

## **DRAFT**

# **Cleveland County Comprehensive Transportation Plan Recommendations**

November 16, 2010 (Revised)

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## **Highway Map**

### **Major Improvements**

**I-85:** Interstate 85 is a Strategic Highway Corridor (SHC) and is projected to be over capacity by 2035 from Gaston County to South Carolina. I-85 is recommended to be widened to eight lanes from South Carolina to Gaston County to accommodate projected traffic volumes.

**US 74:** US 74 is part of the NC Intrastate Highway System of four-lane divided highways across the state. It is also a Strategic Highway Corridor. US 74 is projected to be near or over capacity from NC 161 to Pleasant Ridge Church Rd (SR 1161). The proposed improvements are needed to accommodate projected traffic volumes and to relieve congestion on US 74. The CTP project proposals associated with US 74 are given below.

- TIP Project R-4045: Upgrade to interstate standards (full control of access) from US 74 Business (Ellenboro Rd) in Mooresboro to the Proposed Shelby Bypass (TIP Project R-2707) west of Peachtree Rd (SR 1162).
- Widen Dixon Blvd between the western and the eastern ends of the proposed US 74 Bypass to a six lane boulevard. Additionally, TIP Project U-2567 includes an interchange at NC 150 (S Dekalb St). Even with the proposed bypass to the north and the proposed Southern Connector to the south, the volumes and congestion on the facility warrant widening and some control of access. A portion of this recommendation, from US 74 BUS west of Shelby to US 74 BUS east of Shelby, is included in TIP Project R-2222.
- TIP Project R-2707: US 74 Bypass (Shelby). This project involves the relocation of US 74 onto a new four-lane divided freeway on the north side of Shelby. Additionally, US 74 will be upgraded to freeway standards (full control of access) from west of Peachtree Rd (SR 1162) near Mooresboro to west of Pleasant Ridge Rd (SR 1161) and from west of Long Branch Rd (SR 2238) to Stoney Point Rd (SR 1001) near Kings Mountain. Interchanges are recommended at Peachtree Rd (SR 1162), US 74 west of Pleasant Ridge Rd (SR 1161), Washburn Switch Rd (SR 1313), NC 226 (Polkville Rd), NC 18 (Fallston Rd), NC 150 (Cherryville Rd), US 74 west of Long Branch Rd (SR 2238), and Bethlehem Rd (SR 2245). Grade separations are recommended at Kimbrell Dr (SR 1318), Plato Lee Rd (SR 1315), Metcalf Rd (SR 1850), Lafayette St (SR 1005), McBrayer Springs Rd (SR 1827), NC 180 (N Post Rd), Fairview Rd (SR 2067), Elizabeth Ave (SR 2052), Borders Rd (SR 2047), and at all rail crossings.

**NC 18:** NC 18 (Fallston Rd, E Grover St, Lafayette St) is the major north-south route through Cleveland County, and is a Strategic Highway Corridor. NC 18, from Belwood through Shelby, will be near or over capacity by 2035 and improvements are needed to accommodate the projected traffic volumes. NC 18 is recommended to be widened to a four lane divided boulevard from South Carolina to Lincoln County including a bypass of Fallston. All five lane sections will be converted to a four lane cross section with a median and turn bays at major intersections.

**NC 150:** NC 150 is a regional route, connecting South Carolina to Boiling Springs, Shelby, Waco, and Gaston County. Additionally, NC 150 is designated as a SHC from NC 18 to Gaston County. It is projected to be near or over capacity by 2035 and improvements are needed to handle increasing traffic volumes and provide an adequate level of service. The CTP project proposals for NC 150 are given below.

- South Main St – Boiling Springs: Widen to a 3-lane major thoroughfare from Stadium Drive to College Ave.
- East College Ave – Boiling Springs: Widen to a 3-lane major thoroughfare from Main Street to the eastern city limits.
- College Ave: Widen to a 4-lane divided boulevard from the eastern city limits of Boiling Springs to NC 18 (S Lafayette St) in Shelby.
- Dekalb St: Widen to a 4-lane divided boulevard from NC 18 (Lafayette St) to US 74 (Dixon Blvd). Additionally, TIP Project U-2567 includes an interchange at US 74 (Dixon Blvd).
- Cherryville Rd: Widen to a four lane divided boulevard from US74/Marion St to the beginning of the Proposed Waco Bypass at Capernium Rd (SR 2075).
- Proposed Waco Bypass: Construct a four lane divided boulevard on new location from NC 150 (Cherryville Road) near Capernium Rd (SR 2075) southwest of Waco and continuing into Gaston County.

