

STANLY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



JUNE 2026

ACKNOWLEDGEMENTS

Thank you to the hundreds of residents, business owners, community leaders, special interest groups, and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan reviews.

PREPARED BY

NCDOT Transportation Planning Division

Temilope Animashaun, Project Engineer

Roger Castillo, PE, Project Manager

John A Bailey, CPM, Western Piedmont Planning Group Supervisor

Alena Cook, PE, CPM, Planning Unit Head

Alpesh Patel, Director

SPECIAL ASSISTANCE BY

Lee Snuggs, Rocky River Rural Planning Organization Coordinator

Jerome Scott Miller, Division 10 Corridor Planning Engineer

Theo Ghitea, Division 10 Planning Engineer

IN COOPERATION WITH

Stanly County

Albemarle

Locust

Badin

Misenheimer

New London

Norwood

Oakboro

Red Cross

Richfield

Stanfield

Rocky River Rural Planning Organization

STEERING COMMITTEE MEMBERS

Anita Blair, Town Clerk-Misenheimer

Bailey Cline, Planner-Stanly County

Bridgette Helms, Town Administrator-Stanfield

Candice Lowder, EDC Director-Economic Development

Carolyn Capps, Town Administrator-Richfield

Charles Robinson, Excite Bikes-Bicycling Community

Chris Lambert, CVB Director-Tourism

Dr. John Enamait, President-Stanly Community College

Garry Lewis, Minority Health Council Minority and LEP

Georgia Harvey, Town Administrator -Oakboro

Gus Vanegas, Director, NCWorks-Workforce/Lower Income Adv.

Jay Almond, Town Administrator-Badin

Jeff Davidson, Superintendent-Morrow Mountain State Park

Kevin Robinson, Planning Director-Albemarle

Melissa Smith, Community Engagement-Stanly County Schools

Michael Roark, Stanly County EMS Director-Emergency Services

Mike Efird, Town Planner-Red Cross

Molly Alexi, Ag. Extension Director-Agriculture/Forestry

Pamela Sullivan, Director, Stanly Co. Sr. Center-Senior Citizens

Randy Shank, Airport Director-Stanly County Airport

Ray Allen, Town Administrator-Norwood

Scott Efird, Planning Director -Locust

Steve Dutton, Stanly Co. Umbrella Services-Transit Provider

Susan Almond, Town Administrator-New London

Tammy Albertson, Director, Stanly Co. Partnership for Children

Tonya Judge, Alumni and Comm. Engagement-Pfeiffer University

Travis Morehead, Director, Three Rivers Land Conser-Environmental Community

TABLE OF CONTENTS

Executive Summary..... 1

Chapter 1 – Introductions and Overview.....3

Purpose and Overview3

Vision 4

Study Goals and Objective.....5

CTP Process Summary5

State, Federal Policies and Plans..... 6

Local Policies and Plans 6

Chapter 2 – Existing and Future Conditions 8

Public Involvement Summary 9

Community Demographic/Land Use Trends.....11

Transportation Network Summary.....11

Highway Analysis Summary13

Bicycle and Pedestrian Analysis Summary15

Public Transportation Analysis Summary16

Airports.....18

Goods Movement/Freight.....18

Chapter 3 – CTP Project Proposals 20

NCDOT Project Delivery Process21

CTP Maps 22

CTP Project Recommendations List.....22

CTP Approvals.....72

Other Community Interests..... 73

[Click here to view Appendix](#)

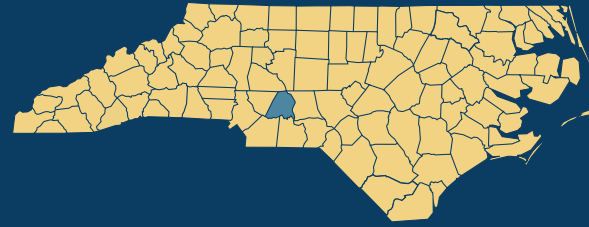
EXECUTIVE SUMMARY

In 2024 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Stanly County and its municipalities, and the Rocky River Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Stanly County.

The Stanly County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 30-year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, and bicycle/pedestrian. The impact of other modes of travel, such as airports, plays significant roles in moving people and freight in North Carolina and in the CTP.

The Stanly County CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, YEAR.

This plan does not cover routine maintenance or minor operations issues. Refer to the [Contact Information Appendix](#) for contact information on these types of issues.



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 the Stanly County CTP Steering Committee

PLAN GOALS

- 🎯 Preserve, protect, and enhance the natural and human environment.
- 🎯 Improve the safety, connectivity, and mobility of the transportation system for people, freight and all modes of transportation in and through the region.
- 🎯 Maintain and enhance the quality and performance of the transportation system in Stanly County through efficient congestion management and operations techniques.
- 🎯 Promote and enhance connectivity and mobility throughout Stanly County and the surrounding region and metropolitan areas.
- 🎯 Improve the security of the transportation system in Stanly County for all modes and users.
- 🎯 Encourage preservation of scenic views and rural characters.
- 🎯 Provide an adequate transportation network and infrastructure for the agricultural industry.

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:



Safety, Modern Roads, and Transit ranked as the top three priorities, based on average priority scores (lower values indicate higher importance).

Driveway Access received low priority.

Cars and pedestrian issues generated the highest number of concerns, with 318 related to cars and 77 to pedestrian safety and infrastructure, highlighting a strong community focus on both driving and walkability.

See [Chapter 2](#) for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Stanly County CTP. They are not listed in any priority order and more information can be found in [Chapter 3](#) and in [CTP Projects Appendix](#).

Albemarle Bypass

Connect existing and future roads to help relieve congestion in and around Albemarle.

Norwood Bypass

Adding a new road to help relieve congestion and truck traffic from Norwood portion of U.S. 52.

N.C. 24/27 (Locust)

Perform access management improvements to improve mobility throughout the corridor to create safe and efficient movement of people and goods.

N.C. 24/27 (Albemarle)

Construct a concrete median to complete the prior improvement in Albemarle on N.C. 24/27.

Carolina Thread Trail

Paving / connecting trails to have better mobility throughout the county for pedestrians/bicycles.

PROJECT SHEETS

There are 134 Project Sheets that feature individual project maps and recommendation details in the [CTP Projects Appendix](#).

APPROVALS

☑ This information will be added after mutual adoption.

Chapter ONE

Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina’s multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs and solutions to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT and the Rocky River Rural Planning Organization, and local planning partners with the support of Stanly County CTP Steering Committee.

The CTP supports the community’s adopted vision and goals by integrating land use and transportation planning. This should be used by local officials to ensure that planned transportation facilities reflect the needs of the public while minimizing the disruption to local residents, businesses and environmental resources. The CTP process is designed to provide useful information into the project development process.

When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process, local staff, and officials to help identify how residents in an area would like to develop the transportation system.

“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 the Stanly County CTP Steering Committee*

The Vision Statement was developed from the Comprehensive Plans and Land Use plans from each county and municipality. The Vision Statement guided the development of the CTP and was used to establish identified needs, deficiencies, and evaluate the project recommendation.

STUDY GOALS AND OBJECTIVES



PRESERVE, PROTECT, AND ENHANCE THE NATURAL AND HUMAN ENVIRONMENT.
Identify and avoid environmentally sensitive areas (e.g., wetlands, floodplains, historic sites) during project planning.



IMPROVE THE SAFETY, CONNECTIVITY, AND MOBILITY OF THE TRANSPORTATION SYSTEM FOR PEOPLE, FREIGHT, AND ALL MODES OF TRANSPORTATION IN AND THROUGH THE REGION.
Reduce the rate of crashes (fatal and serious injury).



MAINTAIN AND ENHANCE THE QUALITY AND PERFORMANCE OF THE TRANSPORTATION SYSTEM IN STANLY COUNTY THROUGH EFFICIENT CONGESTION MANAGEMENT AND OPERATIONS TECHNIQUES.
Use traffic data to optimize incident response and travel time reliability.



PROMOTE AND ENHANCE CONNECTIVITY AND MOBILITY THROUGHOUT STANLY COUNTY AND THE SURROUNDING REGION AND METROPOLITAN AREAS.
Integrate local and regional bike/pedestrian networks into a unified connectivity plan.



ENCOURAGE PRESERVATION OF SCENIC VIEWS AND RURAL CHARACTERS.
Establish design guidelines to preserve rural aesthetics and minimize visual impacts of transportation projects.



PROVIDE AN ADEQUATE TRANSPORTATION NETWORK AND INFRASTRUCTURE FOR THE AGRICULTURAL INDUSTRY.
Coordinate with farm operators and logistics partners to prioritize transportation projects supporting agricultural exports.

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through public input meetings, committee meetings, and an online input survey. The overall process and timeline are summarized in the graphic below:

WINTER 2024
Began analyzing existing conditions and initiated committee meetings.

SPRING 2024
Continued public outreach, reviewed existing conditions, and reviewed Community Understanding Report.

SUMMER/FALL 2024
Launched Goals and Objectives Survey, reviewed existing conditions, and reviewed survey results.

WINTER 2024/2025
Reviewed traffic volume and capacity maps for the base year and future year; Identified transportation network deficiencies.

SPRING/SUMMER 2025
Developed and discussed Draft CTP Recommendations.

WINTER 2026
Review Draft Recommendations at Public Involvement meetings.

WINTER/SPRING 2026
Local CTP Adoptions, RPO Endorsement, Board of Transportation Adoption.

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Stanly County CTP. See the [Appendices](#) for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

- [Complete Streets](#)
- [Multimodal Statewide Freight Plan](#)
- [N.C. Planning Facility Type](#)
- [N.C. General Statute 136-66.2](#)
- [N.C. Moves 2050 Plan](#)
- [Statewide Logistics Plan](#)
- [Strategic Transportation Corridors](#)
- [Strategic Transportation Investments](#)
- [Title VI in Public Involvement](#)

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Stanly County CTP. Please click on any item in the following list for more information:

- [Albemarle Land Use Plan 2028 \(2009\)](#)
- [Badin Comprehensive Land Use Plan \(2021\)](#)
- [Stanly 2040 Comprehensive Land Use Plan \(2022\)](#)
- [Albemarle Bike Plan \(2010\)](#)
- [North Stanly, NC Bicycle & Pedestrian Plan \(2018\)](#)
- [Carolina Thread Trail \(2008\)](#)
- [City of Albemarle Comprehensive Bicycle Plan \(2010\)](#)
- [Central Park NC Regional Bike Plan \(2014\)](#)

THIS PLAN FEATURES:

- A thorough analysis of current and future projected conditions, and public feedback regarding various modes of transportation
- Supporting documentation of the plan, study process, and recommendations
- A list of recommendations
- A recommended comprehensive transportation network for Stanly County

Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Stanly County CTP with consideration of public involvement.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations and roadway characteristics are key components in the analysis.

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.

PUBLIC, COMMUNITY, AND STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Stanly County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in the [Public/Community Involvement Appendix](#).

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Stanly County Steering Committee and the Rocky River Planning Organization. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarized local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in [Community Understanding Appendix](#).

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. More information can be found in the [Community Understanding Appendix](#).

The steering committee was involved during the process using:

- Committee meetings
- E-mail and phone
- Surveys

The public was involved using:

- Study website
- Surveys (English and Spanish, online, paper)
- Coverage in local newspapers
- Public Meetings
- Draft and final plan presentations

More information can be found in the [Public Involvement/Community Appendix](#).

WHAT WE HEARD



Highway

- Repeated concerns about four way stops causing congestion and confusion.
- Narrow roads and requests are to widen U.S. 52, N.C. 24/27, N.C. 49, and N.C. 73 to four lanes.
- Roundabouts - some comments supporting their installation while others advise against



Bicycle

- Need wider roads and dedicated bike lanes.
- Lack of safe and enjoyable bike paths.
- Safe bike paths to the local parks are needed.



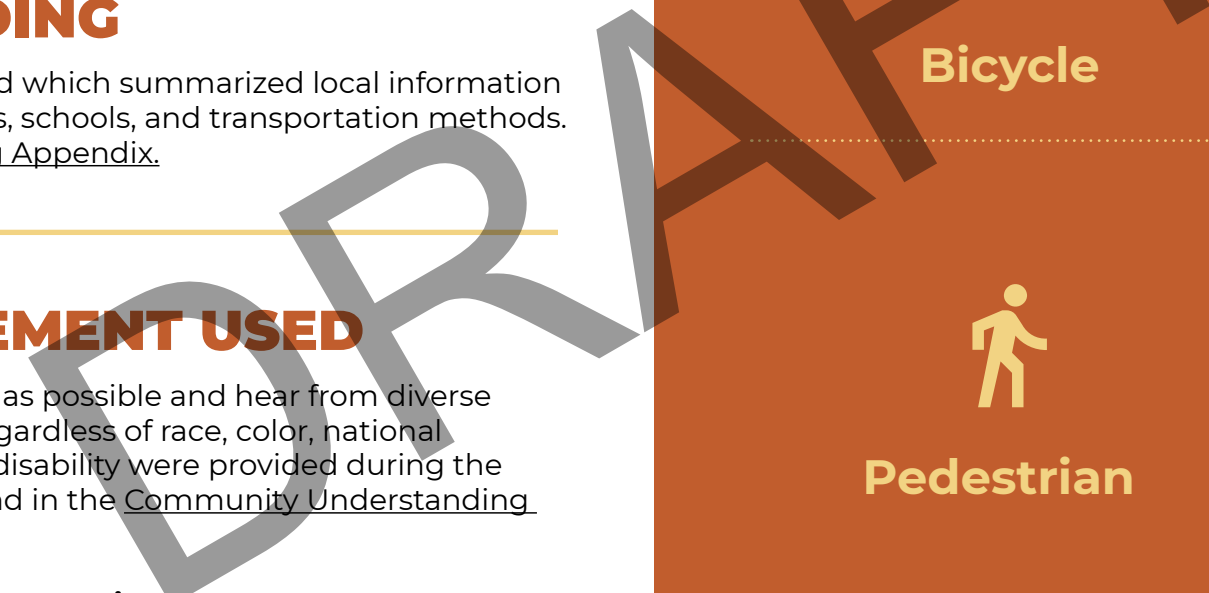
Pedestrian

- Unsafe walking conditions, blocked sidewalks, and poor visibility.
- Request for the completion of the sidewalk from Pfeiffer University to Richfield.
- Requested sidewalks along Hwy 200, Sunset Lake Road, and connecting neighborhoods on Elm Street.



