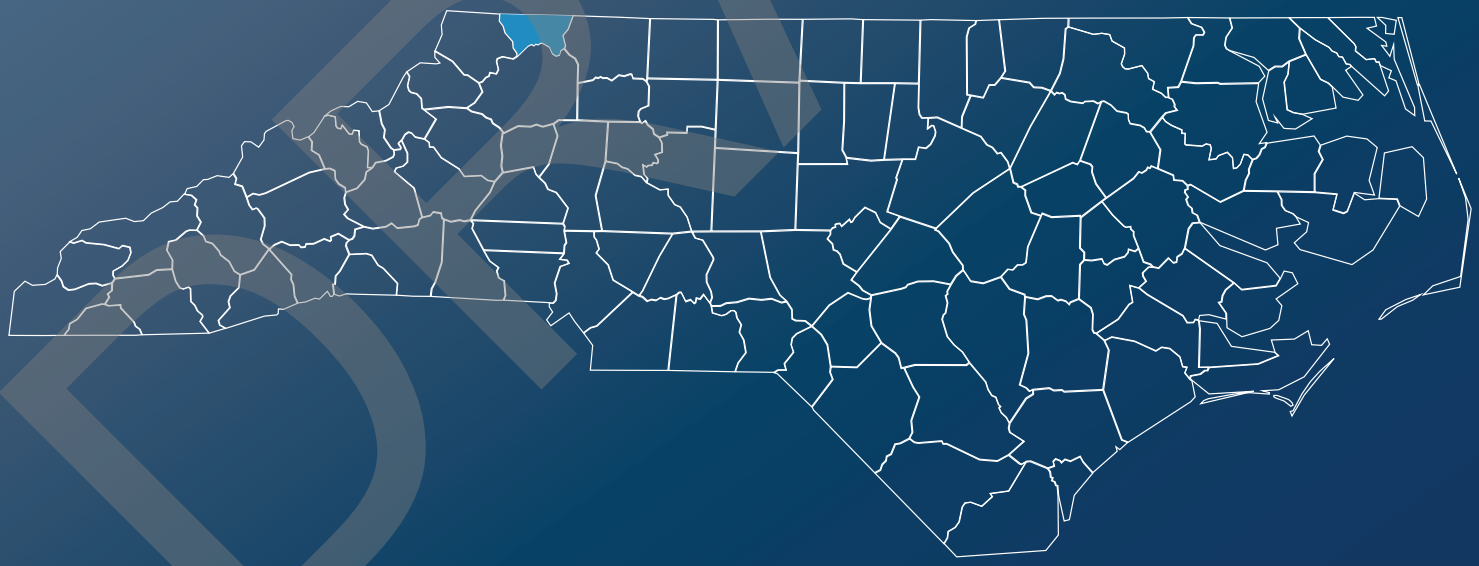
ALLEGHANY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NOVEMBER 2025

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CTP PROCESS

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

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

Process Guidance - 7 Phases to develop a CTP

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

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

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INTERAGENCY COORDINATION

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

Protocol Checklist

A letter notifying resource agencies to the start of the Alleghany County CTP study was sent in August 2024 to agency partners. This letter also shared preliminary information such as; a high-level introduction of the CTP Process, a list of data layers used, and a list of existing plans that are being used to inform the study.

The Core document with recommendation lists and maps were sent to agency members as well as a list of projects within the study area. This was sent on November 2024 in order to receive any feedback prior to adoption. No additional comments or feedback was received.

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COMMUNITY UNDERSTANDING

Prior to the start of the Alleghany County CTP, the High Country Rural Planning Organization (RPO) worked with Project Engineer to complete a Community Understanding Report (CUR). This report is normally completed in the beginning phase of the CTP process and was used to provide an overview of the study area and assisted in the identification of stakeholders in the area. The CTP Steering Committee provided meaningful input into the CUR as needed. The CUR information was used throughout the development of the CTP to help inform the plan and its recommendations.

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

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

Alleghany County Community Understanding Report

Before starting this CUR questionnaire, please review the *Guidance for Using and Developing the Community Understanding Report*. Please keep in mind:

1. The intent is that the RPO/MPO staff will initially assess the question for relevance to the CTP and to collect readily available data to answer the questions (If a question is answered in another document, a link to the document and page(s) referenced can be provided versus re-creating the information in the CUR.). This process is not designed to create new data or be overly burdensome

2. There may be some questions in the CUR that will be answered best by local experts and/or CTP Steering Committee later. Please note that in this document and track those questions that need future follow up

3. If there any questions found to be not relevant to Alleghany County, they should be answered as 'Not Applicable'.

   Be sure to document data sources and geographic scale (when working with census data)

1. Population Trends and Projection –

Why important?	Population trends and projections provide the greatest overall sense of community direction. It can illuminate if an area is thriving, growing, aging, or losing population. It provides a high-level overview if it is an area where people and/or businesses want to move – or remain if already in an area. This is important information for almost all planning, and many public policies, efforts.

Potential Data Source(s)	Population Change – US Census Bureau, Census 2020, Census 2010 and Census 2000, and Census 1990, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population" (and see data sources in Notes above); CTP Study Area – USDOT FHWA's MPO Database (2010); NC State Demographer Forecast Projections – NC Office of State Budget and Management (2018)
Other Source(s)	Land use/development/comprehensive plans; recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports if for current and immediate past census.

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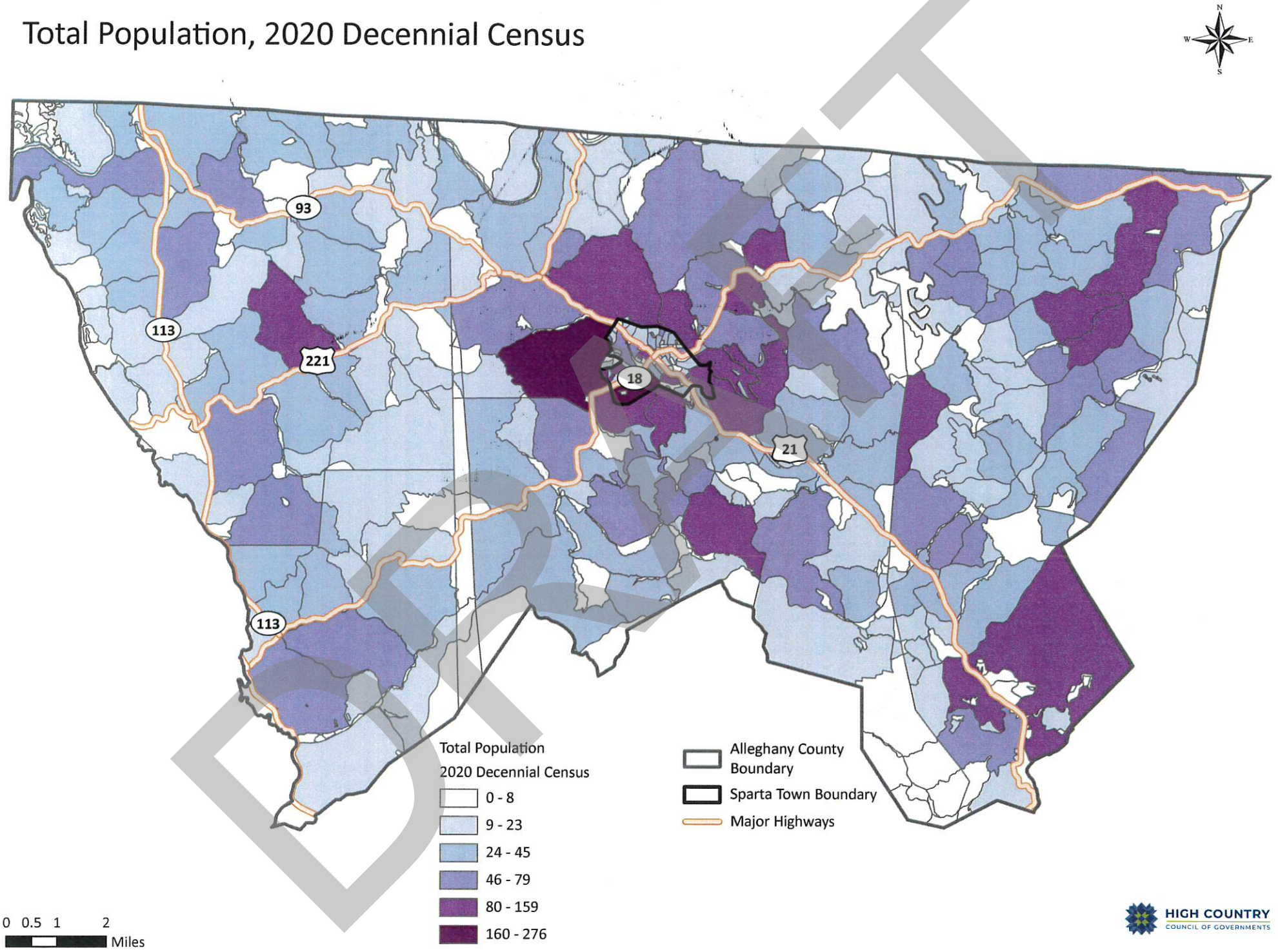
Time Horizon	Alleghany County	% Growth from Previous Decade	Sparta
1990 Census Population	9,590		
2000 Census Population	10,677	11.3	NA
2010 NC State Demographer Population	9,409	-11.8	1,741
2020 NC State Demographer Population Estimate	10,909	15.9	1,834
NC State Demographer Forecast Projection (2030)	11,222	2.8	NA
NC State Demographer Forecast Projection (Last Projected Year - 2050)	11,453	2	NA

A. What are the two most important reasons Alleghany County experienced the population trends it did? (Cite the source.)
Alleghany's population data as a whole is consistent with most rural counties across the state and country. Data for rural areas largely shows an aging population as well as a slight, steady decrease in population since 2010. However, that trend may be reversing, in large part due to the worldwide pandemic in 2020 and its effect on the labor market. Counties in the High Country region in particular are seeing an influx of second homeowners and remote workers since 2020. Evidence of this in Alleghany County can be seen in the section on building permit data, which shows that the number of new homes and commercial developments in the County spiked in 2021 and 2022 after years of only modest increases or no increase at all. This data suggests that for Alleghany County, a new growth trend may be emerging despite census population data and projections. (See attached Alleghany County population map.)
Source: 2024 Alleghany County Strategic Plan

B. What are the two most important reasons the Alleghany County is likely to experience the population trends forecast?
Influx of second homeowners and remote workers since 2020. Evidence of this in Alleghany County can be seen in the section on building permit data, which shows that the number of new homes and commercial developments in the County spiked in 2021 and 2022 after years of only modest increases or no increase at all.
Source: 2024 Alleghany County Strategic Plan

Total Population, 2020 Decennial Census



C. If known, how is the study area expected to grow? Which areas will have lower or higher growth?
Sparta and Glade (eastern end) are expected to grow. Inside Sparta or within the ETJ will be higher. Also seeing more construction in the Piney Creek area.

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2. Population Diversity

Why important?	Population Diversity data are key aspects of documenting community characteristics. This data may also inform local planning efforts if population diversity is identified as a local public policy priority. Different race, age, income, and ethnic populations may have different communication needs during the CTP process.

Potential Data Source(s)	US Census Table B02001: Race – B03002 Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates) (and see data sources in Notes above); and at county level http://censusviewer.com/counties/NC
Other Source(s)	Public schools, Latino advocacy organizations, churches, local planner(s), town/county/city manager, recent project level Community Impact Assessment reports

A. Identify notable and/or underrepresented communities in Alleghany County that need to be considered during the CTP process (total and percentage if available)? This does not need to be limited to Limited English Proficiency (LEP) groups.
See attached Hispanic and Latino Population map.
Source: 2020 Decennial Census

B. Note low-income populations in Alleghany County (total and percentage). The map from the RPO Title VI Plan may be sufficient.
See attached Alleghany County Population Under Poverty and Zero Vehicle Households maps.
Source: American Community Survey 5-Yr 2021 Population w/Income Below Poverty Level Block Groups

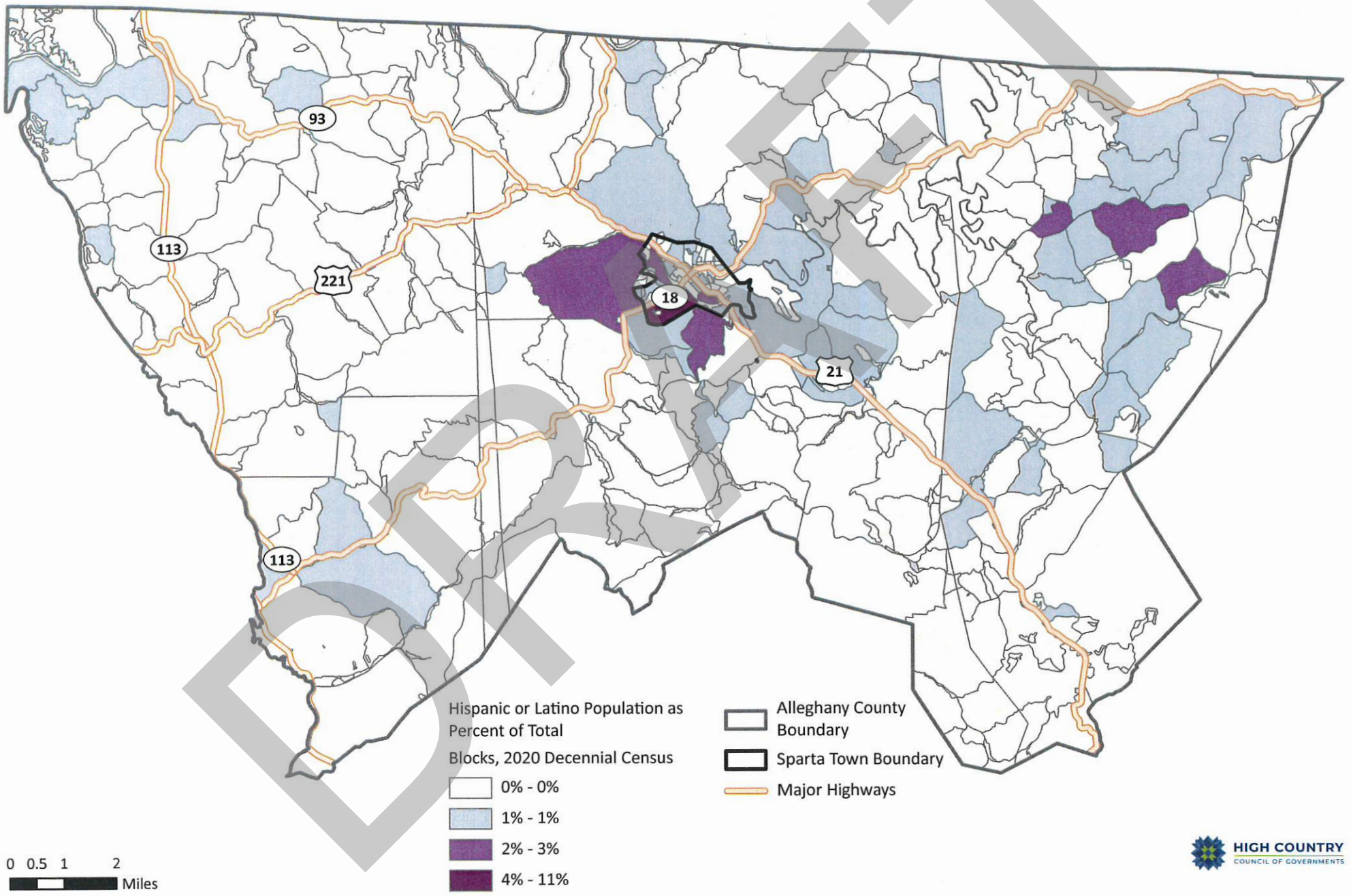
C. Identify the main LEP language groups. Note which LEP language groups total at least 5% of the population, or 1000 total population, whichever is less. This may come from the RPO Title VI Plan.
See attached Percentage of Persons who Speak English "Less Than Well" map.
Source: American Community Survey 2016-2020 Census Tracts

D. Are there areas within Alleghany County where concerns about race, ethnicity, income have affected project outcomes? (Provide examples and location.)
No.

E. Are there communities or populations within Alleghany County that have raised a concern about lack of voice in public opinions? (Provide examples and location.)
No.

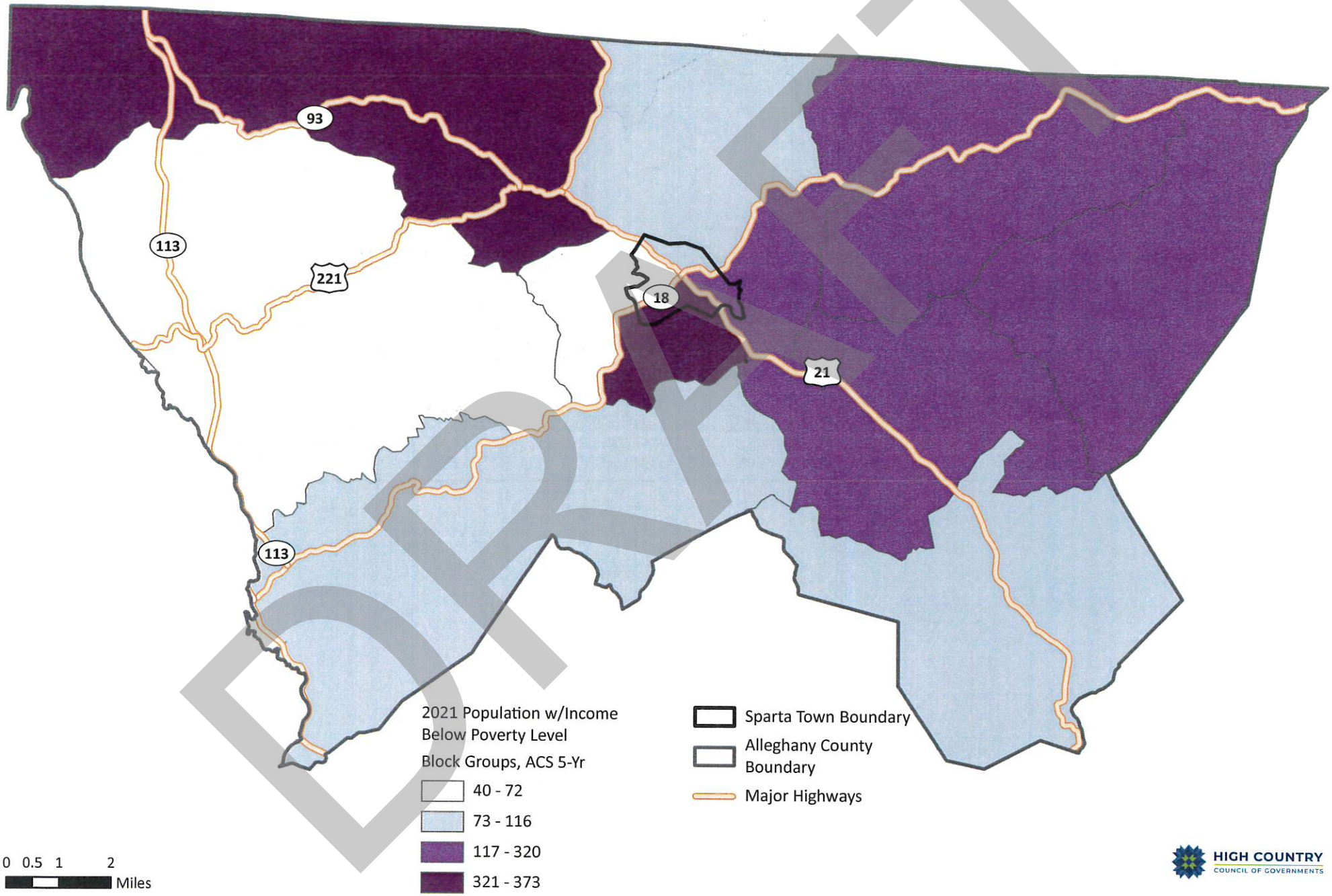
F. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero vehicles and seniors.
See attached Alleghany County Age 65+ map.
Source: 2023 ESRI Demographic Data

Percent of Total Population Hispanic or Latino



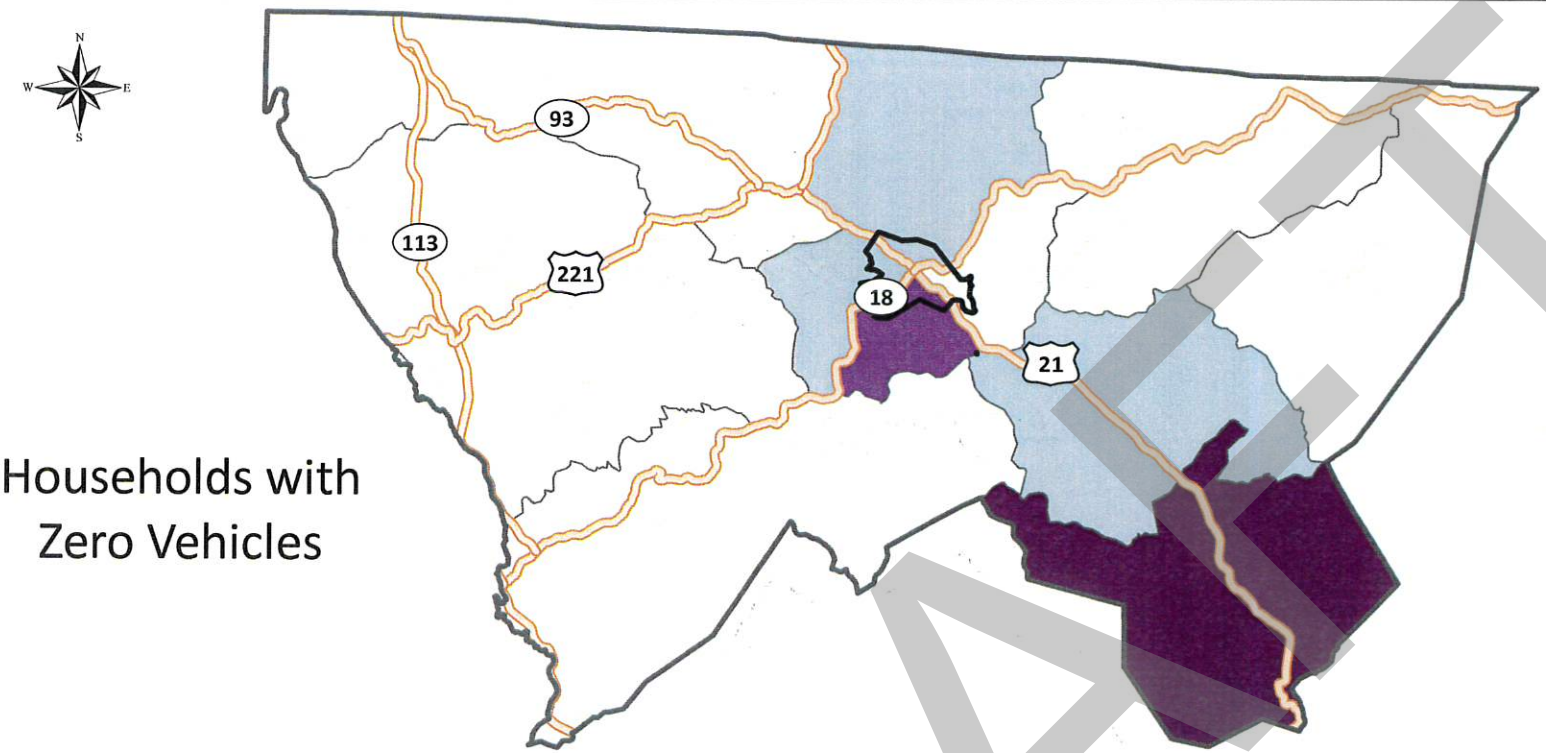
HIGH COUNTRY COUNCIL OF GOVERNMENTS

Population with Income Below Poverty Level



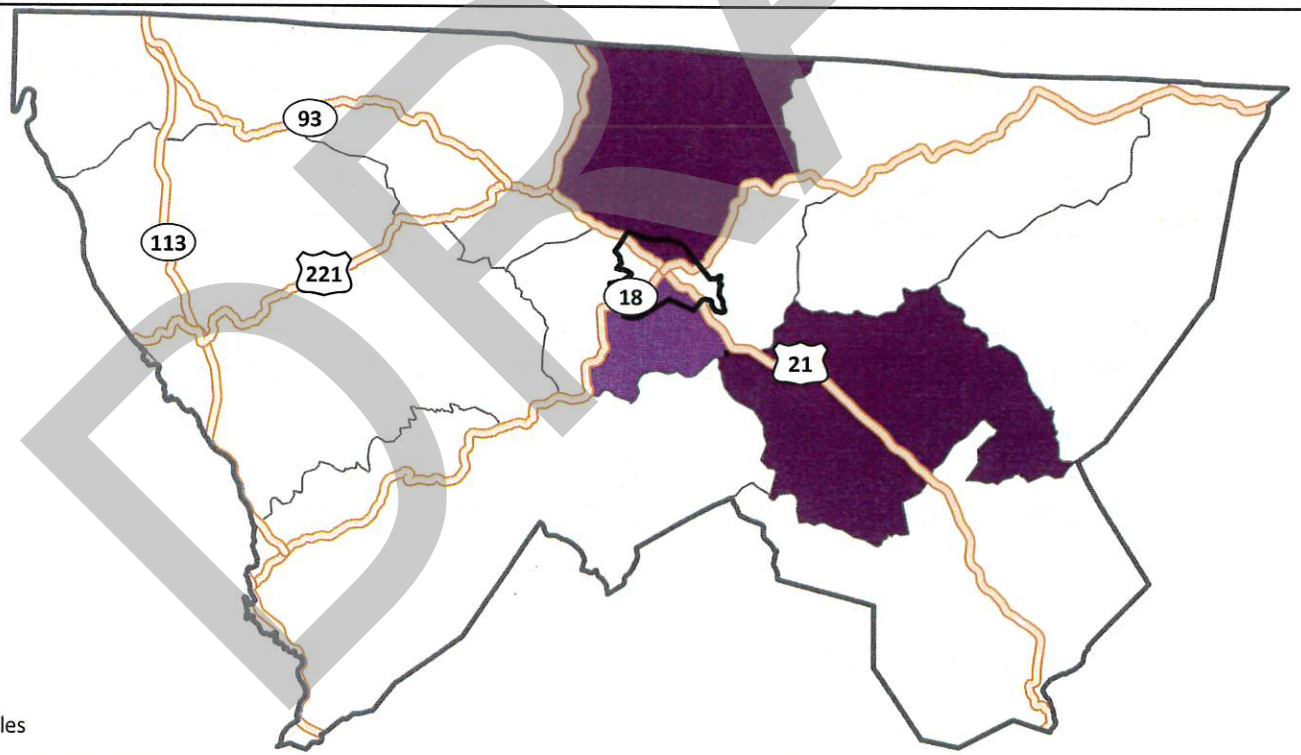
HIGH COUNTRY COUNCIL OF GOVERNMENTS

Households with Zero Vehicles



2021 Owner HHs with 0 Vehicles
Block Groups, ACS 5-Yr

- 0 - 10
- 11 - 20
- 21 - 30
- 31 - 65



2021 Renter HHs with 0 Vehicles
Block Groups, ACS 5-Yr

- 0 - 10
- 11 - 20
- 21 - 30
- 31 - 35

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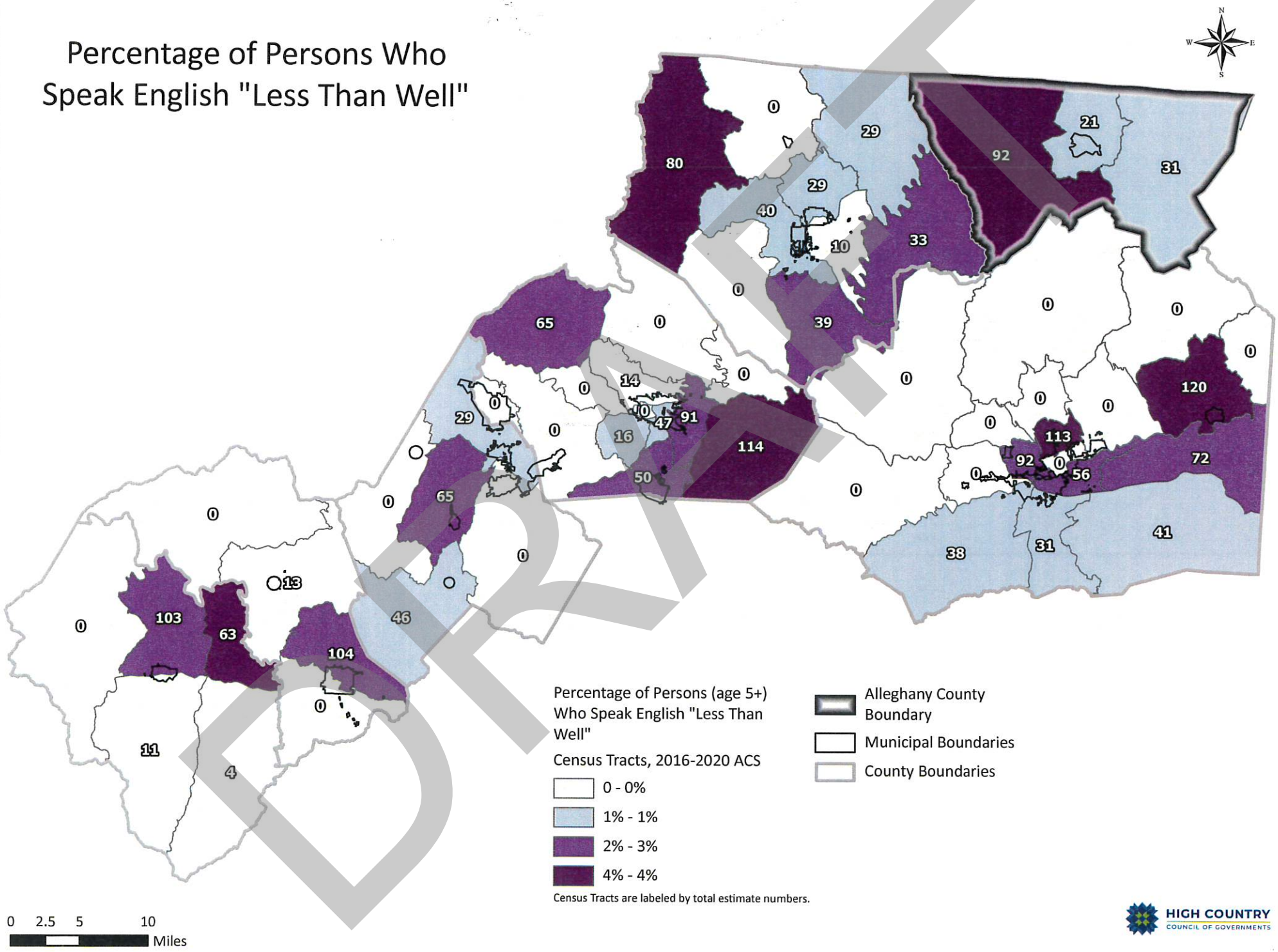
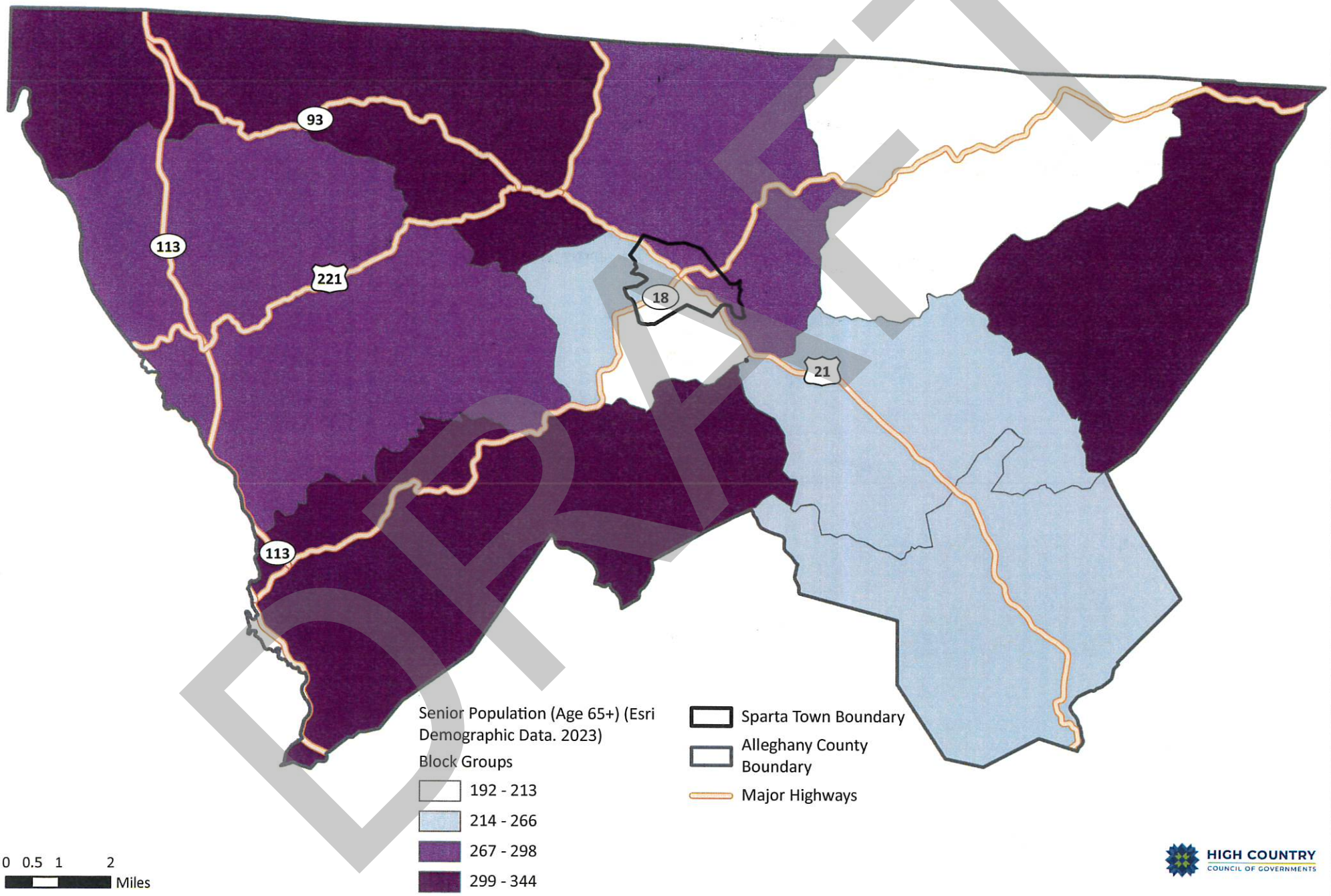
Miles

Percentage of Persons Who Speak English "Less Than Well"



Total Population Age 65+



HIGH COUNTRY COUNCIL OF GOVERNMENTS

3. Community Character

Why important?	Community character may reflect history, tenure, and intent. Community character is often what people like about where they live – characteristics that reflect a "sense of place". The goals of one community may not reflect the goals or what is important to another community – it is usually location (and sometimes neighborhood) specific.

Data Source(s)	CTP Geodatabase; Historic Resources – National Register (NR) & Determined Eligible (DE) polygons,
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, local historic properties office/planner, historic properties advocacy group, town/county/city manager, NC Department of Commerce Division of Community Assistance, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Have communities identified community character goals?
No.

B. Have communities delineated any gateways, historic districts, view sheds, open space, and other areas to be protected or enhanced?
No.

C. List all major historic downtowns.
Downtown Sparta

D. List mixed use urban centers.
Town of Sparta

E. List major industrial parks, office parks and single use centers.
The closest industrial park concept in Alleghany County is Bottomely's on the by-pass. Other than that, there are no industrial parks, office parks, or single use centers.