**NC 161:** NC 161 (York Rd) is a major thoroughfare running north-south through Kings Mountain and will be near capacity by 2035. Due to the limited right of way and the need for bicycle accommodations, NC 161 (York Rd) is recommended to maintain its existing cross section but be widened to accommodate bicycles from King St to Lake Montonia Rd (SR 2292).

**NC 180:** NC 180 (Post Rd) is a SHC and serves as an eastern circumferential route around Shelby. This facility is projected to be near or over capacity by 2035. The proposed improvements are needed to accommodate projected traffic volumes and to relieve congestion on NC 180. The following sections of NC 180 (Post Rd) are recommended for widening to a four lane divided boulevard:

- From NC 18 (South Lafayette St) to NC 226 (Cleveland Ave)
- TIP Project U-2221A: From NC 226 (Cleveland Ave) to Taylor Rd (SR 2200)
- TIP Project U-2221C: From Elizabeth Ave (SR 2052) to NC 150 (Cherryville Rd)
- From NC 150 (Cherryville Rd) to NC 18 (Fallston Rd)

**NC 216:** NC 216 is a north-south major thoroughfare running through eastern Cleveland County from South Carolina to Gaston County. Portions of this facility will be near or over capacity by 2035 and improvements are needed to handle projected traffic volumes.

- NC 216 (North Piedmont Ave) is recommended for widening to a four lane divided boulevard between US 74 and the Proposed Northwest Connector.
- NC 216 (Battleground Rd) between US 29 and I-85 is recommended for widening to a four lane divided boulevard.

**NC 226:** NC 226 is a north-south major thoroughfare that runs from US 29 in Grover to Rutherford County. Portions of the facility will be near or over capacity by 2035 and improvements are needed to handle projected traffic volumes. The CTP project proposals for NC 226 are given below.

- NC 226 (Cleveland Ave) between NC 180 (Post Rd) and the Grover Town Limits is recommended for widening to a three lane cross section.
- NC 226 (Earl Rd) between US 74 (Dixon Blvd) and NC 180 is recommended for widening to a four lane divided boulevard.
- NC 226 (Polkville Rd) between US 74 and Zion Church Rd (SR 1337) is recommended for widening to a four lane divided boulevard.

The following improvements are needed to handle projected traffic volumes.

- **Bethlehem Road (SR 2245):** Widen to a three lane cross section from NC 216 (Battleground Ave) to US 74, with an interchange at US 74.
- **Charles Road (SR 1253):** Widen to a three lane cross section from NC 150 (College Ave) to Dellinger Road (SR 1115).
- **Dixon School Road (SR 2487) and Kings Mountain Blvd (SR 2487):** Widen to a four lane divided boulevard from I-85 to Shelby Road (US 74 Business).

- **Elizabeth Ave (SR 2052):** Widen to a three lane cross section between NC 180 (Post Road) and Oak Grove Road (SR 2035).
- **East Marion Street (US 74 Business):** Widen to a three lane cross section from NC 150 (Cherryville Road) to NC 180 (Post Road).
- **Mcbrayer Homestead (SR 1162):** Widen to a three lane cross section from the northern city limits of Boiling Springs to Whitaker Road (SR 1164).
- **North Main Street (SR 1161):** Widen to a three lane cross section from NC 150 (East College Ave) to the northern city limits of Boiling Springs.
- **Oak Grove Road (SR 2035):** Widen to a three lane cross section from US 74 to Elizabeth Ave (SR 2052).
- **Phifer Road (SR 2256):** Widen to a three lane cross section from Kings Mountain Blvd (SR 2487) to King St (US 74 Business).
- **West College Avenue (SR 1003):** Widen to a three lane cross section from Homestead Ave (SR 1158) to NC 150 (South Main Street).

### New Connectors

- **NC 216/NC 161 Connector:** This facility connects NC 216 at Chestnut Ridge Rd to NC 161 near the Gaston County Line. The recommended cross section is two lane minor thoroughfare. This connector will carry traffic around the north side of Kings Mountain and reduce traffic downtown.
- **Charles Rd Extension:** The existing Charles Rd (SR 1253) is proposed to be extended south on new location to connect to NC 18 (S Lafayette St). This facility will help reduce some of the traffic and congestion projected at the NC 150 (E College Rd) and NC 18 (S Lafayette St) intersection in Shelby. The recommended cross section is two lane minor thoroughfare.
- **Crow Rd Extension:** This recommendation includes extending Crow Rd, a two lane minor thoroughfare, across the railroad tracks at grade and the closure of two other crossings in Earl. One closure is on Trent-McSwain Road (SR 2217) and the other connects Bettis Road (SR 2225) with NC 198 (Blacksburg Road).
- **Gold Street Extension:** This facility connects the eastern end of Gold St to East King St near NC 74 to reduce the traffic and congestion on King St through downtown. The recommended cross section is two lane minor thoroughfare.
- **Homestead Drive Extension (Boiling Springs Western Bypass):** To reduce traffic in the central business district, a western bypass is recommended, consisting of Holly Hill