Public Transportation

- 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.



COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2022 to 2055. Growth in Stanly County is expected to occur in Albemarle and Locust along the N.C. 24/27 corridor.

STANLY COUNTY	
2022 POPULATION	64,153
2055 PROJECTED POPULATION	99,275
2022 EMPLOYMENT	28,739
2055 PROJECTED EMPLOYMENT	38,602

More information can be found in [Socioeconomic Data Forecast and methodology Appendix](#) about the methodology that was used to project the population and employment to 2055.

The socioeconomic data was endorsed by the Stanly County Commissioners on September 3rd, 2024.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The Stanly County 2040 Comprehensive Land Use plan, adopted in 2022, meets that requirement.

TRANSPORTATION NETWORK SUMMARY

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.

The following table shows specific highlights, and not a comprehensive list, of the transportation network. More details can be found elsewhere in this chapter.

Primary North-South	U.S. 52, N.C. 138, N.C. 200W
Primary East-West	N.C. 24/27, N.C. 49, N.C. 73,
Strategic Transportation Corridors	N.C. 49
Public Transportation Services (Demand Response)	SCUSA (Stanly County Umbrella Services Agency)
Fixed Route Bus	N/A
General Aviation Airports	Stanly County Airport
Park and Ride Lots	N/A
Freight Railroads	Aberdeen, Winston-Salem Southbound and Carolina Western Railway
Passenger Railroads	N/A
Primary Freight Movement	U.S. 52, N.C. 24/27, N.C. 49
Sidewalks	Sidewalks are primarily located in and near downtown Albemarle, Oakboro, Norwood, Richfield, Locust, and Misenheimer.
Bicycle Lanes	N/A
Statewide Bicycle Routes	N.C. 2 (part of the North Carolina Bicycle Route 2) passes through Stanly County, extending from the western to the eastern part of the state.
Greenways	Carolina Thread Trail
Ferries	N/A

Each mode of travel covered by this comprehensive transportation plan has been independently analyzed for both current and forecast conditions. In addition, the plan evaluates how these modes interact with one another, assessing multimodal connections, conflicts, and opportunities to improve overall system performance.

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. This analysis assumes 2026-2035 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction are in place.

Key highway capacity deficiencies for the Stanly County CTP

- U.S. 52 (From Wesley Chapel Rd to Culp Rd)**
 2022 (base year) – Under capacity
 2055 – Near/Over capacity
- U.S. 52 (From Prospect Church Rd to W Main St)**
 2022 (base year) – Under capacity
 2055 – Near/Over capacity
- U.S. 52 Business (From U.S. 52 to Salisbury Ave)**
 2022 (base year) – Under capacity
 2055 – Near/Over capacity
- U.S. 52 (From Northwood Dr to Crawley Ave)**
 2022 (base year) – Near capacity
 2055 – Over capacity
- N.C. 24/27 (From Brown Hill Rd to Coley Store Rd)**
 2022 (base year) – Near/Over capacity
 2055 – Over capacity
- N.C. 24/27 (From U.S. 52 Bus to Henson St)**
 2022 (base year) – Near capacity
 2055 – Over capacity
- N.C. 200 (From N Love Chapel Rd to Delancy St)**
 2022 (base year) – Near capacity
 2055 – Over capacity

Refer to the [Multimodal Analysis Appendix](#) for existing and future capacity deficiencies.



Planning Level Intersection Assessment

Roadway intersections in Stanly County were assessed using a high level analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to Definitions and References Appendix for definitions of any terms.

The major intersections identified for improvement in the CTP are:



- U.S. 52 & Main St
- U.S. 52 & N.C. 8
- U.S. 52 & Salisbury Ave
- U.S. 52 & 2nd St
- N.C. 24/27 & Renee Ford Rd
- N.C. 73 & Austin Rd
- N.C. 73 & Millingport Rd
- N.C. 200 & Meadow Creek Church Rd
- N.C. 205 & Big Lick Rd

Planning Level Traffic Crash Assessment

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 crash locations in Stanly County which occurred between January 1, 2018, and December 31, 2022, are shown on Figure 3 in the Transportation Planning Analysis Appendix.

Figure 4 shows the Fatal/Severe crash locations which occurred between January 1, 2018, and December 31, 2022.

The CTP Steering Committee reviewed Fatal/Severe Crash Locations Map and commented that Stanly County has a moderate crash history with most incidents along N.C. 24/27 and U.S. 52 which should be alleviated with the recent improvements along this corridor. Two 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

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

Bridge Deficiency Assessment

There are 11 structurally deficient and functionally obsolete bridges identified along the studied roads. Refer to Transportation Planning Analysis Data Appendix for more detailed bridge deficiency information.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

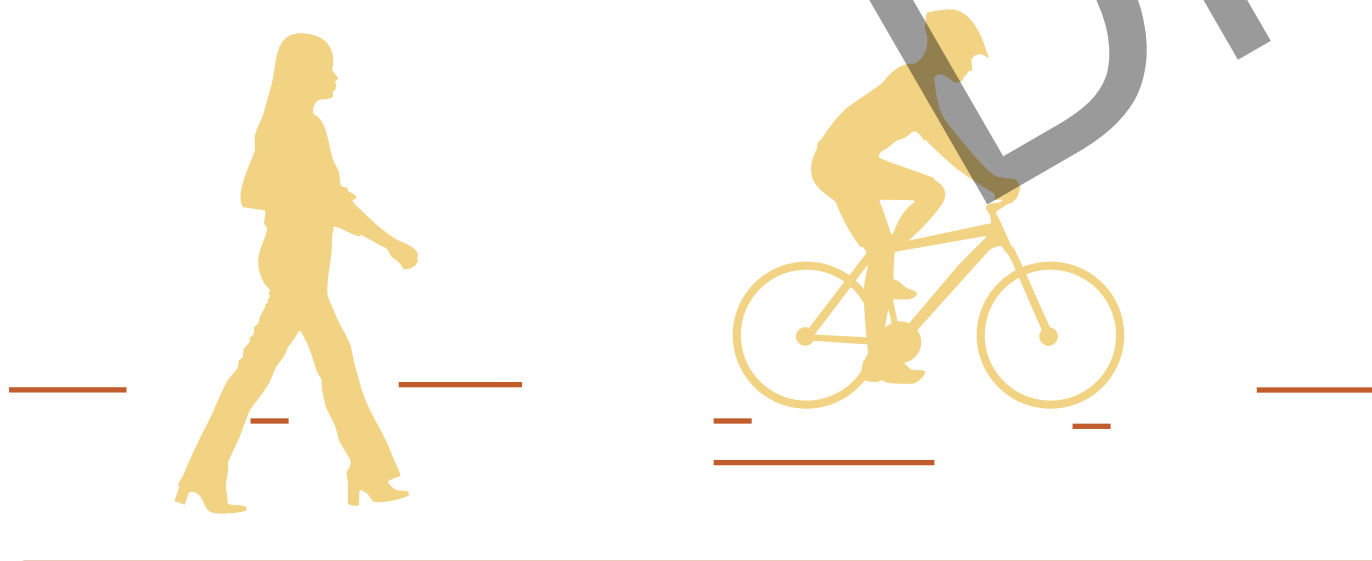
Bicyclists and pedestrians are part of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians.

The Carolina Thread trail runs throughout Stanly County. This is an important facility that provides walking and biking opportunities to the community. The presence of this facility encourages communities to further develop and prioritize bicycle and pedestrian infrastructure.

Within Stanly County, most sidewalks are concentrated in the downtown areas of the municipalities. However, significant gaps remain in the sidewalk network. Some sidewalk segments end abruptly, failing to link to key destinations such as schools, parks, shopping centers, and residential areas. The steering committee focused on improving these gaps and improving connectivity to various destinations.

The bicycling network also varies across the county. Dedicated bike lanes are very sparse, and in many areas, cyclists must share the road with daily traffic. This is a safety concern, particularly on high-speed or high-traffic roadways. The steering committee focused on improving the bike network through multiuse paths for the safety of everyday bicycle use for commuting, errands, or school travel.

Refer to [Multimodal Analysis Appendix](#) for more details.



PUBLIC TRANSPORTATION ANALYSIS SUMMARY



The Stanly County Umbrella Service Agency (SCUSA) provides community transportation services responsive to the current and changing needs of Stanly County. Transportation includes trips to and from agencies, employment sites, businesses, medical centers (in and out of county), community college, Senior Center, nutrition sites, dialysis, nursing homes, daycares, etc. Services are provided utilizing vans and buses through subscription and demand response routes, which need to be scheduled in advance. Vehicles are available to better serve the disabled population.

Greyhound provides intercity bus transportation with access to regional and national destinations. The Greyhound station offers residents a connection point for longer-distance travel. Riders can transfer between SCUSA and Greyhound services by coordinating schedules in advance.

Refer to the [Multimodal Analysis Appendix](#) for more details.

Urban Transportation (provide both rural and urban transportation)	Demand-response services
Rural Transportation (provide both local and rural transportation)	Demand-response services
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	None
Intercity Transportation (Greyhound and Amtrak)	Greyhound – Asheville to Raleigh service with stop in Albemarle



Albemarle, N.C.

AIRPORTS

The Stanly County Airport is a county-owned, joint civil-military, public-use airport in Stanly County, North Carolina, United States. It is located four nautical miles northeast of the central business district of Albemarle. It is along Airport Rd, covers 800 acres, and has two runways (04R/22L and 04L/22R) that measure 5,500 feet long by 100 feet wide and 3,500 feet long by 75 feet wide, respectively. It also has a control tower operated by the 235th Air Traffic Control Squadron of the North Carolina Air National Guard. It is open from 8 am to 6 pm Monday through Friday. The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	Stanly County Airport	Albemarle	9 miles
Closest Passenger Service Airport	Charlotte Douglas International Airport	Charlotte, N.C.	42 miles
Closest International Airport	Charlotte Douglas International Airport	Charlotte, N.C.	42 miles

GOODS/MOVEMENT FREIGHT

Major generators of goods in Stanly County CTP were identified, along with their proximity to nearby major roadways as well as railroads. The Norfolk-Southern Railroad provides a vital connection to the northwestern side of Stanly County to the larger Norfolk-Southern national network, while the Winston-Salem Southbound Railway provides vital north-south short-line freight movement, and the Aberdeen Carolina & Western Railway provides vital east-west short-line freight movement through Stanly County.



Based on the data, most truck freight movement used the following roadways:

- 📍 U.S. 52
- 📍 N.C. 24/27
- 📍 N.C. 49
- 📍 N.C. 73
- 📍 N.C. 740

Most freight generators and shippers were clustered in the City of Albemarle, Locust, and the industrial areas near Oakboro and Norwood.

Refer to the [Transportation Planning Analysis Data Appendix](#) for more details.

Chapter THREE

CTP Project Proposals

Each mode of travel included in the Stanly County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions, in addition to being considered in relation to each other.



Projected 2055 needs for each mode of transportation were analyzed and project recommendations were developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in [Figure 1](#).



NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. The process includes getting feedback from the public and analyzing how a proposed project might affect people living and working in the area, along with its environmental impact.

Once the final design location has been determined, and NCDOT acquires necessary property to accommodate the project, the construction contract is awarded ("Let") and construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.



CTP MAPS

The mutually adopted Stanly County CTP Maps are found in [Figure 1](#).

The maps included for each area are:

- 1 Facility Types and Control of Access
- 2 Highway Recommendations
- 3 Public Transportation Recommendations
- 4 Bicycle and Pedestrian Recommendations

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

For more information, see [Definition and Resources Appendix](#).