F. List large commercial strips and single use corridors (from a traffic generating perspective).
Downtown Sparta, Trojan Village Shopping Center, Alleghany County Fairgrounds

G. List major attractions or events in the study area (example: sporting events, festivals, tourism destinations/attractions).
Mountain Heritage Festival (annually in September), Blue Ridge Parkway, Stone Mountain State Park, Doughton Recreation Area, Cumberland Knob Recreation Area, New River State Park

4. Schools, Parks, and Community Centers

Why important?	Schools (*including private schools, charter schools, and community colleges*), and parks are important community resources that reflect interest, participation, and investment across generations. They are often landmarks and resources around which communities congregate, socialize, and recreate. *Note: Local Parks data is not currently available on statewide data layers and must be mapped through web map services, NC OneMap, and located by local authorities.*

Potential Data Source(s)	CTP GIS Data Layers.xls: *(http://data.nconemap.com/geoportal/catalog/main/home.page* *http://www.ncpublicschools.org/docs/fbs/resources/data/statisticalprofile/2005profile.pdf (2005)*
Other Source(s)	County school system, County and municipal parks and recreation departments

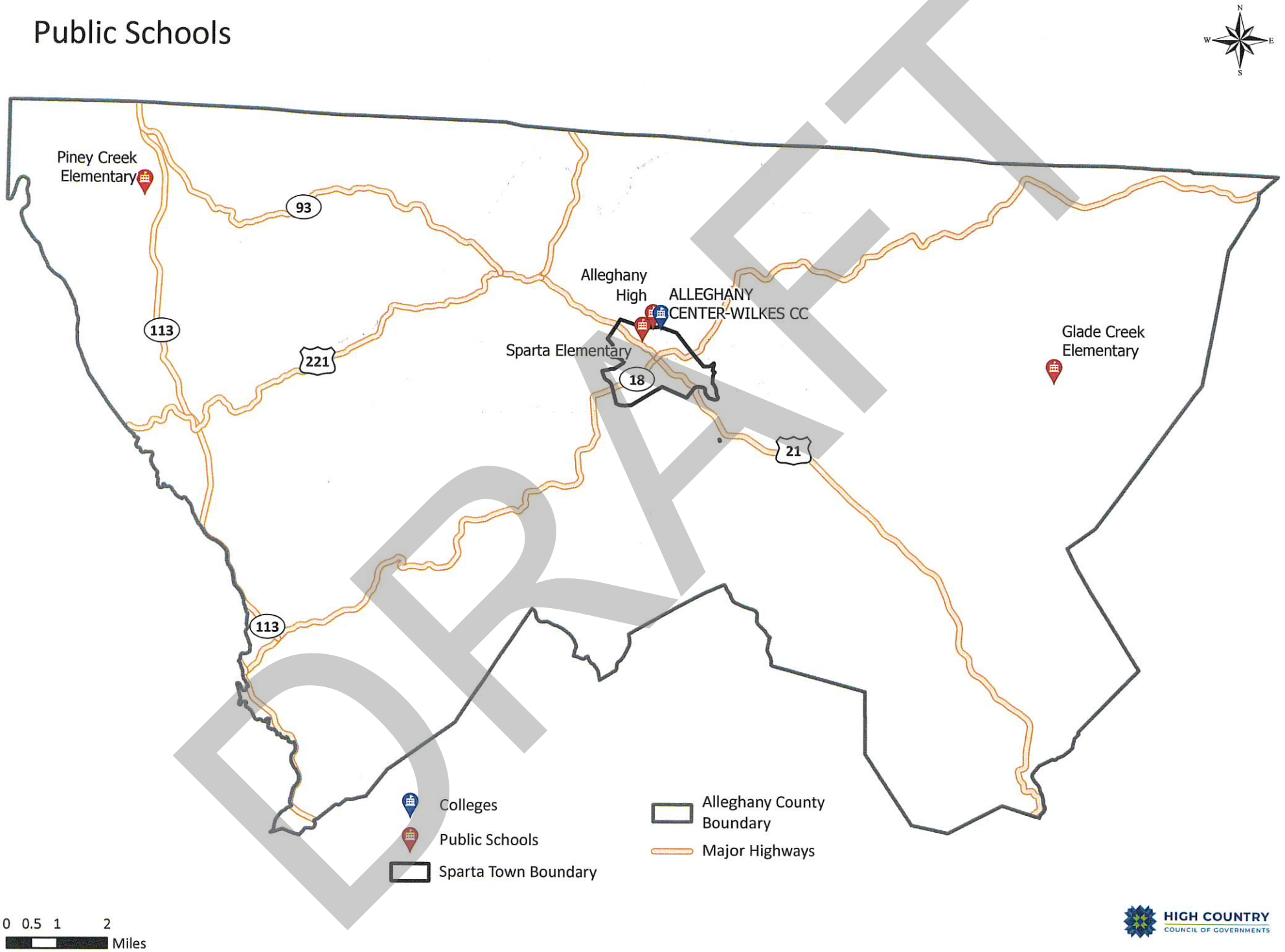
The tables below are examples of a way to provide the information. It is not necessary to provide this information in this format. It may not be possible to provide the data in the format shown below. Provide the data in a format that is reasonable. What's important is the information and not the format. Specific enrollment figures are more helpful in areas where a travel demand model is being developed/used. General information can be very helpful in areas where no travel demand model is being developed.

Year/Enrollment	Alleghany County	Elementary Age (K-8)	High School (9-12)
2004	*1,379*	*NA*	*NA*
2010	*1,500*	*NA*	*NA*
2020	*1,358*	*958*	*400*
2022	*1,323*	*914*	*409*
2030	*NA*	*NA*	*NA*
2040	*NA*	*NA*	*NA*

Public Schools:
Glade Creek Elementary, Piney Creek Elementary, Sparta Elementary, and Alleghany High School
Source: NC Department of Public Instruction – See attached school locations map.
Private Schools:
There are no private schools in Alleghany County.

A. Are there particular geographic areas within Alleghany County where school facilities or operations have been especially affected by school age population changes? Are there schools that are expected or likely to close? Are there locations identified where new schools may be constructed?
According to NC Department of Public Instruction data, Sparta Elementary and Piney Creek Elementary enrollments dropped from 2020 to 2022. However, Piney Creek School in Piney Creek has seen an increase in students in the last 3 to 4 years. Input from the

Public Schools



Steering Committee also noted school age population changes at Piney Creek Elementary. In addition, no schools are expected to close in the future and a new high school is to be constructed in the current high school parking lot at 404 Trojan Avenue.

B. Identify local, state, and national parks and recreational facilities.
Local: Alleghany County Fairgrounds, Sam Brown Park, Davis Field, Duncan Recreation Center, Veterans Park, Alleghany County Senior Center, Crouse Park, Local school facilities, and Alleghany Wellness Center Facility (private).
State: Bull Head Mountain State Park, New River State Park, Stone Mountain State Park
National: Blue Ridge Parkway, Cumberland Knob Recreation Area, Doughton Recreation Area

Source: 2019 Alleghany County Parks and Recreation Comprehensive Plan

C. Are there any new parks and recreational facility locations planned?
Splashpad at Duncan Recreation Center, Fairground Improvements, and upgrades to existing facilities.

Source: 2019 Alleghany County Parks and Recreation Comprehensive Plan

D. List community centers, performing arts centers, libraries, and museums.
Alleghany Zoo, Alleghany County Public Library, Alleghany Historical Museum, Alleghany Senior Services, Crouse Park, Alleghany County Fairgrounds.

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5. Public Safety/Emergency Response

Why important?	Transportation infrastructure is a key component for emergency response. It also contributes to public safety impacts, including vehicular (vehicular or bicycle and pedestrian crashes) and non-vehicular (crime).

Potential Data Source(s)	***Ped Data:*** http://www.pedbikeinfo.org/pbcat/index.cfm http://www.ncdot.gov/bikeped/researchreports/; http://www.pedbikeinfo.org/pbcat/_ped.cfm ***Bike Data:*** http://www.pedbikeinfo.org/pbcat/_bicycle.cfm
Other Source(s)	Local engineering department, police/sheriff's office NCDOT Division of Bicycle and Pedestrian Transportation, NCDOT Transportation Mobility and Safety, local media, bicyclist organizations, pedestrian advocates, recent project level Community Impact Assessment reports

A. Identify any areas with high crime incidents that are relevant to the transportation plan.
According to Alleghany Emergency Management, there are no specific areas with high crime incidents.

B. Are the areas within Alleghany County with high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use?
According to NCDOT bicycle and pedestrian crash data, 5 pedestrian crashes occurred on Main Street in the Town of Sparta between 2009 and 2019. There were also 2 pedestrian crashes south of Sparta on NC 18 from 2010-2021 with the 2021 crash resulting in a fatality.

C. Are there locations within Alleghany County with high medical response calls? (nursing homes, retirement communities, summer camps, etc.)
Two nursing homes - Genesis - Alleghany Center and The Landings at Chesnut Grove as well as YMCA summer camp, Camp Cheerio.

D. Are there places in Alleghany County with known issues (isolation, access, etc.) with emergency response or evacuation?
According to Alleghany Emergency Management, some areas will have challenging roads but nothing poses any abnormal challenges.

6. Economic Conditions

Why important?	The local economy is the lifeblood of the community. Without access to jobs, communities may fade away. *Note: In the sections below, the difference between "three major employment centers" and "which three companies" is that the first is asking about locations while the second about specific employers who may or may not have multiple locations. Using Wake CTP Study Area as an example, major employment centers would be the Cary-Morrisville area, downtown Raleigh and Capital Blvd north of Raleigh, while the three largest employers may be the state, Wake County schools and WakeMed. Thus two of the largest employers are not major players in any of the major employment centers while the state is concentrated in the downtown center, but is otherwise scattered.*

Potential Data Source(s)	**Industry Category:** http://accessnc.commerce.state.nc.us/EDIS/demographics.html **Top three employers:** http://accessnc.commerce.state.nc.us/EDIS/business.html (Note: employment data is reported by company by range of employees, not the specific number of employees)
Other Source(s)	Economic development office or agency (chamber of commerce), local planner, town/county/city manager, economic development plan, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

A. What are the major employment centers in Alleghany County (note the number of jobs if available)?
It appears that there is no major employment center in the county other than the Town of Sparta.

B. Which industry categories and companies employ the most people? (provide available employment data for each)?
1) Manufacturing – 678 workers
2) Agriculture, Forestry, Fishing and Hunting - 455 workers
3) Health Care and Social Assistance – 433 workers
Source: JobsEQ, High Country Workforce Development Board

C. Which industries/companies have produced the most new jobs over the last ten years?
Regional sectors with the best job growth (or most moderate job losses) over the last 10 years are Manufacturing (+175 jobs), Transportation and Warehousing (+118), and Arts, Entertainment, and Recreation (+65).
Source: JobsEQ, High Country Workforce Development Board

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D. How many jobs are expected in the next 10 years? 20 years? What type of jobs?
Over the next 10 years, employment in Alleghany County, North Carolina is projected to contract by 26 jobs. The fastest growing sector in the region is expected to be Accommodation and Food Services with a +1.1% year-over-year rate of growth. The strongest forecast by number of jobs over this period is expected for Health Care and Social Assistance (+42 jobs), Accommodation and Food Services (+29), and Arts, Entertainment, and Recreation (+16).
Source: JobsEQ, High Country Workforce Development Board

E. Are these jobs expected to be in the existing major employment centers or in other areas?
It appears that the expected job growth for the most part will be in and around the Town of Sparta due to the type of job sectors (accommodation, food service, health care, and arts and entertainment) expected to have the strongest growth forecast as identified in the previous question.

7. Development Goals

Why important?	Understanding local development vision and goals is necessary to assess and plan future transportation and other infrastructure. This information is also significant for assessing cumulative human and natural environment effects during planning activities.

Potential Data Source(s)	Local future land use GIS layers, if available
Other Source(s)	Local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, economic development office, economic development plan, chamber of commerce, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major target areas for residential development.
According to the 2000 Alleghany County and Town of Sparta Land Development Plan, higher residential development will occur within the corporate limits of the Town of Sparta, medium residential development will occur outside of Sparta corporate limits, and lower density residential development will occur further out from the medium density residential development areas. Lower density residential development will occur throughout Alleghany County.

B. Identify major target areas for employment centers.
There are no major target areas for employment centers.

C. Identify major target areas for commercial development.
There are no major target areas for commercial development.

D. Will development density be higher, lower or about the same as existing development?
Development density is anticipated to be higher.

E. Will the proximity of housing to jobs, shopping and services be more, less or about the same as existing development?
About the same or less than existing development.

F. What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area?

The 2012 Alleghany County Comprehensive Transportation Plan

8. Farming Operations

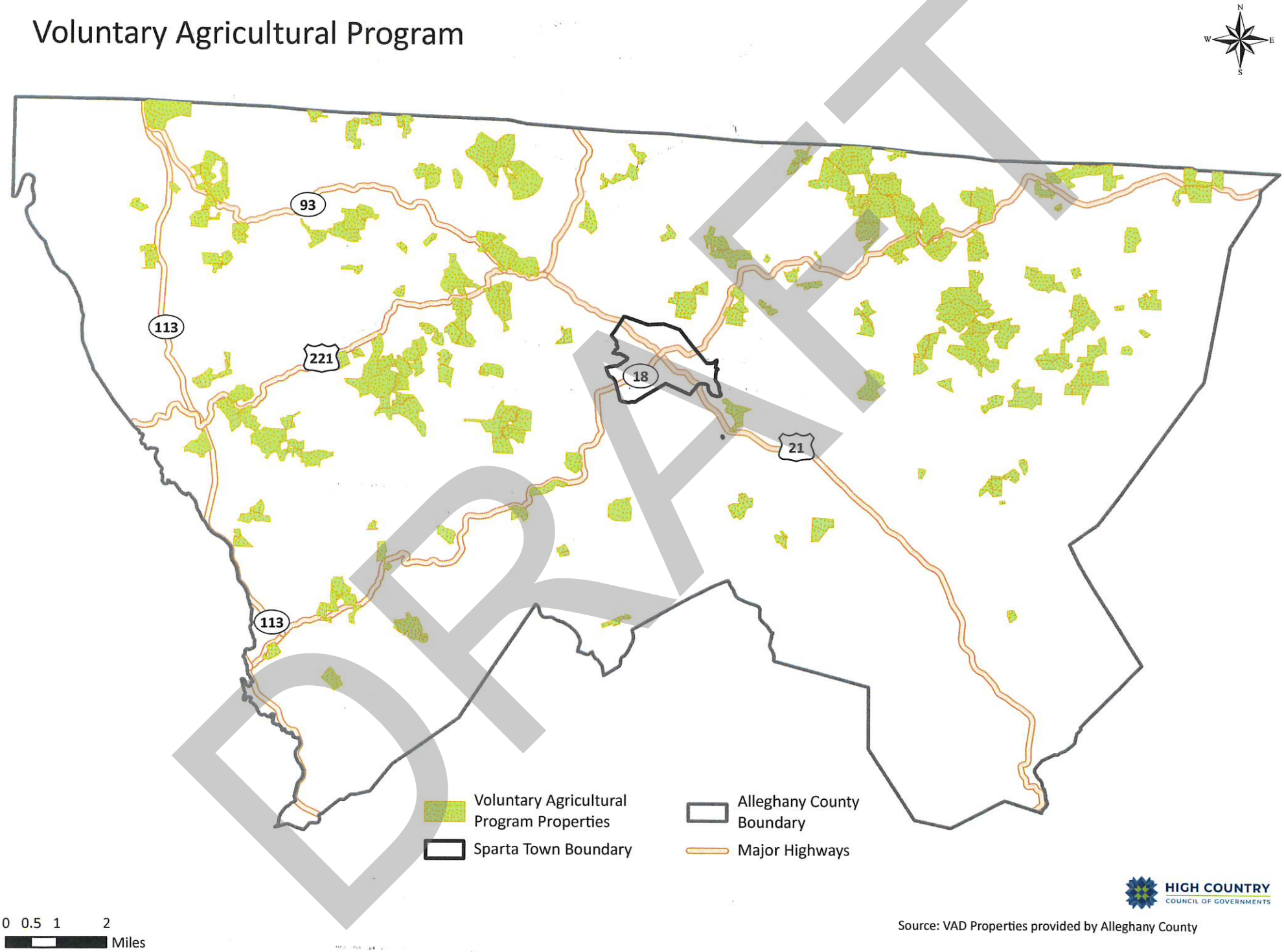
Why important?	Agriculture remains an important industry in North Carolina. North Carolina ranks 7th in the United States in farm profits. It is a very important contributor to the economic health of North Carolina, particularly for rural areas. The sector adds $70 billion annually to the State's economy, accounting for 18% of the State's income and employing 17% of its workforce.

Potential Data Source(s)	***http://srsfia2.fs.fed.us/states/north_carolina.shtml*** ***Farms***: *http://www.ncagr.gov/stats/codata/index.htm* ***Timber***: *pages 18-19 of report (http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf)*
Other Source(s)	County Soil & Water Conservation office, NC Farm Bureau, local Farm Bureau office, NC Department of Agriculture, recent project level Community Impact reports

A. List roads that are known to be impacted by farming equipment or timber trucks.
"All roads especially secondary in the county carry farming equipment. Most logging trucks wind up on 21 going both north and south, and NC 18 south towards Wilkesboro." "93 (terrible due to low soft shoulders and the road seems barely wide enough for two cars), 221, 21, Glade Creek School Road, Bledsoe Creek Road, bypass (location of caution light and stop sign is problematic). Honestly any road where a Christmas tree loading yard is located."

B. Are any farms given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?
Data Source: VAD Properties provided by Alleghany County. See attached VAD map.

Voluntary Agricultural Program



Source: VAD Properties provided by Alleghany County

9. Natural Resources

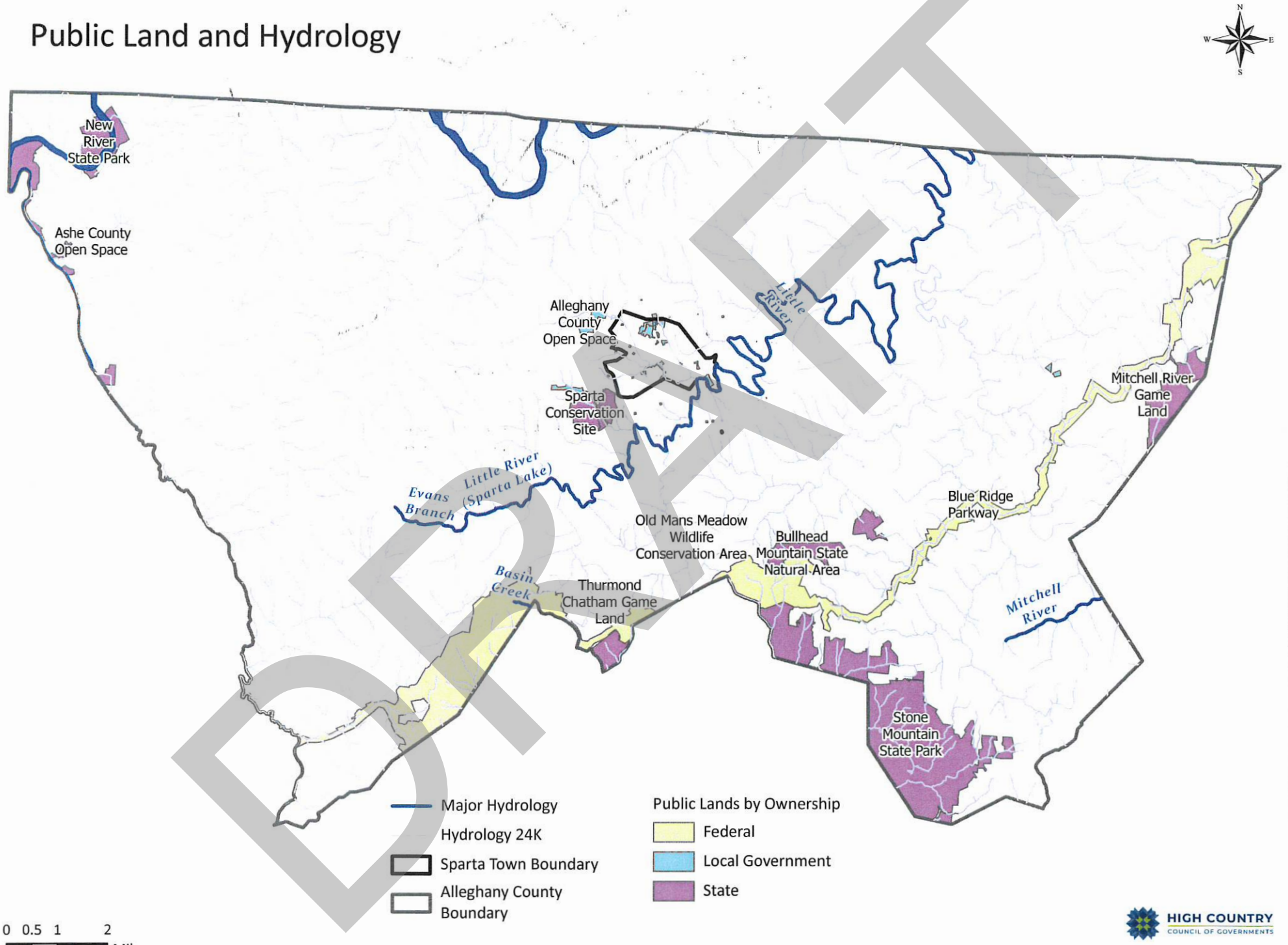
Why important?	Natural resources are part of the community character and fabric, and in many cases are important components of the economy, especially in the context of recreational and tourism activities. Natural resources have socio-economic value and natural resource data is important so that it can be considered throughout the CTP process, including for indirect and cumulative effects studies.

Potential Data Source(s)	Environmental Features Map (developed as part of the CTP study), Local land use GIS layers (if available) , *DENR's Conservation Planning Tool:* *http://portal.ncdenr.org/web/nhp/gis-download* NC Wildlife Resource Commission's NC Green Growth Toolbox: *http://www.ncwildlife.org/Conserving/Programs/GreenGrowthToolbox.aspx,*
Other Source(s)	Land use/land development plan, comprehensive plan, local planner, town/county/city manager, North Carolina Natural Heritage Program, recent project level Community Impact Assessment and/or Indirect & Cumulative Effects reports

A. Locate and describe any community identified natural areas, waters, and resources or other valued environmental areas or resources. Please also describe why the resource is important to the community.
See attached Public Lands and Hydrology map.
"New River and Little River, for its fishing and kayaking/canoeing activities. The Blue Ridge Parkway and surrounding areas like Doughton Park for its tourism." County hunting areas were also mentioned as an important community resource.

"Bledsoe Creek (runs through fairgrounds, veterans park) - heavily polluted based on reports we've seen . . .also stocked with trout (I believe). I have hopes for a greenway at some point along this route. New River, Blue Ridge Parkway, Veterans Park, Crouse Park (has a small stream that is heavily used), Lions Club (above the high school - has disc golf and Sam Brown Park (hiking/natural area)."

Public Land and Hydrology



10.Transportation Choices

Why important?	Transportation choice has been identified by increasing numbers of communities, groups, and stakeholders as important to a community's livability and quality of life. It is important to document this as part of community understanding because it is a critical component of long range transportation planning.

Potential Data Source(s)	Local transportation GIS layers, if available
Other Source(s)	Local transportation planner(s), local transportation plans (particularly if they include a bicycle component), local planner(s), land use/land development plan, comprehensive plan, town/county/city manager, recent project level Community Impact Assessment, and/or Indirect & Cumulative Effects reports

A. Identify major existing and proposed bicycle and pedestrian destinations. Identify major existing and proposed transit (bus and/or rail) destinations.

Bicycle and Pedestrian Destinations: Bicycle destinations primarily include the Town of Sparta and the Blue Ridge Parkway. The top pedestrian destinations in Alleghany County is the Town of Sparta.

Transit Destinations: Alleghany County does not have any major hospitals or dialysis facilities, so most trips are out of the county for medical appointments and are as follows:

- Winston Salem – Forsyth County
- Elkin – Surry and Wilkes County
- Wilkesboro – Wilkes County
- Jefferson - Ashe County
- Yadkinville – Yadkin County
- Kernersville – Forsyth County
- Mt. Airy – Surry County
- Charlotte – Mecklenburg County
- Concord – Cabarrus County
- Greensboro – Guilford County

B. Identify major existing and proposed freight corridors and destinations.
According to NCDOT resources, there are no NCDOT designated freight corridors in Alleghany County. US 21 South is the primary route for freight coming and going in Alleghany County. US 221, NC 18 (north and south) and NC 93 to a lesser degree, but still a large number of trucks. US 221 in Sparta is a main destination.

11. Seasonal Traffic and Special Events

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

A. List major attractions or events (example: sporting events, festivals, tourism destinations/ attractions).
NC Fried Apple Festival, Music on Main, Alleghany Fiddler's Convention, Highway 21 Road Market, Alleghany Agricultural Fair, Thistle Meadow Wine Festival, VFW Veteran's Breakfast and Auxiliary Fish Fry, Tour De Mountains, Contra Dance, Alleghany Jubilee Music and Dancing, Special Olympics of Alleghany (5 K Polar Plunge), Master Quilt Display, Muddy Creek Music/Open mic, and Grace Kitchen Community Meal

B. List areas and routes that experience higher seasonal Traffic
US 21, NC 18, and downtown Sparta

Table of Contents

SOCIO-ECONOMIC DATA FORECAST AND METHODOLOGY

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

→ Population Trend and Projection

→ Employment Trend and Projection

→ Land Use

Travel demand was projected from 2022 to 2050 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 2022. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2022 Town of Sparta Land Use Plan and the 2024 Alleghany County Strategic Plan were used and is shown in **Figures 1, 2,** and **3**.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, employment projections and land use trends to determine the needs in the future transportation system in 2050. This data was endorsed by the Alleghany County Commissioners on August 5, 2024 and the Town of Sparta on August 6, 2024.

Population Trends and Projection

Data from the Office of State Budget and Management (OSBM) and Census Population for 1990, 2000, 2010, 2019, and 2020 were used to estimate population trends. The base year population data is consistent with other sources such as the Alleghany County 2024 Strategic Plan. The 2050 population was projected by analyzing available data and a reasonable assumption growth rate of 0.5% was used to calculate the total projected future year population in 2050 of 11,453 people.

Table 1 – Population Trends and Projections

Year	Population Alleghany County	Population North Carolina***
1990	9,590	6,632,448
2000	10,677	8,081,986
2010	11,155	9,571,007
2020	10,883	10,439,539
2022	11,324	10,702,014
2050	11,453**	14,170,486

County Estimates (North Carolina Office of State Budget and Management)
Population Overview | NC OSBM accessed 7/25/24

Population and Housing — NC OSBM

**https://d4.nccommerce.com/LausSelection.aspx* accessed 3/20/2020
***https://www.nccommerce.com/about-us/divisions-programs/labor-economic-analysis-division accessed 6/25/2020*

**** County/State Population Projections | NC OSBM*

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 2024 Alleghany County Strategic Plan was used to meet this requirement.

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

Residential:

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

Commercial:

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

Industrial:

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

Public:

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

Agricultural:

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

Mixed Use:

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

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 determine the location and type of proposed transportation improvements.

Most growth in Alleghany County is expected to occur in the vicinity of Sparta, Glade, Piney Creek, and along the US 221 corridor.

- A Traffic Impact Analysis (TIA) was completed during the CTP process by the Municipal and School Transportation Assistance (MSTA) in the Traffic Management Unit for the new school. NCDOT's goals are to make our transportation network safer, move people and goods more efficiently and make our infrastructure last longer. The recommendations and findings of this report should not be thought of as mandates for action. It is and will be the responsibility of the Alleghany School District to implement and/or construct any of the recommendations located within their property boundaries. Any recommendations or improvements located within the Department of Transportation roadway right-of-way will re uire the consultation of the Division Engineer.

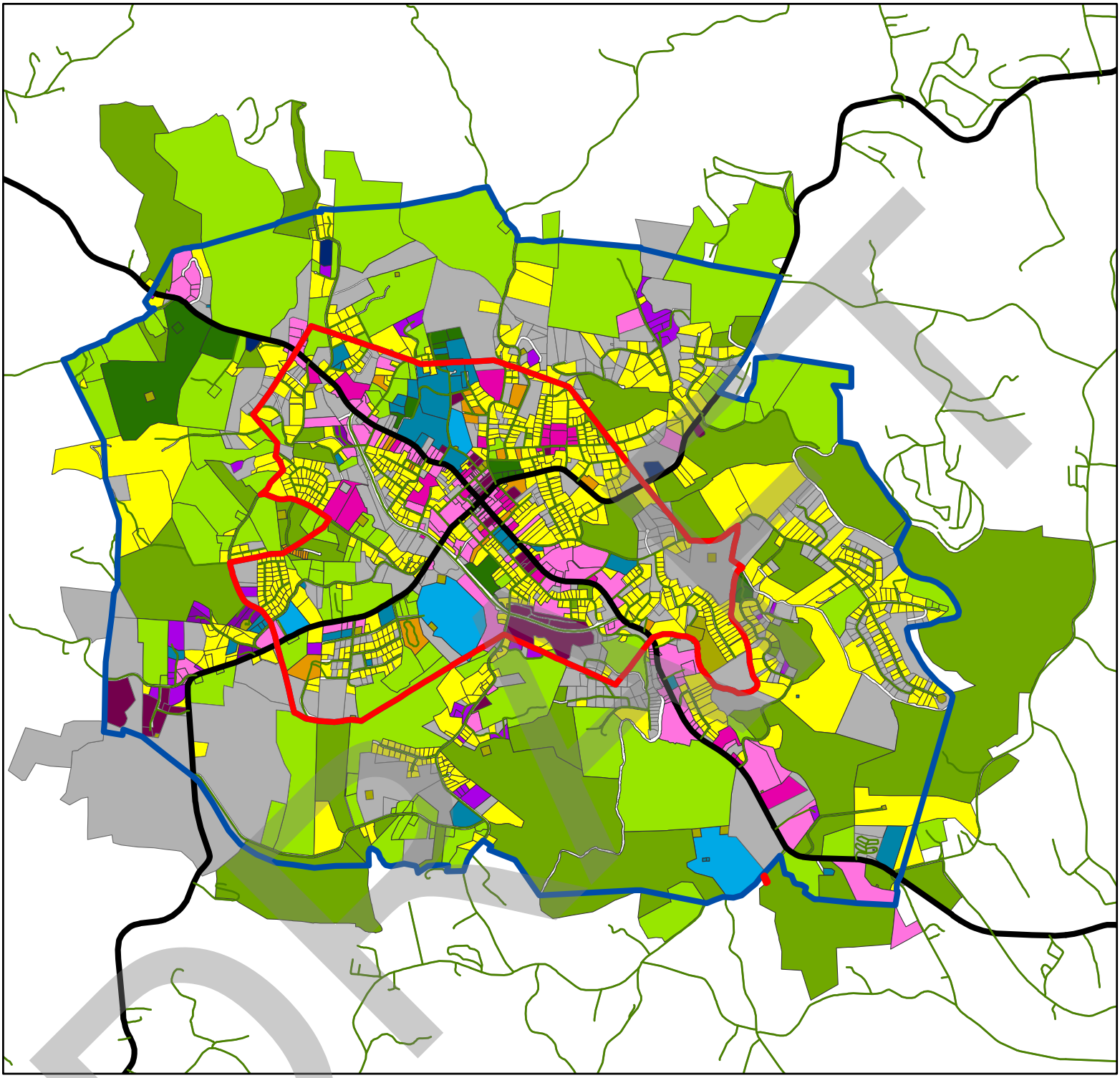


Figure 1

Town of Sparta Land Use

- Agriculture
- Agriculture/Residential
- Commercial
- Executive/Office
- Government
- Industrial
- Institutional
- Mixed Use
- Mobile Home
- Mobile Home Park
- Multi-Family Residential
- Recreation
- Single-Family Residential
- Utilities
- Vacant/Undeveloped
- Town Limits
- ETJ

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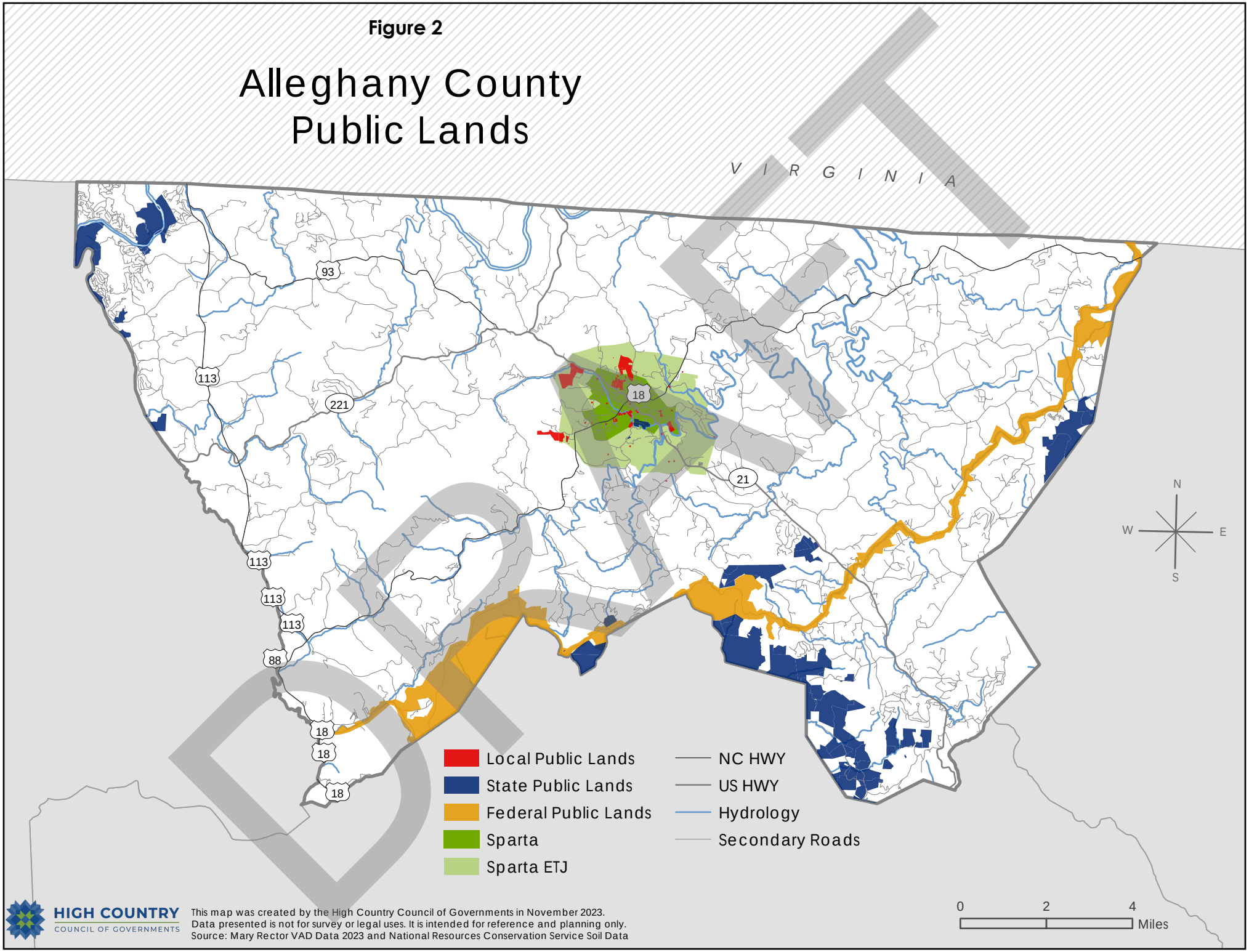
HIGH COUNTRY
COUNCIL OF GOVERNMENTS

This map is not for survey, legal or excavation uses. It is intended for display, reference and planning purposes only.

0 1 2 Miles

Figure 2

Alleghany County Public Lands

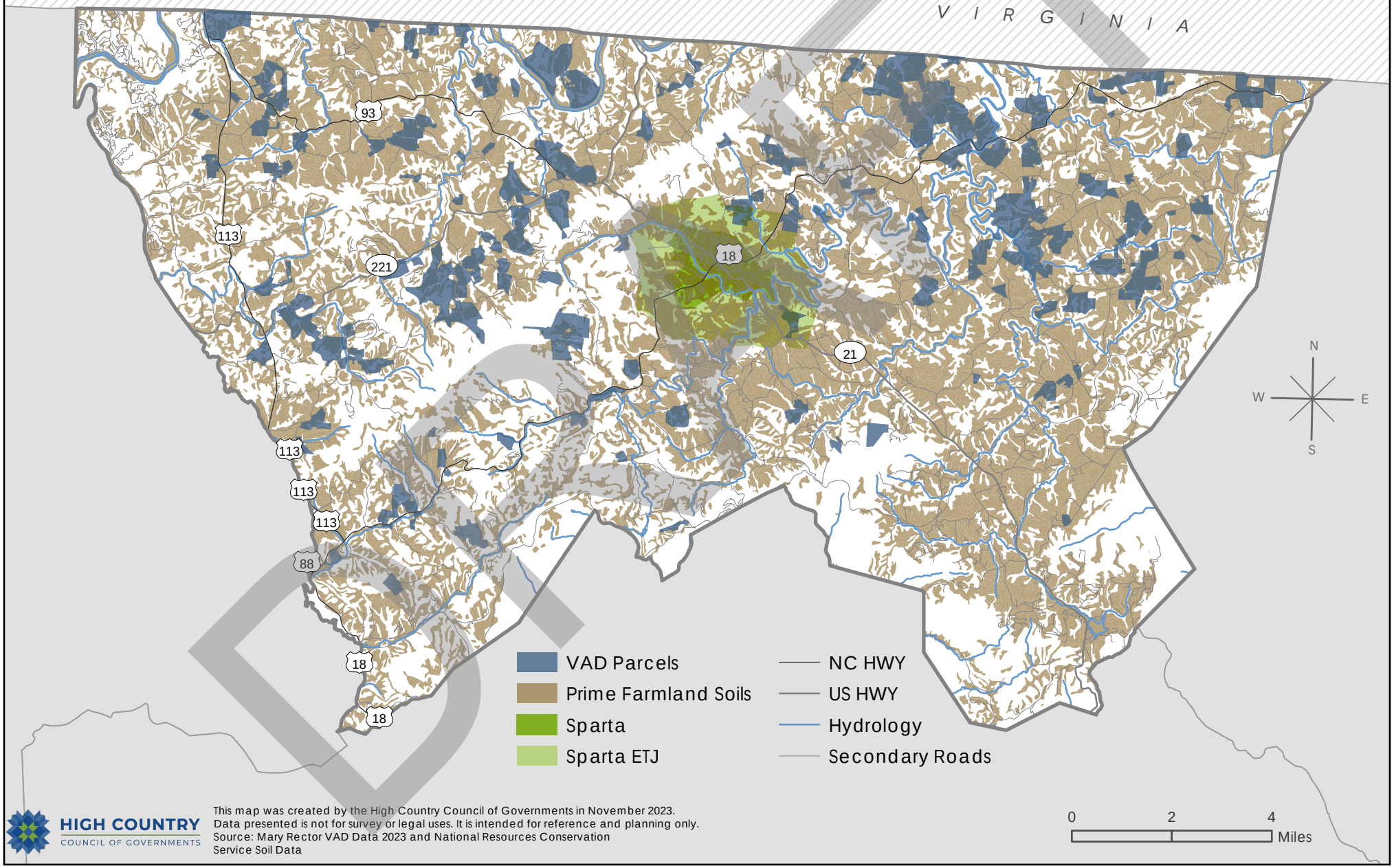


HIGH COUNTRY COUNCIL OF GOVERNMENTS

This map was created by the High Country Council of Governments in November 2023.
Data presented is not for survey or legal uses. It is intended for reference and planning only.
Source: Mary Rector VAD Data 2023 and National Resources Conservation Service Soil Data

Figure 3

Alleghany County
VAD Parcels and Prime Farmland



HIGH COUNTRY COUNCIL OF GOVERNMENTS

This map was created by the High Country Council of Governments in November 2023.
Data presented is not for survey or legal uses. It is intended for reference and planning only.
Source: Mary Rector VAD Data 2023 and National Resources Conservation Service Soil Data

Employment

Future employment conditions within Alleghany County were obtained from Data Axel (formerly Info USA) and presented to the CTP steering committee for input and discussions. Any anticipated heavy demand on the future transportation system as a result of these proposals were accounted for in projected traffic volumes. A reasonable assumption growth rate of 0.5% was used to calculate the total projected employment in 2050 is 5,407.

