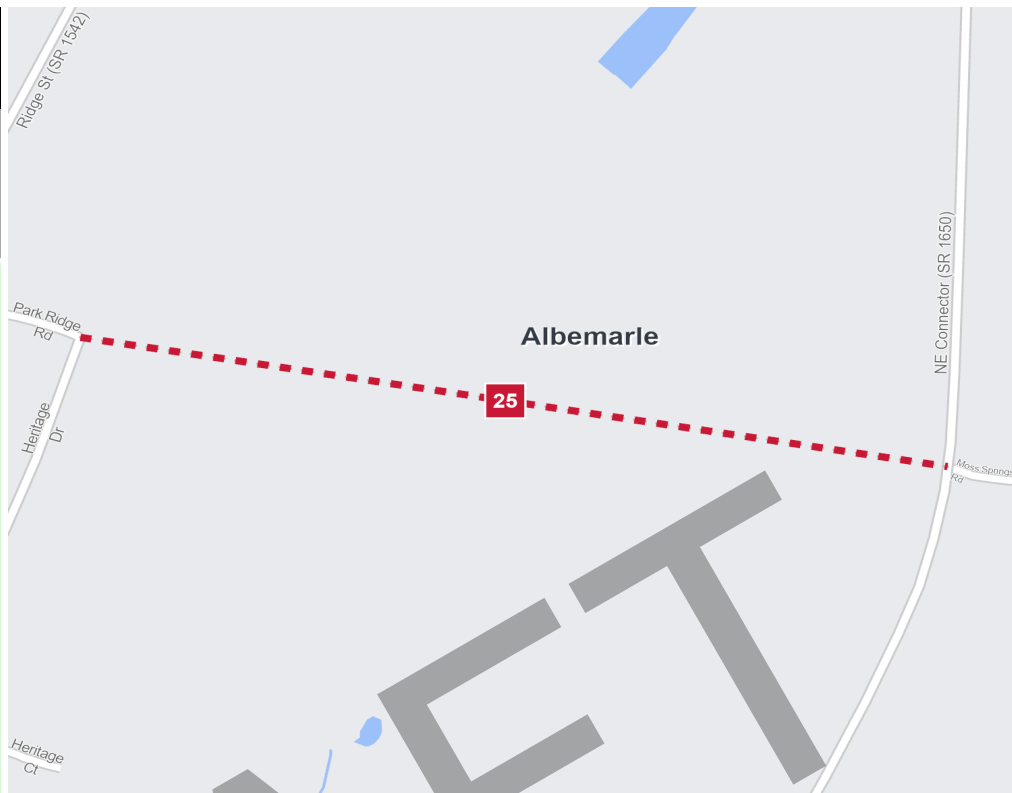
Improvement: **New Location**

Identified Need

There is a need to improve the mobility of local traffic within Albemarle. Sections of the Northeast connector are projected to be near capacity by 2055.

Recommendation

Extend Park Ridge Rd to connect to Moss Spring Rd at the NE Connector and, add a bike lane and sidewalk to improve mobility within Albemarle and alleviate congestion extending from Park Ridge Rd to the NE Connector.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.39
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

New Location	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	-	-	Minor Thoroughfare	
Travel Lanes	-	-	2	
Volume (vpd)	-	-	4800	
Capacity (vpd)	-	-	10100	

Capacity Data: Year

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

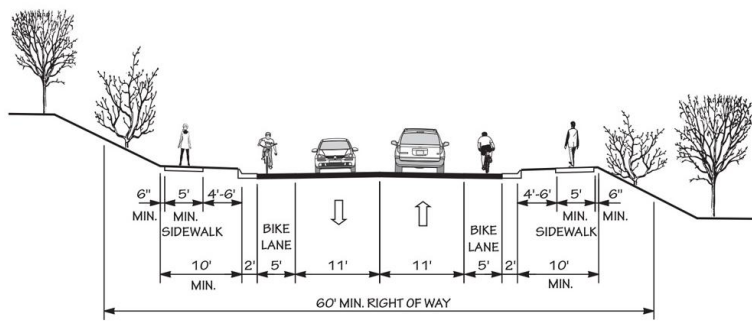


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project will also help alleviate congestion on the Northeast Connector, which is projected to carry approximately 12,300 vehicles per day compared to a capacity of about 12,900 vehicles per day by 2055.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County by adding a new route to help alleviate congestion in Albemarle.

Potential Impacts

Impacts to Natural and/or Human Environment

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

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Title VI Considerations

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

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

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

Snuggs St EXT

Snuggs St to Pennington Rd

Local ID: STAN40006-H

Purpose: **Mobility**

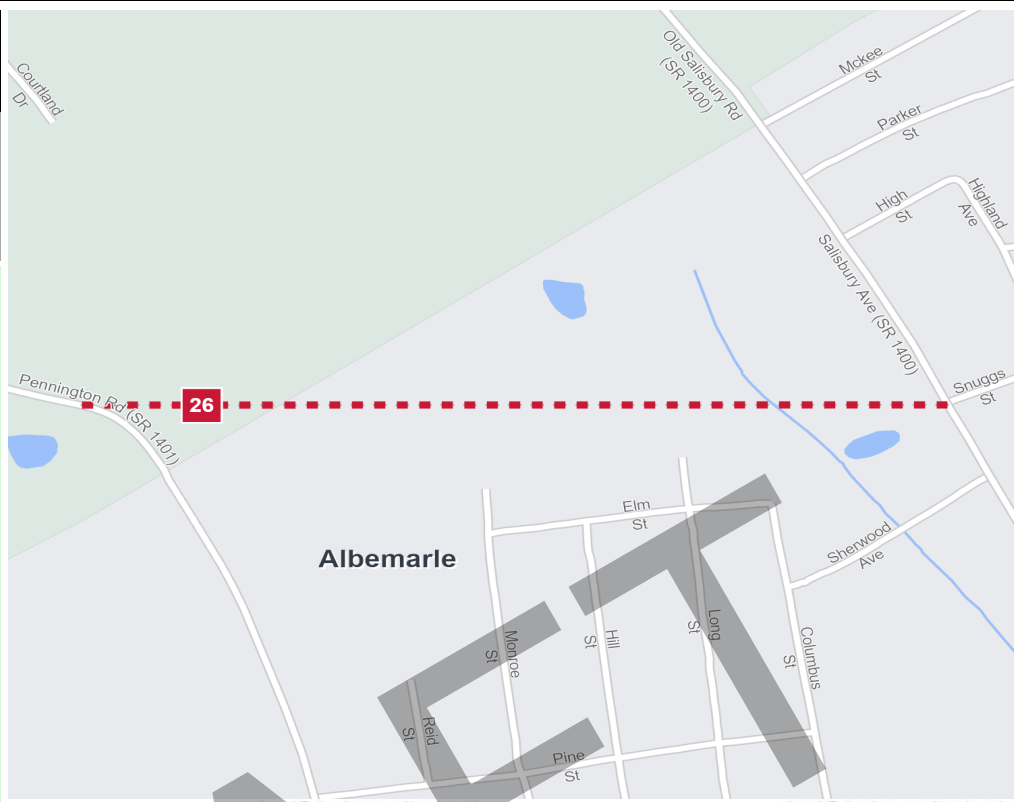
Improvement: **New Location**

Identified Need

There is a need to improve the mobility of local traffic within Albemarle.

Recommendation

Extend Snuggs St to improve mobility within Albemarle extending from Snuggs St to Pennington Rd.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.56
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	1200
Capacity (vpd)	-	-	10200

Capacity Data: Year

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

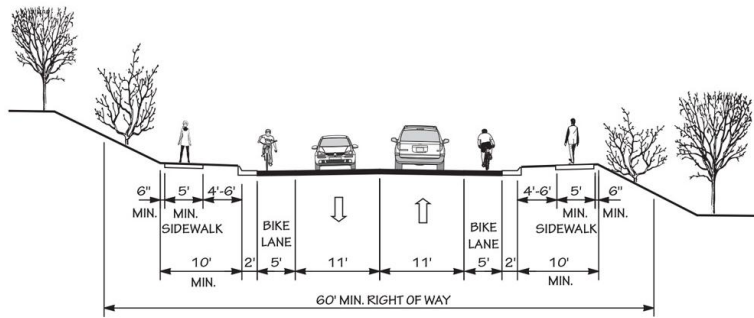


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County through adding a new route to help alleviate congestion in Albemarle.

Potential Impacts

Impacts to Natural and/or Human Environment

All environmental data in the database was considered.

This Project is within 150 feet of:

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

Title VI Considerations

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

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

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

Renee Ford Rd EXT

Renee Ford Rd to Stanly Bypass

Local ID: STAN40007-H

Purpose: **Mobility**

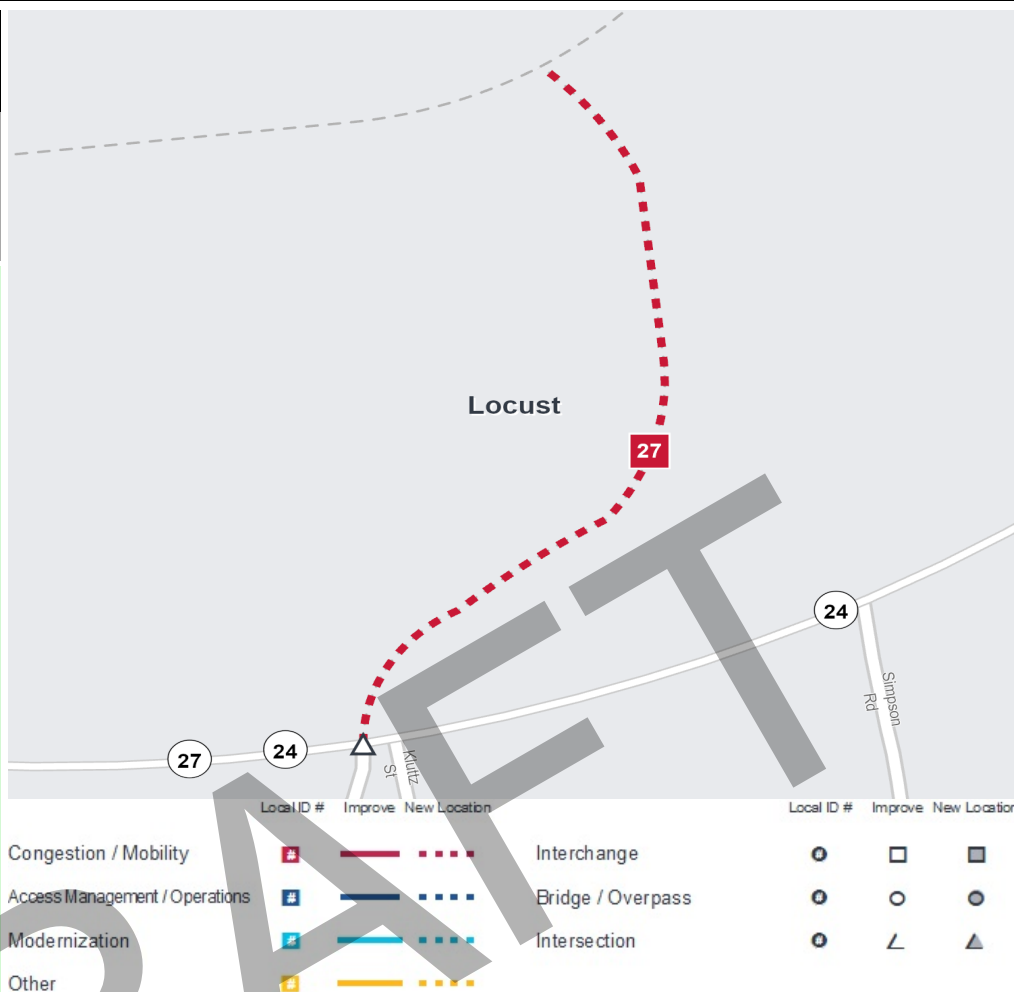
Improvement: **New Location**

Identified Need

There is a need to improve the mobility of local traffic throughout Locust. NC 24/27 is projected to be over capacity by 2055.

Recommendation

Extend Renee Ford Rd to the proposed Stanly Parkway, and add a bike lane and a sidewalk to improve the mobility of local traffic throughout Locust extending from Renee Ford Rd to Stanly Bypass.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.18
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	3200
Capacity (vpd)	-	-	10100

Capacity Data: Year

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

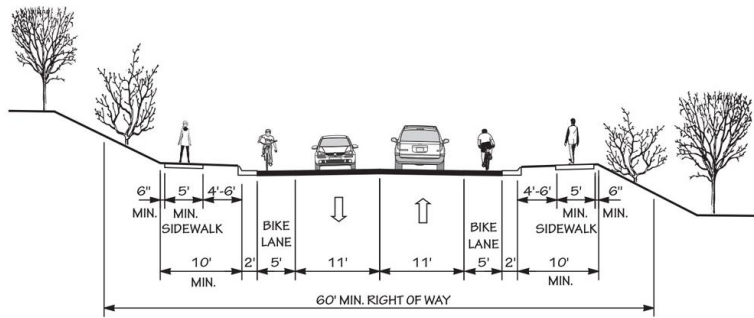


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History/Linkage to Other Plans

This project is intended to divert traffic from NC 24/27, helping to alleviate congestion as this section of the corridor is projected to approach capacity, with volumes of approximately 20,400 vehicles per day compared to a capacity of about 25,900 vehicles per day.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to maintain and enhance the quality and performance of the transportation system in Stanly County through adding a new route to help alleviate congestion in Locust.