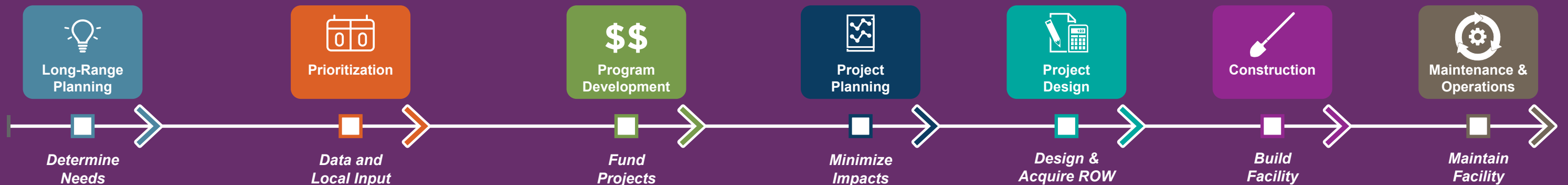
CTP PROJECT RECOMMENDATIONS LIST

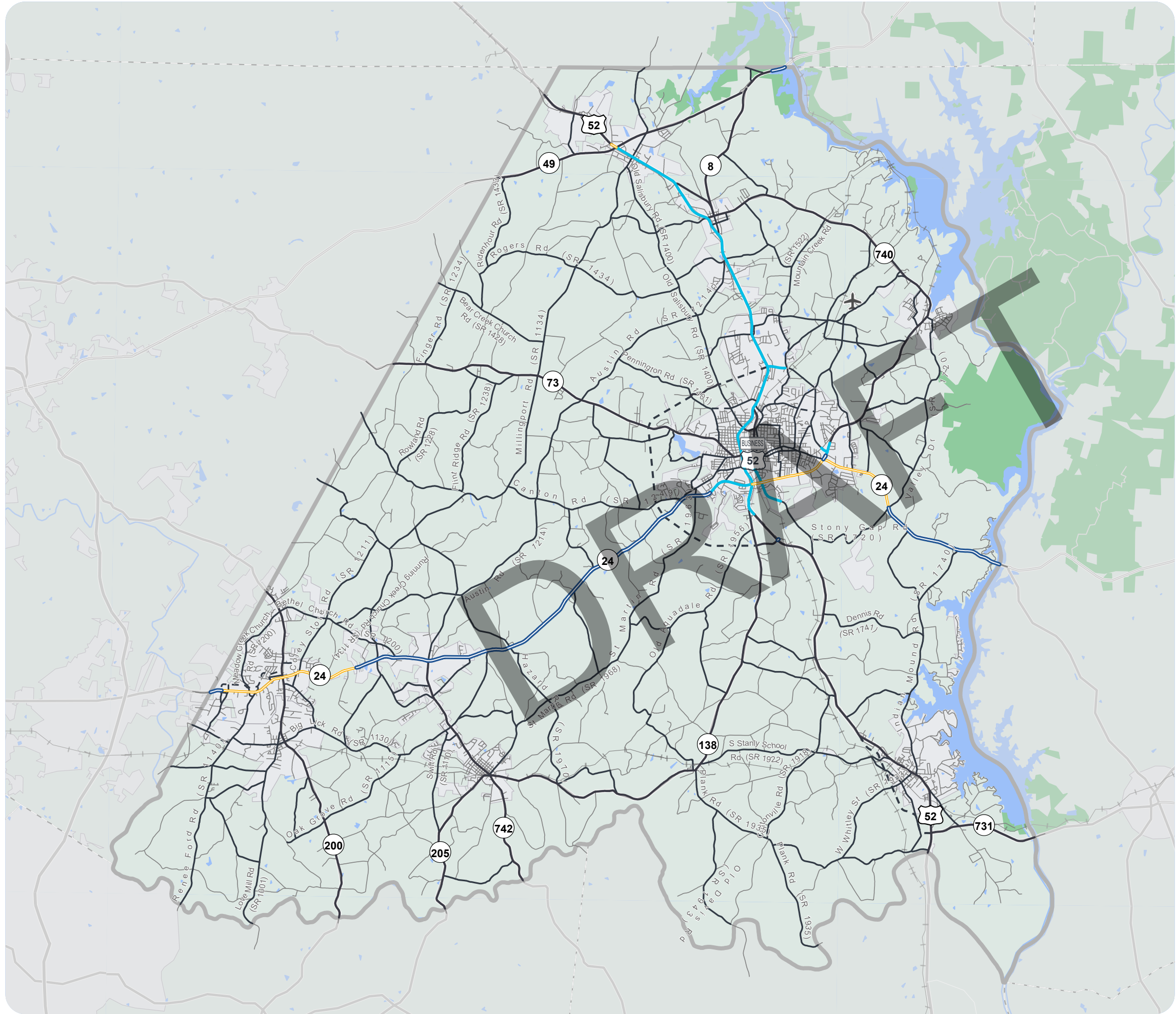
The CTP Project Recommendation listing, which follows each mode of the CTP Maps, contains information about the Stanly County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and adopting planning partners) of future potential transportation proposals to meet identified needs.

While the CTP does recommend possible solutions called project recommendations, it may not represent the final location or cross-section, and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The CTP project recommendation listing shown below is not in any priority order.

NCDOT PROJECT DELIVERY PROCESS





FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



STANLY COUNTY

Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

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



WebAddress



Sheet 1 of 4

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.

WORKING COPY
Plan Date: November 26, 2025

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



STANLY COUNTY

Comprehensive Transportation Plan

Highway Features

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



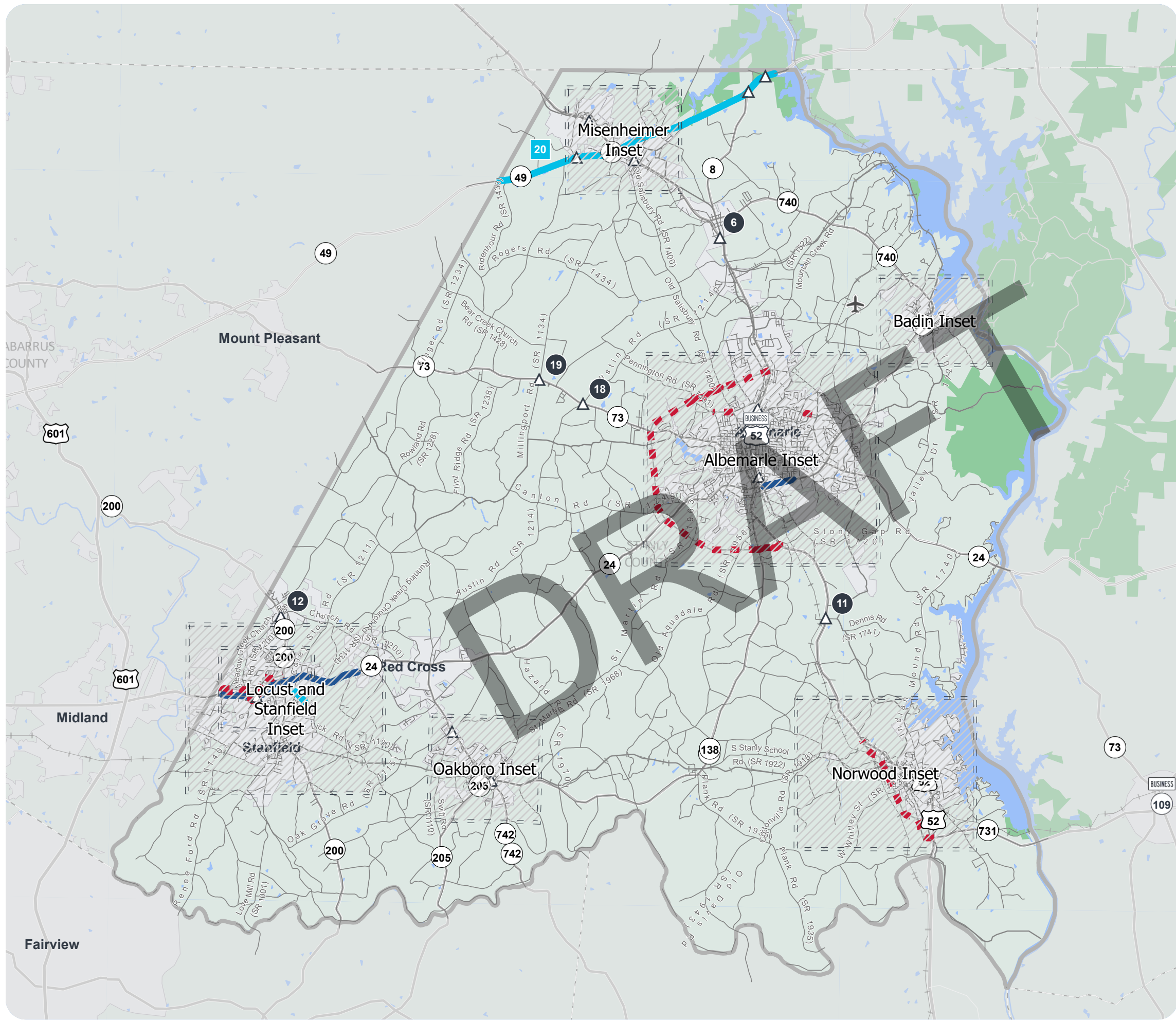
Sheet 6 of 6

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.

WORKING COPY
Plan Date: April 02, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055

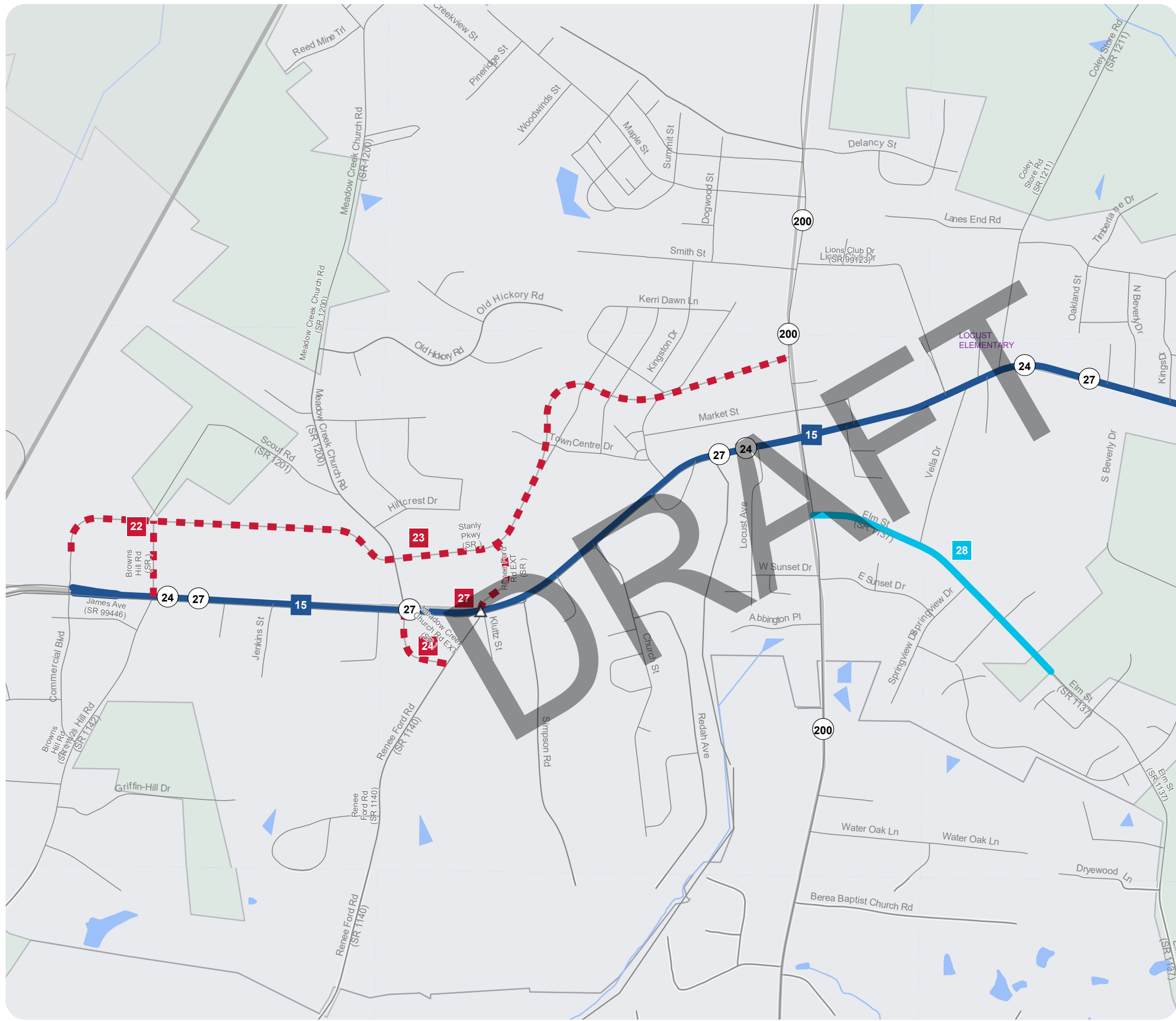


LOCUST INSET

Comprehensive Transportation Plan

Highway Features

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



Sheet 6 of 6

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.