Table 2 – Alleghany County Employment and Population to Employment

Year	Alleghany County Population	Alleghany County Employed*	Employed/Population Ratio
1990	9,590	5,358	0.56
2000	10,677	3,314	0.31
2010	9,409	5,745	0.61
2020	10,909	3,059	0.28
2022	11,324	4,702***	0.41
2050	11,453	5,407***	0.47

www.bls.gov/lau/
Accessed on February, 2024
**Extrapolated by NCDOT using ratio
*Employment and Income (LINC) — NC OSBM
***Data Axel- Statewide Model

TRANSPORTATION PLANNING ANALYSIS DATA

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

Bridge Deficiency Assessment

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

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Thirty-two (32) deficient bridges were identified on roads evaluated as part of the CTP and illustrated in **Figure 4**. Of these, 3 are scheduled for replacement in the 2024 – 2033 STIP. Additionally, none occurred along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendations and cross sections associated with the recommendations.

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

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

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

Table 3 – Bridge Deficiency Data

County	Bridge ID	Feature	Condition	CTP Projects
ALLEGHANY	5	LITTLE RIVER	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	13	NC18	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	19	US21	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	24	UT TO NEW RIVER	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	28	BRUSH CREEK BLUE RIDGE PKWY	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	30	LITTLE RIVER	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	36	BRUSH CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	50	NC18	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	51	UT TO NEW RIVER	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	62	CRAB CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	79	PANTHERS CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	81	POTATO CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	82	BRUSH CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	97	LITTLE RIVER	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	109	UT TO GLADE CREEK	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	117	MEADOW FORK CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	122	BIG PINE CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	133	LITTLE RIVER	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	141	LITTLE RIVER	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	145	LITTLE RIVER	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	153	CRAB FORK CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	167	WATERFALLS CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	186	PRATHER CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	188	LAUREL BRANCH	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	255	UT TO LITTLE RIVER	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	271	UT TO GLADE CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	277	SR1130	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	303	BIG SANDY CREEK	FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	304	STONE MOUNTAIN CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	305	UT TO STONE MTN. CREEK	STRUCTURALLY DEFICIENT FUNCTIONALLY OBSOLETE	N/A
ALLEGHANY	306	STONE MOUNTAIN CREEK	STRUCTURALLY DEFICIENT	N/A
ALLEGHANY	307	STONE MOUNTAIN CREEK	STRUCTURALLY DEFICIENT	N/A

Figure 4

BRIDGE DEFICIENCIES

ALLEGHANY COUNTY

CTP Analysis and Information

Bridge Features

- Deficient Bridge
- Bridge
- Other Structure

Other Features

- Study Road
- MPO Boundary
- High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

Sheet 1 of 1

Base map date: September 21, 2023

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Planning Level Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The Traffic Safety Unit within NCDOT's Transportation Mobility and Safety Unit publishes many datasets related to traffic safety. One dataset used as a reference for the development of this CTP is planning level crash data grouped by Intersection and segments. This dataset identifies locations that have experienced 5 or more crashes within the most recent five-year period. The locations in Alleghany County Area which occurred between January 1, 2018, and December 31, 2022, are shown on **Figure 5**. The CTP Steering Committee reviewed Figure 5 and commented that Alleghany County has a low crash history with most incidents along US 21 TRK (Sparta Parkway) which should be alleviated with the recent improvements along this corridor. During the public involvement process, two additional intersections were identified during the development of this CTP and recommended for improvements:

- US 21 TRK (Sparta Parkway)/NC 18 Intersection
- US 21 TRK (Sparta Parkway)/Grandview Drive (SR 1172) Intersection
- US 221/NC 113 Intersection

Since safety concerns often need more immediate addressing than long-range projects identified during a CTP, all public comments concerning safety received during the development of the CTP were shared with NCDOT Division 11. Division 11 (insert description from Division) about how the Division handles safety concerns shared with them).

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

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

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

.

Figure 5

PLANNING LEVEL CRASH LOCATIONS

ALLEGHANY COUNTY

CTP Analysis and Information

Planning Level Crash Features
(January 2018 - December 2022)

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

Other Features

Roadway

High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of 2

Base map date: September 21, 2023

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Figure 5

PLANNING LEVEL CRASH LOCATIONS

TOWN OF SPARTA
ALLEGHANY COUNTY

CTP Analysis and Information

Planning Level Crash Features
(January 2018 - December 2022)

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

Other Features

Roadway

High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 2 of 2

Base map date: September 21, 2023

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Table 4 – Planning Level Crash Data

Road A	Road B	Number of Crashes	Municipality/County
US 21	TROJAN AVE	6	SPARTA
US 21TRK	NC 18	16	SPARTA
US 21	DOUGHTON ST	7	SPARTA
US 21	CHEEK ST	7	SPARTA
US 21	NC 18	7	SPARTA
US 221	NC 113	7	ALLEGHANY
US 21	KEMP ST	6	ALLEGHANY

Consideration of Natural and Human Environment

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

In the Interagency Coordination appendix, the long-range transportation planning process introduces proposals and recommendations to the environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination follows an Interagency Coordination Protocol described in that section.

Environmental Features

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 Alleghany County are shown in **Figure 6** and are shown in **bold** text in the table below.

Table 5 – Environmental Features

- 24k Hydro Lines
- **303D Streams**
- Airport Boundaries
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- **Benthic Habitat**
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- **Critical Habitat for Threatened andEndangered Species**
- Emergency Operation Centers
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points &polygons)**
- **Hazardous Waste Facilities**
- **High Quality Waters and OutstandingResource Water Management**
- **Historic Resources – National Register andDetermined Eligible**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- NC-CREWS: N.C. Coastal Region Evaluationof Wetland Significance
- NCDOT Maintained Mitigation Sites
- Railroads (1:24,000)
- Recreation Projects - Land and Water Conservation Fund
- Regional Trails
- Sanitary Sewer Systems - Treatment Plants
- **Schools (Public & Non-Public)**
- Significant Natural Heritage Areas
- State Natural and Scenic Rivers
- State Parks
- **Target Local Watersheds - EEP**
- **Trout Streams (DWQ)**
- Trout Waters WRC (arcs & polygons)
- Unique Wetlands
- **Water Distribution Systems –Tanks & Treatment**

(points and polygons)

- **Hospitals**
- Hydrography - 1:24,000-scale (polygons)
- **Landscape Habitat Indicator Guilds (LHIGs)Managed Areas**

Plants

- **Water Supply Watersheds**

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

Figure 6

ENVIRONMENTAL FEATURES

Additional Environmental Features

ALLEGHANY COUNTY

CTP Analysis and Information

Additional Environmental Features Legend

- Historic Resources - National Register and Determined Eligible (points)
- Sanitary Sewer System - Discharges
- Sanitary Sewer System - Pump
- Sanitary Sewer System - Land Application Area
- WaterPipes
- Sanitary Sewer System - Pipe
- Geologic Features - Faults
- Geologic Features - Dikes
- Historic Resources - Local District Boundaries
- Historic Resources - Other Categories

Geology

- Intrusive Rocks
- Metamorphic Rocks; Metamorphic rocks
- Sedimentary Rocks
- Sedimentary and Metamorphic Rocks
- Surficial deposits
- Sanitary Sewer System - Treatment Plant

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet **1** of **7**

Base map date: September 21, 2023

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Figure 7

ENVIRONMENTAL FEATURES

ALLEGHANY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

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

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

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 2 of 7

Base map date: September 21, 2023

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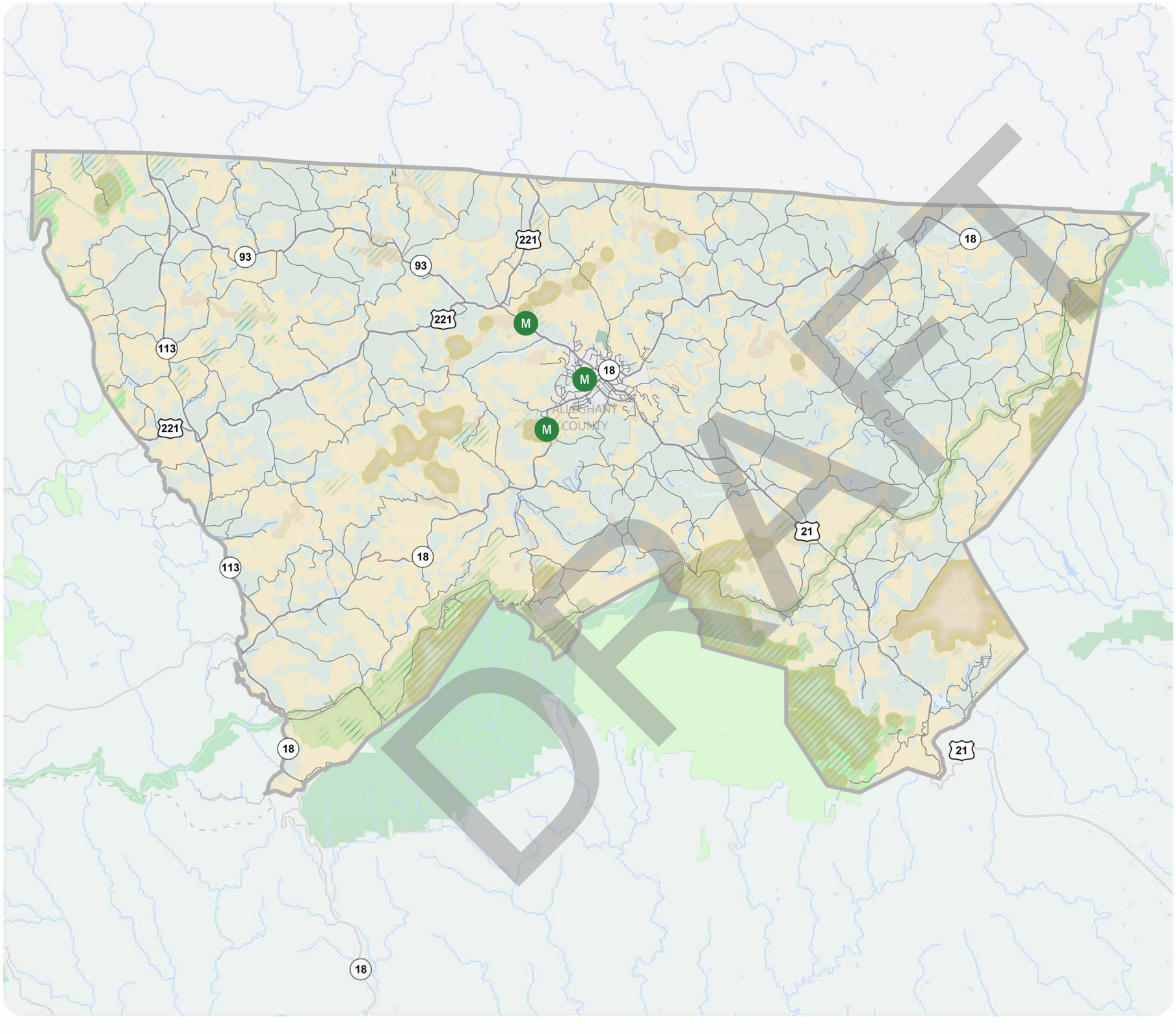

Figure 6

ENVIRONMENTAL FEATURES

ALLEGHANY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

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

Full report at:
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N

0 0.5 1 2 3 4 Miles

Sheet 3 of 7

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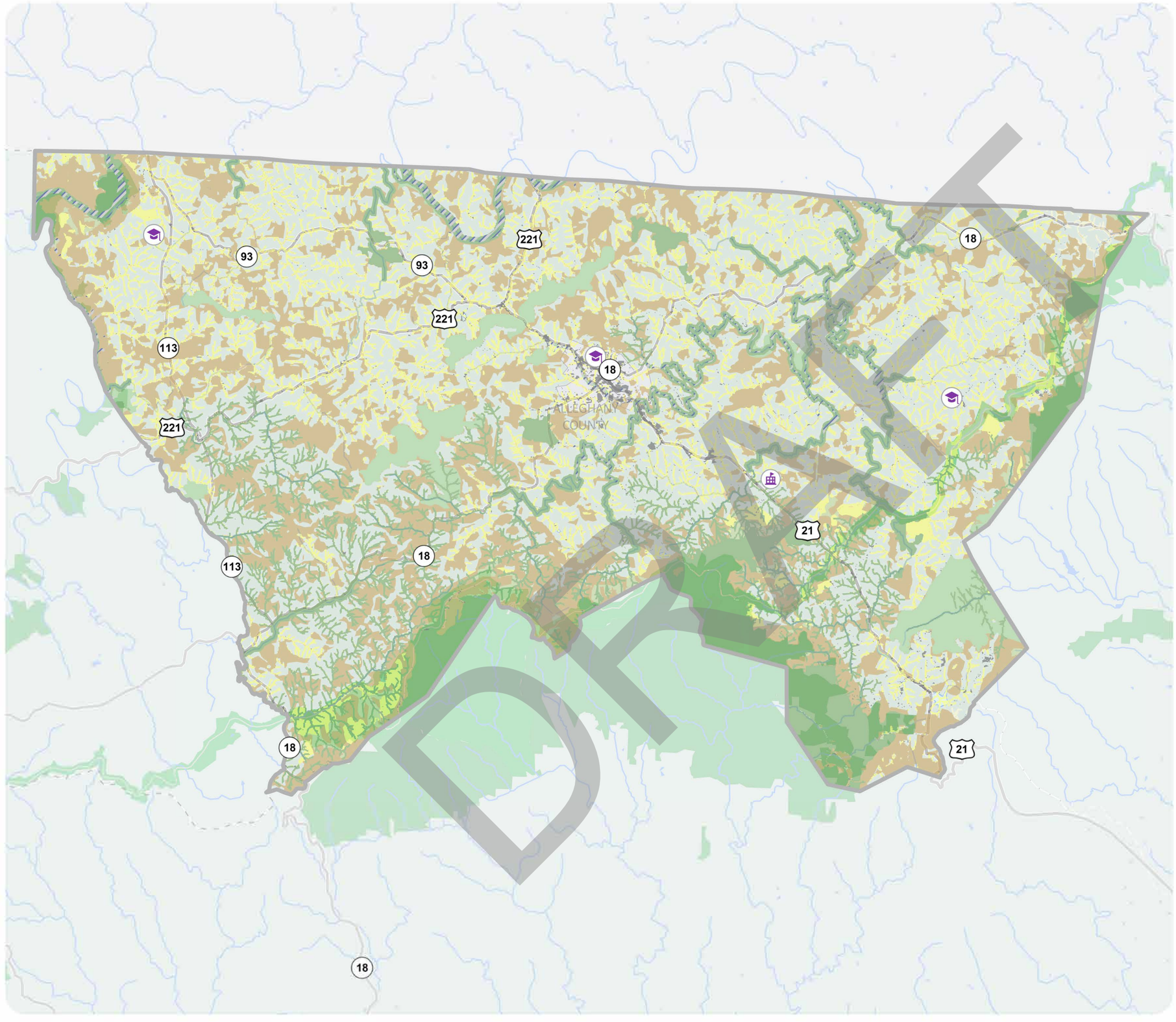
Figure 6

ENVIRONMENTAL FEATURES



ALLEGHANY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

School - Colleges & Universities

COLLEGES, UNIVERSITIES, AND PROFESSIONAL SCHOOLS

Other Colleges, Universities, and Technical Schools

JUNIOR COLLEGES

School - Public

School - Private

ArtificialPath

StreamRiver

Airport Boundaries

Flood Hazard Area

Biodiversity Wildlife Habitat Assessment

- 9 - 10 (Maximum)
- 8
- 7
- 6
- 5
- 2 - 4
- 1 (Moderate)
- 0 (Unrated)
- Impervious Surface > 20%

Full report at:
https://tinyurl.com/AlleghanyCounty

N

0 0.5 1 2 3 4 Miles

Sheet 4 of **7**

Base map date: September 21, 2023

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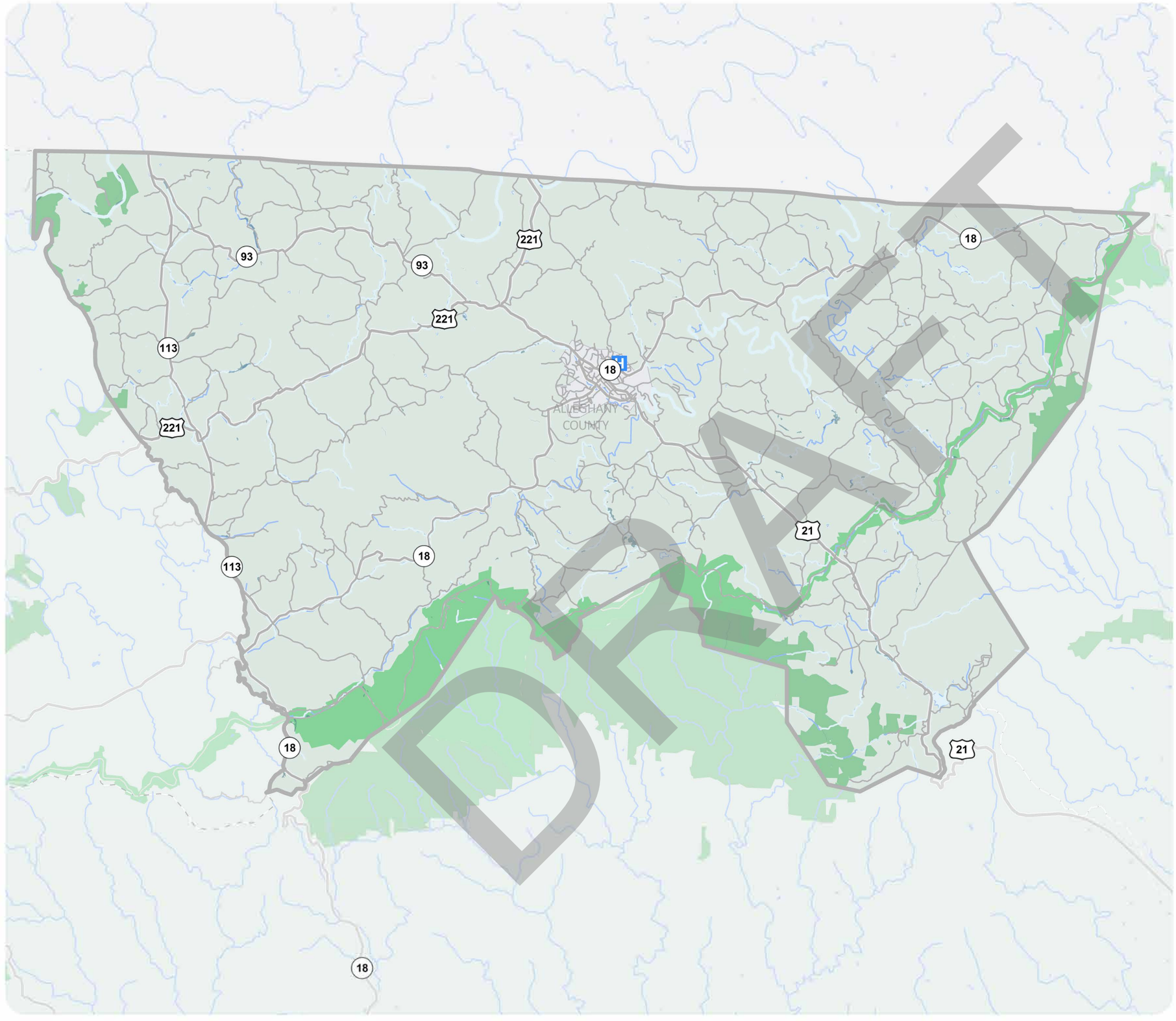
Plan Date: January 30, 2024

Figure 6

ENVIRONMENTAL FEATURES



ALLEGHANY COUNTY

CTP Analysis and Information

Primary Environmental Features Legend

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

Full report at:
https://tinyurl.com/AlleghanyCounty

N

0 0.5 1 2 3 4 Miles

Sheet 5 of 7

Base map date: September 21, 2023

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Figure 6

ENVIRONMENTAL FEATURES

ALLEGHANY COUNTY

CTP Analysis and Information

Environmental Features Legend

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

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet **6** of **7**

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Figure 6

ENVIRONMENTAL FEATURES

ALLEGHANY COUNTY

CTP Analysis and Information

Environmental Features Legend

Beach & Waterfront Access

Boating Access - Public

Emergency Operation Center

Anadromous Fish Spawning Areas

Bicycle Routes

Regional Trails

Wild & Scenic Rivers

Trout Streams

FishNurseryAreas

Trout Impoundments

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 7 of 7

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Freight

N.C. Department of Transportation wants an effective, actionable Statewide Freight Plan within Comprehensive Transportation Plans that:
Set specific multimodal transportation goals, strategies and actions that will contribute to increased North Carolina jobs, improved economic competitiveness, and enhanced quality of life

Provide clear, compelling freight-specific recommendations that support the 25-year vision, strategic corridors and address the criteria in the Strategic Transportation Investments prioritization process

Offer strategies for helping elected officials, taxpayers and voters, and the public better understand the value of freight transportation investments

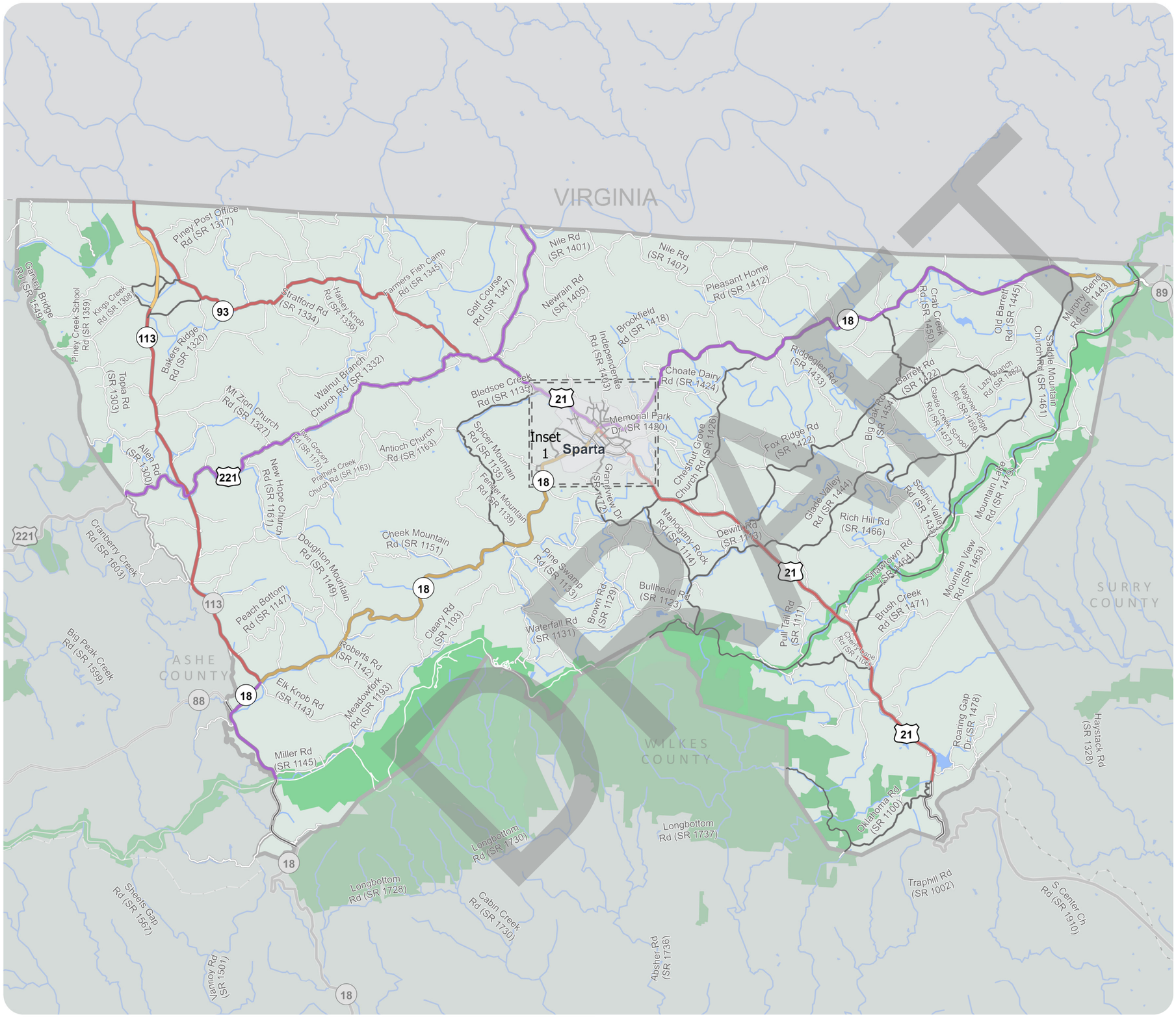
Meet FAST Act requirements and ensure that North Carolina can use its National Freight Program funds, which require states to develop comprehensive state freight plans and encourages states to establish state freight advisory committees.

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

Major generators of goods in the Alleghany County Region were identified, along with their proximity to nearby major roadways and intersection improvements, which were considered in the development of the project proposals as part of this CTP.

Based on the data, most truck freight movement used the following roadways: US 21, US 221, NC 18, and NC 93. The roadways in Alleghany County are not part of the Primary Highway Statewide Freight Plan network. The Truck Percentages Map designates:

- U.S. 21 roadway sections greater than 15% and some sections less than 10%
- N.C. 18 roadway sections less than 10% and some sections from 10% to 15%
- N.C. 113 roadway sections greater than 15% and some sections from 10%-15%
- N.C. 221 roadway sections below 10%



Truck Percentage

ALLEGHANY COUNTY

Comprehensive Transportation Plan

Truck Percentage

- Less than 10%
- 10 to 15%
- Greater than 15%
- Study Road

- School - Public
- Hospital
- Rivers and Streams
- Water Bodies
- Municipalities
- Gamelands
- State Parks
- NC National Parks

WebAddress

N

0 0.5 1 2 3 4 Miles

Sheet 1 of 1

Base map date: February 26, 2024

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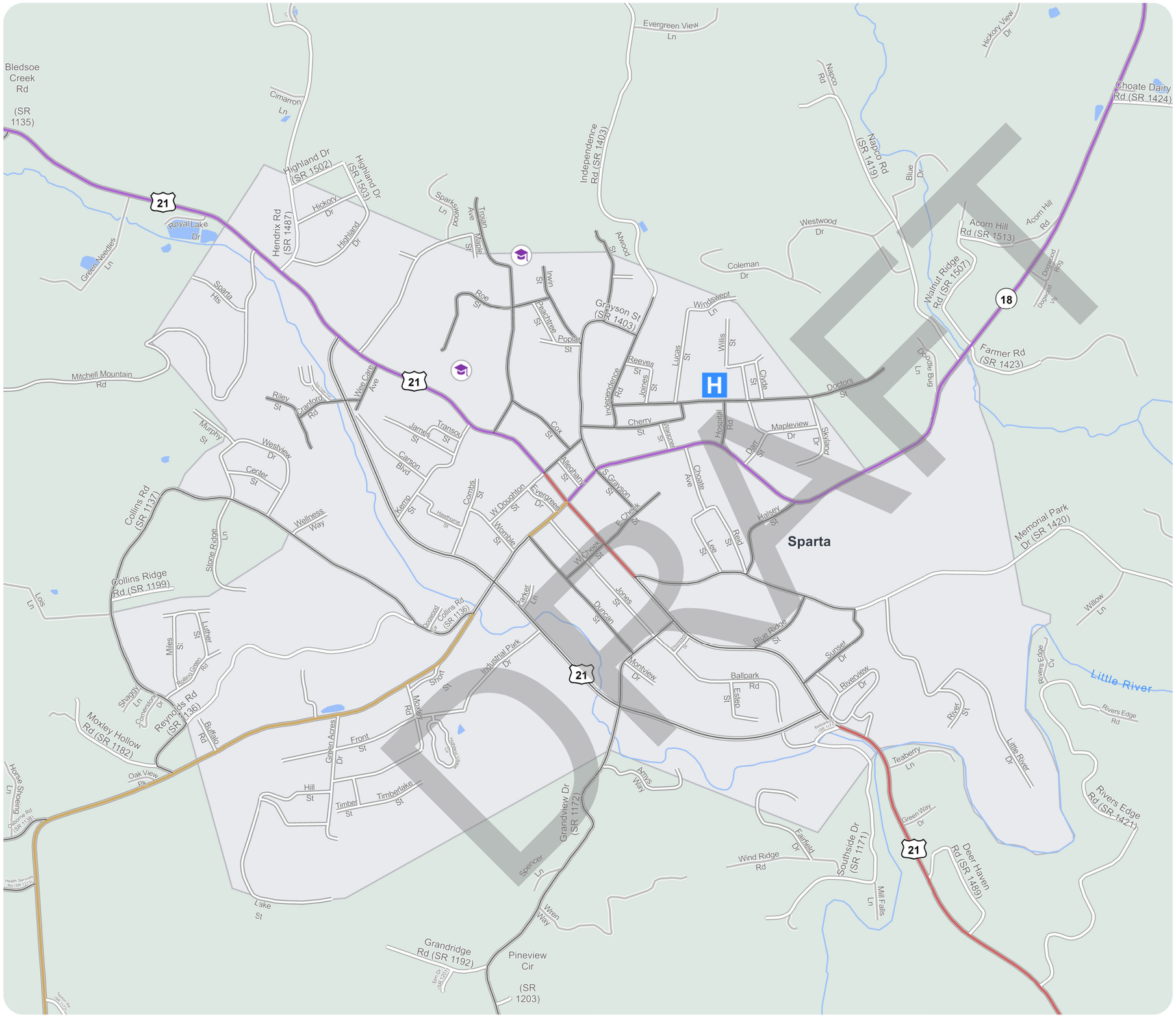
Plan Date: August 01, 2025



Truck Percentage

ALLEGHANY COUNTY

Comprehensive Transportation Plan

Truck Percentage

- Less than 10%
- 10 to 15%
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- School - Public
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- Rivers and Streams
- Water Bodies
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WebAddress

N

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 1 of 1

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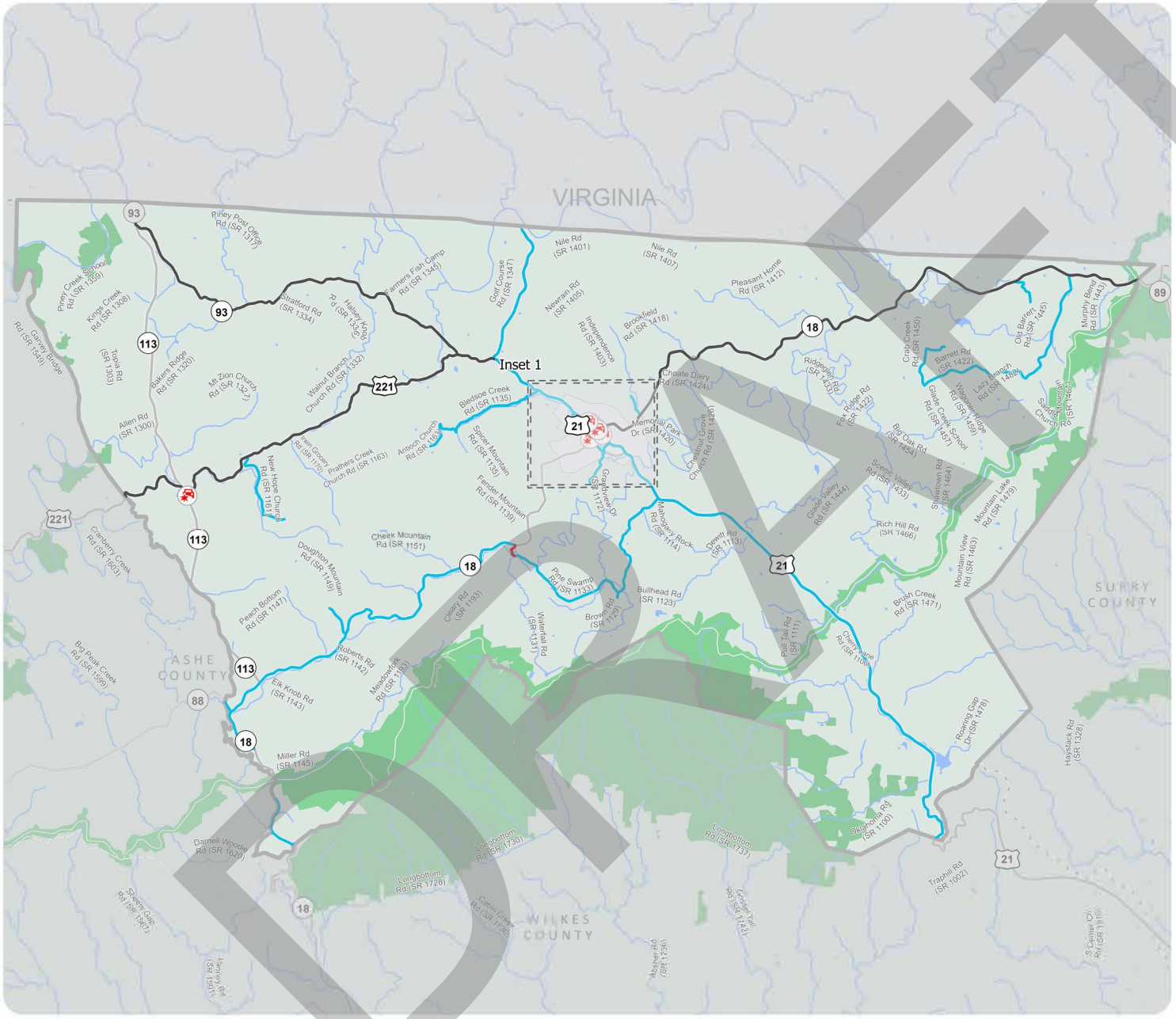

Figure 7

FREIGHT MAP

ALLEGHANY COUNTY

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
- Active Rail
- High Crash Intersection
- Study Road

NCDOT Truck Network

- Restricted
- Reasonable Access
- Unrestricted

Intermodal Truck Terminals

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

Other Features

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

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of **2**

Base map date: September 21, 2023

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Plan Date: May 14, 2025

Figure 7

FREIGHT MAP

ALLEGHANY COUNTY

CTP Analysis and Information

Freight Features

- Priority Highway Freight Network
- Active Rail
- High Crash Intersection
- Study Road

NCDOT Truck Network

- Restricted
- Reasonable Access
- Unrestricted

Intermodal Truck Terminals

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

Other Features

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

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet **2** of **2**

Base map date: September 21, 2023

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Plan Date: May 14, 2025

Resiliency

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

With Alleghany County being in a mountainous location, there are multiple resiliency challenges including flash floods, mudflows, rockslides, wildfires, and other multiple environmental factors. Some roads had unaddressed deficiencies due to being alongside cliffs or beside steep slopes. New location projects are often limited due to the terrain, so improving existing roads is often ideal. Road closings can be a big factor in certain areas therefore, improving alternate routes was important in the development of this CTP. The CTP process considered these factors along with other NCDOT initiatives, such as the recently completed NCDOT Resilience Improvement Plan (or RIP) to make a vulnerability assessment of the transportation system. This is achieved by using existing NCDOT data and tools to identify and analy e vulnerabilities and ha ards in the long-range transportation planning process. After completion of the assessment, all system vulnerabilities were documented, and recommendations considered for inclusion in the CTP, referral to the Division, or other appropriate partners. The following CTP recommendations are directly affected by resilience needs, while other recommendations include resiliency as support documentation.