Potential Impacts

Title VI Considerations

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

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

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Elm St

From NC 200 to Yellow Birch Dr

Local ID: STAN40008-H

Purpose: Mobility

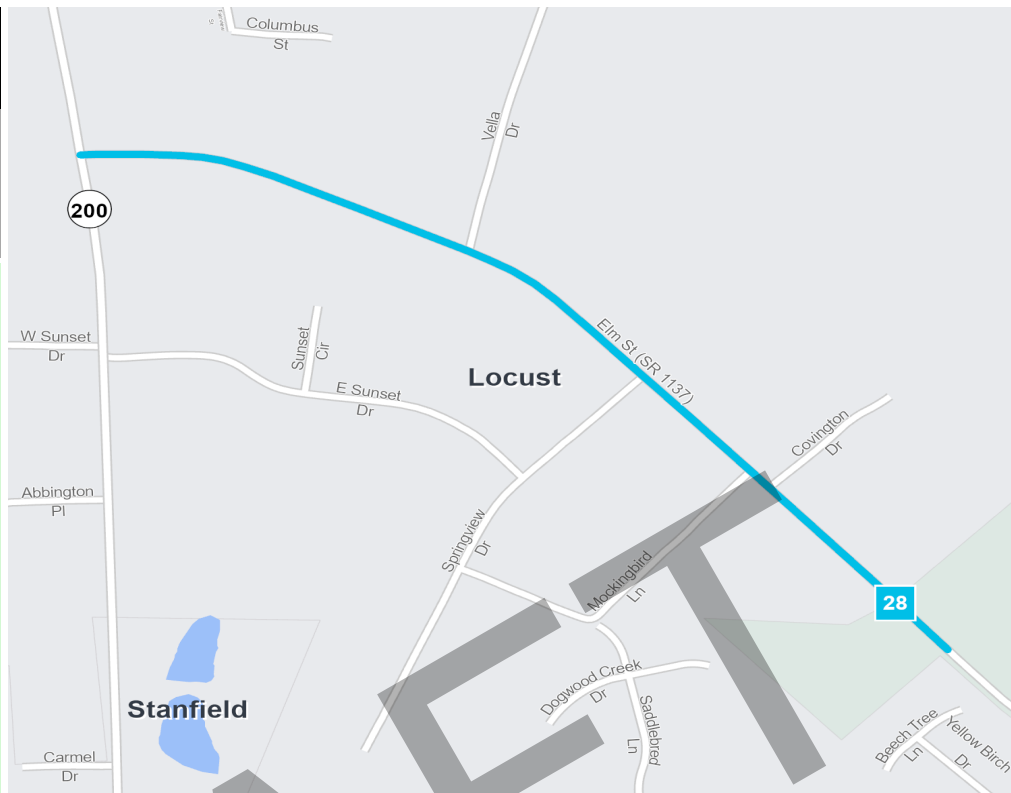
Improvement: Improve Existing

Identified Need

There is a need to complete the modernization project already underway on one half of Elm Street, including addressing any substandard lane widths and related roadway deficiencies.

Recommendation

Complete the modernization to the road extending from NC 200 to Yellow Birch Dr.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.67
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2022 Base Year 2055 Future Year

Improved Route	2022 Base Year		2055 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	2100	2800	2800	2800
Capacity (vpd)	10500	10500	10500	10500

Capacity Data: Year

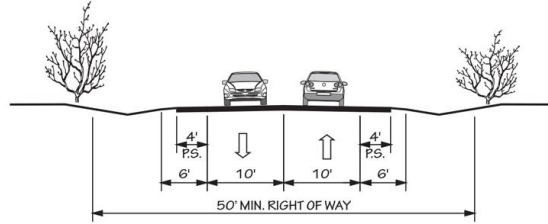
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to complete the modernization already underway on Elm Street to improve safety, connectivity, and mobility.

- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Potential Impacts

Title VI Considerations

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

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

Other Information

Crash Data

Between January 2018 and December 2022, there were a total of 4 crashes at this intersection containing this recommendation. There were 0 fatal or severe injury crashes, 1 moderate or minor injury crashes, and 3 property damage only crashes.

N First St (US 52)

From US 52 to Salisbury Ave

Proposal Length: 0.61 miles

Identified Need

There are lack of a bike lane and sidewalks to connect Stanly County Commons to existing sidewalks in downtown Albemarle.

Recommendation

Add a sidewalk and bike lane to connect Stanly County Commons to downtown Albemarle.

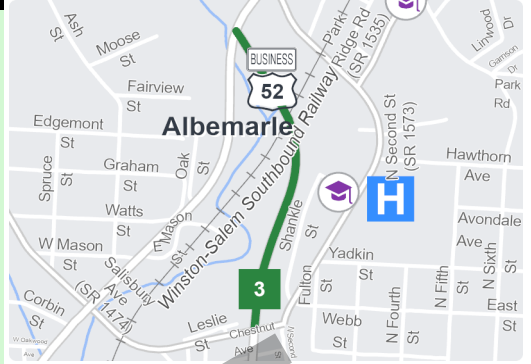
CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN20001-P

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	3.50
ROW (ft):	60
2017 Volume(vpd):	2300
2045 Volume(vpd):	4700

N Main St (E US 52)

From Lawnwood Dr to S Stanly School Rd

Proposal Length: 0.39 miles

Identified Need

There is a need to provide connectivity to local businesses within Norwood and to other existing sidewalks.

Recommendation

Add sidewalk to connect to provide connectivity to local businesses within Norwood and improve sidewalk connectivity.

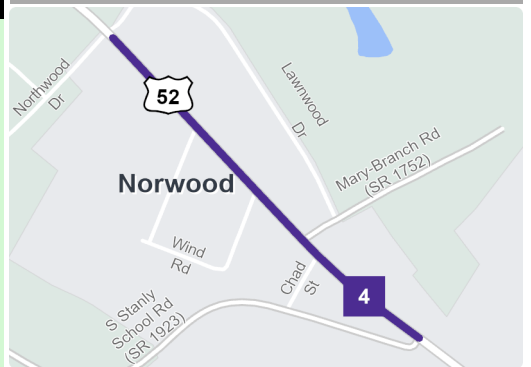
CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN20002-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	8.59
ROW (ft):	60
2017 Volume(vpd):	7100
2045 Volume(vpd):	10000

US 52 N

From Holt Rd to Salisbury Ave

Proposal Length: 3.26 miles

Identified Need

There is a lack of sidewalk connectivity from North Albemarle to downtown Albemarle and walkability to local businesses.

Recommendation

Add sidewalk to connect North Albemarle to Downtown Albemarle extending from Holt Rd to Salisbury Ave.

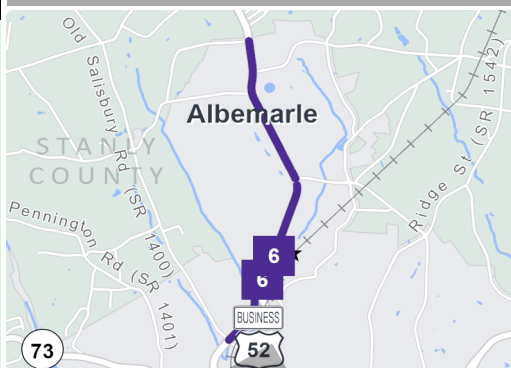
CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN20003-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	45
% Trucks:	11.20
ROW (ft):	50-100
2017 Volume(vpd):	17000
2045 Volume(vpd):	29200

US 52 (W Church St)

From 500ft S of Holt Rd to Culp Rd

Proposal Length: 0.97 miles

Identified Need

There is a need to connect existing sidewalks from the Richfield Plaza to Misenheimer to improve connectivity between both towns.

Recommendation

A sidewalk is recommended to improve connectivity from Misenheimer to Richfield Plaza in Richfield extending from 500ft S of Holt Rd to Culp Rd.

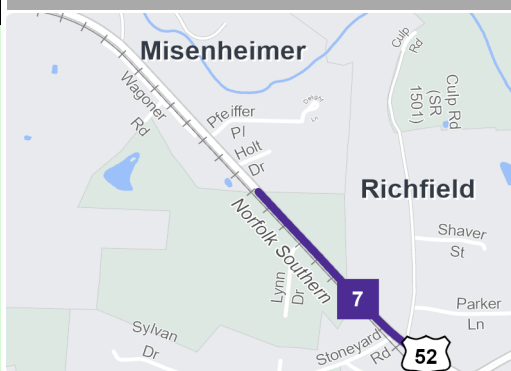
CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN20004-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	14.59
ROW (ft):	60
2017 Volume(vpd):	6500
2045 Volume(vpd):	11300

US 52 S

From Efrid St to NC 24/27

Proposal Length: 1.15 miles

Identified Need

There is a lack of sidewalk connection from downtown Albemarle to South Albemarle and walkability to local businesses.

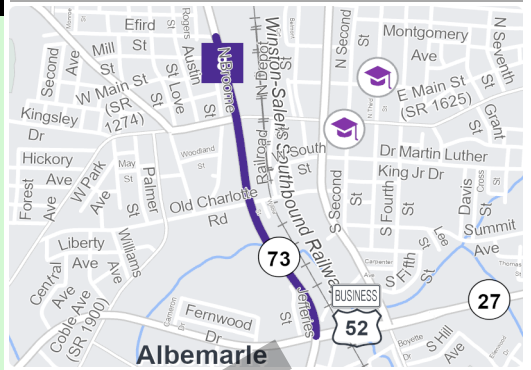
Recommendation

Add sidewalk to connect Downtown Albemarle to South Albemarle extending from Efrid St to NC 24/27.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN20005-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	45
% Trucks:	8.52
ROW (ft):	70-150
2017 Volume(vpd):	15500
2045 Volume(vpd):	19500

NC 200 (S Central Ave)

From NC 24/27 to N Love Chapel Rd

Proposal Length: 1.48 miles

Identified Need

There is a need to provide sidewalk connectivity from Locust to Stanfield.

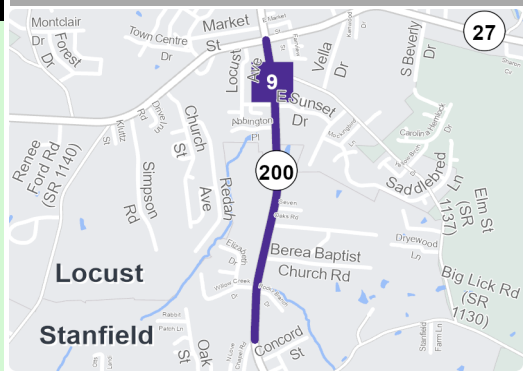
Recommendation

Add sidewalk to provide sidewalk to connect Locust to Stanfield extending from NC 24/27 to N Love Chapel Rd.

CTP Goal Analysis

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Local ID: STAN30001-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	11.38
ROW (ft):	60-100
2017 Volume(vpd):	9000
2045 Volume(vpd):	14800

NC 205 (S Oak Ridge Rd)

From NC 24/27 to Peach Tree Rd

Proposal Length: 0.7 miles

Identified Need

There is a need to connect NC 24/27 to Peachtree Rd to improve connectivity to West Stanly High School.

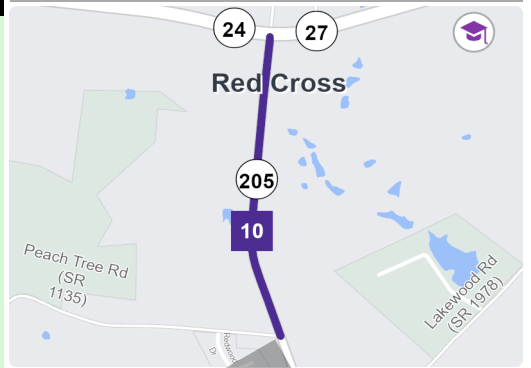
Recommendation

Add sidewalk to connect NC 24/27 to Peachtree Rd in Red Cross.

CTP Goal Analysis

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Local ID: STAN30002-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	10.26
ROW (ft):	60-98
2017 Volume(vpd):	6600
2045 Volume(vpd):	8200

NC 24/27

From Redbridge Blvd to Stanly Pkwy

Proposal Length: 0.61 miles

Identified Need

There is a need to provide connectivity throughout Locust and improve sidewalk connectivity to residential areas.

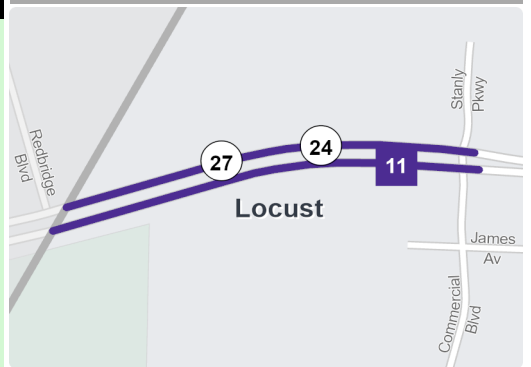
Recommendation

Add sidewalk to provide connectivity throughout Locust along NC 24-27 extending from Redbridge Blvd to Stanly Pkwy.

CTP Goal Analysis

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Local ID: STAN30003-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Expressway
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	9.28
ROW (ft):	100
2017 Volume(vpd):	20500
2045 Volume(vpd):	20600

NC 24/27 Bypass W

From Canton Rd to Wall St.

Proposal Length: 2.71 miles

Identified Need

There is a need to connect existing sidewalks in Southwest Albemarle to the complete the upgrades to NC 24/27 and improve connectivity.

Recommendation

Add sidewalk to complete sidewalk connections from Canton Rd to Wall St.

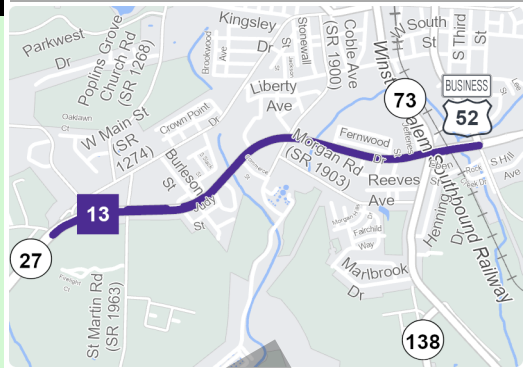
CTP Goal Analysis

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Local ID: STAN30004-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare Multi-lane
Travel Lanes:	4
Speed Limit (mph):	55
% Trucks:	8.80
ROW (ft):	30-150
2017 Volume(vpd):	21000
2045 Volume(vpd):	33700

NC 49

From 375ft West of US 52 to US 52

Proposal Length: 0.26 miles

Identified Need

There is a need to connect existing sidewalks in Richfield and to improve connectivity to and from Richfield Plaza.

Recommendation

Add sidewalk to connect residential areas to and extending from 375ft West of US 52 to US 52.

