

January 6, 2014

The Randolph County Board of Commissioners met in regular session at 6:00 p.m. in the 1909 Randolph County Historic Courthouse Meeting Room, 145 Worth Street, Asheboro, NC. Commissioners Holmes, Frye, Haywood, Kemp and Lanier were present. Dr. Bob Shackelford, RCC President, gave the invocation and everyone recited the pledge of allegiance.

Special Recognitions

John “Benny” Lopienski, who is retiring with 33 years and 9 months of service with Emergency Services, was recognized by Emergency Services Director Donovan Davis, after which, Chairman Holmes presented Mr. Lopienski with an engraved clock on behalf of the Board.

Ann McGlohon, who has retired with 24 years of service to Randolph County Public Library, was recognized by Library Director Ross Holt, after which, Chairman Holmes presented Ms. McGlohon with an engraved clock on behalf of the Board.

Tyler Clark, of Boy Scout Troop 531, was recognized by County Manager Richard Wells for the completion of his Eagle Scout project, which included fundraising and installing five benches around the Veterans Memorial on Worth Street for citizens to enjoy. Chairman Holmes presented Mr. Clark with a Certificate of Recognition and Appreciation for this project.

Public Comment Period

Pursuant to N.C.G.S. § 153A-52.1, Chairman Holmes opened the floor for public comment. County Attorney Ben Morgan read aloud the Public Comment Rules of Procedure.

Alan Ferguson, 4794 Troy Smith Rd., Liberty, NC, stated that this was the twelfth consecutive month he had spoken during the public comment period. He stated that he understood that the Economic Development Corporation had filed for an extension to use the grant from the state to acquire land for the Greensboro/Liberty mega site. Mr. Ferguson quoted statistics from a study released by NC State University that he felt had made a statement that North Carolina and Randolph County were doing well economically and didn't have a need for the mega site.

Mr. Ferguson said that the *Triad Business Journal* had quoted David Powell, President of the Piedmont Triad Partnership, who said that he had not given up on the Randolph County project, “but it had become politicized” and “public” and that “these land assembly projects have to be pursued very quietly.” Mr. Ferguson said that those actions are very anti-democratic and against the way all of us were taught that things ought to be. Mr. Ferguson stated, “We do not think that is the way those who plan things for our area ought to be operating.”

In conclusion, he said he was more certain now than ever that Randolph County and North Carolina do not need the mega site and asked the Board to send the grant back to the state, if this is all that it can be used for. Leave the citizens alone, and use the money for something that will benefit all of Randolph County in a more positive way.

Jessica Coltrane, representative of the Kiwanis Club of Asheboro and President of the Miss Randolph County Scholarship Pageant Board, informed the Board about the return of the Miss Randolph County Pageant, stating it had been several years since the last one was held. She

stated that the Club would also be holding a Randolph County Outstanding Little Miss Pageant, which will be held January 18th at the Sunset Theatre and the Miss Randolph County and Outstanding Teen would be held September 20th at Asheboro High School. The local winners would then compete for Miss North Carolina in June. She also announced that the reigning Miss North Carolina would be attending the Kiwanis Club's Annual Pancake Day on March 18th.

Chairman Holmes responded to Mr. Ferguson that he had received information that the County was granted a one-year extension on the grant.

Approval of Consent Agenda

On motion of Frye, seconded by Lanier, the Board voted unanimously to approve the Consent Agenda, as follows:

- *approve minutes of the 12/2/13 regular & closed session meetings;*
- *reappoint Todd Caulder to the Randolph County EMS Peer Review Committee;*
- *reappoint Susan Behr to Nursing Home Community Advisory Committee;*
- *appoint Sheila McDonald to Adult Care Home Community Advisory Committee;*
- *approve Resolution of Support for Approval of State Contingency Funding for Road Improvements for Howard Mill Road, as follows:*

RESOLUTION SUPPORTING THE ALLOCATION OF CONTINGENCY FUNDING FOR ROAD IMPROVEMENTS TO RESOLVE HAZARDOUS ROAD CONDITIONS ON HOWARD MILL ROAD