Road, Clyde Wallace Road, Rockford Road, and a new two lane minor thoroughfare. Clyde Wallace Road is recommended to be realigned to intersect at Rockford Road.

- **Ellis Rd (SR 1128) Relocation:** This recommendation realigns Ellis Rd east of its existing location to connect at Morgan St (SR 1106) forming a smooth north-south connector into Shelby. The recommended cross section is two lane minor thoroughfare.
- **Northwest Connector (Kings Mountain):** This facility is an extension of Kings Mountain Blvd to the north. It connects Shelby Rd, US 74, Oak Grove Rd, and NC 216. The whole western circumferential is meant to relocate through traffic out of downtown Kings Mountain. The recommended cross section of the new facility is a two lane minor thoroughfare. This recommendation also includes a new interchange with US 74 and the realignment of Patterson Rd to tie into the proposed connector.
- **Patrick Avenue Extension (Boiling Springs Eastern Bypass):** To reduce traffic in the central business district, an eastern bypass is recommended, consisting of the existing segment of Patrick Ave from NC 150 (Gaffney Rd) to NC 150 (College Ave), and a new segment. The new segment is proposed as a two lane minor thoroughfare that would extend Patrick Ave from NC 150 (College Ave) to Skinner Rd (SR 1159) at a point just east of the intersection of Skinner Rd (SR 1159), Homestead Ave (SR 1158), and Beaver Dam Rd (SR 1158).
- **Randolph Rd/Southern Dr Connector:** This recommendation is for the reconnection of Southern Dr with Randolph Rd. This will increase access for employees and delivery trucks at Wal-Mart and other businesses in the immediate area, giving the distribution center access to two interchanges on US 74. The recommended cross section is two lane minor thoroughfare.
- **Southern Connector (Shelby):** This facility connects Poplar Springs Church Rd, Wesson Rd, Charles Rd, Love School Rd, NC 18 (S Lafayette St), NC 150 (S Dekalb St), Morgan St, Sulfur Springs Rd, Pleasant Dr, NC 180/226 (S Post Rd) , Joe's Lake Rd and Caleb Rd across the south side of Shelby. This new facility will also help relieve the traffic volume and congestion on existing US 74 (Dixon Blvd). The recommended cross section is a two lane minor thoroughfare that utilizes the existing Love School Rd, Pleasant Dr and Caleb Rd with three short new location segments.

### Other Minor Improvements

- **NC 150 (Gaffney Road):** This facility is expected to be approaching capacity in 2035, and is recommended for widening to 12' lanes from the South Carolina line to Stadium Drive, keeping the existing bicycle lanes.
- **NC 161 (York Rd):** This facility, from Lake Montonia Rd (SR 2292) to South Carolina, is recommended for widening to full 12' lanes with accommodations for bicycles.

- **NC 182 (Stagecoach Trail):** This facility, from NC 226 (Polkville Rd) to Lincoln County, is recommended for widening to 12' lanes with accommodations for bicycles.
- **NC 226 (Polkville Rd):** This facility, from Zion Church Rd (SR 1337) to NC 182 (Stagecoach Trail), is recommended for widening to provide paved shoulders.
- **NC 226 (Polkville Rd):** This facility, from NC 182 (Stagecoach Trail) to Hollis Rd (SR 1376), is recommended for widening to provide accommodations for bicycles.
- **Beaver Dam Church Road (SR 1158):** This facility is expected to be near capacity in 2035, and is recommended for widening to 12' lanes from Skinner Rd (SR 1159) to US 74.
- **Cansler St:** This facility, from Gold St to Barnett Dr, is recommended for a “road diet”, changing from a 4-lane undivided to a 3-lane cross section. A 3-lane cross section is adequate for the projected traffic volume and allows for the addition of bicycle accommodations and improved sidewalks.
- **Cliffside Road (SR 1003):** This facility is expected to be approaching capacity in 2035, and is recommended for widening to 12' lanes from Homestead Avenue (SR 1158) to McKinney Road (SR 1184).
- **Country Club Road (SR 2052):** This facility, from Kings Road (SR 2050) to US 74 Business (East Marion Street), is recommended for widening to 12' lanes.
- **Countryside Rd (SR 2036):** This facility, from the proposed Northwest Connector (Kings Mountain) to Patterson Rd (SR 2034), is recommended for widening to 12' lanes.
- **East Homestead Ave (SR 1158):** This facility, from North Main St (SR 1161) to Skinner Rd (SR 1159), is recommended for widening to 12' lanes.
- **Kings Road (SR 2050):** This facility, from East Graham Street to NC 180 (South Post Road), is recommended for widening to 12' lanes.
- **McBrayer Homestead Road (SR 1162):** This facility is expected to have a substantial increase in traffic due to the proposed interchange with US 74, and is recommended for widening to 12' lanes from Whitaker Road (SR 1164) to US 74.
- **Patrick Avenue (SR 1149):** This facility is expected to experience increased traffic, including traffic due to the proposed Patrick Avenue Extension which will reduce traffic in the center of Boiling Springs. Patrick Avenue is recommended for widening to 12' lanes from Gaffney Road (NC 150) to Flint Hill Church Road (SR 1148) and from Highland Pine Drive to East College Avenue (NC 150).