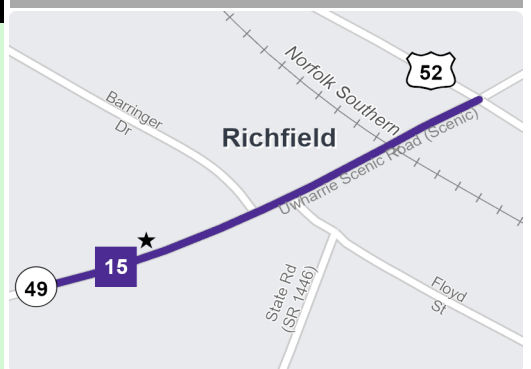
CTP Goal Analysis

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Local ID: STAN30005-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	11.67
ROW (ft):	60
2017 Volume(vpd):	6200
2045 Volume(vpd):	6200

NC 73/ Concord Rd

From City Lake Dr to Church St

Proposal Length: 1.66 miles

Identified Need

There is a need to connect West Albemarle residential areas to existing sidewalks and local businesses.

Recommendation

Add sidewalk to connect existing sidewalks extending from City Lake Dr to Church St.

CTP Goal Analysis

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Local ID: STAN30006-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	5.54
ROW (ft):	60-120
2017 Volume(vpd):	7500
2045 Volume(vpd):	8200

NC 740

From E Main St to Palmetto Dr

Proposal Length: 1.59 miles

Identified Need

There is a need to connect the northeast segment of Albemarle's existing sidewalks to improve overall connectivity.

Recommendation

Add sidewalk to NC 740 and improve connectivity to shopping complexes in northeast Albemarle extending from E Main St to Palmetto Dr.

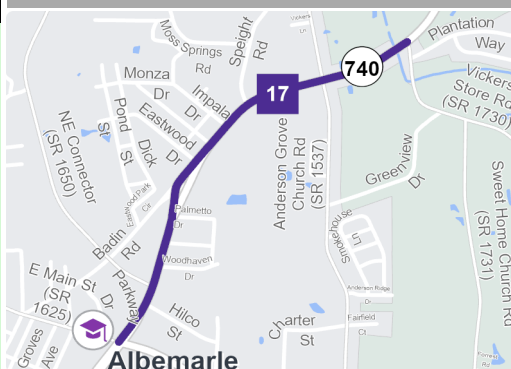
CTP Goal Analysis

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Local ID: STAN30007-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	1
Speed Limit (mph):	45
% Trucks:	7.93
ROW (ft):	30-150
2017 Volume(vpd):	11500
2045 Volume(vpd):	14300

NC 740 E

From Falls Rd to Badin Town Boundary

Proposal Length: 0.58 miles

Identified Need

There is a needed to connect residential areas to Badin Lake.

Recommendation

Add sidewalk to improve connectivity extending from Falls Rd to Badin Town Boundary.

CTP Goal Analysis

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Local ID: STAN30008-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	7.93
ROW (ft):	60
2017 Volume(vpd):	2300
2045 Volume(vpd):	3000

NC 742

From Rocky River Rd to E First St

Proposal Length: 0.27 miles

Identified Need

There is a need to connect residential areas to Town Of Oakboro District Park.

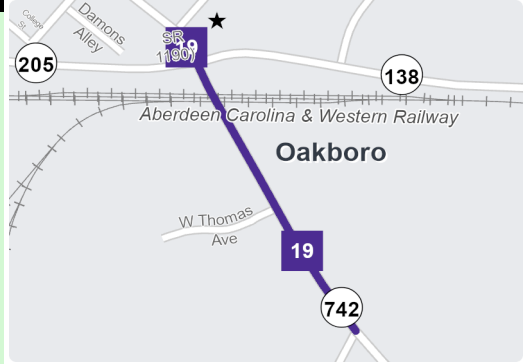
Recommendation

Add sidewalk to connect residential areas to Town Of Oakboro District Park extending from Rocky River Rd to E First St.

CTP Goal Analysis

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Local ID: STAN30009-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Major Thoroughfare 2-lane
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	12.30
ROW (ft):	60
2017 Volume(vpd):	6300
2045 Volume(vpd):	8400

Anderson Grove Church Rd

From NC 24 to NC 740

Proposal Length: 1.26 miles

Identified Need

There is currently a lack of existing sidewalks in Eastern Albemarle to connect area residences and an area church.

Recommendation

Add sidewalk to improve connectivity to existing sidewalks in Eastern Albemarle and provide better access to residences and an area church extending from NC 24 to NC 740.

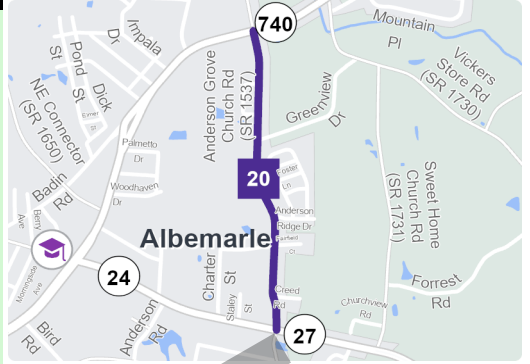
CTP Goal Analysis

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Local ID: STAN40001-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Anderson Rd

From NC 24 to Woodhurst Ln

Proposal Length: 0.28 miles

Identified Need

There is currently a lack of sidewalks connecting existing sidewalks in Southeast Albemarle residential areas to NC 24/27.

Recommendation

Add sidewalk to improve connectivity to residences to businesses along NC 24/27 and NC 73 extending from NC 24 to Woodhurst Ln.

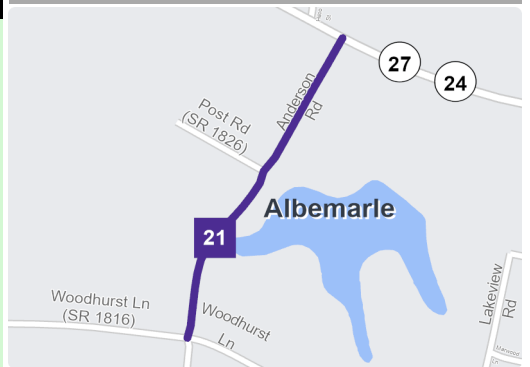
CTP Goal Analysis

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Local ID: STAN40002-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Anson Ave

From S Kendall St to Anwit St

Proposal Length: 0.23 miles

Identified Need

There is currently a sidewalk gap on Anson Ave between S. Kendell St and Anwit St.

Recommendation

Add sidewalk to connect existing sidewalks between Kendall St and Anwit St extending from S Kendall St to Anwit St.

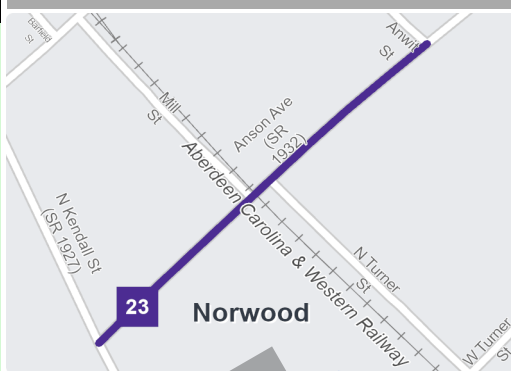
CTP Goal Analysis

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Local ID: STAN40003-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	800
2045 Volume(vpd):	N/A

Coble Ave

From NC 24/27 to Water Treatment Facility

Proposal Length: 0.3 miles

Identified Need

There is currently a lack of sidewalks that connects existing sidewalks in Southwest Albemarle to Local Water Treatment Plant.

Recommendation

Add sidewalk to connect existing sidewalks in Southwest Albemarle to Local Water Treatment Plant to improve connectivity extending from NC 24/27 to Water Treatment Facility.

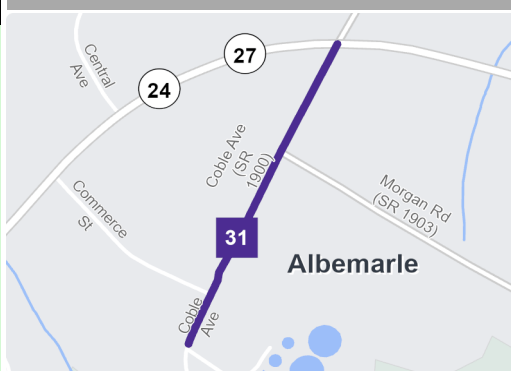
CTP Goal Analysis

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Local ID: STAN40004-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	80-150
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Main St

From Parkway Dr to NC 740

Proposal Length: 0.07 miles

Identified Need

There is currently a sidewalk gap on E Main St between Parkway Dr and NC 740.

Recommendation

Add sidewalk to connect sidewalks existing between Parkway Dr and NC 740 in east Albemarle.

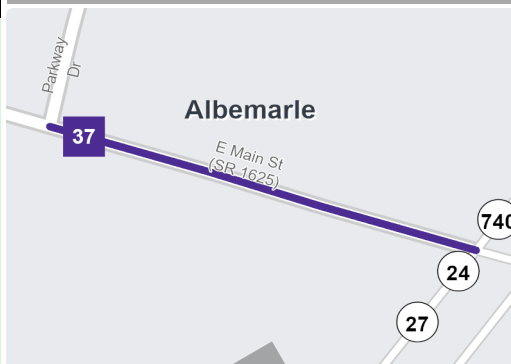
CTP Goal Analysis

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Local ID: STAN40005-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	7700
2045 Volume(vpd):	6200

First St

From N Main St to Ruby's Way

Proposal Length: 0.64 miles

Identified Need

There is currently a lack of sidewalks connecting residential areas to downtown Oakboro and to a local medical facility.

Recommendation

Add sidewalk to connect residential areas to downtown Oakboro extending from N Main St to Ruby's Way.

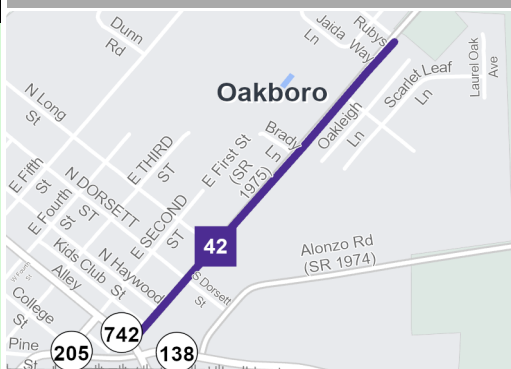
CTP Goal Analysis

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Local ID: STAN40006-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2100
2045 Volume(vpd):	3000

Laton Rd

From Speight Rd to NC 740

Proposal Length: 0.32 miles

Identified Need

This sidewalk is needed to connect residence existing sidewalks in East Albemarle.

Recommendation

Add sidewalk to connect residences existing sidewalks in East Albemarle extending from Speight Rd to NC 740.

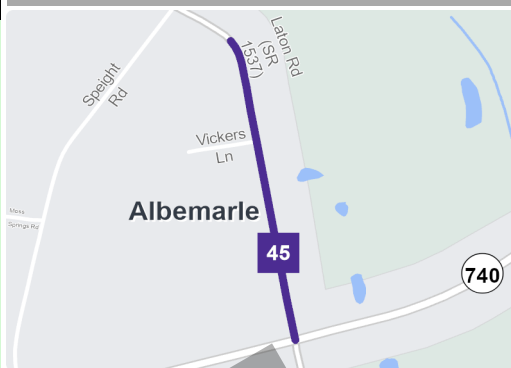
CTP Goal Analysis

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Local ID: STAN40007-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	600
2045 Volume(vpd):	N/A

Laurel St

From Pine St to NC 73

Proposal Length: 0.64 miles

Identified Need

There are lack of sidewalks connecting residential areas in Northwest Albemarle to local area businesses and churches.

Recommendation

Add sidewalk to connect residential areas in Northwest Albemarle to area businesses and churches extending from Pine St to NC 73.

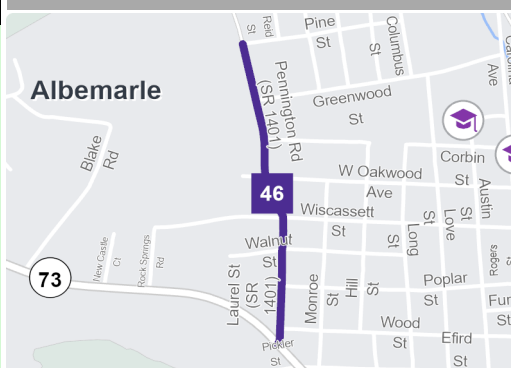
CTP Goal Analysis

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Local ID: STAN40008-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	800
2045 Volume(vpd):	1200

Meadow Creek Church Rd

From Old Hickory Rd to NC 24/27

Proposal Length: 0.67 miles

Identified Need

There is a need to connect residential areas to commercial areas within Locust.

Recommendation

Add sidewalk to improve sidewalk connectivity to residential areas from Old Hickory Rd to NC 24/27.

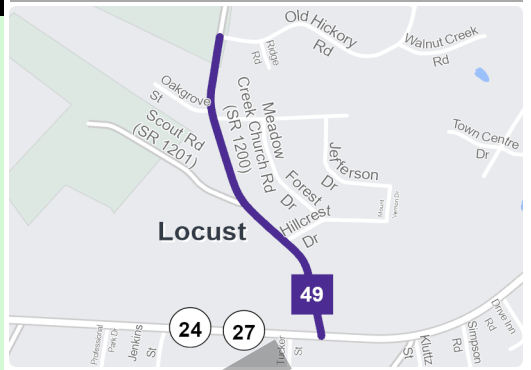
CTP Goal Analysis

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Local ID: STAN40009-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	59
2017 Volume(vpd):	2300
2045 Volume(vpd):	2300

Morgan Rd

From Coble Ave to US 52

Proposal Length: 0.79 miles

Identified Need

There is a need to connect residential areas in Southwest Albemarle to existing sidewalks to US 52 for better connectivity.

Recommendation

Add sidewalk to connect residential areas to existing sidewalks in southwest Albemarle extending from Coble Ave to US 52.

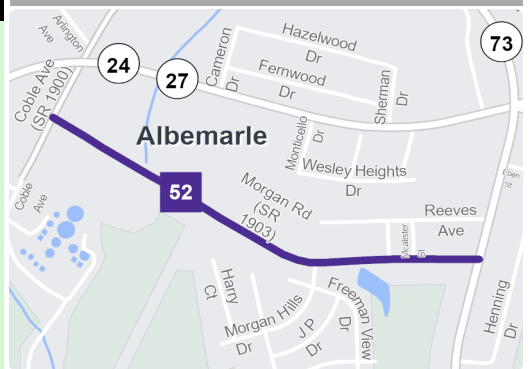
CTP Goal Analysis

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Local ID: STAN40010-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	65
2017 Volume(vpd):	500
2045 Volume(vpd):	N/A

Mountain Creek Rd

From NE Connector to Park Ridge Rd

Proposal Length: 1.1 miles

Identified Need

There are lack of sidewalks connecting residential areas from North Albemarle towards downtown Albemarle.