WHEREAS, the section of Howard Mill Road, between the intersection of Beulah Church Road and Nuby Purvis Road in Bennett, NC, has very limited site distance and poses hazardous driving conditions; and

WHEREAS, the limited site distance on this stretch of road is of particular concern to the parishioners of Beulah Baptist Church when they enter and exit the church property, as accidents are routinely narrowly avoided; and

WHEREAS, the seriousness of this hazardous road condition will be of greater concern in the days ahead as Beulah Baptist Church is constructing a new 961-seat auditorium that will be completed in mid-2014, that will certainly bring more traffic to this dangerous stretch of road; and

WHEREAS, the NCDOT has completed a preliminary study, which has validated the severity of the situation and has estimated the cost for the needed road improvements to be \$826,000; and

WHEREAS, DOT Contingency Funding is available through the Speaker's Office for projects of this nature on an as-needed, and as-requested basis; and

WHEREAS, other sources of funding for the project have been identified through the Legislature and from NCDOT District 8 Funds;

NOW THEREFORE, BE IT RESOLVED, that the Randolph County Board of Commissioners has determined that road improvements are needed along the section of Howard Mill Road, between the intersections of Beulah Church Road and Nuby Purvis Road in Bennett, NC, to provide for the safety and travel of the public, and, thusly, the Board does respectfully request that \$250,000.00 of DOT Contingency Funds through the Speaker's Office be designated for this project and transferred to NCDOT District 8, if approval is granted.

This the 6th day of January, 2014.

- *approve Revised Form DOA-731 for Aging Services (Additional \$7,1983 HCCBG Funds);*
- *approve Budget Amendment #22 for Public Library (Additional \$9,591 State Aid), as follows:*

2013-2014 Budget Ordinance--General Fund—Budget Amendment #22

<i>Revenues</i>	<i>Increase</i>	<i>Decrease</i>
<i>Restricted Intergovernmental</i>	<i>\$9,591</i>	
<i>Appropriations</i>	<i>Increase</i>	<i>Decrease</i>
<i>Public Library</i>	<i>\$9,591</i>	

- *reappoint Wilbert Hancock, Ken Austin, Bernard Beck and Bobby Allen to the Voluntary Agricultural District Advisory Board;*
- *designate the following institutions as official depositories for the County: BB&T, Bank of North Carolina, CommunityOne, PNC Bank, Suntrust, Wells Fargo; and Citibank for Imprest Account for health insurance transactions only.*

Presentation of Annual Audit Report

Lonnie Keogh, Senior Manager with Cherry Bekaert, presented and reviewed the County's Comprehensive Annual Financial Report for year ended June 30, 2013. She stated there were no significant deficiencies or material weaknesses found and said the firm gave the County an unmodified, "clean" opinion, which is the highest level of findings, and commended the County's Finance Office staff and DSS personnel for their work and assistance.

Presentation and Adoption of the Asheboro Comprehensive Transportation Plan

Jesse Day, AICP Coordinator of Piedmont Triad Rural Planning Organization presented the recently developed Asheboro Comprehensive Transportation Plan (CTP) maps, which were adopted by the City of Asheboro on December 5, 2013. He stated that the adopted maps and supporting documentation have been available for public review at the City of Asheboro Planning Department. He said that the plan is focused on the City of Asheboro but the planning study area does somewhat expand into the County. In 2011, a Comprehensive Transportation Plan was put in place and adopting the maps is step two of the adoption process. He said the CTP looks at highway, public transportation, rail, bicycle and pedestrian modes of transportation and airports could be included in the future. He then reviewed each map and the recommendations.

At 6:37 p.m., the Board adjourned to a duly advertised public hearing and closed it after hearing no comments.

On motion of Haywood, seconded by Lanier, the Board voted unanimously to adopt the Asheboro Comprehensive Transportation Plan maps dated November 20, 2013 with recommendations, effective January 6, 2014, as presented and as attached.

Fire Department Consolidation Presentation

Aimee Scotton, Associate County Attorney, spoke to make the Commissioners aware of a situation that needs to be remedied and to provide them with a preview of actions that will be requested beginning next month.