- **Peachtree Rd (SR 1162):** This facility is expected to have a substantial increase in traffic from US 74 to Lattimore Rd (SR 1168) due to the proposed interchange with US 74, and is recommended for widening to 12' lanes.
- **Sulfur Springs Rd (SR 1100):** This facility, from NC 180 (Post Rd) to NC 226 (Earl Rd), is recommended for widening to 12' lanes.
- **Woodlake Pkwy (SR 2310):** This facility, from NC 161(York Rd) to Gaston County is recommended for widening to 12' lanes.

## **Public Transportation and Rail Map**

The Transportation Administration of Cleveland County (TACC) currently operates one fixed route, the Shelby Circulator. This route is shown on the Public Transportation and Rail map. TACC also operates paratransit (dial-a-ride) service.

The following public transportation improvements are recommended. Refer to the Public Transportation and Rail map for additional information.

- Three park and ride lots are recommended in Cleveland County. One is in the northern part of the county near the intersection of NC 10, NC 18, and NC 27. Another park and ride lot is recommended at Cleveland Mall in Shelby, and the third location is on the east side of Kings Mountain near I-85.
- Van pool express routes are recommended between Shelby and Rutherfordton, between Shelby and Spartanburg, and between Shelby and Lincolnton.
- Fixed routes are recommended between Shelby and Boiling Springs, between Shelby and Gastonia, and a northern loop which is proposed to connect Shelby with many of the towns in the northern portion of the county.

The following rail improvements are recommended.

- Close two rail crossings in the Town of Earl. One is on Trent-McSwain Road (SR 2217) and the other connects Bettis Road (SR 2225) with NC 198 (Blacksburg Road).
- Conduct a Traffic Safety and Separation Study for potential crossing improvements.

## **Bicycle Map**

Existing bicycle facilities include: State Bicycle Route 8 which goes along NC 182, bicycle lanes on NC 150 south of Boiling Springs, and a multi-use trail along Broad River. See the Bicycle map for more information.

The following roads are designated as bicycle routes, and are recommended for the addition of bicycle accommodations:

- NC 182 from Lincoln County to NC 226
- NC 226 from NC 182 to Hollis Road (SR 1376)
- Hollis Road (SR 1376) from NC 226 to Brooks Chapel Road (SR 1376)
- Brooks Chapel Road (SR 1376) from Hollis Road (SR 1376) to Rutherford County

NC 150 (Gaffney Rd) is recommended for the addition of bicycle accommodations from South Carolina to the start of the existing bicycle lanes (north of Broad River).

NC 161 (York Rd) between the South Carolina line and US 74 Business (King St) is recommended for bicycle accommodations.

Cansler St, from Gold St to Barnett Dr, is recommended for a “road diet”, changing from 4-lane undivided to a 3-lane section with designated bicycle lanes and improved sidewalks.

The Carolina Thread Trail Master Plan for Cleveland County Communities identifies recommended off-road facilities for bicycles and pedestrians throughout the County. These features are shown on the Bicycle and Pedestrian maps as recommended multi-use paths. When these multi-use trails are studied in more detail, grade separations may be recommended at some locations.

## **Pedestrian Map**

The Lake Norman Rural Planning Organization provided a sidewalk inventory for the municipalities of Cleveland County. These features are shown on the Pedestrian Map, along with recommended improvements.

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