Recommendation

Add sidewalk to connect residential areas in North Albemarle to downtown Albemarle extending from NE Connector to Park Ridge Rd.

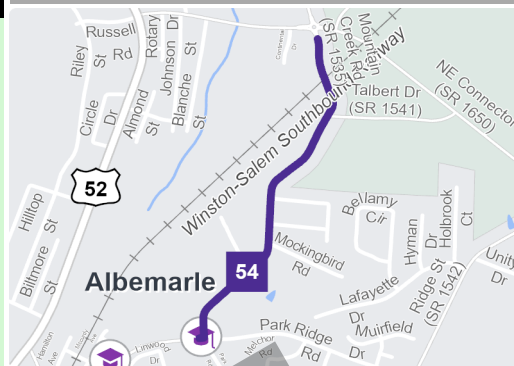
CTP Goal Analysis

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Local ID: STAN40011-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60-100
2017 Volume(vpd):	1300
2045 Volume(vpd):	2300

N Fifth St

From Hawthorn Ave to Yadkin St

Proposal Length: 0.19 miles

Identified Need

There is currently a sidewalk gap to connecting existing sidewalks in downtown Albemarle.

Recommendation

Add sidewalk to connect existing sidewalks in downtown Albemarle extending from Hawthorn Ave to Yadkin St.

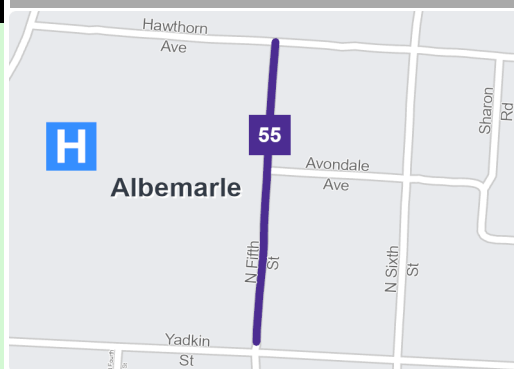
CTP Goal Analysis

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Local ID: STAN40012-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Second St

From US 52 to Park Ridge Rd

Proposal Length: 0.26 miles

Identified Need

There is lack of sidewalks to connect residential areas to Stanly County Commons.

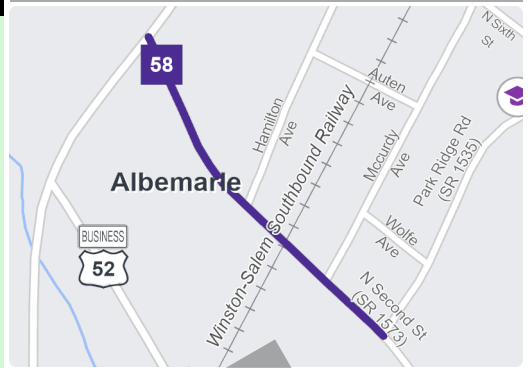
Recommendation

Add sidewalk to connect Stanly County Commons to existing sidewalks extending from US 52 to Park Ridge Rd.

CTP Goal Analysis

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Local ID: STAN40013-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	4900
2045 Volume(vpd):	8300

Nantahala St

From NC 740 to Tallasse St

Proposal Length: 0.11 miles

Identified Need

There is a need to connect existing sidewalks in residential areas in Badin to the local businesses and Badin Elementary School.

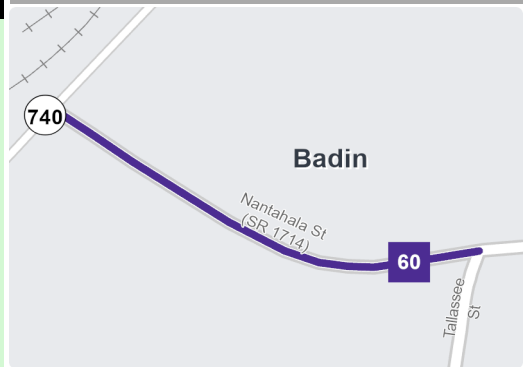
Recommendation

Add sidewalk to connect existing sidewalks in residential areas in Badin to improve connectivity to businesses and Badin Elementary School extending from NC 740 to Tallasse St.

CTP Goal Analysis

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Local ID: STAN40014-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1200
2045 Volume(vpd):	N/A

NE Connector

From RAB to NC 740

Proposal Length: 1.84 miles

Identified Need

There is a lack of connectivity from Apple Ln to NC 740 and to Albemarle Middle School from Northeast Albemarle.

Recommendation

Add sidewalk connecting residential areas in Northeast Albemarle and Albemarle Middle School extending from RAB to NC 740.

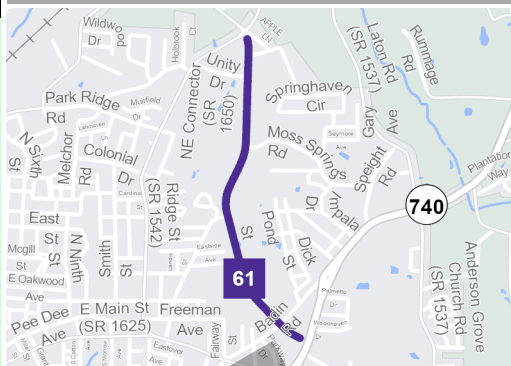
CTP Goal Analysis

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Local ID: STAN40015-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	100
2017 Volume(vpd):	8200
2045 Volume(vpd):	13100

Park Ridge Rd

From N Second St to Ridge Rd

Proposal Length: 1.11 miles

Identified Need

There are lack of sidewalk and bike lane connections to Albemarle High School and a local church from residential areas.

Recommendation

Add a bike lane and sidewalk to connect Albemarle High School and a local church to residential areas extending from N Second St to Ridge Rd.

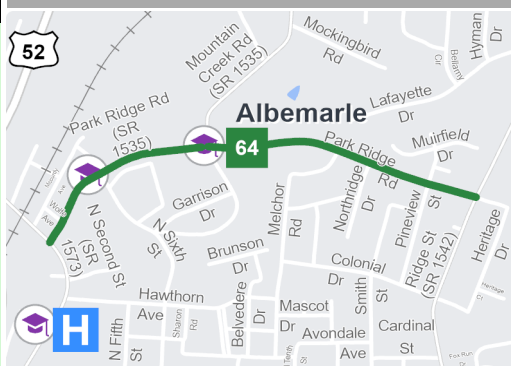
CTP Goal Analysis

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Local ID: STAN40016-P

Classification: Bicycle and Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	3300
2045 Volume(vpd):	5600

Pee Dee Ave

From Ridge St to E Main St

Proposal Length: 0.11 miles

Identified Need

There is currently a sidewalk gap to connect residences existing sidewalk between Ridge Rd and E Main St.

Recommendation

Add sidewalk to connect residences existing sidewalk between Ridge Rd and E Main St in downtown Albemarle.

CTP Goal Analysis

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Local ID: STAN40017-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	5200
2045 Volume(vpd):	6800

Prospect Church Rd

From US 52 to Mountain Creek Rd

Proposal Length: 0.79 miles

Identified Need

There is a need to connect a local church to existing sidewalks to improve connectivity to suburban residential areas.

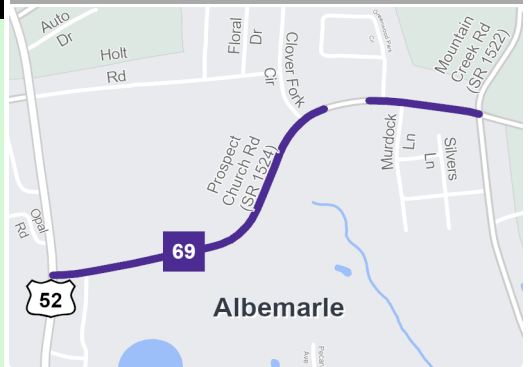
Recommendation

Add sidewalk to connect residences and a local church to North Albemarle extending from US 52 to Mountain Creek Rd.

CTP Goal Analysis

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Local ID: STAN40018-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	1800
2045 Volume(vpd):	3000

Renee Ford Rd

From NC 24/27 to W Stanly St

Proposal Length: 0.81 miles

Identified Need

There is a need to provide sidewalk connectivity from a local private school to residential areas.

Recommendation

Add sidewalk to connect residential areas to businesses and a local private school in Locust extending from NC 24/27 to W Stanly St.

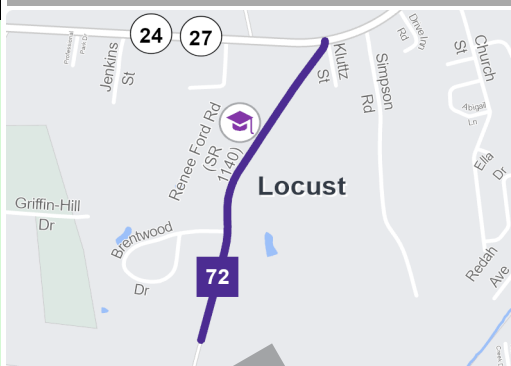
CTP Goal Analysis

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Local ID: STAN40019-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	92
2017 Volume(vpd):	3400
2045 Volume(vpd):	4500

Ridge St

From NE Connector to Montgomery Ave

Proposal Length: 1.68 miles

Identified Need

There is a lack of connectivity from Apple Ln to Montgomery Ave and to Northeast Albemarle, downtown Albemarle and a local church.

Recommendation

Add sidewalk to connect residential areas in Northeast Albemarle, downtown Albemarle and a local church extending from NE Connector to Montgomery Ave.

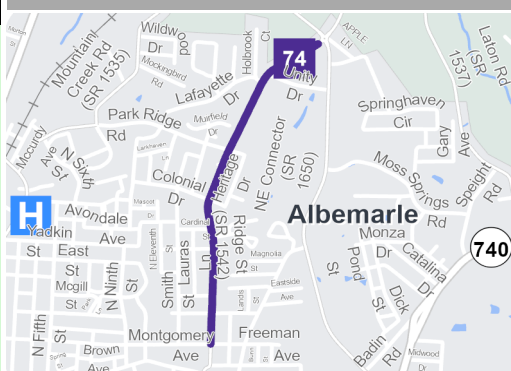
CTP Goal Analysis

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Local ID: STAN40020-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	50
2017 Volume(vpd):	2400
2045 Volume(vpd):	3400

Rocky River Rd

From Bo Run Dr to NC 742

Proposal Length: 0.35 miles

Identified Need

There is a need to connect residential areas to Town Of Oakboro District Park.

Recommendation

Add sidewalk to connect residential areas to downtown Oakboro, residences on Rocky River Rd and the Town Of Oakboro District Park extending from Bo Run Dr to NC 742.

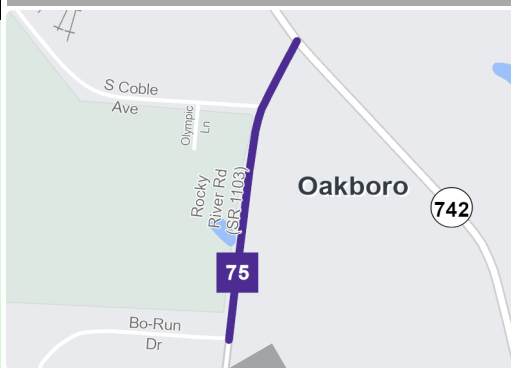
CTP Goal Analysis

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Local ID: STAN40021-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	55
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	700
2045 Volume(vpd):	N/A

Salisbury Ave

From Mckee St to Edgemont St

Proposal Length: 0.46 miles

Identified Need

There are lack of sidewalks to a local church from residential areas.

Recommendation

Add sidewalk to connect residential areas to existing sidewalks in Northwest Albemarle and a local church extending from Mckee St to Edgemont St.

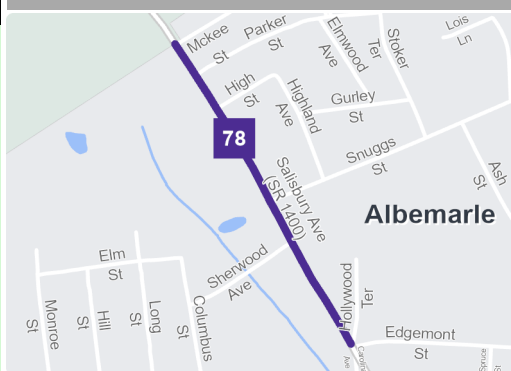
CTP Goal Analysis

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Local ID: STAN40022-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	3000
2045 Volume(vpd):	4700

St Martin Rd

From W Main St to NC 24/27

Proposal Length: 0.21 miles

Identified Need

There is a need to connect W Main St and NC 24/27 and provide walkability to local businesses from residential areas.

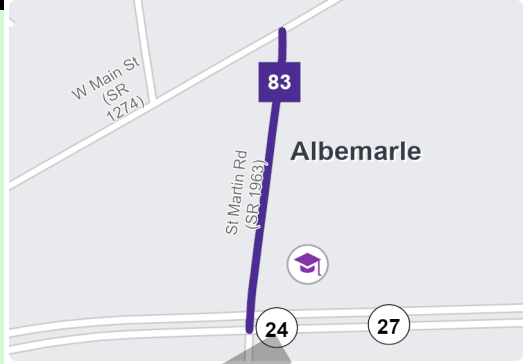
Recommendation

Add sidewalk to connect residential areas to local businesses extending from W Main St to NC 24/27.

CTP Goal Analysis

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Local ID: STAN40023-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2100
2045 Volume(vpd):	2500

W Main St

From NC 24/27 to St Martin Rd

Proposal Length: 0.37 miles

Identified Need

There are lack of sidewalks to connect to Stanly Community College from residential areas.

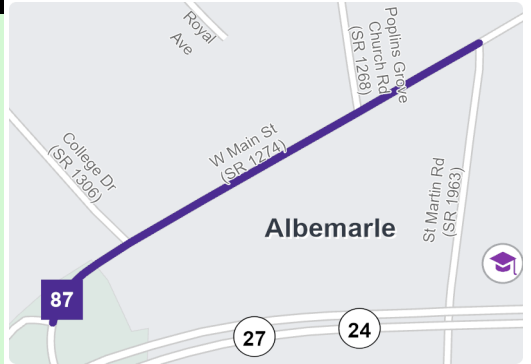
Recommendation

Add sidewalk to connect Stanly Community College to residential areas extending from NC 24/27 to St Martin Rd.

