



2014



Comprehensive Transportation Plan

2014 City of Asheboro

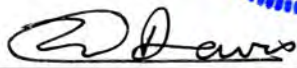
Comprehensive Transportation Plan

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: City of Asheboro
Randolph County
Piedmont Triad Rural Planning Organization

Published: May 2014



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Executive Summary

In April of 2012, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and the city of Asheboro initiated a study to cooperatively develop the Asheboro Comprehensive Transportation Plan (CTP). This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2014. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of the city and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Asheboro CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

HIGHWAY

- **I-73/74/US 220:** Widen to a six lane freeway from US 64/ NC 49 to 1.25 miles north of Pineview Road (SR 1712).
- **US 220 Business (Fayetteville Street):** Widen to a four lane boulevard from Claude Holden Road (SR 2124) to Old Liberty Road (SR 2261).
- **US 64:** Widen to a four lane expressway from Back Creek Road (SR 1420) to the proposed Asheboro Bypass, and a four lane boulevard from the proposed Asheboro Southern Bypass to I-73/74/US 220 Bypass.
- **US 64/NC 49 (Dixie Drive):** Widen to a four lane boulevard from I-73/74/US 220 Bypass to the proposed Asheboro Southern Bypass and study/implement transportation demand management strategies. Widen to a four lane freeway from the proposed Asheboro Southern Bypass to Iron Mountain Road (SR 2605) with a proposed grade separation at Iron Mountain Road (SR 2605).
- **US 64 (Asheboro Southern Bypass):** Construct a four lane freeway on new location from US 64 west of Asheboro at Emerald Rock Road (SR 1325) to US 64 east of Asheboro near Madison Circle.

- **NC 42:** Widen to four lane boulevard from Dublin Road (SR 2197) to Browers Chapel Road (SR 2826) and study/implement transportation demand management strategies.

PUBLIC TRANSPORTATION & RAIL

The 2010 Regional Transit Development Plan (RTDP), which was developed by PART, was used to identify existing and planned transit routes throughout the planning area. There are no rail projects proposed in this CTP.

BICYCLE

The 2003 Bicycling Randolph County map was used to identify additional bicycle routes throughout the county. The 2000 Asheboro Land Use Plan and 2011 Piedmont Triad Regional Trail Plan and Inventory (Final Report) were used to identify multi-use trails throughout the county.

PEDESTRIAN

The 2007 Sidewalk Inventory published by the Piedmont Triad Rural Planning Organization and 2008 City of Asheboro Comprehensive Pedestrian Transportation Plan identified recommended sidewalks for pedestrians throughout the county.

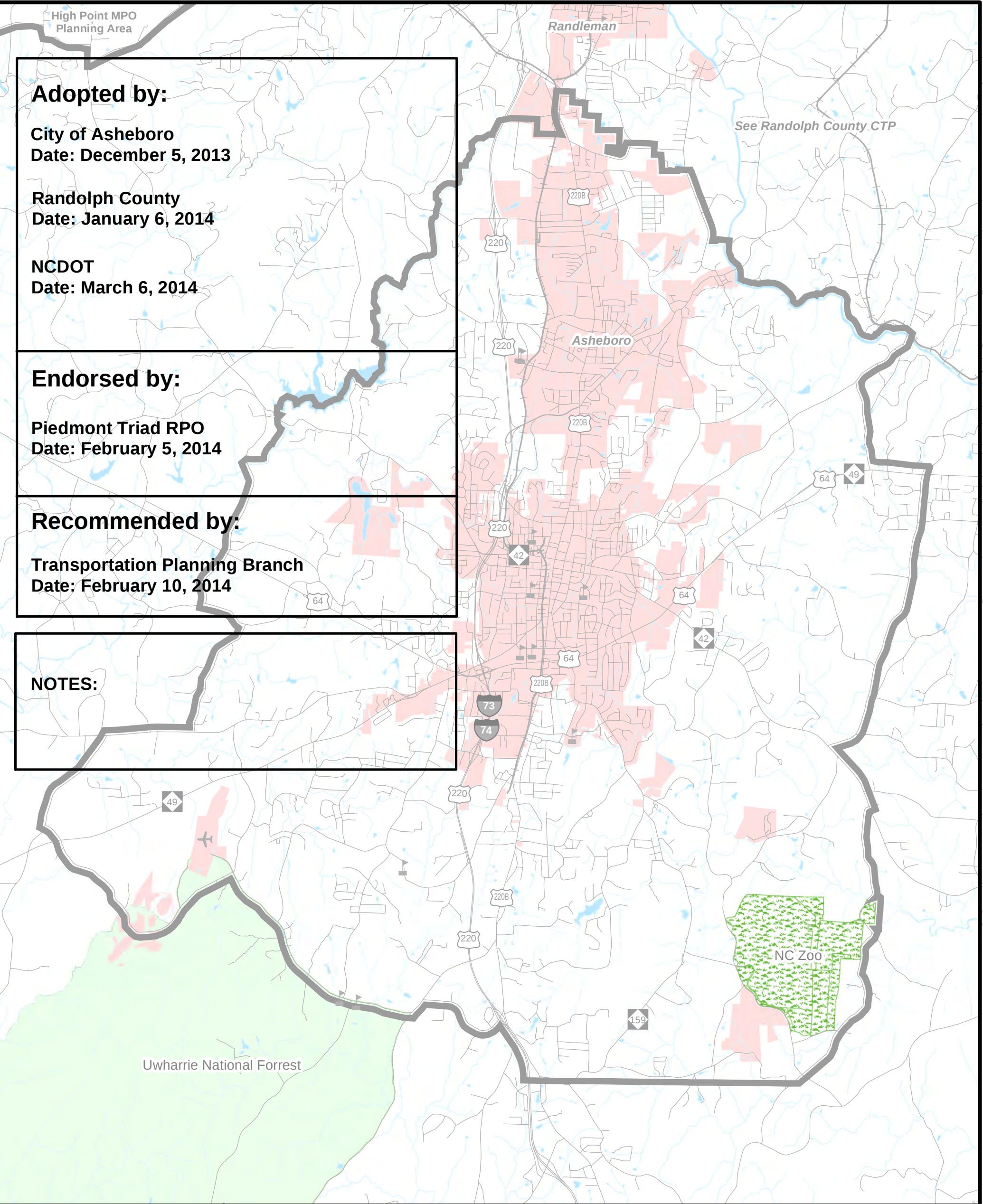
The 2000 Asheboro Land Use Plan and 2011 Piedmont Triad Regional Trail Plan and Inventory (Final Report) were used to identify multi-use trails throughout the county.

Adopted by:
City of Asheboro
Date: December 5, 2013
Randolph County
Date: January 6, 2014
NCDOT
Date: March 6, 2014

Endorsed by:
Piedmont Triad RPO
Date: February 5, 2014

Recommended by:
Transportation Planning Branch
Date: February 10, 2014

NOTES:



Sheet 1	Adoption Sheet
Sheet 2	Highway Map
Sheet 3	Public Transportation and Rail Map
Sheet 4	Bicycle Map
Sheet 5	Pedestrian Map

Legend

- Schools
- Airports
- Railroads
- Rivers and Streams
- Roads
- Municipal Boundary
- National Forest
- Planning Boundary
- County Boundary

0 0.5 1 2 Miles

N
W E
S

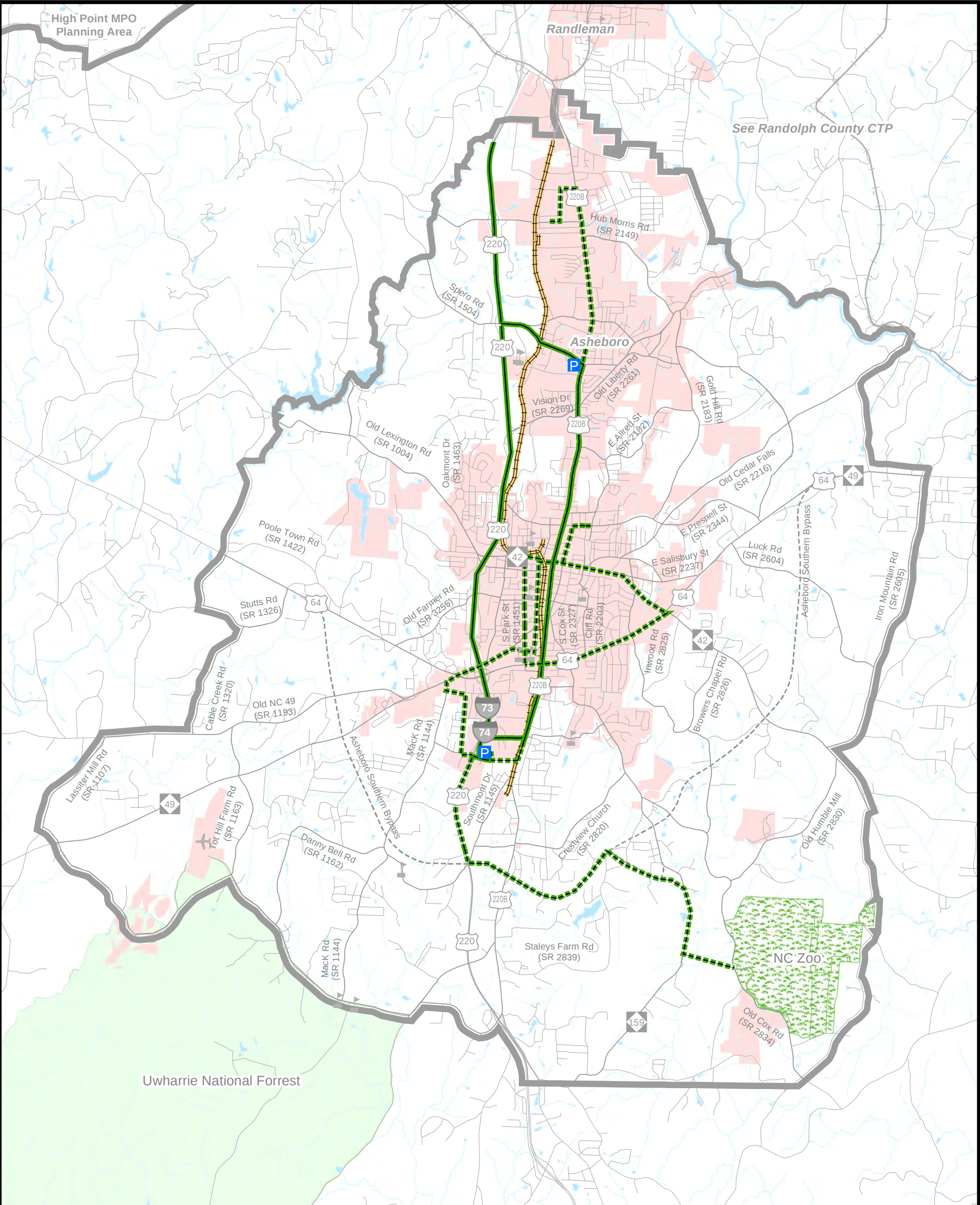
FIGURE 1
Sheet 1 of 5

Base map date: September 2012

Refer to CTP document for more details

CITY OF ASHEBORO
NORTH CAROLINA
Randolph County
North Carolina

**Comprehensive
Transportation Plan**
Plan date: November 20, 2013



Bus Routes	Rail Corridor	Intermodal Connector
Existing	Active	Existing
Needs Improvement	Inactive	Recommended
Recommended	Recommended	
Fixed Guideway	High Speed Rail Corridor	Rail Stops
Existing	Existing	Existing
Needs Improvement	Recommended	Recommended
Recommended		
Operational Strategies	Existing Grade Separation	Park and Ride Lot
Existing	Proposed Grade Separation	Existing
Needs Improvement		Recommended
Recommended		

FIGURE 1
Sheet 3 of 5

Base map date: September 2012

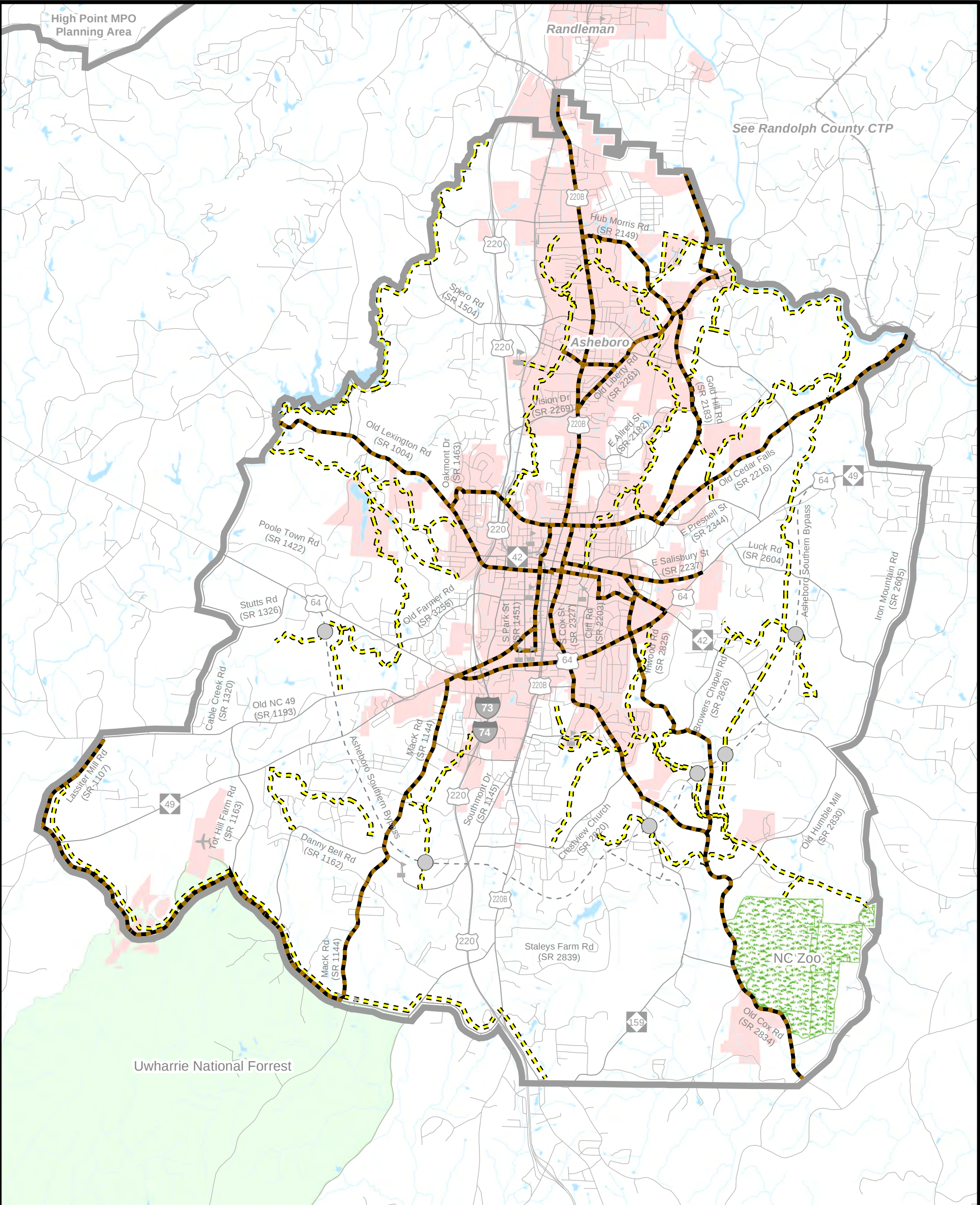
Refer to CTP document for more details

Public Transportation and Rail Map

CITY OF ASHEBORO
NORTH CAROLINA

Comprehensive Transportation Plan

Plan date: November 20, 2013



On-road

- Existing
- Needs Improvement
- Recommended

Off-road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

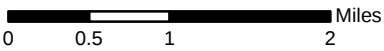


FIGURE 1
Sheet 4 of 5

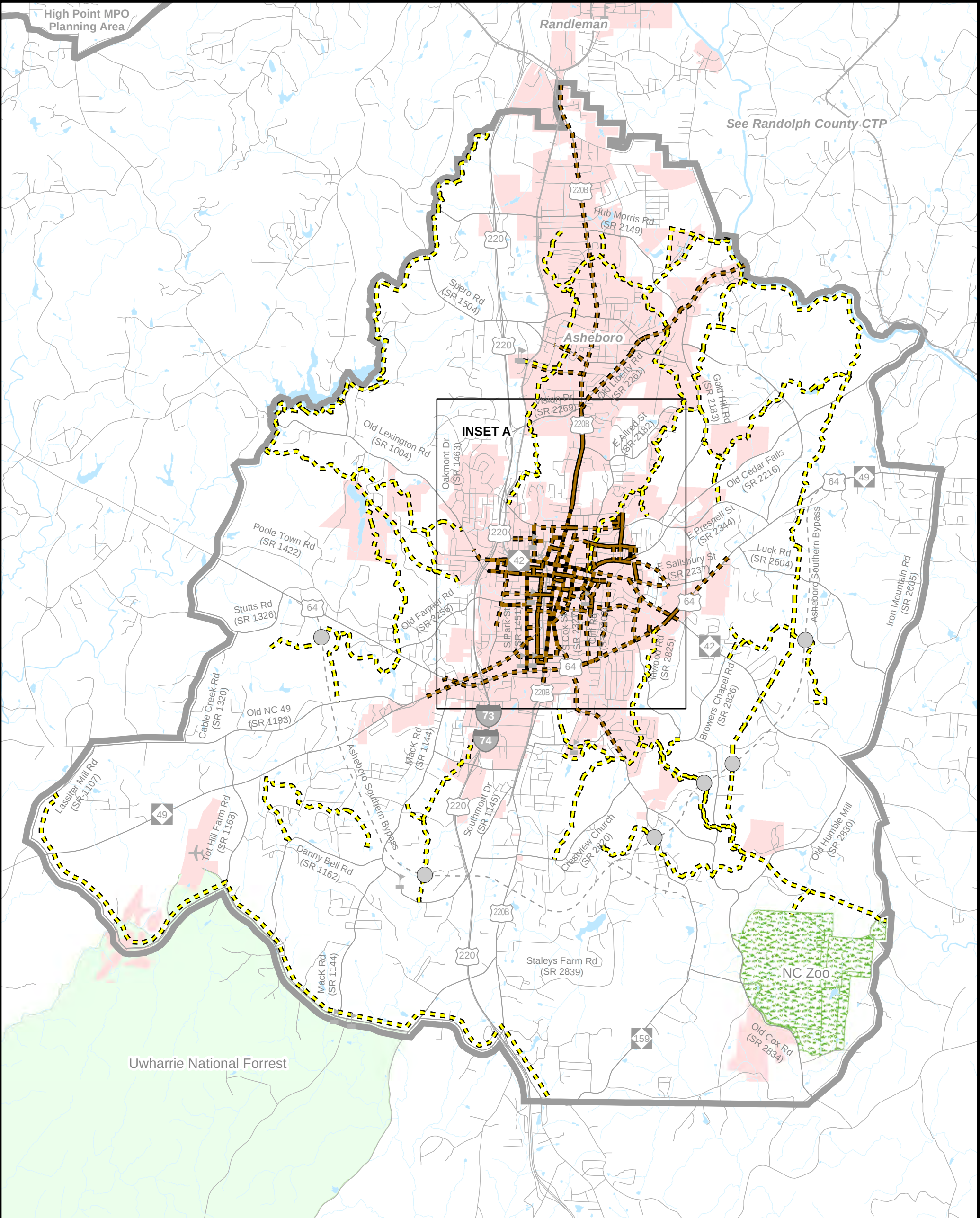
Base map date: September 2012

Refer to CTP document for more details

Bicycle Map



**Comprehensive
Transportation Plan**
Plan date: November 20, 2013



Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

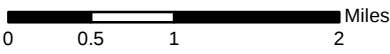


FIGURE 1
Sheet 5 of 5

Base map date: September 2012

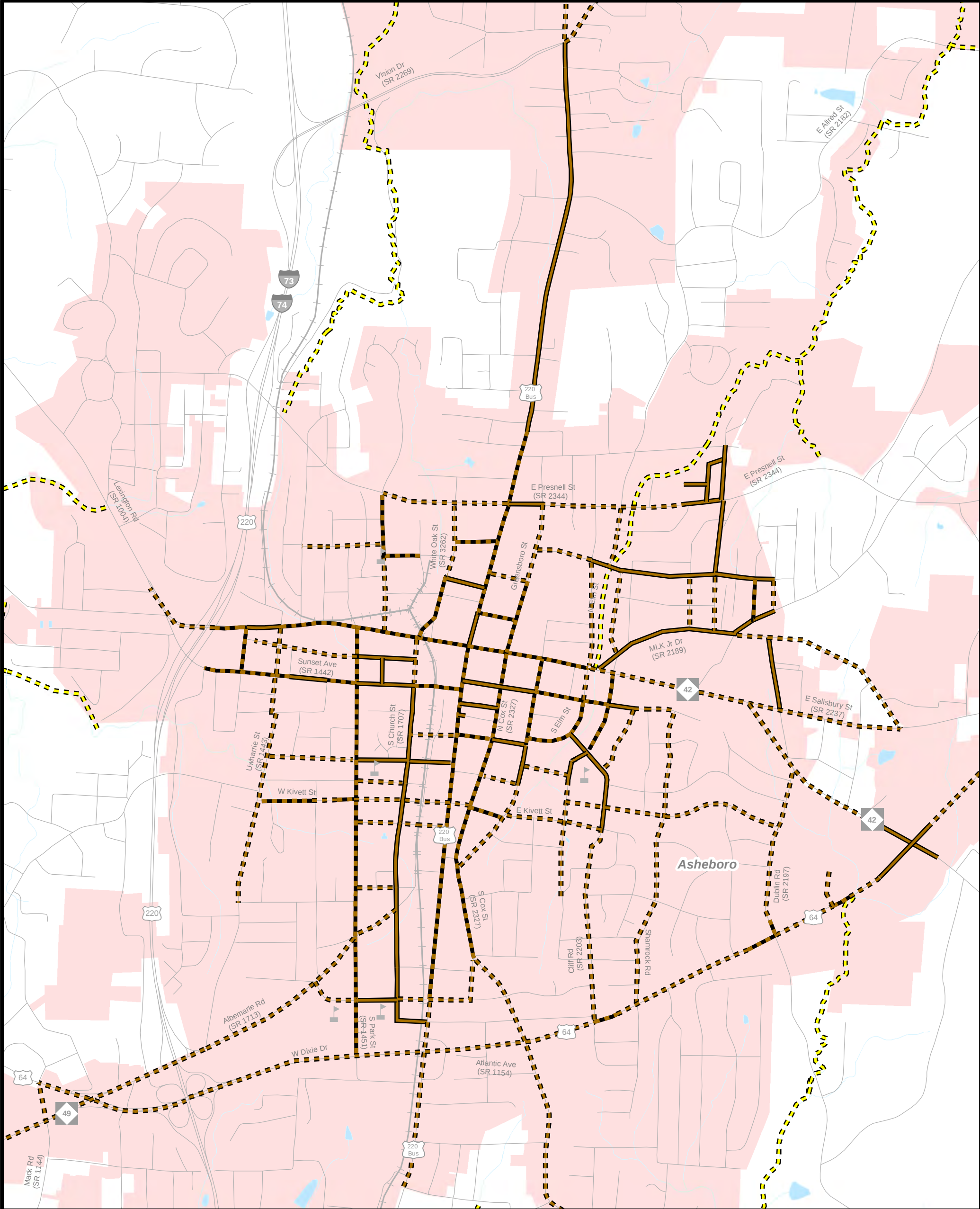
Refer to CTP document for more details

Pedestrian Map



Comprehensive
Transportation Plan

Plan date: November 20, 2013



Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

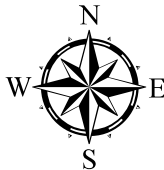
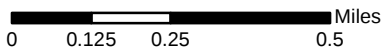


FIGURE 1

Sheet 5A of 5

Base map date: September 2012

Refer to CTP document for more details

**Pedestrian Map
Inset A**



**Comprehensive
Transportation Plan**

Plan date: November 20, 2013

1. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the transportation system will meet the 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. This document should be utilized by the 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.

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.

1.1 Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order 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.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency 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.

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 radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan¹ adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan is

¹ For more information on the SHC Vision Plan, go to:
<https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx>.

an initiative to protect and maximize the mobility and connectivity on a core set of transportation corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual CTPs shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information for the SHC Vision Plan.

In the development of this plan, travel demand was projected from 2012 to 2040 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Asheboro City Council on October 4, 2012. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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 eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies. The 2040 traffic volumes in Figure 3 are an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 – 2018 Transportation Improvement Program² (TIP).

Capacity is the maximum number of vehicles which have 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 following:

- ❖ 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;

² For more information on the TIP, go to: <https://connect.ncdot.gov/projects/planning/Pages/default.aspx>

- ❖ 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 2000 Highway Capacity Manual using the Transportation Planning Branch’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 Appendix E for detailed information on LOS.

Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT’s Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Asheboro CTP occurred between January 1, 2006 and December 31, 2010. During this period, a total of sixty intersections and two hundred ninety eight roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

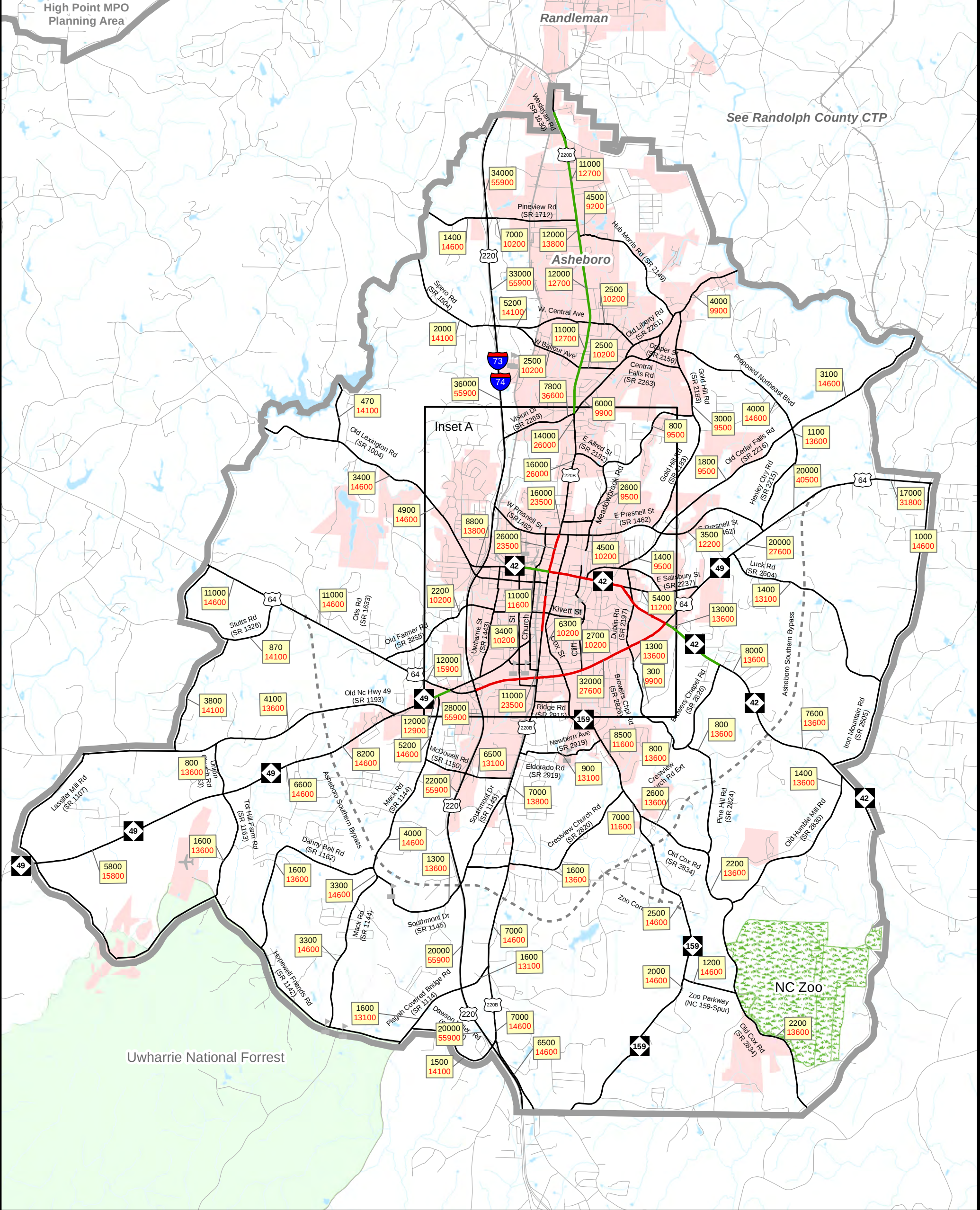
The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

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. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally,

and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. 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. Seventeen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, one is scheduled for replacement in the 2012 – 2018 TIP. Additionally, eight others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 4 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix F for more detailed bridge deficiency information.