WORKING COPY
Plan Date: April 02, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



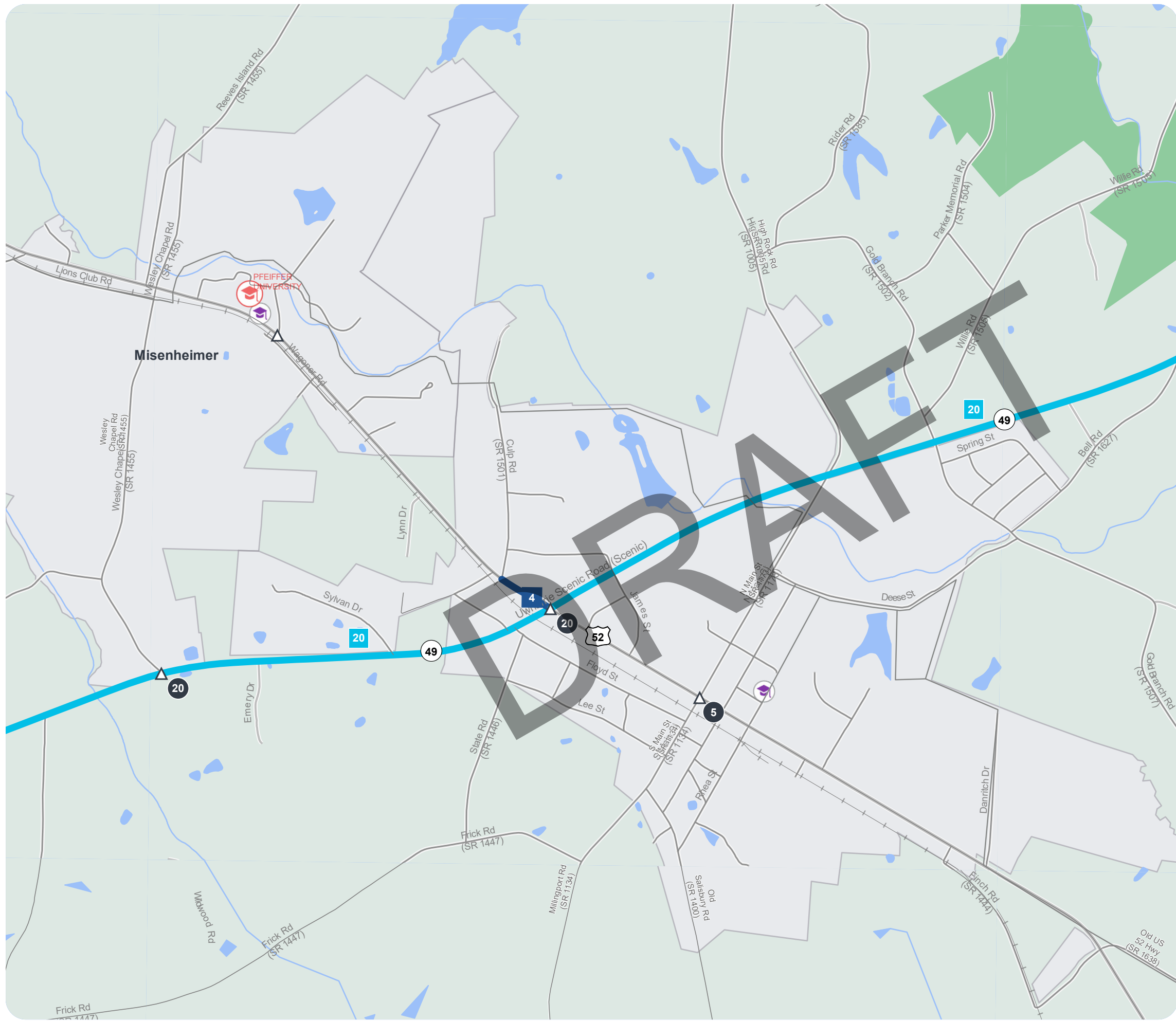
MISENHEIMER INSET

Comprehensive Transportation Plan

Highway Features

Proposal ID # Improve New Location

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



Sheet 6 of 6

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.

WORKING COPY
Plan Date: April 02, 2026

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



NORWOOD INSET

Comprehensive Transportation Plan

Highway Features

Proposal ID # Improve New Location

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



WebAddress



Sheet 6 of 6

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.

WORKING COPY
Plan Date: April 02, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2055



OAKBORO INSET

Comprehensive Transportation Plan

Highway Features

Proposal ID # Improve New Location

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



WebAddress



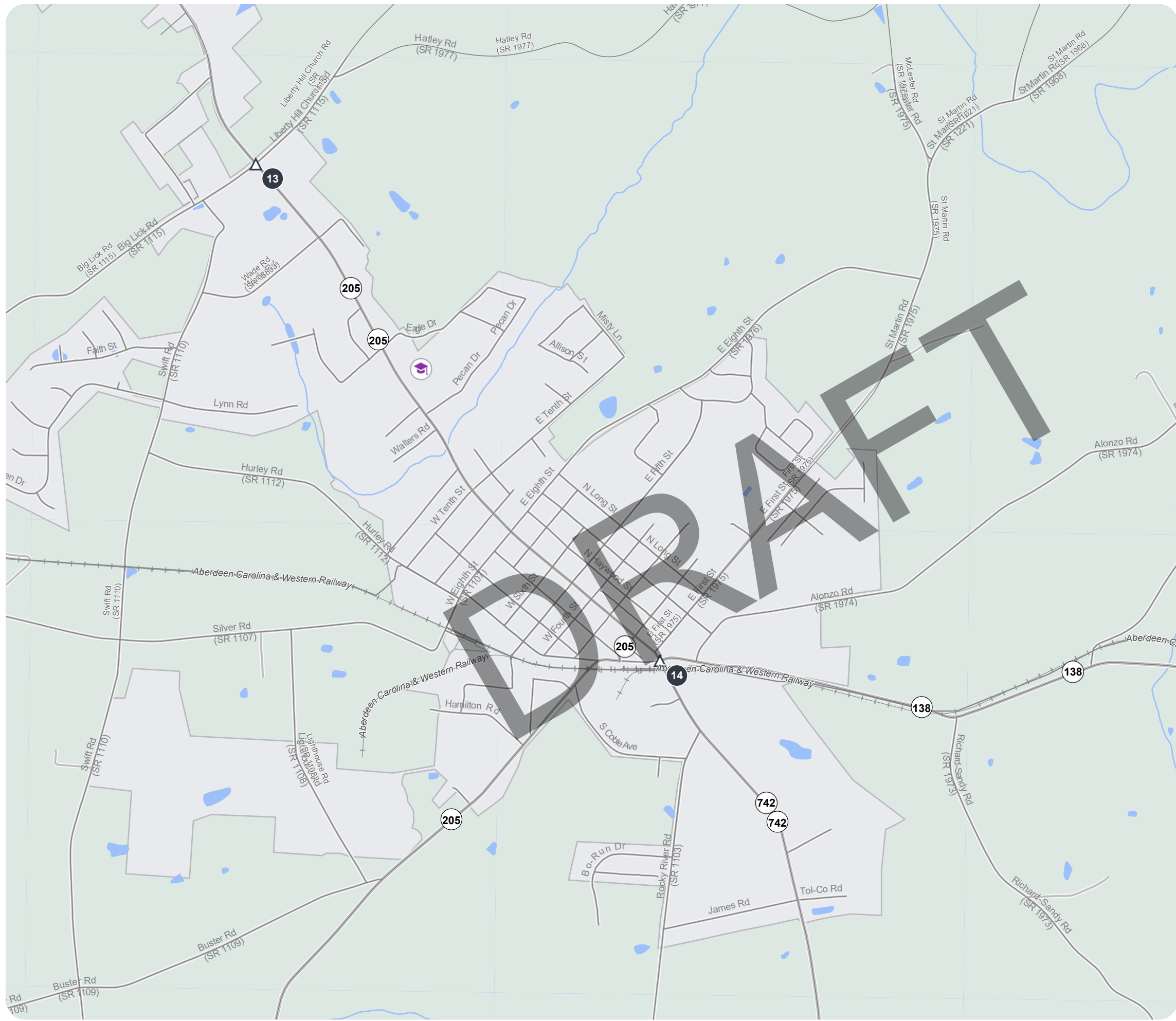
Sheet 6 of 6

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.

WORKING COPY
Plan Date: April 02, 2026



A Stanly Highway Recommendations

- 1 Albemarle Bypass North:** 
From US 52 N to NC 24/27 | 6.22 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.
- 2 Albemarle Bypass South:** 
From NC 24/27 to US 52 S | 3.38 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.
- 3 Norwood Bypass:** 
US 52 to NC 731 | 3.55 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Norwood, including bicycle lanes and sidewalk to enhance connectivity and safety.
- 4 US 52 (W Church St):** 
NC 49 to Culp Rd | 0.17 miles
 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.
- 5 US 52 & Main Street:**
US 52 & Main Street | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & Main Street.
- 6 US 52 & NC 8:**
US 52 & NC 8 | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & NC 8.

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

HIGHWAY RECOMMENDATIONS




- 7 US 52 & Salisbury Ave:**
US 52 & Salisbury Ave | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from US 52 & Salisbury Ave.
- 8 US 52 Bus/ S 1st St & S 2nd St:**
US 52 Bus/ S 1st St & S 2nd St | 0.0 miles
 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.
- 9 US 52 & Second St:**
US 52 & Second St | 0.0 miles
 Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from US 52 & Second St.
- 10 US 52 & Merner Terrace Ave:**
US 52 & Merner Terrace Ave | 0.0 miles
 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.
- 11 US 52 & Dennis Rd:**
US 52 & Dennis Rd | 0.0 miles
 Improve intersection for safety, and travel-time reliability by install turning lanes onto Dennis Road from US 52.
- 12 NC 200 & Meadow Creek Church Rd:**
NC 200 & Meadow Creek Church | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 200 & Meadow Creek Church.
- 13 NC 205 & Big Lick Rd:**
NC 205 & Big Lick Rd | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 205 & Big Lick Rd.


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

HIGHWAY RECOMMENDATIONS



14 NC 138, NC 205, NC 742 & E First St:
NC 205, NC 138, NC 742 & E First St | 0.03 miles
 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.

15 NC 24/27: 
From Stanly Pkwy to W Red Cross Rd | 4.01 miles
 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.

16 NC 24/27 : 
From US 52 Bus to Spaulding St | 1.03 miles
 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.

17 NC 24/27 & Renee Ford Rd:
NC 24/27 & Renee Ford Rd | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 24/27 & Renee Ford Rd.

18 NC 73 & Austin Rd:
NC 73 & Austin Rd | 0.0 miles
 Redesign intersection to improve safety, travel-time reliability, and regional mobility on this corridor extending from NC 73 & Austin Rd.

19 NC 73 & Millingport Rd:
NC 73 & Millingport Rd | 0.0 miles
 Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 73 & Millingport Rd.



20 NC 49:
From Cabarrus County to Rowan County | 8.44 miles
 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 and NC 49, NC 49 and NC 8, NC 49 and Stokes Ferry Road, and NC 49 and Wesley Chapel Road.



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



HIGHWAY RECOMMENDATIONS





21 Badin Rd & E Main St:
Badin Rd & E Main St | 0.0 miles
 Improve intersection for safety, and travel-time reliability extending from Badin Rd & E Main St.



22 Browns Hill Rd EXT:  
Browns Hill Rd to Stanly Bypass | 0.17 miles
 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.

23 Stanly Pkwy:  
NC 24/27 to NC 200 | 1.99 miles
 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.

24 Meadow Creek Church Rd EXT:  
Meadow Creek Church Rd to Renee Ford Rd | 0.19 miles
 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.

25 Park Ridge Rd EXT:  
Park Ridge Rd to Moss Spring Rd | 0.39 miles
 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.

26 Snuggs St EXT:  
Snuggs St to Pennington Rd | 0.56 miles
 Extend Snuggs St to improve mobility within Albemarle extending from Snuggs St to Pennington Rd.

27 Renee Ford Rd EXT:  
Renee Ford Rd to Stanly Bypass | 0.18 miles
 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.