MULTIMODAL ANALYSIS

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

The following information is provided in this section:

HIGHWAY

Analysis of the Existing and Future Transportation System

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

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

Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

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

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

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

In the development of this plan, travel demand was projected from 2022 to 2050 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2022. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Alleghany County Commissioners on August 5, 2024 and the Town of Sparta on August 6, 2024. Refer to the Socio-economic Data forecasting methodology Appendix for more information.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least 80 percent of the capacity. Refer to maps labeled Figure 2 for existing and future capacity deficiencies. The 2050 traffic volumes in Figure 2 are an estimate of the traffic volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2024 – 2033 Transportation Improvement Program (TIP).

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

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

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

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2016 Highway Capacity Manual using the Transportation Planning Division's LOS D Standards for Systems Level Planning. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to the Definition and References appendix for detailed information on LOS.

Implementation

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

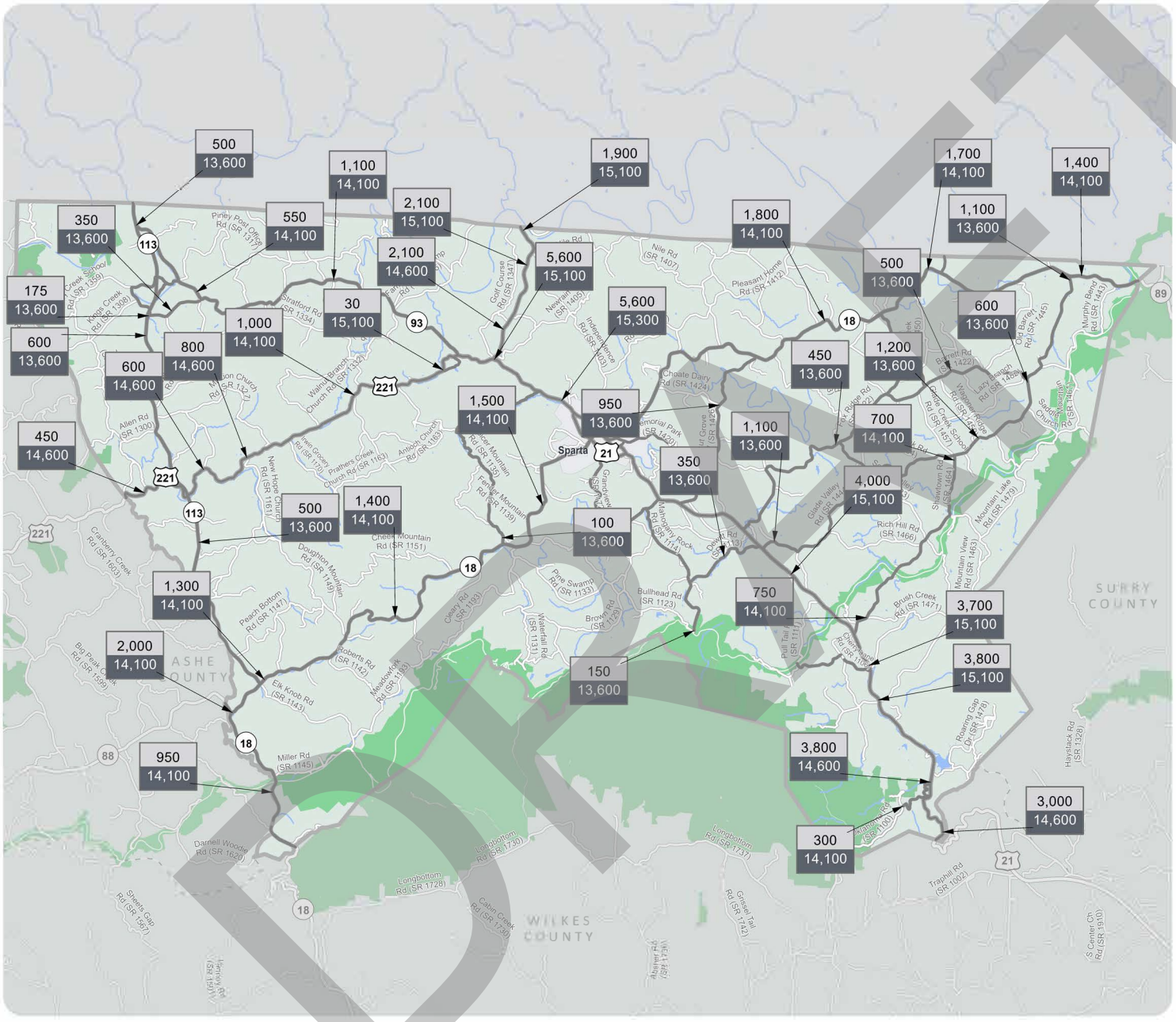
Initiative for implementing the CTP rests mostly with the policy boards and residents in Alleghany County. Projects should be prioritized locally and submitted to the High Country RPO for regional prioritization and submittal to NCDOT. Refer to the Contact Information Appendix for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

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

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

Figure 8

2022 VOLUME AND CAPACITY DEFICIENCIE



ALLEGHANY COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

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

Other Features

- Roadway
- MPO Boundary

Full report at:
https://tinyuri.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of 2

Base map date: September 21, 2023

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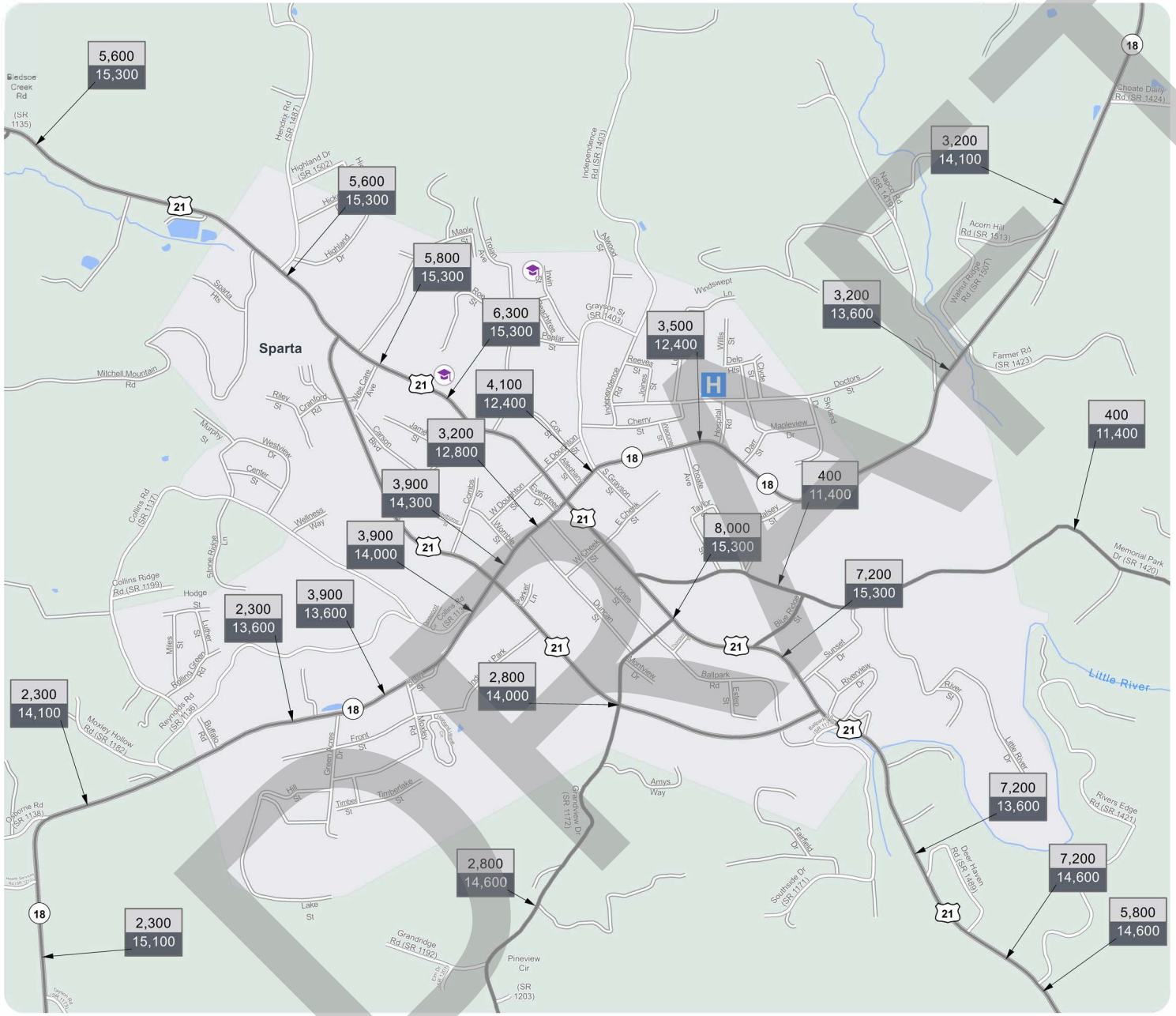

Figure 8

2022 VOLUME AND CAPACITY DEFICIENCIE

ALLEGHANY COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Base Year 2022)

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

Other Features

- Roadway
- High Country RPO

Full report at:
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0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 2 of 2

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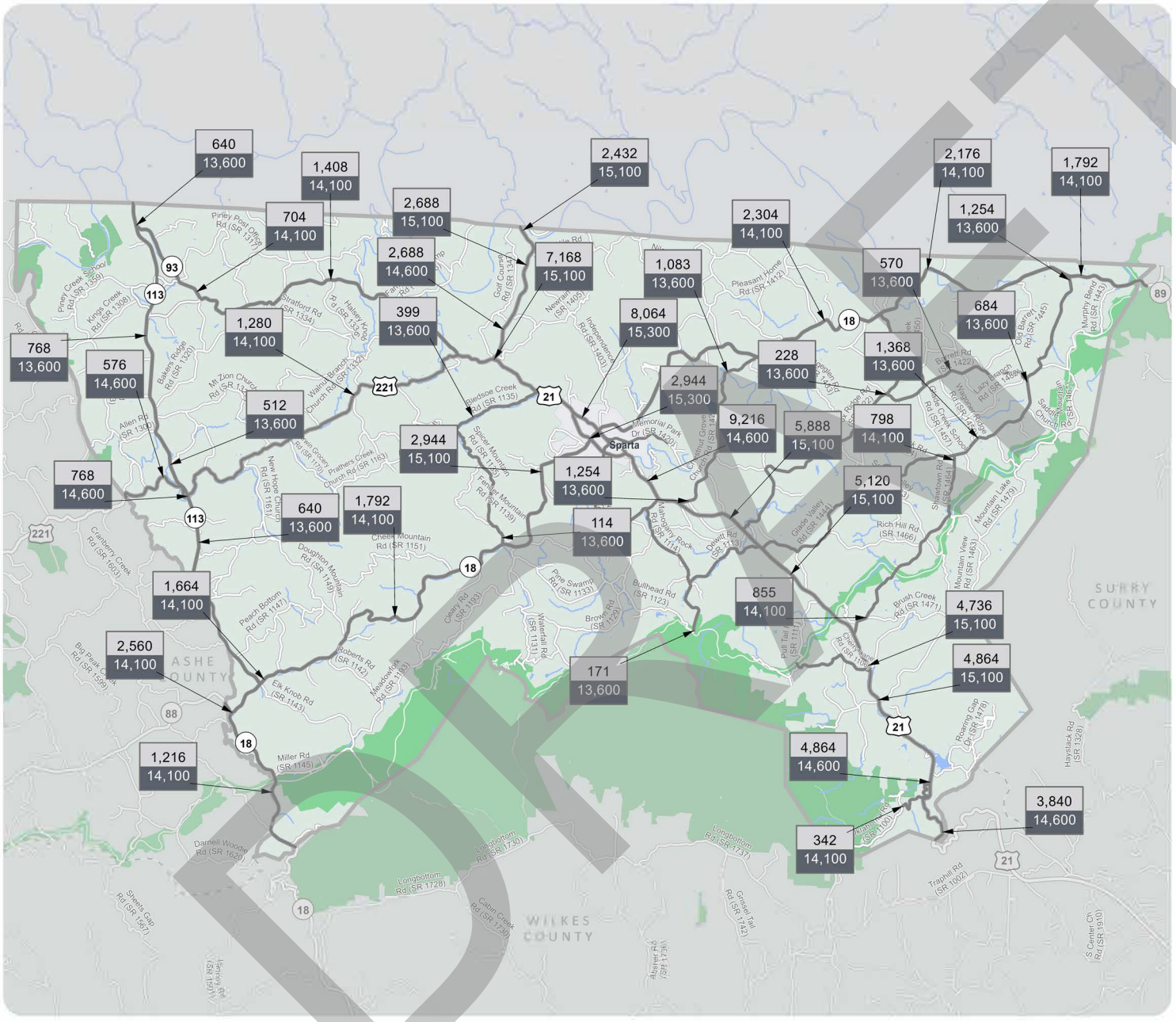
Figure 9

2050 VOLUME AND CAPACITY DEFICIENCIE



ALLEGHANY COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / Capacity	Under Capacity (0-0.79)
2050 Volume / Capacity	Near Capacity (0.80-0.99)
2050 Volume / Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- High Country RPO

Full report at:
https://tinyuri.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of 2

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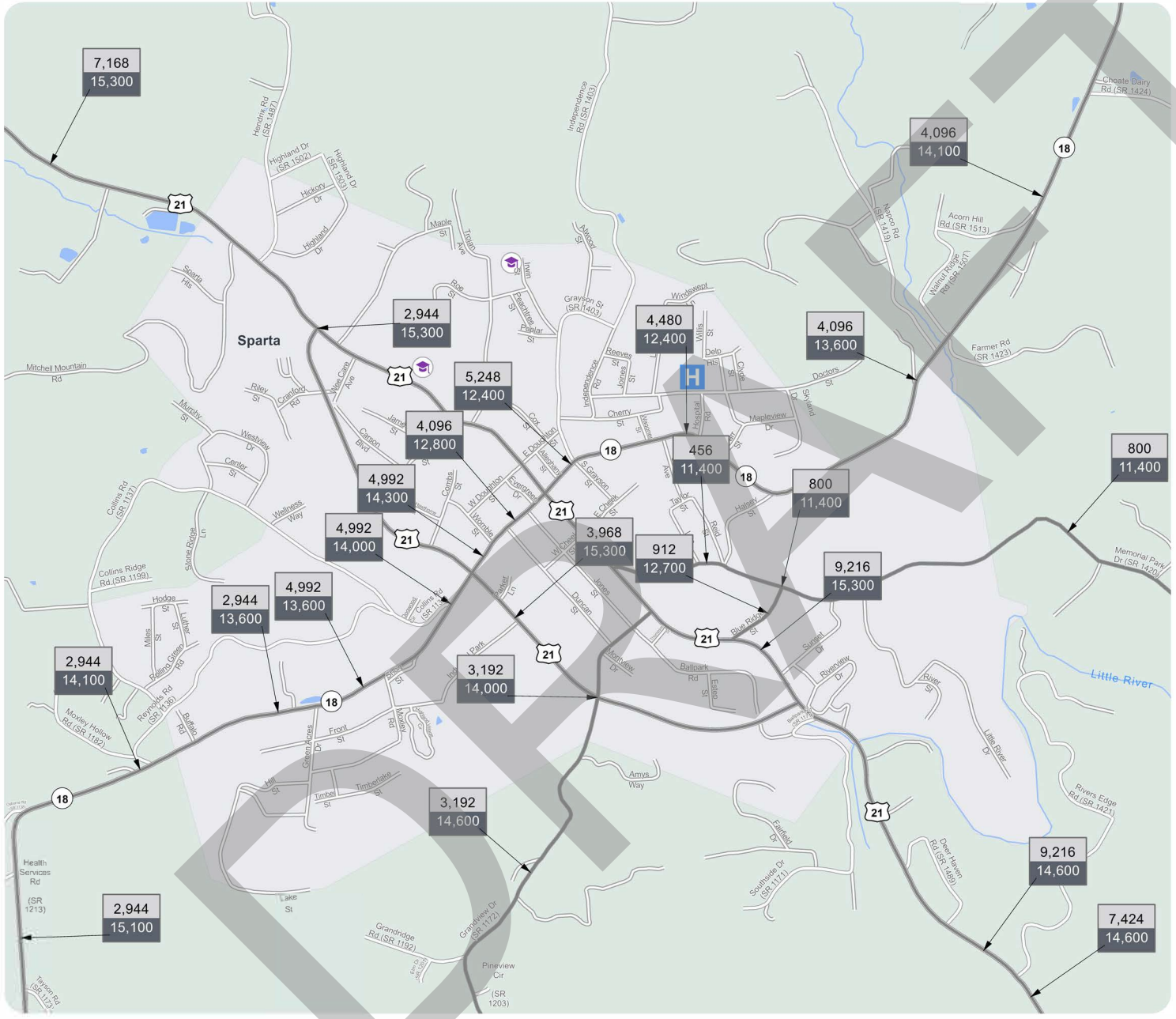

Figure 9

2050 VOLUME AND CAPACITY DEFICIENCIE

ALLEGHANY COUNTY

CTP Analysis and Information

Volume and Capacity Ratio Features
(Future Year 2050)

2050 Volume / Capacity	Under Capacity (0-0.79)
2050 Volume / Capacity	Near Capacity (0.80-0.99)
2050 Volume / Capacity	Over Capacity (1.00+)

Other Features

- Studied Roads
- MPO Boundary
- High Country RPO

Full report at:
https://tinyuri.com/AlleghanyCounty

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 2 of 2

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BICYCLE AND PEDESTRIAN

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

Reference

Inventories of planned bicycle and pedestrian facilities for the planning area are presented in the Inventory Table. The 2014 High Country Bike Plan, 2023-2024 Sparta Walk Audit and the 2018 Southern Blue Ridge Bike Plan were used in the development of these elements of the CTP. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to the Contact Information appendix for contact information for the Division of Bicycle and Pedestrian Transportation.

Bicycle and Pedestrian Analysis

The steering committee identified popular destinations that people would walk or bike to and marked them on a map. A two-mile buffer was placed around key destinations to identify common connectors between them. This map was used along with bicycle and pedestrian crash analysis maps to identify roadways in need of bicycle or pedestrian facilities. Recommendations from the 2023-2024 Sparta Walk Audit Plan and the 2018 Southern Blue Ridge Bike Plan were also heavily referenced during this step and compiled in the maps in this appendix. Roadway facilities with highway improvement proposals were also re-evaluated for bicycle and pedestrian improvements.

Bicycle improvements aimed to provide connected facilities that accommodate bike facilities with the addition of bike lanes, multiuse paths, or paved shoulders. Some recommendations include facilities on the NC 4 – Mountains to Sea Bike Route. The steering committee also recommended improved signage along the state Bike Route. Pedestrian improvements aimed to improve and expand connections between sidewalks within town limits.

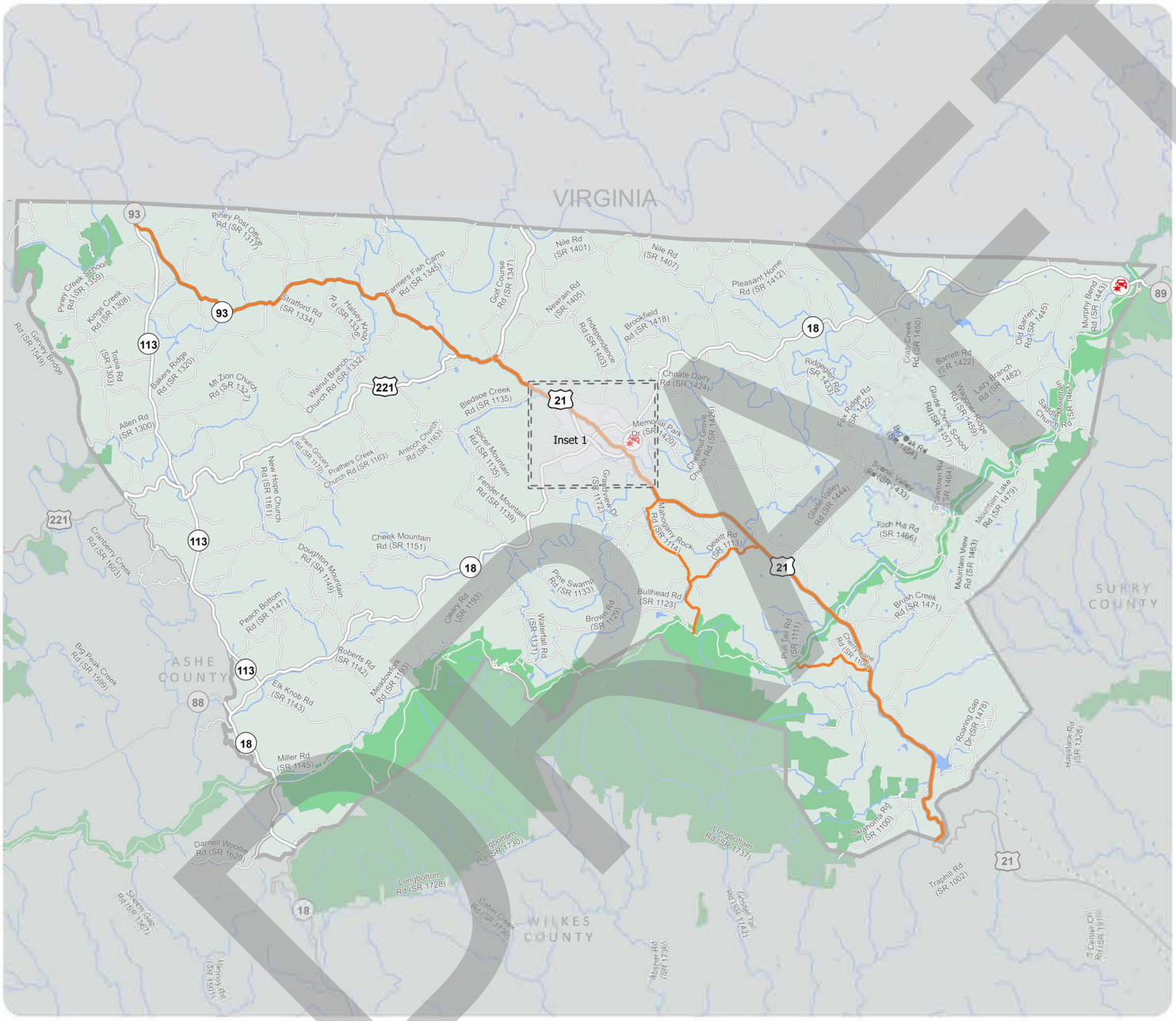

Figure 10

Bicycle Analysis

ALLEGHANY COUNTY

CTP Analysis and Information

Bicycle Features

- Bicycle Lane
- Bicycle Route

Multiuse Path

- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge

Other Features

- Bicycle Crash Location
- Destination
- Study Road
- Easement
- MPO Boundary
- High Country RPO

Full report at:
https://tinyuri.com/AlleghanyCounty

N

0 0.5 1 2 3 4 Miles

Sheet 1 of **2**

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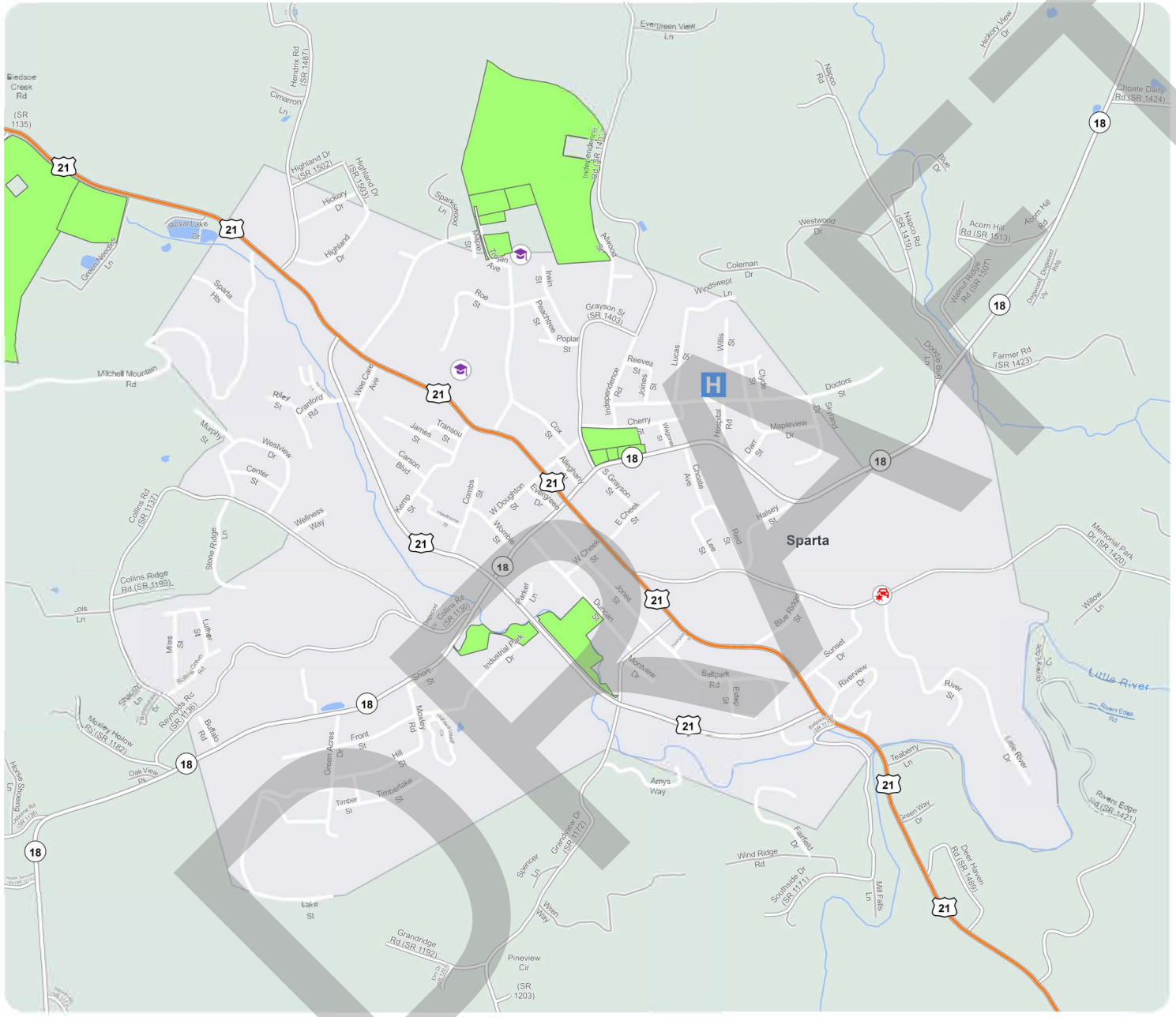

Figure 10

Bicycle Analysis

ALLEGHANY COUNTY

CTP Analysis and Information

Bicycle Features

- Bicycle Lane
- Bicycle Route

Multiuse Path

- Multiuse Path (Outside of ROW)
- Side Path (Inside of ROW)
- Bicycle and Pedestrian Bridge

Other Features

- Bicycle Crash Location
- Destination
- Study Road
- Easement
- MPO Boundary
- High Country RPO
- Recreational Areas

Full report at:
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N

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 2 of 2

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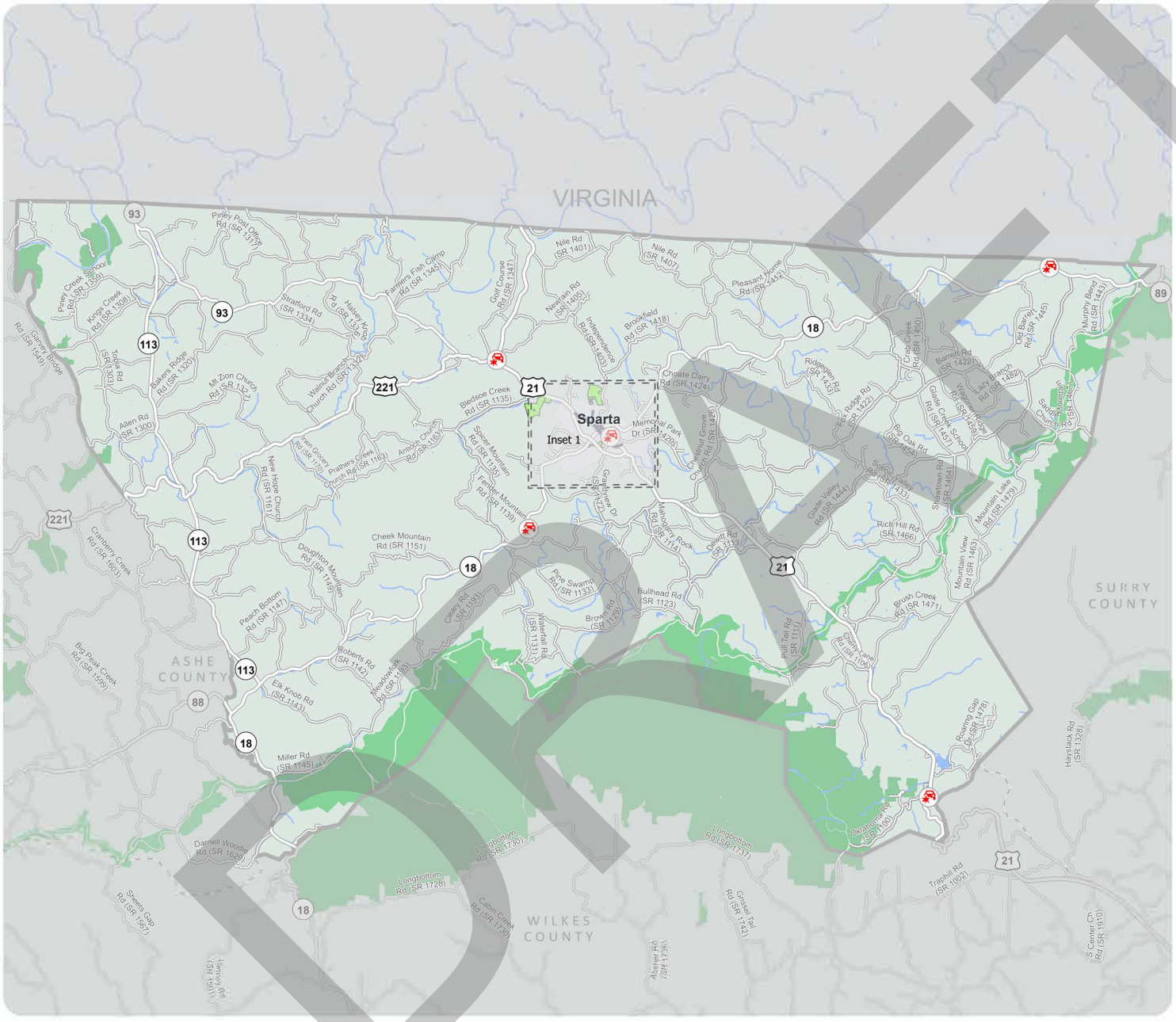

Figure 11

Pedestrian Analysis

ALLEGHANY COUNTY

CTP Analysis and Information

Pedestrian Features

Sidewalk

Multiuse Path

Multiuse Path (Outside of ROW)

Side Path (Inside of ROW)

Bicycle and Pedestrian Bridge

Other Features

Pedestrian Crash Location

Destination

Study Road

Easement

MPO Boundary

High Country RPO

Recreational Areas

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of 2

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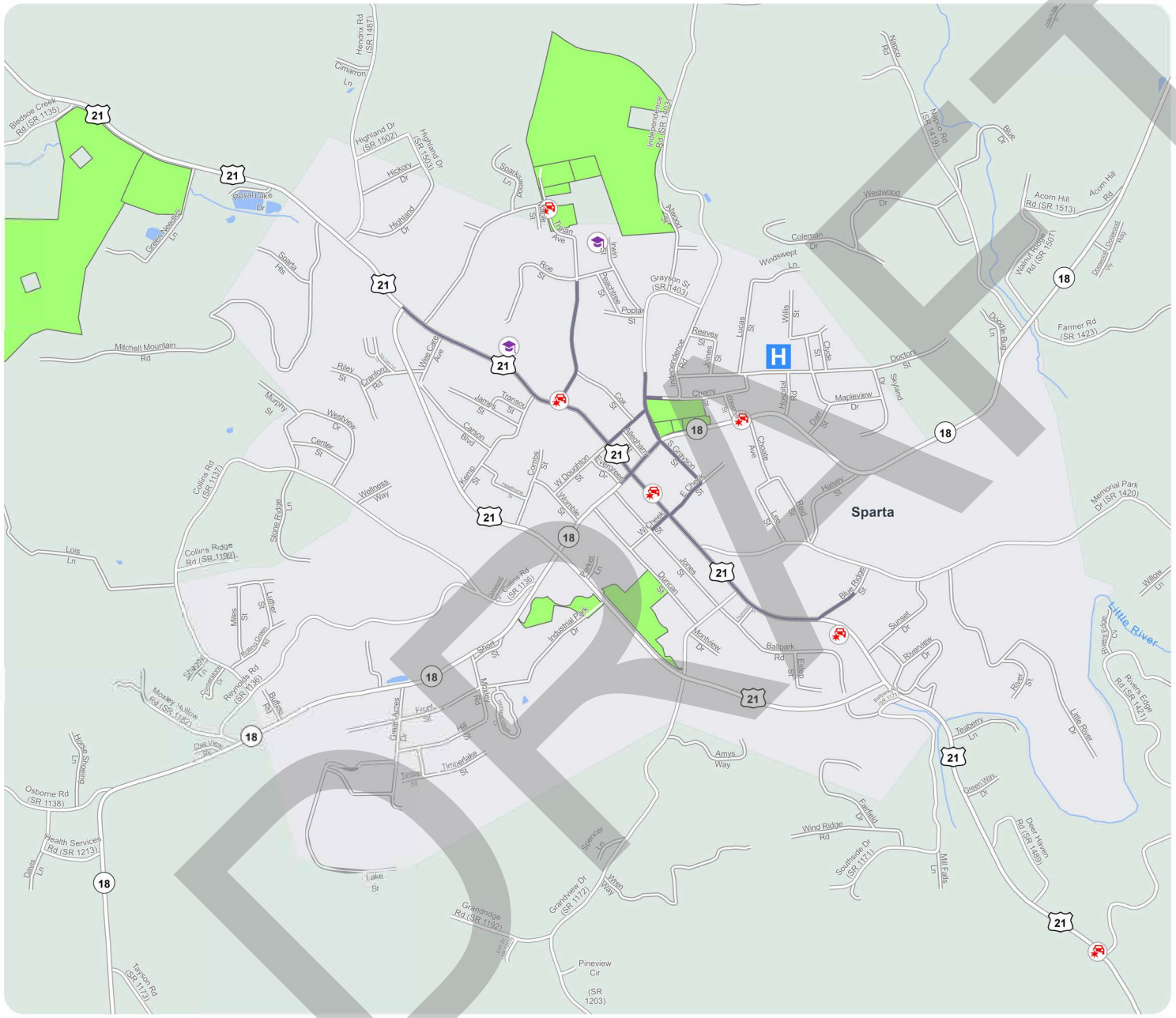

Figure 11

Pedestrian Analysis

ALLEGHANY COUNTY

CTP Analysis and Information

Pedestrian Features

Sidewalk

Multiuse Path

Multiuse Path (Outside of ROW)

Side Path (Inside of ROW)

Bicycle and Pedestrian Bridge

Other Features

Pedestrian Crash Location

Destination

Study Road

Easement

MPO Boundary

High Country RPO

Recreational Areas

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0 0.05 0.1 0.2 0.3 0.4
Miles

Sheet 2 of 2

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PUBLIC TRANSPORTATION

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

Urban Transportation Fixed Corridors

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

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

Rural Fixed Corridors

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

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

Regional Fixed Corridors

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

Park and Ride Lots

Vehicle lots designed for transit commuters.

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

Existing Public Transportation

Alleghany In Motion (AIM) provides public services to take people to local shopping centers, work, medical appointments, and many other places. There are two major ways these services are provided. A demand response service, and subscription-based. These systems provide travel for workers, medical appointments, and hikers.

Demand Response:

Alleghany In Motion (AIM) Demand Response service allows the public to schedule rides within and outside of the Alleghany County area from 7:00 a.m. to 5:00 p.m. Monday through Friday. Appointments for Service must be made at least one business day before service is rendered. Same day appointments are on a work-in basis. An analysis of GPS data for Demand Response showed common destinations and requests included predominantly the Alleghany Memorial Hospital, the Wellness Center, dialysis, and grocery shopping.

Park and Ride Lots:

Currently, there are no existing Park and Ride Lots in Alleghany County.

Community Feedback

The Alleghany County CTP Survey showed that Alleghany In Motion is an important service, especially for elderly populations. Comments on the survey included:

- Expanding hours of operations (weekends)
- Signs or shelters to better indicate transit stops
- Additional stops
- Expanding transit outside Allegheny County

Future of Transit

The vision for the future of Alleghany County Transit is to provide services to all transit riders and improve the efficiency of the transit system through emerging technology, seamless transportation, and expansion of services. Long range expansions to the transit system being explored includes a deviated fixed route for the town of Sparta. This vision consists of:

- Enhancing transportation to Highlands and other communities
- Improving coordination and usability for travel between counties for seamless interactions.
- Increasing awareness of available public transportation services and their intended use.
- Growing Fixed Route Services and encourage mixed use transportation
- Expanding existing services

Methodology

GPS data for year 2022-2024 was used to track the coordinates of bus locations at different times during its operation. The data provided Alleghany In Motion (AIM) information to track stops throughtout the day. The stops featured were both origin and destination for the passengers.