CTP Goal Analysis

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Local ID: STAN40024-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	45
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	5400
2045 Volume(vpd):	6500

W Stanly St

From N Renee Ford Rd to N Love Chapel Rd

Proposal Length: 1.08 miles

Identified Need

There is a need to provide sidewalk connectivity to Stanfield Elementary School from residential areas.

Recommendation

Add sidewalk to connect residential areas to downtown Stanfield and Stanfield Elementary School extending from N Renee Ford Rd to N Love Chapel Rd.

CTP Goal Analysis

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Local ID: STAN40025-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1200
2045 Volume(vpd):	2800

W Whitley St

From 50ft West of Barfield St to Railroad St

Proposal Length: 0.08 miles

Identified Need

There is a need to provide connectivity between existing sidewalks and improve sidewalk connectivity from 50ft West of Barfield St to Railroad St.

Recommendation

Add sidewalk to connect to existing sidewalks in Norwood extending from 50ft West of Barfield St to Railroad St.

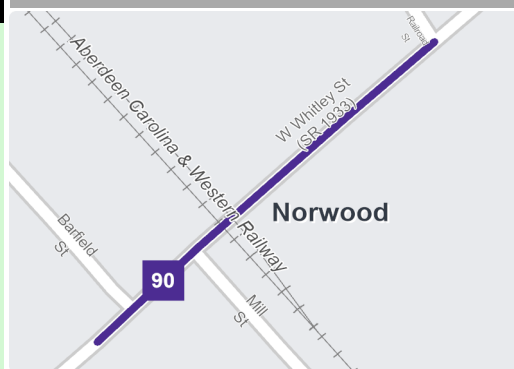
CTP Goal Analysis

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Local ID: STAN40026-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	1100
2045 Volume(vpd):	1600

Woodhurst Ln

From Henson St to Anderson Rd

Proposal Length: 1.46 miles

Identified Need

There is a lack of sidewalk connectivity from residential areas in East Albemarle to Rock Creek Park.

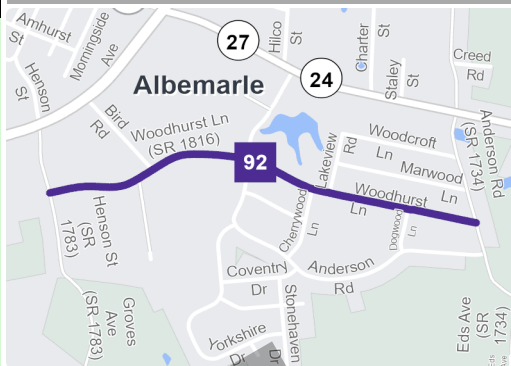
Recommendation

Add sidewalk to connect residential areas in East Albemarle to Rock Creek Park extending from Henson St to Anderson Rd.

CTP Goal Analysis

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Local ID: STAN40027-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	2000
2045 Volume(vpd):	N/A

Anderson Rd (Local Road)

From NC 24 to Woodhurst Ln (SR 1734)

Proposal Length: 0.32 miles

Identified Need

There is currently a lack of sidewalks to connect NC 24/27 to residential area in Southeast Albemarle.

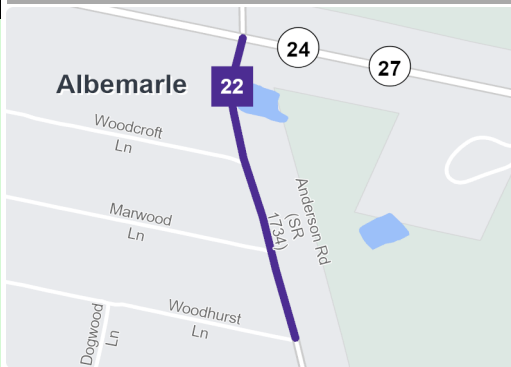
Recommendation

Add sidewalk to connect NC 24/27 and NC 73 to residential areas extending from NC 24 to Woodhurst Ln (SR 1734).

CTP Goal Analysis

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Local ID: STAN50001-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	500
2045 Volume(vpd):	N/A

Azalea Dr (Local Road)

From N Seventh St. to N Ninth St.

Proposal Length: 0.16 miles

Identified Need

There is currently a sidewalk gap to connect downtown Albemarle existing sidewalks to improve connectivity.

Recommendation

Add sidewalk to improve connectivity in downtown Albemarle extending from N Seventh St. to N Ninth St.

CTP Goal Analysis

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Local ID: STAN50002-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Badin Rd (Local Road)

From 200ft SW of East Wood Park Cir to Vickers Store Rd

Proposal Length: 0.25 miles

Identified Need

This recommendation is needed to connect residential areas to existing sidewalks and to improve connectivity to Albemarle Middle School.

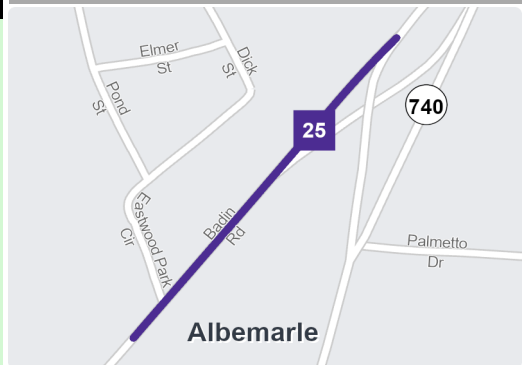
Recommendation

Add sidewalk to connect residential areas to Albemarle Middle School extending from 200ft SW of East Wood Park Cir to Vickers Store Rd.

CTP Goal Analysis

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Local ID: STAN50003-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	2200
2045 Volume(vpd):	N/A

Campbell St (Local Road)

From E Whitley St to Pee Dee Ave

Proposal Length: 0.12 miles

Identified Need

There is currently a sidewalk gap to connect existing sidewalks in Norwood between Whitley St and Pee Dee Ave.

Recommendation

Add sidewalk to improve connectivity in downtown Norwood extending from E Whitley St to Pee Dee Ave.

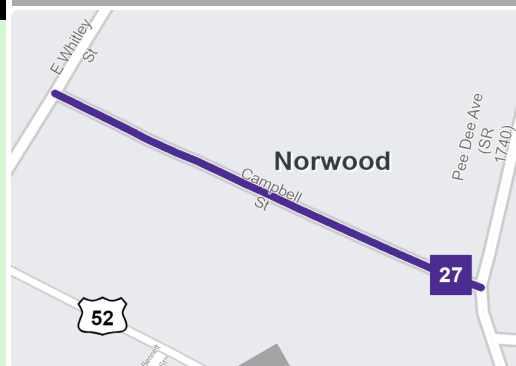
CTP Goal Analysis

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Local ID: STAN50004-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carver St (Local Road)

From Price St to DEAD-END

Proposal Length: 0.24 miles

Identified Need

There is currently a lack of sidewalks to provide connectivity throughout residential areas in Norwood and to a local church.

Recommendation

Add sidewalk to connect residential areas to the local church and businesses extending from Price St to DEAD-END.

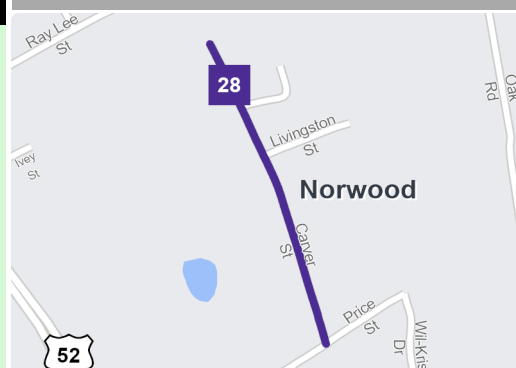
CTP Goal Analysis

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Local ID: STAN50005-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Center St (Local Road)

From E Eighth St to W Fourth St

Proposal Length: 0.28 miles

Identified Need

There is currently a lack of sidewalks to connect downtown Oakboro and residential areas to Oakboro Police Department.

Recommendation

Add sidewalk to connect downtown Oakboro and residential areas to Oakboro Police Department extending from E Eighth St to W Fourth St.

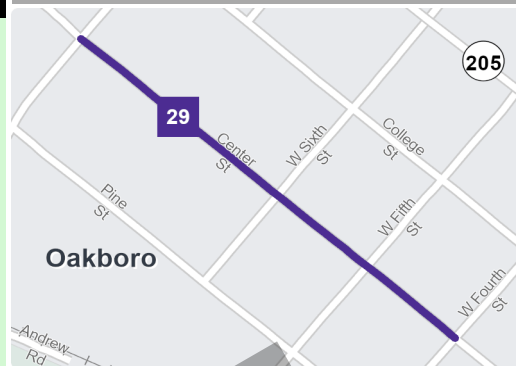
CTP Goal Analysis

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Local ID: STAN50006-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Church St (Local Road)

From NC 24/27 to Morningstar Dr

Proposal Length: 0.23 miles

Identified Need

There is currently a lack of sidewalks to connect existing sidewalks to a local church.

Recommendation

Add sidewalk to connect residential areas and the local churches and businesses extending from NC 24/27 to Morningstar Dr.

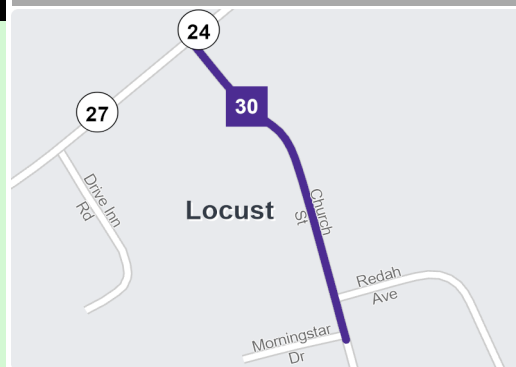
CTP Goal Analysis

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Local ID: STAN50007-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

College St (Local Road)

From 330ft west of US 52 to the DEAD-END

Proposal Length: 0.09 miles

Identified Need

There is a lack of sidewalk connectivity to Norwood community center and to the local park.

Recommendation

Add sidewalk to existing sidewalks to connect downtown Norwood to the local park extending from 330ft west of US 52 to the DEAD-END.

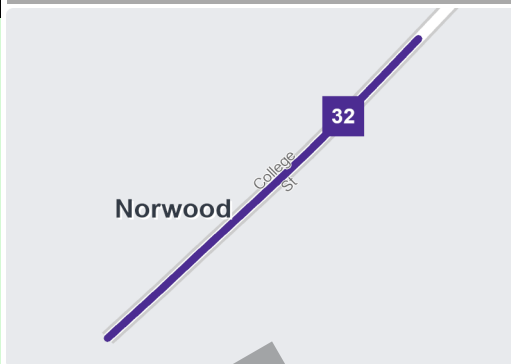
CTP Goal Analysis

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Local ID: STAN50008-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Commerce St (Local Road)

From ~400 ft from Coble Ave to Coble Ave

Proposal Length: 0.1 miles

Identified Need

There is a need to connect existing sidewalks to improve connectivity to the local water treatment plant.

Recommendation

Add sidewalk to connect to improve connectivity to the local water treatment plant extending from ~400 ft from Coble Ave to Coble Ave.

CTP Goal Analysis

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Local ID: STAN50009-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Dewey St (Local Road)

From Lincoln St to Wayne St

Proposal Length: 0.1 miles

Identified Need

There is a need to connect existing sidewalks in residential areas in Badin to improve connectivity to Isiah Westbrook Community Center.

Recommendation

Add sidewalk to connect existing sidewalks and residential areas to downtown Badin and to Isiah Westbrook Community Center extending from Lincoln St to Wayne St.

CTP Goal Analysis

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Local ID: STAN50010-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Cannon Ave (Local Road)

From 100 ft past Park Ln to N Ninth St

Proposal Length: 0.21 miles

Identified Need

There is currently a gap to connect existing sidewalks and improve connectivity downtown Albemarle.

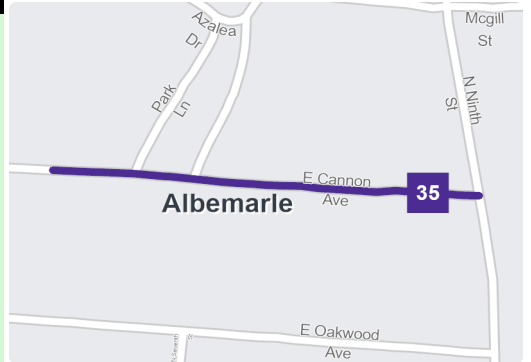
Recommendation

Add sidewalk to connect to downtown Albemarle existing sidewalks extending from 100 ft past Park Ln to N Ninth St.

CTP Goal Analysis

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Local ID: STAN50011-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Fifth St (Local Road)

From Claymon Rd to Mccoys Creek Rd

Proposal Length: 0.85 miles

Identified Need

There is a lack of sidewalk connectivity in downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from Claymon Rd to Mccoys Creek Rd.

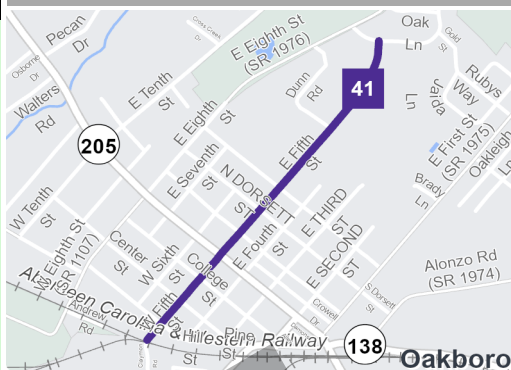
CTP Goal Analysis

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Local ID: STAN50012-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Fourth St (Local Road)

From Kids Club Alley to N Long St

Proposal Length: 0.17 miles

Identified Need

There is a lack of sidewalk connectivity in downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from Kids Club Alley to N Long St.