Legend

- Schools
- Airport
- Roads
- Study Roads
- Railroads
- Rivers and Streams
- Near Capacity
- Over Capacity
- NC ZOO
- National Forest
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary
- 2012 Volumes (AADT)
- 2012 Capacity

0 0.5 1 2 Miles

N
W E
S

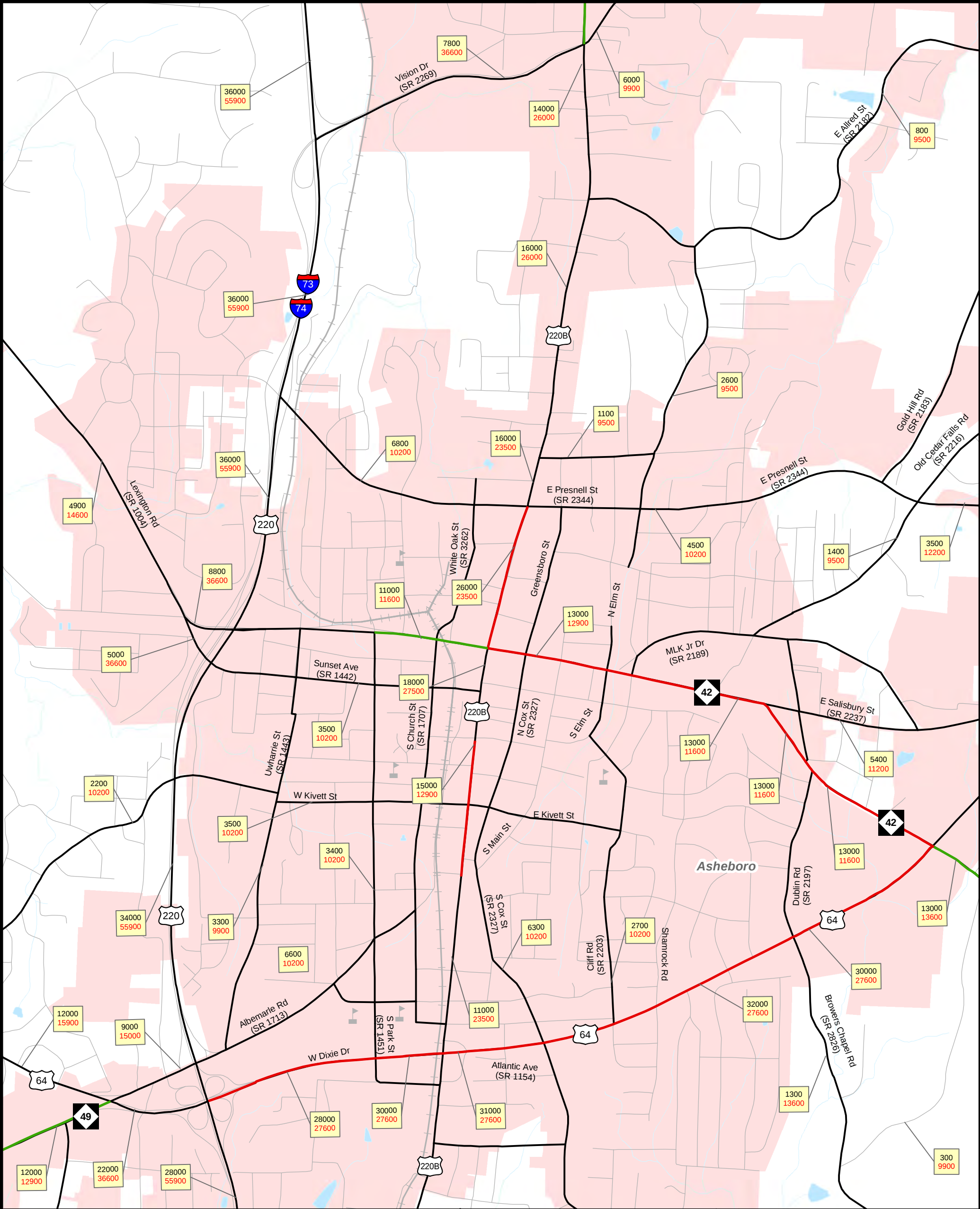
Sheet 1 of 2
Base map date: September 2012

FIGURE 2

2012
Volume and Capacity
Deficiencies

CITY OF
ASHEBORO
NORTH CAROLINA

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Legend

- Schools
- Airport
- Roads
- Study Roads
- Railroads
- Rivers and Streams
- Near Capacity
- Over Capacity
- NC ZOO
- National Forest
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary
- 2012 Volumes (AADT)
- 2012 Capacity

0 0.125 0.25 0.5 Miles



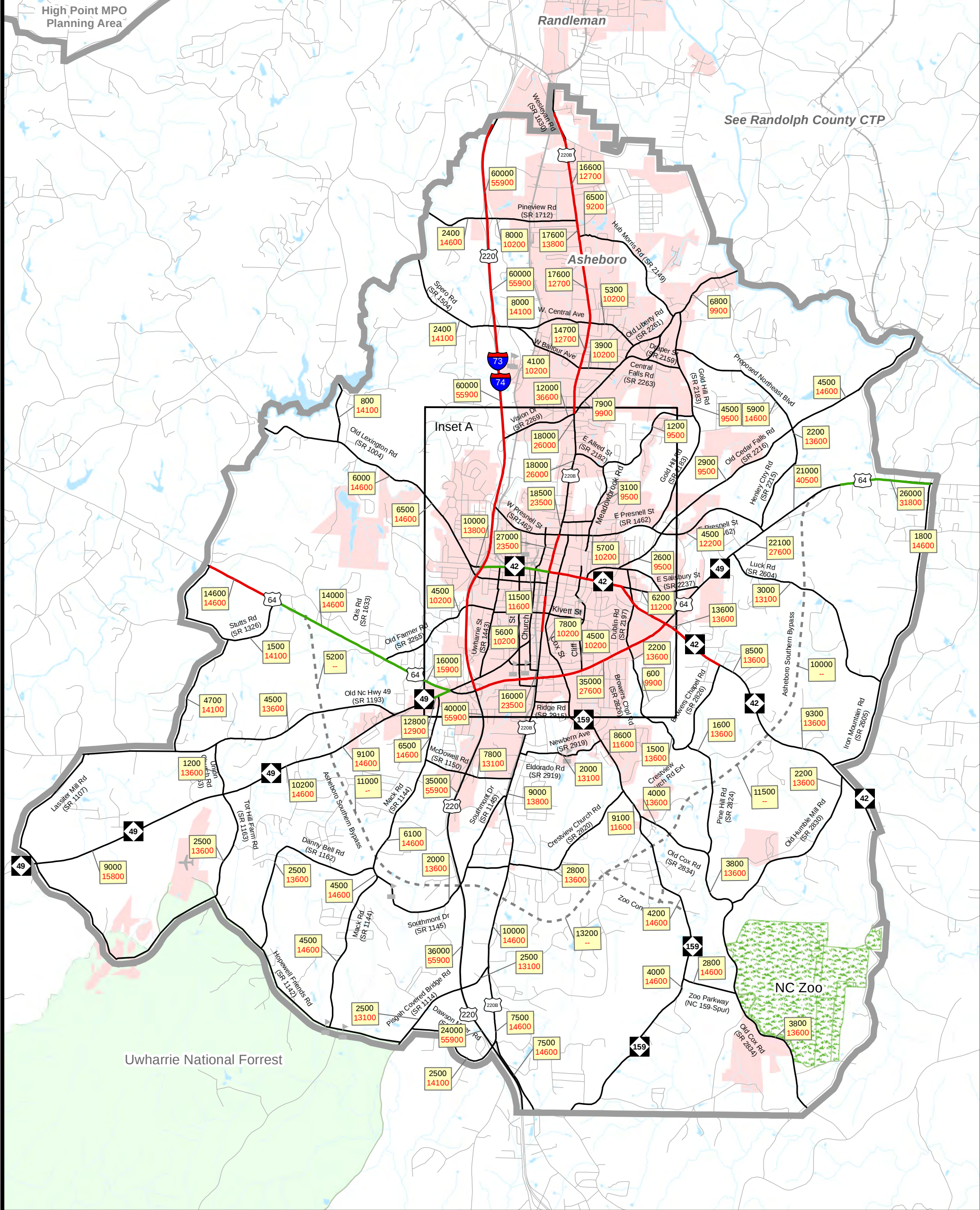
Sheet 2 of 2

Base map date: September 2012

FIGURE 2
2012
Volume and Capacity
Deficiencies
Inset A



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Legend

- Schools
- Airport
- Roads
- Study Roads
- Railroads
- Rivers and Streams
- Near Capacity
- Over Capacity
- NC ZOO
- National Forest
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary
- 2040 Volumes (E+C)
- 2012 Capacity

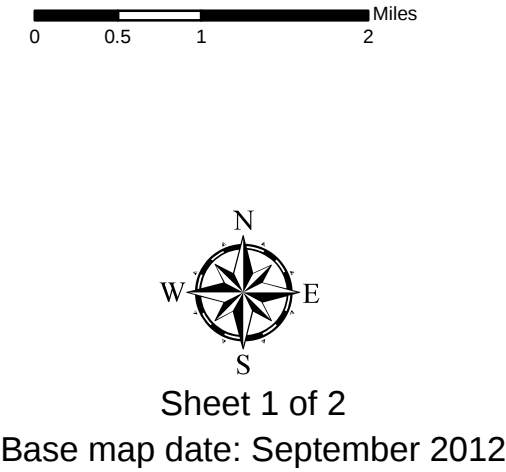
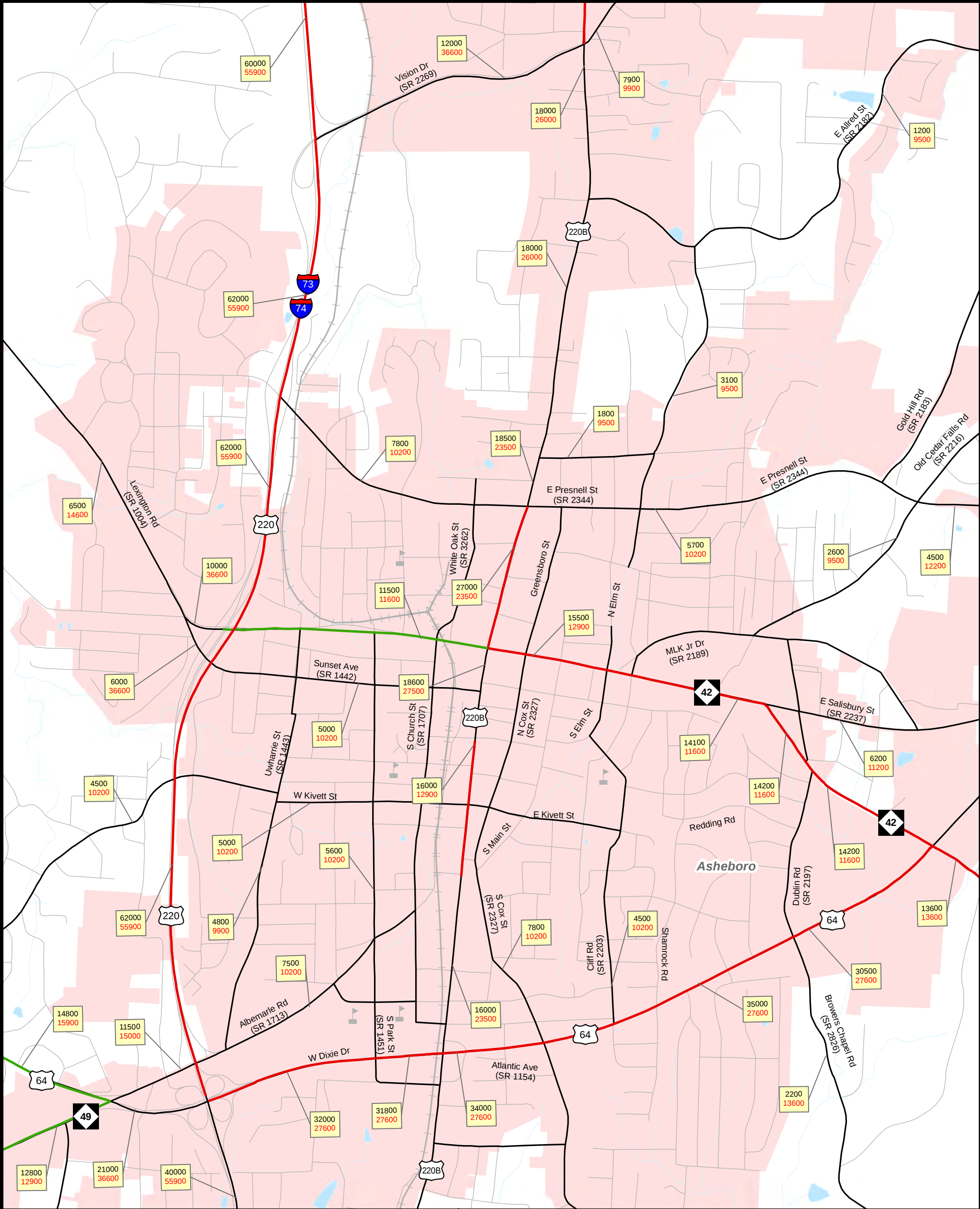


FIGURE 3

2040
Volume and Capacity
Deficiencies

CITY OF
ASHEBORO
NORTH CAROLINA
Comprehensive
Transportation Plan



Legend

- Schools
- Airport
- Roads
- Study Roads
- Railroads
- Rivers and Streams
- Near Capacity
- Over Capacity
- NC ZOO
- National Forest
- Water Bodies
- Municipal Boundary
- County Boundary
- Planning Boundary
- 2040 Volumes (E+C)
- 2012 Capacity

0 0.125 0.25 0.5 Miles

Sheet 2 of 2

Base map date: September 2012

FIGURE 3

2040

Volume and Capacity

Deficiencies

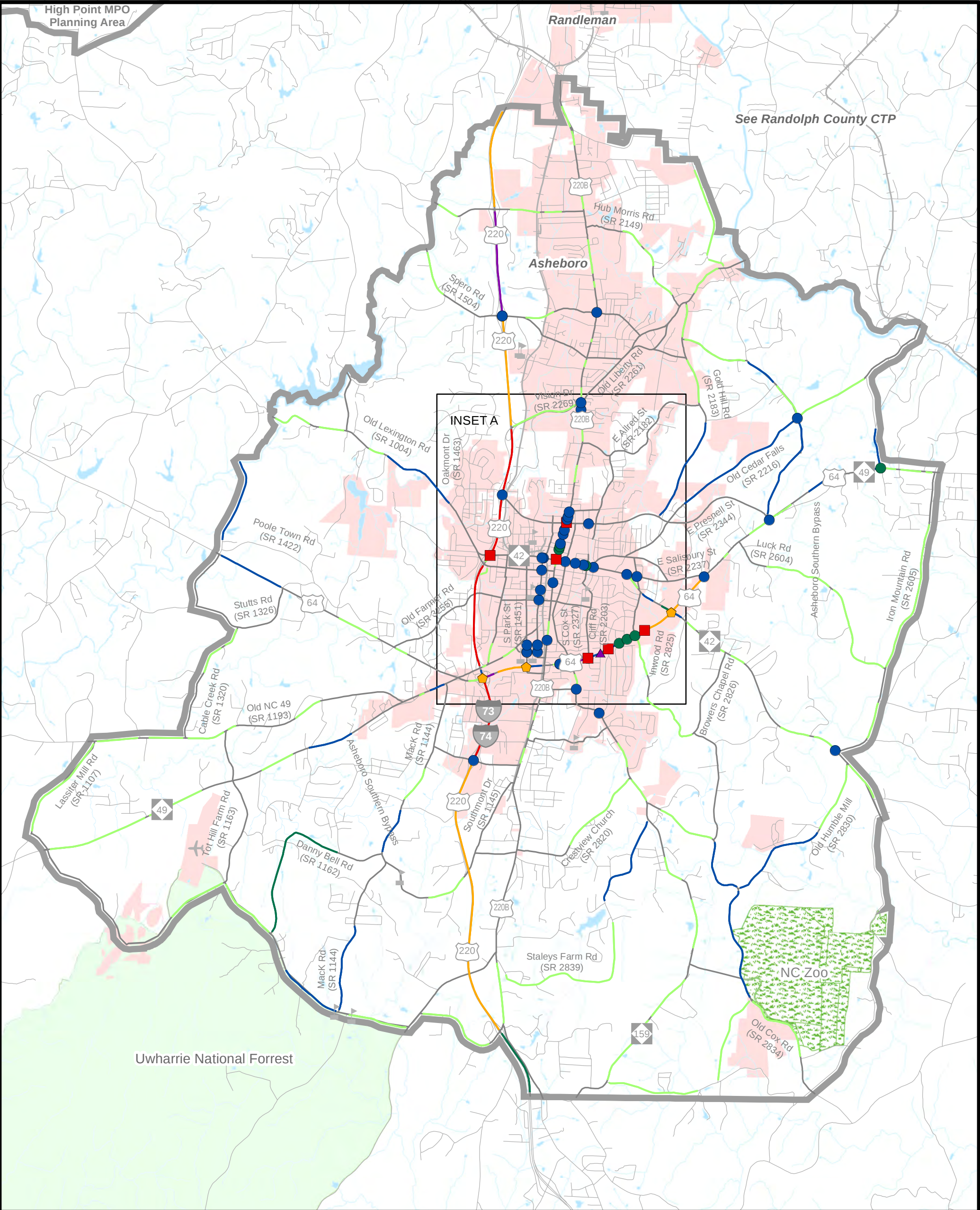
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CITY OF ASHEBORO

NORTH CAROLINA

Comprehensive

Transportation Plan



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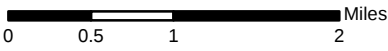
-  Schools
-  Airports
-  Municipal Boundaries
-  Water Bodies
-  Rivers and Streams
-  Study Roads
-  Roads
-  Railroads
-  Planning Boundary

Crash Intersections

-  50 and above
-  40 to 49
-  30 to 39
-  20 to 29
-  10 to 19
-  4 to 9

Crash Sections

-  50 and above
-  40 to 49
-  30 to 39
-  20 to 29
-  10 to 19
-  4 to 9



Sheet 1 of 2

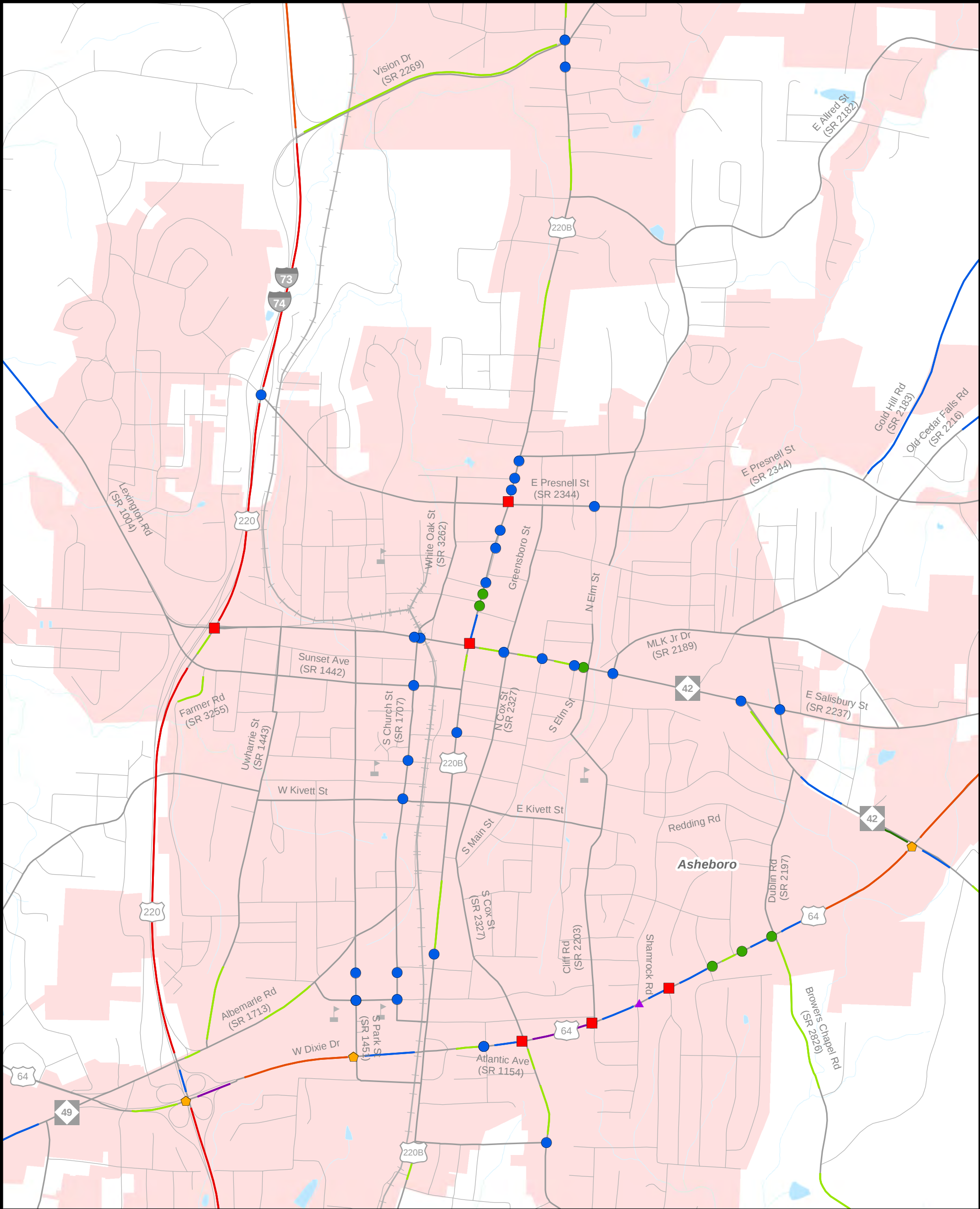
Base map date: September 2012

FIGURE 4
High Frequency
Crash Locations

January 1, 2006 to
December 31, 2010



Comprehensive
Transportation Plan



Legend

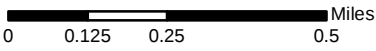
- | | |
|---|--|
|  Schools |  Rivers and Streams |
|  Airports |  Study Roads |
|  Municipal Boundaries |  Roads |
|  Water Bodies |  Railroads |
| |  Planning Boundary |

Crash Intersections

- | | |
|---|--------------|
|  | 50 and above |
|  | 40 to 49 |
|  | 30 to 39 |
|  | 20 to 29 |
|  | 10 to 19 |
|  | 4 to 9 |

Crash Sections

- | | |
|---|--------------|
|  | 50 and above |
|  | 40 to 49 |
|  | 30 to 39 |
|  | 20 to 29 |
|  | 10 to 19 |
|  | 4 to 9 |



Sheet 2 of 2

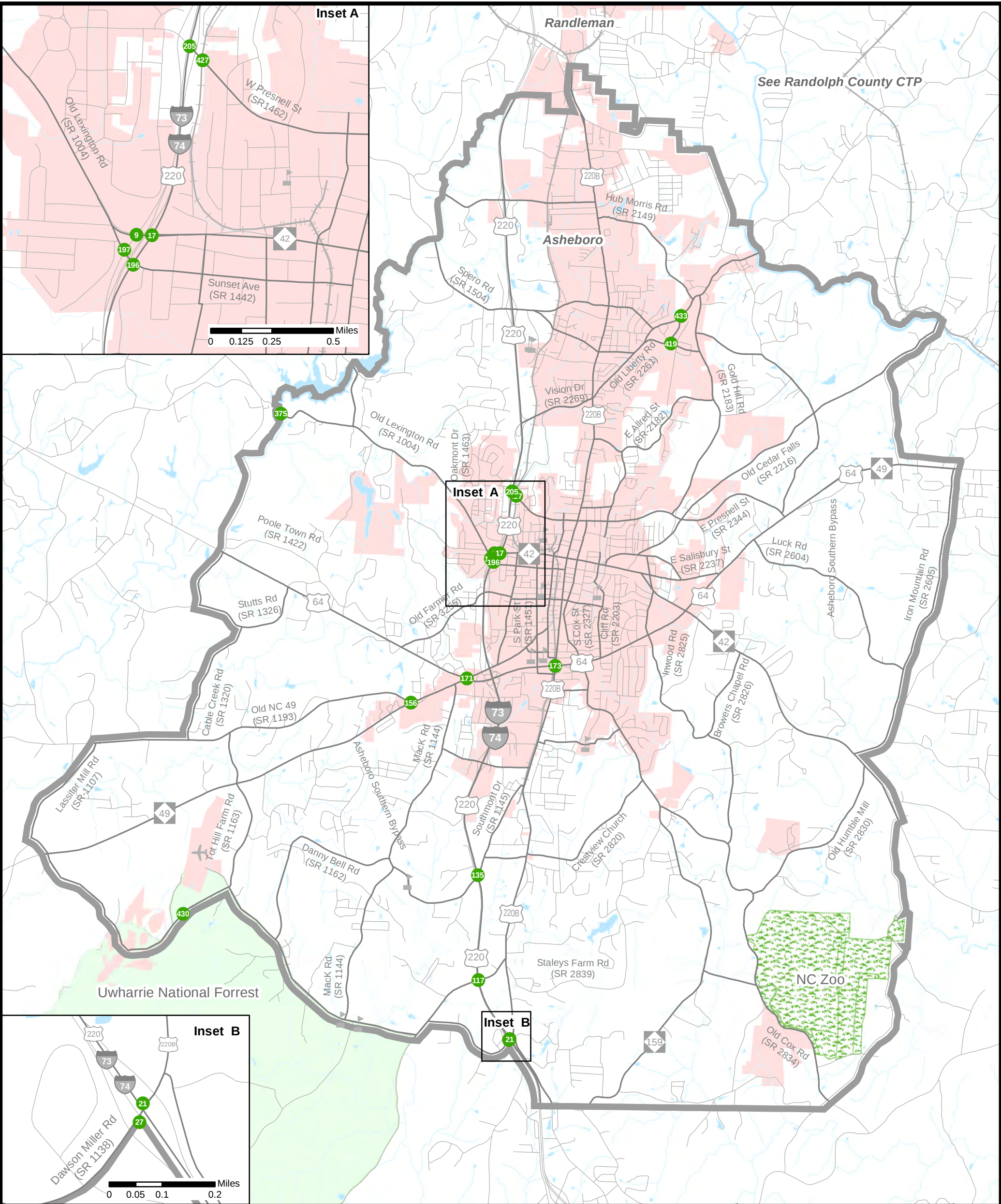
Base map date: September 2012

FIGURE 4
High Frequency
Crash Locations
Inset A

January 1, 2006 to
December 31, 2010



Comprehensive
Transportation Plan



Legend

- Deficient Bridges (# Bridge Number)
- Schools
- Airports
- Study Roads
- Roads
- NC ZOO
- Railroads
- Rivers and Streams
- Municipal Boundaries
- National Forest
- Planning Boundary
- Water Bodies

0 0.5 1 2 Miles



Base map date: September 2012

FIGURE 5
Deficient Bridges



Comprehensive
Transportation Plan

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another.

Public Transportation

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.

- ❖ Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- ❖ Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, is encouraging single-county systems to consider mergers to form more regional systems.
- ❖ Urban Transportation – 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 both urban and rural transportation within the county.
- ❖ Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- ❖ Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. There is currently one fixed-route bus service in Randolph County, Route 10, which is operated by the Piedmont Authority for Regional Transportation (PART). This route originates in southern Asheboro and ends in Greensboro using the US 220 and US 220 Business corridors. While there is currently no bus service to the NC Zoo, there is a proposal for extending bus service to the NC Zoo. Additionally, the Regional Coordinated Area Transportation System (RCATS) provides public transportation service to all Randolph County residents on an advance reservation basis.

In 2009, the Piedmont Triad Rural Planning Organization (PTRPO) served as the lead planning agency in developing a Locally Coordinated Public Transit-Human Service Transportation Plan. This plan identified the top service priority as fixed route services between major population, education and employment centers in neighboring Metropolitan Planning Organizations (MPOs) and Asheboro. The acquisition of routing software was also identified as a top capital improvement priority. The CTP incorporated two recommendations from this plan: implement two circulator routes within Asheboro and the provision of on-board attendants to accompany persons using RCATS door-to-door service.

All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

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 carried more than 485,000 passengers in 2013.

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.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Within the county, there are currently two active rail lines operated by Norfolk Southern; one is in the central portion of the county and ends south of Asheboro, and the other is in the northeast corner of the county through Liberty and Staley. There are no rail improvements proposed in this plan. Refer to Appendix A for contact information for the Rail Division.

Bicycles & Pedestrians

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2003 Bicycling Randolph County map and the Central Park Bicycle Plan³ were used to identify bicycle routes throughout the county. The 2007 Sidewalk Inventory published by the Piedmont Triad Rural Planning Organization and 2008 City of Asheboro Comprehensive Pedestrian Transportation Plan identified sidewalks throughout the county. The Asheboro 2020 Land Development Plan (Updated October 2009) and 2011 Piedmont Triad Regional Trail Plan and Inventory (Final Report) were used to identify multi-use trails throughout the county. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

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 Asheboro 2020 Land Development Plan⁴ (Updated October 2009) and the 2009 Randolph County Growth Management Plan⁵ (refer to Appendix G) were used to meet this requirement.

³ For more information on the Central Park Bicycle Plan, go to: <http://www.ptrc.org/index.aspx?page=221>.

⁴ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

⁵ To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

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 spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. 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.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Existing commercial land uses in Asheboro are mainly along US 64, US 220 Business and NC 49. There are two major industrial clusters within the area: one in northern Asheboro off the Pineview Road interchange with US 220 Bypass and the other industrial hub is south of US 49/64. There are several large tracts of open space throughout the city. Asheboro is also the home of North Carolina Zoo, which is a major tourist attraction.

The proposed Asheboro Bypass will alter the existing development patterns and character of future growth. There are several employment centers planned at or near the proposed interchanges along the proposed Asheboro Bypass. Most of the areas with larger employment growth projections are near US 64 and US 220 Business.

The future land development map provides a more detailed and specific set of land use designations to assist the community in making land development decisions. The City's jurisdiction is subdivided into six planning areas to fine-tune the Land Development Plan and better meet the particular needs of each area. For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

1.2 Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act⁶ (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 utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. 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.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Asheboro are shown in Figure 6 and highlighted in bold text in Tables 1 and 2.

⁶ For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

Table 1 – Environmental Features

- | | |
|--|---|
| <ul style="list-style-type: none"> • Airport Boundaries • Anadromous Fish Spawning Areas • Beach Access Sites • Bike Routes (NCDOT) • Coastal Marinas • Colleges and Universities • Conservation Tax Credit Properties • Emergency Operation Centers • Federal Land Ownership • Fisheries Nursery Areas • Geology (including Dikes and Faults) • Hazardous Substance Disposal Sites • Hazardous Waste Facilities • High Quality Water and Outstanding Resource Water Management Zones • Hospital Locations • Hydrography (1:24,000 scale) • Land Trust Priority Areas • Natural Heritage Element Occurrences • National Wetlands Inventory | <ul style="list-style-type: none"> • North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS) • Paddle Trails – Coastal Plain • Railroads (1:24,000 scale) • Randolph County Recreational Sites⁷ • Recreation Projects – Land and Water Conservation Fund • Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants • Schools – Public and Non-Public • Shellfish Strata • Significant Natural Heritage Areas • State Parks • Submersed Rooted Vasculars • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Waters (WRC) • Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells • Water Supply Watersheds • Wild and Scenic Rivers |
|--|---|

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- | | |
|--|---|
| <ul style="list-style-type: none"> • Archaeological Sites • Historic National Register Districts • Historic National Register Structures | <ul style="list-style-type: none"> • Macrosite Boundaries • Managed Areas • Megasite Boundaries |
|--|---|

⁷ *Randolph County Recreational Sites includes conservation lands, zoo property, Boy Scout, Girl Scout and religious camps, and targeted areas for conservation around the camps.*

1.3 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.

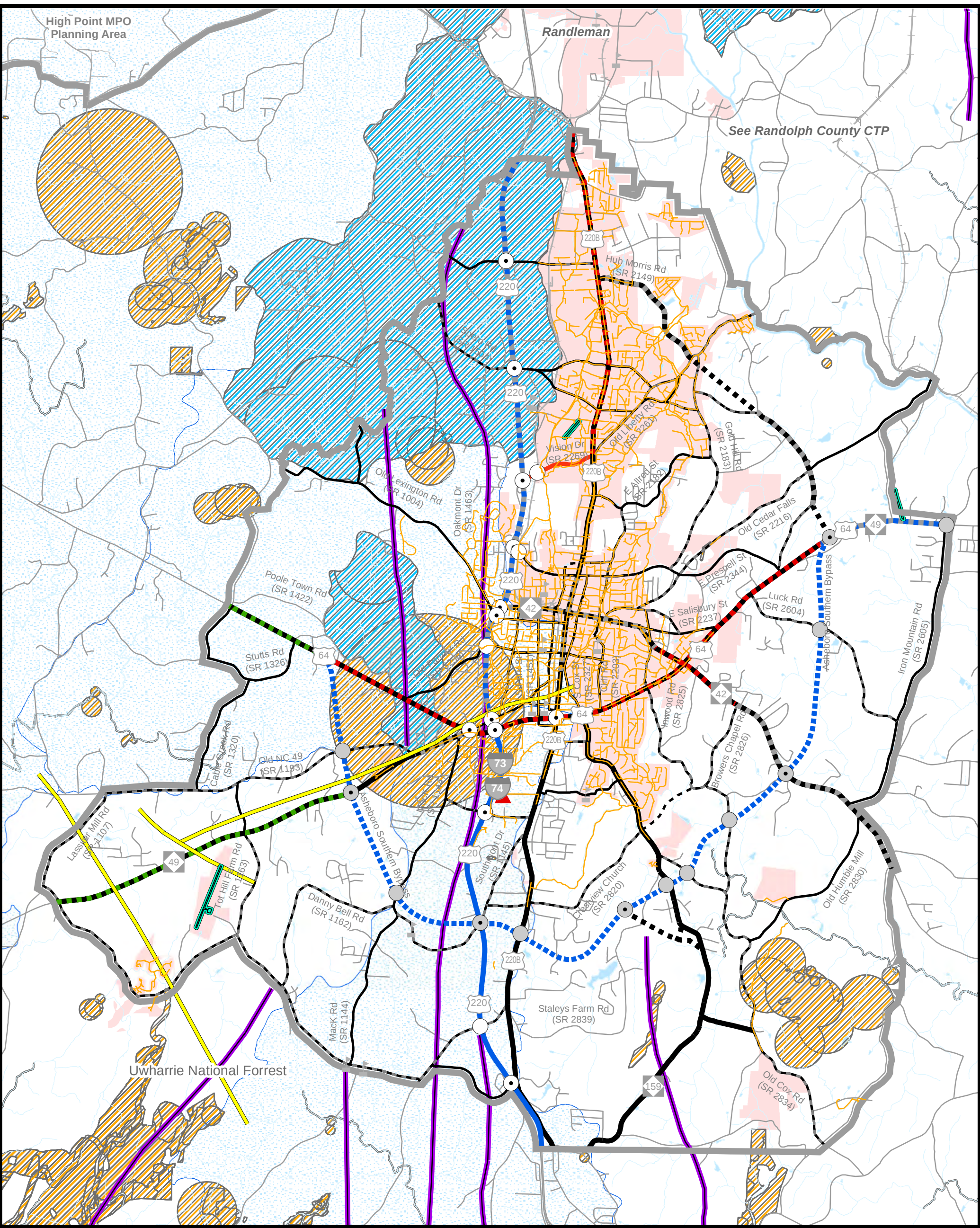
A meeting was held with the Asheboro City Council in May 2012 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the NCDOT Transportation Planning Branch cooperatively worked with the CTP committee, which included a representative from the Asheboro Planning Department, the City Engineer, the Division District Engineer, the Chamber of Commerce, the NC Zoo, a city council member, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey, a listing of committee members and other public involvement opportunities.

The public involvement process included holding two public drop-in sessions in Asheboro to present the proposed CTP to the public and solicit comments. The first meeting was held on November 1, 2012 at Asheboro Public Works Building from 4:00pm to 7:00pm; the second meeting was held on October 29, 2013 at the historic courthouse from 4:00pm to 6:00pm. Each session was publicized in the local newspaper. Two comment forms were submitted during the session held on November 1, 2012.

A public hearing was held on December 5, 2013 during the Asheboro City Council meeting and on January 6, 2014 during the Randolph County Board of Commissioners meeting. The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during these meetings.

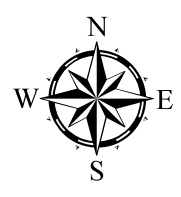
The Piedmont Triad RPO endorsed the CTP on February 5, 2014. The North Carolina Department of Transportation mutually adopted the Asheboro CTP on March 6, 2014.