Over the past several years, the Sophia Fire Department has found it increasingly difficult to attract the number of volunteer firemen necessary to provide fire protection in its district at a level that it feels best serves the citizens therein. The Sophia Fire Department and the Randleman Fire Department are jointly suggesting that the Sophia and the Tiger Country districts merge and that the services in the new joint district be provided by the City of Randleman Fire Department. Ms. Scotton said that a merger may best be accomplished and easily be done by the formation of a county service district for fire protection, one that's

boundaries encompass the areas that are included in both the Sophia rural fire protection tax district and the Tiger Country rural fire protection tax district.

Ms. Scotton stated, with the exception of Guil-Rand and Climax, the fire tax districts that currently exist in Randolph County are rural fire protection districts. Rural fire protection districts are more difficult to form than county fire service tax districts. It is also more difficult to alter their boundaries. North Carolina General Statutes currently cap the amount of the tax in one of these rural fire protection tax districts at 15¢ per \$100 valuation. Ms. Scotton said that when the county formed the county fire service districts for Guil-Rand and Climax in 2011, it provided the same cap on the amount of tax as in the rural fire protection districts. After the formation of the service districts for Guil-Rand and Climax, the county effectively abolished the rural fire protection tax districts by ceasing to tax them and levied the fire tax under the service district instead. As stated before, the cap on the amount of the taxes was the same under either district because of the way the county created them.

Ms. Scotton said to accomplish a merger of the Sophia and Tiger Country rural fire protection districts, that it is a relatively simple matter to form a new county fire service district that encompasses the two and then to abolish the existing rural fire protection districts by ceasing to fund them. If this is to be effective July 1 of this year, then the process will need to formally start in February.

North Carolina General Statute 153A-309.2 allows the County to establish a county service district with a rate limitation of 15¢ per \$100 valuation. If the County chose to create this sort of service district for the merger of Sophia and Tiger Country, then it would be subject to the same rate limitation (15¢ per \$100) as every other fire tax district (both county service and rural fire protection) in Randolph County. Ms. Scotton met with the chiefs of Sophia and Randleman Fire Departments, the Emergency Services Director, and the Fire Marshal, and it was their unanimous recommendation to establish a new county service district.

Ms. Scotton outlined the following steps that would need to be taken if the Commissioners agreed to the recommendation to create a county service district with Sophia and Tiger Country, with 15¢ rate limitation to effectuate the merger:

1. At a future Commissioner meeting, when determining whether to establish a proposed service district, the Board must consider the following:
 - a. the resident or seasonal population and population density of the proposed district;
 - b. the appraised value of property subject to taxation in the proposed district;
 - c. the present tax rates of the County and any cities or special districts in which the district or any portion thereof is located;
 - d. the ability of the proposed district to sustain the additional taxes necessary to provide the services planned for the district; and
 - e. any other matters that the Commissioners believe to have a bearing on whether or not the district should be established.
2. Once the Board considers the items in number 1 above, it may proceed to establish the service district if it finds that all of the following apply:
 - a. there is a demonstrable need for providing fire protection services in the district;

- b. it is impossible or impracticable to provide these services on a countywide basis;
 - c. it is economically feasible to provide the proposed services in the district without unreasonable or burdensome tax levies; and
 - d. there is a demonstrable demand for the proposed services by persons residing in the district.
3. Cause a report to be prepared containing:
 - a. a map of the proposed district showing its proposed boundaries;
 - b. a statement showing that the proposed district meets the requirements set out in number 1 above; and
 - c. a plan for providing fire protection services in the district.

The report must be available for public inspection for at least four weeks before the date of the public hearing.

4. Adopt a resolution stating that the property taxes within the district may not be levied in excess of a rate of 15¢ on each \$100 of property subject to taxation.
5. Set and publish notice of a public hearing on the creation of the new service districts. Notice of the hearing shall state the day, hour and place of the hearing and its subject and shall include a map of the proposed district and a statement that the report described in number 3 above is available for public inspection in the office of the Clerk to the Board. The notice shall be published at least twice, with one publication not less than two weeks before the hearing and the other publication on some other day not less than two weeks before the hearing.
6. Hold the public hearing.
7. Adopt a resolution creating the service district(s). This resolution would take effect at the beginning of the fiscal year commencing after its passage.