Objective:

A map to analyze this data was used to visually understand the travel patterns. The data only showed addresses, date, and time. While it does not tell how many riders are on the bus itself, it can tell the locations that the buses are traveling to.

- **Deviated Fixed:** There was no existing deviated fixed route in Alleghany County
- **Demand Response:** The demand response data had a lot of data points. The objective of the cluster map was to find the locations where stops were frequently requested or subscribed to riders. A coverage map is also useful to see which areas have requests and to see how far away buses were driving.

Method

Filtering the data: Due to the number of data points, only three peak months points were analyzed. Those months being January, April, and July. The data was also categorized between the purpose of trip and whether it was a subscription rider or a demand response trip. Additionally, certain days and certain data points are in awkward locations that could easily be data gathering errors.

Point Density Tool: The Point Density Tool was used to create the "cluster map" to identify the areas of interest. The tool takes each point and creates a buffer around it with a base value. The value in each cell increases depending on how many buffers overlap at the cell's location and the scale of the map.

Output

This data shows the locations where buses pass through frequently or remain for extended periods of time (e.g., stops). It was important to investigate reasons why certain areas are identified. For example, certain locations had a great frequency of buses but upon further analysis, it showed that most trips were being made to medical facilities. Another location showed great frequency, but it was the transit building where buses are parked. These locations were either removed or kept in mind when analyzing the maps.

- **Deviated-Fixed:** The map shows the fixed route boldly; however, spots outside of that route were also taken into consideration when determining the route. Some of these spots included the Alleghany County Health Department, Food lion, Alleghany Memorial Hospital,

- **Demand Response:** The map shows a few points of interest. Even though the data was much greater, it was much more spread out. This causes many of the less frequent locations to be excluded since they are grouped together or further away from the town.

- **Regional Travel:** The data showed that most out-of-county trips were to counites with Dialysis Centers and airports with a few trips to Galax Virgina

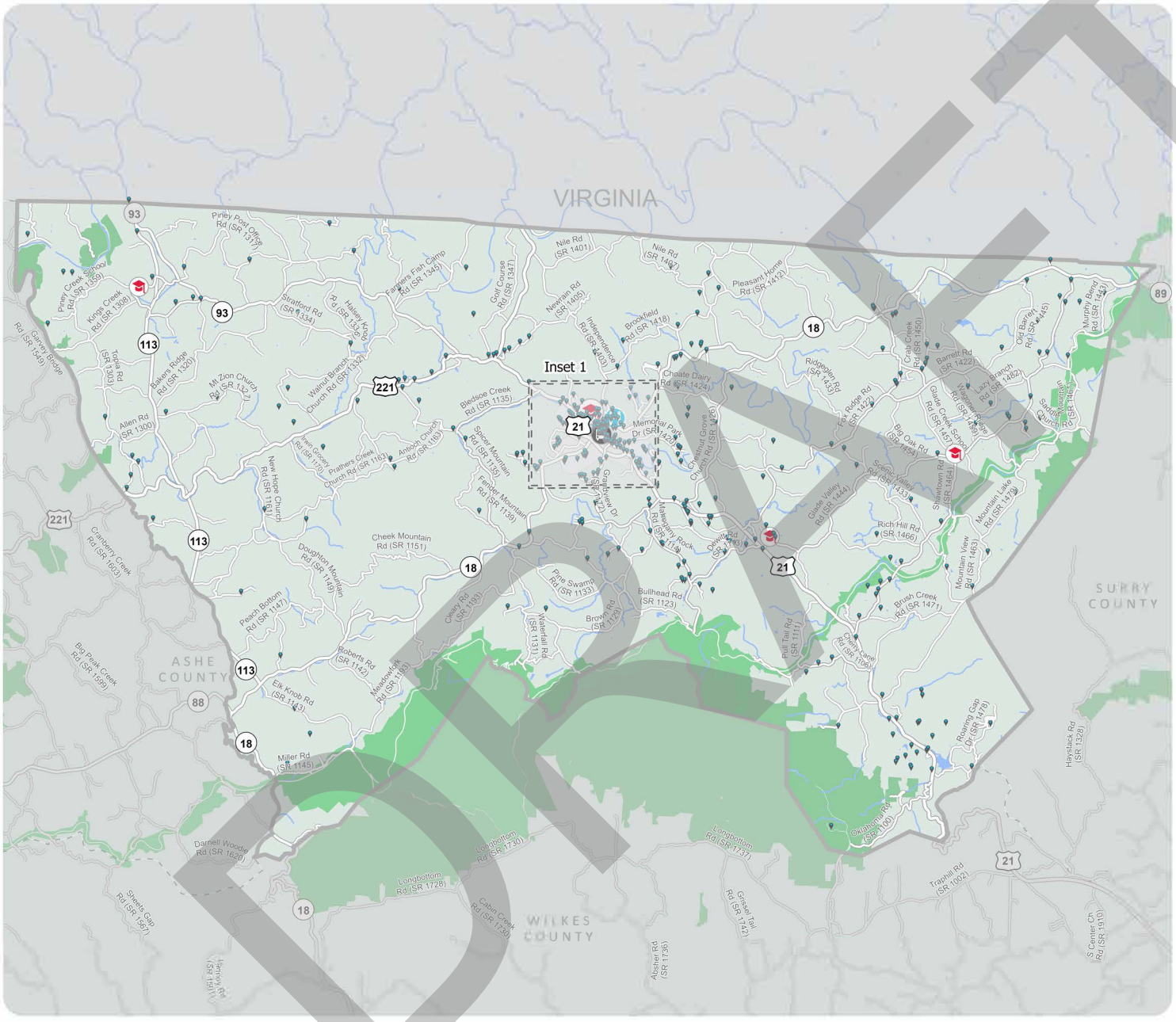

Figure 12

PUBLIC TRANSPORTATION ANALYSIS

ALLEGHANY COUNTY

CTP Analysis and Information

Public Transportation Features

- Urban Fixed Bus Corridor
- Regional Bus Corridor
- Rural Fixed Bus Corridor
- Transit Facility
- Park and Ride Lot
- Amtrak Station
- Intermodal Terminal

Public Transportation Analysis Features

- Airport
- Seaport
- Military Installation
- Ferry Route
- Destination
- Hospital
- School
- Study Road

- On-Demand Service Area
- MPO Boundary
- High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4 Miles

N

Sheet 1 of 2

Base map date: September 21, 2023

Legal Disclaimer

This product contains mapping data for informational and planning purposes only, and is subject to change. Users should review or consult the primary data sources to ascertain the usability of the information.

WORKING COPY
Plan Date: May 14, 2025

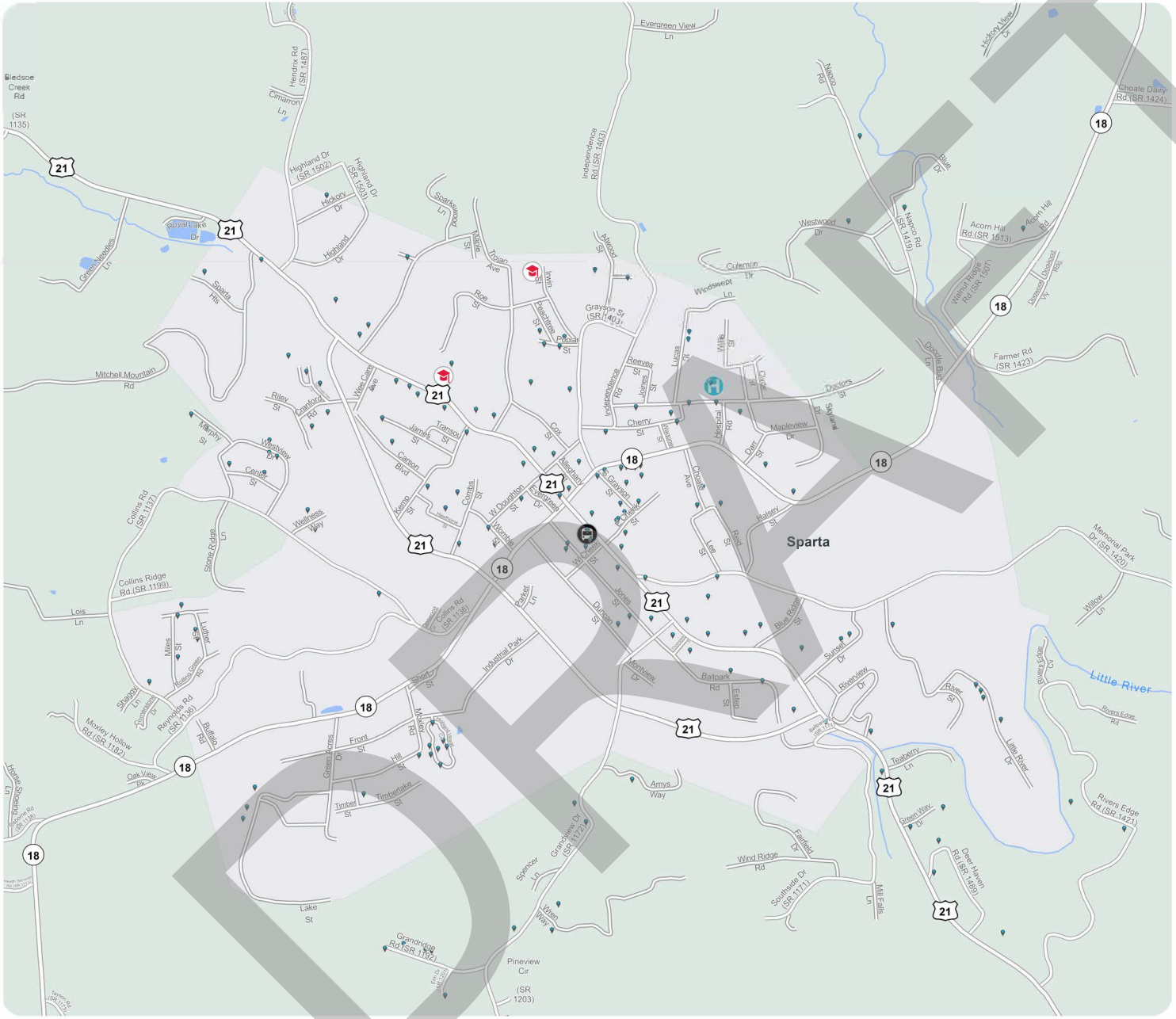

Figure 12

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0 0.05 0.1 0.2 0.3 0.4 Miles

N

Sheet **2** of **2**

Base map date: September 21, 2023

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WORKING COPY
Plan Date: May 14, 2025

RAIL

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

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

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

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines. There are no railroads that travel through Alleghany County.

MODEL RESULTS AND METHODOLOGY

A trendline analysis is a statistical method used to examine and visualize patterns or trends in a set of data over time. In the context of travel demand analysis, a linear equation is applied to historical data (e.g., Annual Average Daily Traffic, or AADT) to model the underlying trend. By using this equation, future values can be predicted based on the observed pattern in the past data, allowing for the estimation of travel demand over a specified time. This approach provides a mathematical and quantitative method for forecasting.

The travel demand for the period between 2022 and 2050 was projected using a trend line analysis based on the Annual Average Daily Traffic (AADT) data from 1990 to 2022. This analysis served as the foundation for estimating future traffic patterns. To refine the projections, local land use plans and anticipated growth patterns were incorporated, providing a more detailed understanding of future growth rates. These refined growth rates and projections were reviewed and approved by the Alleghany County Commissioners on August 5, 2024, and by the Town of Sparta on August 6, 2024.

ALTERNATIVE ANALYSIS

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

Alternatives are evaluated and separated into three categories.

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

There were no alternative analysis developed in this CTP.

PUBLIC INVOLVEMENT

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

Throughout the course of the study, the NCDOT Transportation Planning Division worked with the Alleghany County CTP Steering Committee, which included a representative from the municipality, county staff, the transit agency, the RPO and others. The committee provided information on local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations.

CTP Coordinating Committee Members

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

CTP Vision, Goals, and Objectives

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

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

Alleghany County CTP Vision:

Alleghany County envisions "a multimodal transportation plan that improves the safety and accessibility of the transportation system, ensures and improves connectivity for all modes of transportation, minimizing impacts to the human and natural environment, while enhancing the economic viability within the county and the region."
Vision statement from Alleghany County Steering Committee

Goals & Objectives:

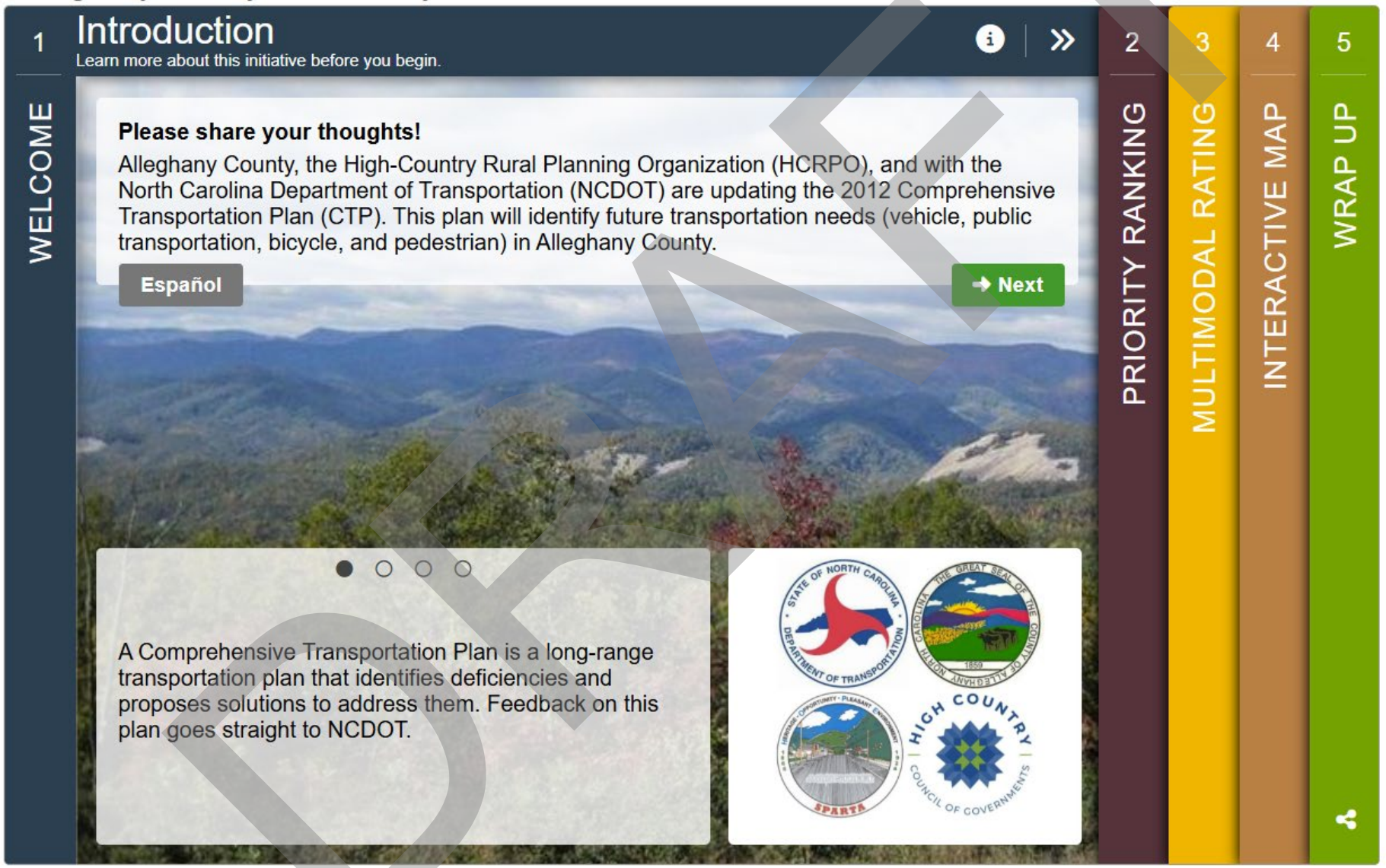
1. Enhance pedestrian safety and upgrade sidewalks to ADA standards in the Sparta area.
2. Create a safe and inviting environment for pedestrian travel and provide off-road trails.
3. Improve sidewalk connectivity, provide more pedestrian signals and crosswalks.
4. Correct intersection with sight distance and access problems.
5. Provide bicycle accommodation on routes with high bicycle traffic.
6. Improve roads which are travelled by large trucks.
7. Widen shoulders on steep and narrow roads.
8. Connect to other transit systems for longer-distance bus travel.
9. Provide access to affordable transportation for those without cars.
10. Minimize the impact of the transportation system on homes and businesses.
11. Retain character of downtown area
12. Facilitate the movement of freight into and out of the county.

A discussion of the ways Vision, Goals, and Objectives affected outcomes of individual projects were discussed in the Project Sheets.

Goals, and Objectives Survey

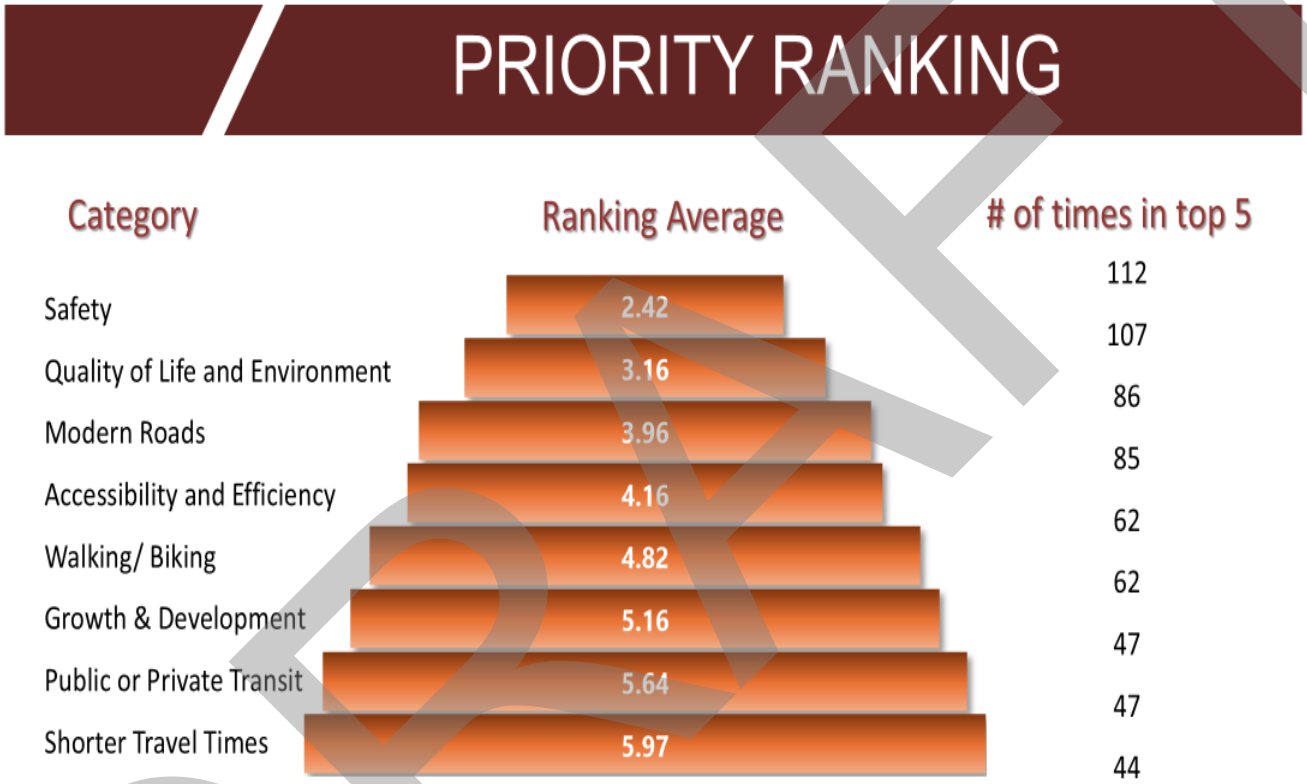
The Alleghany County Goals and Objectives (G&O) Survey was composed by the Alleghany County CTP Coordinating Committee, the High Country RPO, and NCDOT. The survey was used to help identify an area's perceptions or concerns of transportation-related issues. The survey included questions that involved ranking important areas of focus, sets of agree/ disagree questions by mode of transportation, and a mapping question to identify the location of concerns in Alleghany County. The survey was primarily advertised electronically with a paper option being available. Various means were used to make the public aware of the survey and direct them to a means of completing the survey. These methods included e-mail announcements, flyers sent home through students, social media, and RPO offices. Flyers were also posted at popular locations such as recreational centers, shops, and stores. A total of 164 responses (163 in English and 1 in Spanish) were received between May 1st and June 30th of 2024. Use the R code to view the results from the survey:

Goals, and Objectives Survey Results



Goals, and Objectives Survey Results

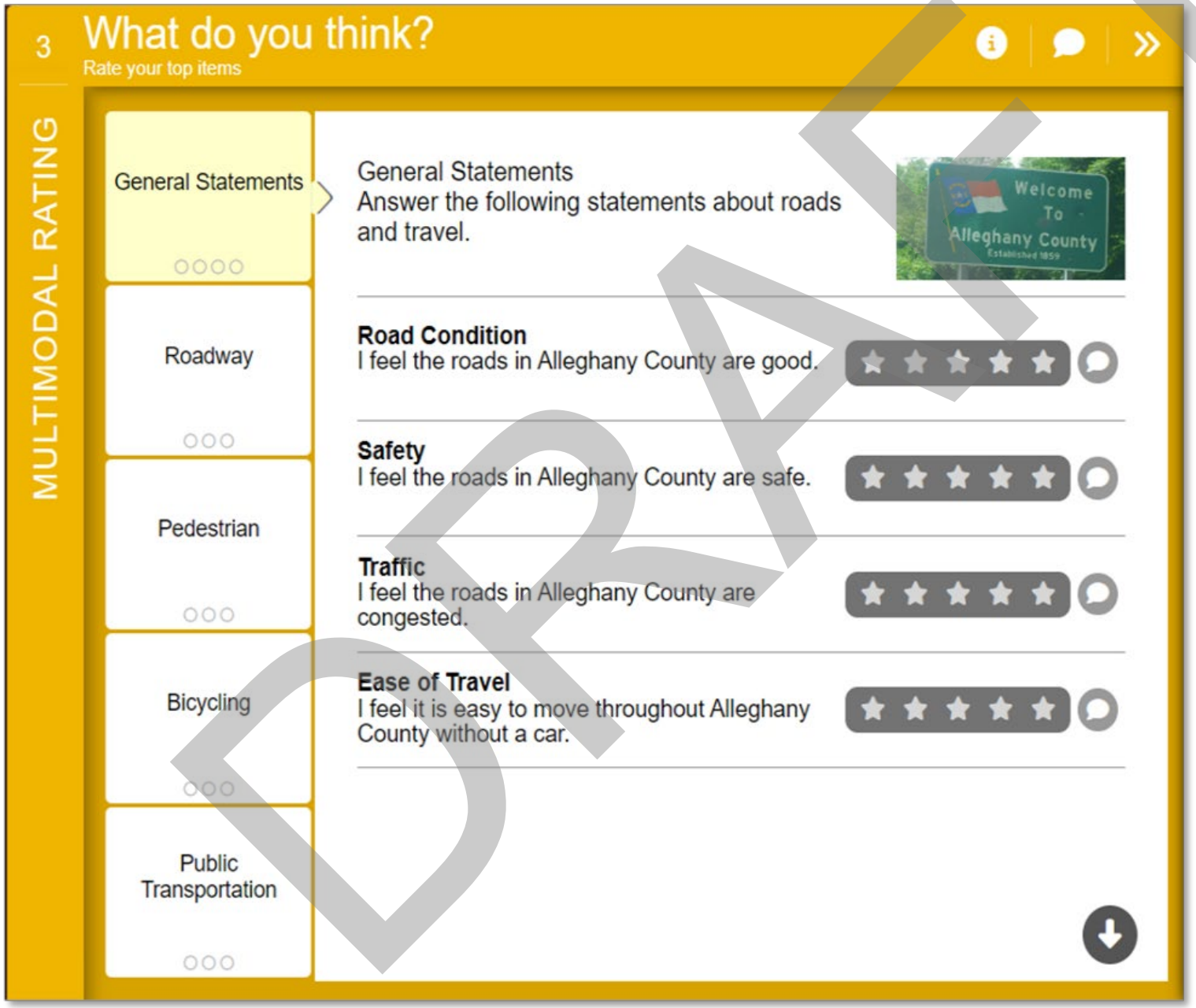
Goals, and Objectives Survey Results



Comments Summary (Total 2):

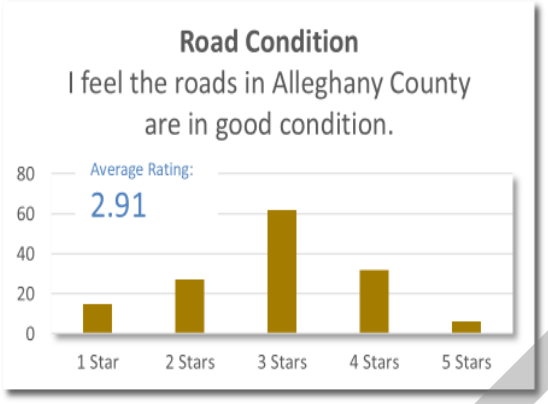
- Wider Roads will improve safety overall
- Safety can be improved with wider shoulders on roads

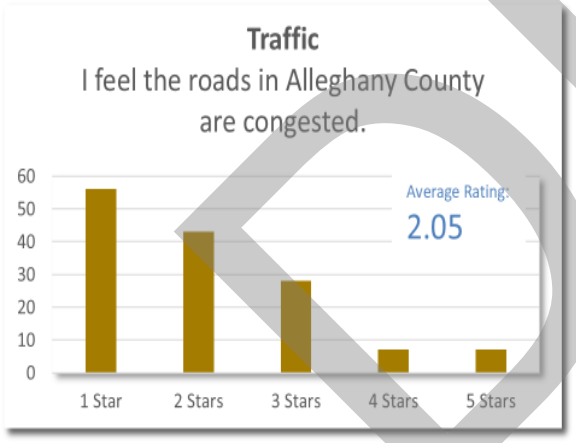
Goals, and Objectives Survey Results



Goals, and Objectives Survey Results

GENERAL QUESTIONS

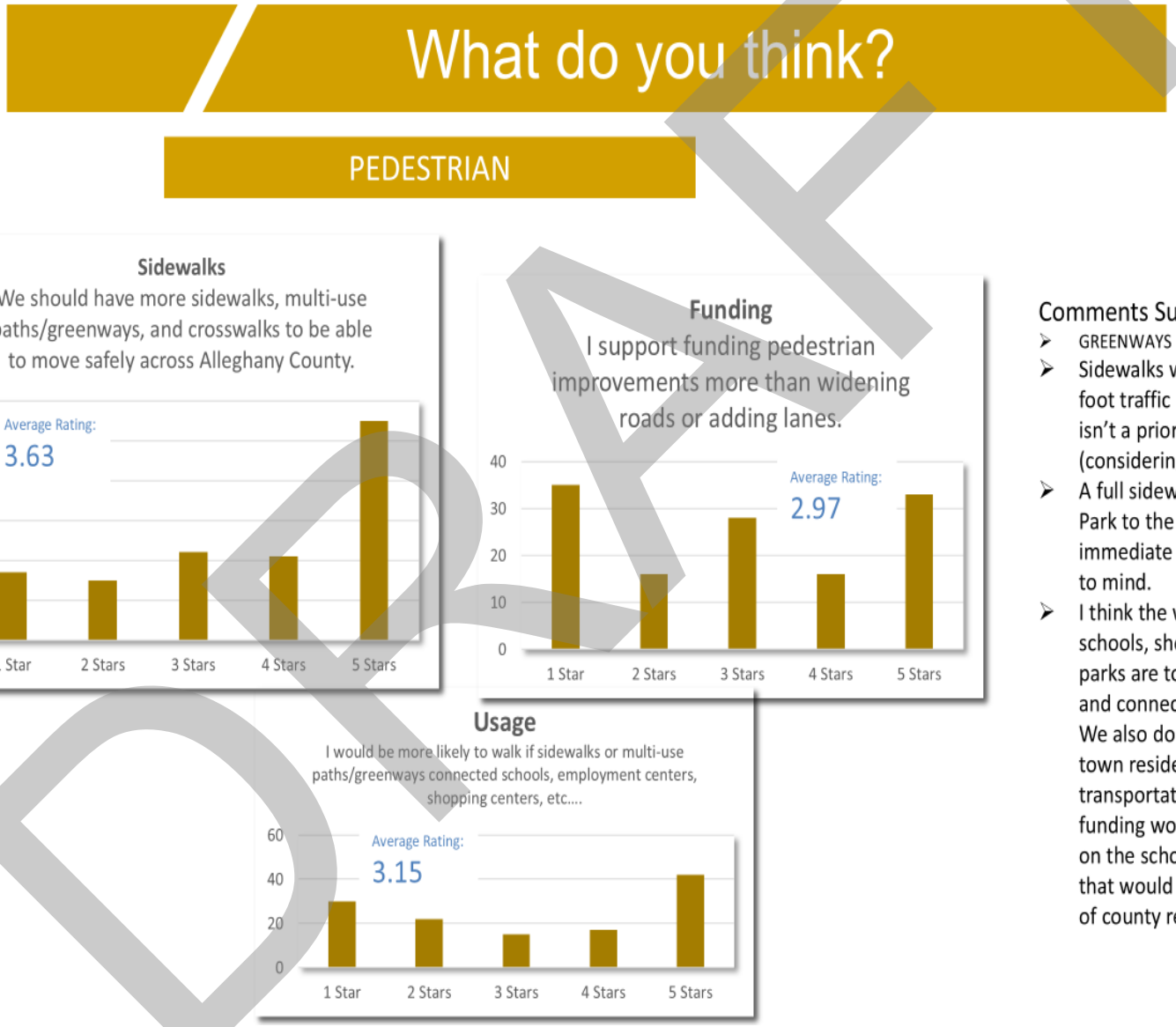




Comments Summary (24)

- Road Condition
  - A lot of roads in Alleghany are either in bad condition (bumpy or broken down) or they are freshly paved with random rough asphalt patches that weren't necessary.
- Safety
  - Speed limits not posted or are too fast on some rural roads with high truck & farm traffic
  - Most roads are too narrow and not adequate brim on the side of road - most runs just run off the edge.
  - too many blind curves, no passing lanes
- Traffic
  - Only on main street
  - The only time that road congestion is a problem is during events, like Music on Main and the Festivals.
- Ease of Travel
  - I enjoy walking for exercise but have nowhere that I can walk in the county. The roads have no shoulders, and with the curves it is too dangerous. Cars cannot see you and you're not able to get off the roadway when a car is approaching.
  - I only travel by car, but I feel that transportation of means other than a vehicle is very limited and unsafe. There are no bike lanes, causing safety concerns regarding the bikers, and causing further congestion among regular traffic.

Goals, and Objectives Survey Results

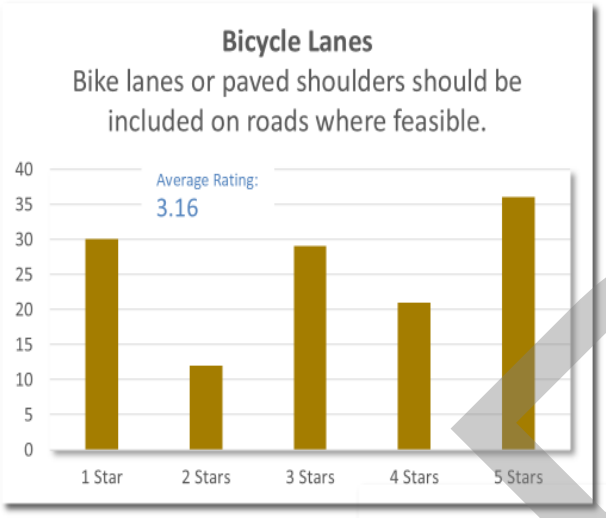


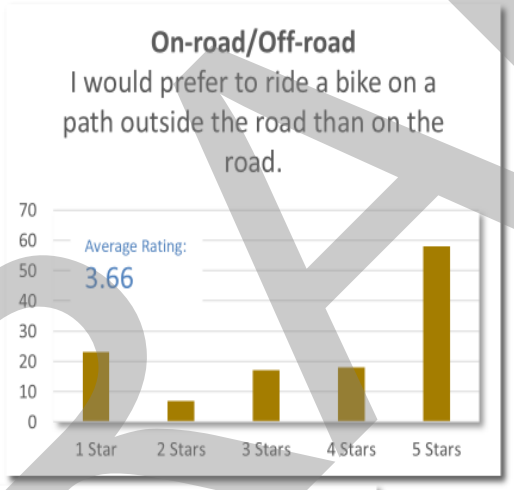
Comments Summary (10)

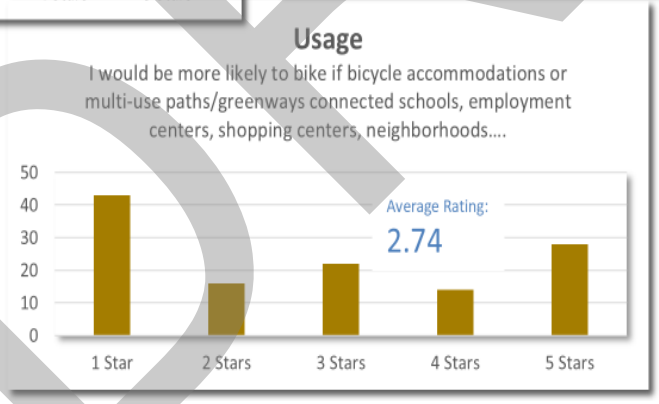
- GREENWAYS
- Sidewalks would provide more foot traffic across Alleghany but isn't a priority at the moment (considering our other issues).
- A full sidewalk from Crouse Park to the Library WCC is an immediate thought that comes to mind.
- I think the walks between schools, shopping centers, and parks are too far apart to try and connect with walkways. We also don't have very many town residents that don't have transportation so I feel the funding would be better used on the schools or something that would benefit the majority of county residents.