Legend

- | | |
|--|--|
| ▲ Colleges and Universities |  Water Supply Watersheds |
|  Sewer Lines |  Natural Heritage Element Occurrences |
|  DOT Airport Boundary |  Target Local Watersheds |
|  Geology Faults |  Water Bodies |
|  Geology Dikes |  Municipal Boundaries |
|  Roads |  Planning Boundary |
|  Rivers and Streams | |

0 0.5 1 2 Miles



Sheet 1 of 2

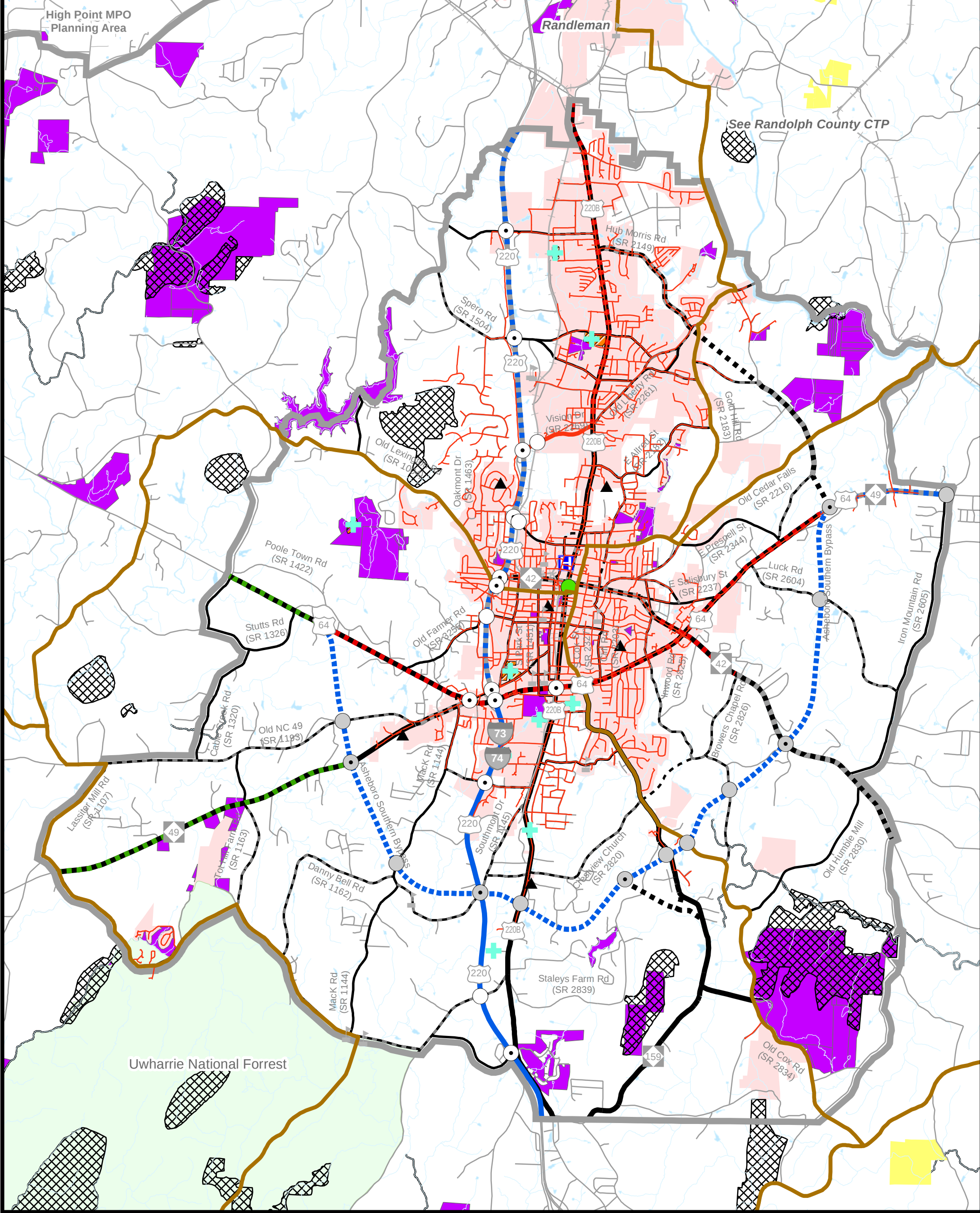
Base map date: September 2012

**FIGURE 6
Environmental Map**



Randolph County

**Comprehensive
Transportation Plan**



Legend

- | | |
|------------------------------------|------------------------------------|
| Schools | Conservation Tax Credit Properties |
| Water Tanks | Significant Natural Heritage Areas |
| Hazardous Substance Disposal Sites | Hazardous Substance Disposal Sites |
| Hospital Locations | National Forest |
| Emergency Operation Centers | Randolph County Recreational Sites |
| Bike Routes (NCDOT) | Municipal Boundaries |
| Water Lines | Planning Boundary |
| Roads | |
| Rivers and Streams | |

0 0.5 1 2 Miles



Sheet 2 of 2

Base map date: September 2012

FIGURE 6

Environmental Map



**Comprehensive
Transportation Plan**

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2014 Asheboro CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets¹" policy in July 2009. 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 cities, towns 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. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

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, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Unaddressed Deficiencies

The following deficiencies were identified during the development of the CTP, but remain unaddressed.

US 220 Business (Fayetteville Street), Local ID: RAND0049-H

US 220 Business (Fayetteville Street) is currently over capacity from Presnell Street (SR1462) to NC 42 (Salisbury Street) and from Academy Street to Birkhead Drive. By 2040, these sections are projected to remain over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

US 220 Business (Fayetteville Street) runs north-south through Asheboro and provides access to downtown Asheboro. This facility is a four lane major thoroughfare with 12 foot lanes from Presnell Street (SR1462) to south of Academy Street (SR 1950) and three lane major thoroughfare with 12 foot lanes and a center turn lane from south of

¹ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

Academy Street (SR 1950) to Birkhead Street. Annual Average Daily Traffic (AADT) on US 220 Business between Presnell Street (SR 1462) and NC 42 (Salisbury Street) is projected to increase from 26,000 vehicles per day (vpd) in 2012 to 27,000 vpd in 2040, compared to a LOS D capacity of 23,500 vpd. Between Academy Street and Birkhead Drive, traffic is projected to increase in range from 15,000 to 16,000 vpd in 2012 to 16,000 to 17,000 vpd in 2040, compared to a LOS D capacity of 12,900 vpd.

These sections of US 220 Business (Fayetteville Street) are mostly strip development interspersed with residential and industrial development, a hospital and related services. There is no access control on these sections of US 220 Business (Fayetteville Street). It is lined with numerous driveway and roadway access points. A crash assessment performed during the development of the CTP identified numerous intersections and roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The CTP project proposal (RAND0049-H) is to study and implement transportation demand management strategies along this corridor. The Piedmont Authority for Regional Transportation (PART) currently has an existing transit route along this facility and the Regional Coordinated Area Transportation System (RCATS) has proposed deviated fixed routes (Local ID: RAND003-T) connecting US 220 Business, US 64 and NC 42 to serve growing transportation needs. Strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing are recommended for further study. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety. Additionally, during the development of the CTP the City expressed the desire for intersection improvements to accommodate left turning traffic at US 220 Business (Fayetteville Street) and Presnell Street (SR 1462).

Based on the planning level environmental assessment using available GIS data, water and sewer pipes are located along this facility.

NC 42 (Salisbury Street), Local ID: RAND0050-H

NC 42 (Salisbury Street) is currently near or over capacity from Dublin Road (SR 2197) to I-73/74 (US 220 Bypass). By 2040, this section is projected to remain near or over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

NC 42 provides access into downtown Asheboro and a direct connection to I-73/74 (US 220 Bypass). This facility is a two lane major thoroughfare with 12 foot lanes from Dublin Road (SR 2197) to Martin Luther King Jr. Drive (SR 2189), a three lane major thoroughfare with 12 foot lanes and a center turn lane from Martin Luther King Jr. Drive

(SR 2189) to Church Street (SR 1707), and a two lane major thoroughfare with 12 foot lanes from Church Street (SR 1707) to I-73/74 (US 220 Bypass). Annual Average Daily Traffic (AADT) on NC 42 (Salisbury Street) is projected to increase in range from 8,800 to 13,500 vehicles per day (vpd) in 2012 to 10,000 to 16,300 vpd in 2040, compared to a LOS D capacity of 11,600 to 13,600 vpd.

NC 42 (Salisbury Street) is mostly strip development interspersed with residential and industrial development. There is currently no access control on Salisbury Street. It is lined with numerous driveway and roadway access points, both residential and commercial. A crash assessment performed during the development of the CTP identified numerous intersections and roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The CTP project proposal (RAND0050-H) is to study and implement transportation demand management strategies along this corridor. Strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing are recommended for further study. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety. Regional Coordinated Area Transportation System (RCATS) has a proposed deviated fixed route (Local ID: RAND003-T) connecting US 220 Business, US 64 and NC 42 that will help to serve the areas transportation needs. Additionally, during the development of the CTP the City expressed the desire for alignment improvements at the intersection of NC 42 and Dublin Road (SR 2197).

Based on the planning level environmental assessment using available GIS data, water and sewer pipes located along this facility. This facility also has a stream crossing just east of Elm Street. Additionally, NCDOT's Structures Management Unit has identified bridge numbers 9 and 17 over I-73/74/US 220 as functionally obsolete.

2.2 Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the city. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Piedmont

Triad RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A 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.

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

2.3 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

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

HIGHWAY

I-73/74/US 220 Proposed improvements from West Presnell Street (SR 1462) to 1.25 miles north of Pineview Road (SR 1712)

Local ID: RAND0068-H
Last updated: 11/20/2013

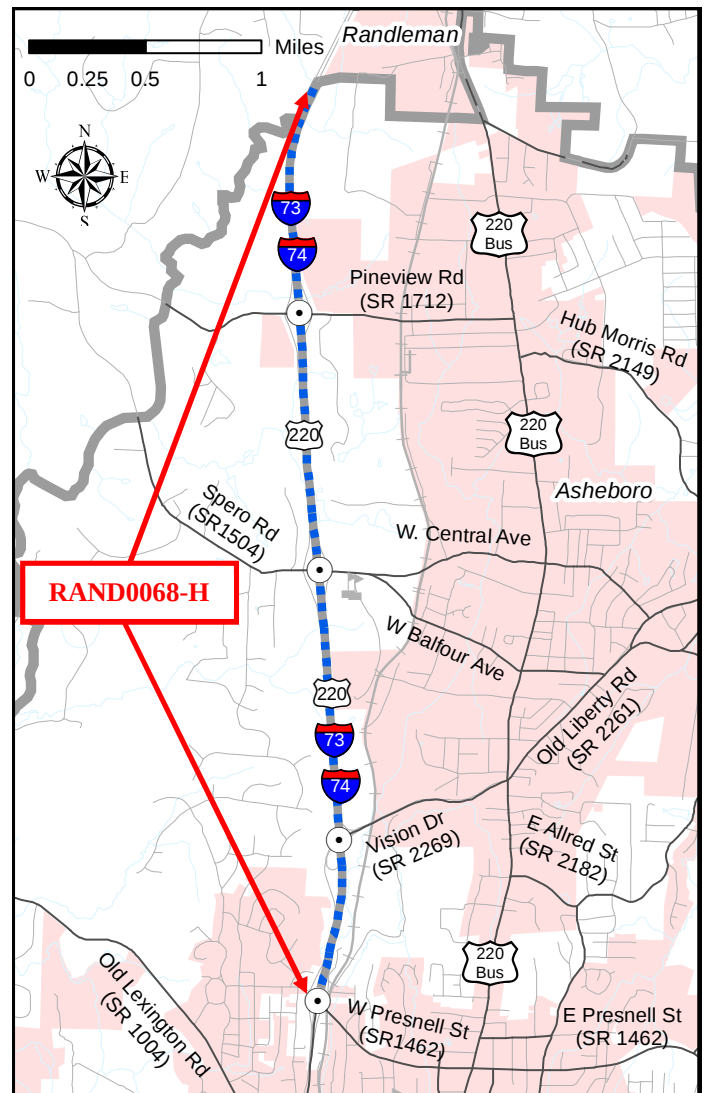
Identified Problem

I-73/74/US 220 is projected to be over capacity by 2040 from West Presnell Street (SR 1462) to 1.25 miles north of Pineview Road (SR 1712). Improvements are needed to accommodate projected traffic volumes and improve mobility through Asheboro such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

I-73/74/US 220 is a major north-south corridor in Randolph County, connecting Randleman and Asheboro with rural areas in the northern and southern parts of the county. The facility is a vital artery in moving people and goods through North Carolina, ultimately connecting North Carolina to South Carolina and Virginia.

I-73/74/US 220 is currently a four lane freeway with 12 foot lanes and is part of the statewide tier of the NC Multimodal Investment Network (NCMIN)³. Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. I-73/74/US 220 is also part of the North Carolina Intrastate System and is intended to provide high-speed, safe travel service throughout the state.



By 2040, this facility is projected to be over capacity from 1.25 miles north of Pineview Road (SR 1712) to West Presnell Street (SR 1462) based on providing a LOS D. Traffic is projected to range from 34,000 to 36,000 vehicles per day (vpd) in 2012 to 60,000 to 64,000 vpd in 2040, compared to a LOS D capacity of 55,900 vpd.

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

Community Vision and Problem History

Due to anticipated high traffic volumes in the future years, local officials have the desire to maintain the integrity of I-73/74; which is vital to the continued success of tourism for this area. This facility is the primary route used to access the NC Zoo, potteries in the Seagrove area south of Asheboro, and beaches in southern North Carolina and South Carolina.

The 2001 Asheboro Thoroughfare Plan identified this segment of road as deficient in the year 2025. The 2011 Randolph County Comprehensive Transportation Plan (CTP) also identified this segment of road as deficient in the year 2035.

CTP Project Proposal

Project Description and Overview

The proposed project (RAND0068-H) is to widen the existing facility from four lanes to six lanes and upgrade to interstate standards from West Presnell Street (SR 1462) to 1.25 miles north of Pineview Road (SR 1712).

A crash assessment performed during the development of the CTP identified two interchanges and four roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. This stretch of I-73/74/US 220 experienced 40 or more crashes during this time period. The interchanges at Spero Road (SR 1504) and W Presnell Street (SR 1462) experienced 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The proposed improvements will help to reduce congestion along this facility. Additionally, it will fulfill the Strategic Highway Corridor⁴ vision, which recommends I-73/74 be upgraded to interstate standards.

Relationships to Land Use Plans

The Asheboro 2020 Land Development Plan⁵ (Updated October 2009) and the 2009 Randolph County Growth Management Plan⁶ recognize that Asheboro and Randolph County are anticipating an influx of both urban and suburban residential growth. The residential growth is anticipated to spread outwards from the core of Asheboro to the northern, western and eastern boundaries of Randolph County. A future interstate (I-73/I-74) along the current routing of US 220 and Asheboro's Southern Bypass (R-2536) will change land use patterns in the southern part of the county by attracting high intensity uses (retail and employment) at major intersections.

⁴ For more information on SHC, go to: <https://connect.ncdot.gov/projects/planning/Pages/StrategicHighwayCorridors.aspx>.

⁵ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

⁶ To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

Linkages to Other Plans and Proposed Project History

Interstates 73 and 74 were initially authorized by the Intermodal Surface Transportation and Efficiency Act (ISTEA) of 1991, as one of several high priority transportation corridors to be designated across the country. I-73/74/US 220 is designated as a freeway on NCDOT's Strategic Highway Corridor (SHC) Vision Plan.

This project directly connects to the proposed US 311 Bypass (R-2606) and to the I-73/74/US 220 improvements (I-4407) which include upgrading the facility to interstate standards. Improvements to this section of I-73/74/US 220 were identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the portion of the proposed project north of Vision Drive (SR 2269) is within the water supply watershed area. Additionally, NCDOT's Structures Management Unit has identified bridge number 205 at West Presnell Street (SR 1462) as structurally deficient and functionally obsolete.

Multi-modal Considerations

The Piedmont Authority for Regional Transportation (PART) has an existing bus route from Guilford County to Randolph County, using the I-73/74 corridor. Additionally, PART has service enhancements that are being considered, which are directly connected to this project: US 311 Express, Park-n-Ride lot west of Randleman, and Asheboro Circular Routes/Local Transit Services. These enhancements were identified in the 2010 Regional Transit Development Plan⁷ (RTDP), which was developed by PART.

Public/ Stakeholder Involvement

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

⁷ For more information on the 2010 Regional Transit Development Plan, go to: <http://www.partnc.org/rtdp.html>

Identified Problem

I-73/74/US 220 in Asheboro is projected to be over capacity by 2040 from West Presnell Street (SR 1462) to US 64/NC 49 (Dixie Drive). Improvements are needed to relieve congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

I-73/74/US 220 is a major north-south corridor in Randolph County, connecting Asheboro with rural areas in the northern and southern parts of the county. The facility is a vital artery in moving people and goods through North Carolina, ultimately connecting North Carolina to South Carolina and Virginia.

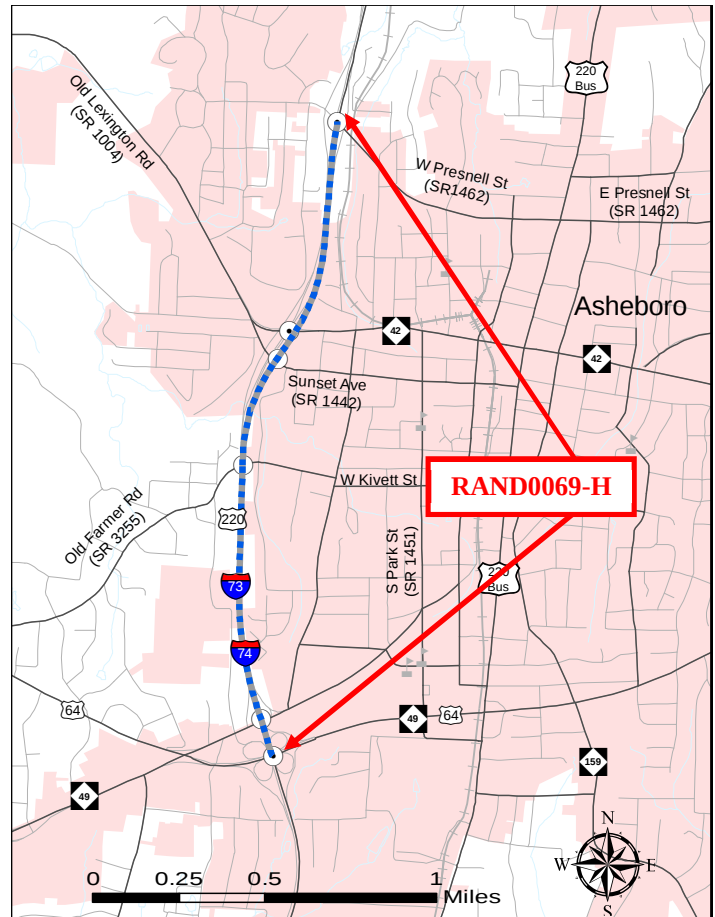
I-73/74/US 220 is currently a four lane freeway with 12 foot lanes and is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility. I-73/74/US 220 is also part of the North Carolina Intrastate System and is intended to provide high-speed, safe travel service throughout the state.

By 2040, this facility is projected to be over capacity from West Presnell Street (SR 1462) to US 64/NC 49 (Dixie Drive) based on providing a LOS D. Traffic is projected to increase from 34,000 vehicles per day (vpd) in 2009 to 62,000 vpd in 2040, compared to a LOS D capacity of 55,900 vpd.

Community Vision and Problem History

Due to anticipated high traffic volumes in the future years, local officials have the desire to maintain the integrity of I-73/74; which is vital to the continued success of tourism for this area. This facility is the primary route used to access the NC Zoo, potteries in the Seagrove area south of Asheboro, and beaches in southern North Carolina and South Carolina.

The 2001 Asheboro Thoroughfare Plan identified this segment of road as deficient in



the year 2025. The 2011 Randolph County Comprehensive Transportation Plan (CTP) also identified this segment of road as deficient in the year 2035.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (Local ID: RAND0069-H) is to widen the existing facility from four to six lanes from West Presnell Street (SR 1462) to US 64/NC 49 (Dixie Drive).

A crash assessment performed during the development of the CTP identified three interchanges and two roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. This stretch of I-73/74/US 220 experienced 50 or more crashes during this time period. The following interchanges also experienced a high number of crashes during the same period:

- W Presnell Street (SR 1462) experienced 10 to 19 crashes;
- NC 42 experienced 30 to 39 crashes; and
- US 64 experienced 50 or more crashes.

The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

The Asheboro 2020 Land Development Plan⁸ (Updated October 2009) and the 2009 Randolph County Growth Management Plan⁹ recognize that Asheboro and Randolph County are anticipating an influx of both urban and suburban residential growth. The residential growth is anticipated to spread outwards from the core of Asheboro to the northern, western and eastern boundaries of Randolph County. A future Interstate highway corridor (I-73/I-74) along the current routing of US 220 and Asheboro's Southern Bypass (R-2536) will change land use patterns in the southern part of the county by attracting high intensity uses (retail and employment) at major intersections.

Linkages to Other Plans and Proposed Project History

Interstates 73 and 74 were initially authorized by the Intermodal Surface Transportation and Efficiency Act (ISTEA) of 1991, as one of several high priority transportation corridors to be designated across the country. I-73/74/US 220 is designated as a freeway on NCDOT's Strategic Highway Corridor (SHC) Vision Plan.

The existing facility from West Presnell Street (SR 1462) to US 220 Bypass/NC 134 was recently upgraded to the interstate standards as part of TIP project I-4407.

This project directly connects to the proposed Asheboro Southern Bypass (R-2536) and to the I-73/74/US 220 improvements (TIP project I-4407).

⁸ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

⁹ To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

Improvements to this section of I-73/74/US 220 were identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan. The 2011 Randolph County Comprehensive Transportation Plan included the project proposal to widen the existing facility from four to six lanes from West Presnell Street (SR 1462) in Asheboro to NC 134/US 220 Business.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the majority of the proposed project is within the local watershed area. The portion of the project south of Old Lexington Road (SR 1004) is within a natural heritage element occurrence area.

Multi-modal Considerations

The Piedmont Authority for Regional Transportation (PART) has an existing bus route from Guilford County to Randolph County, using the I-73/74 corridor. Additionally, PART has service enhancements that are being considered, which connect to this project: US 311 Express, Park-n-Ride Lot west of Randleman, and Asheboro Circular Routes/Local Transit Services. These enhancements were identified in the 2010 Regional Transit Development Plan¹⁰ (RTDP), which was developed by PART.

Public/ Stakeholder Involvement

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

¹⁰ For more information on the 2010 Regional Transit Development Plan, go to: <http://www.partnc.org/rtdp.html>

Identified Problem

US 220 Business is currently near capacity and is projected to be over capacity by 2040 from Claude Holden Drive (SR 2124) to Old Liberty Road (SR 2261). Improvements are needed to accommodate projected traffic volumes and improve mobility through Asheboro such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

US 220 Business is a major north-south corridor connecting Asheboro to Randleman and the rural areas in the northern and southern parts of the county.

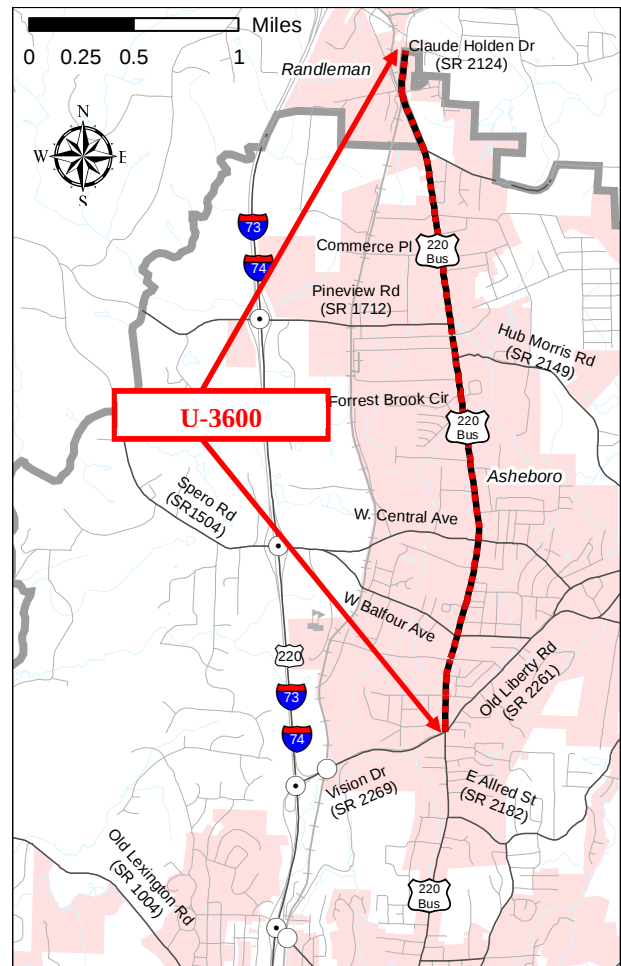
US 220 Business is two lane major thoroughfare with 12 foot lanes from Claude Holden Drive (SR 2124) to Pineview Road (SR 1712); a three lane major thoroughfare with a center left-turn lane and 12 foot lanes from Pineview Road (SR 1712) to Hub Morris Road (SR 2149) and a two lane major thoroughfare with 12 foot lanes from Hub Morris Road (SR 2149) to Old Liberty Road (SR 2261). It is part of the regional tier of the NC Multimodal Investment Network (NCMIN). Regional tier facilities connect major population centers and serve local land use.

By 2040, this facility is projected to be over capacity from Claude Holden Drive (SR 2124) to Old Liberty Road (SR 2261) based on providing a LOS D. Annual Average Daily Traffic (AADT) on US 220 Business is projected to increase in range from 11,000 to 12,000 vehicles per day (vpd) in 2012 to a range of 14,700 to 17,600 vpd in 2040, compared to a LOS D capacity of 12,700 to 13,800 vpd.

Community Vision and Problem History

US 220 Business provides access to downtown Asheboro and is also used to access the NC Zoo. US 220 Business has many driveways, both residential and commercial.

The 2001 Asheboro Thoroughfare Plan identified the segment of road from Forest Brook Circle to Old Liberty Road (SR 2261) as deficient in the year 2025. The 2011



Randolph County Comprehensive Transportation Plan (CTP) also identified this segment of road from Claude Holden Drive (SR 2124) to Old Liberty Road (SR 2261) as deficient in the year 2035.

CTP Project Proposal

Project Description and Overview

The proposed project (U-3600) is to widen the existing facility to a four lane boulevard from Claude Holden Drive (SR 2124) to Old Liberty Road (SR 2261). Sidewalks and bicycle accommodations are recommended along the entire length of the project. This project is not currently funded in the Transportation Improvement Program (TIP).

A crash assessment performed during the CTP identified numerous intersections and roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. Seven sections of US 220 Business experienced 4 to 9 crashes during this time period. The intersections at W Central Avenue (SR 1504) and Vision Drive (SR 2269) experienced 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationships to Land Use Plans

Land use along US 220 Business is mainly residential, commercial and light industrial. The Asheboro 2020 Land Development Plan¹¹ (Updated October 2009) and the 2009 Randolph County Growth Management Plan¹² categorize this corridor into Municipal Growth Management Area. This growth area is contained within the corporate limits or extraterritorial planning & zoning jurisdictions of municipalities located within Randolph County. Mixed high-density urban growth is anticipated in these planning areas.

Linkages to Other Plans and Proposed Project History

This project directly connects to the proposed US 311 Bypass (R-2606) and to the I-73/74/US 220 improvements (I-4407) which include upgrading the facility to interstate standards. The 2001 Asheboro Thoroughfare Plan recommended widening the existing facility from two to five lanes with a center left turn lane from the US 311 Extension to Old Liberty Road (SR 2261). The 2011 Randolph County CTP recommended widening the existing facility from two to five lanes with a center left turn lane from the US 311 Extension to Old Liberty Road (SR 2261).

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, there is a hazardous substance disposal site adjacent to the project in the southwest quadrant of the intersection of W Central Avenue. There are also water and sewer pipes along the proposed project.

¹¹ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

¹² To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

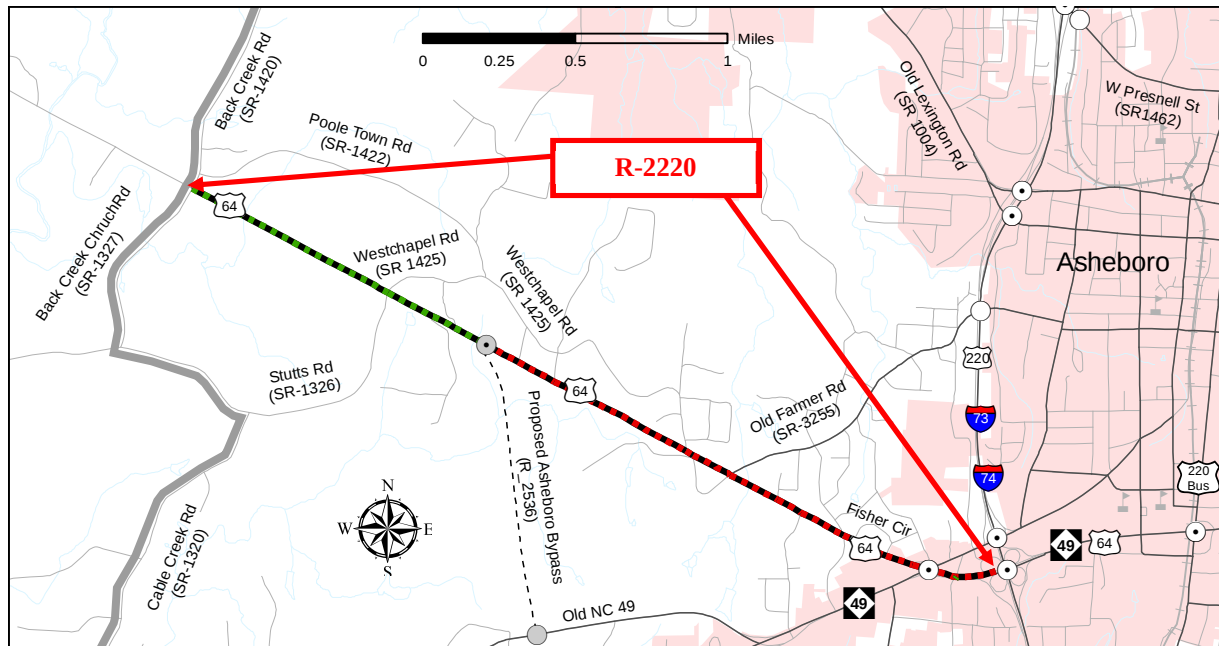
Multi-modal Considerations

Sidewalks and bicycle accommodations are recommended along the entire length of the proposed project. The Piedmont Authority for Regional Transportation (PART) has an existing bus route from Guilford County to Randolph County using the section of US 220 Business. Additionally, Regional Coordinated Area Transportation System (RCATS) has service enhancements, including circulator routes, one of which will extend along US 220 BUS from W Balfour Avenue north to Commerce Place. Other circulator routes will also directly connect to US 220 Business.

Public/ Stakeholder Involvement

Respondents to the goal and objective survey conducted for the CTP identified traffic safety, truck traffic, and congestion along US 220 Business as major concerns. Additionally, US 220 Business was identified as desirable for providing pedestrian facilities.

During the development of the CTP, the CTP Steering Committee discussed past efforts to convert this facility to a four lane boulevard, including opposition which ultimately caused the widening proposal to be withdrawn. The committee emphasized the need for viable access alternatives to the businesses along this corridor.



Identified Problem

US 64 is projected to be near or over capacity by 2040 from western planning boundary at Back Creek Road (SR 1420) to I-73/74/US 220 Bypass. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

US 64, a major east-west corridor through Randolph County, connects the county seat of Asheboro with the eastern and western parts of the county. The US 64 corridor is vital to regional and statewide mobility and connectivity throughout the state. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility.

US 64 is currently a two lane facility, with 12 foot lanes from western planning boundary at Back Creek Road (SR 1420) to Westchapel Road (SR 1425); three lanes with 12 foot lanes and a center turn lane from Westchapel Road (SR 1425) to NC 49; and a four lane divided facility with 12 foot lanes from NC 49 to I-73/74/US 220 Bypass.

By 2040 the facility is projected to be near or over capacity based on the providing a LOS D. Traffic from western planning boundary at Back Creek Road (SR 1420) to I-73/74/US 220 Bypass is projected to increase in range from 11,000 to 12,000 vehicles per day (vpd) in 2012 to 14,000 to 16,000 vpd in 2040, compared to a LOS D capacity ranging from 14,600 to 15,900 vpd.

Community Vision and Problem History

US 64 is the primary route between Asheboro and Lexington, the county seats of Randolph County and Davidson County respectively. This roadway was first identified as an alternative to I-40/I-85 between the western part of the state and Raleigh in the US 64-NC 49 Corridor Study Report¹³. This study which was conducted by NCDOT Transportation Planning Branch in 2005, focused on the entire US 64-NC49 corridors between Charlotte, Statesville, and Raleigh. The study included extensive public involvement and stakeholder outreach, and ultimately provided a broad vision and strategy for the future of the corridor. This study only represents Phase 1 of the US 64-NC 49 improvements, which is primarily the vision for the corridor. Further study is intended to carry the project from vision to location specific implementation. As traffic reaches capacity on I-40, travelers look to US 64 as a viable alternative when traveling through central North Carolina.

This deficiency was identified in the 2011 Randolph County Comprehensive Transportation Plan.

CTP Project Proposal

Project Description and Overview

The CTP project proposal (R-2220) is to improve US 64 to an expressway from the western planning boundary at Back Creek Road (SR 1420) to the Asheboro Southern Bypass (R-2536) by widening the existing facility to four lanes with a median and improving US 64 to boulevard standards from the Asheboro Southern Bypass to I-73/74/US 220 Bypass. Sidewalks are recommended from I-73/I-74/US220 Bypass to Fisher Circle at the proposed Mack Road extension (U-5305). Bicycle accommodations are recommended from I-73/74/US 220 Bypass to Albemarle Road (SR 1713). TIP Project R-2220 is not currently funded within the 2012 – 2018 Transportation Improvement Program.

A crash assessment performed during the development of the CTP identified numerous intersections and roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. Four sections of US 64 experienced 4 to 19 crashes during this time period. The interchange at the I-73/74/US 220 Bypass experienced 50 or more crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

The current land use along US 64 is mixed use development. It is heavily developed and consists of commercial and industrial uses right outside of and within the Asheboro city limits. The Asheboro 2020 Land Development Plan¹⁴ (Updated October 2009) and

¹³ For more information on the US 64-NC 49 Corridor Study, go to: <http://www.ncdot.gov/projects/us64phase1/>.

¹⁴ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

the 2009 Randolph County Growth Management Plan¹⁵ categorize this corridor into Secondary and Rural Growth Management Areas. These areas are likely to have water and sewer infrastructure in the foreseeable future or will predominately be mixed in use that will include residential, commercial and industrial developments. Implementation of the proposed Asheboro Southern Bypass will likely intensify these types of development west and south of Asheboro. From the city limits, transitional residential development is expected with major subdivisions scattered between agricultural and commercial land use patterns.