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

HIGHWAY RECOMMENDATIONS



STANLY COMPREHENSIVE TRANSPORTATION PLAN

28

Elm St:

From NC 200 to Yellow Birch Dr | 0.67 miles

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

DRAFT

Fgefu_wAAj_qq8A ■ Amleqrgml ■ ?aacqAK_I_ecklr ■ Kmbcplgx_rgml ■ MfcpA&Q_dcrw*Äcr ■ @pgbec-Glrcpqcargr



HIGHWAY RECOMMENDATIONS

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



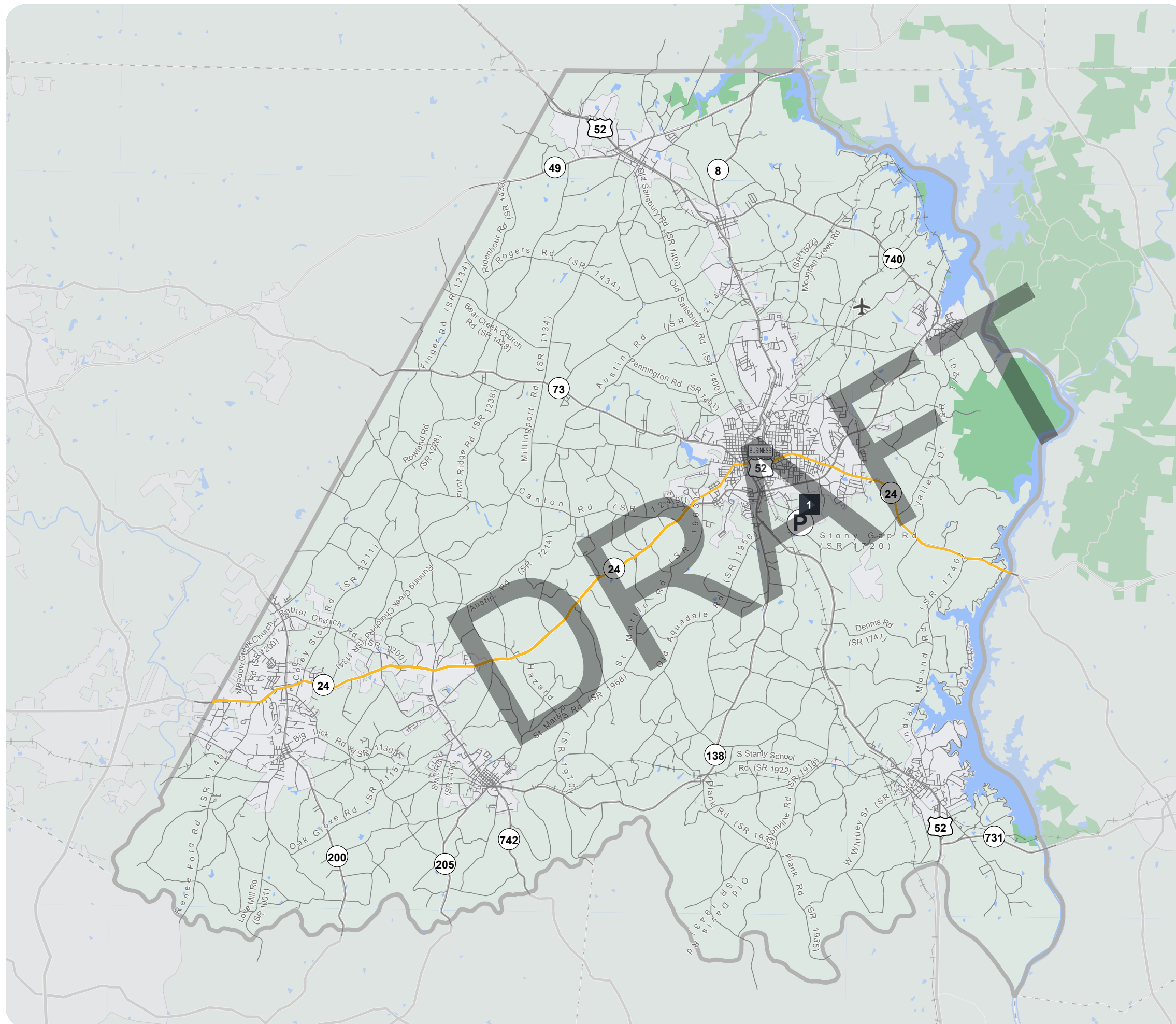
STANLY COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

Proposal ID # Existing Proposed

- Regional Bus Corridors # — —
- Park and Ride Lot # P P



WebAddress



Sheet 3 of 4

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.

WORKING COPY
Plan Date: January 07, 2026

STANLY COMPREHENSIVE TRANSPORTATION PLAN



Stanly Public Transportation and Rail Recommendations









1

Park & Ride Albemarle:

0.0 miles

Add a park and ride lot along US 52 BUS near Henson St to allow for carpool access to the greenway and nearby businesses.

DRAFT

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



**PUBLIC TRANSPORTATION AND RAIL
RECOMMENDATIONS**

BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



STANLY COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



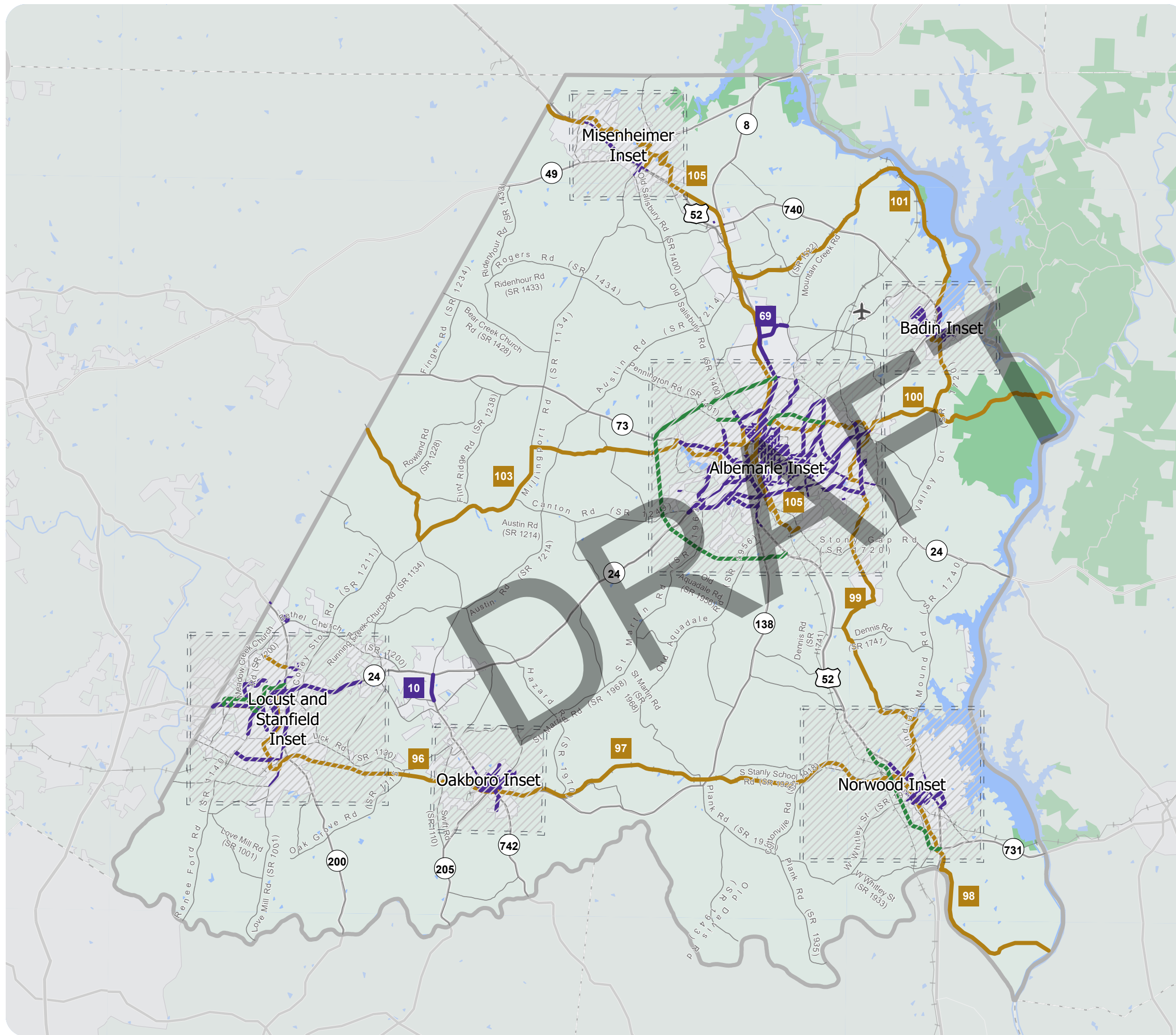
Sheet 1 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ALBEMARLE INSET

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



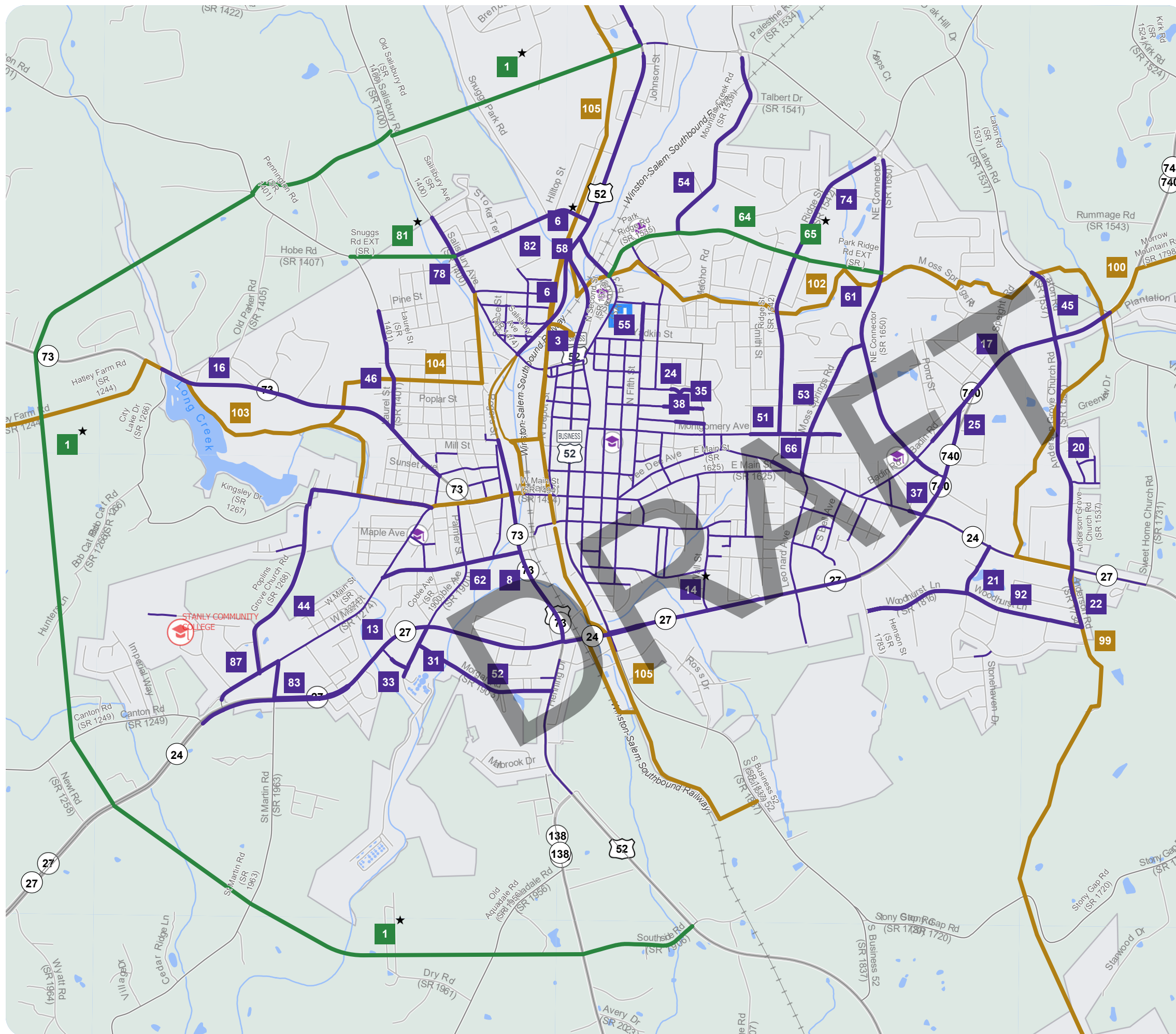
Sheet 2 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