Goals, and Objectives Survey Results

BICYCLING





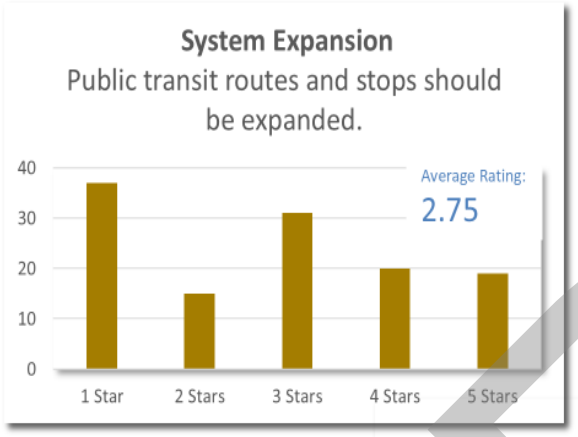


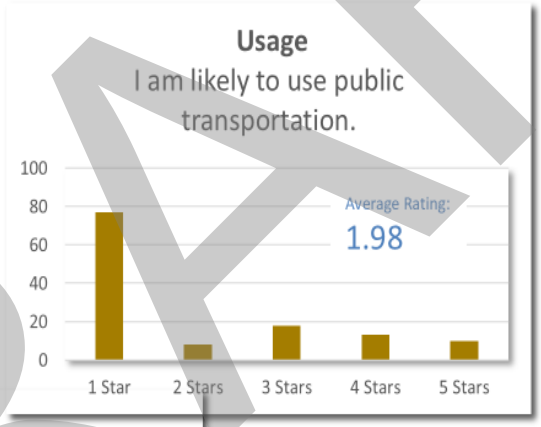
Comments Summary (12)

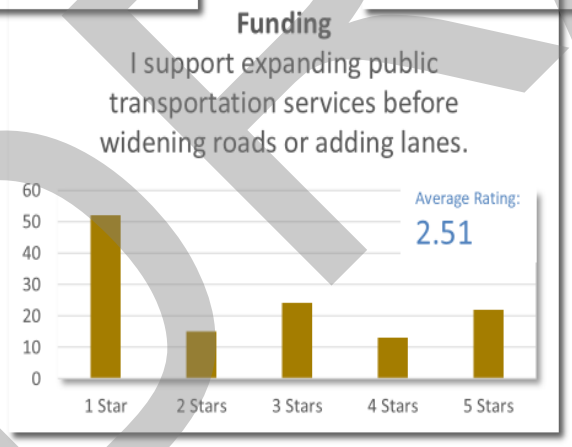
- Paved shoulders yes. No bike lanes needed. They are a waste of space in my opinion.
- Slow moving bicycles on curvy country Roads seems to create safety hazards. For our roads are so curvy there is low visibility Many times a bicycle is upon you before you realize it's there
- This would benefit bikers, while additionally benefitting the flow of regular traffic.
- If I were to ride a bike to a destination, I would feel safer if that lane was separate from the main road.
- Absolutely NOT
- Totally opposed to bicycle lanes.
- I think the walks between schools, shopping centers, and parks are too far apart to try and connect with walkways

Goals, and Objectives Survey Results

PUBLIC TRANSPORTATION



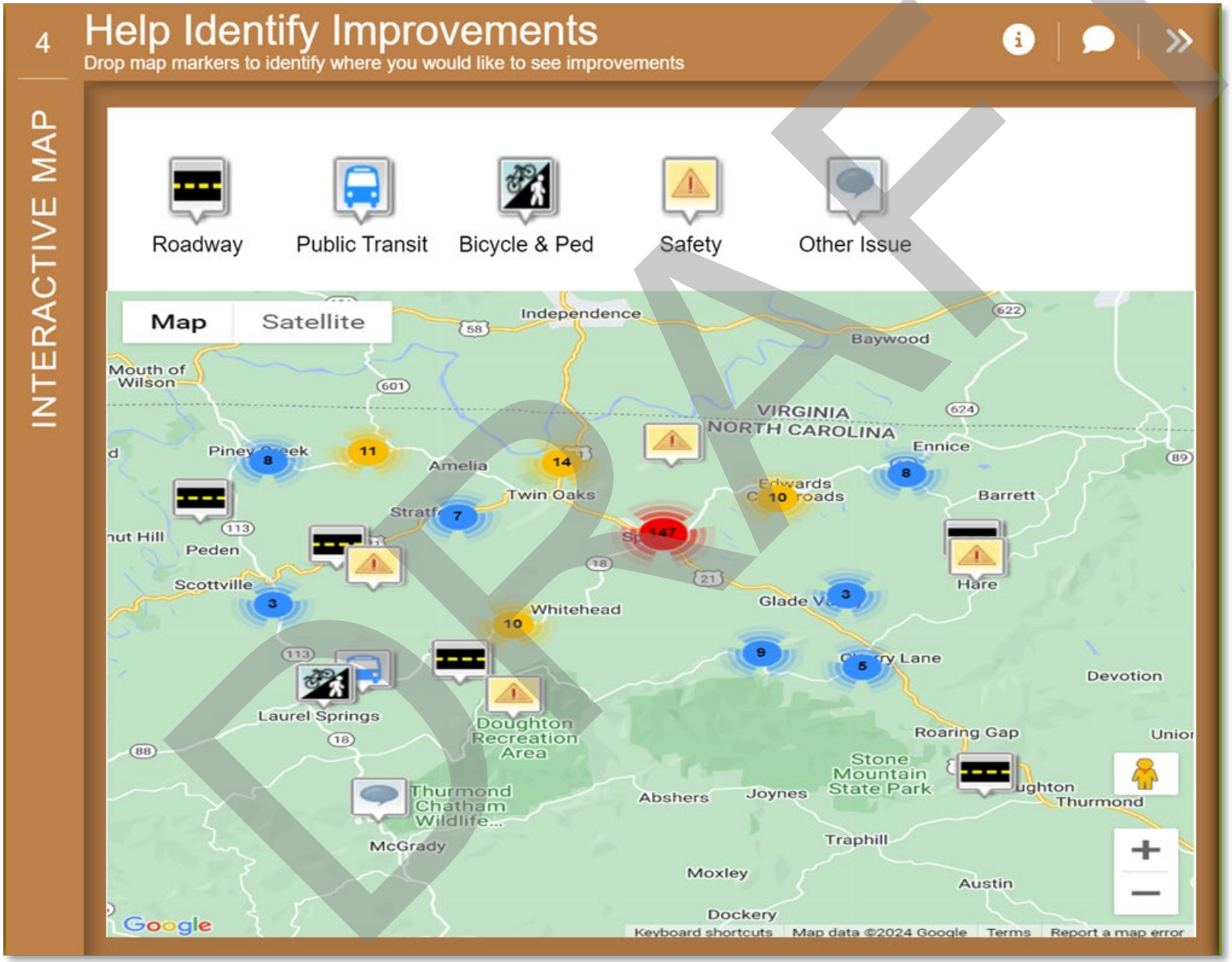




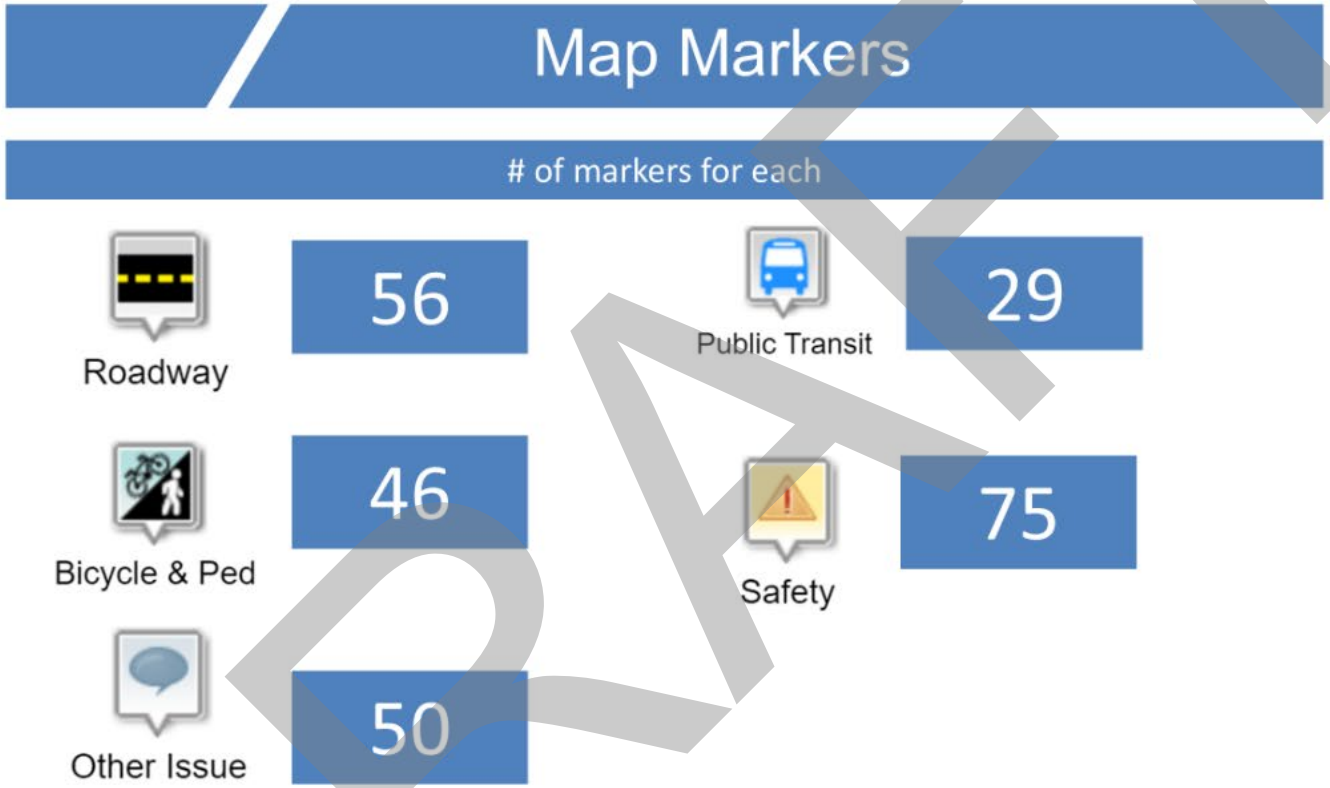
Comments Summary (6)

- And I am likely to fight any attempt to expand public transportation in the county. Public transport is an Urban Community Planners (bad) dream for a rural county.
- If offered as a scheduled dependable service to West Jefferson, Elkin, Mount Airy from Sparta.
- No!!
- I am not aware of current routes to make an informed decision.

Goals, and Objectives Survey Results



Goals, and Objectives Survey Results



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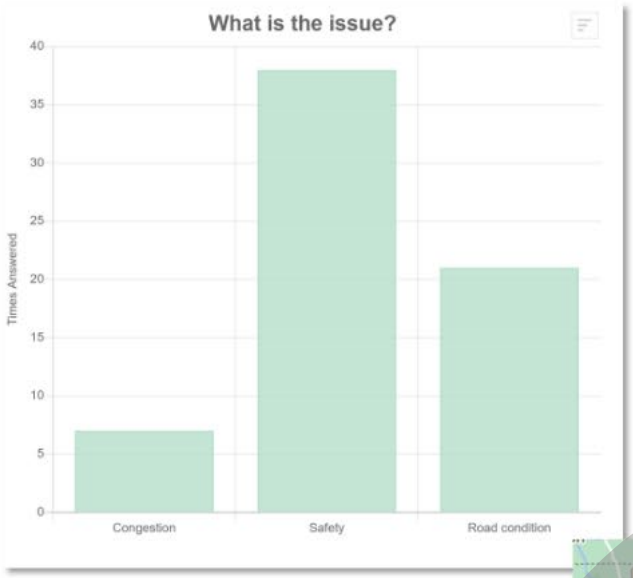

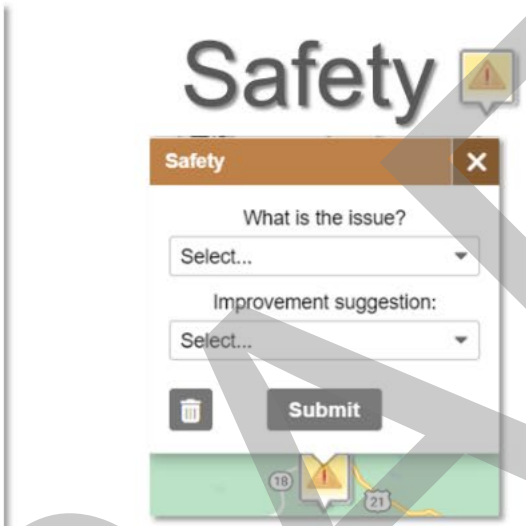

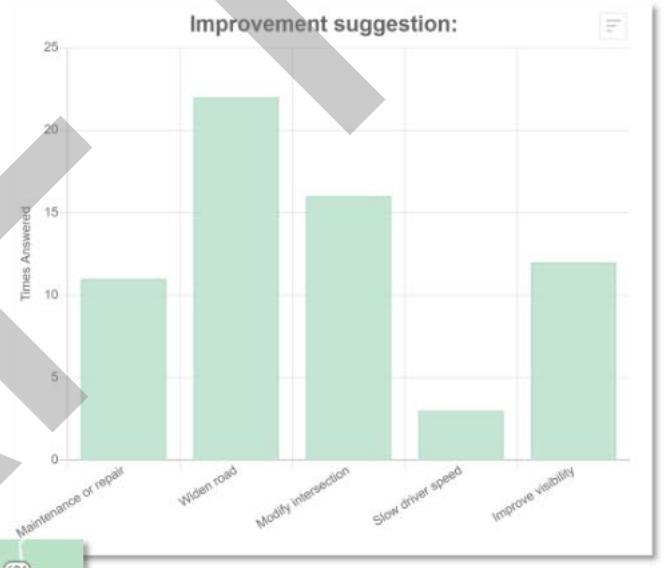

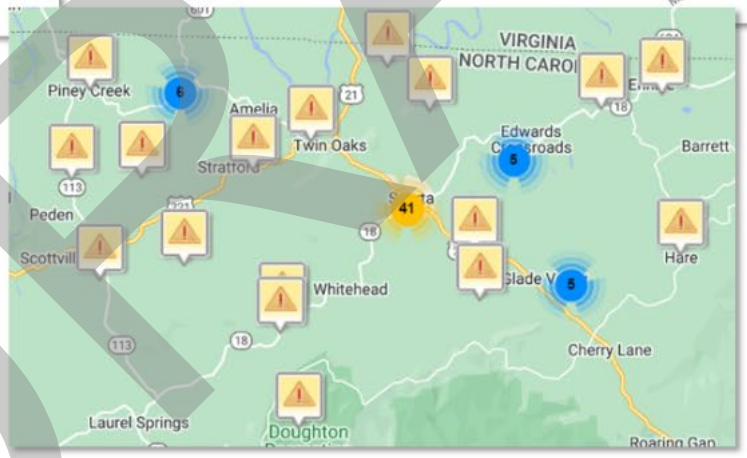

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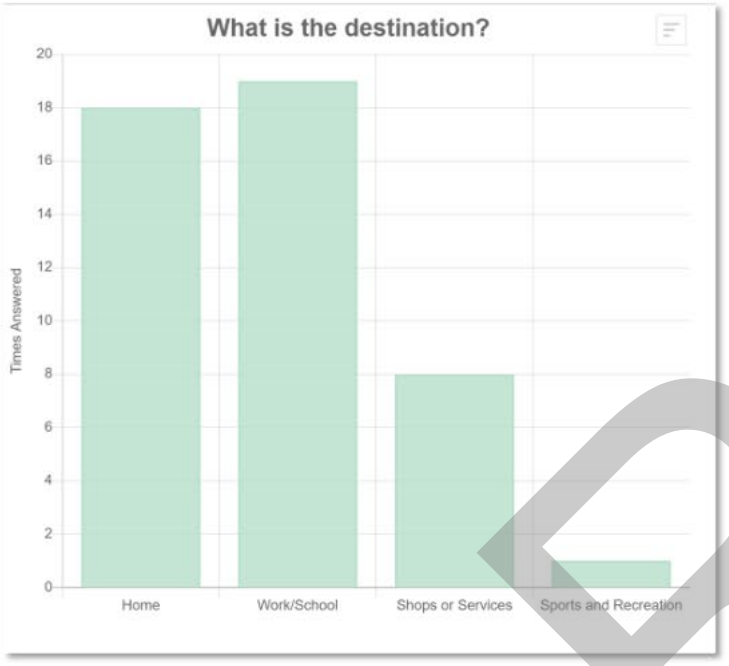
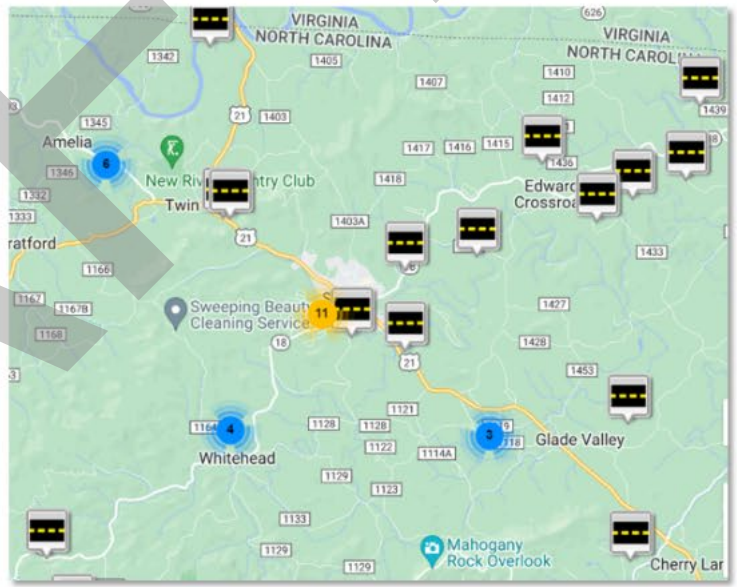
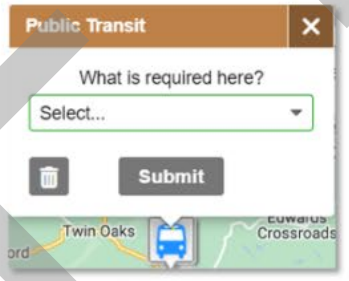
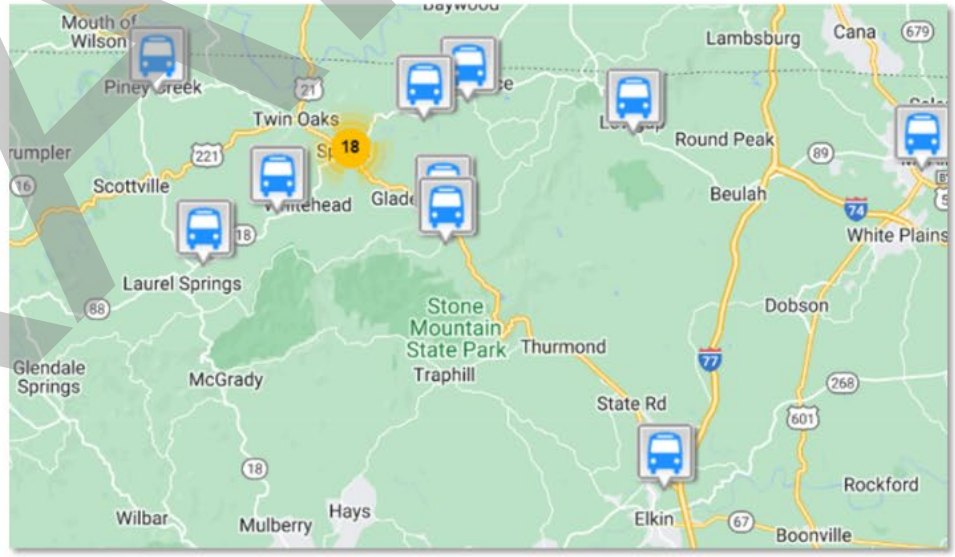




Goals, and Objectives Survey Results

Public Transit





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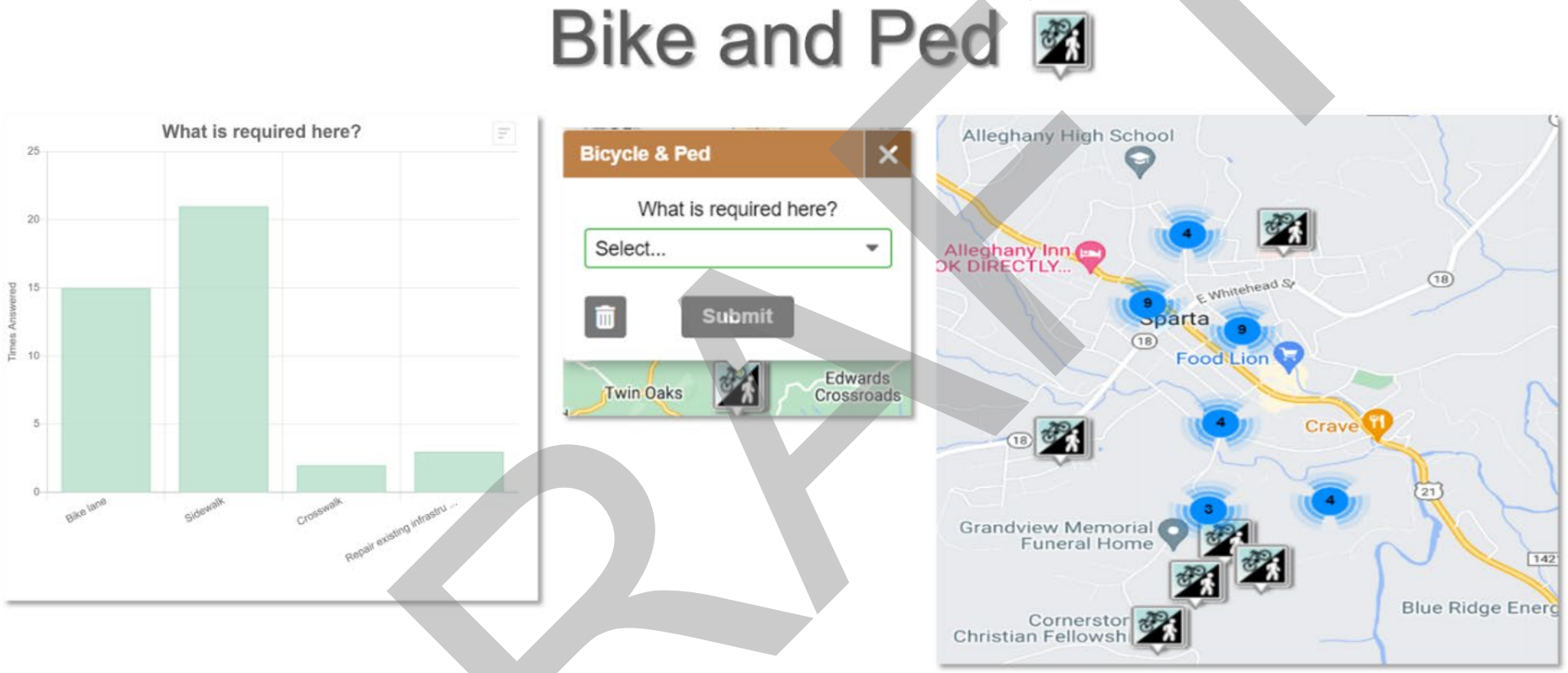

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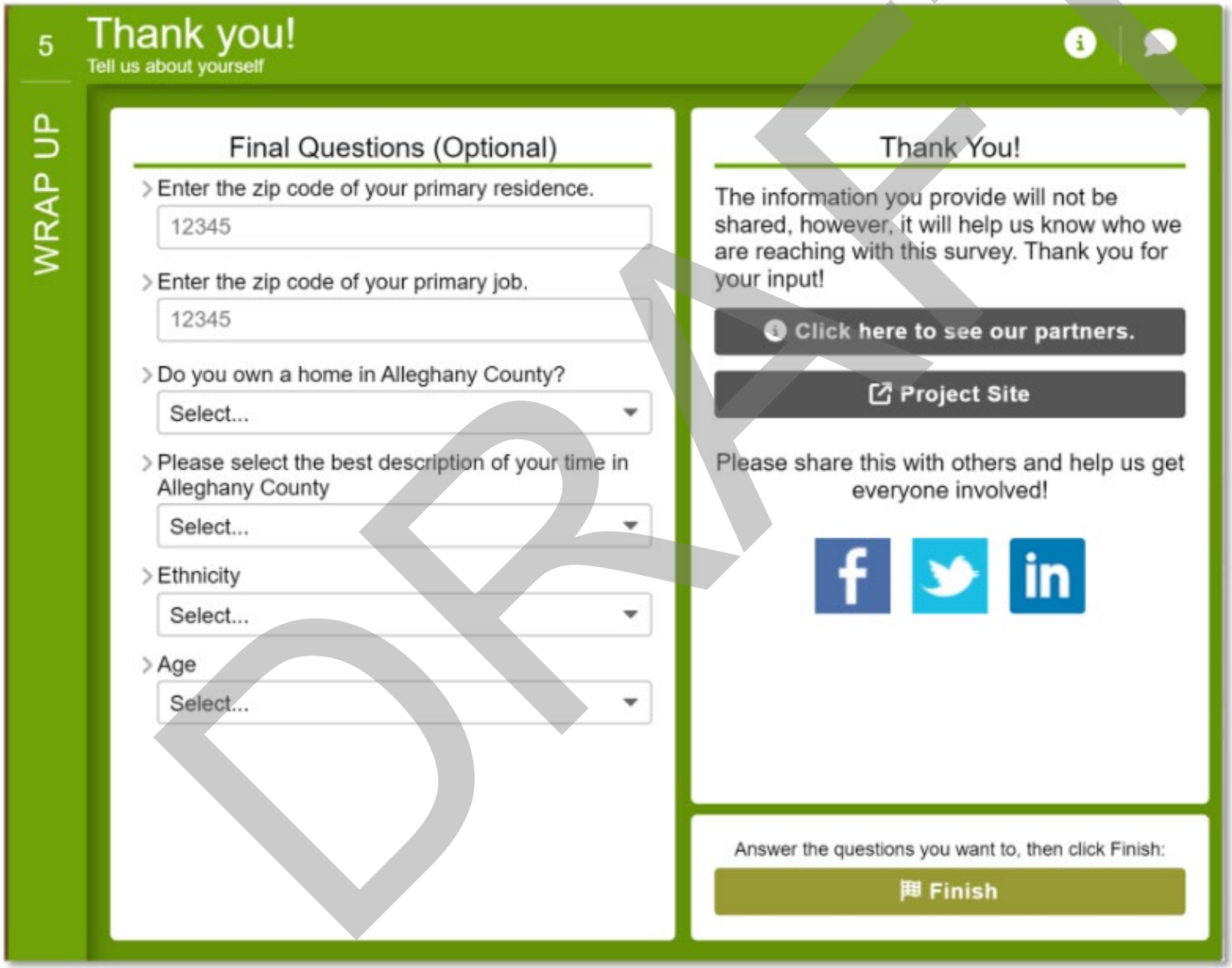
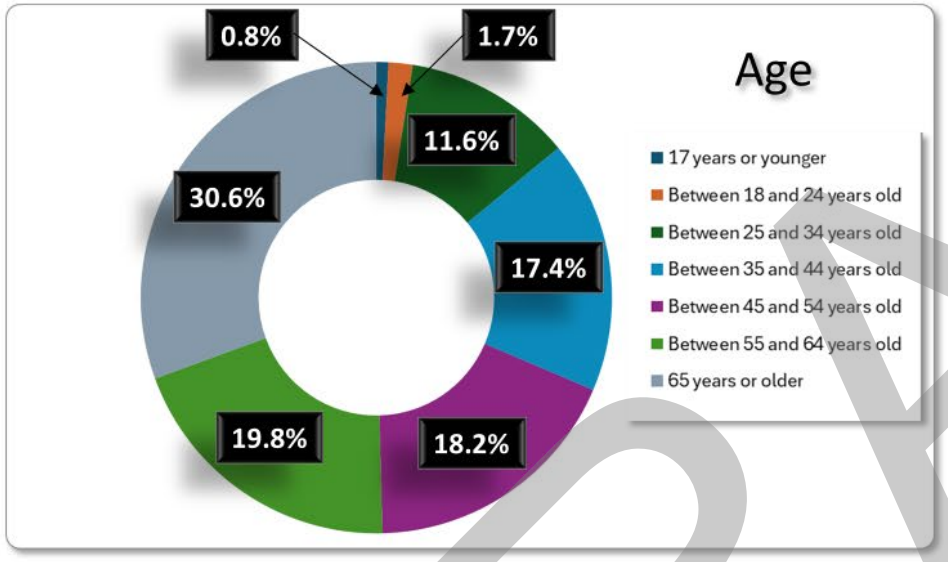
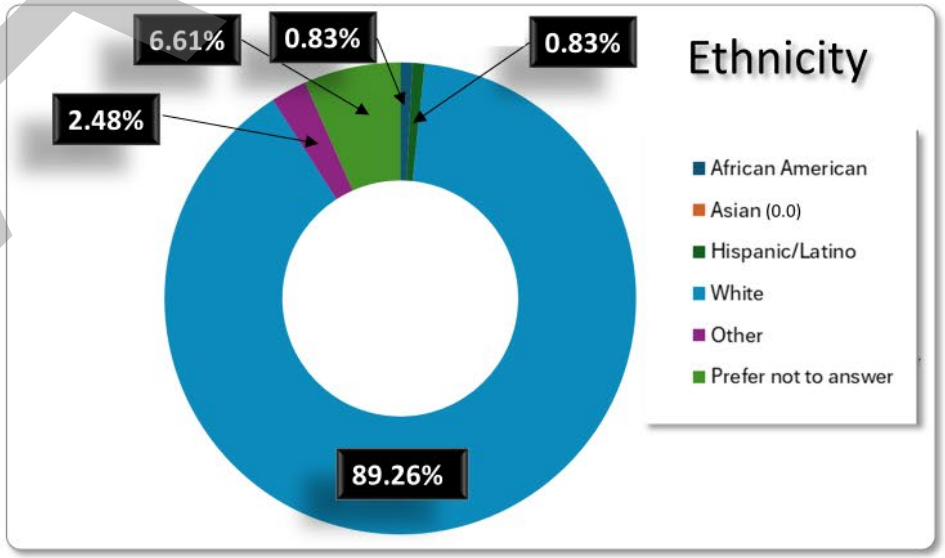


Comments

- Total Comments
  - 120 Total comments
- CTP Related Comments
  - 89 comments
  - **Highway**
    - 48 comments
  - **Bike and Ped**
    - 25 comments
  - **Multiuse Path**
    - 14 comments
  - **Public Transportation**
    - 11 comments

Age and Ethnicity





Alleghany County Comprehensive Transportation Plan *Survey*

1 What is this survey and what do I do?

This survey is being conducted by the High Country Rural Planning Organization for input on a transportation plan being developed for Alleghany County.
Please fill this survey out by .....

2 Transportation Trends & Issues?

Rank these items from **1st** (most important) to **8th** (least important).

	RANK		RANK		RANK		RANK
Shorter Travel Times	☐	Growth/Development	☐	Public/Private Transit	☐	Quality of Life/ Environment	☐
Accessibility	☐	Modern Roads	☐	Safety	☐	Walking/Biking	☐

Comment(s):

3 Multi-modal Rating?

Answer each question on a scale from 1 (Disagree) to 5 (Agree).

General Statements	I feel the roads in Alleghany County are **good**.	1 2 3 4 5	I feel the roads in Alleghany County are **congested**.	1 2 3 4 5
	I feel the roads in Alleghany County are **safe**.	1 2 3 4 5	I feel it is easy to move throughout Alleghany County without a car	1 2 3 4 5
Roadway Questions	**Road Improvements** are needed, even if they have unavoidable impacts.	1 2 3 4 5	I am in favor of **widening roads** in Alleghany County to meet traffic demands.	1 2 3 4 5
	I am willing to live with **traffic** during the busiest (peak) hours and high tourism months.	1 2 3 4 5		
Transit Questions	I am likely to **use** public transportation.	1 2 3 4 5	I support **expanding public transportation** services before widening roads .	1 2 3 4 5
	Public transit **routes and stops** should be expanded.	1 2 3 4 5		
Bicycle Questions	Bike lanes or paved shoulders should be included on roads where **feasible**.	1 2 3 4 5	I would be more likely to bike if bicycle accommodations or greenways **connected** schools, employment, shopping centers, transit stops, parks, etc.	1 2 3 4 5
	I would prefer to ride a bike on a **path outside the road** than on the road.	1 2 3 4 5		
Pedestrian Questions	We should have **more** sidewalks, multi-use paths/greenways, and crosswalks to be able to move safely	1 2 3 4 5	I would be more likely to walk if sidewalks or greenways **connected** schools, employment, shopping centers, transit stops, parks, etc.	1 2 3 4 5
	I support funding **pedestrian improvements** more than widening roads.	1 2 3 4 5		

Comment(s):

Turn page over for more.

For more information on the plan, including maps, data and analysis, visit: https://tinyurl.com/AlleghanyCTP

Alleghany County Comprehensive Transportation Plan *Survey*

Page 2

4 Where are your concerns?

Share with us **where** in Alleghany County there are issues or potential solutions related to transportation. **Please try to limit the number of issues to 3.**

Location:	**Location:**	**Location:**
What mode: (car, bike, etc.)	**What mode:** (car, bike, etc.)	**What mode:** (car, bike, etc.)
Describe the issue/ solution:	**Describe the issue/ solution:**	**Describe the issue/ solution:**

5 Tell us about yourself

These questions are optional. If you do not want to answer a question, please skip it.

General Questions

In which town/Zip Code do you live? _____

In which town/Zip Code do you work? _____

Age (Circle ONE)

What is your age?

Under 18 | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | Over 75

Ancestry (Circle all that apply)

What is your race, ethnicity and/or ancestry?

White | Black/African-American | Hispanic/Latino | Native American/Alaska Native | Asian/Pacific Islander | Middle East/North Africa | Other: _____

Income (Circle ONE)

What is your annual house-hold income? **OPTIONAL**

Less than $25,000 | $25,000-$39,999 | $40,000-$54,999 | $55,000-$74,999 | $75,000-$99,999 | Over $100,000

Comment(s):

6 I've finished. What do I do?

First, please make sure that you have answered all the questions. You can drop it off at the location you received it.

7 Stay up to date with the plan!

Enter an email address below (optional): _____

Thank you for your time and input!

Encuesta del Plan Integral de Transporte del Condado Alleghany

1 ¿De qué se trata esta encuesta y qué debo hacer?

Esta encuesta es llevada a cabo por la Organización de Planeación Rural del High-Country para recabar comentarios sobre un plan de transporte para el Condado Alleghany. **Favor de responderla antes del 30 de junio de 2024**

2 ¿Tendencias y asuntos del transporte?

Clasifique estos elementos del **1** (más importante) al **8** (menos importante).

	CLASIFICAR		CLASIFICAR		CLASIFICAR		CLASIFICAR
Tiempos de traslado más cortos	☐	Crecimiento/desarrollo	☐	Transporte público/ privado	☐	Calidad de vida/ medio ambiente	☐
Accesibilidad	☐	Vías modernas	☐	Seguridad	☐	Caminar/andar en bicicleta	☐

Comentario(s):

3 ¿Calificación multimodal?

Responda cada pregunta usando una escala del **1** (en desacuerdo) al **5** (de acuerdo).

Aseveraciones generales	Pienso que las vías del Condado Alleghany están en **buenas condiciones**.	1 2 3 4 5	Pienso que las vías del Condado Alleghany están **congestionadas**.	1 2 3 4 5
	Pienso que las vías del Condado Alleghany son **seguras**.	1 2 3 4 5	Pienso que es fácil moverse por el Condado Alleghany sin carro.	1 2 3 4 5
Preguntas sobre las vías	Se necesitan **mejoras viales**, incluso si tienen impactos inevitables.	1 2 3 4 5	Estoy a favor de **ampliar las vías** en el Condado Alleghany para satisfacer las demandas del tránsito.	1 2 3 4 5
	Estoy dispuesto a soportar el **tránsito** durante las horas de mayor actividad (pico) y los meses de mayor turismo.	1 2 3 4 5		
Preguntas sobre transporte público	Es probable que **utilice** el transporte público.	1 2 3 4 5	Apoyo la **ampliación de los servicios de transporte público** antes de ampliar las vías o agregar carriles.	1 2 3 4 5
	Es necesario ampliar las **rutas y paradas** del transporte público.	1 2 3 4 5		
Preguntas sobre bicicletas	Siempre que sea **posible**, se deben incluir carriles para bicicletas o arcenes pavimentados en las vías.	1 2 3 4 5	Sería más probable que usara bicicleta si las instalaciones o los senderos **conectaran** escuelas, centros de empleo, centros comerciales, paradas de transporte público, parques, etc.	1 2 3 4 5
	Preferiría andar en bicicleta por un **camino fuera de la vía** que sobre la vía.	1 2 3 4 5		
Preguntas sobre peatones	Deberíamos tener **más** aceras, senderos de usos múltiples/ verdes y cruces peatonales para poder movernos con seguridad.	1 2 3 4 5	Sería más probable que caminara si las aceras o los senderos de usos múltiples/verdes **conectaran** escuelas, centros de empleo, centros comerciales, paradas de transporte público, parques, etc.	1 2 3 4 5
	Apoyo financiar **mejoras para los peatones** más que ampliar las vías o agregar carriles.	1 2 3 4 5		

Comentario(s):

Más al reverso.

Para más información sobre el plan, incluyendo mapas, datos y análisis, visite: **https://tinyurl.com/AlleghanyCTP**

Encuesta del Plan Integral de Transporte del Condado Alleghany

4 ¿Dónde están sus inquietudes?

Comparta con nosotros **dónde** hay problemas o potenciales soluciones realacionados con el transporte en el Condado Alleghany. **Por favor, intente limitar a 3 los problemas.**

Ubicación:	**Ubicación:**	**Ubicación:**
Qué modo: (carro, bicicleta, etc.)	**Qué modo:** (carro, bicicleta, etc.)	**Qué modo:** (carro, bicicleta, etc.)
Describa el problema/ solución:	**Describa el problema/ solución:**	**Describa el problema/ solución:**

5 Cuéntenos un poco sobre usted

Estas preguntas son opcionales. Si no quiere responder alguna pregunta, vaya a la siguiente.

Preguntas generales

¿En qué población/código postal vive?

¿En qué población/código postal trabaja?

Edad Marque UNA

¿Cuál es su edad?

Menor de 18 | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | Mayor de75

Ascendencia Marque todas las que apliquen

¿Cuál es su raza, etnicidad y/o ascendencia?

Blanco | BNegro/Afroamericano | Hispano/Latino | Amerindio/Nativo de Alaska | Asiático/Isleño del Pacífico | Medio Oriente/Norte de África | Otro:

Ingresos Marque UNA

*¿Cuál es el ingreso anual de su hogar? *OPCIONAL**

Menos de $25,000 | $25,000-$39,999 | $40,000-$54,999 | $55,000-$74,999 | $75,000-$99,999 | Más de $100,000

Comentario(s):

6 He terminado. ¿Qué hago ahora?

Primero, asegúrese de que ha respondido todas las preguntas. Puede entregar la encuesta en el sitio donde la obtuvo.

7 ¡Manténgase informado sobre el plan!

Ingrese una dirección de email abajo (opcional):

¡Gracias por su tiempo y aportes!

Public Involvement of Draft CTP

In addition to the G&O Survey, a workshop was held near the end of the CTP process. While normally multiple workshops would be held at this time, it seemed more feasible to pursue the option of a shared event in conjunction with a few local events. Email lists from the goals and objectives survey, social media, and the steering committee all played a big part in outreach for this survey. The survey displayed the recommendations developed by the CTP process for open comments. During this survey, there were 164 (163 English, 1 Spanish) participants that provided feedback.