Linkages to Other Plans and Proposed Project History

This project directly connects with the Asheboro Southern Bypass (R-2536), the I-73/74 (I-4407) improvements, and the Mack Road (SR 1144) realignment (U-5305). The proposed improvements were also identified in the NCDOT's SHC Vision Plan to improve connectivity and mobility. The proposed project continues to the Davidson County line in 2011 Randolph County CTP. Additionally, the 2011 Davidson County CTP recommends the US 64 to be upgraded from a two lane major thoroughfare to a four lane expressway from Randolph County to I-85 in Lexington.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply and watershed areas. The portion of the project east of the Asheboro Bypass to I-73/74/US 220 Bypass is within a natural heritage element occurrence area. It also crosses several streams, a geologic dike at Old Farmer Road (SR 3255) and a geologic fault near NC 49. Additionally, NCDOT's Structures Management Unit has identified bridge 171 as structurally deficient and functionally obsolete. This bridge is funded for replacement as TIP Project B-5363 in 2019.

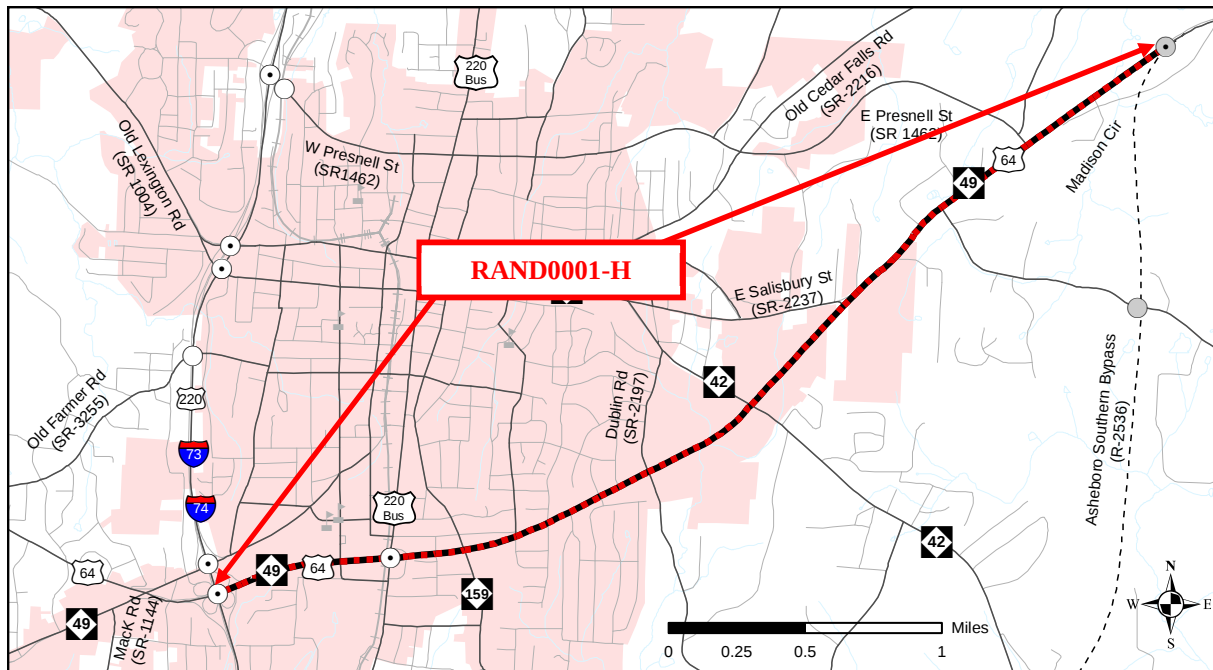
Multi-modal Considerations

There is a recommendation for a sidewalk on US 64 from I-73/74/US220 Bypass to Fisher Circle at the proposed Mack Road extension (U-5305). Bicycle accommodations are recommended from I-73/74/US 220 Bypass to Albemarle Road (SR 1713).

Public/ Stakeholder Involvement

Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in conjunction with the Asheboro CTP study. Respondents ranked US 64 as their number one concern on the following issues: safety (particularly at intersections with other US and NC routes), truck traffic, congestion and access.

¹⁵ To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.



Identified Problem

US 64 (Dixie Drive) from I-73/74/US 220 Bypass to NC 42 is currently over capacity and is projected to remain over capacity by 2040. The primary purpose of this project is to relieve congestion on the existing facility and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

US 64, a major east-west corridor through Randolph County connects the county seat of Asheboro with the eastern and western parts of the county. This facility is a vital artery in connecting major cities and moving people and goods throughout central North Carolina. It is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and primarily serve mobility.

US 64 is a five lane major thoroughfare with 12 foot lanes from I-73/74/US 220 Bypass to the Asheboro Southern Bypass east of Madison Circle. Even with the implementation of the Asheboro Southern Bypass (R-2536), by 2040 the facility is projected to be over capacity based on the capacity of providing a LOS D. Traffic through Asheboro is projected to increase from 28,000 to 32,000 vpd in 2012, to 30,500 to 32,000 vpd in 2040, compared to a LOS D capacity of 27,600 vpd.

Community Vision and Problem History

US 64 is the primary east-west route through Asheboro and Randolph County. This corridor is a heavily strip developed facility. While much of the business activity in the

Asheboro area is located in its historic downtown along Fayetteville Street (US 220 Business) and Salisbury Street (NC 42), the majority of commercial businesses are located along this portion of the US 64 corridor. Given the total economic impact that these businesses provide to the community, it is clear that any improvements that take place along the corridor should also preserve and enhance its economic vitality.

US 64 was also identified as an alternative route to I-40 between the western part of the state and Raleigh in the 2005 US 64-NC 49 Corridor Study Report¹⁶. As traffic reaches capacity on I-40, travelers look to US 64 as a viable alternative when traveling through central North Carolina.

This deficiency was identified in the 2011 Randolph County Comprehensive Transportation plan.

CTP Project Proposal

Project Description

The CTP project proposal (Local ID: RAND0001-H) is to upgrade US 64 (Dixie Drive), from I-73/74/US 220 Bypass to the Asheboro Southern Bypass (R-2536) east of Madison Circle, to boulevard standards by converting the existing five lane facility into a four lane, median divided facility. Sidewalks are recommended along this facility from I-73/74/US 220 Bypass to east of Vista Parkway (SR 2706). Bicycle accommodations are recommended from NC 42 to I-73/74/US 220 Bypass.

In addition to the roadway improvements, transportation demand management strategies are also recommended for this section of US 64 (Dixie Drive), which include strategies that promote other modes of transportation such as pedestrian, bicycle, transit and ridesharing. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety.

The City is coordinating with NCDOT Division staff to seek potential solutions related to improving congestion at US 64/NC 49 (Dixie Drive) and NC 159 (Zoo Parkway). The feasibility of using Third Street and Atlantic Avenue or Ridge Street as the preferred route for inbound/outbound NC Zoo traffic to improve the traffic congestion at the intersection is under consideration.

A crash assessment performed during the CTP identified fourteen intersections and seventeen roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. The number of crashes along this stretch of US 64 ranged from 4 to 49 during this time period. Additionally, high crash intersections along this stretch of US 64 experienced from 10 to 50 or more crashes during the same period. The proposed improvements may reduce the amount

¹⁶ For more information on the US 64-NC 49 Corridor Study, go to: <http://www.ncdot.gov/projects/us64phase1/>.

and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of US 64 is heavily developed, consisting primarily of businesses, retail developments, service establishments and commercial enterprises. The Randolph Mall is a major traffic generator that is located along US 64, just east of NC 42. The Asheboro 2020 Land Development Plan¹⁷ (Updated October 2009) and the 2009 Randolph County Growth Management Plan¹⁸ indicate an influx of both urban and suburban residential growth in the project area. The residential growth is anticipated to spread outwards from the core of Asheboro to the northern, western, and eastern boundaries of Randolph County. The future interstate highway corridor (I-73/74) along the current routing of US 220 and the Asheboro Southern Bypass (TIP Project R-2536) will change land use patterns in the southern part of the county by attracting high intensity uses (retail and employment) at major intersections.

The US 64 project area falls into the Primary and Municipal Growth Management Areas, as identified in 2009 Randolph County Growth Management Plan and 2009 Asheboro 2020 Land Development Plan. Mixed high density urban growth that will include residential, commercial, and industrial development is anticipated in these areas.

Linkages to Other Plans and Proposed Project History

The proposed project directly connects with improvements for the Asheboro Southern Bypass (R-2536), US 64 (R-2220), and NC 49 (R-2535).

In 2005, NCDOT coordinated with the Piedmont Triad Rural Planning Organization (RPO) and the city of Asheboro to conduct a corridor study (US 64 – NC 49 Corridor Study) to evaluate the transportation, safety, mobility, and land use decisions between Raleigh and Charlotte.

In 2010-2011 NCDOT, in partnership with the city of Asheboro, Randolph County, and the Piedmont Triad RPO, did a more in depth study¹⁹ of US 64 – NC 49 from East Presnell Street (SR 1462) to I-73/74/US 220 Bypass. This study evaluated the purpose and functionality of the US 64 corridor and developed a concise set of recommendations that enhance mobility, improve safety, and preserve the economic vitality along the corridor.

This project was identified in the 2011 Randolph County Comprehensive Transportation Plan.

¹⁷ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

¹⁸ To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

¹⁹ To view the study report, go to: http://www.ncdot.gov/projects/us64phase1/download/US64_Asheboro_Final_Report.pdf.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the portion of this project between I-73/74/US 220 Bypass and NC 159 is within the local watershed area. The section of the project immediately east of I-73/74/US 220 Bypass is within a natural heritage element occurrence area. There are also water and sewer lines along the proposed project. This facility also has one rail crossing which is grade separated. The rail line is operated by Norfolk Southern and the bridge (#173) is rated as functionally obsolete by NCDOT's Structures Management Unit. Asheboro High School and South Asheboro Middle School are also adjacent to this facility at S Park Street.

Multi-modal Considerations

The 2010 Regional Transit Development Plan²⁰ produced by the Piedmont Authority for Regional Transportation (PART) includes providing fixed route bus services along this corridor from S Park Street (SR 1451) to NC 42. This is part of the proposed circulator route that would tie into existing service routes and will likely be implemented by RCATS pending available funding. Sidewalks are also recommended along this facility from I-73/74/US 220 Bypass to the east of Vista Parkway (SR 2706). Bicycle accommodations are recommended from NC 42 to I-73/74/US 220 Bypass.

Public/ Stakeholder Involvement

Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2013 in conjunction with the CTP study. Respondents ranked US 64 as their number one concern on the following issues: safety (particularly at intersections with other US and NC routes), truck traffic, congestion and access. Additionally, US 64 was identified as desirable for providing bicycle and pedestrian facilities.

During the development of the CTP, the CTP Steering Committee discussed a past legislation (Section 30.16 of the Appropriations Act) that prohibited a median on US 64 (Dixie Drive). Even though this legislation has expired, opposition to the proposed improvement likely remains and may create a challenge for implementation. The committee emphasized the need for viable access alternatives to the businesses along this corridor.

²⁰ For more information on the 2010 Regional Transit Development Plan, go to: <http://www.partnc.org/rtdp.html>

Identified Problem

NC 42 is currently near or over capacity and is projected to be over capacity by 2040 from Browers Chapel Road (SR 2826) to Dublin Road (SR 2197). Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Justification of Need

NC 42, a major east-west corridor through Randolph County, connects the county seat of Asheboro with the eastern and western parts of the county. NC 42 provides access to downtown Asheboro. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN). Regional tier facilities connect major population centers and serve local land use.

NC 42 is a two lane major thoroughfare with 10 foot lanes from Browers Chapel Road (SR 2826) to Dublin Road. NC 42 has many driveways, both residential and commercial. Annual Average Daily Traffic (AADT) on this section of NC 42 is projected to increase from 13,000 vehicles per day (vpd) in 2012 to 13,600 to 14,200 vpd in 2040, compared to a LOS D capacity of 13,600.

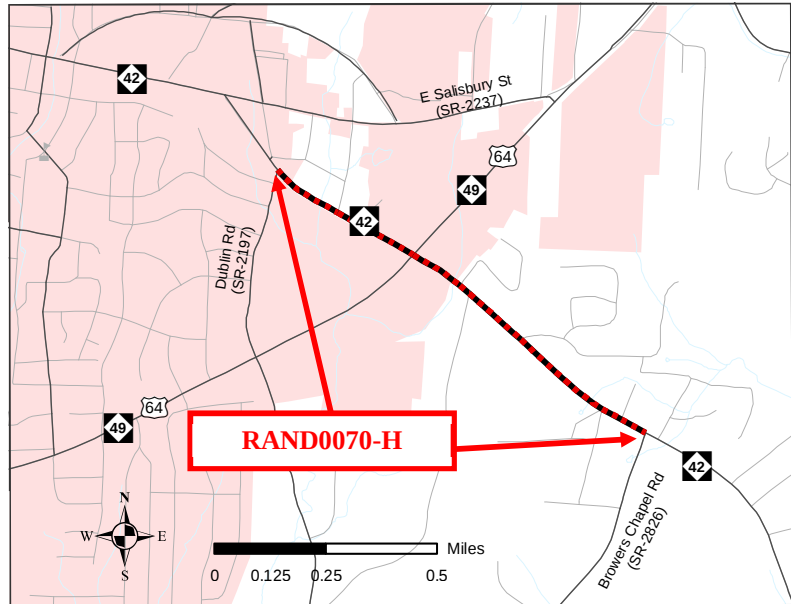
Community Vision and Problem History

NC 42 is the major east-west route through Asheboro and Randolph County. This corridor is a heavily strip developed facility. Much of the business activity in the Asheboro area is located in its historic downtown along Fayetteville Street (US 220 Business) and Salisbury Street (NC 42). This is the first time this deficiency has been identified on a transportation plan.

CTP Project Proposal

Project Description

The project proposal (RAND0070-H) is to widen the existing facility to a four lane divided boulevard from Browers Chapel Road (SR 2826) to Dublin Road (SR 2197). Sidewalks and bicycle accommodations are recommended along NC 42 from Dublin Road (SR 2197) to the existing sidewalks north of US 64/NC 49 (Dixie Drive). Transportation demand management strategies are also recommended in conjunction with the roadway improvements for this section of NC 42, which include strategies that promote other modes of transportation such as pedestrian, bicycle, transit and



ridesharing. Other strategies to be considered include access management, modifying signal timing, intersection improvements, driveway connections for businesses, service routes to the business for alternate access, and any other strategies to reduce turning conflicts and improve safety.

A crash assessment performed during the development of the CTP identified one intersection and several roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. Four sections of NC 42 experienced between 4 and 29 crashes during this time period. The intersection at US 64 experienced 50 or more crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Relationship to Land Use Plans

This section of NC 42 is heavily developed, consisting primarily of businesses and residential development. The Asheboro 2020 Land Development Plan²¹ (Updated October 2009) and the 2009 Randolph County Growth Management Plan²² categorize this corridor into Municipal Growth Management Area. This growth area is contained within the corporate limits or extraterritorial planning & zoning jurisdictions of municipalities located within Randolph County. Mixed high-density urban growth is anticipated in these planning areas.

Linkages to Other Plans and Proposed Project History

The proposed project directly connects with improvements for the Asheboro Southern Bypass (R-2536) and US 64 (R-2220). The 2011 Randolph County Comprehensive Transportation Plan recommended minor widening along this section of NC 42 to 12 foot lanes.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is located in Cape Fear River Basin. There are also water and sewer lines along the proposed project.

Multi-modal Considerations

Sidewalks and bicycle accommodations are recommended along NC 42 from Dublin Road (SR 2197) to the existing sidewalks north of US 64/NC 49 (Dixie Drive).

Public/ Stakeholder Involvement

Improvements to NC 42 were identified frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2013 in conjunction with the CTP study. Respondents ranked NC 42 high for safety issues. Additionally, NC 42 was identified as desirable for providing pedestrian facilities.

²¹ To view this plan, go to: <http://www.ci.asheboro.nc.us/Forms%20&%20Documents/Planning/LDP%20with%20maps.pdf>.

²² To view this plan, go to: <http://www.co.randolph.nc.us/downloads/2009GrowthManagementPlan.pdf>.

US 64 (Asheboro Southern Bypass), TIP No. R-2536

US 64 through Asheboro is projected to be over capacity by 2040. The 2012 – 2018 TIP includes project R-2536 that is intended to address this problem. This project includes constructing a four lane freeway on new location from US 64 west of Asheboro at Emerald Rock Road (SR 1325) to US 64 east of Asheboro near Madison Circle. This project is currently in the planning and design phase as a design-build project. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch or visit the project website²³.

US 64, Local ID: RAND0003-H

US 64 from the Asheboro Southern Bypass east of Madison Circle to the eastern planning boundary at Iron Mountain Road (SR 2605) is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

US 64 is intended to serve mobility in Randolph County and, ultimately, connectivity within North Carolina and into Tennessee. US 64 is part of the Strategic Highway Corridor Vision (SHC) Plan adopted by NCDOT on September 2, 2004. Annual Average Daily Traffic (AADT) on US 64 is projected to increase in range from 17,000 to 19,000 vehicles per day (vpd) in 2012 to 26,000 to 28,000 vpd in 2040, compared to a LOS D capacity of 31,800.

Additionally, a crash assessment performed during the development of the CTP identified one intersection and four roadway sections along this corridor that experienced a high number of crashes between January 1, 2006 and December 31, 2010. Sections of US 64 experienced 4 to 19 crashes during this time period. The intersection at Trogon Pond Road (SR 2221) experienced 20 to 29 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The project proposal is to upgrade the existing five lane facility to a four lane freeway from the Asheboro Southern Bypass (R-2536) east of Madison Circle to eastern planning boundary at Iron Mountain Road (SR 2605). A grade separation is recommended at Iron Mountain Road (SR 2605)/ Pleasant Cross Road (SR 2224).

NC 49, Local ID: R-2535

NC 49, from the western planning area boundary at Lassiter Mill Road (SR 1107) to the Asheboro Southern Bypass (R-2536) west of Old NC Hwy 49 (SR 1193), does not meet the future mobility needs in the central North Carolina.

NC 49 is intended to serve mobility in Randolph County and connectivity to the greater Charlotte region. NC 49 is part of the Strategic Highway Corridor Vision (SHC) Plan

²³ For more information on the Asheboro Southern Bypass, go to: <http://www.ncdot.gov/projects/asheboro/>.

adopted by NCDOT on September 2, 2004. This section of NC 49 is a two lane major thoroughfare with 12 foot lanes. A crash assessment performed during the development of the CTP identified four roadway sections along this corridor that experienced 4 to 19 between January 1, 2006 and December 31, 2010. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

The project proposal (R-2535) is to widen the existing facility to a four lane divided expressway from western planning boundary at Lassiter Mill Road (SR 1107) to the Asheboro Southern Bypass (R-2536) west of Old NC Hwy 49 (SR 1193). As development occurs along this corridor, every effort should be made to limit access in order to maintain mobility along the corridor.

Based on a planning level environmental assessment using available GIS data, the proposed project crosses several streams and two geologic faults west of Tot Hill Farm Road (SR 1163). Randolph County also identified recreational sites that are important to the area. The proposed project crosses one of those sites just west of Tot Hill Farm Road (SR 1163). The Asheboro Municipal Airport is located off of NC 49 along Tot Hill Farm Road (SR 1163).

This project recommendation was identified in the 2011 Randolph County Comprehensive Transportation Plan and continues into the county to Waynick Meadow Road (SR 1174) west of Farmer.

NC 49, TIP No. U-5305

NC 49 from Old Hwy 49 (SR 1193) to US 64 is projected to be near capacity by 2040. The 2012 – 2018 TIP includes project U-5305 that will address this deficiency.

TIP project U-5305 includes improving the intersection of NC 49 and Mack Road (SR 1144) by realigning and relocating the NC 49 western access ramp. The purpose of the project is to improve traffic flow, relieve congestion and increase the ability to carry projected traffic volumes on US 64, NC 49 and Mack Road. These improvements will also create safer intersections at Mack Road and US 64.

The U-5305 project is currently scheduled for construction in 2014. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

Elm Street/ Meadowbrook Road Extension, Local ID: RAND0073-H

US 220 Business (Fayetteville Street) is the primary north-south route in downtown Asheboro. By 2040, US 220 Business (Fayetteville Street) is projected to be over capacity based providing a LOS D capacity. Currently Elm Street and Meadowbrook Road serve as an alternative route to US 220 Business (Fayetteville Street) for residents in this area. Improvements are needed to help relieve congestion on US 220 Business (Fayetteville Street) and improve mobility within the downtown area.

Currently, from Elm Street motorists must make a right turn on Brewer Street and then turn left onto Meadowbrook Road in order to continue travelling north. The CTP project proposal includes realigning the intersections of Elm Street and Meadowbrook Road at Brewer Street to facilitate continuous north/south traffic movement in this residential area.

Based on a planning level environmental assessment using available GIS data, the proposed project may potentially impact water and sewer pipes. Additionally, there may potentially be impacts to residential property within the area.

This project recommendation was identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan.

Crestview Church Road (SR 2820) Extension, Local ID: RAND0074-H

There are currently no contiguous east-west routes in southeastern section of the planning area. Improvements are needed to improve connectivity and mobility in this area.

US 64/NC 49 (Dixie Drive) is the primary east-west route through central Asheboro. It will continue to be a major carrier of traffic in Asheboro, and is projected to be over capacity by 2040 based on providing a LOS D. The CTP project proposal is to construct a two lane minor thoroughfare with 12 foot lanes to connect Crestview Church Road (SR 2820) to Browsers Chapel Road (SR 2826). While the proposed connector will be parallel to the Asheboro Southern Bypass (R-2220), it will serve an entirely different function. The proposed bypass will be a controlled access facility that will serve mobility but will not provide land access. The Crestview Church Road (SR 2820) Extension will provide access to this area, which is anticipated to develop over the next 20 to 25 years. The proposed extension will also provide an alternate route for residents in the southern section of the planning area to access US 64/NC 49 (Dixie Drive).

Based on a planning level environmental assessment using available GIS data, the proposed project will cross Vestal Creek.

This project recommendation was identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan.

Northeast Boulevard, Local ID: RAND0071-H

There are currently no contiguous north-south routes in the northeastern section of the planning area. Improvements are needed to improve connectivity and mobility in this area. There is a need for contiguous facility from I-73/74 (US 220 Bypass) to US 64, east of city.

The primary route currently used for north-south travel is US 220 Business (Fayetteville Street) in central Asheboro. The primary routes currently used for east-west travel are

Presnell Street (SR 1462), NC 42 (Salisbury Street) and US 64 (Dixie Drive), which are all in central Asheboro. By 2040, US 220 Business (Fayetteville Street), NC 42 (Salisbury Street), and US 64 (Dixie Drive) are all projected to be over capacity based on the capacity of providing a LOS D. A lack of alternatives for contiguous travel between northern and eastern Asheboro exists. The northeastern portion of the planning area is one of the highest growth areas in Asheboro. As this area continues to develop, alternative routes to serve this area, particularly the commercial areas around the Randolph Mall on US 64, will be needed.

The project proposal is to create a continuous two lane major thoroughfare by:

- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from US 64/NC 49 at the Asheboro Southern Bypass (R-2220) to Henley Country Road (SR 2215), 0.4 miles south of Old Cedar Falls Road (SR 2216);
- upgrading the existing Henley Country Road (SR 2215) to two 12 foot lanes with paved shoulders from the new connector, 0.4 miles south of Old Cedar Falls Road (SR 2216), to Giles Chapel Road (SR 2218);
- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from Giles Chapel Road (SR 2218) to Old Liberty Road (SR 2261) at Hub Morris Road (SR 2149); and
- upgrading Hub Morris Road (SR 2149) to two 12 foot lanes with paved shoulders and bicycle accommodations from Old Liberty Road (SR 2261) to US 220 Business.

Based on a planning level environmental assessment using available GIS data, the proposed project may potentially impact water and sewer pipes. It also crosses several streams and/or creeks. Additionally, the proposed project is adjacent to a landfill near Henley Country Road (SR 2215) at Randolph Tabernacle Road (SR 2217).

This project recommendation was identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan.

Pritchard Street Extension (RAND0077-H)

By 2040, US 220 Business (Fayetteville Street) is projected to be over capacity from Presnell Street (SR1462) to NC 42 (Salisbury Street) based on the capacity of providing a LOS D (Refer to RAND0049-H in the unaddressed deficiencies section of this chapter). Improvements are needed to improve connectivity and to help relieve congestion along this section of US 220 Business (Fayetteville Street).

Currently, East Pritchard Street is a two lane facility with 10 foot lanes that ends at US 220 Business (Fayetteville Street). Pritchard Street is an east-west facility that serves as an alternative route to Presnell Street (SR1462) for residents in this area. The proposed extension, a two lane minor thoroughfare with 12 foot lanes, will connect US 220 Business (Fayetteville Street) to West Presnell Street (SR 1462). East Pritchard Street is also recommended to be widened (RAND0054-H) to 12 foot lanes. The proposed extension along with White Oak Street will serve as an alternate for north-south residential traffic in this area.

Based on the planning level environmental assessment using available GIS data, the proposed project may potentially impact water and sewer pipes. There is also a pond, a school (Fayetteville Street Christian School) and residences in the vicinity that may potentially be impacted.

This project recommendation was identified in the 2001 Asheboro Thoroughfare Plan and 2011 Randolph County Comprehensive Transportation Plan.

Minor Widening Improvements

The following routes do not have capacity issues, but are recommended to be upgraded to 12 foot lanes with paved shoulders to improve mobility, safety and/or to accommodate bicycles.

- **NC 42, RAND0072-H:** from Browers Chapel Road (SR 2826) to Fairview Farm Road (SR 2831) at the southern planning boundary
- **Browers Chapel Road (SR 2826), RAND0016-H:** from US 64/NC 49 (E Dixie Drive) to NC 42
- **Cherry Street (SR 1443), RAND0064-H:** from NC 42 to Dixon Avenue (SR 1443)
- **Crestview Church Road (SR 2820), RAND0019-H:** from US 220 Business (Fayetteville Street) to NC 159
- **Danny Bell Road (SR 1162), RAND0020-H:** from Mack Road (SR 1144) Hopewell Friends Road (SR 1142)
- **Dixon Ave (SR 1443), RAND0051-H:** from S Cherry Street (SR 1443) to Uwharrie Street (SR 1443)
- **Draper Street (SR 2159), RAND0052-H:** from Central Farm Road (SR 2263) to Gold Hill Road (SR 2183)
- **Dublin Road (SR 2197), RAND0053-H:** from US 64/NC 49 (E Dixie Drive) to NC 42 (E Salisbury Street)
- **Giles Chapel Road (SR 2218), RAND0055-H:** from Gold Hill Road (SR 2183) to Henley Country Road (SR 2215)
- **Gold Hill Road (SR 2183), RAND0056-H:** from Old Liberty Road (SR 2261) to E Presnell Street (SR 1462)
- **Henley Country Road (SR 2215), RAND0025-H:** from 0.4 miles south of Old Cedar Falls Road (SR 2216) to E Presnell Street (SR 1462)
- **Hopewell Friends Road (SR 1142), RAND0057-H:** from Tot Hill Farm Road (SR 1163) to Pisgah Covered Bridge Road (SR 1114)
- **Lassiter Mill Road (SR 1107), RAND0061-H:** from Tot Hill Farm Road (SR 1163) to Old NC Highway 49 (SR 1193)
- **Luck Road (SR 2604), RAND0033-H:** from US 64/NC 49 (E Dixie Drive) to Iron Mountain Road (SR 2605)
- **Martin Luther King Jr. Drive (SR 2189), RAND0058-H:** from NC 42 (E Salisbury

Street) to NC 42 (E Salisbury Street)

- **McDowell Road (SR 1150), RAND0059-H:** from Mack Road (SR 1144) to US 220 Business (Fayetteville Street)
- **Meadowbrook Road (SR 2184), RAND0060-H:** from Brewer Street (SR 1462) to E Allred Road Street (SR 2182)
- **Old Cedar Falls Road (SR 2216), RAND0062-H:** from Martin Luther King Jr. Drive (SR 2189) to Henley Country Road (SR 2215)
- **Old Cox Road (SR 2834), RAND0037-H:** from NC 159 to Fairview Farm Road (SR 2831) at the southern planning boundary
- **Old Liberty Road (SR 2261), RAND0038-H:** from US 220 Business (Fayetteville Street) to the Deep River at the eastern planning boundary. Bicycle accommodations are recommended from US 220 Business (Fayetteville Street) to Gold Hill Road (SR 2183).
- **Old NC Highway 49 (SR 1193), RAND0075-H:** from NC 49 to Lassiter Mill Road (SR 1107)
- **Pine Hill Road (SR 2824), RAND0044-H:** from Browers Chapel Road (SR 2826) to Old Cox Road (SR 2834)
- **Pineview Road (SR 1712), RAND0076-H:** from US 220 Business (Fayetteville Street) to 0.1 mile west of Sylvan Street
- **Pisgah Covered Bridge Road (SR 1114), RAND0045-H:** from the southern planning boundary at Hopewell Friends Road (SR 1142) to US 220 Business (Fayetteville Street)
- **E Pritchard Street, RAND0054-H:** from US 220 Business (Fayetteville Street) to Meadowbrook Road (SR 2184)
- **Ridge Road (SR 2915), RAND0063-H:** from US 220 Business (Fayetteville Street) to NC 159
- **Southmont Drive (SR 1145), RAND0047-H:** from Mack Road (SR 1144) to US 220 Business (Fayetteville Street)
- **Spero Road (SR 1504), RAND0065-H:** from Back Creek at the western planning boundary to W Balfour Avenue (SR 1502)
- **Tot Hill Farm Road, RAND0066-H:** from Lassiter Mill Road (SR 1107) to NC 49
- **Uwharrie Street (SR 1443), RAND0067-H:** from W Kivett Street to Albemarle Road (SR 1713)

Other Local Initiatives

During the development of the CTP, the following local initiatives were also identified.

- **US 220 Business (S. Fayetteville Street):** The City expressed an interest in pursuing safety improvements on US 220 Business (S. Fayetteville Street) at Country Club Drive and Telephone Avenue.

- **Church Street:** The City expressed an interest in pursuing road diet and speed reduction on Church Street as a part of the countywide speed management action planning effort underway by the Piedmont Triad RPO.
- **Vision Drive:** On June 19, 2013, the Piedmont Triad RPO adopted the resolution supporting the City's desire for safety and access improvements along Vision Drive (SR 2269) near the I-734/74 interchange. The City is coordinating with NCDOT Division staff and improvements are currently under consideration.

PUBLIC TRANSPORTATION AND RAIL

The 2010 Regional Transit Development Plan²⁴ (RTDP), which was developed by PART, was used to identify existing and planned transit routes throughout the planning area. These facilities are shown on the Public Transportation and Rail Map, Sheet 3 of Figure 1. There are no rail projects proposed in this CTP.

BICYCLE

The 2003 Bicycling Randolph County map and the Central Park Bicycle Plan²⁵ were used to identify additional bicycle routes throughout the county. The Asheboro 2020 Land Development Plan (Updated October 2009) and 2011 Piedmont Triad Regional Trail Plan and Inventory (Final Report) were used to identify multi-use trails throughout the county. These facilities are shown on the Bicycle Map, Sheet 4 of Figure 1.

Additionally, during the development of the CTP, the following facilities were recommended to have bicycle accommodations:

- **US 64/NC 49 (Dixie Drive), RAND0001-H:** from NC 42 to I-73/74/US 220 Bypass
- **US 64/NC 49 (Dixie Drive), R-2220:** from I-73/74/US 220 Bypass to Albemarle Road (SR 1713)
- **US 220 Business (Fayetteville Street), U-3600:** from the northern city limits to Old Liberty Road (SR 2261)
- **US 220 Business (Fayetteville Street), RAND0001-B:** from Old Liberty Road (SR2261) to East Presnell Street (SR 1462)
- **US 220 Business (Fayetteville Street), RAND0002-B:** from Worth Street to Sunset Avenue
- **NC 42, RAND0070-H:** from Dublin Road (SR 2197) to US 64/NC 49 (Dixie Drive)
- **NC 42 (Salisbury Street), RAND0050-H:** from Cox Street (SR 2327) to Dublin Road (SR 2197)
- **NC 49, RAND0013-B:** from US 64 to Mack Road (SR 1144)
- **Albemarle Road (SR 1713), RAND0003-B:** from US 64/NC 49 to Church Street

²⁴ For more information on the 2010 Regional Transit Development Plan, go to: <http://www.partnc.org/rtdp.html>.

²⁵ For more information on the Central Park Bicycle Plan, go to: <http://www.ptrc.org/index.aspx?page=221>.

- **Church Street, RAND0004-B:** from W Walker Avenue to NC 42 (Salisbury Street)
- **Hub Morris Road (SR 2149), RAND0071-H:** from US 220 Business (Fayetteville Street) to Old Liberty Road (SR 2261)
- **Mack Road (SR 1144), RAND0005-B:** from US 64/NC 49 (Dixie Drive) to Hopewell Friends Road (SR 1142)
- **Old Liberty Road (SR 2261), RAND0038-H:** from US 220 Business (Fayetteville Street) to Gold Hill Road (SR 2183)
- **Park Drive (SR 1462), RAND0006-B:** from I-73/74/US 220 Bypass to Westmont Drive
- **Presnell Street (SR 1462), RAND0007-B:** from I-73/74/US 220 Bypass to Cox Street (SR 2327)
- **Salisbury Street (SR 2237), RAND0012-B:** from NC 42 to US 64/NC49 (Dixie Drive)
- **W Balfour Avenue, RAND0008-B:** from Rail Roads to Old Liberty Road (SR 2261)
- **W Walker Avenue, RAND0009-B:** from Albemarle Road (SR 1713) to Church Street
- **Westmont Drive, RAND0010-B:** from Park Drive (SR 1462) to Old Lexington Road (SR 1004)
- **White Oak Street (SR 3262), RAND0011-B:** from NC 42 (Salisbury Street) to Presnell Street (SR 2344)

PEDESTRIAN

The 2007 Sidewalk Inventory published by the Piedmont Triad Rural Planning Organization and 2008 City of Asheboro Comprehensive Pedestrian Transportation Plan identified recommended sidewalks for pedestrians throughout the county. In addition, the City is coordinating with NCDOT to pursue several safety related crosswalks in the downtown area.