LOCUST & STANFIELD INSET

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



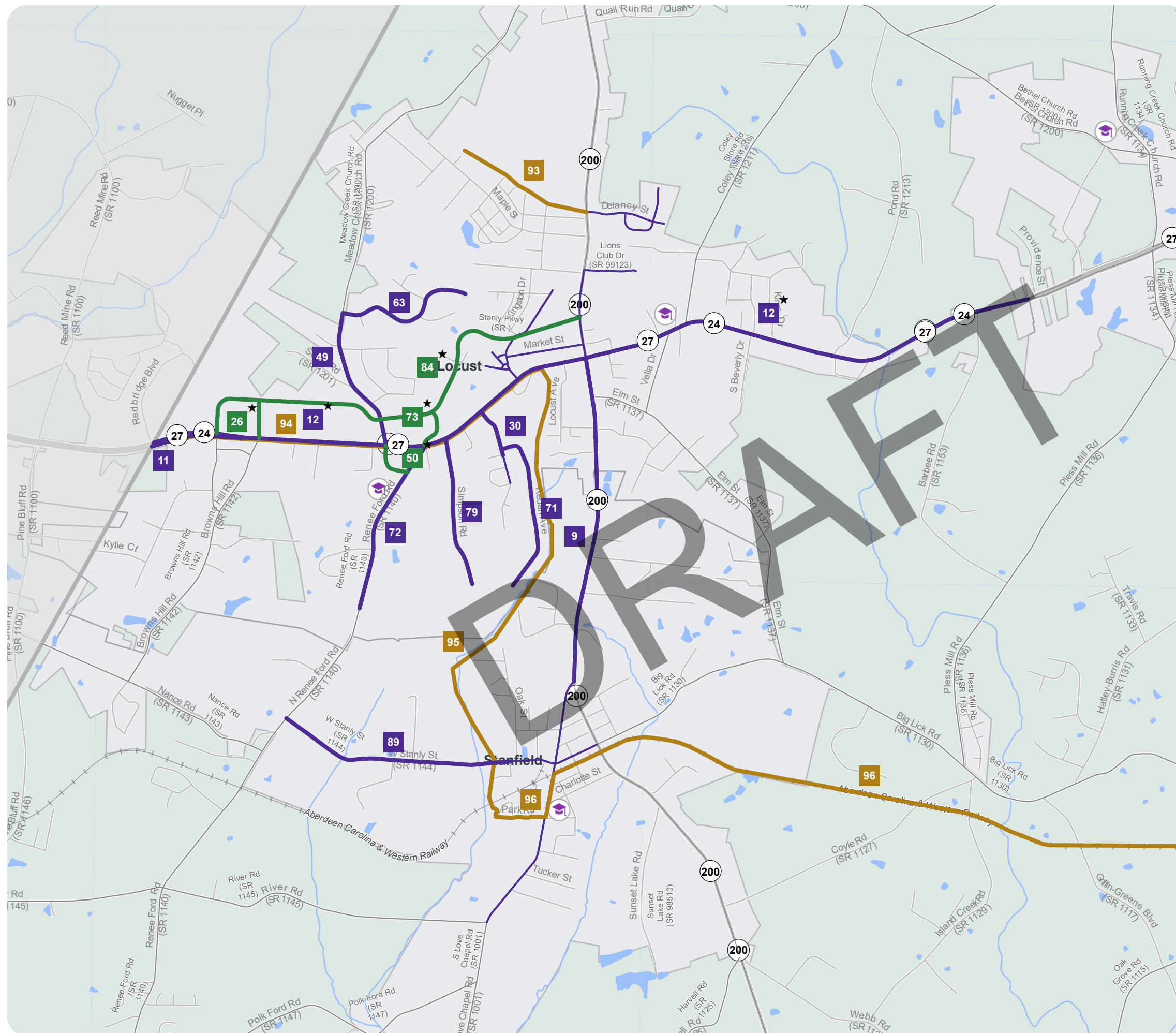
Sheet 4 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



MISENHEIMER INSET

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



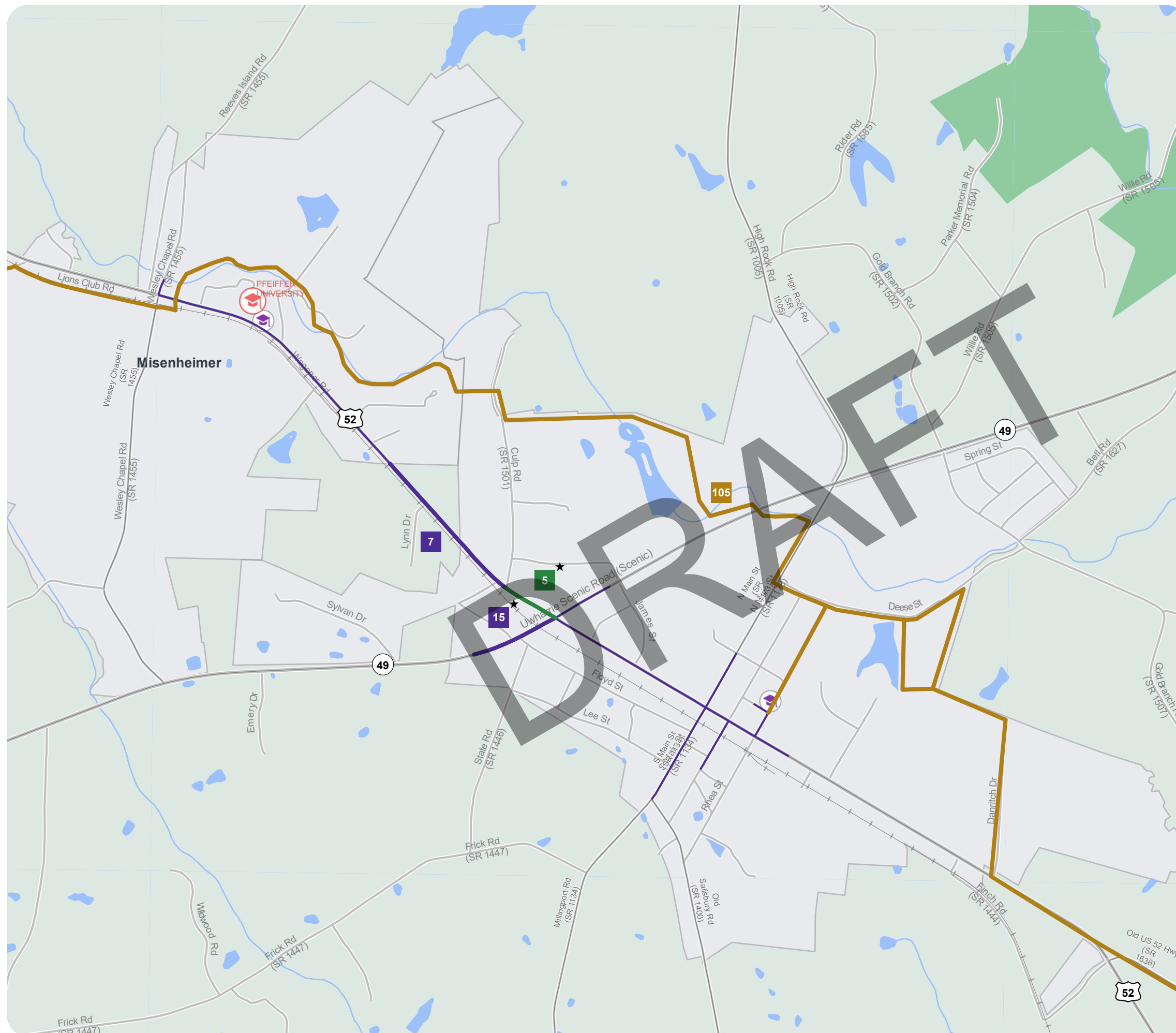
Sheet 3 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



NORWOOD INSET

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



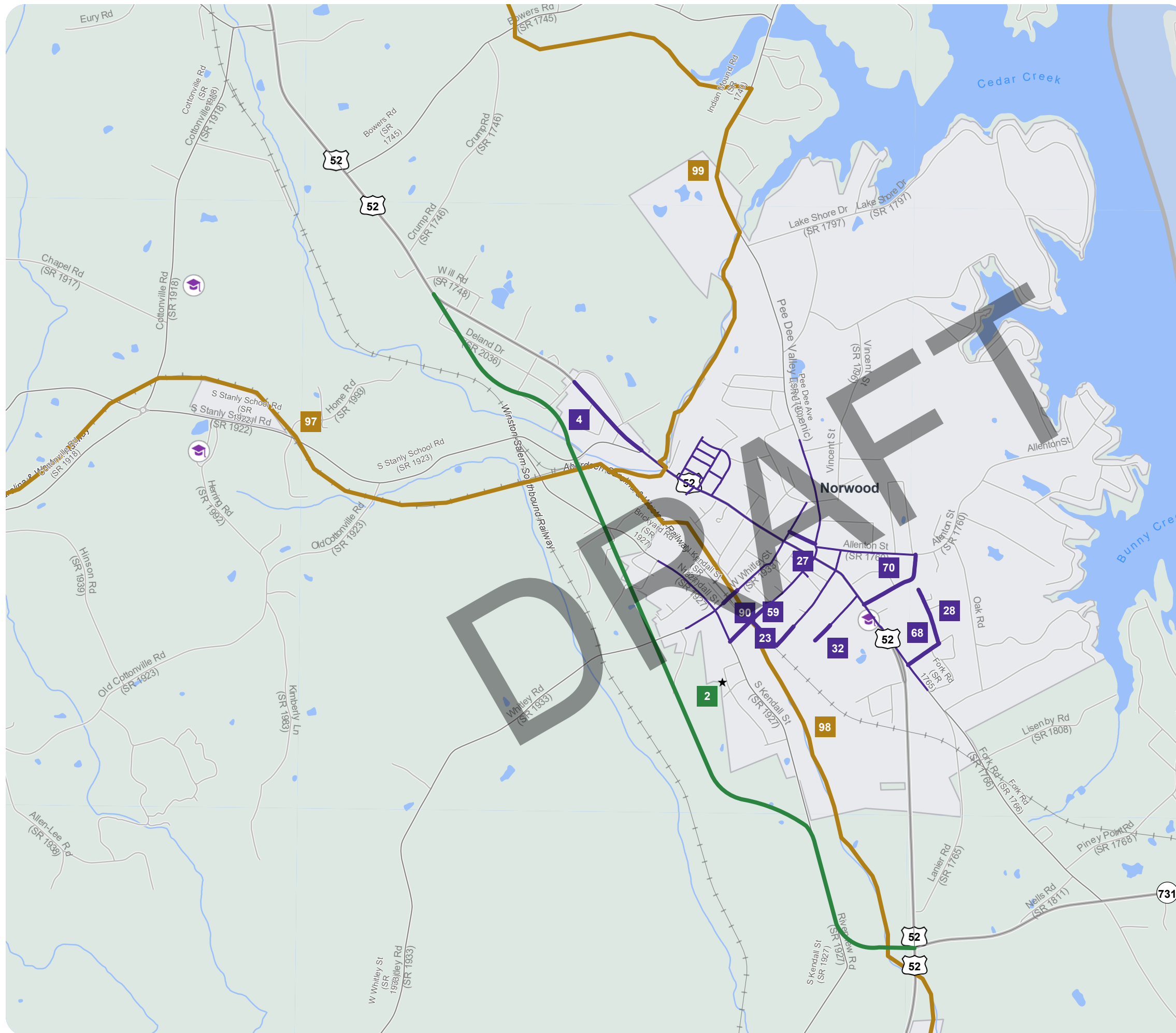
Sheet 5 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



OAKBORO INSET

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Studied Roads
	MPO Boundary
	RPO Boundary



WebAddress



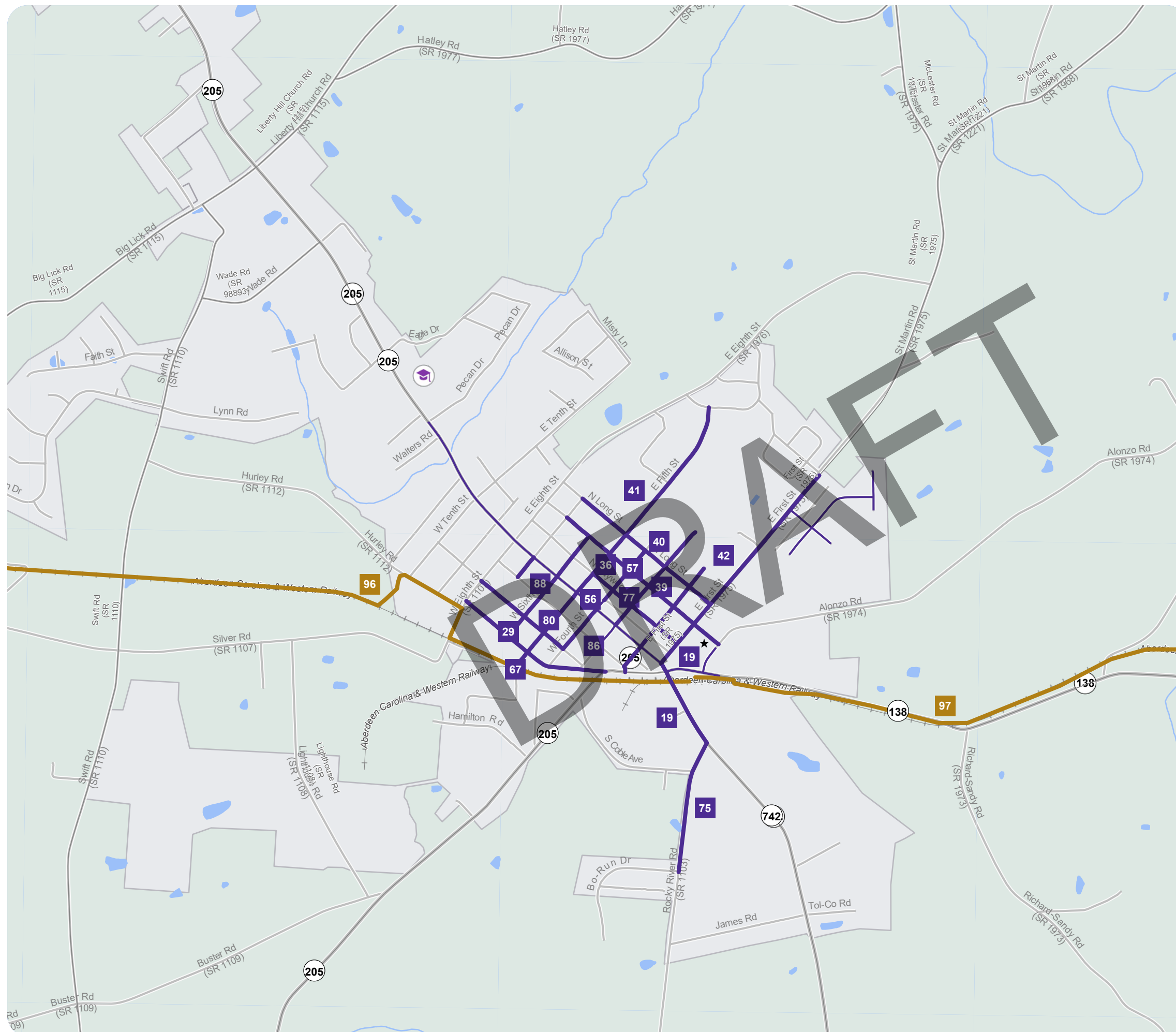
Sheet 7 of 7

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.