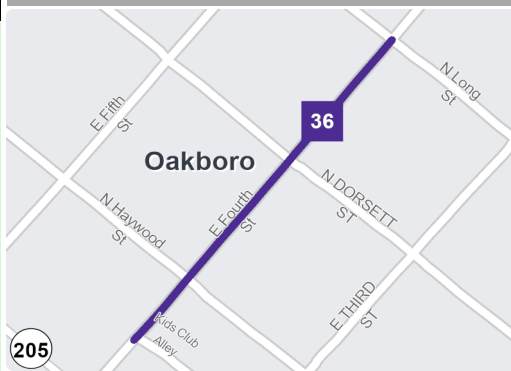
CTP Goal Analysis

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Local ID: STAN50013-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Oakwood Ave (Local Road)

From N Seventh St. to N Ninth St

Proposal Length: 0.15 miles

Identified Need

There is currently a missing segment to connect existing sidewalks in downtown Albemarle to improve connectivity.

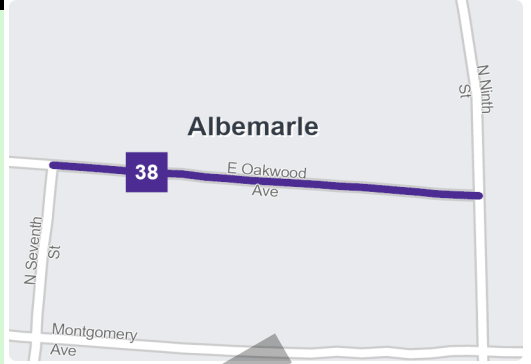
Recommendation

Add sidewalk to improve the connectivity within downtown Albemarle extending from N Seventh St. to N Ninth St.

CTP Goal Analysis

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Local ID: STAN50014-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

E Second St (Local Road)

From NC 205 to DEAD-END

Proposal Length: 0.34 miles

Identified Need

There is a lack of sidewalk connectivity in downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from NC 205 to DEAD-END.

CTP Goal Analysis

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Local ID: STAN50015-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	20
% Trucks:	13.17
ROW (ft):	60
2017 Volume(vpd):	2400
2045 Volume(vpd):	N/A

E Third St (Local Road)

From NC 205 to DEAD-END

Proposal Length: 0.32 miles

Identified Need

There is a lack of sidewalk connectivity in downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from NC 205 to DEAD-END.

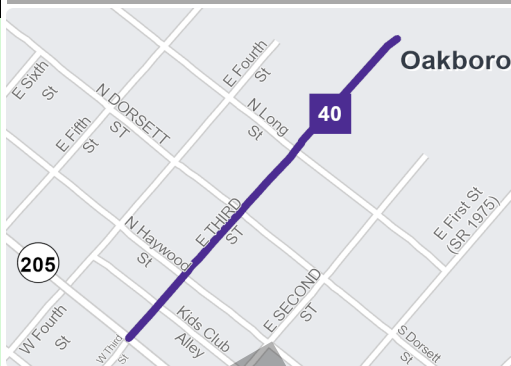
CTP Goal Analysis

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Local ID: STAN50016-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Jackson St (Local Road)

From Wood St to Roosevelt St

Proposal Length: 0.23 miles

Identified Need

There is a need to connect existing sidewalks in residential areas in Badin to a local church.

Recommendation

Add sidewalk to connect existing sidewalks, residential areas, and an area church to downtown Badin extending from Wood St to Roosevelt St.

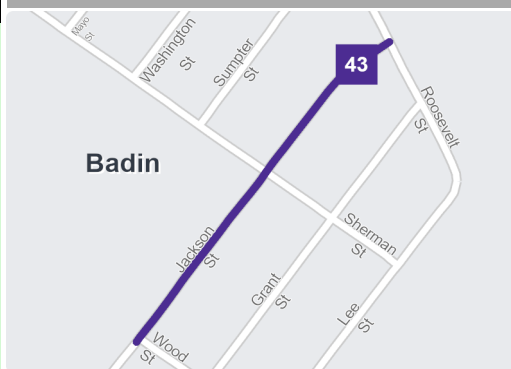
CTP Goal Analysis

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Local ID: STAN50017-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Kingsley Dr/ Poplins Grove Church Rd (Local Road)

From W Main St to W Main St

Proposal Length: 1.72 miles

Identified Need

There is a lack of sidewalk connectivity between residential areas and industrial buildings.

Recommendation

Add sidewalk to connect residential areas to an industrial area in Albemarle extending from W Main St to W Main St.

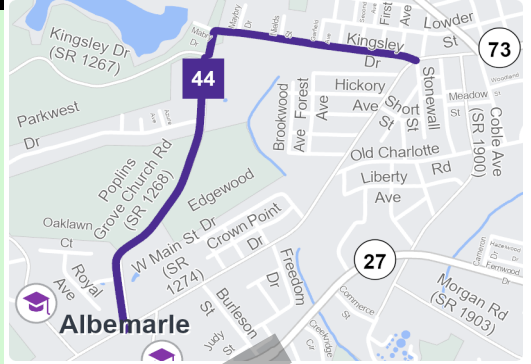
CTP Goal Analysis

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Local ID: STAN50018-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	60
2017 Volume(vpd):	500
2045 Volume(vpd):	600

Lee St/ Roosevelt St (Local Road)

From Grant St to Sherman St

Proposal Length: 0.11 miles

Identified Need

There is a need to connect existing sidewalks in residential areas in Badin to Isiah Westbrook Community Center.

Recommendation

Add sidewalk to connect residential areas to the existing sidewalks in downtown Badin and to Isiah Westbrook Community Center extending from Grant St to Sherman St.

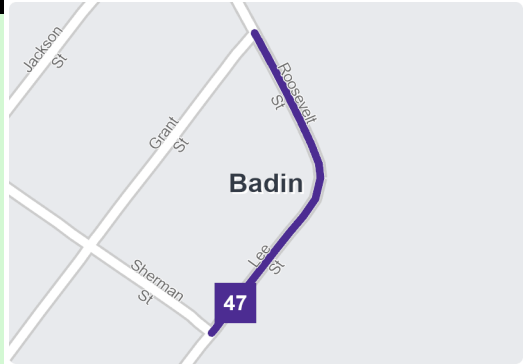
CTP Goal Analysis

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Local ID: STAN50019-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	0
2045 Volume(vpd):	N/A

Lincoln St (Local Road)

From Sherman St to Thomas St

Proposal Length: 0.33 miles

Identified Need

There is a need to connect existing sidewalks in residential areas in Badin and improve connectivity to a local church.

Recommendation

Add sidewalk to connect existing sidewalks and residential areas to downtown Badin and a local church extending from Sherman St to Thomas St.

CTP Goal Analysis

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Local ID: STAN50020-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Montgomery Ave (Local Road)

From Smith St to DEAD-END

Proposal Length: 0.48 miles

Identified Need

This sidewalk is needed to connect to existing sidewalks to improve connectivity in downtown Albemarle.

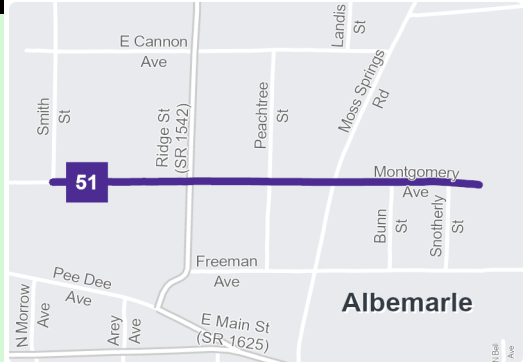
Recommendation

Add sidewalk to connect to existing sidewalks in downtown Albemarle extending from Smith St to end of facility.

CTP Goal Analysis

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Local ID: STAN50021-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Moss Springs Rd (Local Road)

From E Main St to NE Connector

Proposal Length: 0.8 miles

Identified Need

There is a lack of sidewalk to connect residential areas to local businesses eastern Albemarle.

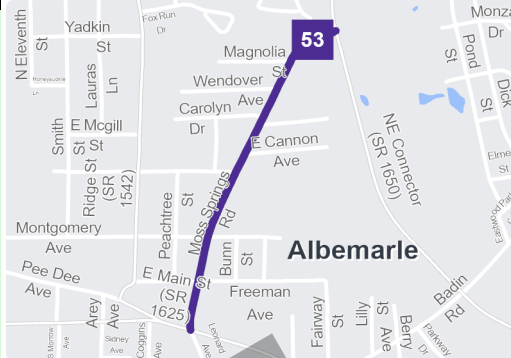
Recommendation

Add sidewalk to connect residential areas to local businesses in eastern Albemarle extending from E Main St to NE Connector.

CTP Goal Analysis

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Local ID: STAN50022-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	0
2045 Volume(vpd):	0

N Haywood St (Local Road)

From E Fifth St to E First St

Proposal Length: 0.29 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

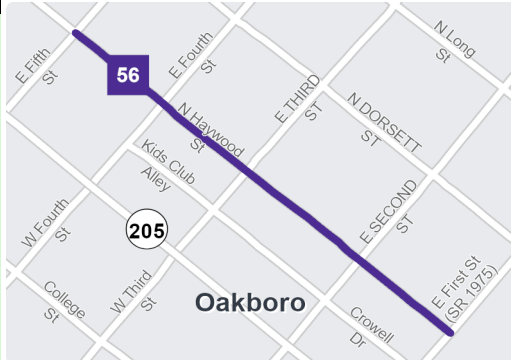
Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from E Fifth St to E First St.

CTP Goal Analysis

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Local ID: STAN50023-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N Long St (Local Road)

From E 7th St to E 1 St. St

Proposal Length: 0.43 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

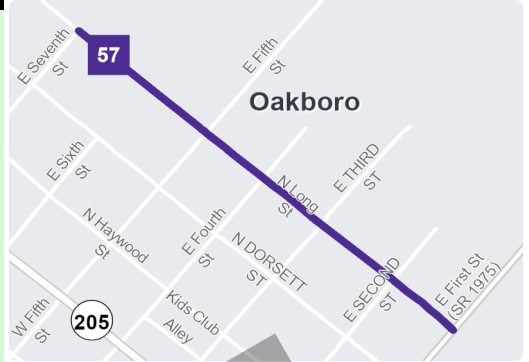
Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from E 7th St to E 1 St. St.

CTP Goal Analysis

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Local ID: STAN50024-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

N/W Turner St (Local Road)

From Anson Ave to 480ft W of Clay Dr

Proposal Length: 0.25 miles

Identified Need

There is a lack of sidewalk connectivity to Norwood community center and local park.

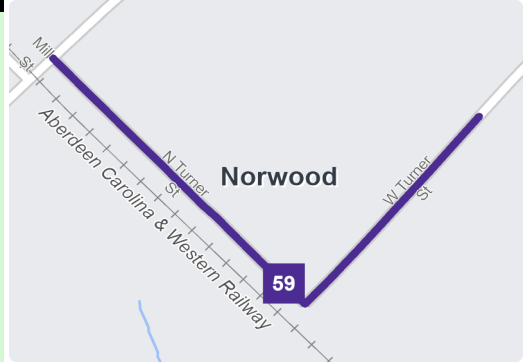
Recommendation

Add sidewalk to connect to Norwood community center and local park extending from Anson Ave to 480ft W of Clay Dr.

CTP Goal Analysis

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Local ID: STAN50025-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data	
Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Old Charlotte Rd (Local Road)

From W Main St to US 52

Proposal Length: 0.76 miles

Identified Need

There are no sidewalks to connect residential areas and a local church to downtown Albemarle.

Recommendation

Add sidewalk to connect residential areas to a local church, training facility, and businesses extending from W Main St to US 52.

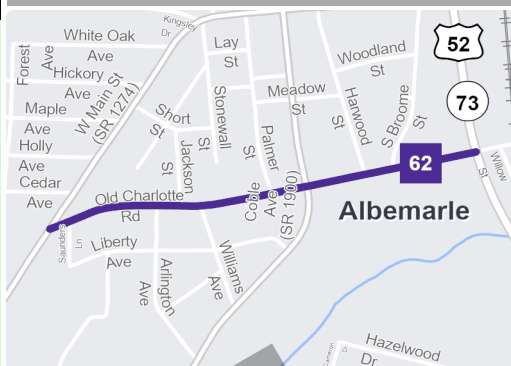
CTP Goal Analysis

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Local ID: STAN50026-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	0
2045 Volume(vpd):	0

Old Hickory Rd (Local Road)

From Meadow Creek Church Rd to DEAD-END

Proposal Length: 0.66 miles

Identified Need

There is a lack of sidewalk connectivity from residences in Locust to Meadow Creek Rd and area businesses.

Recommendation

Add sidewalk to connect residences to Meadow Creek Church Rd and area businesses extending from Meadow Creek Church Rd to DEAD-END.

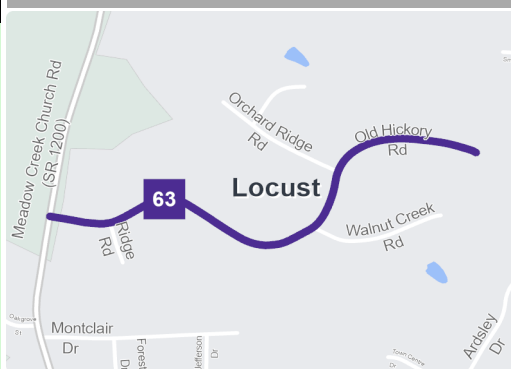
CTP Goal Analysis

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Local ID: STAN50027-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Pine St (Local Road)

From W Eighth St to NC 205

Proposal Length: 0.43 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

Recommendation

Add sidewalk to improve connectivity in downtown Oakboro extending from W Eighth St to NC 205.

CTP Goal Analysis

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Local ID: STAN50028-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Price St (Local Road)

From W Eighth St to NC 205

Proposal Length: 0.15 miles

Identified Need

There are currently a lack of sidewalks to provide connectivity throughout Norwood residential areas and to a local church.

Recommendation

Add sidewalk to connect residential areas to local church and businesses extending from W Eighth St to NC 205.

CTP Goal Analysis

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Local ID: STAN50029-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Ray Lee St (Local Road)

From US 52 to Allenton St

Proposal Length: 0.32 miles

Identified Need

There is currently a sidewalk gap to connect existing sidewalks on Ray Lee St in Norwood between US 52 and Allenton St.

Recommendation

Add sidewalk to connect between US 52 and Allenton St. to connect residential areas and local businesses extending from US 52 to Allenton St.