STIP PROJECTS AND UNADDRESSED DEFICIENCIES

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

- **Making it easier for travelers to get to their destinations;**
- **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 and context-based traffic speeds. These streets are well-integrated with surrounding land uses. The complete street policy and concepts were used in the development of the CTP. The CTP proposes projects that include multi-modal project proposals as documented in the project sheets within this section. Refer to the project sheets for recommended cross sections for all project proposals and refer to the NCDOT Cross sections for more detailed information on the typical sections.

STIP Projects

As discussed in the Highway Analysis section, the capacity deficiency analysis of the highway element of the CTP, the annual average daily traffic (AADT) in 2022 and the projected vehicles per day (vpd) in 2050 were compared to the 2022 Level of Service (LOS) D capacity for each facility. The future year analysis assumed that projects listed in the 2024–2033 State Transportation Improvement Program (STIP) were built. These projects include:

- HB-0067: Scenic Valley Road (SR-1433), Replace Bridge 020082 over Brush Creek
- BR-0206: Fox Ridge Road (SR 1422), Replace Bridge 20035 over Glade Creek
- BR-0207: Ridgeglen Road (SR 1433), Replace Bridge 20133 over Little River

Unaddressed Deficiencies

During the process of the CTP, the roads were studied to identify deficiencies. Some of these deficiencies have physical or environmental restrictions that make them unfeasible to propose a project. The following deficiencies were identified during the development of the CTP, but they remain unaddressed by projects:

- Seven highway network roads that are below standard
  - U.S. 221, N.C. 113, N.C. 93, N.C. 18, Glade valley Road (SR 1444), Grandview Drive (SR 1172), and Pine Swamp Road (SR 1122)
  - There is a need to widen the above highway roads to address issues involving school buses, trucks and semi-trucks that have experienced sideview mirror crashes. There are vehicles that have sideview mirrors that extend past the regular extents.
- There is congestion along U.S. 21 (Main St) entering the Sparta Elementary School during peak hour drop-off and pick-up time.
  - During peak hours of pick-ups and drop-offs for students, congestion has extended

along US 21 (Main Street), blocking the lane used for regular vehicular/modal traffic. Drivers along US 21 (Main Street) have been observed using the center turning lane as a passing lane to go around the congestion. A study was requested on July 31, 2024 for the Sparta High School and the Sparta Elementary and Middle School. Initiated through the NCDOT Municipal and School Transportation Assistance (MSTA), a Traffic Impact Analysis (TIA) began on January 30, 2025. An analysis is performed to assist in resolving congestion/operational problems where a school is expanding. The goal of these studies is to get the school's parent queue organized and maintained on the campus. Once a design has been agreed upon, then NCDOT would try to get a project funded.

CTP PROJECTS

In this study, there are no project sheets, however, there are three Highway Intersection Improvements, eight Highway Unaddressed Deficiencies (designating an upgrade to the below facilities to 12 foot lanes with 2 foot paved shoulders shown in **Figure 13**), four Public Transportation Deviated Fixed-Corridor Recommendations and thirty-one Bicycle and Pedestrian Recommendations.

HIGHWAY INTERSECTION IMPROVEMENT RECOMMENDATIONS

- **U.S. 21**-TRK(Sparta Parkway) and Grandview Drive
- **U.S. 21**-TRK(Sparta Parkway) and N.C. 18
- **U.S 221 and N.C. 113**

HIGHWAY UNADDRESSED DEFICIENCIES

- **U.S. 221**- from Ashe County to U.S 21
- **N.C. 18** – from Medowfork Road (SR 1193) to N.C 89
- **N.C 18** – from Blue Ride Parkway to Dixon Road
- **N.C. 93** – from U.S. 21 to N.C. 113
- **N.C. 113** – from N.C. 19 to the Virgina State Line
- **Glade Valley Road (SR 1444)** – from U.S 21 to Larry Branch Road (SR 1482)
- **Grandview Drive (SR 1172)** – from Pine Swamp Road (SR 1122) to U.S 21
- **Pine Swamp Road (SR 1122)** – from Grandview Drive (SR 1172) to U.S. 21

PUBLIC TRANSPORTATION RECOMMENDATIONS

- **Corridor 1 Deviated Fixed Route** – proposed along U.S. 21 and U.S. 21 Truck Route
- **Corridor 2 Deviated Fixed Route** – proposed along N.C. 18, Davis Lane , Health Services Road (SR 1213), Osborne Road (SR 1138)
- **Corridor 3 Deviated Fixed Route** – proposed along Memorial Park Drive (SR 1420), Halsey Street, Collins Road (SR 1136/1137), and Reynolds Road (SR 1136)
- **Corridor 4 Deviated Foxed Route** – proposed along Sunset Drive, Hospital Road, Doctors Street, Independence Road, and Grayson Street (SR 1403)

CTP PROJECTS

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

- **N.C. 18 (Whitehead Street)** - Shared Lane and sidewalk from 200 ft. south of U.S. 21 TRK (Sparta Parkway) to Duncan Street
- **N.C. 18 (Whitehead Street)** - Sidewalk from Duncan Street to Evergreen Drive
- **N.C. 18 (Whitehead Street)** - Sidewalk from Grayson Street (SR 1403) to Halsey Street
- **Atwood Street** - Sidewalk from Grayson Street (SR 1403) to Dead End
- **Blue Ridge Street** - Sidewalk from 569 ft. south of Memorial Park Drive (SR 1420) to Memorial Park Drive (SR 1420)
- **E. Cheek Street** - Sidewalk from U.S. 21 to S. Grayson Street (SR 1403)
- **W. Cheek Street** - Sidewalk from Jones Street to Duncan Street
- **Cherry Street** - from Grayson Street (SR 1403) to Doctors Street
- **Cox Street** - Sidewalk from Trojan Avenue to E. Doughton Street
- **Cranford Road** - Sidewalk from Wee Care Avenue to Riley Street
- **Doctors Street** - Sidewalk from Independence Road to Hospital Road
- **Duncan Street** - Shared Lane and sidewalk from N.C. 18 (Whitehead Street) to Grandview Drive (SR 1172)
- **Grandview Drive (SR 1172)** - Shared Lane and sidewalk from Duncan Street to 387 ft. south of U.S. 21 TRK (Sparta Parkway)
- **Grayson Street** - Sidewalk from Independence Road to 317 ft. north of Cherry Street
- **Grayson Street** - Sidewalk from 317 ft. north of Cherry Street to N.C. 18 (Whitehead Street)
- **S. Grayson Street** - Sidewalk from 120 ft. N.W. of E. Cheek Street to E. Cheek Street
- **Halsey Street** - Sidewalk from N.C. 18 to Memorial Park Drive (SR 1420)
- **Hopsital Road** - Sidewalk from Doctors Street to N.C. 18 (Whitehead Street)
- **Independence Road** - Sidewalk from Cherry Street to Grayson Street (SR 1403)
- **Irwin Street** - Sidewalk from Roe Street to Dead End
- **Memorial Park Drive (SR 1420)** - Sidewalk from U.S. 21 to Blue Ridge Street
- **Riley Street -** Sidewalk from Dead End to Dead End
- **Roe Street** - Sidewalk from Irwin Street to Dead End
- **Trojan Street** - Sidewalk from U.S. 21 (Main Street) to Roe Street
- **Trojan Street** - Sidewalk from Roe Street to MUP
- **Wee Care Avenue** - Sidewalk from U.S. 21 to Cranford Road
- **Bledsoe Creek MUP** - from Justice Carlisle Higgins Fairgrounds and Agricultural Center to N.C. 18 (Whitehead Street)
- **Bledsoe Creek MUP 2** - from Grandview Drive (SR 1172) to Little River
- Crouse Park MUP - from U.S. 21 (Main Street) to Doctors Street
- **Sam Brown Park MUP** - from Atwood Street to Trojan Avenue

Figure 13

UNADDRESSED DEFICIENCIES

Proposals that address identified needs through 2050

ALLEGHANY COUNTY

Comprehensive Transportation Plan

Highway Features

Unaddressed Deficiencies

Other Features

Studied Roads

MPO Boundary

High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.5 1 2 3 4
Miles

N

Sheet 1 of 2

Base map date: September 21, 2023

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

WORKING COPY
Plan Date: August 14, 2025

Figure 13

UNADDRESSED DEFICIENCIES

Proposals that address identified needs through 2050

ALLEGHANY COUNTY

Comprehensive Transportation Plan

Highway Features

Unaddressed Deficiencies

Other Features

Studied Roads

MPO Boundary

High Country RPO

Full report at:
https://tinyurl.com/AlleghanyCounty

0 0.05 0.1 0.2 0.3 0.4 Miles

N

Sheet 2 of 2

Base map date: September 21, 2023

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

WORKING COPY
Plan Date: August 14, 2025

INVENTORY TABLE

The inventory table provides information on the segments studied roads and recommendations.

Assumptions/ Notes:

- **Local ID:** If a TIP project number exists, it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first four letters of the county name is combined with a four-digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on GIS estimates. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing and new facilities. These capacity estimates were developed based on the 2016 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning.
- **Existing and Proposed Volumes,** given in vehicles per day (vpd), are estimates only based on a systems level analysis. The '2050 Volume E+C' is an estimate of the volume in 2050 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2024 – 2033 Transportation Improvement Program (TIP). The '2050 Volume with CTP' is an estimate of the volume in 2050 with all proposed CTP improvements assumed to be in place. The '2050 Volume with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For more information about the assumptions and techniques used to develop the AADT volume estimates, refer to the Multimodal Analysis Appendix.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended for the given mode as part of the CTP.

*Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment. See the Unaddressed Deficiencies for more information.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps. Abbreviations are F= freeway, E= expressway, B=boulevard, MJM= multi-lane major thoroughfare, MJ2= Two-lane major thoroughfare, MN=minor thoroughfare.
- **Proposals for Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H= highway, T= public transportation, R= rail, B= bicycle, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 21	Wilkes	Oklahoma Rd (SR 1100)	Alleghany	1.69	12	2	12	100	45	14600	3000	3840		14600	02B	100	MJ2	
	US 21	Oklahoma Rd (SR 1100)	Roaring Gap Dr (SR 1478)	Alleghany	0.19	12	2	12	60	45	14600	3800	4864	4200	14600	02B	60	MJ2	
	US 21	Roaring Gap Dr (SR 1478)	Green House Rd (SR 1178)	Alleghany	0.42	12	2	12	60	45	14600	3800	4864	4200	14600	02B	60	MJ2	
	US 21	Green House Rd (SR 1178)	Camp Butler Rd (SR 1105)	Alleghany	1.72	12	2	12	60	45	14600	3800	4864	4200	14600	02B	60	MJ2	
	US 21	Camp Butler Rd (SR 1105)	Cherry Lane Rd (SR 1106)	Alleghany	0.84	12	2	12	60	55	15100	3800	4864	4400	15100	02A	65	MJ2	
	US 21	Cherry Lane Rd (SR 1106)	Shawtown Rd (SR 1464)	Alleghany	0.82	12	2	12	60	55	15100	3700	4736	4600	15100	02A	60	MJ2	
	US 21	Shawtown Rd (SR 1464)	Cherry Lane Rd (SR 1106)	Alleghany	0.03	12	2	12	70	55	15100	3700	4736	4600	15100	02A	70	MJ2	
	US 21	Cherry Lane Rd (SR 1106)	Pull Tail Rd (SR 1111)	Alleghany	1.05	12	2	12	60	55	15100	3900	4992	4600	15100	02A	60	MJ2	
	US 21	Pull Tail Rd (SR 1111)	Stoker Rd (SR 1467)	Alleghany	0.37	12	2	12	60	55	15100	3900	4992	5200	15100	02A	60	MJ2	
	US 21	Stoker Rd (SR 1467)	Glade Valley Rd (SR 1444)	Alleghany	0.35	12	2	12	60	55	15100	3900	4992	5200	15100	02A	60	MJ2	
	US 21	Stoker Rd (SR 1467)	Glade Valley Rd (SR 1444)	Alleghany	0.99	12	2	12	60	55	15100	4000	5120	5300	15100	02A	60	MJ2	
	US 21	Glade Valley Rd (SR 1444)	Dewitt Rd (SR 1113)	Alleghany	0.1	12	2	12	60	55	15100	4600	5888	5300	15100	02A	60	MJ2	
	US 21	Dewitt Rd (SR 1113)	Old 21 (SR 1119)	Alleghany	1.61	12	2	12	60	55	15100	4600	5888	6500	15100	02A	60	MJ2	
	US 21	Old 21 (SR 1119)	Macedonia Church Rd (SR 1120)	Alleghany	0.5	12	2	12	60	55	15100	5800	7424	8400	15100	02A	60	MJ2	
	US 21	Macedonia Church Rd (SR 1120)	Pine Swamp Rd (SR 1121)	Alleghany	0.48	12	2	12	60-70	55	15100	5800	7424	8400	15100	02A	70	MJ2	
	US 21	Pine Swamp Rd (SR 1121)	Rivers Edge Rd (SR 1421)	Alleghany	0.41	12	2	12	60-70	45	14600	5800	7424	8400	14600	02B	70	MJ2	
	US 21	Rivers Edge Rd (SR 1421)	Rivers Edge Rd (SR 1421)	Alleghany	0.02	12	2	12	60	45	14600	5800	7424	8400	14600	02B	60	MJ2	
	US 21	Rivers Edge Rd (SR 1421)	Ball Park Rd (SR1171)	Alleghany	0.79	12	2	12	60	45	14600	7200	9216	10300	14600	02B	60	MJ2	
	US 21	Ballpark Rd (SR 1171)	US 21	Sparta	0.06	12	2	12	70-80	35	15300	7200	9216		15300	02B	80	MJ2	T
	US 21	US 21-TRK (Sparta parkway)	Sunset Dr	Sparta	0.08	12	2	12	70	35	15300	7200	9216		15300	02B	70	MJ2	T
	US 21	Sunset Dr	Blue Ridge St	Sparta	0.09	12	2	12	60	35	15300	7200	9216		15300	03B	60	MJ2	T

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 21	500 ft NW of Sunset Dr	Blue Ridge St	Sparta	0.09	12	2	12	60	35	15300	7200	9216		15300	03B	60	MJ2	T
	US 21	Blue Ridge St	612 ft	Sparta	0.12	12	2	12	60	35	15300	8000	10240		15300	03B	60	MJ2	T
	US 21	612 ft	Thompson St	Sparta	0.04	12	2	12	60	35	15300	8000	10240		15300	03B	60	MJ2	T
	US 21	Thompson St	Grandview Dr (SR 1172)	Sparta	0.05	12	2	12	60	35	15300	8000	10240		15300	03B	60	MJ2	T
	US 21	Grandview Dr (SR 1172)	Memorial Park Dr (SR 1420)	Sparta	0.14	12	2	12	60	35	15300	8000	10240		15300	03B	60	MJ2	T
	US 21	Memorial Park Dr (SR 1420)	NC 18	Sparta	0.24	12	2	12	60-70	20	15300	8000	10240	9700	15300	03B	70	MJ2	T
	US 21	NC 18	W Doughton St	Sparta	0.09	12	2	12	60	20	15300	8000	10240	9700	15300	03B	60	MJ2	T
	US 21	W Doughton St	Trojan Ave	Sparta	0.16	12	2	12	60	35	15300	6300	10240	7900	15300	03B	60	MJ2	T
	US 21	Trojan Ave	Rose St	Sparta	0.23	12	2	12	60	35	15300	6300	8064	7900	15300	03B	60	MJ2	T
	US 21	Rose St	Maple St	Sparta	0.14	12	2	12	60	35	15300	5800	7424	6400	15300	03B	60	MJ2	T
	US 21	Maple St	US 21	Sparta	0.07	12	2	12	60	35	15300	5800	7424	6400	15300	03B	60	MJ2	T
	US 21	US 21	Hendrix Rd (SR 1487)	Sparta	0.21	12	2	12	80	35	15300	5600	7168	9000	15300	02B	80	MJ2	T
	US 21	Hendrix Rd (SR 1487)	Bledsoe Creek Rd (SR 1135)	Alleghany	0.74	12	2	12	80	35	15300	5600	7168	9000	15300	02B	80	MJ2	T
	US 21	Bledsoe Creek Rd (SR 1135)	US 221	Alleghany	1.24	12	2	12	80	55	15100	5600	7168	9000	15100	02A	80	MJ2	
	US 21	US 221	Newrain Rd (SR 1405)	Alleghany	0.12	12	2	12	100	55	15100	4600	5888	6800	15100	02A	100	MJ2	
	US 21	Newrain Rd (SR 1405)	Kilby Rd (SR 1348)	Alleghany	0.81	12	2	12	100	45	14600	2100	2688	3300	14600	02B	100	MJ2	
	US 21	Kilby Rd (SR 1348)	Lonmack Rd (SR 1404)	Alleghany	0.14	12	2	12	100	55	15100	2100	2688	3300	15100	02A	100	MJ2	
	US 21	Lonmack Rd (SR 1404)	Nile Rd (SR 1403)	Alleghany	1.55	12	2	12	100	55	15100	2100	2688	3300	15100	02A	100	MJ2	
	US 21	Nile Rd (SR 1403)	Virginia	Alleghany	0.66	12	2	12	100	55	15100	1900	2432	3000	15100	02A	100	MJ2	
	US 21	N Old Hwy 21 (SR 1733)	Alleghany	Wilkes	0.01		2	12	100	45	14600				14600	02B	100	MJ2	
	US 221	Ashe	Flint Hill Rd (SR 1301)	Alleghany	0.05	11	2	11	60	55	14600	450	576		14600	02A	60	MJ2	
	US 221	Flint Hill Rd (SR 1301)	Allen Rd (SR 1300)	Alleghany	0.52	11	2	11	60	55	14600	450	576	600	14600	02A	60	MJ2	
	US 221	Allen Rd (SR 1300)	NC 113	Alleghany	1.48	11	2	11	60-110	55	14600	450	576	600	14600	02A	110	MJ2	
	US 221	NC 113	Mabe Rd (SR 1330)	Alleghany	0.8	11	2	11	60	55	14600	600	768	800	14600	02A	60	MJ2	
	US 221	Mabe Rd (SR 1330)	New Hope Church Rd (SR 1161)	Alleghany	0.82	11	2	11	60	55	14600	600	768	800	14600	02A	60	MJ2	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	US 221	Mabe Rd (SR 1330)	New Hope Church Rd (SR 1161)	Alleghany	0.57	11	2	11	60	55	14600	800	1024	1000	14600	02A	60	MJ2	
	US 221	New Hope Church Rd (SR 1161)	Reeves Ridge Rd (SR 1332)	Alleghany	1.77	11	2	11	60	55	14600	800	1024	1000	14600	02A	60	MJ2	
	US 221	Reeves Ridge Rd (SR 1332)	Antioch Rd (SR 1167)	Alleghany	1.12	11	2	11	60	45	14100	1000	1280	1400	14100	02B	60	MJ2	
	US 221	Antioch Rd (SR 1167)	Walnut Branch Church Rd (SR 1333)	Alleghany	0.26	11	2	11	60	45	14100	1000	1280	1400	14100	02B	60	MJ2	
	US 221	Walnut Branch Church Rd (SR 1333)	Shiloh Church Rd (SR 1165)	Alleghany	1.96	11	2	11	60	45	14100	1100	1408	1500	14100	02B	60	MJ2	
	US 221	Shiloh Church Rd (SR 1165)	Shiloh Church Rd (SR 1165)	Alleghany	0.47	11	2	11	60	45	14100	1300	1664	1800	14100	02B	60	MJ2	
	US 221	Shiloh Church Rd (SR 1165)	NC 93	Alleghany	0.1	11	2	11	60	45	15500	1300	1664	1800	14100	02B	60	MJ2	
	US 221	Shiloh Church Rd (SR 1165)	NC 93	Alleghany	0.01	11	2	11	60	45	14100	2600	3328	3800	14100	02B	60	MJ2	
	US 221	NC 93	Golf Course Rd (SR 1347)	Alleghany	0.8	12	2	12	60	45	14600	2600	3328	3800	14600	02B	60	MJ2	
	US 221	Golf Course Rd (SR 1347)	US 21	Alleghany	0.07	11	2	11	60	45	15500	2600	3328	3800	14100	02B	60	MJ2	
	US 221	Carson Wingler Rd (SR 1636)	Alleghany	Ashe	0		2	11	60	55	14600				14600	02A	60	MJ2	
	US 21 TRK	US 21	NC 18	Sparta	0.75	12	2	12	100	35	15300	2300	2944		15300	02B	100	MJ2	T
	US 21 TRK	NC 18	Grandview Dr (SR 1172)	Sparta	0.42	12	2	12	100	35	15300	3100	3968		15300	02B	100	MJ2	T
	US 21 TRK	Grandview Dr (SR 1172)	US 21	Sparta	0.5	12	2	12	80	35	15300	3100	3968		15300	02B	80	MJ2	T
	NC 18	Wilkes County	Blue Ridge Parkway	Alleghany	1.76	10	2	10	60	55	14100	950	1216		14100	02A	60	MJ2	
	NC 18	Blue Ridge Parkway	NC 88	Alleghany	1.91	10	2	10	100	55	14100	2000	2560	2300	14100	02A	100	MJ2	
	NC 18	NC 88	NC 113	Alleghany	0.91	10	2	10	60-100	55	14100	2000	2560	2300	14100	02A	100	MJ2	
	NC 18	NC 113	Dixon Rd (SR 1150)	Alleghany	2.73	10	2	10	60	55	14100	1300	1664	2000	14100	02A	60	MJ2	
	NC 18	Dixon Rd (SR 1150)	Meadowfork Rd (SR 1141)	Alleghany	1.02	10	2	10	60	55	14100	1300	1664	2000	14100	02A	60	MJ2	
	NC 18	Dixon Rd (SR 1150)	Meadowfork Rd (SR 1141)	Alleghany	0.7	10	2	10	60	55	14100	1400	1792	2200	14100	02A	60	MJ2	
	NC 18	Meadowfork Rd (SR 1141)	Spicer Mountain Rd (SR 1135)	Alleghany	3.1	10	2	10	60	55	14100	1400	1792	2200	14100	02A	60	MJ2	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	NC 18	Spicer Mountain Rd (SR 1135)	Meadowfork Rd (SR 1193)	Alleghany	0.04	10	2	10	60	55	14100	1500	1920	2200	14100	02A	60	MJ2	
	NC 18	Spicer Mountain Rd (SR 1135)	Meadowfork Rd (SR 1193)	Alleghany	0.23	10	2	10	60	55	14100	1500	1920	2500	14100	02A	60	MJ2	
	NC 18	Meadowfork Rd (SR 1193)	Grandview Dr (SR 1128)	Alleghany	0.35	10	2	10	60-100	55	14100	1500	1920	2500	14100	02A	100	MJ2	
	NC 18	Grandview Dr (SR 1128)	Tayson Rd (SR 1173)	Alleghany	1.02	10	2	10	100	55	14100	1500	1920	2500	14100	02A	100	MJ2	
	NC 18	Grandview Dr (SR 1128)	Tayson Rd (SR 1173)	Alleghany	0.5	10	2	10	100	55	14100	2300	2944	4100	14100	02A	100	MJ2	
	NC 18	Tayson Rd (SR 1173)	Health Services Rd (SR 1213)	Alleghany	0.27	12	2	12	100	55	15100	2300	2944	4100	15100	02A	100	MJ2	
	NC 18	Health Services Rd (SR 1213)	Osborne Rd (SR 1138)	Alleghany	0.17	12	2	12	100	55	15100	2300	2944	4100	15100	02A	100	MJ2	
	NC 18	Osborne Rd (SR 1138)	Reynolds Rd (SR 1136)	Alleghany	0.32	10	2	10	100	55	14100	2300	2944	4100	14100	02A	100	MJ2	
	NC 18	Moxley Hollow Rd (SR 1182)	Greenery Ln	Sparta	0.34	10	2	10	100	45	13600	2300	2944	4100	13600	02B	100	MJ2	
	NC 18	Reynolds Rd (SR 1136)	Reynolds Rd (SR 1136)	Sparta	0.49	10	2	10	100	45	13600	3900	4992	6000	13600	02B	100	MJ2	
	NC 18	Collins Rd (SR 1136)	200 ft	Sparta	0.05	10	2	10	100	35	14000	3900	4992		14000	02B	100	MJ2	
	NC 18	200 ft South of US21	US 21	Sparta	0.04	10	2	10	100	35	14000	3900	4992		14000	02B	100	MJ2	B,P,T
	NC 18	US 21	Duncan St	Sparta	0.14	10	2	10	100	35	14300	3900	4992		14300	02B	100	MJ2	B,P,T
	NC 18	Duncan St	Evergreen Dr	Sparta	0.09	10	2	10	100	20	12800	3200	4096	4100	12800	02D	100	MJ2	B,P,T
	NC 18	Evergreen Dr	US 21	Sparta	0.04	10	2	10	100	20	12800	3200	4096	4100	12800	02D	100	MJ2	T
	NC 18	US 21	Grayson St (SR 1403)	Sparta	0.1	10	2	10	100	20	12400	4100	5248	5200	12400	02D	100	MJ2	T
	NC 18	Grayson St (SR 1403)	Hospital Rd	Sparta	0.31	10	2	10	100	35	12400	3500	4480	4500	12400	02B	100	MJ2	P,T
	NC 18	Hospital Rd	Hasley St	Alleghany	0.22	10	2	10	100	45	13600	3200	4096	4600	13600	02B	100	MJ2	P,T
	NC 18	Halsey St	Napco Rd (SR 1419)	Alleghany	0.55	10	2	10	100	45	13600	3200	4096	4600	13600	02B	100	MJ2	
	NC 18	Napco Rd (SR 1419)	Walnut Ridge Rd (SR 1507)	Alleghany	0.05	10	2	10	100	55	14100	3200	4096	4600	14100	02A	100	MJ2	
	NC 18	Walnut Ridge Rd (SR 1507)	Choate Dairy Rd (SR 1424)	Alleghany	0.67	10	2	10	100	55	14100	3200	4096	4600	14100	02A	100	MJ2	
	NC 18	Choate Dairy Rd (SR 1424)	Hickory Mountain Rd (SR 1493)	Alleghany	0.31	10	2	10	100	55	14100	3200	4096	4600	14100	02A	100	MJ2	
	NC 18	Hickory Mountain Rd (SR 1493)	Cross Creek Rd (SR 1416)	Alleghany	0.61	10	2	10	100	55	14100	3200	4096	4600	14100	02A	100	MJ2	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	NC 18	Hickory Mountain Rd (SR 1493)	Cross Creek Rd (SR 1416)	Alleghany	0.18	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Cross Creek Rd (SR 1416)	Pleasant Home Rd (SR 1415)	Alleghany	1.02	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Pleasant Home Rd (SR 1415)	Chestnut Grove Church Rd (SR 1501)	Alleghany	0.92	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Chestnut Grove Church Rd (SR 1501)	Edwards Rd (SR 1437)	Alleghany	2.09	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Edwards Rd (SR 1437)	Cranford Knoll Rd (SR 1438)	Alleghany	0.25	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Edwards Rd (SR 1437)	Cranford Knoll Rd (SR 1438)	Alleghany	0.45	10	2	10	100	55	14100	1800	2304		14100	02A	100	MJ2	
	NC 18	Cranford Knoll Rd (SR 1438)	Rector Rd (SR 1515)	Alleghany	0.02	10	2	10	100	55	14100	1800	2304		14100	02A	100	MJ2	
	NC 18	Cranford Knoll Rd (SR 1438)	Rector Rd (SR 1515)	Alleghany	0.29	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Rector Rd (SR 1515)	Little Pine Rd (SR 1453)	Alleghany	0.18	10	2	10	100	55	14100	1800	2304	2500	14100	02A	100	MJ2	
	NC 18	Little Pine Rd (SR 1453)	Early Rd (SR 1440)	Alleghany	0.19	10	2	10	100	55	14100	1700	2176	1900	14100	02A	100	MJ2	
	NC 18	Early Rd (SR 1440)	Crab Creek Rd (SR 1450)	Alleghany	0.97	10	2	10	60-100	55	14100	1700	2176	1900	14100	02A	100	MJ2	
	NC 18	Crab Creek Rd (SR 1450)	Delhart Rd (SR 1441)	Alleghany	0.78	10	2	10	100	55	14100	1700	2176	1900	14100	02A	100	MJ2	
	NC 18	Delhart Rd (SR 1441)	Old Barrett Rd (SR 1445)	Alleghany	1.84	10	2	10	100	55	14100	1800	2304	1900	14100	02A	100	MJ2	
	NC 18	Old Barrett Rd (SR 1445)	Edmonds Rd (SR 1442)	Alleghany	0.81	10	2	10	100	45	13600	1800	2304	1900	13600	02B	100	MJ2	
	NC 18	Edmonds Rd (SR 1442)	Glade Valley Rd (SR 1444)	Alleghany	0.47	10	2	10	100	45	13600	1800	2304	1900	13600	02B	100	MJ2	
	NC 18	Edmonds Rd (SR 1442)	Glade Valley Rd (SR 1444)	Alleghany	0.01	10	2	10	100	45	13600	1400	1792	1500	13600	02B	100	MJ2	
	NC 18	Glade Valley Rd (SR 1444)	Murphy Bend Rd (SR 1443)	Alleghany	1.1	10	2	10	100	55	14100	1400	1792	1500	14100	02A	100	MJ2	
	NC 18	Murphy Bend Rd (SR 1443)	Surry	Alleghany	0.36	10	2	10	100	55	14100	1400	1792	1500	14100	02A	100	MJ2	
	NC 18	Murphy Bend Rd (SR 1443)	Surry	Alleghany	0.16	10	2	10	100	55	14100	1400	1792		14100	02A	100	MJ2	
	NC 88	Ashe	NC 18	Alleghany	0.28	9	2	10	60	55	14100	1100	1408		14100	02A	60	MJ2	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	NC 88	Upper Cranberry Creek Rd (SR 1609)	Alleghany	Ashe	0.04		2	10	60	55	14100				14100	02A	60	MJ2	
	NC 93	US 221	Warden Rd (SR 1355)	Alleghany	1.06	10	2	10	60	55	14100	1400	1792	2000	14100	02A	60	MJ2	
	NC 93	Warden Rd (SR 1355)	Reeves Ridge Rd (SR 1346)	Alleghany	0.71	10	2	10	60	55	14100	1400	1792	2000	14100	02A	60	MJ2	
	NC 93	Reeves Ridge Rd (SR 1346)	Osborne Memorial Rd (SR 1341)	Alleghany	1.04	10	2	10	60	55	14100	1100	1408	1800	14100	02A	60	MJ2	
	NC 93	Osborne Memorial Rd (SR 1341)	Halsey Knob Rd (SR 1336)	Alleghany	0.76	10	2	10	60	55	14100	1100	1408	1800	14100	02A	60	MJ2	
	NC 93	Halsey Knob Rd (SR 1336)	Spry Rd (SR 1337)	Alleghany	1.19	10	2	10	60	55	14100	1100	1408	1800	14100	02A	60	MJ2	
	NC 93	Spry Rd (SR 1337)	Piney Post Office Rd (SR 1319)	Alleghany	1	10	2	10	60	55	14100	800	1024	1200	14100	02A	60	MJ2	
	NC 93	Piney Post Office Rd (SR 1319)	Garvey Rd (SR 1325)	Alleghany	1.35	10	2	10	60	55	14100	800	1024	1200	14100	02A	60	MJ2	
	NC 93	Garvey Rd (SR 1325)	Pugh Rd (SR 1316)	Alleghany	0.64	10	2	10	60	55	14100	550	704	900	14100	02A	60	MJ2	
	NC 93	Pugh Rd (1316)	Phipps Dairy Rd (SR 1315)	Alleghany	1.09	10	2	10	60	55	14100	550	704	900	14100	02A	60	MJ2	
	NC 93	Phipps Dairy Rd (SR 1315)	NC 113	Alleghany	0.53	10	2	10	60	55	14100	300	384	500	14100	02A	60	MJ2	
	NC 93	NC 113	Virgina	Alleghany	0.51	10	2	10	60	55	14100	650	832	900	14100	02A	60	MJ2	
	NC 113	NC 18	Ashe	Alleghany	2.44	9	2	9	60	55	13600	550	704	700	13600	02A	60	MJ2	
	NC 113	Ashe	US 221	Alleghany	2.35	9	2	9	60	55	13600	500	640	700	13600	02A	60	MJ2	
	NC 113	US 221	Long Bottom Rd (SR 1328)	Alleghany	0.81	9	2	9	60	55	13600	400	512	700	13600	02A	60	MJ2	
	NC 113	Long Bottom Rd (SR 1328)	Allen Rd (SR 1300)	Alleghany	0.84	9	2	9	60-80	55	13600	400	512	700	13600	02A	80	MJ2	
	NC 113	Allen Rd (SR 1300)	Bakers Ridge Rd (SR 1320)	Alleghany	0.53	9	2	9	60	55	13600	400	512	700	13600	02A	60	MJ2	
	NC 113	Bakers Ridge Rd (SR 1320)	Garvey Rd (SR 1321)	Alleghany	2.2	9	2	9	60	55	13600	600	768	800	13600	02A	60	MJ2	
	NC 113	Garvey Rd (SR 1321)	South Fork Church Rd (SR 1316)	Alleghany	0.05	9	2	9	60	55	13600	600	768	800	13600	02A	60	MJ2	
	NC 113	South Fork Church Rd (SR 1316)	South Fork Church Rd (SR 1316)	Alleghany	0.75	9	2	9	60	55	13600	500	640	500	13600	02A	60	MJ2	
	NC 113	Piney Creek School (SR 1316)	NC 93	Alleghany	1.27	10	2	9	60	55	13600	500	640	500	13600	02A	60	MJ2	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Oklahoma Rd (SR 1100)	US 21	Lyons Rd (SR 1102)	Alleghany	1.42	10	2	10	50-60	55	14100	300	342	400	14100	02A	60	MN	
	Oklahoma Rd (SR 1100)	Lyons Rd (SR 1102)	John P Frank Pkwy (SR1784)	Alleghany	1.67	10	2	10	50	55	14100	300	342	400	14100	02A	50	MN	
	Cherry Lane Rd (SR 1106)	US 21	Woodruff Rd (SR 1103)	Alleghany	0.72	9	2	9	60	55	13600	90	102.6	100	13600	02A	60	MN	
	Cherry Lane Rd (SR 1106)	Woodruff Rd (SR 1103)	Rash Rd (SR 1108)	Alleghany	0.13	9	2	9	60	55	13600	160	182.4		13600	02A	60	MN	
	Rash Rd (SR 1108)	Cherry Lane Rd (SR 1106)	Vestal Rd (SR 1109)	Alleghany	1.11	9	2	9	60	55	13600	160	182.4		13600	02A	60	MN	
	Rash Rd (SR 1108)	Vestal Rd (SR 1109)	Pull Tail Rd (SR 1111)	Alleghany	0.05	9	2	9	60	55	13600	160	182.4		13600	02A	60	MN	
	Dewitt Rd (SR 1113)	Amos Rd (SR 1117)	US 21	Alleghany	0.93	9	2	9	60	55	13600	200	228	200	13600	02A	60	MN	
	Dewitt Rd (SR 1113)	Rocky Mountain Rd (SR 1114)	Amos Rd (SR 1117)	Alleghany	1.06	9	2	9	60	55	13600	350	399		13600	02A	60	MN	
	Mahogany Rock Rd (SR 1114)	Pine Swamp Rd (SR 1121)	Macedonia Church Rd (SR 1118)	Alleghany	0.61	9	2	9		55	13600	550	627	600	13600	02A		MN	
	Mahogany Rock Rd (SR 1114)	Macedonia Church Rd (SR 1118)	Dew Drop Rd (SR 1191)	Alleghany	1.02	9	2	9		55	13600	400	456		13600	02A		MN	
	Mahogany Rock Rd (SR 1114)	Dew Drop Rd (SR 1191)	Folger Rd (SR 1116)	Alleghany	0.33	9	2	9		55	13600	400	456	500	13600	02A		MN	
	Mahogany Rock Rd (SR 1114)	Folger Rd (SR 1116)	Mahogany Rock Rd (SR 1115)	Alleghany	0.16	9	2	9		55	13600	350	399		13600	02A		MN	
	Mahogany Rock Rd (SR 1115)	Rocky Mountain Rd (SR 1114)	Bullhead Rd (SR 1123)	Alleghany	1.21	9	2	9	60	55	13600	150	171	200	13600	02A	60	MN	
	Mahogany Rock Rd (SR 1115)	Bullhead Rd (SR 1123)	DEAD-END	Alleghany	0.06	9	2		60	55	13600	150	171	200					
	Pine Swamp Rd (SR 1121)	US 21	Rocky Mountain Rd (SR 1114)	Alleghany	0.35	11	2	11	60	55	14600	1700	1938	2000	14600	02A	60	MN	
	Pine Swamp Rd (SR 1121)	Rocky Mountain Rd (SR 1114)	Pine Swamp Rd (SR 1122)	Alleghany	0.5	11	2	11	60	55	14600	1300	1482		14600	02A	60	MN	
	Grandview Dr (SR 1121)	Pine Swamp Rd (SR 1122)	Grandview Dr (SR 1128)	Alleghany	0.49	11	2	11	60	55	14600	400	456		14600	02A	60	MN	
	Grandview Dr (SR 1128)	Pine Swamp Rd (SR 1121)	Grandview Dr (SR 1172)	Alleghany	0.12	11	2	11	60-80	55	14600	400	456		14600	02A	80	MN	
	Bledsoe Creek Rd (SR 1135)	US 21	Spicer Mountain Rd (SR 1164)	Alleghany	2.15	9	2	9		55	13600	350	399	500	13600	02A		MN	
	Spicer Mountain Rd (SR 1135)	Dove Rd (SR 1194)	Spicer Mountain Rd (SR 1164)	Alleghany	3.14	9	2	9		55	13600	100	114		13600	02A		MN	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Reynolds Rd (SR 1136)	NC 18	Collins Rd (SR 1137)	Alleghany	0.17	10	2		60	35		0							
	Collins Rd (SR 1136) (SR 1136)	Collins Rd (SR 1137)	NC 18	Sparta	0.16	10	2			35		1000							T
	Collins Rd (SR 1137)	Reynolds Rd (SR 1136)	Collins Ridge Rd (SR 1199)	Alleghany	0.36	10	2			55		800							T
	Collins Rd (SR 1137)	Collins Ridge Rd (SR 1199)	Reynolds Rd (SR 1136)	Sparta	0.99	10	2			35		800							T
	Osborne Rd (SR 1138)	NC 18	Health Services Rd (SR 1213)	Alleghany	0.17	10	2		40	55		650							T
	Grandview Dr (SR 1172)	Grandview Dr (SR 1128)	Tayson Rd (SR 1173)	Alleghany	0.76	11	2	11	60	55	14600	2800	3192		14600	02A	60	MN	
	Grandview Dr (SR 1172)	Tayson Rd (SR 1173)	Pineview Cir (SR 1203)	Alleghany	0.27	11	2	11	60	55	14600	2800	3192		14600	02A	60	MN	
	Grandview Dr (SR 1172)	Pineview Cir (SR 1203)	Grandridge Rd (SR 1192)	Alleghany	0.09	11	2	11	60	55	14600	2800	3192		14600	02A	60	MN	
	Grandview Dr (SR 1172)	Grandridge Rd (SR 1192)	387 ft	Sparta	0.66	11	2	11	36-60	55	14600	2800	3192		14600	02A	60	MN	
	Grandview Dr (SR 1172)	387 ft South of US 21	US 21-TRK (Sparta Parkway)	Sparta	0.07	11	2	11	36-60	55	14600	2800	3192		14600	02A	60	MN	B,P,T
	Grandview Dr (SR 1172)	US 21- TRK (Sparta Parkway)	US 21	Sparta	0.14	11	2	11	36	35	14000	2800	3192		14000	02C	36	MN	B,P,T
	Grandview Dr (SR 1172)	US 21- TRK (Sparta Parkway)	US 21	Sparta	0.12	11	2	11	36	35	14000	2800	3192		14000	02C	36	MN	B,P,T
	Health Services Rd (SR 1213)	NC 18	Osborne Rd (SR 1138)	Alleghany	0.25	9	2	9	60	55		0							T
	South Fork Church Rd (SR 1316)	NC 113	Kings Creek Rd (SR 1308)	Alleghany	0.37	9	2	9	60	55	13600	400			13600				
	South Fork Church Rd (SR 1316)	Kings Creek Rd (SR 1308)	Piney Creek School Rd (SR 1359)	Alleghany	0.33	9	2	9	60	55	13600	400			13600				
	Piney Creek School Rd (SR 1316)	Piney Creek School Rd (SR 1359)	NC 113	Alleghany	0.73	9	2	9	60	55	13600	400			13600				
	Pugh Rd (SR 1316)	NC 113	Cornfield Rd (SR 1323)	Alleghany	0.29	9	2	9	60	55	13600	350			13600				
	Pugh Rd (SR 1316)	Cornfield Rd (SR 1323)	NC 93	Alleghany	0.3	9	2	9	60	55	13600	400			13600				
	Len Rd (SR 1321)	NC 113	Garvey Rd (SR 1322)	Alleghany	0.11	9	2	9	60	55	13600	175			13600				
	Garvey Rd (SR 1321)	Garvey Rd (SR 1322)	Ridgeview Rd (SR 1351)	Alleghany	0.38	9	2	9	60	55	13600	350			13600				