WORKING COPY
Plan Date: December 09, 2025



Bicycle and Pedestrian Recommendations

- 1** ★ **Albemarle Bypass North:** 
From US 52 N to NC 24/27 | 6.22 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.
- Albemarle Bypass South:** 
From NC 24/27 to US 52 S | 3.38 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Albemarle, including bicycle lanes and sidewalk to enhance connectivity and safety.
- 2** ★ **Norwood Bypass:** 
US 52 to NC 731 | 3.55 miles
 Construct a 2-lane bypass on new location to alleviate future traffic within Norwood, including bicycle lanes and sidewalk to enhance connectivity and safety.
- 3** **N First St (US 52):** 
From US 52 to Salisbury Ave | 0.61 miles
 Add a sidewalk and bike lane to connect Stanly County Commons to downtown Albemarle.
- 4** **N Main St (E US 52):** 
From Lawnwood Dr to S Stanly School Rd | 0.39 miles
 Add sidewalk to connect to provide connectivity to local businesses within Norwood and improve sidewalk connectivity.
- 5** ★ **US 52 (W Church St):** 
NC 49 to Culp Rd | 0.17 miles
 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.
- 6** **US 52 N:** 
From Holt Rd to Salisbury Ave | 3.26 miles
 Add sidewalk to connect North Albemarle to Downtown Albemarle extending from Holt Rd to Salisbury Ave.

- 7** **US 52 (W Church St):** 
From 500ft S of Holt Rd to Culp Rd | 0.5 miles
 A sidewalk is recommended to improve connectivity from Misenhemer to Richfield Plaza in Richfield extending from 500ft S of Holt Rd to Culp Rd.
- 8** **US 52 S:** 
From Efrid St to NC 24/27 | 1.15 miles
 Add sidewalk to connect Downtown Albemarle to South Albemarle extending from Efrid St to NC 24/27.
- 9** **NC 200 (S Central Ave) :** 
From NC 24/27 to N Love Chapel Rd | 1.48 miles
 Add sidewalk to provide sidewalk to connect Locust to Stanfield extending from NC 24/27 to N Love Chapel Rd.
- 10** **NC 205 (S Oak Ridge Rd):** 
From NC 24/27 to Peach Tree Rd | 0.7 miles
 Add sidewalk to connect NC 24/27 to Peachtree Rd in Red Cross.
- 11** **NC 24/27:** 
From Redbridge Blvd to Stanly Pkwy | 0.61 miles
 Add sidewalk to provide connectivity throughout Locust along NC 24-27 extending from Redbridge Blvd to Stanly Pkwy.
- 12** ★ **NC 24/27:** 
From Stanly Pkwy to W Red Cross Rd | 4.01 miles
 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.
- NC 24/27 & Renee Ford Rd:**
NC 24/27 & Renee Ford Rd | 0.0 miles
 Improve this intersection to reduce the number of crashes and improving mobility by addressing alignment concerns extending from NC 24/27 & Renee Ford Rd.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



13 NC 24/27 Bypass W: 

From Canton Rd to Wall St. | 2.71 miles
Add sidewalk to complete sidewalk connections from Canton Rd to Wall St.

14 ★ NC 24/27 : 

From US 52 Bus to Spaulding St | 1.03 miles
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.

15 NC 49 : 

From 375ft West of US 52 to US 52 | 0.26 miles
Add sidewalk to connect residential areas to and extending from 375ft West of US 52 to US 52.

16 NC 73/ Concord Rd: 

From City Lake Dr to Church St | 1.66 miles
Add sidewalk to connect existing sidewalks extending from City Lake Dr to Church St.

17 NC 740: 

From E Main St to Palmetto Dr | 1.59 miles
Add sidewalk to NC 740 and improve connectivity to shopping complexes in northeast Albemarle extending from E Main St to Palmetto Dr.

18 NC 740 E: 

From Falls Rd to Badin Town Boundary | 0.58 miles
Add sidewalk to improve connectivity extending from Falls Rd to Badin Town Boundary.

19 NC 742: 

From Rocky River Rd to E First St | 0.27 miles
Add sidewalk to connect residential areas to Town Of Oakboro District Park extending from Rocky River Rd to E First St.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



20 Anderson Grove Church Rd : 

From NC 24 to NC 740 | 1.26 miles
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.

21 Anderson Rd: 


From NC 24 to Woodhurst Ln | 0.28 miles
Add sidewalk to improve connectivity to residences to businesses along NC 24/27 and NC 73 extending from NC 24 to Woodhurst Ln.

22 Anderson Rd (Local Road): 


From NC 24 to Woodhurst Ln (SR 1734) | 0.32 miles
Add sidewalk to connect NC 24/27 and NC 73 to residential areas extending from NC 24 to Woodhurst Ln (SR 1734).

23 Anson Ave : 

From S Kendall St to Anwit St | 0.23 miles
Add sidewalk to connect existing sidewalks between Kendall St and Anwit St extending from S Kendall St to Anwit St.

24 Azalea Dr (Local Road): 

From N Seventh St. to N Ninth St. | 0.16 miles
Add sidewalk to improve connectivity in downtown Albemarle extending from N Seventh St. to N Ninth St.

25 Badin Rd (Local Road): 

From 200ft SW of East Wood Park Cir to Vickers Store Rd | 0.25 miles
Add sidewalk to connect residential areas to Albemarle Middle School extending from 200ft SW of East Wood Park Cir to Vickers Store Rd.


26 ★ Browns Hill Rd EXT:  


Browns Hill Rd to Stanly Bypass | 0.17 miles
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.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





27 Campbell St (Local Road): 
 From E Whitley St to Pee Dee Ave | 0.12 miles
 Add sidewalk to improve connectivity in downtown Norwood extending from E Whitley St to Pee Dee Ave.


28 Carver St (Local Road): 
 From Price St to DEAD-END | 0.24 miles
 Add sidewalk to connect residential areas to the local church and businesses extending from Price St to DEAD-END.

29 Center St (Local Road): 
 From E Eighth St to W Fourth St | 0.28 miles
 Add sidewalk to connect downtown Oakboro and residential areas to Oakboro Police Department extending from E Eighth St to W Fourth St.

30 Church St (Local Road): 
 From NC 24/27 to Morningstar Dr | 0.23 miles
 Add sidewalk to connect residential areas and the local churches and businesses extending from NC 24/27 to Morningstar Dr.

31 Coble Ave: 
 From NC 24/27 to Water Treatment Facility | 0.3 miles
 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.


32 College St (Local Road): 
 From 330ft west of US 52 to the DEAD-END | 0.09 miles
 Add sidewalk to existing sidewalks to connect downtown Norwood to the local park extending from 330ft west of US 52 to the DEAD-END.


33 Commerce St (Local Road): 
 From ~400 ft from Coble Ave to Coble Ave | 0.1 miles
 Add sidewalk to connect to improve connectivity to the local water treatment plant extending from ~400 ft from Coble Ave to Coble Ave.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





34 Dewey St (Local Road): 
 From Lincoln St to Wayne St | 0.1 miles
 Add sidewalk to connect existing sidewalks and residential areas to downtown Badin and to Isaiah Westbrook Community Center extending from Lincoln St to Wayne St.


35 E Cannon Ave (Local Road): 
 From 100 ft past Park Ln to N Ninth St | 0.21 miles
 Add sidewalk to connect to downtown Albemarle existing sidewalks extending from 100 ft past Park Ln to N Ninth St.

36 E Fourth St (Local Road): 
 From Kids Club Alley to N Long St | 0.17 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from Kids Club Alley to N Long St.

37 E Main St : 
 From Parkway Dr to NC 740 | 0.07 miles
 Add sidewalk to connect sidewalks existing between Parkway Dr and NC 740 in east Albemarle.

38 E Oakwood Ave (Local Road): 
 From N Seventh St. to N Ninth St | 0.15 miles
 Add sidewalk to improve the connectivity within downtown Albemarle extending from N Seventh St. to N Ninth St.


39 E Second St (Local Road): 
 From NC 205 to DEAD-END | 0.34 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from NC 205 to DEAD-END.

40 E Third St (Local Road): 
 From NC 205 to DEAD-END | 0.32 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from NC 205 to


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS




- 41 Fifth St (Local Road):** 


From Claymon Rd to Mccoys Creek Rd | 0.85 miles

Add sidewalk to improve the connectivity within downtown Oakboro extending from Claymon Rd to Mccoys Creek Rd.
- 42 First St :** 


From N Main St to Ruby's Way | 0.64 miles

Add sidewalk to connect residential areas to downtown Oakboro extending from N Main St to Ruby's Way.
- 43 Jackson St (Local Road):** 


From Wood St to Roosevelt St | 0.23 miles

Add sidewalk to connect existing sidewalks, residential areas, and an area church to downtown Badin extending from Wood St to Roosevelt St.
- 44 Kingsley Dr/ Poplins Grove Church Rd (Local Road):** 


From W Main St to W Main St | 1.72 miles

Add sidewalk to connect residential areas to an industrial area in Albemarle extending from W Main St to W Main St.
- 45 Laton Rd :** 

From Speight Rd to NC 740 | 0.32 miles

Add sidewalk to connect residences existing sidewalks in East Albemarle extending from Speight Rd to NC 740.
- 46 Laurel St :** 

From Pine St to NC 73 | 0.64 miles

Add sidewalk to connect residential areas in Northwest Albemarle to area businesses and churches extending from Pine St to NC 73.
- 47 Lee St/ Roosevelt St (Local Road):** 


From Grant St to Sherman St | 0.11 miles

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.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS




- 48 Lincoln St (Local Road):** 


From Sherman St to Thomas St | 0.33 miles

Add sidewalk to connect existing sidewalks and residential areas to downtown Badin and a local church extending from Sherman St to Thomas St.
- 49 Meadow Creek Church Rd :** 


From Old Hickory Rd to NC 24/27 | 0.67 miles

Add sidewalk to improve sidewalk connectivity to residential areas from Old Hickory Rd to NC 24/27.
- 50★ Meadow Creek Church Rd EXT:** 


Meadow Creek Church Rd to Renee Ford Rd | 0.19 miles

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.
- 51 Montgomery Ave (Local Road):** 


From Smith St to DEAD-END | 0.48 miles

Add sidewalk to connect to existing sidewalks in downtown Albemarle extending from Smith St to end of facility.
- 52 Morgan Rd :** 

From Coble Ave to US 52 | 0.79 miles

Add sidewalk to connect residential areas to existing sidewalks in southwest Albemarle extending from Coble Ave to US 52.
- 53 Moss Springs Rd (Local Road):** 

From E Main St to NE Connector | 0.8 miles

Add sidewalk to connect residential areas to local businesses in eastern Albemarle extending from E Main St to NE Connector.
- 54 Mountain Creek Rd:** 


From NE Connector to Park Ridge Rd | 1.1 miles


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


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





55 N Fifth St: 
 From Hawthorn Ave to Yadkin St | 0.19 miles
 Add sidewalk to connect existing sidewalks in downtown Albemarle extending from Hawthorn Ave to Yadkin St.


56 N Haywood St (Local Road): 
 From E Fifth St to E First St | 0.29 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from E Fifth St to E First St.

57 N Long St (Local Road): 
 From E 7th St to E 1 St. St | 0.43 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from E 7th St to E 1 St. St.

58 N Second St : 
 From US 52 to Park Ridge Rd | 0.26 miles
 Add sidewalk to connect Stanly County Commons to existing sidewalks extending from US 52 to Park Ridge Rd.

59 N/W Turner St (Local Road): 
 From Anson Ave to 480ft W of Clay Dr | 0.25 miles
 Add sidewalk to connect to Norwood community center and local park extending from Anson Ave to 480ft W of Clay Dr.


60 Nantahala St : 
 From NC 740 to Tallasse St | 0.11 miles
 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.


61 NE Connector : 
 From RAB to NC 740 | 1.84 miles
 Add sidewalk connecting residential areas in Northeast Albemarle and Albemarle Middle School extending from RAB to NC 740.



Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS






62 Old Charlotte Rd (Local Road): 
 From W Main St to US 52 | 0.76 miles
 Add sidewalk to connect residential areas to a local church, training facility, and businesses extending from W Main St to US 52.