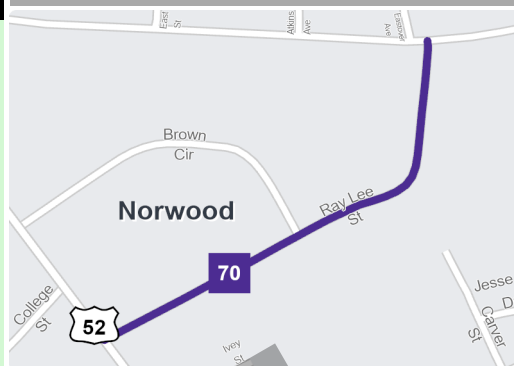
CTP Goal Analysis

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Local ID: STAN50030-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Redah Ave (Local Road)

From Church St to DEAD-END

Proposal Length: 0.76 miles

Identified Need

There is a lack of sidewalk connection to a local church and residential areas in Stanfield.

Recommendation

Add sidewalk to connect existing sidewalks from residential areas and a local church in Standfield extending from Church St to the remainder of Redah Ave.

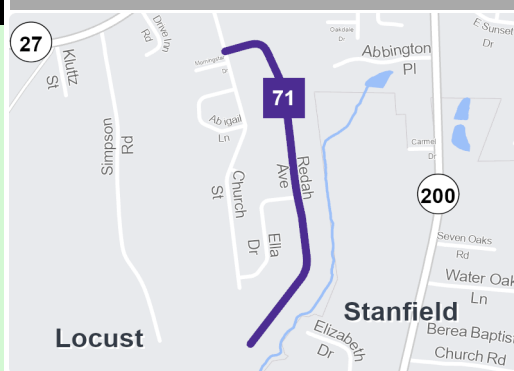
CTP Goal Analysis

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Local ID: STAN50031-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Roosevelt St (Local Road)

From Thomas St. to Sumpster St

Proposal Length: 0.13 miles

Identified Need

There are lack of sidewalks to connect residential areas and the Isiah Westbrook Community Center in Badin.

Recommendation

Add sidewalk to connect existing sidewalks in residential areas to downtown Badin and Isiah Westbrook Community Center extending from Thomas St. to Sumpster St.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to improve the safety, connectivity, and mobility of the bicycle and pedestrian network, enhancing access and comfort for non-motorized users throughout the transportation system.

Local ID: STAN50032-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	25
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	0
2045 Volume(vpd):	N/A

S Dorsett St (Local Road)

From E 7th St to Alonzo Rd

Proposal Length: 0.52 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from E 7th St to Alonzo Rd.

CTP Goal Analysis

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Local ID: STAN50033-P
 Classification: Pedestrian
 Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Simpson Rd (Local Road)

From NC 24/27 to DEAD-END

Proposal Length: 0.68 miles

Identified Need

There is a lack of sidewalk connectivity to residential areas and a local church in Locust.

Recommendation

Add sidewalk to connect residential areas and the local church to businesses extending from NC 24/27 to DEAD-END.

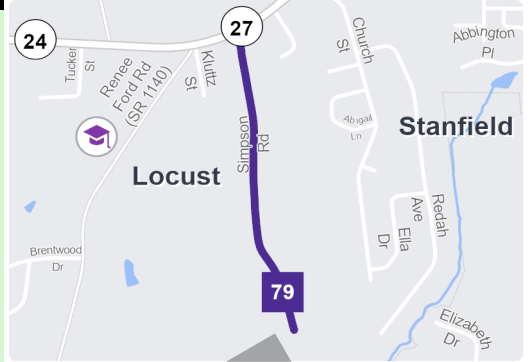
CTP Goal Analysis

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Local ID: STAN50034-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Sixth St (Local Road)

From Pine St to N Dorsett St

Proposal Length: 0.33 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from Pine St to N Dorsett St.

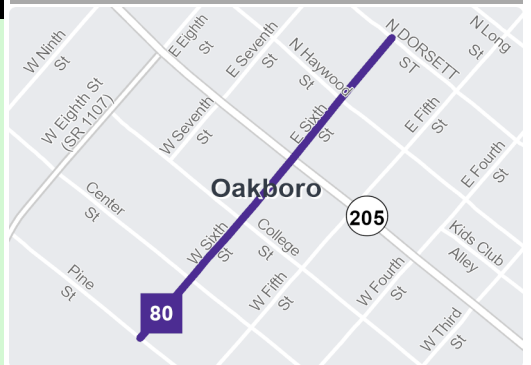
CTP Goal Analysis

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Local ID: STAN50035-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Snuggs St (Local Road)

From Salisbury Ave to US 52

Proposal Length: 0.79 miles

Identified Need

There are lack of sidewalks to provide access to local shopping and dining in north Albemarle.

Recommendation

Add sidewalk to connect residential areas to businesses extending from Salisbury Ave to US 52.

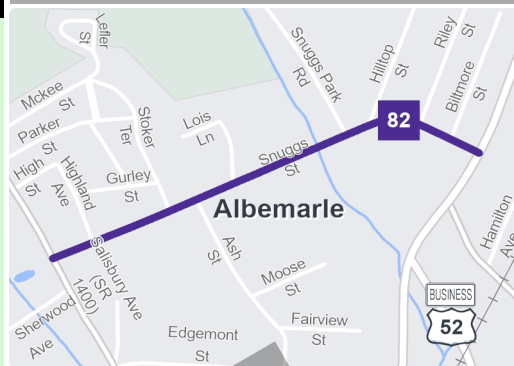
CTP Goal Analysis

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Local ID: STAN50036-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	35
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	0
2045 Volume(vpd):	0

Thomas St (Local Road)

From Lincoln St to Roosevelt St

Proposal Length: 0.13 miles

Identified Need

This sidewalk is needed to connect existing sidewalks in residential areas and a local church in downtown Badin

Recommendation

Add sidewalk to connect residential areas and the local church to downtown Badin extending from Lincoln St to Roosevelt St.

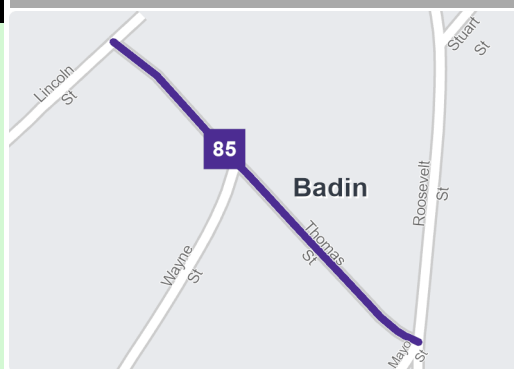
CTP Goal Analysis

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Local ID: STAN50037-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Fourth St (Local Road)

From Center St to NC 205

Proposal Length: 0.14 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from Center St to NC 205.

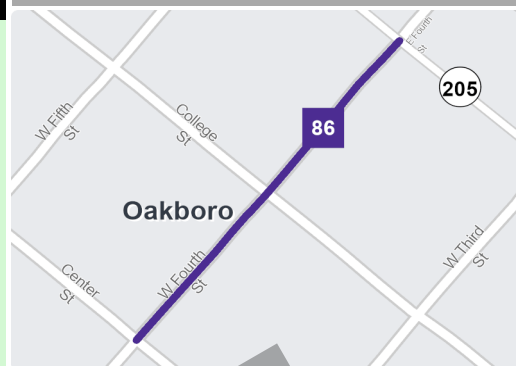
CTP Goal Analysis

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Local ID: STAN50038-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

W Seventh St (Local Road)

From College St to NC 205

Proposal Length: 0.07 miles

Identified Need

There is a lack of sidewalk connectivity within downtown Oakboro.

Recommendation

Add sidewalk to improve the connectivity within downtown Oakboro extending from College St to NC 205.

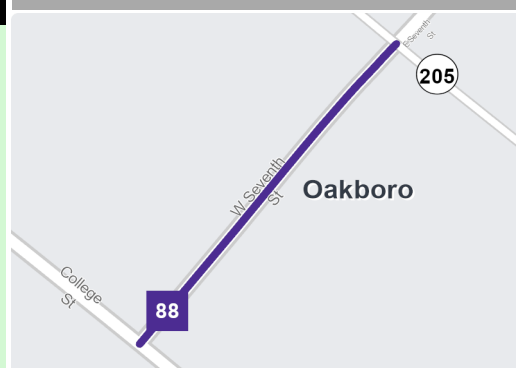
CTP Goal Analysis

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Local ID: STAN50039-P

Classification: Pedestrian

Location: Within Right of Way



Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Wood St (Local Road)

From Grant St to Lee St

Proposal Length: 0.05 miles

Local ID: STAN50040-P

Classification: Pedestrian

Location: Within Right of Way

Identified Need

There is a need to connect existing sidewalks on Wood St in residential areas in Badin to improve connectivity between Grant St and Lee St.

Recommendation

Add sidewalk to connect existing sidewalks and residential areas to downtown Badin extending from Grant St to Lee St.

CTP Goal Analysis

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Existing Road Data

Facility Type:	Minor Thoroughfare
Travel Lanes:	2
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

DRAFT

Charleston Place Trail

Delancy St to Foxworth Dr

Proposal Length: 0.63 miles

Identified Need

There is a need to improve the existing dirt trail to connect the Charleston Place neighborhood to NC 200 in Locust.

Recommendation

A multiuse path is recommended to improve connectivity to the Charleston Place residential area.

CTP Goal Analysis

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Local ID: STAN00001-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Cabarrus County Boundary to Bell Ave

Proposal Length: 1.88 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity within Locust from the Cabarrus County Boundary to Bell Ave.

Recommendation

Construct a multiuse path to provide multimodal connectivity within Locust.

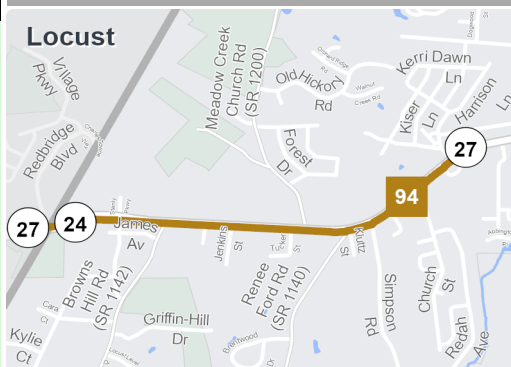
CTP Goal Analysis

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Local ID: STAN00002-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From NC 24/27 to Park Rd

Proposal Length: 2.24 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity within Locust from NC 24/27 to Park Rd.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Locust to Stanfield.

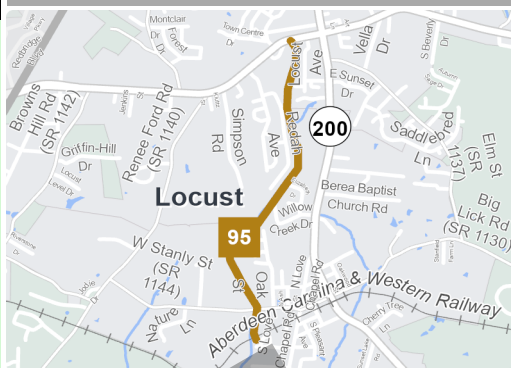
CTP Goal Analysis

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Local ID: STAN00003-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Park Rd to NC 742

Proposal Length: 6.68 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Stanfield and Oakboro from Park Rd to NC 742.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Stanfield to Oakboro.

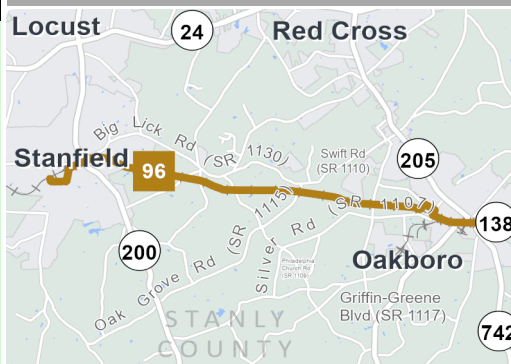
CTP Goal Analysis

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Local ID: STAN00004-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From NC 742 to Stanly School Rd

Proposal Length: 11.67 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Oakboro and Norwood from NC 742 to Stanly School Rd

Recommendation

Construct a multiuse path to provide multimodal connectivity from Oakboro to Norwood.

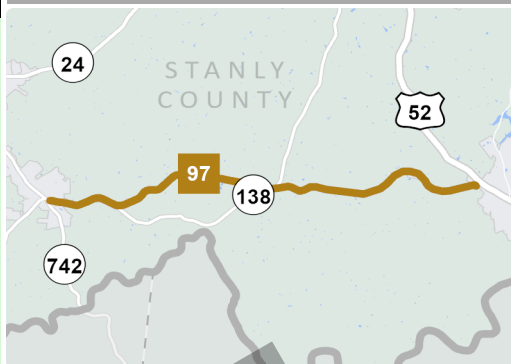
CTP Goal Analysis

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Local ID: STAN00005-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Stanly School Rd to Montgomery County Boundary

Proposal Length: 7.67 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity within Norwood from Stanly School Rd to the Montgomery County Boundary.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Norwood to southeastern Anson County.

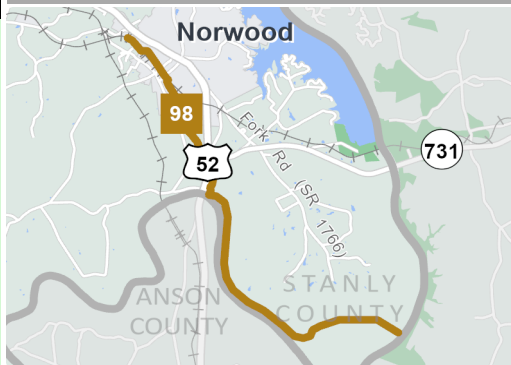
CTP Goal Analysis

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Local ID: STAN00006-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Stanly School Rd to NC 740

Proposal Length: 12.01 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Norwood and Albemarle from Stanly School Rd to NC 740.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Norwood to Albemarle.

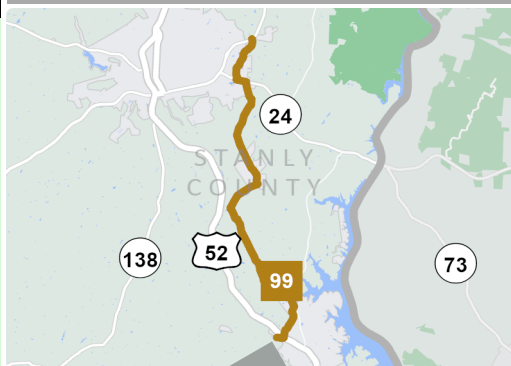
CTP Goal Analysis

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Local ID: STAN00007-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Vickers Store Rd To Morrow Mountain State Park

Proposal Length: 5.87 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Albemarle and Badin from Vickers Store Rd to Morrow Mountain State Park.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Albemarle to Morrow Mountain State Park.