The Asheboro 2020 Land Development Plan (Updated October 2009) and 2011 Piedmont Triad Regional Trail Plan and Inventory (Final Report) were used to identify multi-use trails throughout the county. These features are shown on the Pedestrian Map, Sheet 5 of Figure 1.

Additional facilities not included in the 2008 City of Asheboro Comprehensive Pedestrian Transportation Plan that are recommended to have sidewalks are listed below:

Sidewalks - Recommended (Sidewalks needed on both sides of a facility)

- **US 64, R-2220:** from NC 49 to proposed Mack Road Extension (U-5305)
- **US 64/NC 49 (Dixie Drive), R-2220:** from I-73/I-74/US220 Bypass to NC 49

- **US 64/NC 49 (Dixie Drive), RAND0001-H:** from 0.2 mile west of NC 42 to 0.1 mile east of Vista Parkway (SR 2706)
- **US 220 Business, U-3600:** from Old Liberty Road to Claude Holden Drive (SR 2124)
- **NC 49, RAND0001-P:** from US 64/NC 49 (Dixie Drive) to Oak Leaf Road (SR 1323)
- **NC 159 (Zoo Parkway), RAND0002-P:** from US 64/NC 49 (Dixie Drive) to 0.1 mile South of Brownmire Drive (SR 2941)
- **Albemarle Road (SR 1713), RAND0003-P:** from Uwharrie Street (SR 1445) to NC 49
- **City View Street (SR 1480), RAND0004-P:** from Summit Avenue to Peachtree Street
- **Cox Street (SR 2327), RAND0017-P:** from US 64/NC 49 (Dixie Drive) to Oakdale Street
- **East Kivett Street, RAND0005-P:** from South Main Street to Glenwood Road (SR 2203)
- **East Presnell Street (SR 2344), RAND0006-P:** from Greensboro Street to Vance Street.
- **Executive Way, RAND0007-P:** from US 64/NC 49 (Dixie Drive) to the Cul-de-sac
- **Greensboro Street, RAND0008-P:** from Brewer Street to East Presnell Street (SR 2344)
- **Lanier Avenue, RAND0009-P:** from Church Street (SR 1707) to US 220 Business (Fayetteville Street).
- **Mack Road Extension (U-5305), RAND0010-P:** from US 64 to NC 49
- **Meadowbrook Road, RAND0011-P:** from East Presnell Street (SR 2344) to Brewer Street
- **North Elm Street, RAND0012-P:** from Salisbury Street (SR 2237) to Worth Street
- **Old Liberty Road (SR 2261), RAND0038-H:** from US 220 Business to 0.1 mile east of Little Point Road (SR 2145)
- **West Bailey Street, RAND0013-P:** from North Fayetteville Street (US 220 Business) to North Asheboro School Road (SR 1723)
- **West Balfour Avenue (SR 1502), RAND0014-P:** from US 220 Business to Burmil Road
- **West Walker Avenue, RAND0015-P:** from South Park Street (SR 1451) to Albemarle Road (SR 1713)
- **Worth Street, RAND0016-P:** from Shamrock Road to South High Street.

Sidewalks- Needs Improvement (Sidewalks needed on one side of a facility)

- **Foust Street, RAND0018-P:** from Church Street (SR 1707) to Ross Street

- **Miller Street, RAND0019-P:** from White Oak Street (SR 3262) to US 220 Business (Fayetteville Street)
- **Ross Street, RAND0020-P:** from Presnell Street (SR 2237) to Foust Street

APPENDICES

Appendix A Resources and Contacts

Local Planning Organization

Piedmont Triad Rural Planning Organization (<http://www.ptrc.org/index.aspx?page=226>)

Contact the RPO for information on long-range multi-modal planning services.

2216 Meadowview Rd. Suite 201 Greensboro, NC 28407 (336) 264-4950

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 directory:

1-877-DOT-4YOU (1-877-368-4968) <http://www.ncdot.gov/contact/>

Secretary of Transportation (<http://www.ncdot.org/about/leadership/secretary.html>)

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

Board of Transportation (<http://www.ncdot.gov/about/board/>)

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 8 (<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>)

902 N Sandhills Blvd. Aberdeen, NC 28315 (910) 944-2344

Contact the Highway Division with questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

Contact the following NCDOT divisions and units¹ for:

<u>Transportation Planning Branch (TPB)</u>	Information on long-range multi-modal planning services. 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
<u>Strategic Planning Office</u>	Information concerning prioritization of transportation projects. 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
<u>Project Development & Environmental Analysis (PDEA)</u>	Information on environmental studies for projects that are included in the TIP. 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
<u>State Asset Management Unit</u>	Information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program. 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500

¹ Unit websites are hyperlinked and can also be accessed at <https://connect.ncdot.gov/Pages/default.aspx>.

<u>Program Development Branch</u>	<i>Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).</i> 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
<u>Public Transportation Division</u>	<i>Information on public transit systems.</i> 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
<u>Rail Division</u>	<i>Rail information throughout the state.</i> 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
<u>Division of Bicycle and Pedestrian Transportation</u>	<i>Bicycle and pedestrian transportation information throughout the state.</i> 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
<u>Structures Management Unit</u>	<i>Information on bridge management throughout the state.</i> 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
<u>Roadway Design Unit</u>	<i>Information regarding design plans and proposals for road and bridge projects throughout the state.</i> 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
<u>Transportation Mobility and Safety Division</u>	<i>Information regarding crash data throughout the state.</i> 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

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/cd>

Appendix B

Comprehensive Transportation Plan Definitions

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

Highway Map

The “NCDOT Facility Type –Control of Access Definitions” document provides a visual depiction of facility types for the following CTP classification.

Facility Type Definitions

❖ Freeways

- Functional purpose – high mobility, high volume, high speed
- Posted speed – 55 mph or greater
- Cross section – minimum four lanes with continuous median
- Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
- Type of access control – full control of access
- Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
- Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
- Driveways – not allowed

❖ Expressways

- Functional purpose – high mobility, high volume, medium-high speed
- Posted speed – 45 to 60 mph
- Cross section – minimum four lanes with median
- Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
- Type of access control – limited or partial control of access;
- Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
- Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
- Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

❖ **Boulevards**

- Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
- Posted speed – 30 to 55 mph
- Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*)
- Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
- Type of access control – limited control of access, partial control of access, or no control of access
- Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
- Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

❖ **Other Major Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – four or more lanes without median (*US and NC routes may have less than four lanes*)
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- Type of access control – no control of access
- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

❖ **Minor Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – ultimately three lanes (no more than one lane per direction) or less without median
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- ❖ **Existing** – Roadway facilities that are not recommended to be improved.
- ❖ **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. “Needs improvement” does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.
- ❖ **Recommended** – Roadway facilities on new location that are needed in the future.
- ❖ **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- ❖ **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- ❖ **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- ❖ **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- ❖ **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- ❖ **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- ❖ **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- ❖ **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-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 ferryboats.

- ❖ **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- ❖ **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
 - 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.
- ❖ **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
 - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
 - Recommended – Proposed corridor for high speed rail service.
- ❖ **Rail Stop** – A railroad station or stop along the railroad tracks.
- ❖ **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- ❖ **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.
- ❖ **Existing Grade Separation** – Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- ❖ **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

- ❖ **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- ❖ **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- ❖ **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- ❖ **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- ❖ **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- ❖ **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- ❖ **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- ❖ **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- ❖ **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- ❖ **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- ❖ **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- ❖ **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.
- ❖ **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need

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improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.

- ❖ **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- ❖ **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- ❖ **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- ❖ **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- ❖ **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- ❖ **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- ❖ **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- ❖ **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- ❖ **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C

CTP Inventory and Recommendations

Assumptions/ Notes:

- ❖ **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. 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 4 letters of the county name is combined with a 4 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 NCDOT's roadway characteristics shapefile. 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 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- ❖ **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 - 2018 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter 1.
- ❖ **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. 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.

- ❖ **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- ❖ **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- ❖ **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).

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
RAND0068-H	I-73/I-74 (US-220 Bypass)	Asheboro Northern City Limits	Vision Dr (SR 2269)	Randolph Co.	4.0	48	4D	12	130	65	55900	36000	60000	60800	84600	6A	300	F	Sta	
RAND0068-H	I-73/I-74 (US-220 Bypass)	Vision Dr (SR 2269)	NC42 (W Salisbury St)	Asheboro	1.7	48	4D	12	130	65	55900	36000	62000	62500	84600	6A	300	F	Sta	
RAND0069-H	I-73/I-74 (US-220 Bypass)	NC42 (W Salisbury St)	US 64 (W Dixie Dr)	Asheboro	2.7	48	4D	12	130	55	55900	36000	62000	63000	84600	6A	300	F	Sta	
	I-73/I-74 (US-220 Bypass)	US 64 (W Dixie Dr)	McDowell Rd (SR 1150)	Asheboro	1.1	48	4D	12	130	55	55900	28000	40000	46000	55900	ADQ	ADQ	F	Sta	
	I-73/I-74 (US-220 Bypass)	McDowell Rd (SR 1150)	Proposed Asheboro Southern Bypass	Asheboro	1.5	48	4D	12	130	55	55900	22000	35000	36000	55900	ADQ	ADQ	F	Sta	T
	I-73/I-74 (US-220 Bypass)	Proposed Asheboro Southern Bypass	Dawson Miller Rd (SR 1138)	Randolph Co.	2.1	48	4D	12	130	55	55900	20000	36000	38000	55900	ADQ	ADQ	F	Sta	
	I-73/I-74 (US-220 Bypass)	Dawson Miller Rd (SR 1138)	Southern PAB	Randolph Co.	0.8	48	4D	12	130	55	55900	13000	24000	30000	55900	ADQ	ADQ	F	Sta	
RAND0003-H	US 64 /NC 49	Pleasant Cross Rd (SR 2224)	Loflin Pond Rd (SR 2221)	Randolph Co.	0.7	60	5	12	130	55	31800	17000	26000	26200	55900	4A	150	F	Sta	
RAND0003-H	US 64 /NC 49	Loflin Pond Rd (SR 2221)	Proposed Asheboro Southern Bypass	Randolph Co.	0.8	60	5	12	130	55	31800	19000	28000	28500	55900	4A	150	F	Sta	
RAND0001-H	US 64 /NC 49	Proposed Asheboro Southern Bypass	E Presnell St (SR 1462)	Randolph Co.	0.9	48	4D	12	130	45	40500	20000	21000	21500	36600	4D	150	B	Sta	
RAND0001-H	US 64 /NC 49	E Presnell St (SR 1462)	Luck Rd (SR 2604)	Randolph Co.	0.5	60	5	12	130	45	27600	20000	20000	20500	36600	4D	150	B	Sta	
RAND0001-H	US 64 /NC 49	Luck Rd (SR 2604)	E Salisbury St (SR 2237)	Asheboro	0.6	60	5	12	130	45	27600	20000	20000	20500	36600	4D	150	B	Sta	P
RAND0001-H	US 64 /NC 49 (E Dixie Dr)	E Salisbury St (SR 2237)	NC 42	Asheboro	0.6	60	5	12	130	45	27600	21000	20000	21000	36600	4D	150	B	Sta	P
RAND0001-H	US 64 /NC 49 (E Dixie Dr)	NC 42	Dublin Rd (SR 2197)	Asheboro	0.6	60	5	12	130	45	27600	30000	30500	32900	36600	4D	150	B	Sta	B,P,T

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System							2040 Proposed System					CTP Classification	Tier	Other Modes for Proposals
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
RAND0001-H	US 64 /NC 49 (E Dixie Dr)	Dublin Rd (SR 2197)	Cliff Rd (SR 2203)	Asheboro	0.6	60	5	12	130	45	27600	32000	35000	36400	36600	4D	150	B	Sta B,P,T	Proposals for Other Modes
RAND0001-H	US 64 /NC 49 (E Dixie Dr)	Cliff Rd (SR 2203)	Cox St (SR 2327)	Asheboro	0.3	60	5	12	130	45	27600	32000	35000	36400	36600	4D	150	B	Sta B,P,T	
RAND0001-H	US 64 /NC 49 (E Dixie Dr)	Cox St (SR 2327)	US 220 Bus (S Fayetteville St)	Asheboro	0.3	60	5	12	130	45	27600	31000	34000	34200	36600	4D	150	B	Sta B,P,T	
RAND0001-H	US 64 /NC 49 (W Dixie Dr)	US 220 Bus (S Fayetteville St)	S Park St (SR 1451)	Asheboro	0.2	60	5	12	130	45	27600	28000	31800	32800	36600	4D	150	B	Sta B,P,T	
RAND0001-H	US 64 /NC 49 (W Dixie Dr)	S Park St (SR 1451)	I-73/I-74 (US-220 Bypass)	Asheboro	0.6	60	5	12	130	45	27600	28000	32000	34000	36600	4D	150	B	Sta B,P	
R-2220	US 64 /NC 49 (W Dixie Dr)	I-73/I-74 (US-220 Bypass)	Albemarle Rd (SR 1713)	Asheboro	0.3	48	4D	12	150	45	36600	22000	21000	21500	36600	4D	150	B	Sta B,P	
R-2220	US 64	Albemarle Rd (SR 1713)	Old Farmer Rd (SR 3255)	Randolph Co.	0.9	24	3	12	150	55	15900	12000	14800	15500	36600	4D	150	B	Sta B,P	
R-2220	US 64	Old Farmer Rd (SR 3255)	Proposed Asheboro Southern Bypass	Randolph Co.	1.4	24	2	12	150	55	14600	11000	14000	14600	36600	4D	150	B	Sta	
R-2220	US 64	Proposed Asheboro Southern Bypass	Back Creek Road (SR 1420)	Randolph Co.	1.2	24	2	12	150	55	14600	11000	14500	15200	53300	4B	150	E	Sta	
R-2536	Proposed Asheboro Southern Bypass	US 64 East of Asheboro	Luck Rd (SR 2604)	Randolph Co.	1.3	-	-		-	-	-	-	10000	10000	55900	4A	300	F	Sta	
R-2536	Proposed Asheboro Southern Bypass	Luck Rd (SR 2406)	NC 42	Asheboro	1.9	-	-		-	-	-	-	10000	10000	55900	4A	300	F	Sta	
R-2536	Proposed Asheboro Southern Bypass	NC 42	NC 159	Asheboro	2.2	-	-		-	-	-	-	11500	11500	55900	4A	300	F	Sta	
R-2536	Proposed Asheboro Southern Bypass	NC 159	Proposed Zoo Connector	Asheboro	0.8	-	-		-	-	-	-	11000	11000	55900	4A	300	F	Sta	

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classifi- cation	Tier	Proposals for Other Modes
	From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)			
RAND0049-H	US 220 Bus (Fayetteville St)	E Presnell St (SR 1462)	Asheboro	0.7	48	4	12	100	35	23500	26000	27000	28000	-	-	-	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Academy St	Asheboro	0.3	48	4	12	100	20	23500	18000	18600	18600	23500	ADQ	ADQ	Maj	Reg	P,T
RAND0049-H	US 220 Bus (Fayetteville St)	Academy St	Asheboro	1.0	36	3	12	100	20	12900	15000	16000	17300	-	-	-	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Birkhead Dr	Asheboro	0.4	48	4	12	100	35	23500	16000	17000	17700	23500	ADQ	ADQ	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	W Walker Ave	Asheboro	0.2	48	4-4D	12	100	35	23500	11000	16000	17000	23500	ADQ	ADQ	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Country Club Dr (SR 1154)	Asheboro	0.1	48	4D	12	100	35	23500	10000	12000	12000	23500	ADQ	ADQ	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Country Club Dr (SR 1154)	Asheboro	0.2	36- 48	3- 4D	12	100	35	12900	10000	11000	11000	12900	ADQ	ADQ	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Ridge Rd (SR 2915)	Asheboro	0.7	36	3	12	100	35	12900	9000	10000	10000	12900	ADQ	ADQ	Maj	Reg	P,T
	US 220 Bus (Fayetteville St)	Eldorado Rd (SR 2919)	Asheboro	0.3	36	3	12	100	45	13800	9000	10000	10000	13800	ADQ	ADQ	Maj	Reg	T
	US 220 Bus (Fayetteville St)	McDowell Rd (SR 1150)	Randolph Co.	0.2	36	3	12	100	45	13800	7000	9000	9000	13800	ADQ	ADQ	Maj	Reg	
	US 220 Bus (Fayetteville St)	Southmont Dr (SR 1145)	Randolph Co.	1.2	24	2	12	100	45	13800	7000	9000	9000	13800	ADQ	ADQ	Maj	Reg	
	US 220 Bus (Fayetteville St)	Proposed Asheboro Southern Bypass	Randolph Co.	1.9	24	2	12	100	55	14600	7000	10000	10000	14600	ADQ	ADQ	Maj	Reg	
	US 220 Bus ALT	Dawson Miller Rd (SR 1138)	Randolph Co.	1.0	24	2	12	100	55	14600	6500	7500	7500	14600	ADQ	ADQ	Maj	Reg	
RAND0072-H	NC 42	Old Humble Mill Road (SR 2830)	Randolph Co.	0.2	20	2	10	150	55	13600	5000	5600	5600	14600	2A	150	Maj	Reg	
RAND0072-H	NC 42	Iron Mountain Rd (SR 2605)	Randolph Co.	0.8	20	2	10	150	55	13600	7600	9300	9300	14600	2A	150	Maj	Reg	

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
RAND0072-H	NC 42	Proposed Asheboro Southern Bypass	Browers Chapel Rd (SR 2826)	Randolph Co.	1.2	20	2	10	150	45	13600	8000	8500	8500	14600	2A	150	Maj	Reg	
RAND0070-H	NC 42	Browers Chapel Rd (SR 2826)	US 64 (Dixie Dr)	Randolph Co.	0.9	20	2	10	150	45	13600	13000	13600	13600	26000	4A	150	B	Reg	
RAND0070-H	NC 42	US 64 (Dixie Dr)	Dublin Rd (SR 2197)	Asheboro	0.5	24	2	12	150	45	11600	13000	14200	14200	11600	4A	150	B	Reg	B,P,T
RAND0070-H	NC 42	Dublin Rd (SR 2197)	Salisbury St (SR 2237)	Asheboro	0.3	24	2	12	60	35	11600	13000	14200	14200	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (E Salisbury St)	Salisbury St (SR 2237)	Martin Luther King Jr Dr (SR 2189)	Asheboro	0.5	24	2	12	60	35	11600	13000	14100	14100	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (E Salisbury St)	Martin Luther King Jr Dr (SR 2189)	Elm St	Asheboro	0.1	36	3	12	60	35	12900	13000	15500	15500	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (E Salisbury St)	Elm St	Cox St (SR 2327)	Asheboro	0.3	33	3	11	60	35	12900	13000	15500	15500	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (E Salisbury St)	Cox St (SR 2327)	US 220 Bus (Fayetteville St)	Asheboro	0.1	33	3	11	60	35	12900	13500	16300	16300	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (W Salisbury St)	US 220 Bus (Fayetteville St)	Church St (SR1707)	Asheboro	0.2	33	3	11	60	35	12900	12000	12300	12300	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (W Salisbury St)	Church St (SR1707)	S Park St (SR 1451)	Asheboro	0.2	24	2	12	60	35	11600	11000	11500	11500	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (W Salisbury St)	S Park St (SR 1451)	N Cherry St	Asheboro	0.3	24	2	12	60	35	11600	8800	10000	10000	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (W Salisbury St)	N Cherry St	I-73/I-74 (US-220 Bypass)	Asheboro	0.2	24	2	12	60	35	11600	8800	10000	10000	-	-	-	Maj	Reg	B,P,T
RAND0050-H	NC 42 (W Salisbury St)	I-73/I-74 (US-220 Bypass)	Sunset Ave (SR 1442)	Asheboro	0.2	48	4D	12	-	35	36600	8800	10000	10000	-	-	-	Maj	Reg	B,P,T
U-5305	NC 49	US 64	Old NC Hwy 49 (SR 1193)	Asheboro	0.8	24	2	12	150	35	12900	12000	12800	12800	15500	3A/3B	150	Maj	Reg	T,P
	NC 49	Old NC Hwy 49 (SR 1193)	Proposed Asheboro Southern Bypass	Randolph Co.	0.9	24	2	12	190	55	14600	8200	9100	9100	14600	ADQ	ADQ	Maj	Reg	

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classi- fication	Tier
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)		
R-2535B	NC 49	Proposed Asheboro Southern Bypass	Tot Hill Farm Rd (SR 1163)	Randolph Co.	1.5	24	2	12	190	55	14600	6700	10200	10200	14600	4A	190	E	Sta
R-2535B	NC 49	Tot Hill Farm Rd (SR 1163)	Lassiter Mill Rd (SR 1107)	Randolph Co.	2.5	24	2	12	190	55	14600	5800	9000	9000	14600	4A	190	E	Sta
	NC 159	US 64/ NC 49 (E Dixie Dr)	Newbern Ave (SR 2919)	Asheboro	1.0	24	2	12	60	35	11600	9000	8800	8800	11600	ADQ	ADQ	Maj	Sub B,P
	NC 159	Newbern Ave (SR 2919)	Old Cox Rd (SR 2834)	Randolph Co.	1.1	24	2	12	60	35	11600	8500	8600	8600	11600	ADQ	ADQ	Maj	Sub B
	NC 159	Old Cox Rd (SR 2834)	Proposed Asheboro Southern Bypass	Randolph Co.	0.4	24	2	12	60	55	14600	6100	6200	6200	14600	ADQ	ADQ	Maj	Sub B
	NC 159	Proposed Asheboro Southern Bypass	Southern PAB	Randolph Co.	4.0	24	2	12	60	55	14600	2500	4200	4200	14600	ADQ	ADQ	Maj	Sub B
	NC 159 Spur	NC 159	NC Zoo	Randolph Co.	0.8	24	2	12	500	35	11600	1200	2800	2800	11600	ADQ	ADQ	Maj	Sub T
	Albemarle Rd (SR 1713)	US 64/ NC 49 (E Dixie Dr)	731/-74 (US-220 Bypass)	Asheboro	0.3	24	2	12	60	35	15000	9000	11500	11500	15000	ADQ	ADQ	Min	Sub P,T
	Albemarle Rd (SR 1713)	731/-74 (US-220 Bypass)	Uwharrie St (SR 1443)	Asheboro	0.2	24	2	12	60	35	10200	6600	7500	7500	10200	ADQ	ADQ	Min	Sub P,T
	Albemarle Rd (SR 1713)	Uwharrie St (SR 1443)	W Walker Ave (SR 1453)	Asheboro	0.4	27	2	12	60	35	10200	6600	7500	7500	10200	ADQ	ADQ	Min	Sub P,T
	Albemarle Rd (SR 1713)	W Walker Ave (SR 1453)	S Church St (SR 1707)	Asheboro	0.3	23	2	11	60	35	10200	6600	7500	7500	10200	ADQ	ADQ	Min	Sub P,T
	E Allred Rd (SR 2182)	US 220 Bus (Fayetteville St)	Meadowbrook Rd (SR 2184)	Asheboro	0.4	24	2	12	60	35	10200	2600	3800	3800	10200	ADQ	ADQ	Min	Sub
	Allred Rd (SR 2182)	Meadowbrook Rd (SR 2184)	Gold Hill Rd (SR 2183)	Asheboro- Randolph Co.	1.5	20	2	10	60	35	9500	800	1200	1200	9500	ADQ	ADQ	Min	Sub
	Back Creek Ch Rd (SR 1327)	US 64	Stutts Rd (SR 1326)	Randolph Co.	0.7	20	2	10	-	55	14100	3800	4700	4700	14100	ADQ	ADQ	Min	Sub
	W Balfour Ave (SR 1502)	Spero Rd (SR 1504)	US 220 Bus (Fayetteville St)	Asheboro	0.9	24	2	12	60	35	10200	2500	4100	4100	10200	ADQ	ADQ	Min	Sub B

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classifi- cation	Tier	Proposals for Other Modes
	Facility	From	To		Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)			
	E Balfour Ave (SR 1502)	US 220 Bus (Fayetteville St)	Old Liberty Rd (SR 2261)	Asheboro	0.4	24	2	12	60	35	10200	2500	3900	10200	ADQ	ADQ	Min	Sub	B
	Bell Simmons Rd (SR 1146)	Southmont Dr (SR 1145)	US 220 Bus (Fayetteville St)	Randolph Co.	1.0	20	2	10	-	55	13600	1300	2000	14600	2A	60	Min	Sub	
RAND0016-H	Browers Chapel Rd (SR 2826)	US 64 /NC 49 (E Dixie Dr)	Pine Hill Rd (SR 2824)	Randolph Co.	1.9	20	2	10	60	55	13600	1300	2200	14600	2A	60	Min	Sub	B
RAND0016-H	Browers Chapel Rd (SR 2826)	Pine Hill Rd (SR 2824)	NC 42	Randolph Co.	1.1	18	2	9	60	55	13100	600	1500	14600	2A	60	Min	Sub	B
	Cable Creek Rd (SR 1320)	Old NC 49 (SR 1193)	Stutts Rd (SR 1326)	Randolph Co.	0.7	20	2	10	-	55	14100	4000	4500	14100	ADQ	ADQ	Min	Sub	
	Central Falls Rd (SR 2263)	Old Liberty Rd (SR 2261) (East)	Old Liberty Rd (SR 2261) (West)	Asheboro	0.8	22	2	11	60	35	9900	1800	2500	9900	ADQ	ADQ	Min	Sub	
	Charles Ave (SR 2812)	US 220 Bus (Fayetteville St)	Eldorado Rd (SR 2919)	Randolph Co.	0.1	18	2	9		55	13100	1100	2000	13100	ADQ	ADQ	Min	Sub	
	W Central Ave (SR 1504)	W Balfour Ave (SR 1502)	Old Liberty Rd (SR 2261)	Asheboro	1.5	24	2	12	60	35	10200	3400	6000	10200	ADQ	ADQ	Min	Sub	
RAND0064-H	N Cherry St (SR 1443)	NC 42	Sunset Ave (SR 1442)	Asheboro	0.1	22	2	11	-	35	9900	1500	2600	10200	2D*	60	Min	Sub	P
RAND0064-H	S Cherry St (SR 1443)	Sunset Ave (SR 1442)	Dixon Ave (SR 1443)	Asheboro	0.1	22	2	11	-	35	9900	2500	3500	10200	2D*	60	Min	Sub	P
	N Church St (SR 1707)	NC 42	Sunset Ave (SR 1442)	Asheboro	0.2	60	4	12	60	35	25500	7000	9500	25500	ADQ	ADQ	Min	Sub	B, P, T
	S Church St (SR 1707)	Sunset Ave (SR 1442)	W Kivett St	Asheboro	0.4	60	4	12	60	35	25500	7000	9500	25500	ADQ	ADQ	Min	Sub	B, T
	S Church St (SR 1707)	W Kivett St	W Walker Ave (SR 1453)	Asheboro	0.7	60	4	12	50	35	25500	4200	6000	25500	ADQ	ADQ	Min	Sub	B, T
	Cliff Rd	S Elm St	US 64 /NC 49 (E Dixie Dr)	Asheboro	1.0	38	2	12	60	35	10200	2700	4500	10200	ADQ	ADQ	Min	Sub	P

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classifi- cation	Tier
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)		
	Coleridge Rd (SR 2194)	Martin Luther King Jr Dr. (SR 2189)	NC 42 (E Salisbury St)	Asheboro	0.2	36	3	12	60	35	9200	2100	4000	4000	9200	ADQ	ADQ	Min	Sub
	Country Club Rd (SR)	S Park St (SR 1451)	US 220 Bus (Fayetteville St)	Asheboro	0.2	20	2	10	-	35	9500	800	1500	1500	9500	ADQ	ADQ	Min	Sub
	N Cox St	E Presnell St (SR 1462)	NC 42 (E Salisbury St)	Asheboro	0.5	24	2	12	60	35	10200	2500	4500	4500	10200	ADQ	ADQ	Min	Sub B,P,T
	S Cox St	NC 42 (E Salisbury St)	E Kivett St	Asheboro	0.5	30	2	12	60	35	10200	3500	6500	6500	10200	ADQ	ADQ	Min	Sub P,B
	S Cox St	E Kivett St	US 64 /NC 49 (E Dixie Dr)	Asheboro	0.8	30	2	12	60	35	10200	6300	7800	7800	10200	ADQ	ADQ	Min	Sub P,B
RAND0019-H	Crestview Church Rd (SR 2820)	US 220 Bus (Fayetteville St)	NC 159	Randolph Co.	2.0	20	2	10	60	55	13600	1600	2800	2800	14600	2A	60	Min	Sub
RAND0075-H	Proposed Crestview Church Rd Ext	NC 159	Bowers Chapel Rd (SR 2826)	Randolph Co.	1.2	-	-	-	-	-	-	-	3500	3600	14600	2A	60	Min	Sub
	Dawson Miller Rd (SR 1138)	Pisgah Covered Bridge Rd (SR 1114)	I-73/I-74 (US-220 Bypass)	Randolph Co.	1.3	20	2	10	-	55	14100	1500	2500	2500	14100	ADQ	ADQ	Min	Sub
RAND0020-H	Danny Bell Rd (SR 1162)	Mack Rd (SR 1144)	Hopewell Friends Rd (SR 1142)	Randolph Co.	2.5	20	2	10	60	55	13600	1600	2500	2500	14600	2A	60	Min	Sub
RAND0051-H	Dixon Ave (SR 1443)	S Cherry St (SR 1443)	Uwharrie St (SR 1443)	Asheboro	0.1	22	2	11	-	35	9900	1500	2000	2000	10200	2A*	60	Min	Sub
RAND0052-H	Draper St (SR 2159)	Central Falls Rd (SR 2263)	Gold Hill Rd (SR 2183)	Asheboro	0.4	20	2	10	60	35	9500	1400	2500	2500	10200	2A	60	Min	Sub

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
Local ID	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classifi- cation	Tier
	Facility	From	To		Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)		
RAND0053-H	Dublin Rd (SR 2197)	US 64 /NC 49 (E) Dixie Dr	NC 42 (E) Salisbury St	Asheboro	0.6	18	2	9	60	35	9200	4800	4800	10200	2E	60	Min	Sub
	Eldorado Rd (SR 2919)	Charles Ave (SR 2812)	N Hampton Dr	Randolph Co.	1.0	18	2	9	60	55	13100	2000	2000	13100	ADQ	ADQ	Min	Sub
	S Elm St	NC 42 (E) Salisbury St	Cliff Rd	Asheboro	0.2	24	2	12	60	35	10200	4500	4500	10200	ADQ	ADQ	Min	Sub
RAND0073-H	Proposed Elm St/ Meadowbrook Rd Ext	Elm St	Meadowbrook Rd	Asheboro	0.2	-	-	-	-	-	-	1500	1500	10200	2E	60	Min	Sub
RAND0055-H	Giles Chapel Rd (SR 2218)	Gold Hill Rd (SR 2183)	Henly Country Rd (SR 2215)	Randolph Co.	1.0	18	2	9	-	55	13100	3000	3000	14600	2A	60	Min	Sub
RAND0056-H	Gold Hill Rd (SR 2183)	Old Liberty Rd (SR 2261)	Allred St (SR 2182)	Asheboro	1.4	20	2	10	-	35	9500	4800	4800	10200	2E	60	Min	Sub
RAND0056-H	Gold Hill Rd (SR 2183)	Allred St (SR 2182)	E Presnell St (SR 1462)	Randolph Co.	1.6	18	2	9	-	55	13100	4500	4500	14600	2E	60	Min	Sub
RAND0071-H	Henly Country Rd (SR 2215)	Giles Chapel Rd (SR 2218)	Old Cedar Falls Rd (SR 2216)	Randolph Co.	0.9	24	2	12	-	55	14600	5900	5900	14600	2A	60	Min	Sub
RAND0025-H	Henly Country Rd (SR 2215)	Old Cedar Falls Rd (SR 2216)	US 64 /NC 49 (E) Dixie Dr	Randolph Co.	1.4	20	2	10	50	55	13600	2200	2200	14600	2A	60	Min	Sub
RAND0057-H	Hopewell Friends Rd (SR 1142)	Tot Hill Farm Rd (SR 1163)	Mack Rd (SR 1144)	Randolph Co.	2.3	21	2	10	-	55	13600	4500	4500	14600	2A	60	Min	Sub
RAND0057-H	Hopewell Friends Rd (SR 1142)	Mack Rd (SR 1144)	Pisgah Covered Bridge Rd (SR 1114)	Randolph Co.	0.9	18	2	9	-	55	13100	4100	4100	14600	2A	60	Min	Sub
RAND0071-H	Hub Morris Rd (SR 2149)	US 220 Bus (Fayetteville St)	Old Liberty Rd (SR 2261)	Asheboro/ Randolph Co.	1.7	18	2	9	60	35-55	9200	6500	6500	9200	2A	60	Min	Sub