Ms. Scotton said that if the Board intended to pursue the creation of a county service district to merge the Sophia and Tiger Country rural fire protection tax districts, she would suggest to consider the matter formally at the February Commissioners meeting, and if appropriate, make the required findings and pass the resolution capping the rate and set the public hearing on the matter for the April meeting. This would give time for the report to be prepared and all of the notice requirements met. At the April meeting, the public hearing could be held, and, if the Board deemed it appropriate, pass a resolution creating the new service district. The resolution would go into effect on July 1, 2014.

Approval of Contract for Wood Grinding at Solid Waste Facility

Paxton Arthurs, Public Works Director, said that NCDENR had suggested the need to manage the wood waste material that had accumulated over many years at the solid waste facility. Because the site was unmanned and in a remote location it had accumulated a lot of unapproved material; mostly construction and demolition material. Mr. Arthurs said that he did seek bids at that time, but because of concerns of the types of materials and the possible damage to equipment, he had a difficult time getting quotes and the ones that were received were very high. He then shifted his approach and began to seek bids to segregate the wood pile and remove the unapproved material. Larry McDowell

Construction was then hired to complete that request at a cost of \$24,400. The County was left with two large piles of wooden material, one of pallets and one of wood waste.

Mr. Arthurs sent out a new request for bids for a wood grinding operation at the solid waste facility. It was sent out to four companies that specialize in this type of work. The bids were opened on December 20, 2013 at 4:00 p.m. and the results are as follows:

A-1 Sandrock, Inc. -	No Bid
Cobles Sandrock, Inc. -	No Bid
Gold Hill Landscape -	\$76,180.00
Simmons & Simmons Mgmt. -	\$32,250.00

Commissioner Lanier asked if this was for ongoing work to keep from building up the wood waste. Mr. Arthurs stated that this is a one-time request and that a company would come in and grind up wood waste and leave the mulch, which could be used around the solid waste facility.

Mr. Arthurs requested that the Board award a contract for wood grinding to Simmons & Simmons Mgmt. at a cost of \$32,250.00, and that the County Manager be authorized to sign the contract. Funding was included in the current Public Works budget.

On motion of Frye, seconded by Lanier, the Board voted unanimously to award a contract for wood grinding at the solid waste facility to Simmons & Simmons Management at a cost of \$32,250 and to authorize the County Manager to sign the contract.

Regional Update

Commissioner Frye stated that the PART audit report showed a profit (around \$70,000) for the first time due to the increase in fees and elimination of some routes.

Closed Session

At 6:55p.m., on motion of Frye, seconded by Lanier, the Board voted unanimously to go into closed session to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease, pursuant to [N.C.G.S.143-318.11(a)(5)(i)].

Regular Meeting Resumed

At 7:06 p.m., the Board returned to regular session.

On motion of Lanier, seconded by Haywood, the Board voted unanimously to authorize the County Manager to negotiate with a land owner for acquisition of property for an ambulance base site in the southwest portion of the County.

Rezoning Public Hearing & Action

At 7:09 p.m., the Board adjourned to a duly advertised public hearing to consider a rezoning request. Hal Johnson, Planning Director, presented the following request and Chairman Holmes opened the public hearing for comments and closed it before taking action:

DARRELL PARKS, Asheboro, North Carolina, is requesting that 1.40 acres located at 7905

US Hwy 220 South, Richland Township, be rezoned from RA to HC-CD. Tax ID# 7665773033. Primary Growth Area. The proposed Conditional Zoning District would specifically allow retail sales in an existing pottery shop and an auto sales lot with a 4-car display area as per site plan. The Planning Board reviewed this request at public meeting on December 3, 2013, and unanimously recommended that this request be approved. The Planning Board found the following policies within the 2009 Growth Management Plan that support determination of consistency with the adopted plan with this recommendation:

Policy 4.1 Provide for sites in Randolph County jurisdiction where rural commercial activity can locate; with the goal of increasing economic activity, job creation, and the provision of services to the rural community.