63 Old Hickory Rd (Local Road): 
 From Meadow Creek Church Rd to DEAD-END | 0.66 miles
 Add sidewalk to connect residences to Meadow Creek Church Rd and area businesses extending from Meadow Creek Church Rd to DEAD-END.

64 Park Ridge Rd :  
 From N Second St to Ridge Rd | 1.11 miles
 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.

65 No record found in the ProjectProposal table:
 0 miles
 No Proposal Description entered in the ProjectSheetLongText table.

Park Ridge Rd EXT:  
 Park Ridge Rd to Moss Spring Rd | 0.39 miles
 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.

66 Pee Dee Ave : 
 From Ridge St to E Main St | 0.11 miles
 Add sidewalk to connect residences existing sidewalk between Ridge Rd and E Main St in downtown Albemarle.


67 Pine St (Local Road): 
 From W Eighth St to NC 205 | 0.43 miles
 Add sidewalk to improve connectivity in downtown Oakboro extending from W Eighth St to NC 205.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





STANLY COUNTY COMPREHENSIVE TRANSPORTATION PLAN



68 Price St (Local Road): 
 From W Eighth St to NC 205 | 0.15 miles
 Add sidewalk to connect residential areas to local church and businesses extending from W Eighth St to NC 205.


69 Prospect Church Rd : 
 From US 52 to Mountain Creek Rd | 0.79 miles
 Add sidewalk to connect residences and a local church to North Albemarle extending from US 52 to Mountain Creek Rd.

70 Ray Lee St (Local Road): 
 From US 52 to Allenton St | 0.32 miles
 Add sidewalk to connect between US 52 and Allenton St. to connect residential areas and local businesses extending from US 52 to Allenton St.

71 Redah Ave (Local Road): 
 From Church St to DEAD-END | 0.76 miles
 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.

72 Renee Ford Rd : 
 From NC 24/27 to W Stanly St | 0.81 miles
 Add sidewalk to connect residential areas to businesses and a local private school in Locust extending from NC 24/27 to W Stanly St.

73 ★ Renee Ford Rd EXT:  
 Renee Ford Rd to Stanly Bypass | 0.18 miles
 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.


74 Ridge St : 
 From NE Connector to Montgomery Ave | 1.68 miles
 Add sidewalk to connect residential areas in Northeast Albemarle, downtown Albemarle and a local church extending from NE Connector to Montgomery Ave.


Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental


BICYCLE AND PEDESTRIAN RECOMMENDATIONS





STANLY COUNTY COMPREHENSIVE TRANSPORTATION PLAN


75 Rocky River Rd : 
 From Bo Run Dr to NC 742 | 0.35 miles
 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.



76 Roosevelt St (Local Road): 
 From Thomas St. to Sumpster St | 0.13 miles
 Add sidewalk to connect existing sidewalks in residential areas to downtown Badin and Isiah Westbrook Community Center extending from Thomas St. to Sumpster St.

77 S Dorsett St (Local Road): 
 From E 7th St to Alonzo Rd | 0.52 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from E 7th St to Alonzo Rd.

78 Salisbury Ave : 
 From Mckee St to Edgemont St | 0.46 miles
 Add sidewalk to connect residential areas to existing sidewalks in Northwest Albemarle and a local church extending from Mckee St to Edgemont St.

79 Simpson Rd (Local Road): 
 From NC 24/27 to DEAD-END | 0.68 miles
 Add sidewalk to connect residential areas and the local church to businesses extending from NC 24/27 to DEAD-END.

80 Sixth St (Local Road): 
 From Pine St to N Dorsett St | 0.33 miles
 Add sidewalk to improve the connectivity within downtown Oakboro extending from Pine St to N Dorsett St.

81 ★ Snuggs St EXT:  
 Snuggs St to Pennington Rd | 0.56 miles
 Extend Snuggs St to improve mobility within Albemarle extending from Snuggs St to Pennington Rd.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
 ★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



82

Snuggs St (Local Road): 

From Salisbury Ave to US 52 | 0.79 miles

Add sidewalk to connect residential areas to businesses extending from Salisbury Ave to US 52.

83

St Martin Rd : 

From W Main St to NC 24/27 | 0.21 miles

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

84

Stanly Pkwy: 

NC 24/27 to NC 200 | 1.99 miles

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.

85

Thomas St (Local Road): 

From Lincoln St to Roosevelt St | 0.13 miles

Add sidewalk to connect residential areas and the local church to downtown Badin extending from Lincoln St to Roosevelt St.

86

W Fourth St (Local Road): 

From Center St to NC 205 | 0.14 miles

Add sidewalk to improve the connectivity within downtown Oakboro extending from Center St to NC 205.

87

W Main St : 

From NC 24/27 to St Martin Rd | 0.37 miles

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

88

W Seventh St (Local Road): 

From College St to NC 205 | 0.07 miles

Add sidewalk to improve the connectivity within downtown Oakboro extending from College St to NC 205.

89

W Stanly St : 

From N Renee Ford Rd to N Love Chapel Rd | 1.08 miles

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

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

90

W Whitley St : 

From 50ft West of Barfield St to Railroad St | 0.08 miles

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

91

Wood St (Local Road): 

From Grant St to Lee St | 0.05 miles

Add sidewalk to connect existing sidewalks and residential areas to downtown Badin extending from Grant St to Lee St.

92

Woodhurst Ln: 

From Henson St to Anderson Rd | 1.46 miles

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

93

Charleston Place Trail: 

Delancy St to Foxworth Dr | 0.63 miles

A multiuse path is recommended to improve connectivity to the Charleston Place residential area.

94

Carolina Thread Trail: 

From Cabarrus County Boundary to Bell Ave | 1.88 miles

Construct a multiuse path to provide multimodal connectivity within Locust.

95

Carolina Thread Trail: 

From NC 24/27 to Park Rd | 2.24 miles

Construct a multiuse path to provide multimodal connectivity from Locust to Stanfield.

96

Carolina Thread Trail: 

From Park Rd to NC 742 | 6.68 miles

Construct a multiuse path to provide multimodal connectivity from Stanfield to Oakboro.

97

Carolina Thread Trail: 

From NC 742 to Stanly School Rd | 11.67 miles









Construct a multiuse path to provide multimodal connectivity from Oakboro to Norwood.

Bike/Ped Class:  Bicycle  Pedestrian  Bike and Ped  Multiuse Path  Bike/Ped Bridge
★ Denotes Highway Incidental



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

STANLY COMPREHENSIVE TRANSPORTATION PLAN

- 98** **Carolina Thread Trail:**  *From Stanly School Rd to Montgomery County Boundary | 7.67 miles*
Construct a multiuse path to provide multimodal connectivity from Norwood to southeastern Anson County.
- 99** **Carolina Thread Trail:**  *From Stanly School Rd to NC 740 | 12.01 miles*
Construct a multiuse path to provide multimodal connectivity from Norwood to Albemarle.
- 100** **Carolina Thread Trail:**  *From Vickers Store Rd To Morrow Mountain State Park | 5.87 miles*
Construct a multiuse path to provide multimodal connectivity from Albemarle to Morrow Mountain State Park.
- 101** **Carolina Thread Trail:**  *From NC 740 to US 52 | 13.47 miles*
Construct a multiuse path to provide multimodal connectivity from Morrow Mountain State Park to Badin.
- 102** **Carolina Thread Trail:**  *From NC 740 to US 52 | 3.76 miles*
Construct a multiuse path to provide multimodal connectivity within Albemarle.
- 103** **Carolina Thread Trail:**  *From Cabarrus County Boundary to US 52 | 15.38 miles*
Construct a multiuse path to provide multimodal connectivity from the Cabarrus County Boundary to downtown Albemarle.
- 104** **Carolina Thread Trail:**  *From Long Creek to Salisbury Ave | 1.47 miles*
Construct a multiuse path to provide multimodal connectivity within Albemarle from Long Creek to Salisbury Ave.
- 105** **Carolina Thread Trail:**  *From Cabarrus County Boundary to US 52 BUS | 20.72 miles*
Construct a multiuse path to provide multimodal connectivity from Misenhiemer to Albemarle.

Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ● Bike/Ped Bridge
★ Denotes Highway Incidental

BICYCLE AND PEDESTRIAN RECOMMENDATIONS



CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Stanly County CTP.

Area	Dates	Type
Albemarle Locust Badin Misenheimer New London Norwood Oakboro Red Cross Richfield Stanfield	(Will be filled in after mutual adoption)	Adoption
Stanly County		Adoption
Rocky River Rural Planning Organization		Endorsement
N.C. Board of Transportation		Adoption

Adoption and endorsement resolutions are available in [Approvals/ Resolutions Appendix](#).

OTHER COMMUNITY INTERESTS

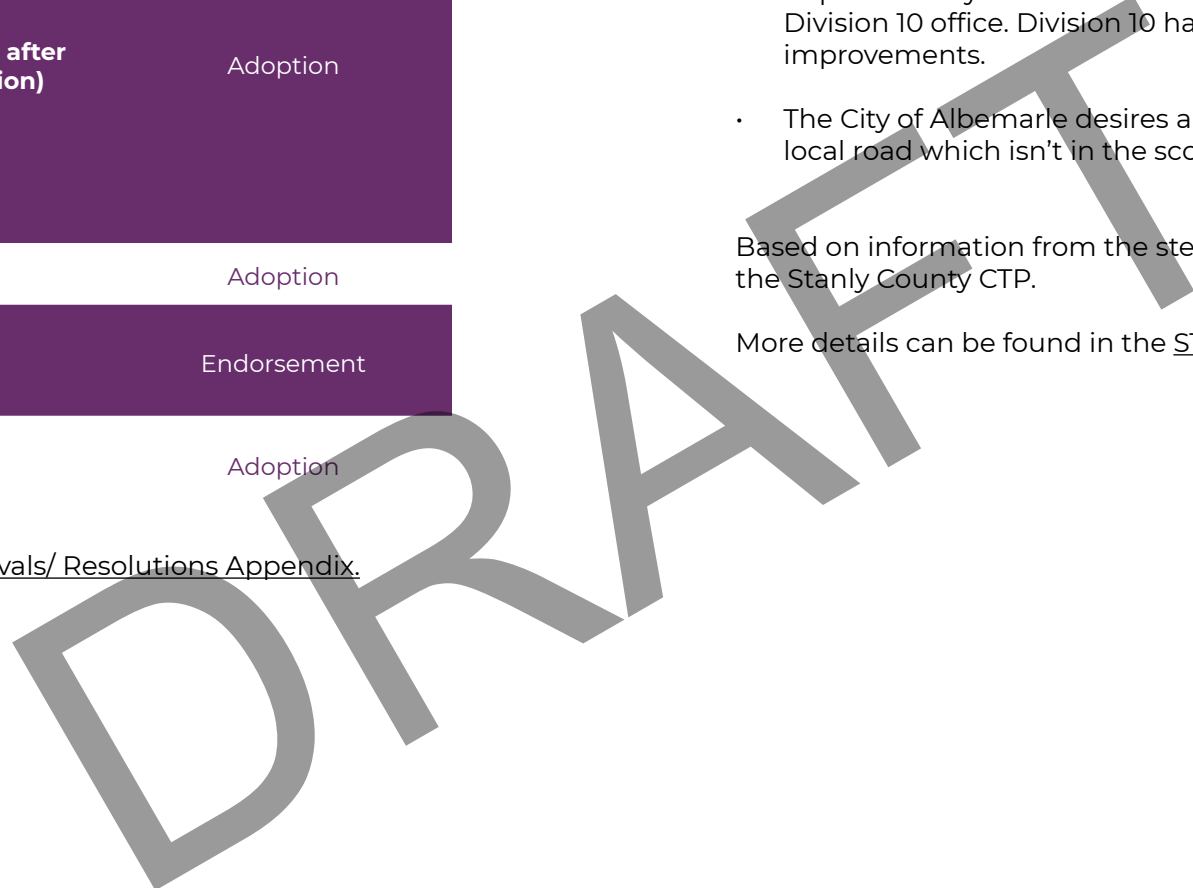
Occasionally, a Comprehensive Transportation Plan cannot satisfy all the of the varied needs of a community. This section identifies any local desires that did not meet the criteria to achieve a recommendation, or local interests that are outside of the scope of the plan.

They are:

- The Town of Misenheimer is very concerned about congestion on U.S. 52 that travels through Pfeiffer University Campus. The existing and projected traffic does not currently meet the CTP requirements for a recommendation. The AADT volumes in this area will be monitored.
- The City of Norwood desires a redesigned intersection U.S. 52 & S Stanly School Rd to improve safety and travel-time reliability. These concerns have been forwarded to NCDOT Division 10 office. Division 10 has indicated that the intersection is being studied for possible improvements.
- The City of Albemarle desires an extension of Moss Spring Rd to a residential neighborhood local road which isn't in the scope of the CTP.

Based on information from the steering committee, these concerns are not within the scope of the Stanly County CTP.

More details can be found in the [STIP Projects and Unaddressed Deficiencies Appendix](#).



DISCLAIMER

This report documents the work of the Stanly County Comprehensive Transportation Plan study. The N.C. Department of Transportation and any of the adopting/endorsing organizations of the Stanly County Comprehensive Transportation Plan:

- 1 Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- 2 Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- 3 Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

DRAFT