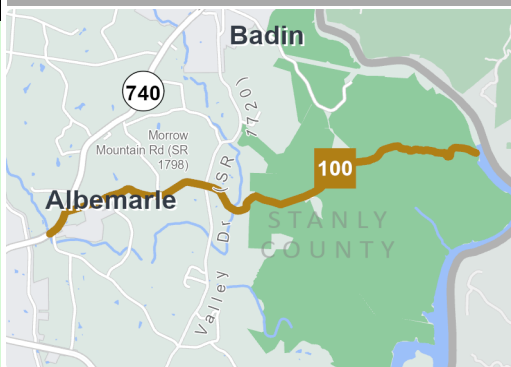
CTP Goal Analysis

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Local ID: STAN00008-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From NC 740 to US 52

Proposal Length: 13.47 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Badin and New London from NC 740 to US 52

Recommendation

Construct a multiuse path to provide multimodal connectivity from Morrow Mountain State Park to Badin.

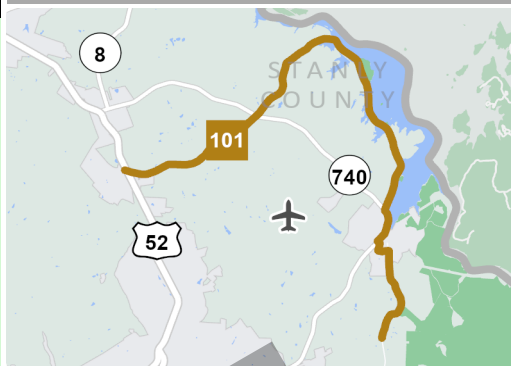
CTP Goal Analysis

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Local ID: STAN00009-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From NC 740 to US 52

Proposal Length: 3.76 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity within Albemarle from NC 740 to US 52.

Recommendation

Construct a multiuse path to provide multimodal connectivity within Albemarle.

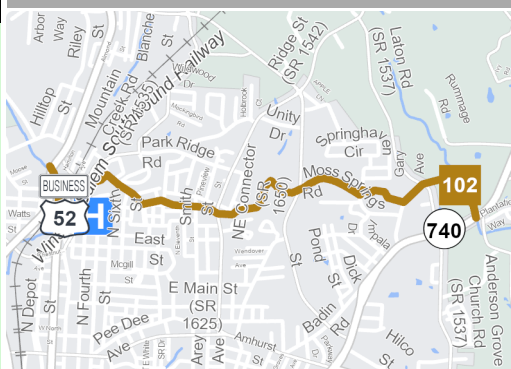
CTP Goal Analysis

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Local ID: STAN00010-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Cabarrus County Boundary to US 52

Proposal Length: 15.38 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity from the Cabarrus County Boundary to US 52.

Recommendation

Construct a multiuse path to provide multimodal connectivity from the Cabarrus County Boundary to downtown Albemarle.

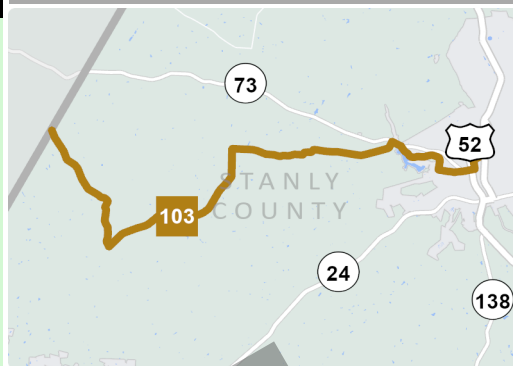
CTP Goal Analysis

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Local ID: STAN00011-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Long Creek to Salisbury Ave

Proposal Length: 1.47 miles

Identified Need

There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity within Albemarle from NC 73 to Salisbury Ave.

Recommendation

Construct a multiuse path to provide multimodal connectivity within Albemarle from Long Creek to Salisbury Ave.

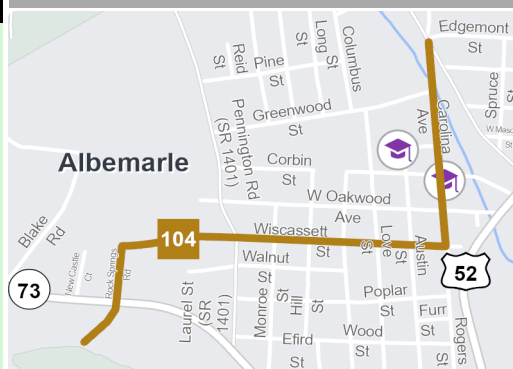
CTP Goal Analysis

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Local ID: STAN00012-M

Classification: Multiuse Path

Location: Outside of Right of Way



Existing Road Data

Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

Carolina Thread Trail

From Cabarrus County Boundary to US 52 BUS

Proposal Length: 20.72 miles

Local ID: STAN00013-M

Classification: Multiuse Path

Location: Outside of Right of Way

Identified Need

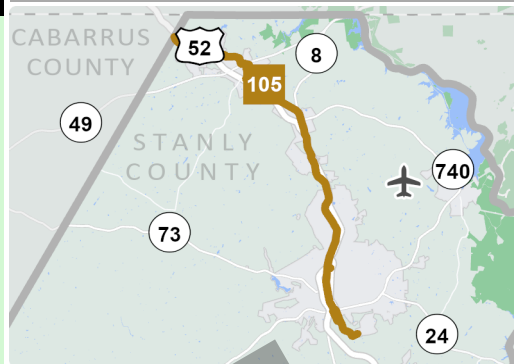
There is a need to provide multimodal connectivity throughout all Stanly County municipalities and key points of interest as a part of the larger Carolina Thread Trail, including connectivity between Misenhiemer and Albemarle from the Cabarrus County Boundary to US 52 BUS.

Recommendation

Construct a multiuse path to provide multimodal connectivity from Misenhiemer to Albemarle.

CTP Goal Analysis

The aim of the Stanly County CTP is to preserve and promote the quality of life and economic vitality of Stanly County and all its municipalities. This will be accomplished by providing an accessible, integrated, efficient, safe, and environmentally responsible multi-modal transportation system. This recommendation aims to enhance safety, connectivity, and accessibility for users of all modes on shared-use paths between Misenhiemer and Albemarle, while supporting both recreational and transportation purposes.



Existing Road Data	
Facility Type:	N/A
Travel Lanes:	N/A
Speed Limit (mph):	N/A
% Trucks:	N/A
ROW (ft):	N/A
2017 Volume(vpd):	N/A
2045 Volume(vpd):	N/A

DRAFT

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

- **Local ID:** If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
 - **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
 - **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
 - **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
 - **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2018 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.
 - **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems level analysis. The '2055 Volume E+C' is an estimate of the volume in 2055 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2026 – 2035 Transportation Improvement Program (TIP). The '2055 Volume with CTP' is an estimate of the volume in 2055 with all proposed CTP improvements assumed to be in place. The '2055 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Appendix.
 - **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.
- *Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies for more information.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps. Abbreviations are F= freeway, E= expressway, B=boulevard, MJM= multi-lane major thoroughfare, MJ2= Two-lane major thoroughfare, MN=minor thoroughfare.
 - **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

Page Reserved for Inventory Tables

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APPROVALS/RESOLUTIONS

The following pages contain copies of adoption resolutions of the XXXX CTP.

NC State Statute 136-66.2 requires that “After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO”.

[If there is any additional discussion or details, please add it here. Insert table listing out adoptions and their dates from the core document.]

[Insert Resolutions received]

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CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

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

1-877-DOT-4YOU (1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

Secretary of Transportation

1501 Mail Service Center

(919) 707-2800 Raleigh, NC 27699-1501

Board of Transportation Member

1578 Mail Service Center

(704) 331-3596 Raleigh, NC 27699-1578

bot-tlathrop1@ncdot.gov

Highway Division Engineer

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

716 W Main St.

(704) 983-4400 Albemarle, 28001

Division Construction Engineer

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

615 Concord R. (NC 73)

(704) 983-4380 Albemarle, 28001

Division Traffic Engineer

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

(704) 983-4400 Albemarle, 28001

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

913 Coble Avenue

(704) 244-8300 Albemarle, 28001

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

615 Concord Rd. (NC 73)

(704) 983-4360 Albemarle, 28001

Transportation Planning Division (TPD)

Contact the Transportation Planning Division for information on long-range multi-modal planning services.

1554 Mail Service Center (919) 733-4705

Raleigh, NC 27699-1554 <http://www.ncdot.gov/doh/preconstruct/tpb/>

Rocky River Rural Planning Organization (RPO)

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

125 Bonnie Lane

828-586-1962 Sylva, NC 28779

<http://www.regiona.org/>

Division of Planning and Programming

Contact the Division of Planning and Programming for information concerning Roadway Official Corridor Maps, Feasibility Studies, and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534

(919) 707-4743

<http://www.ncdot.org/planning/development/>

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553

(919) 707-4700

<http://www.bytrain.org/>

Integrated Mobility Division

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

1552 Mail Service Center Raleigh, NC 27699-1552

(919) 707-2600

<https://www.ncdot.gov/divisions/integrated-mobility/Pages/default.aspx>

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center Raleigh, NC 27699-1565

(919) 733-4362

http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center Raleigh, NC 27699-1584

(919) 707-6200

<https://connect.ncdot.gov/projects/Roadway/Pages/default.aspx>

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

<http://www.nccommerce.com/en/CommunityServices/>

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

- [Acronyms and Definitions](#)
- [Additional Plans and Studies](#)
- [Facility Type and Level of Service](#)
- [Typical Sections](#)

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ACRONYMS

AADT - Average Annual Daily Traffic

AADTT - Average Annual Daily Truck Traffic

ACS - American Community Survey

ADT - Average Daily Traffic

AGR - Annual Growth Rate

BLS - Bureau of Labor Statistics

BOT - Board of Transportation

CIA - Community Impact Assessment

CMAQ - Congestion Mitigation & Air Quality

COE - Army Corps of Engineers

COG - Council of Government

CUR - Community Understanding Report

DAQ - Division of Air Quality

DOT - Department of Transportation

DWQ - Division of Water Quality

FHWA - Federal Highway Administration

FY - Fiscal Year begins July 1st

GIS - Global Positioning System

G&O - Goals and Objectives

HOV - High Occupancy Vehicle

IAG - Interagency Agreement

IMD - Integrated Mobility Division

IPD - Integrated Project Delivery

LEP - Limited English Proficiency

LOS - Level of Service

LPA - Lead Planning Agency

LPO - Local Planning Organization

LEDPA - Least Environmentally Damaging Practical Alternative

LRTP - Long-Range Transportation Plan

MPO - Metropolitan Planning Organization

MSTA - Municipal School Transportation Assistance

NCDOT - North Carolina Department of Transportation

NEPA - National Environmental Policy Act

OSBM - Office of State Budget and Management

PAB - Planning Area Boundary

PDE - Project Development Engineer

PDEA - Project Development and Environmental Analysis

PE - Project Engineer

PHFS - Primary Highway Freight System

PI - Public Involvement

PIP - Public Involvement Plan

RPO - Rural Planning Organization

ROW - Right of Way

SEPA - State Environmental Policy Act for North Carolina

STC - Strategic Transportation Corridors

STIP - Statewide Transportation Improvement Program

TAZ - Transportation Analysis Zone

TDM - Travel Demand Model

TIP - Transportation Improvement Program

TPD - Transportation Planning Division

VPD - Vehicles Per Day

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf

GENERAL DEFINITIONS

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a “star” ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, it is listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. ‘A’, ‘B’, or ‘C’) are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates the positive outcomes that are intended.
Typical Section Options	Typical Sections are the selected “cross-sections” in long range planning that satisfy the purpose and “Identified need” for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.
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Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes witha continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have twoto three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.
Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.

Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12’ wide lanes and 2’ shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail	
Urban Fixed Bus Corridors	<p>Transit services in urban areas that can provide local service.</p> <ul style="list-style-type: none"> • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	<p>Transit services in rural areas that can provide local service.</p> <ul style="list-style-type: none"> • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	<p>Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.</p> <ul style="list-style-type: none"> • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulder is a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic by an open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following plans for areas within the county that were incorporated as a part of this plan is listed below and may be viewed on the web. Refer to them for detailed descriptions of recommendations that were not documented as a part of this report.

2012 Stanly County Comprehensive Transportation Plan

The previous Stanly County CTP was used to help inform projects and how conditions have changed.

Recommendations made in the previous CTP were revisited as a part of the current one.

https://connect.ncdot.gov/projects/planning/TPBCTP/Stanly%20County/StanlyCo_Report.pdf

Stanly 2040 Comprehensive Land Use Plan (2022)

The land use plan used for Stanly County that shows the county's vision and land use.

<https://stanly-county-comprehensive-land-use-plan-centralina.hub.arcgis.com>

Albemarle Land use Plan 2028 (2009)

The land use plan for the city of Albemarle that shows their growth and vision.

<https://www.albemarlenc.gov/home/showpublisheddocument/3969/637407760531100000>

Carolina Thread Trail (2010)

The plan for the Carolina Thread Trail; a trail that connects communities and towns. This plan is regarding Stanly County's portion of the Carolina Thread Trail.

https://www.carolinathreadtrail.org/wp-content/uploads/2018/05/Stanly_County_Master_Plan.pdf

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FACILITY TYPE AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding. Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

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Summary of Facilities



- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45~60 mph



- Limited/Partial/No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30~55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25~55 mph



- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph



NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class Criteria	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, Low/Moderate to High Access	Moderate to Low Mobility, Low/Moderate to High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	30 mph to 55 mph	25 mph to 55 mph	25 mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	Limited or Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways	Not Allowed	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> ○ <u>Limited Control of Access</u> - Not Allowed ○ <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; With or without Median; Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets;	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	Primarily At-Grade Intersections	Primarily At-Grade Intersections

TYPICAL SECTIONS

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions

For a full list of typical sections, go to the link below:

<https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf>

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