Policy 4.2 Highway oriented commercial uses should be clustered along segments of arterial streets and contain land uses that are mutually compatible and reinforcing in use and design. They should be designed in a way that minimizes signage, access points and excessive lengths of commercial strip development.

No one spoke during the public hearing.

On motion of Frye, seconded by Lanier, the Board voted unanimously to approve the request of Darrell Parks, as determined consistent with the standards and policies contained within the Growth Management Plan and outlined in the recommendations provided by the County Planning Board

Adjournment

At 7:10 p.m., there being no further business, the meeting adjourned.

J. Harold Holmes, Chairman

Darrell L. Frye

Phil Kemp

Arnold Lanier

Stan Haywood

Amanda Varner, Deputy Clerk to the Board

ASHEBORO CTP RECOMMENDATIONS

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

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).

I-73/74/US 220 Proposed improvements from West Presnell Street (SR 1462) to US 64/NC 49 (Dixie Drive), Local ID: RAND0069-H

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).

US 220 Business Proposed improvements from Claude Holden Drive (SR 2124) to Old Liberty Road (SR 2261), Local ID: U-3600

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 are recommended along the entire length of the project.

US 64 Proposed improvements from I-73/74/US 220 Bypass to the planning boundary at Back Creek Road (SR 1420), Local ID: R-2220

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

US 64 (Dixie Drive) Proposed improvements from I-73/74/US 220 Bypass to the Asheboro Southern Bypass east of Madison Circle, Local ID: RAND0001-H

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.

NC 42 (Dixie Drive) Proposed improvements from Bowers Chapel Road (SR 2826) to Dublin Road (SR 2197), Local ID: RAND0070-H

The project proposal (RAND0070-H) is to widen the existing facility to a four lane divided boulevard from Bowers Chapel Road (SR 2826) to Dublin Road (SR 2197). Sidewalks 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. Strategies that promote other modes of transportation such as transit and ridesharing are recommended. Other strategies to be considered include signal timing, intersection modifications, providing driveway connection for businesses, providing service routes to the business for alternate access, and any other access management strategies.

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.

US 64, Local ID: RAND0003-H

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

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).

NC 49, TIP No. U-5305

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.

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

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.

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

The CTP project proposal is to construct a two lane minor thoroughfare with 12 foot lanes to connect Crestview Church Road (SR 2820) to Browers 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).

Northeast Boulevard, Local ID: RAND0071-H

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 from Old Liberty Road (SR 2261) to US 220 Business.

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 Farms 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
- **Old NC Highway 49 (SR 1193), RAND0073-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)
- **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)

PUBLIC TRANSPORTATION AND RAIL

The 2010 Regional Transit Development Plan¹ (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 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. These facilities are shown on the Bicycle Map, Sheet 4 of Figure 1.

¹ For more information on the 2010 Regional Transit Development Plan, go to: <http://www.partnc.org/rtdp.html>

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
- **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. 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. 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

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

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

The CTP project proposal (RAND0049-H) is to study and implement transportation demand management strategies along this corridor. Regional Coordinated Area Transportation System (RCATS) currently has an existing transit route along this facility and has proposed deviated fixed routes (Local ID: RAND003-T) connecting the US 220 Business, US 64 and NC 42 that will help to serve the areas transportation needs. Strategies that promote other modes of transportation such as transit and ridesharing are recommended for further study. Other strategies to be studied include pedestrian facilities, signal timing, intersection modifications, providing driveway connection for businesses, providing service routes to the business for alternate access, and any other access management strategies

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

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 transit and ridesharing are recommended for further study. Other strategies to be studied include pedestrian facilities, signal timing, intersection modifications, providing driveway connection for businesses, providing service routes to the business for alternate access, and any other access management strategies. Regional Coordinated Area Transportation System (RCATS) has a proposed deviated fixed routes (Local ID: RAND003-T) connecting the US 220 Business, US 64 and NC 42 that will help to serve the areas transportation needs.