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
	Iron Mountain Rd (SR 2605)	NC 42	US 64	Randolph Co.	3.8	22	2	11	-	55	14600	1000	1800	1800	14600	ADQ	ADQ	Min	Sub	
	E Kivett St	Uwharrie St (SR 1443)	US 220 Bus (Fayetteville St)	Asheboro	0.7	24	2	12	60	35	10200	3500	5000	5000	10200	ADQ	ADQ	Min	Sub	P
RAND0061-H	Lassiter Mill Road (SR 1107)	NC 49	Old NC 49	Randolph Co.	1.2	24	2	10	-	55	13600	2000	2800	2800	13600	2E	60	Min	Sub	B
RAND0033-H	Luck Rd (SR 2604)	US 64 /NC 49 (E Dixie Dr)	Proposed Asheboro Southern Bypass	Randolph Co.	1.0	18	2	9	60	55	13100	1400	3000	3000	14600	2A	60	Min	Sub	
RAND0033-H	Luck Rd (SR 2604)	Proposed Asheboro Southern Bypass	Iron Mountain Rd (SR 2605)	Randolph Co.	1.7	20	2	10	60	55	13600	500	900	900	13600	2A	60	Min	Sub	
	Mack Rd (SR 1144)	NC 49	Hopewell Friends Rd (SR 1142)	Randolph Co.	4.9	24	2	12	-	55	14600	5200	6500	6500	14600	ADQ	ADQ	Min	Sub	B
RAND0058-H	Martin Luther King Jr Dr. (SR 2189)	NC 42 (E Salisbury St)	Coleridge Rd (SR 2194)	Asheboro	0.5	18	2	9	60	35	9200	2000	4500	4500	10200	2D	60	Min	Sub	P
RAND0058-H	Martin Luther King Jr Dr. (SR 2189)	Coleridge Rd (SR 2194)	NC 42 (E Salisbury St)	Asheboro	0.5	18	2	9	60	35	9200	1000	1900	1900	10200	2D	60	Min	Sub	P
RAND0059-H	McDowell Rd (SR 1150)	Mack Rd (SR 1144)	73/I-74 (US-220 Bypass)	Randolph Co.	0.5	20	2	10	-	55	13600	5600	6800	6800	14600	2A	60	Min	Sub	T
RAND0059-H	McDowell Rd (SR 1150)	73/I-74 (US-220 Bypass)	US 220 Bus (Fayetteville St)	Randolph Co.	0.6	18	2	9	-	55	13100	6500	7800	7800	14600	2A	60	Min	Sub	T
RAND0060-H	Meadowbrook Rd (SR 2184)	E Presnell St (SR 1462)	E Allred Rd (SR 2182)	Asheboro	0.9	20	2	10	60	35	9500	2600	3100	3100	10200	2A*	60	Min	Sub	
	Newbern Ave (SR 2919)	N Hampton Dr	NC 159	Randolph Co.	0.6	20	2	10	60	55	13600	1000	2000	2000	13600	ADQ	ADQ	Min	Sub	

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
RAND0071-H	Proposed Northeast Blvd	Hub Morris Rd (SR 2149)	Gold Hill Rd (SR 2183)	Randolph Co.	0.1	-	-	-	-	-	-	4500	4500	14600	2A	60	Min	Sub		
RAND0071-H	Proposed Northeast Blvd	Gold Hill Rd (SR 2183)	Giles Chapel Rd (SR 2218)	Randolph Co.	0.8	-	-	-	-	-	-	3500	3500	14600	2A	60	Min	Sub		
RAND0071-H	Proposed Northeast Blvd	Henley Country Rd (SR 2215)	US 64/ NC 49 (Dixie Dr)	Randolph Co.	0.5	-	-	-	-	-	-	2700	2700	14600	2A	60	Min	Sub		
RAND0062-H	Old Cedar Falls Rd (SR 2216)	Martin Luther King Jr Dr. (SR 2189)	Henley Country Rd (SR 2215)	Randolph Co.	3.2	20	2	10	35	9500	1800	2900	2900	10200	2E	60	Min	Sub	B	
	Old Cedar Falls Rd (SR 2216)	Henley Country Rd (SR 2215)	PAB	Randolph Co.	1.9	24	2	12	55	14600	3100	4500	4500	14600	ADQ	ADQ	Min	Sub	B	
RAND0037-H	Old Cox Rd (SR 2834)	NC 159	Fairview Farm Rd (SR 2831)	Randolph Co.	4.9	20	2	10	55	13600	2600	4000	4000	14600	2E	60	Min	Sub	B	
	Old Farmer Rd (SR 3255)	US 64	Uwharrie St (SR 1443)	Randolph Co.	2.7	24	2	12	35	10200	2200	3800	3800	10200	ADQ	ADQ	Min	Sub		
	Old Humble Mill Rd (SR 2830)	Old Cox Rd (SR 2834)	NC 42	Randolph Co.	2.3	20	2	10	55	13600	1400	2200	2200	13600	ADQ	ADQ	Min	Sub		
	W Kivett St	US 220 Bus (Fayetteville St)	Cliff Rd	Asheboro	0.5	24	2	12	35	10200	5000	6500	6500	10200	ADQ	ADQ	Min	Sub	P	
	Old Lexington Rd (SR 1004)	Western PAB	NC 42 (E Salisbury St)	Randolph Co.	3.4	24	2	12	35-55	14600	4900	6500	6500	14600	ADQ	ADQ	Min	Sub	B	
RAND0038-H	Old Liberty Rd (SR 2261)	US 220 Bus (Fayetteville St)	Central Falls Rd (SR 2263)	Asheboro	1.5	22	2	11	35	9900	6000	7700	7700	10200	2E	60	Min	Sub	P,B	
RAND0038-H	Old Liberty Rd (SR 2261)	Central Falls Rd (SR 2263)	Gold Hill Rd (SR 2183)	Asheboro	0.4	22	2	11	35	9900	4000	6800	6800	10200	2E	60	Min	Sub	P,B	
RAND0038-H	Old Liberty Rd (SR 2261)	Gold Hill Rd (SR 2183)	Deep River	Asheboro	1.0	22	2	11	35	9900	4000	6800	6800	10200	2E	60	Min	Sub	P,B	
RAND0039-H	Old NC Hwy 49 (SR 1193)	Lassiter Mill Rd (SR 1107)	Union Church Rd (SR 1163)	Randolph Co.	1.6	20	2	10	55	13600	2700	3500	3500	14600	2A	60	Min	Sub		

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
RAND00039-H	Old NC Hwy 49 (SR 1193)	Union Church Rd (SR 1163)	NC 49	Randolph Co.	2.4	20	2	10	-	55	13600	4100	4500	4500	14600	2A	60	Min	Sub	
	N Park St (SR1451)	NC 42	Sunset Ave (SR 1442)	Asheboro	0.2	28	2	12	-	35	10200	3400	5600	5600	10200	ADQ	ADQ	Min	Sub	P,T
	S Park St (SR1451)	Sunset Ave (SR 1442)	Albemarle Rd (SR 1713)	Asheboro	0.8	28	2	12	-	35	10200	3400	5600	5600	10200	ADQ	ADQ	Min	Sub	P,T
	S Park St (SR1451)	Albemarle Rd (SR 1713)	W Walker Ave (SR 1453)	Asheboro	0.2	60	4	12	-	35	25500	6500	9100	9100	25500	ADQ	ADQ	Min	Sub	P,T
	S Park St (SR1451)	W Walker Ave (SR 1453)	US 64 /NC 49 (E Dixie Dr)	Asheboro	0.2	60	5	12	-	35	25500	8000	10000	10000	25500	ADQ	ADQ	Min	Sub	P,T
	S Park St (SR1451)	US 64 /NC 49 (E Dixie Dr)	Country Club Rd (SR 1154)	Asheboro	0.1	20	2	10	-	35	9500	1200	2000	2000	9500	ADQ	ADQ	Min	Sub	
RAND00044-H	Pine Hill Rd (SR 2824)	Browers Chapel Rd (SR 2826)	Old Cox Rd (SR 2834)	Randolph Co.	1.2	20	2	10	60	55	13600	800	1600	1600	13600	2A	60	Min	Sub	B
	Pineview Rd (SR 1712)	Western PAB	I-73/I-74 (US-220 Bypass)	Randolph Co.	0.7	24	2	12	60	55	14600	1400	2400	2400	14600	ADQ	ADQ	Min	Sub	
	Pineview Rd (SR 1712)	I-73/I-74 (US-220 Bypass)	0.1 m W of Sylvan Rd	Asheboro	0.5	24	2	12	60	35	10200	7000	8000	8000	10200	ADQ	ADQ	Min	Sub	
RAND00076-H	Pineview Rd (SR 1712)	0.1 m W of Sylvan Rd	US 220 Bus (Fayetteville St)	Asheboro	0.6	23	2	11	60	35	10200	7000	8000	8000	10200	2A	60	Min	Sub	T
	Pisgah Covered Bridge Rd (SR 1114)	Hopewell Friends Rd (SR 1142)	US 220 Bus (Fayetteville St)	Randolph Co.	1.5	18	2	9	-	55	13100	1600	2500	2500	14600	2A	60	Min	Sub	
	W Presnell St (SR 1462)	I-73/I-74 (US-220 Bypass)	White Oak St	Asheboro	0.8	24	2	12	60	35	10200	6800	7800	7800	10200	ADQ	ADQ	Min	Sub	B
	W Presnell St (SR 1462)	White Oak St	US 220 Bus (Fayetteville St)	Asheboro	0.2	24	2	12	60	35	10200	6600	7800	7800	10200	ADQ	ADQ	Min	Sub	B,P
	E Presnell St (SR 1462)	US 220 Bus (Fayetteville St)	N Cox St	Asheboro	0.1	24	2	12	60	35	10200	6000	7600	7600	10200	ADQ	ADQ	Min	Sub	B
	E Presnell St (SR 1462)	N Cox St	Meadowbrook Rd (SR 2184)	Asheboro	0.3	26	2	12	50	35	10200	5000	6200	6200	10200	ADQ	ADQ	Min	Sub	B,T

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System						2040 Proposed System						CTP Classification	Tier	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)			
	E Presnell St (SR 1462)	Meadowbrook Rd (SR 2184)	Gold Hill Rd (SR 2183)	Asheboro	0.8	26	2	12	60	35	10200	4500	5700	10200	ADQ	ADQ	Min	Sub	B	
	E Presnell St (SR 1462)	Gold Hill Rd (SR 2183)	Old Cedar Falls Rd (SR 2216)	Randolph Co.	0.1	24	2	12	60	45	12200	3500	4500	12200	ADQ	ADQ	Min	Sub	B	
	E Presnell St (SR 1462)	Old Cedar Falls Rd (SR 2216)	US 64/ NC 49	Randolph Co.	3.0	24	2	12	60	45	12200	3500	4500	12200	ADQ	ADQ	Min	Sub		
	E Presnell St (SR 1462)	Henry County Rd (SR 2215)		Randolph Co.	1.5	24	2	12	60	45	12200	3500	4500	12200	ADQ	ADQ	Min	Sub		
RAND0054-H	E Pritchard St	US 220 Bus (Fayetteville St)	Meadowbrook Rd (SR 2184)	Asheboro	0.4	20	2	10	-	35	9500	1100	1800	10200	2A*	60	Min	Sub		
RAND0077-H	Proposed Pritchard St Ext	US 220 Bus (Fayetteville St)	White Oak St (SR 3262)	Asheboro	0.2	-	-	-	-	-	-	-	800	10200	2A*	50	Min	Sub		
RAND0063-H	Ridge St (SR 2915)	US 220 Bus (Fayetteville St)	NC 159	Asheboro	0.4	20	2	10	60	55	13600	4000	6500	14600	2A	60	Min	Sub		
	Salisbury St (SR 2237)	NC 42 (E. Salisbury St)	US 64/ NC 49 (Dixie Dr)	Asheboro	0.9	24	2	12	100	35	10200	5400	6200	10200	ADQ	ADQ	Min	Sub	B,P	
RAND0047-H	Southmont Dr (SR 1145)	Mack Rd (SR 1144)	73/I-74 (US-220 Bypass)	Randolph Co.	1.4	20	2	10	-	55	13600	1300	2000	14600	2A	60	Min	Sub		
RAND0047-H	Southmont Dr (SR 1145)	73/I-74 (US-220 Bypass)	US 220 Bus (Fayetteville St)	Randolph Co.	1.3	18	2	9	-	55	13100	1400	2000	14600	2A	60	Min	Sub		
RAND0065-H	Spero Rd (SR 1504)	Back Creek	I-73/I-74 (US-220 Bypass)	Randolph Co.	1.4	22	2	11	60	55	14100	2000	2400	14600	2A	60	Min	Sub		
RAND0065-H	Spero Rd (SR 1504)	I-73/I-74 (US-220 Bypass)	W Balfour Ave (SR 1502)	Randolph Co.	0.2	22	2	11	60	55	14100	5200	8000	14600	2A	60	Min	Sub		
	Stutts Rd (SR 1326)	US 64	Back Creek Ch Rd (SR 1327)	Randolph Co.	1.4	20	2	10	60	55	14600	1000	1800	14600	ADQ	ADQ	Min	Sub		
	Sunset Ave (SR 1442)	NC 42 (E Salisbury St)	I-73/I-74 (US-220 Bypass)	Asheboro	0.2	60	4D	12	300	45	36600	5000	6000	36600	ADQ	ADQ	Min	Sub	P,B	
	Sunset Ave (SR 1442)	I-73/I-74 (US-220 Bypass)	S Cherry St (SR 1443)	Asheboro	0.3	32	2	12	-	35	10200	4500	6000	10200	ADQ	ADQ	Min	Sub	P,B	

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																	
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2012 Existing System					2040 Proposed System					CTP Classifi- cation	Tier
		From	To			Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross- Section	ROW (ft)	
	Sunset Ave (SR 1442)	S Cherry St (SR 1443)	S Park St (SR 1451)	Asheboro	0.3	2	12	-	35	10200	6000	7300	7300	10200	ADQ	ADQ	Sub
	Sunset Ave (SR 1442)	S Park St (SR 1451)	Church St (SR 1707)	Asheboro	0.2	3	11	-	35	10200	6200	7500	7500	10200	ADQ	ADQ	Sub
	Sunset Ave (SR 1442)	Church St (SR 1707)	US 220 Bus (Fayetteville St)	Asheboro	0.2	2	12	-	35	10200	6500	8000	8000	10200	ADQ	ADQ	Sub
RAND0066-H	Tot Hill Farm Rd (SR 1163)	Lassiter Mill Rd (SR 1107)	Hopewell Friends Rd (SR 1142)	Randolph Co.	3.0	2	10	60	55	13600	1600	2500	2500	14600	2E	60	Sub
RAND0066-H	Tot Hill Farm Rd (SR 1163)	Hopewell Friends Rd (SR 1142)	NC 49	Randolph Co.	1.5	2	10	60	55	13600	1600	2500	2500	14600	2E	60	Sub
	Uwharrie St (SR 1443)	Dixon Ave (SR 1443)	Powhatan Ave (SR 1444)	Asheboro	0.3	2	12	60	35	10200	3000	4500	4500	10200	ADQ	ADQ	Sub
	Uwharrie St (SR 1443)	Powhatan Ave (SR 1444)	W Kivett St	Asheboro	0.1	3	12	-	35	10200	3000	4500	4500	10200	ADQ	ADQ	Sub
RAND0067-H	Uwharrie St (SR 1443)	W Kivett St	Albemarle Rd (SR 1713)	Asheboro	0.8	2	11	-	35	9900	3300	4800	4800	10200	2F	80	Sub
	Vision Dr (SR 2269)	I-73/I-74 (US-220 Bypass)	US 220 Bus (Fayetteville St)	Asheboro	1.0	4D	12	-	45	36600	7800	12000	12000	36600	ADQ	ADQ	Sub
	W Walker Ave (SR 1453)	Albemarle Rd (SR 1713)	S Park St (SR1451)	Asheboro	0.2	2	12	-	35	10200	2000	3500	3500	10200	ADQ	ADQ	Sub
	W Walker Ave (SR 1453)	S Park St (SR1451)	S Church St (SR 1707)	Asheboro	0.1	4	12	-	35	23500	2000	3500	3500	23500	ADQ	ADQ	Sub
	W Walker Ave (SR 1453)	S Church St (SR 1707)	US 220 Bus (Fayetteville St)	Asheboro	0.1	3	12	-	35	13600	2000	3700	3700	13600	ADQ	ADQ	Sub
	White Oak St (SR 3262)	W Presnell St (SR 1462)	NC 42 (E Salisbury St)	Asheboro	0.5	3	12	60	35	10200	1500	2100	2100	10200	ADQ	ADQ	Sub
																	B,P

* Recommended cross section does not fit into existing "typical" cross section configuration. Widen to 12' lanes with a 35 mph speed limit.

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION ¹						
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Existing System		Other Modes
				Type	Type	
	US 220 Bus	Downtown Greensboro(I-73/74) - Asheboro Zoo	20-70	Bus	Bus	H
	RCATS Fixed Deviated Route	US 220 Business - US 64/ NC 49 - NC 42 - Park Street	20-45		Bus	H,P,B

¹ Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to the *Piedmont Authority for Regional Transportation (PART) and Regional Coordinated Area Transportation System (RCATS) websites*.

RAIL												
Local ID	Facility/ Route	Section (From - To)	Class	Speed Limit (mph)	Distance (mi)	Existing System			Proposed System			Other Modes
						Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	
	Norfolk Southern	High Point MPO - South of Southmont Dr (SR 1145)	I	5-30	14.9	Freight	25-100	<5	--	--	--	--

BICYCLE AND PEDESTRIAN ¹

BICYCLE									
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section (ft)	lanes	Type	Cross-Section		
RAND0001-H	US 64 /NC 49 (Dixie Dr)	NC 42 - I-73/74 / US 220 Byp	2.6	Concurrent with US 64/ NC 49-		see Highway Table			
R-2220	US 64 /NC 49 (Dixie Dr)	I-73/74 / US 220 Byp - Albemarle Road (SR 1713)	0.3	Concurrent with US 64/ NC 49-		see Highway Table			
U-3600	US 220 Business (Fayetteville Street)	Northern City Limits- Old Liberty Road (SR2261)	4.2	Concurrent with US 220 Business-		see Highway Table			
RAND0001-B	US 220 Business (Fayetteville Street)	Old Liberty Road (SR2261) - East Presnell Street (SR 1462)	1.6	60	5-Apr	Bicycle	5A		
RAND0002-B	US 220 Business (Fayetteville Street)	Worth Street - Sunset Avenue	0.1	48	4	Bicycle	--		
RAND0070-H	NC 42	Dublin Road (SR 2197) - US 64/NC 49 (Dixie Drive)	0.5	Concurrent with NC 42-		see Highway Table			
RAND0050-H	NC 42 (Salisbury Street)	Cox Street (SR 2327) - Dublin Road (SR 2197)	0.8	Concurrent with NC 42-		see Highway Table			
RAND0013-B	NC 49	US 64 - Mack Road (SR 1144)	0.2	24	2	Bicycle			
RAND0003-B	Albemarle Road (SR 1713)	US 64/NC 49 - Church Street	1.2	22-24	2	Bicycle	2E		
RAND0004-B	Church Street	W Walker Avenue - NC 42 (Salisbury Street)	1.7	60	4	Bicycle	(1)		
RAND0071-H	Hub Morris Road (SR 2149)	US 220 Bus (Fayetteville St) - Old Liberty Road (SR 2261)							
RAND0005-B	Mack Road (SR 1144)	US 64/ NC 49 (Dixie Drive) - Hopewell	4.6	24	2	Bicycle	2E		
RAND0038-H	Old Liberty Road (SR 2261)	US 220 Bus (Fayetteville St) - Gold Hill Rd (SR 2183)		Concurrent with Old Liberty Rd-		see Highway Table			
RAND0006-B	Park Drive (SR 1462)	I-73/74/ US 220 Byp - Westmont Drive	0.5	24	2	Bicycle	2E		
RAND0007-B	Presnell Street (SR 1462)	I-73/74/ US 220 Byp - Cox Street (SR 2327)	0.1	26	2	Bicycle	2E		
RAND0012-B	Salisbury Street (SR 2237)	NC 42 - US 64/ NC 49 (Dixie Drive)	0.9	24	2	Bicycle	2E		
RAND0008-B	W Balfour Avenue	Rail Roads - Old Liberty Road (SR 2261)	0.7	24	2	Bicycle	2E		
RAND0009-B	W Walker Avenue	Albemarle Road (SR 1713) - Park St (SR 1451)	0.2	24	2	Bicycle	2E		
RAND0009-B	W Walker Avenue	Park St (SR 1451) - Church Street	0.1	54	4	Bicycle	(1)		

BICYCLE							
Local ID	Facility/ Route	Section (From - To)	Existing System		Proposed System		
			Distance (mi)	Cross-Section	Type	Cross-Section	Other Modes
				(ft)			
RAND0010-B	Westmont Drive	Park Drive (SR 1462) - Old Lexington Road (SR 1004)	0.3	24	Bicycle	2E	
RAND0011-B	White Oak Street (SR 3262)	NC 42 (Salisbury Street) - Presnell Street (SR 2344)	0.5	35	Bicycle	2E	

PEDESTRIAN							
Local ID	Facility/ Route	Section (From - To)	Existing System		Proposed System		
			Distance (mi)	Type	Side of Street	Type	Side of Street
R-2220	US 64	NC 49 - proposed Mack Road Extension (U-5305)	0.2	--	--	Sidewalk	Both
R-2220	US 64/ NC 49 (Dixie Drive)	I-73/I-74/US220 Bypass - NC 49	0.3	--	--	Sidewalk	Both
RAND0001-H	US 64/ NC 49 (Dixie Drive)	0.2 mile west of NC 42 - 0.1 mile east of Vista Parkway (SR 2706)	0.7	--	--	Sidewalk	Both
U 3600	US 220 Business	Old Liberty Road - Claude Holden Drive (SR 2124)	4.1	--	--	Sidewalk	Both
RAND0001-P	NC 49	US 64/ NC 49 (Dixie Drive) - Oak Leaf Road (SR 1323)	0.4	--	--	Sidewalk	Both
RAND0002-P	NC 159 (Zoo Parkway)	US 64/ NC 49 (Dixie Drive) - 0.1 mile South of Brownmire Drive (SR 2941)	1.5	--	--	Sidewalk	Both
RAND0003-P	Albemarle Road (SR 1713)	Uwharrie Street (SR 1445) - NC 49	0.2	--	--	Sidewalk	Both
RAND0004-P	City View Street (SR 1480)	Summit Avenue - Peachtree Street	0.1	--	--	Sidewalk	Both
RAND0017-P	Cox Street (SR 2327)	US 64/ NC 49 (Dixie Drive) - Oakdale Street	0.3	--	--	Sidewalk	Both
RAND0005-P	East Kivett Street	South Main Street and Glenwood Road (SR 2203)	0.2	--	--	Sidewalk	Both
RAND0006-P	East Presnell Street (SR 2344)	Greensboro Street - Vance Street.	0.5	--	--	Sidewalk	Both
RAND0007-P	Executive Way	US 64/ NC 49 (Dixie Drive) the Cul-de-sac	0.1	--	--	Sidewalk	Both
RAND0018-P	Foust Street	Church Street (SR 1707) - Ross Street	0.1	Sidewalk	North	Sidewalk	South
RAND0008-P	Greensboro Street	Brewer Street and East Presnell Street (SR 2344)	0.2	--	--	Sidewalk	Both
RAND0009-P	Lanier Avenue	Church Street (SR 1707) - US 220 Business (Fayetteville Street).	0.3	--	--	Sidewalk	Both
RAND0010-P	Mack Road Extension (U-5305)	US 64 - NC 49	0.1	--	--	Sidewalk	Both
RAND0011-P	Meadowbrook Road	East Presnell Street (SR 2344) - Brewer Street	0.2	--	--	Sidewalk	Both

BICYCLE									
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section (ft)	lanes	Type	Cross-Section		
RAND0019-P	Miller Street	White Oak Street (SR 3262) - US 220 Business (Fayetteville Street)	0.1	Sidewalk	South	Sidewalk	North		
RAND0012-P	North Elm Street	Salisbury Street (SR 2237) - Worth Street	0.1	--	--	Sidewalk	Both		
RAND0038-H	Old Liberty Road (SR 2261)	US 220 Business to 0.1 mile east of Little Point Road (SR2145)	2.9	--	--	Sidewalk	Both	H	
RAND0020-P	Ross Street	Presnell Street (SR 2237) - Foust Street	0.2	Sidewalk	South	Sidewalk	North		
		North Fayetteville Street(US 220 Business and North Asheboro School Road (SR 1723)	0.7	--	--	Sidewalk	Both		
RAND0013-P	West Bailey Street	US 220 Business to Burmil Road	0.5	--	--	Sidewalk	Both		
RAND0014-P	West Balfour Avenue (SR 1502)	South Park Street (SR 1451) and Albemarle Road (SR 1713)	0.2	--	--	Sidewalk	Both		
RAND0015-P	West Walker Avenue	Shamrock Road - South High Street.	0.1	--	--	Sidewalk	Both		
RAND0016-P	Worth Street								
MULTI-USE PATH									
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Side of Street	Cross- Section	Side of Street	Cross-Section		

¹ Only major routes and proposals are shown here. For further documentation of bicycle, pedestrian and multi-use path facilities and proposals, refer to 2003 Bicycling Randolph County map and the Central Park Bicycle Plan, 2008 City of Asheboro Comprehensive Pedestrian Transportation Plan, Asheboro 2020 Land Development Plan .

(1) 4-Lane Undivided with Bike Lanes

Appendix D

Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments¹ (STI) law (House Bill 817) and are also consistent with SPOTOnline (used for project prioritization²), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets³, and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act⁴ (NEPA) documentation and through final design preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- ❖ roadways which may require widening after the current planning period,
- ❖ roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- ❖ roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment, and
- ❖ roadways which may need to accommodate an additional transportation mode.

¹ For more information on STI, go to: <http://www.ncdot.gov/strategictransportationinvestments/>.

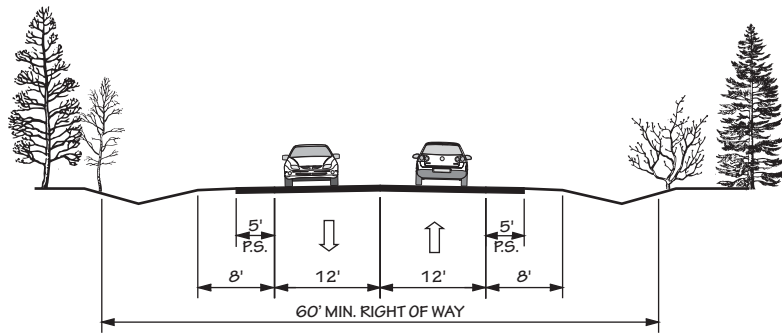
² For more information on prioritization, go to: <https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx>.

³ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>.

⁴ For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

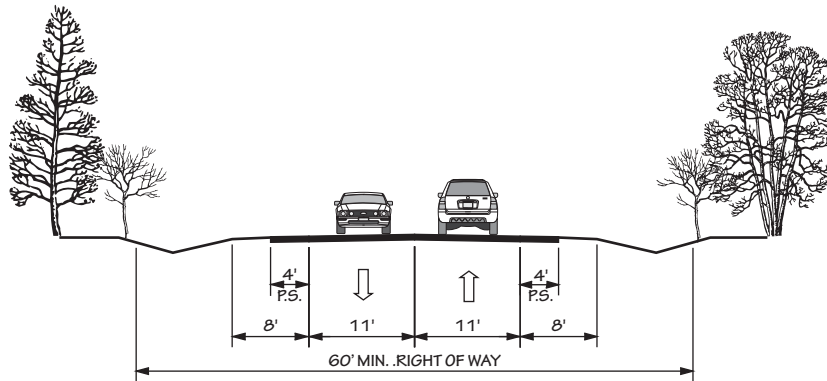
FIGURE 7 "TYPICAL" HIGHWAY CROSS SECTIONS

2A



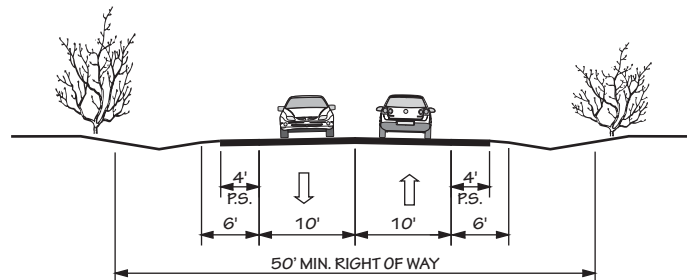
2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 55 MPH

2B



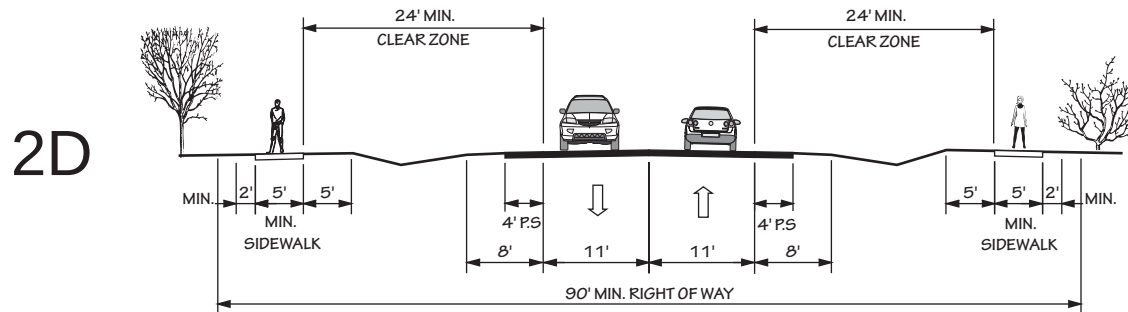
2 LANES UNDIVIDED
POSTED SPEED 45 MPH OR LESS

2C

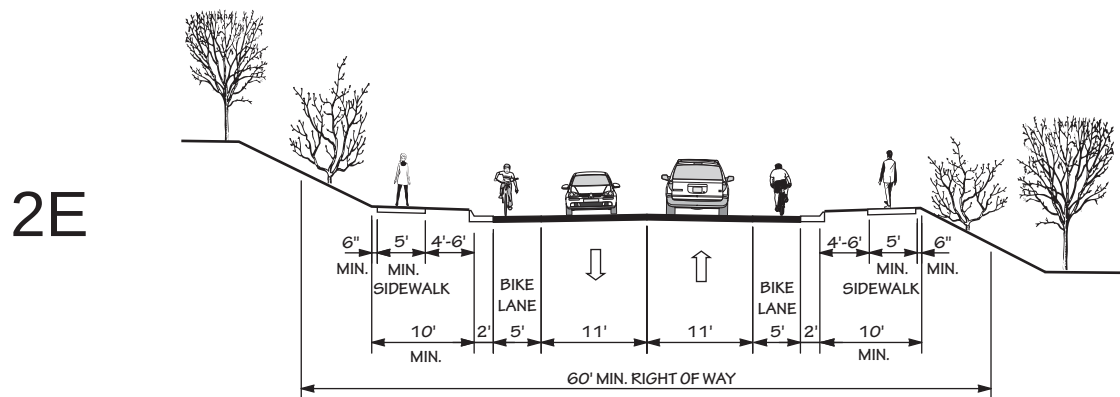


2 LANE UNDIVIDED WITH PAVED SHOULDERS
POSTED SPEED 25 - 35 MPH

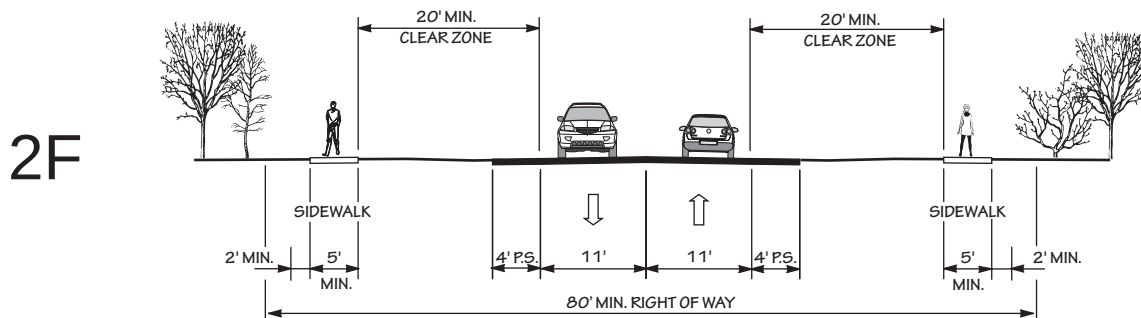
“TYPICAL” HIGHWAY CROSS SECTIONS



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 25-45 MPH



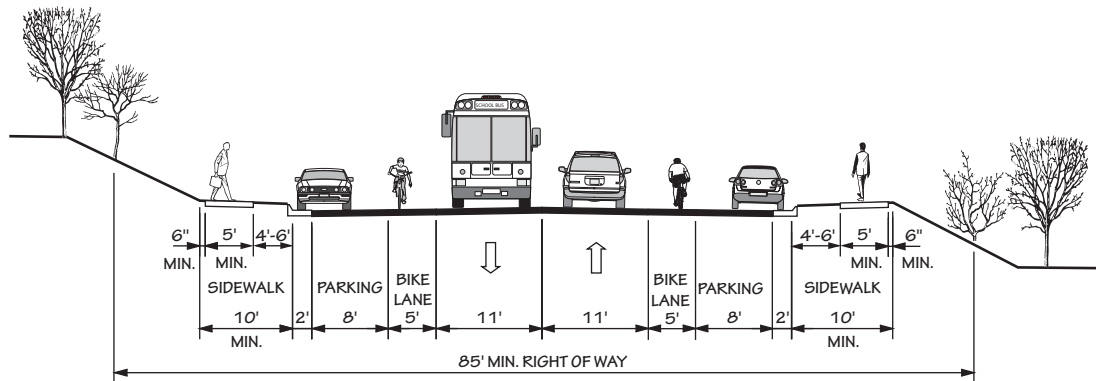
2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CEMA COUNTIES
POSTED SPEED 25-45 MPH

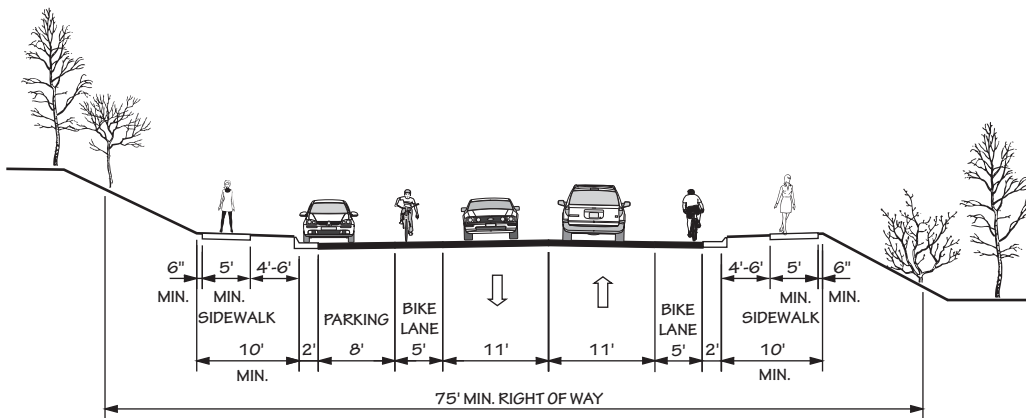
"TYPICAL" HIGHWAY CROSS SECTIONS

2G



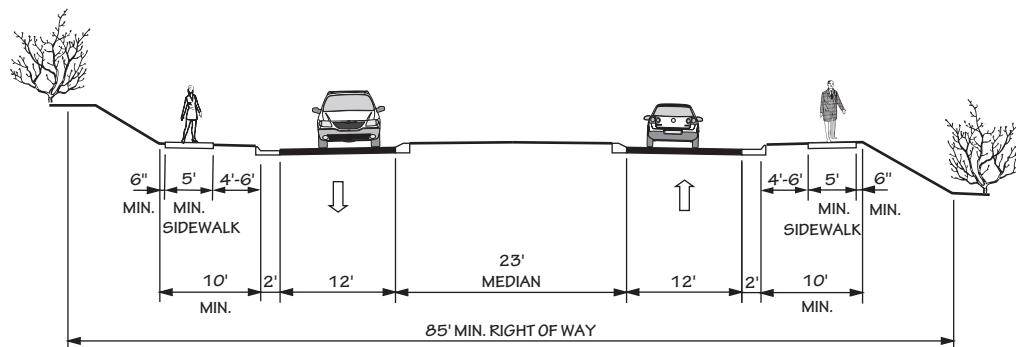
2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

2H



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

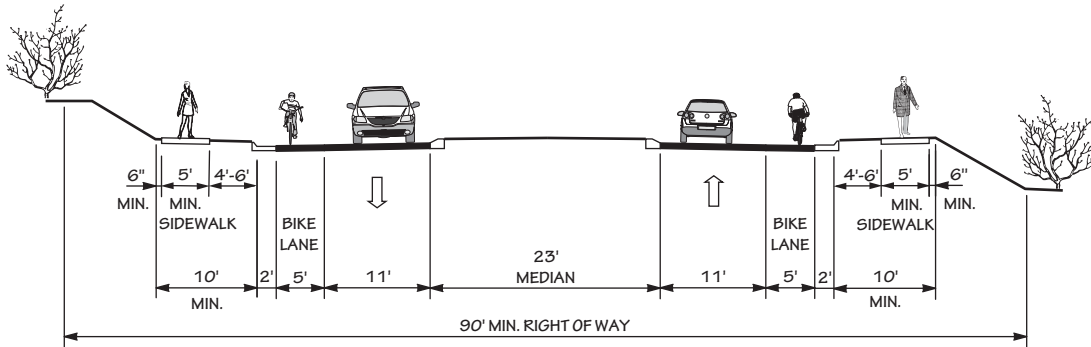
2I



2 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH

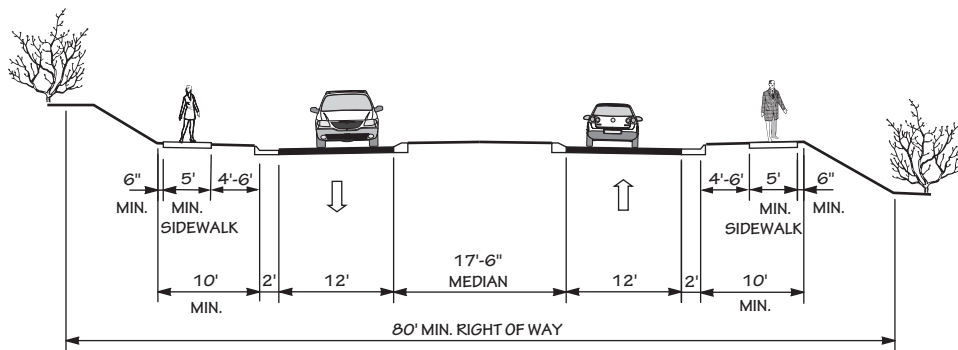
"TYPICAL" HIGHWAY CROSS SECTIONS

2J



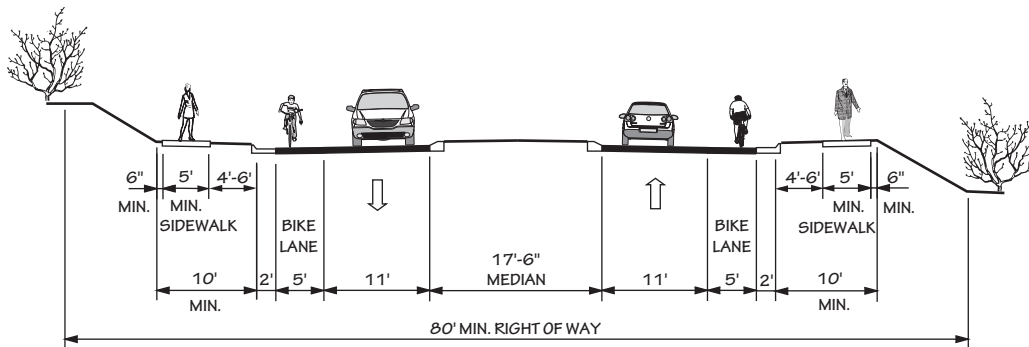
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER AND SIDEWALKS
POSTED SPEED 25-45 MPH

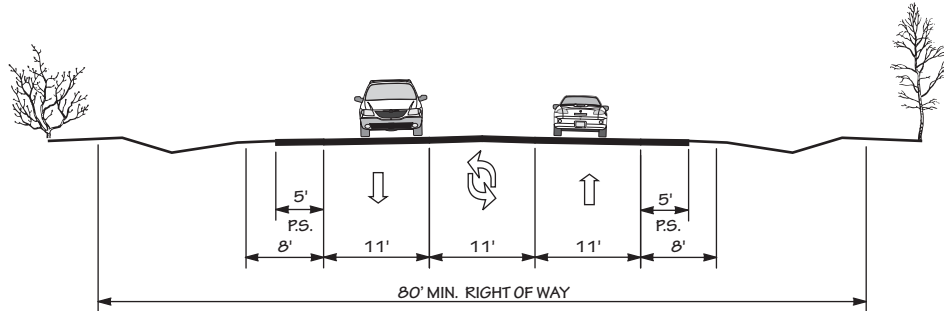
2L



2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

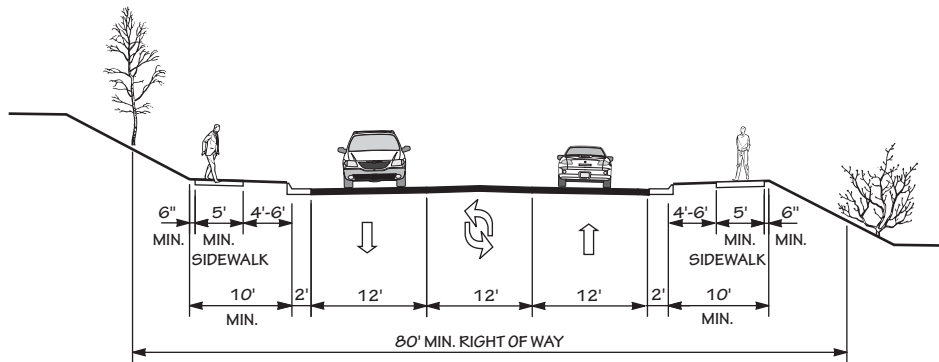
“TYPICAL” HIGHWAY CROSS SECTIONS

3A



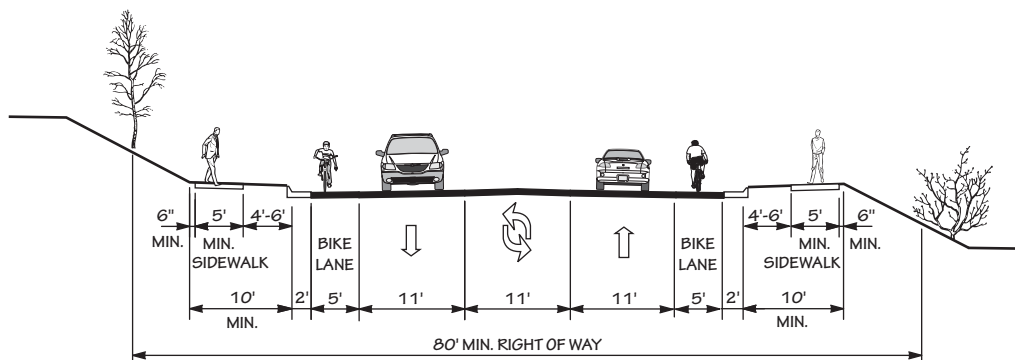
2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS
POSTED SPEED 25-55 MPH

3B



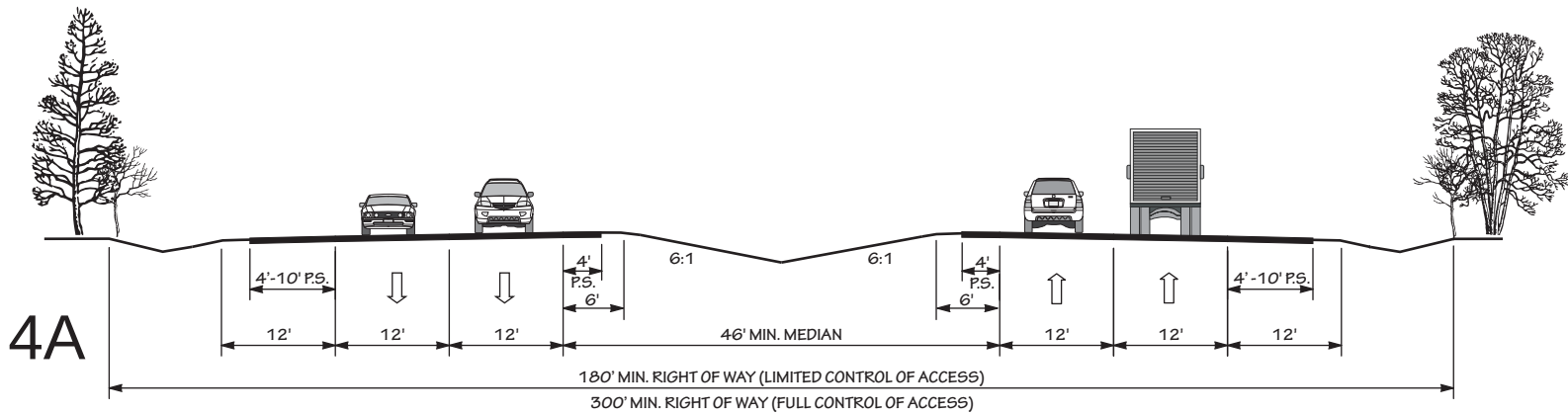
2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 25-45 MPH

3C

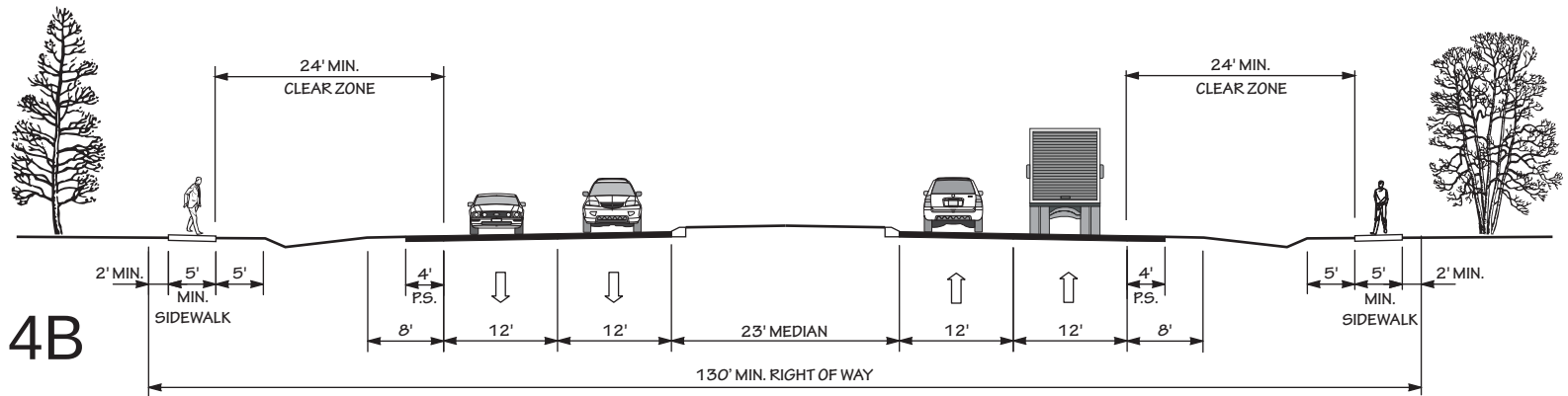


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

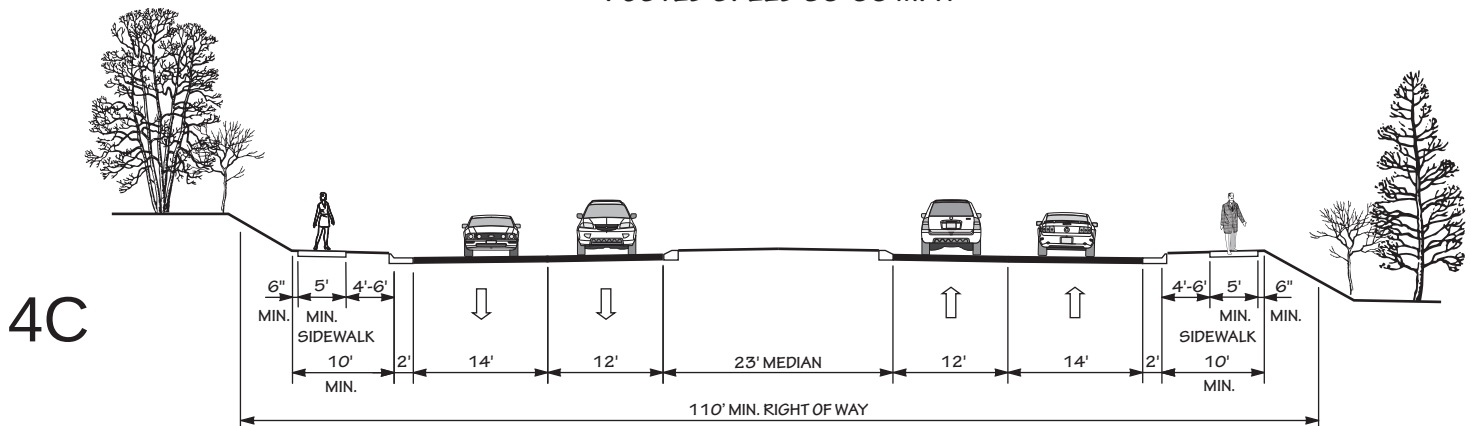
"TYPICAL" HIGHWAY CROSS SECTIONS



4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH

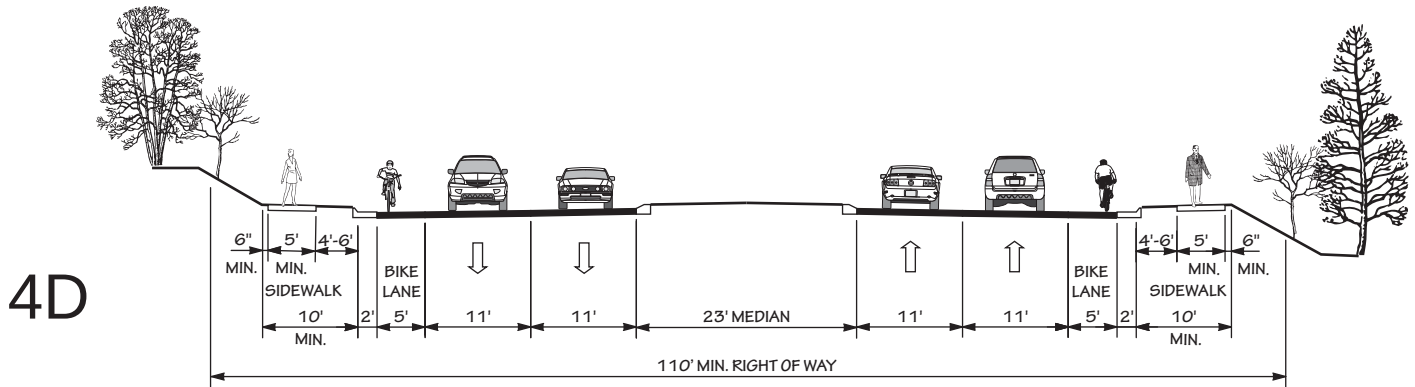


4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 35-55 MPH

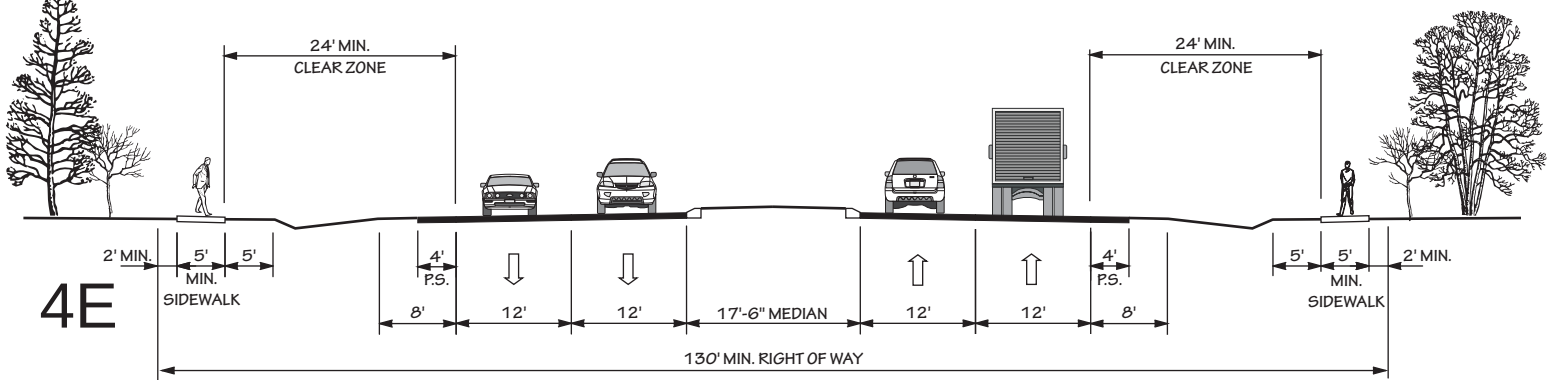


4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

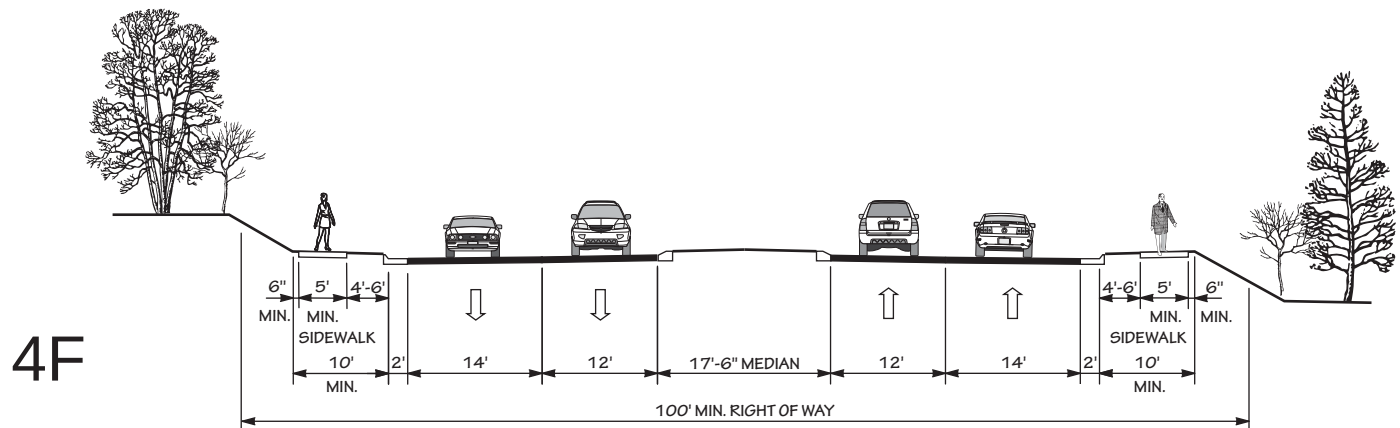
"TYPICAL" HIGHWAY CROSS SECTIONS



**4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH**

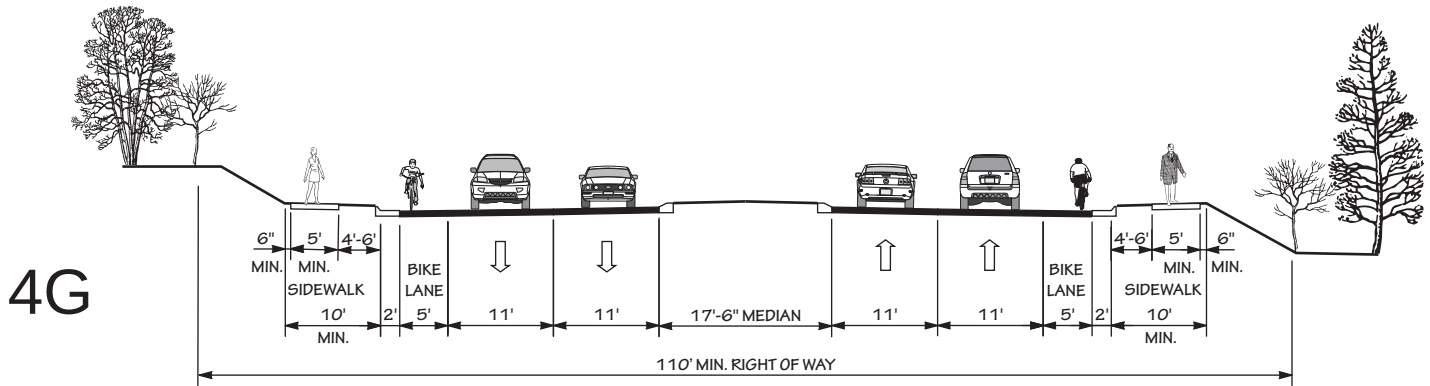


**4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH
PAVED SHOULDERS AND SIDEWALKS
POSTED SPEED 35-55 MPH**

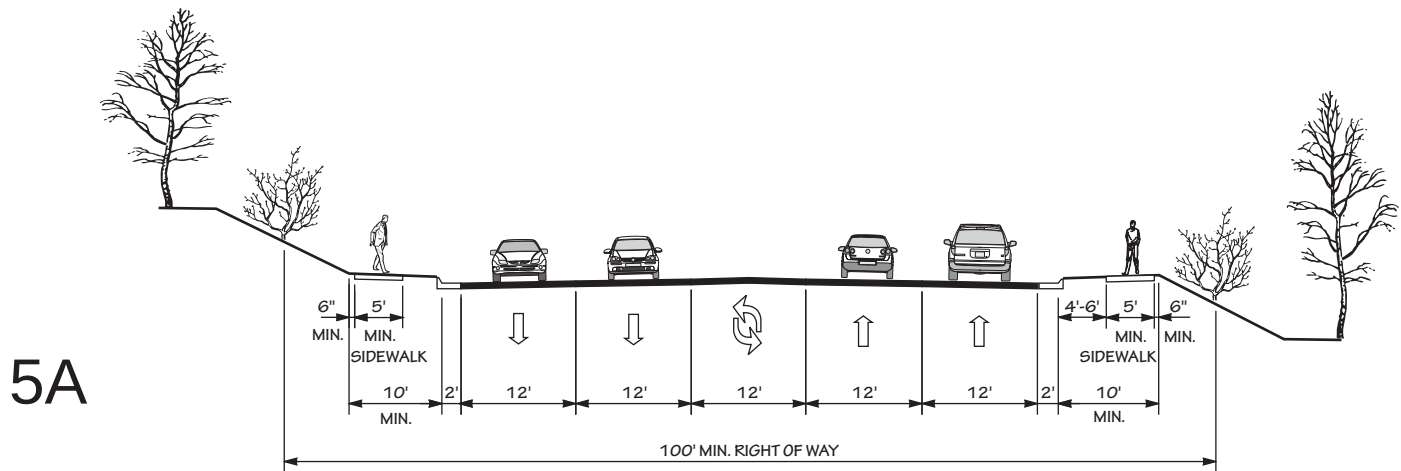


**4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES AND SIDEWALKS
POSTED SPEED 35-45 MPH**

"TYPICAL" HIGHWAY CROSS SECTIONS

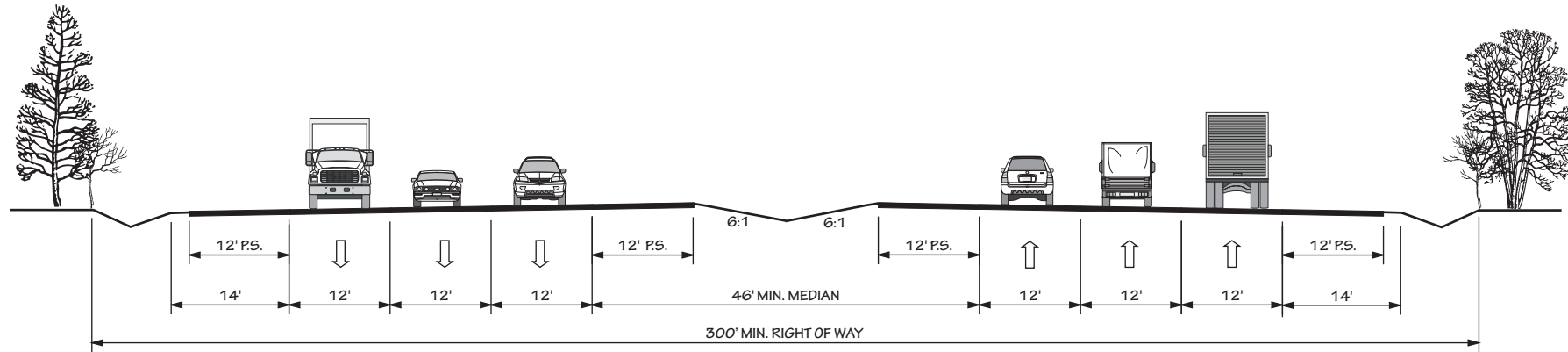


**4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH**

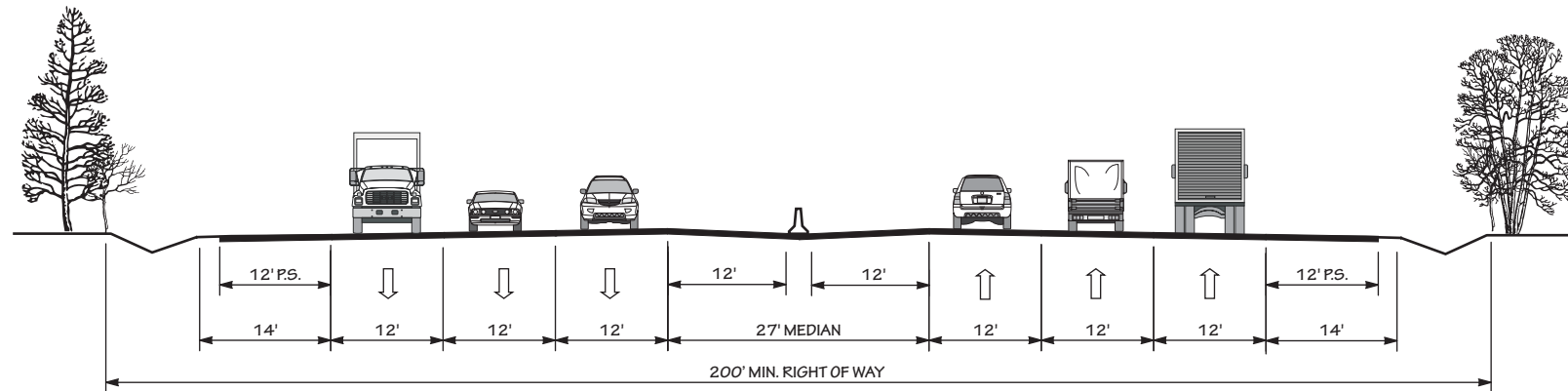


**4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS
POSTED SPEED 35-45 MPH**

“TYPICAL” HIGHWAY CROSS SECTIONS

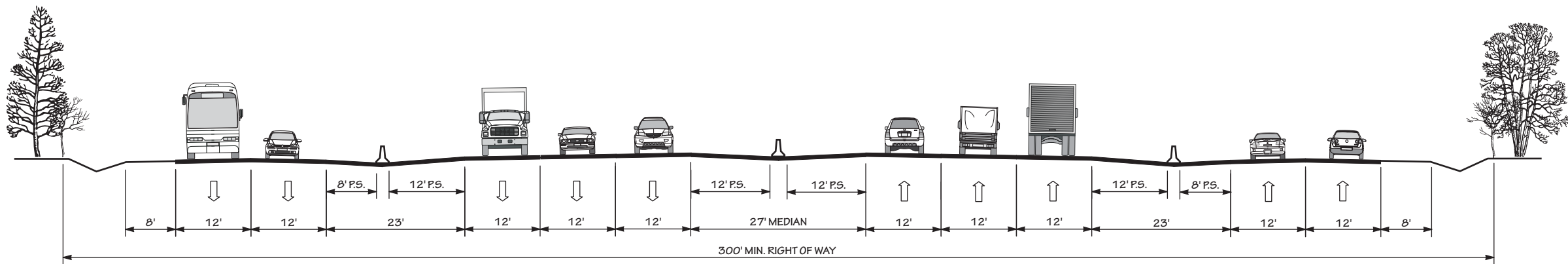


6A 6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS
POSTED SPEED 45-70 MPH

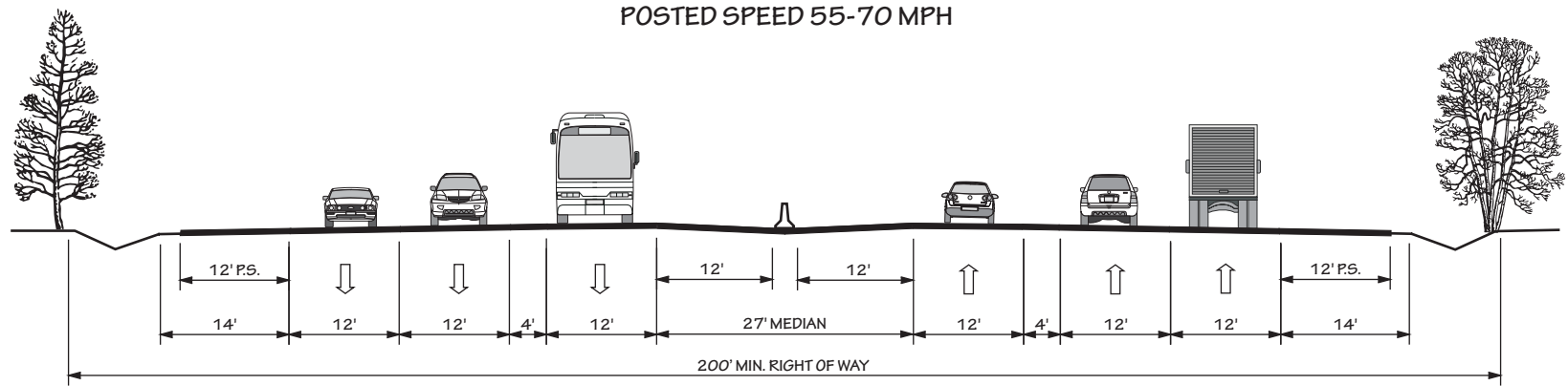


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS
POSTED SPEED 55-70 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS

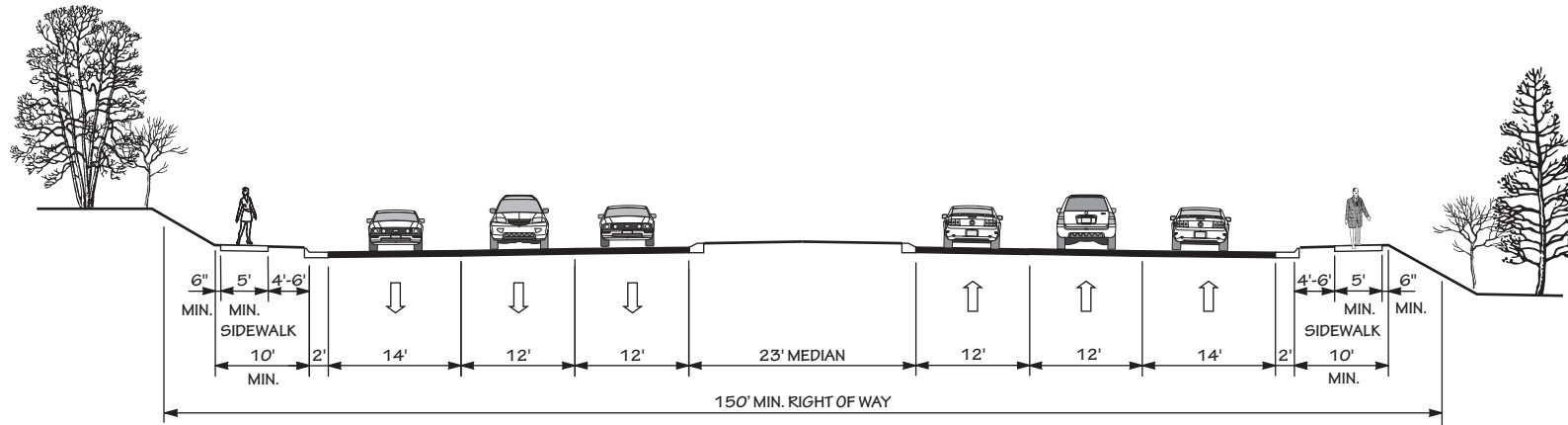


6C 6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS
AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE
POSTED SPEED 55-70 MPH



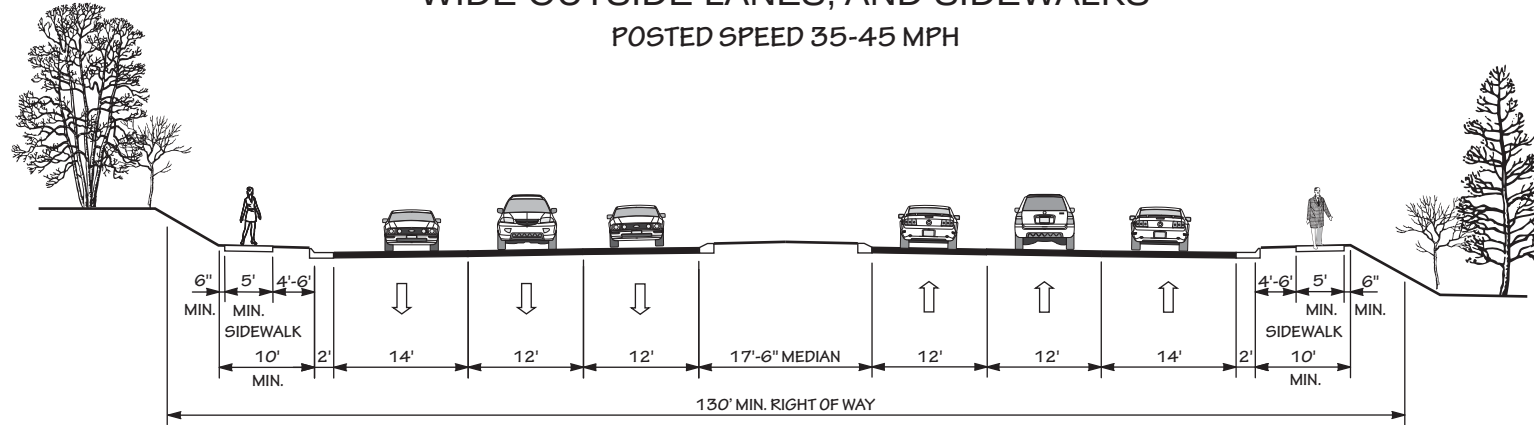
6D 6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN
WITH JERSEY BARRIER) WITH PAVED SHOULDERS
POSTED SPEED 55-70 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS



6E

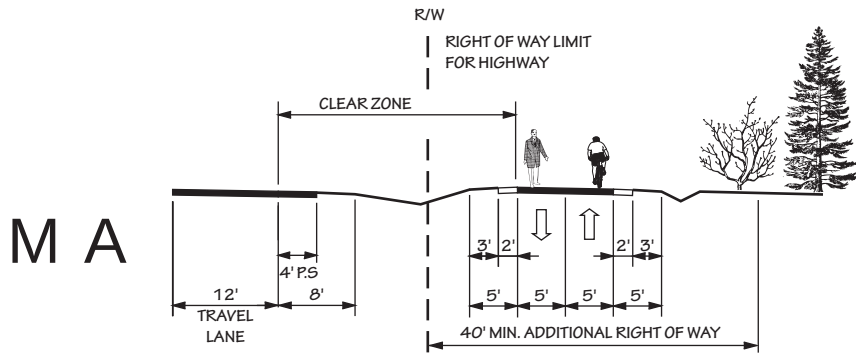
6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH



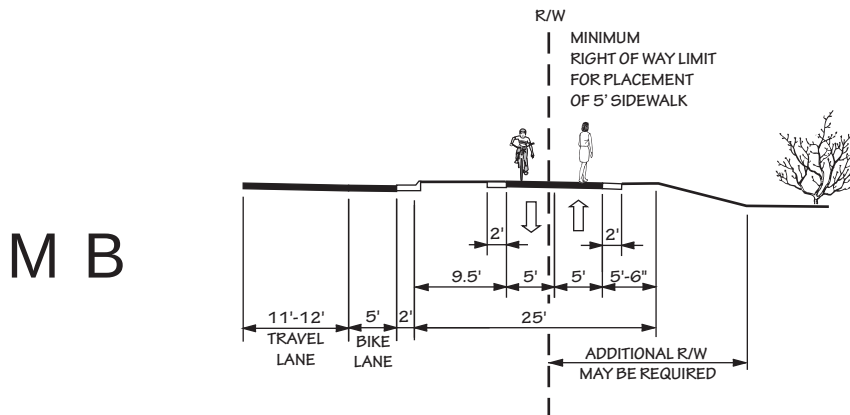
6F

6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
WIDE OUTSIDE LANES, AND SIDEWALKS
POSTED SPEED 35-45 MPH

“TYPICAL” HIGHWAY CROSS SECTIONS



MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

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Appendix E

Level of Service Definitions

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.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 8.

- ❖ **LOS A:** Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- ❖ **LOS B:** Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- ❖ **LOS C:** Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- ❖ **LOS D:** The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- ❖ **LOS E:** Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- ❖ **LOS F:** Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 8 - Level of Service Illustrations



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F

Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- ❖ structural adequacy and safety
- ❖ serviceability and functional obsolescence
- ❖ essentiality for public use
- ❖ type of structure
- ❖ traffic safety features

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as federal and state funds become available.

A bridge is considered deficient if it is either structurally deficient (SD) or functionally obsolete (FO). 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, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to qualify for federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges located on roads evaluated as a part of the CTP are listed in Table 4. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 4 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	(Local ID)
9	NC 42	I73/74/US 220 SBL	FO	RAND0050-H
17	NC 42	I73/74/US 220 NBL	FO	RAND0050-H
21	I73/74/US 220 NBL	US 220 BUS / NC134	FO	
27	I73/74/US 220 SBL	Dawson Miller Road (SR 1138)	FO	
117	Pisgah Covered Bridge Road (SR 1114)	I73/74/US 220	FO	RAND0045-H
135	Southmont Drive (SR 1145)	I73/74/US 220	FO	RAND0047-H
156	NC 49	Old NC 49 (SR 1193) EBL	SD & FO	
171	Albemarle Road (SR 1713)	US 64 & NC 49	SD & FO	B-5363
173	US 64	US 220 BUS & Carolina & NW RR	FO	RAND0001-H
196	Sunset Avenue (SR 1442)	US 220 NBL	SD	
197	Sunset Avenue (SR 1442)	I73/74/US 220 SBL	FO	
205	Park Drive (SR 1462)	I73/74/US 220	SD & FO	
375	Old Lexington Road (SR 1004)	Back Creek	FO	
419	Draper Street (SR 2159)	Creek	SD	RAND0052-H
427	W Presnell Street (SR 1462)	Carolina & NW Railway	FO	
430	Tot Hill Farm Road (SR 1163)	Bettie Mcgees Creek	SD	RAND0066-H
433	Old Liberty Road (SR 2261)	Hasketts Creek	FO	RAND0038-H

Appendix G

Socio-Economic Data Forecasting Methodology

Before projecting the population and housing data to the future year of 2040, the current population and housing data must be determined. For the Asheboro Planning Area, the population and persons per household was derived from 2010 Census data. It was then updated to reflect the number of dwelling units that had been added between 2010 and 2012. Using this data, the population was determined to be 25,770 and the number of dwelling units was determined to be 11,550.

Population and Housing Projections

In order to project the base year employment and population data, a target population was determined for the future year of 2040. Much like determining an interest rate, a population growth rate has to be determined. To do this, historic population data was gathered from the North Carolina Office of State Budget and Management for Randolph County and Asheboro. Past trends in Census Data from 1990, 2000 to 2010 for Randolph County and Asheboro were looked at along with the growth in population within the Asheboro Planning Area.

Population data is listed in the Table 6 below with the future information projected by the North Carolina Office of State Budget and Management as well as the 1990, 2000 and 2010 Census Data for the Asheboro Planning Area.

Using the known data, a growth rate was determined with the formula:

$$F = P (1+r)^N \text{ where:}$$

F = Future Population
r = Rate of Growth

P = Present Population
N = Number of Years

Randolph County showed the following growth rates:

Table 5 – Growth Rates

Growth Rates Per Year	1980-2010	1990-2010	2000-2010
North Carolina	1.6%	1.8%	1.7%
Randolph County	1.5%	1.4%	0.8%
Asheboro Planning Area	N/A	1.6%	0.9%

The estimated growth rate from the 2001 Asheboro Thoroughfare Plan was 0.8% per year. Comparing this to the Randolph County projected growth rates, growth rates within the Asheboro city limits, and growth rates within the Asheboro Planning Area, growth rates for each horizon year were calculated and given in the table below. The established future growth rates were endorsed by the Asheboro City Council on October 4, 2012.

Table 6: Population Data

Location	1980	1990	2000	2010	2012	2020	2030	2040
North Carolina	5,880,096	6,656,987	8,082,261	9,535,483	9,843,000	10,616,077*	11,631,895*	N/A
Randolph County	91,300	106,546	130,503	141,752	144,044	151,901*	161,902*	171,882**
City of Asheboro	15252	16362	22201***	25,262	25770**	27087**	28473**	29339**
Asheboro Planning Area		31458	39093	42878	43379	46205	48327	51307

* Projections by the North Carolina State Data Center

** Projections provided by the NCDOT – Transportation Planning Branch

*** US Census Bureau

To determine future housing numbers, the Asheboro Planning Area population developed above must be converted to dwelling units. To do this, past persons/dwelling unit data for Randolph County were graphed and a trend line was extended to the future year of 2040. This is displayed in the table below:

Table 7: Randolph County Household Data

Randolph County	Total HH Population	Total Households	Persons/Dwelling Unit
1990	106,546	43634	2.44
2000	130,503	54408	2.39
2010	141,752	61046	2.32
2012	144,044	62520	2.30
2020	151,901	67433	2.25
2030	161,902	73027	2.21
2040	171,882	77531	2.21

Using these persons/dwelling units, the Asheboro Planning Area households were determined and are shown in the table below:

Table 8: Asheboro Planning Area Household Data

Asheboro Planning Area	Population	Households	Persons/Dwelling Unit
1990	31458	13524	2.32
2000	39039	16405	2.38
2010	42878	18556	2.31
2012	43567	19004	2.30
2020	46205	20701	2.23
2030	48327	22642	2.13
2040	51307	24278	2.11

These houses must be distributed throughout the Asheboro Planning Area. When completing the housing distribution throughout the Asheboro Planning Area, it should be kept in mind that there is a limited amount of land on which to build houses. Also, the Asheboro 2020 Land Development Plan (Figures 9 and 10) indicates which areas within the Asheboro Planning Area should be developed for housing. As the zoning density is reached, zones of high growth will peak and stabilize, some houses will drop from high trip generators, and some houses will not last 30 years. This is why each traffic analysis zone (TAZ) within the Asheboro Planning Area must be considered on an individual basis.

Employment Projections

Employment figures for 2012 in the Asheboro Planning Area were gathered for Asheboro and the final total was 24,745 jobs. To determine the number of future jobs in the Asheboro Planning Area, a ratio was taken with the present number of jobs over the present population.

2012 Employment = 23,541
 2012 Population = 43,567
 Employment to Population (emp/pop) = 0.5403

Comparing the current employment and population ratio with past studies, there has been a slight decrease in the total employment, while the total population has slightly increased. This could be explained by the continued closure of textile and furniture industries as well as other supporting industries over the past decade. While the employment to population ratio may continue to decrease, the rate is expected to level off and slowly increase from 2010 to 2040. Assuming slow and continued growth, the employment to population ratio as well as the total future employment is shown in the following table:

Table 9: Planning Area Population to Employment Ratio

Year	Population	Employment/Population Ratio	Employment
2012	43,567	0.5403	23,541
2020	46,205	0.5400	24,951
2030	48,327	0.5425	26,218
2040	51,307	0.5460	28,010

The same zones used to allocate housing are used to allocate employment. Percentages from the North American Industry Classification System are determined based on the existing breakdown and the Asheboro land use plan recommendations and expectations for the future. Once these future projections are determined, the number of jobs for each classification can be calculated. The existing and future employment breakdown is shown in the table below.

Table 10: Employment Types

Classification	2012 Employment	2012 Percentage	2040 Employment	2040 Percentage	Projected Employment Change 2012-2040
Industry	10,152	43.12%	12,112	43.24%	1,960
Retail	2,236	9.50%	2,600	9.28%	364
Highway Retail	1,726	7.33%	2,155	7.69%	429
Service	5,678	24.12%	6,895	24.61%	1,217
Office	3,749	15.93%	4,248	15.18%	499
Total	23,541	100%	28,010	100%	4469

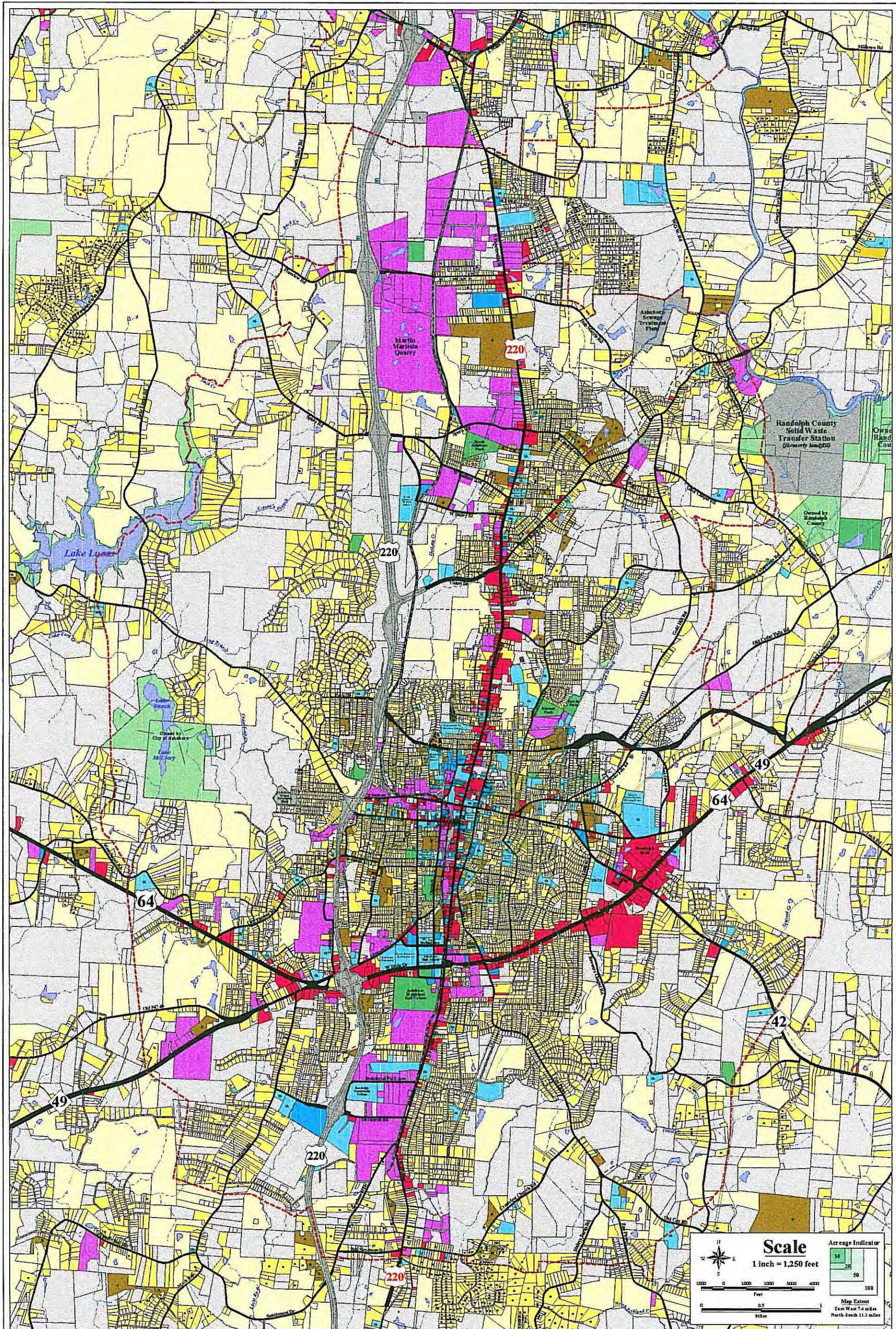


FIGURE 9
City of Asheboro
 Land Development Plan
Existing Land Use
 PTCOG -- October, 1999

Land Use Types

	Single-family on >10 Acres		Commercial		Recreation
	Single-family on <10 Acres		Institutional		Open Space
	Duplex, Triplex, Quadruplex		Offices		Infrastructure
	Townhouses, Condos		Industrial		Vacant
	Multi-family Complex				

	1-4 Mobile Homes		Church		Sub-Station
	Mobile Home Park		Cemetery		Water Tank

Base Features	
City Boundaries	ETJ Boundaries
US Highway	NC Highway
US Highway (Business)	
USGS Perennial Stream	
USGS Intermittent Stream	
Railroad	
Power Line Easement	

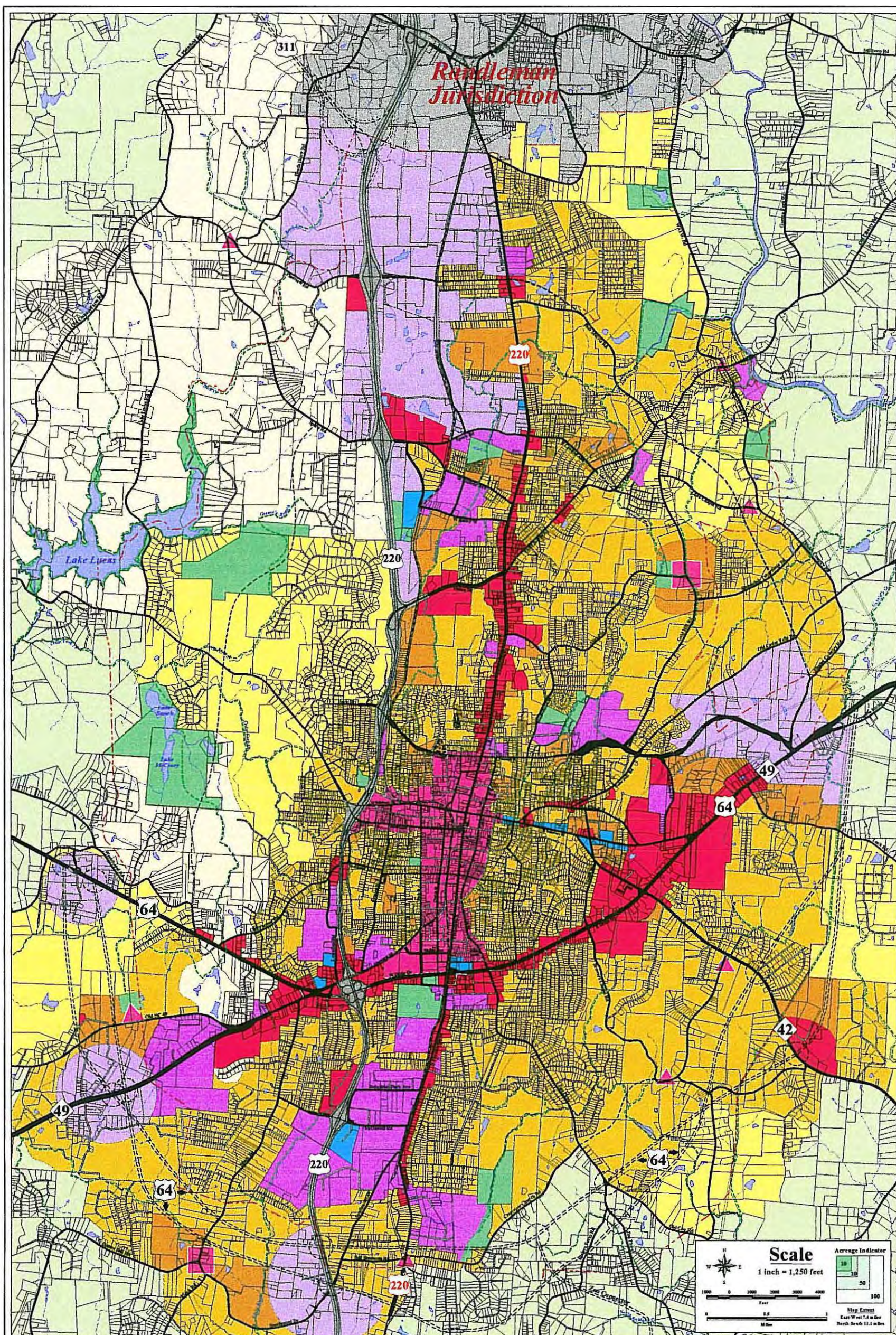


FIGURE 10
City of Asheboro
Land Development Plan
Proposed Land Use

PTCOG -- June, 2000

Land Use Types

Conservation Residential	Urban Residential	Employment Center
Watershed Residential	Commercial	Parks
Suburban Residential	Office & Institutional	Activity Centers
Neighborhood Residential	Industrial	Town/Village/Neighborhood

Planned Roads

Freeway.....
 US 64 Bypass alternatives,
 N.C. Zoo Connector, and
 US 311 Bypass (Future I-74)

Major Thoroughfare
Minor Thoroughfare

— These are proposed routes as indicated —
 — on the NCDOT's Asheboro Thoroughfare Plan —

Base Features

City Boundaries
 ETJ Boundaries
 US Highway
 US Highway (Business)
 USGS Perennial Stream
 USGS Interim Stream
 Railroad
 Power Line Easement

Appendix H

Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Asheboro CTP is given below.

❖ Talmadge Baker	Mayor Pro Tempore, City of Asheboro
❖ Trevor Nuttall	Community Development Division Director
❖ Jeff Loflin	NCDOT District Engineer
❖ George Gusler	Asheboro/Randolph Chamber of Commerce President
❖ Walker Moffitt	Asheboro City Council
❖ Dumont Bunker	Asheboro City Engineer
❖ Tammy O'Kelley	Randolph County Tourism Authority
❖ John L. Evans	Community Development Division Assistant Director
❖ Mary Joan Pugh	NC Zoo
❖ Roger King	RCATS
❖ Jesse Day	Piedmont Triad RPO
❖ Hemal Shah	NCDOT Transportation Planning Branch

CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines 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 towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Goals and Vision for the CTP

The CTP is a long range and financially unconstrained plan. The following goals and objectives are important to steering committee members:

Active Transportation

- Build sidewalk & greenway connections
- Support transportation system improvements that improve public health and healthy lifestyles

Equity

- Transportation options desired by retired, new residents or those unable to drive
- Equitable improvements throughout the City of Asheboro

Highway Safety & Congestion

- Safety a priority for all modes of transportation
- Implement US 64 Dixie Drive corridor study improvements, too congested (e.g. signage, sidewalks, aesthetics, access roads, safety)

Signage and Way finding Improvements

- Road design for ease of travel that supports commerce and tourism
- Signage system plan that allows compromise between small signs and billboard exclusion along I-73/74

Transit

- Utilize public transportation
- Regional connectivity of public transit

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Asheboro G & O survey is given below.

Question 1: How important are the following transportation goals?

Answer Options	Very Important	Important	Not Important	Response Count
Increase access to park and ride lots	33	88	66	187
Increase access to local (RCATS) and	55	86	51	192

regional (PART) transit service				
Improve automobile travel times	88	80	23	191
Preserve community and rural character	109	74	13	196
Protect the environment	113	70	11	194
Support economic growth	156	34	3	193
Improve services for special needs populations	80	95	18	193
Improve facilities for walking and biking	109	67	18	194

Question 2: What are the key transportation issues facing Asheboro today?

Top 8 Responses (Key issues facing Asheboro today)	Response Count
Traffic congestion	61
Lack of public transit options	37
Lack of bicycle and pedestrian facilities	29
Lack of accessibility and access control (management)	16
Poor roadway conditions or lack of signage	13
Need of bypass	11
Safety	7
Signal Synchronization	7

Question 3: There are several strategies that can be used to increase road capacity. How important is it to use the following strategies on roads in Randolph County?

Answer Options	Very Important	Important	Not Important	Response Count
Build additional travel lanes on main roads	76	84	33	193
Make intersection improvements, like turn lanes and better signal timing	147	37	9	193
Control the number and location of driveways and cross-streets that access major roads	71	95	27	193
Control the location of left turns with medians	78	72	43	193

Question 4: Are you concerned with traffic safety or crashes in the county or specific road intersections? If Yes, please describe the location and type of safety concerns.

Answer Options	Response Percent	Response Count
Yes	71.8%	135
No	28.2%	53
Top 4 Responses (Specific roads)		
US 64 (Dixie Drive)		48
US 220 Business (Fayetteville Street)		6
NC 42 (Salisbury Street)		3
US 220 (I-73/74)		2
Top 7 Responses (Specific Intersections)		
US 64 (Dixie Drive)/NC 159 (Zoo Parkway)		11
US 64 (Dixie Drive)/NC 49/Mack Road		10

US 64 (Dixie Drive)/US 220 (I-73/74)	10
US 64 (Dixie Drive)/Wal-Mart Entrance	7
US 220 Business (Fayetteville Street)/Presnell Street	6
US 64 (Dixie Drive)/Park Street	5
US 220 Business (Fayetteville Street)/NC 42 (Salisbury Street)	4

Question 5: Is truck traffic a problem in Asheboro? If yes, please list specific roads and locations.

Answer Options	Response Percent	Response Count
Yes	39.3%	72
No	60.7%	111
Top 4 Reponses (Specific roads and locations)		
US 64 (Dixie Drive)		42
US 220 Business (Fayetteville Street)		6
Presnell Street		2
Park Street		2

Question 6: When traveling in and around the county, do you find that you have to go out of your way to get to your destination because a direct route does not exist? If yes, please give examples.

Answer Options	Response Percent	Response Count
Yes	21.4%	40
No	78.6%	147
Top 5 Reponses (Desired Direct Routes)		
Alternate to US 64 (Dixie Drive)		7
North Carolina Zoo		4
Liberty		3
North to East Asheboro		2
Downtown Asheboro		2

Question 7: When traveling in Asheboro, do you find that you have to go out of your way to get to your destination because the most direct route is too congested? If yes, please give examples.

Answer Options	Response Percent	Response Count
Yes	61.3%	114
No	38.7%	72
Top 5 Reponses (Top Congested Routes)		
US 64 (Dixie Drive)		78
US 220 Business (Fayetteville Street)		18
NC 159 (Zoo Parkway)		14
Presnell Street		6
NC 49		2

Question 8: What places or roads would you most like it easier to get to? Please rank each area by it's desirability.

Answer Options	Very Desirable	Desirable	Somewhat Desirable	Not desirable	Rating Average	Response Count
Charlotte area	61	55	35	14	2.99	165
Greensboro area	75	55	15	19	3.13	164
High Point/Winston-Salem area	68	70	17	10	3.19	165
Raleigh/Durham area	46	66	35	13	2.91	160
Interstate 40/85	62	66	22	10	3.13	160
US 64	83	49	23	10	3.24	165
US 220/I-73-74	75	47	25	13	3.15	160
US 311	64	60	28	15	3.04	167
NC 42	29	49	47	30	2.50	155
NC 49	51	58	35	17	2.89	161
Fayetteville Street	48	59	34	20	2.84	161
Old Liberty Road	21	31	54	49	2.15	155
Presnell Street	31	43	51	33	2.46	158
Zoo Park/NC 159	66	47	28	19	3.00	160
Other (please specify)						7

Question 9: Are there areas where you would like to see sidewalks constructed or improved? If Yes, please list desired locations.

Answer Options	Response Percent	Response Count
Yes	59.3%	102
No	40.7%	70
Top 7 Reponses (Desired sidewalks)		
US 64 (Dixie Drive)		18
All feasible roads		18
US 220 Business (Fayetteville Street)		16
Park Street		8
NC 42 (Salisbury Street)		5
NC 159 (Zoo Parkway)		4
Cox Street		4

Question 10: Would you use off-road trails or greenways for walking and bicycling? If Yes, please list desired locations.

Answer Options	Response Percent	Response Count
Yes	71.3%	129
No	28.7%	52
Top 6 Reponses (Desired greenways)		
NC 159 (Zoo Parkway)		23
All feasible locations		20
Lexington Road/Lake Lucas		5
Park Street		7
US 220 Business (Fayetteville Street)		4
Greenways to the Randolph Community College and other schools		3

Question 11: Would you use on-road bicycle facilities such as bike lanes or wide paved shoulders? If Yes, please list desired locations.

Answer Options	Response Percent	Response Count
Yes	44.2%	80
No	55.8%	101
Top 6 Reponses (Desired on-road bicycle facilities)		
NC 159 (Zoo Parkway)		12
US 220 Business (Fayetteville Street)		10
All feasible roads		7
Lexington Road/Lake Lucas		5
Mack Road		3
Spero Road		3

Question 12: Do you use the PART park and ride lots listed below? If so, how frequently? If yes, how frequently?

Answer Options	Yes	No	Response Count
South Asheboro (McDowell Rd & Industrial Park Dr)	5	161	166
North Asheboro (N Fayetteville St & Balfour Dr)	6	155	161
Randleman (Wal-Mart parking lot)	5	150	155
Archdale (S Main St & Aldridge Rd)	1	158	159

Answer Options	More than once/week	Once/ week	Once/ month	Infrequently	Never	Response Count
South Asheboro (McDowell Rd & Industrial Park Dr)	1	1	1	5	11	19
North Asheboro (N Fayetteville St & Balfour Dr)	4	2	2	3	11	22
Randleman (Wal-Mart parking lot)	1	1	2	2	13	19
Archdale (S Main St & Aldridge Rd)	0	0	0	1	13	14

Question 13: Do you use the following regional or local transit services? If so, how frequently? What other transit destinations would you be interested in? (please specify)

Answer Options	Very Frequently (more than once a week)	Somewhat Frequently (once a week)	Frequently (once a month)	Infrequently(a couple of times a year)	Never	Response Count
RCATS service outside Asheboro	2	0	4	6	167	179
RCATS service in and around Asheboro	6	2	2	2	163	175
PART Express Service to Greensboro	2	0	1	6	167	176

Top 5 Responses (Desired transit service)	
Local service (Asheboro and surrounding communities in Randolph County)	17
Other cities and towns	5
Raleigh/Durham/Chapel Hill	4
Desired Amtrak and light rail service	4
Piedmont Triad International Airport	3

Question 14: What is your age?

Answer Options	Response Percent	Response Count
Under 18	0.0%	0
18 - 24	1.6%	3
25 - 34	11.5%	21
35 - 44	20.8%	38
45 - 64	56.3%	103
65 - 74	9.8%	18
75 or older	0.0%	0

Question 15: How would you classify your race?

Answer Options	Response Percent	Response Count
White	93.4%	171
Black	3.8%	7
Hispanic	1.1%	2
Asian	0.0%	0
Native American	0.0%	0
Other	1.6%	3

Question 16: How many people live in your household, including yourself?

Answer Options	Response Percent	Response Count
1	12.1%	22
2	44.5%	81
3	19.8%	36
4	17.6%	32
5	3.8%	7
6	2.2%	4
7	0.0%	0
8 or more	0.0%	0

Question 17: What was your household income last year?

Answer Options	Response Percent	Response Count
Less than \$19,999	6.8%	12
\$20,000 - \$34,999	8.5%	15
\$35,000 - \$ 49,999	7.3%	13

\$50,000 - \$74,999	26.6%	47
More than \$75,000	40.7%	72
Don't know	0.0%	0
Don't wish to answer	10.2%	18

Question 18: What is your home ZIP Code?

Answer Options	Response Percent	Response Count
27203	28.6%	52
27204	1.6%	3
27205	46.2%	84
Other (please specify)	23.6%	43
answered question		182
skipped question		16

Question 19: How did you receive this survey?

Answer Options	Response Percent	Response Count
Government meeting or location	10.5%	19
Retail location	0.0%	0
Church	1.7%	3
Newspaper	1.1%	2
Newsletter	6.1%	11
School	1.1%	2
Friend/Colleague	13.8%	25
Website	7.7%	14
Other (please specify)	58.0%	105

Public Meetings

Brief summaries of public meetings held within the planning area are given below.

Public Workshop #1

The first meeting was held on November 1, 2012 at Asheboro Public Works Building from 4:00pm to 7:00pm. Two comment forms were submitted during the session. Four citizens were in attendance; however, no major issue was identified.

Public Workshop #2

The second meeting was held on October 29, 2013 at Historic Courthouse from 4:00pm to 6:00pm. Thirteen citizens were in attendance. Several pedestrian facilities were identified to create a network of sidewalks within Asheboro.

A public hearing was held on December 5, 2013 during the Asheboro City Council meeting and on January 6, 2014 during the Randolph County Board of Commissioners meeting. The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. There were no public comments presented at the hearing. The CTP was adopted during these meetings.