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Garvey Rd (SR 1321)	Ridgeview Rd (SR 1351)	Garvey Rd (SR 1325)	Alleghany	0.87	9	2	9	60	55	13600	350			13600				
	Garvey Rd (SR 1322)	Garvey Rd (SR 1321)	NC 113	Alleghany	0.08	9	2	9		55	13600	175			13600				
	Cornfield Rd (SR 1323)	South Fork Church Rd (SR 1316)	NC 113	Alleghany	0.49	9	2	9		55	13600	400			13600				
	Garvey Rd (SR 1325)	NC 93	Garvey Rd (SR 1321)	Alleghany	0.07	9	2	9	60	55	13600	200			13600				
	Independence Rd (SR 1403)	Floger St	Grayson St	Sparta	0.1	9	2		60	35	11400	2000							
	Grayson St (SR 1403)	Independence Rd	317 Ft North of Cherry St	Sparta	0.31	9	2		60	35	11400	2000							P,T
	Grayson St (SR 1403)	317 Ft North of Cherry St	NC 18	Sparta	0.17	9	2		60	35	11400	2000							P,T
	Memorial Park Dr (SR 1420)	US 21	Hasley	Sparta	0.27	9	2	9	60	35	11400	400	456	800	11400	02C	60	MN	P
	Memorial Park Dr (SR 1420)	Hasley St	Blue Ridge St	Sparta	0.15	9	2	9	60	35	11400	400	456	800	11400	02C	60	MN	P,T
	Memorial Park Dr (SR 1420)	Blue Ridge St	Sunset Dr	Sparta	0.13	9	2	9	60	35	11400	400	800	800	11400	02C	60		T
	Barrett Rd (SR 1422)	Glade Valley Rd (SR 1444)	Old Barrett Rd (SR 1445)	Alleghany	1.08	9	2	9	60	55	13600	500	570	500	13600	02A	60	MN	
	Barrett Rd (SR 1422)	Old Barrett Rd (SR 1445)	Jr Dairy Rd (SR 1446)	Alleghany	0.1	9	2	9	60	55	13600	500	570	500	13600	02A	60	MN	
	Barrett Rd (SR 1422)	Jr Dairy Rd (SR 1446)	Little Pine Rd (SR 1453)	Alleghany	2.38	9	2	9	60	55	13600	500	570	500	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Little Pine Rd (SR 1453)	Scenic Valley Rd (SR 1433)	Alleghany	1.55	9	2	9	60	55	13600	450	513	500	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Scenic Valley Rd (SR 1433)	Natural Dam Rd (SR 1516)	Alleghany	2.14	9	2	9	60	55	13600	450	513	500	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Scenic Valley Rd (SR 1433)	Natural Dam Rd (SR 1516)	Alleghany	0	9	2	9	60	55	13600	450	513	500	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Natural Dam Rd (SR 1516)	Laurel Glenn Church Rd (SR 1428)	Alleghany	0.03	9	2	9	60	55	13600	100	114	200	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Natural Dam Rd (SR 1516)	Laurel Glenn Church Rd (SR 1428)	Alleghany	0.01	9	2	9	60	55	13600	100	114	200	13600	02A	60	MN	
	Fox Ridge Rd (SR 1422)	Laurel Glenn Church Rd (SR 1428)	Osborne Call Rd (SR 1432)	Alleghany	0.45	9	2	9		55	13600	100	114	200	13600	02A		MN	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Fox Ridge Rd (SR 1422)	Osborne Call Rd (SR 1432)	Sheriff Rd (SR 1430)	Alleghany	1.11	9	2	9		55	13600	100	114	200	13600	02A		MN	
	Sheriff Rd (SR 1422)	Sheriff Rd (SR 1430)	US 21	Alleghany	0.17	9	2	9	24	55	13600	100	114	100	13600	02A	24	MN	
	Chestnut Grove Church Rd (SR 1426)	Chestnut Grove Church Rd (SR 1501)	Choate Dairy Rd (SR 1424)	Alleghany	1.55	9	2	9	50	55	13600	950	1083	1083	13600	02A	50	MN	
	Chestnut Grove Church Rd (SR 1426)	Choate Dairy Rd (SR 1424)	Laurel Glenn Church Rd (SR 1428)	Alleghany	1.22	9	2	9	50-60	55	13600	950	1083		13600	02A	60	MN	
	Chestnut Grove Church Rd (SR 1426)	Laurel Glenn Church Rd (SR 1428)	Andrews Ridge Rd (SR 1429)	Alleghany	0.43	9	2	9	60	55	13600	850	969	700	13600	02A	60	MN	
	Chestnut Grove Church Rd (SR 1426)	Andrews Ridge Rd (SR 1429)	Old 21 (SR 1119)	Alleghany	0.81	9	2	9	60	55	13600	1100	1254	1200	13600	02A	60	MN	
	Chestnut Grove Church Rd (SR 1426)	Old 21 (SR 1119)	US 21	Alleghany	0.22	9	2	9	60	55	13600	1100	1254	1200	13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	NC 18	Pendry Rd (SR 1488)	Alleghany	1.91	9	2	9	60	55	13600	1100	1254	1100	13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	NC 18	Pendry Rd (SR 1488)	Alleghany	0.18	9	2	9	60	55	13600	1100	1254	1100	13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	Pendry Rd (SR 1488)	Sheriff Rd (SR 1422)	Alleghany	0.59	9	2	9	60	55	13600	1100	1254	1100	13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	Sheriff Rd (SR 1422)	Evans Rd (SR 1486)	Alleghany	1.64	9	2	9		55	13600	600	684		13600	02A		MN	
	Glade Valley Rd (SR 1444)	Evans Rd (SR 1486)	Wagoner Ridge Rd (SR 1459)	Alleghany	0.53	9	2	9		55	13600	1200	1368	1400	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Wagoner Ridge Rd (SR 1459)	Higgins Rd (SR 1492)	Alleghany	0.32	9	2	9		35	11400	1200	1368		11400	02C		MN	
	Glade Valley Rd (SR 1444)	Higgins Rd (SR 1492)	Shawtown Rd (SR 1464)	Alleghany	0.22	9	2	9	60	35	11400	1200	1368		11400	02C	60	MN	
	Glade Valley Rd (SR 1444)	Shawtown Rd (SR 1464)	Glade Creek School Rd (SR 1457)	Alleghany	0.04	9	2	9	60	35	11400	600	684		11400	02C	60	MN	
	Glade Valley Rd (SR 1444)	Glade Creek School Rd (SR 1457)	Big Oak Rd (SR 1454)	Alleghany	0.84	9	2	9	60	55	13600	600	684	700	13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	Big Oak Rd (SR 1454)	SR 1521	Alleghany	1.06	9	2	9	45-60	55	13600	600	684		13600	02A	60	MN	
	Glade Valley Rd (SR 1444)	SR 1521	Scenic Valley Rd (SR 1433)	Alleghany	0.89	9	2	9	30-60	55	13600	600	684		13600	02A	60	MN	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Glade Valley Rd (SR 1444)	40001521003	Scenic Valley Rd (SR 1433)	Alleghany	0	9	2	9		55	13600	800	912	600	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Scenic Valley Rd (SR 1433)	Rich Hill Rd (SR 1466)	Alleghany	1.66	9	2	9		55	13600	800	912	600	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Rich Hill Rd (SR 1466)	Stoker Rd (SR 1467)	Alleghany	0.04	9	2	9		55	13600	800	912	600	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Rich Hill Rd (SR 1466)	Stoker Rd (SR 1467)	Alleghany	0.84	9	2	9		55	13600	1100	1254	1300	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Stoker Rd (SR 1467)	Glade Valley Church Rd (SR 1431)	Alleghany	0.57	9	2	9		55	13600	1100	1254	1300	13600	02A		MN	
	Glade Valley Rd (SR 1444)	Glade Valley Church Rd (SR 1431)	US 21	Alleghany	0.33	9	2	9		55	13600	1100	1254	1300	13600	02A		MN	
	Little Pine Rd (SR 1448)	Little Pine Rd (SR 1453)	Sheriff Rd (SR 1422)	Alleghany	0.83	9	2	9		55	13600	250	285		13600	02A		MN	
	Little Pine Rd (SR 1453)	NC 18	Smith Acres Rd (SR 1451)	Alleghany	0.67	9	2	9	60	55	13600	600	684	700	13600	02A	60	MN	
	Little Pine Rd (SR 1453)	Smith Acres Rd (SR 1451)	Bailey Rd (SR 1452)	Alleghany	0.24	9	2	9	60	55	13600	600	684	700	13600	02A	60	MN	
	Little Pine Rd (SR 1453)	Smith Acres Rd (SR 1451)	Bailey Rd (SR 1452)	Alleghany	0.14	9	2	9	60	55	13600	200	228	200	13600	02A	60	MN	
	Little Pine Rd (SR 1453)	Bailey Rd (SR 1452)	Little Pine Rd (SR 1448)	Alleghany	0.39	9	2	9	60	55	13600	200	228	200	13600	02A	60	MN	
	Fox Ridge Rd (SR 1453)	Little Pine Rd (SR 1448)	Sheriff Rd (SR 1422)	Alleghany	0.77	9	2	9	60	55	13600	200	228	200	13600	02A	60	MN	
	Shawtown Rd (SR 1464)	US 21	Caudill Rd (SR 1468)	Alleghany	0.23	10	2	10		55	14100	1100	1254	1200	14100	02A		MN	
	Shawtown Rd (SR 1464)	US 21	Caudill Rd (SR 1468)	Alleghany	0.01	9	2	10		55	14100	1100	1254	1200	14100	02A		MN	
	Shawtown Rd (SR 1464)	Caudill Rd (SR 1468)	Brooks Rd (SR 1470)	Alleghany	0.27	10	2	10		55	14100	900	1026		14100	02A		MN	
	Shawtown Rd (SR 1464)	Caudill Rd (SR 1468)	Brooks Rd (SR 1470)	Alleghany	0	9	2	10		55	14100	750	855	900	14100	02A		MN	
	Shawtown Rd (SR 1464)	Brooks Rd (SR 1470)	Moonbeam Dr (SR 1496)	Alleghany	1.17	10	2	10		55	14100	750	855	900	14100	02A		MN	
	Shawtown Rd (SR 1464)	Brooks Rd (SR 1470)	Moonbeam Dr (SR 1496)	Alleghany	0	9	2	10		55	14100	600	684	700	14100	02A		MN	
	Shawtown Rd (SR 1464)	Moonbeam Dr (SR 1496)	Lake Shore Dr (SR 1497)	Alleghany	0.23	10	2	10		55	14100	600	684		14100	02A		MN	
	Shawtown Rd (SR 1464)	Moonbeam Dr (SR 1496)	Lake Shore Dr (SR 1497)	Alleghany	0.01	9	2	10		55	14100	600	684	700	14100	02A		MN	

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Shawtown Rd (SR 1464)	Lake Shore Dr (SR 1497)	Rich Hill Rd (SR 1466)	Alleghany	0.76	10	2	10		55	14100	600	684	700	14100	02A		MN	
	Shawtown Rd (SR 1464)	Rich Hill Rd (SR 1466)	Glade Valley Rd (SR 1444)	Alleghany	2.31	10	2	10	60	55	14100	700	798		14100	02A	60	MN	
	Shawtown Rd (SR 1464)	Mountain View Rd (SR 1463)	Glade Valley Rd (SR 1444)	Alleghany	1.32	9	2	10	60	55	14100			800	14100	02A	60	MN	
	Atwood St	Grayson St (SR 1403)	DEAD-END	Sparta	0.23	9	2			25		0							P
	Blue Ridge St	US 21	568 Ft. North of Blue Ridge St	Sparta	0.11	12	2	12		35	12700	800	912		12700	02C		MN	P,T
	Blue Ridge St	569 ft. South of Memorial Park Dr (SR 1420)	Memorial Park Dr (SR 1420)	Sparta	0.07	12	2	12		35	12700	800	912		12700	02C		MN	P
	Cherry St	Grayson St (SR 1403)	Independence Rd	Sparta	0.04	9	2			25		0							P
	Cherry St	Grayson St (SR 1403)	Doctors St	Sparta	0.24	9	2			25		0							P
	Cox St	E Doughton St	Trojan Ave	Sparta	0.18	9	2			25		0							P
	Cranford Rd	Wee Care Ave	Riley St	Sparta	0.16	9	2			25		0							P
	Doctors St	Independence Rd	Hospital Rd	Sparta	0.27	9	2			20		0							P,T
	Doctors St	Hospital Rd	DEAD-END	Sparta	0.39	9	2			20		0							P,T
	Duncan St	NC 18	Grandview Dr (SR 1172)	Sparta	0.37	9	2			25		0							B,P
	E Cheek St	US 21	S Grayson St	Sparta	0.11	9	2			25		0							P
	E Cheek St	S Grayson St	DEAD-END	Sparta	0.07	9	2			25		0							P
	E Doughton St	US 21	Grayson St (SR 1403)	Sparta	0.12	9	2			25		0							
	Halsey St	NC 18	Memorial Park Dr (SR 1420)	Sparta	0.24	9	2			25		0							P,T
	Hospital Rd	Doctors St	NC 18	Sparta	0.11	9	2			20		0							P,T
	Independence Rd	Cherry St	Doctors St	Sparta	0.05	9	2			25		0							P,T
	Independence Rd	Doctors St	Grayson St (SR 1403)	Sparta	0.18	9	2			25		0							P,T
	Irwin St	Grayson St (SR 1403)	Rose St	Sparta	0.14	9	2			25		0							
	Irwin St	Rose St	DEAD-END	Sparta	0.08	11	2			25		0							P
	Riley St	DEAD-END	DEAD-END	Sparta	0.18	9	2			25		0							P
	Roe St	DEAD-END	Irwin St	Sparta	0.37	9	2			25		0							P
	S Grayson St	NC 18	E Cheek St	Sparta	0.12	9	2			35		0							
	S Grayson St	120 Ft. NW	E Cheek St	Sparta	0.02	9	2			35		0							P

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
		Section				2019 Existing System							2050 Proposed System						
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2019 Volume	2050 Volume E + C	2050 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Recommendations for Other Modes
	Sunset Dr	US 21	Memorial Park Dr (SR 1420)	Sparta	0.25	9	2					0							T
	Trojan Ave	US 21	Roe St	Sparta	0.31	9				25		0							P
	Trojan Ave	Roe St	DEAD-END	Sparta	0.3	9				25		0							P
	W Cheek St	US 21	Jones St	Sparta	0.06	9	2			25		0							P
	W Cheek St	US 21	Duncan St	Sparta	0.07	9	2			25		0							P
	Wee Care Ave	US 21	DEAD-END	Sparta	0.12	9	2			20		0							P
	Blue Ridge Pkwy	Ashe County	Wilkes County	Alleghany	14.2		2			55								MJ2	
	Blue Ridge Pkwy	Wilkes County	Wilkes County	Alleghany	35.2		2			55								MJ2	
	Blue Ridge Pkwy	Wilks County	Virgina	Alleghany	91.6	12	2			55								MJ2	

An asterisk (*) in the Proposed System Cross-Section column indicates that a capacity deficiency has been identified, but no future proposal or improvement to the cross-section has been recommended for the roadway segment.

INTERSECTIONS

INTERSECTIONS							
				Existing		Proposed	
Local ID	Facility	Intersecting Facility	Jurisdiction	Type	Number	Structure Status	Facility Type
ALLE20002-H	Sparta Parkway	NC 18	Alleghany			Improve	Intersection
ALLE20001-H	Sparta Parkway	NC 18	Alleghnay			Improve	Intersection
ALLE20003-H	US 221	NC 113	Alleghnay			Improve	Intersection

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
	Blue Ridge St	US 21 - 568 Ft. North of Blue Ridge St	35	0.11		Rural Fixed Bus	
ALLE20001-T	US 21	US 21-TRK (Sparta parkway) - Sunset Dr	35	0.08		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Sunset Dr - Blue Ridge St	35	0.09		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	500 ft NW of Sunset Dr - Blue Ridge St	35	0.09		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Blue Ridge St - 612 ft	35	0.12		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	612 ft - Thompson St	35	0.04		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Thompson St - Grandview Dr (SR 1172)	35	0.05		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Grandview Dr (SR 1172) - Memorial Park Dr (SR 1420)	35	0.14		Rural Fixed Bus Routes	H,B,P
ALLE20001-T	US 21	Memorial Park Dr (SR 1420) - NC 18	20	0.24		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	NC 18 - W Doughton St	20	0.09		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	W Doughton St - Trojan Ave	35	0.16		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Trojan Ave - Rose St	35	0.23		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Rose St - Maple St	35	0.14		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21	Maple St - US 21	35	0.07		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21 TRK	US 21 - NC 18	35	0.75		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21 TRK	NC 18 - Grandview Dr (SR 1172)	35	0.42		Rural Fixed Bus	H,B,P
ALLE20001-T	US 21 TRK	Grandview Dr (SR 1172) - US 21	35	0.5		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Health Services Rd (SR 1213) - Osborne Rd (SR 1138)	55	0.17		Rural Fixed Bus Routes	H,B,P
ALLE30002-T	NC 18	Osborne Rd (SR 1138) - Reynolds Rd (SR 1136)	55	0.32		Rural Fixed Bus Routes	H,B,P
ALLE30002-T	NC 18	Moxley Hollow Rd (SR 1182) - Greenery Ln	45	0.34		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Reynolds Rd (SR 1136) - Reynolds Rd (SR 1136)	45	0.49		Rural Fixed Bus Routes	H,B,P
ALLE30002-T	NC 18	Collins Rd (SR 1136) - 200 ft	35	0.05		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	200 ft South of US21 - US 21	35	0.04		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	US 21 - Duncan St	35	0.14		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Duncan St - Evergreen Dr	20	0.09		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Evergreen Dr - US 21	20	0.04		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	US 21 - Grayson St (SR 1403)	20	0.1		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Grayson St (SR 1403) - Hospital Rd	35	0.31		Rural Fixed Bus	H,B,P
ALLE30002-T	NC 18	Hospital Rd - Hasley St	45	0.22		Rural Fixed Bus	H,B,P
ALLE40003-T	Reynolds Rd (SR 1136)	NC 18 - Collins Rd (SR 1137)	35	0.17		Rural Fixed Bus	B,P

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION							
			Speed		Existing	Proposed	
Local ID	Facility/Corridor	Section (From - To)/Location	Limit (mph)	Distance (mi)	Type	Type	Other Modes
	Blue Ridge St	US 21 - 568 Ft. North of Blue Ridge St	35	0.11		Rural Fixed Bus	
ALLE40003-T	Collins Rd (SR 1136) (SR 1136)	Collins Rd (SR 1137) - NC 18	35	0.16		Rural Fixed Bus Routes	B,P
ALLE40003-T	Collins Rd (SR 1137)	Reynolds Rd (SR 1136) - Collins Ridge Rd (SR 1199)	55	0.36		Rural Fixed Bus Routes	B,P
ALLE40003-T	Collins Rd (SR 1137)	Collins Ridge Rd (SR 1199) - Reynolds Rd (SR 1136)	35	0.99		Rural Fixed Bus Routes	B,P
ALLE40003-T	Osborne Rd (SR 1138)	NC 18 - Health Services Rd (SR 1213)	55	0.17		Rural Fixed Bus	B,P
ALLE40003-T	Health Services Rd (SR 1213)	NC 18 - Osborne Rd (SR 1138)	55	0.25		Rural Fixed Bus	B,P
ALLE40003-T	Grayson St (SR 1403)	Independence Rd - 317 Ft North of Cherry St	35	0.31		Rural Fixed Bus Routes	B,P
ALLE40003-T	Grayson St (SR 1403)	317 Ft North of Cherry St - NC 18	35	0.17		Rural Fixed Bus	B,P
ALLE40003-T	Memorial Park Dr (SR 1420)	Hasley St - Blue Ridge St	35	0.15		Rural Fixed Bus	B,P
ALLE40003-T	Memorial Park Dr (SR 1420)	Blue Ridge St - Sunset Dr	35	0.13		Rural Fixed Bus	B,P
ALLE50002-B	Duncan St	NC 18 - Grandview Dr (SR 1172)	25	0.37		Rural Fixed Bus Routes	B,P
ALLE50004-T	Sunset Dr	US 21 - Memorial Park Dr (SR 1420)		0.25		Rural Fixed Bus	B,P
ALLE50004-T	Independence Rd	Doctors St - Grayson St (SR 1403)	25	0.18		Rural Fixed Bus	B,P
ALLE50004-T	Doctors St	Independence Rd - Hospital Rd	20	0.27		Rural Fixed Bus	B,P
ALLE50004-T	Hospital Rd	Doctors St - NC 18	20	0.11		Rural Fixed Bus	B,P
ALLE50004-T	Halsey St	NC 18 - Memorial Park Dr (SR 1420)	25	0.24		Rural Fixed Bus	B,P

BICYCLE AND PEDESTRIAN

BICYCLE

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System Cross-Section (ft)	Existing System Cross-Section lanes	Proposed System Type	Proposed System Cross-Section	Other Modes
ALLE30001-B	NC 18	200 ft South of US21 - US 21	0.04	10	2	Bike Lane	02B	H,P,T
ALLE30001-B	NC 18	US 21 - Duncan St	0.14	10	2	Bike Lane	02B	H,P,T
ALLE40003-B	Grandview Dr (SR 1172)	387 ft South of US 21 - US 21-TRK (Sparta Parkway)	0.07	11	2	Bike Lane	02A	P
ALLE40003-B	Grandview Dr (SR 1172)	US 21- TRK (Sparta Parkway) - US 21	0.14	11	2	Bike Lane	02C	P
ALLE50002-B	Duncan St	NC 18 - Grandview Dr (SR 1172)	0.37	9	2	Bike Lane		P

PEDESTRIAN

Local ID	Facility/Route	Section (From - To)	Distance (mi)	Existing System Type	Existing System Side of Street	Proposed System Type	Proposed System Side of Street	Other Modes
ALLE30001-	NC 18	200 ft South of US21 - US 21	0.04			Sidewalk	Varies	T
ALLE30001-	NC 18	US 21 - Duncan St	0.14			Sidewalk	East	T
ALLE30001-	NC 18	Duncan St - Evergreen Dr	0.09		Varies	Sidewalk	East	T
ALLE30002-	NC 18	Grayson St (SR 1403) - Hospital Rd	0.31			Sidewalk		T
ALLE30002-	NC 18	Hospital Rd - Hasley St	0.22			Sidewalk		T
ALLE40012-P	Grandview Dr (SR 1172)	387 ft South of US 21 - US 21-TRK (Sparta Parkway)	0.07			Sidewalk		B
ALLE40012-	Grandview Dr (SR 1172)	US 21- TRK (Sparta Parkway) - US 21	0.14			Sidewalk	Both	B
ALLE40012-	Grandview Dr (SR 1172)	US 21- TRK (Sparta Parkway) - US 21	0.12			Sidewalk	Both	B
ALLE40013-P	Grayson St (SR 1403)	Independence Rd - 317 Ft North of Cherry St	0.31			Sidewalk		T
ALLE40014-	Grayson St (SR 1403)	317 Ft North of Cherry St - NC 18	0.17	Sidewalk	West	Sidewalk		T
ALLE50020-	Memorial Park Dr (SR 1420)	US 21 - Hasley	0.27			Sidewalk	Both	
ALLE50020-	Memorial Park Dr (SR 1420)	Hasley St - Blue Ridge St	0.15			Sidewalk	Both	
ALLE50025-	Wee Care Ave	US 21 - DEAD-END	0.12			Sidewalk		
ALLE50006-	W Cheek St	US 21 - Duncan St	0.07			Sidewalk	East	
ALLE50023-	Trojan Ave	US 21 - Roe St	0.31	Sidewalk	East	Sidewalk		
ALLE50024-	Trojan Ave	Roe St - DEAD-END	0.3			Sidewalk		
ALLE50022-	Roe St	DEAD-END - Irwin St	0.37			Sidewalk		

PEDESTRIAN								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Other Modes
ALLE50021-	Riley St	DEAD-END - DEAD-END	0.18			Sidewalk	East	
ALLE50019-	Irwin St	Rose St - DEAD-END	0.08			Sidewalk		
ALLE50018-	Independence Rd	Cherry St - Doctors St	0.05			Sidewalk		T
ALLE50018-	Independence Rd	Doctors St - Grayson St (SR 1403)	0.18			Sidewalk		T
ALLE50005-	E Cheek St	US 21 - S Grayson St	0.11	Sidewalk	West	Sidewalk		
ALLE50011-	Duncan St	NC 18 - Grandview Dr (SR 1172)	0.37			Sidewalk	West	B
ALLE50010-	Doctors St	Independence Rd - Hospital Rd	0.27			Sidewalk		T
ALLE50009-	Cranford Rd	Wee Care Ave - Riley St	0.16			Sidewalk		
ALLE50007-	Cherry St	Grayson St (SR 1403) - Doctors St	0.24		North	Sidewalk		
ALLE50003-	Atwood St	Grayson St (SR 1403) - DEAD-END	0.23			Sidewalk		
ALLE50008-	Cox St	E Doughton St - Trojan Ave	0.18			Sidewalk		
ALLE50004-P	Blue Ridge St	569 ft. South of Memorial Park Dr (SR 1420) - Memorial Park Dr (SR 1420)	0.07			Sidewalk	East	
ALLE50017-	Hospital Rd	Doctors St - NC 18	0.11			Sidewalk		T
ALLE50016-	Halsey St	NC 18 - Memorial Park Dr (SR 1420)	0.24			Sidewalk		T
ALLE40015-	S Grayson St	120 Ft. NW - E Cheek St	0.02	Sidewalk	Varies	Sidewalk		

MULTI-USE PATH								
				Existing System		Proposed System		
Local ID	Facility/Route	Section (From - To)	Distance (mi)	Location	Cross-Section	Location	Cross-Section	Other Modes
ALLE00003-M		US 21 - Doctors St	0.64					B,P
ALLE00004-M		Atwood St - Trojan Ave	0.54					B,P
ALLE00001-M		Justice Carlisle Higgins Fairgrounds and Agricultural Center - NC 18	1.71					B,P
ALLE00002-M		Grandview Dr (SR 1172) - Little River	0.85					B,P

APPROVALS/RESOLUTIONS

The Alleghany County CTP was adopted by the Sparta Town Council on February 4, 2025; Alleghany County Commissioners on February 3, 2025; and endorsed by the High Country RPO on March 19, 2025. The NCDOT Board of Transportation adopted the CTP on September 4, 2025

TOWN OF SPARTA
P.O. BOX 99
SPARTA, NC 28675

TOWN COUNCIL MEMBERS:
Mike Parlier, Mayor Pro Tem
Josh Greene
Faron Atwood
David "Turk" Evans
Milly Richardson

Jose Butron, Town Manager
Lloyd Terry, Chief of Police
Peggy Choate, Town Clerk
Mary Ellen Lyall-Morgan Town Attorney

AGENDA
Sparta Town Council
Sparta Town Hall Meeting Room
Tuesday, February 4, 2025

1. Call meeting to order – Mayor Pro Tem, Mike Parlier
    a. Pledge of Allegiance

2. Approval of agenda – Pro Tem Parlier
    a. Any additions or changes to the agenda.
    b. Any item(s) to be presented under Other Business should be added to the agenda at this time.

3. Public Comments/Agenda items – Citizens are encouraged to comment at this time on any item(s) specifically listed on this meeting's agenda. The comment time is limited to three minutes.

4. Approval of the minutes of the regular meeting of January 7, 2024 meeting.

5. Introduction of the Alleghany County Manager, William Shepley

6. Small Business Association, Mr. Riley Oakes

7. Alleghany County Comprehensive Transportation Plan (CTP), Plan Approval David Graham and Ruben Crummy

8. Request from Glade Creek Fire Department, David Higgins

9. Request from Alleghany Live to use Crouse Park, May 30th from 12:00 – 9:00 pm.

10. Request to Waive fee for the New Construction at Alleghany High School.

11. Approval for two Events for the Alleghany County Arts Council

12. VCWA Board Removal and Appointment

13. Presentation- TDA, Steve Mason

14. Manager's Report

15. Other Business

16. Public comment opportunity, per G.S. § 160A.81.1

17. Closed Session, per G.S.§ 143-318.11(a)(6) Personnel and G.S. 143-318.11(5) Purchase of Real Property

18. Meeting Adjourn

Alleghany County Board of Commissioners

348 South Main Street
Post Office Box 366
Sparta, NC 28675
Tel: (336) 372-4179

County Commissioners
Bill Osborne
Timmy Evans
Bobby Irwin
Greg Walker
Garrison Wagoner

County Manager
William L. Shepley

Asst. County Manager
April Hamm

Clerk to the Board
Danielle Adkins

County Attorney
Heather R. Klein

AGENDA
Monday, February 3, 2025
6:00 PM

6:00 Meeting called to order
Pledge of Allegiance
Invocation – Granville Branch, Mountain Top Baptist Church
Approval of Agenda

6:05 **Public Comments**: At this time, citizens are encouraged to comment on any item(s) requiring the attention of the Commissioners. Guidelines for public comment are posted in the meeting room; please use the sign-up sheet provided.

A. 6:20 **Presentations to the Board:**

i. TDA Quarterly Report / Wayfinding Signs Update – Steve Mason, TDA Chair – **Page(s) 3-17**
ii. Alleghany County Business Development Center Flag Raising Ceremony & Open House – Danielle Adkins, Clerk to the Board – **Page(s) 18**
iii. Alleghany County License Plate Agency 2024 Year End Report – Rita Miller, Tax Administrator – **Page(s) 19**

B. 6:35 **General Business (for information):**

i. Update to Policy: Fixed Assets – April Hamm, Finance Officer – **Page(s) 20**

C. 6:40 **General Business (for action):**

i. Sam Brown Park Revitalization Proposal & Letter of Support – Forrest Pulley, Alleghany Sparta Trail Association – **Page(s) 21-28**
Letter of Support will be provided to Commissioners for review prior to meeting
ii. Alleghany County Comprehensive Transportation Plan – David Graham, HCCOG Transportation Planner & Reuben Crummy, NCDOT Senior Transportation Engineer
Alleghany County CTP will be provided to Commissioners for review prior to meeting
iii. Alleghany County License Plate Agency #096 Vacation Closure Request – Rita Miller, Tax Administrator – **Page(s) 29**
iv. Report of Unpaid Taxes for 2024, Monthly Collections Report & Order for Advertisement of Liens – Rita Miller, Tax Administrator – **Page(s) 30-90**
v. Blue Ridge Rising / Blue Ridge Parkway Initiative: Resolution – Supporting Funding for Repairs and Strategic Implementation of Blue Ridge Rising along the Blue Ridge Parkway – Danielle Adkins, Clerk to the Board – **Page(s) 91-92**
vi. Glade Creek VFD AUP Engagement Letter – April Hamm, Finance Officer – **Page(s) 93-95**

vii. Alleghany County FY 24-25 Audit Engagement Letter – April Hamm, Finance Officer – **Page(s) 96-103**

viii. Contract to Audit Accounts for FY 24-25: Alleghany County/Tourism Development Authority – April Hamm, Finance Officer – **Page(s) 104-112**

ix. Line-Item Transfer: ROD – Missed Invoice for FY 22-23 – April Hamm, Finance Officer – **Page(s) 113-114**

D. 7:20 County Manager Comments

E. 7:30 County Commissioner Comments

Adjourn

High Country Rural Planning Organization (RPO)
Municipalities and Counties of
Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey

"Serving North Carolina's High Country with Continuing, Cooperative, and Comprehensive Transportation Planning"

Woodie Young, RTAC Chair | David Graham, Transportation Planner | Kevin Rothrock, RTCC Chair

A RESOLUTION FOR ENDORSEMENT OF THE ALLEGHANY COUNTY COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, the Rural Transportation Advisory Committee (RTAC) is the duly recognized transportation planning policy board for the High Country Rural Planning Organization (RPO); and

WHEREAS, the North Carolina Department of Transportation (NCDOT) Transportation Planning Division and High Country RPO staff have completed the Alleghany County Comprehensive Transportation Plan in January 2025; and

WHEREAS, the Alleghany County Comprehensive Transportation Plan is consistent with local land use plans, High Country RPO transportation needs, and the statewide transportation plan; and

NOW, THEREFORE BE IT RESOLVED that the High Country RPO RTAC hereby endorses the Alleghany County Comprehensive Transportation Plan.

A motion was made by Tim Futrelle and seconded by Greg Walker for the endorsement of the resolution, and upon being put to a vote was duly adopted, on this, the 19th day of March 2025.

Woodie Young

Woodie Young, RTAC Chair
High Country RPO

David Graham

David Graham, Secretary
High Country RPO

468 New Market Blvd, Boone, NC 28607 * Phone – (828) 265-5434 * Fax – 828-265-5439 * E-mail-dgraham@hccog.org

CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU (1-877-368-4968)

https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

Secretary of Transportation

1501 Mail Service Center

(919) 707-2800 Raleigh, NC 27699-1501

Board of Transportation Member

1578 Mail Service Center

(828)735-1428 Raleigh, NC 27699-1578

ascody@ncdot.gov

Highway Division Engineer

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

253 Webster Rd

(828)586-2141 Sylva, 28779

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

801 Statesville Rd

(336) 667-4549 North Wilkesboro, 28659

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

801 Statesville Rd

(336) 667-4549 North Wilkesboro, 28659

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

801 Statesville Rd

(336) 667-4549 North Wilkesboro, 28659

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/over width permits, paving priorities, secondary road construction program and road maintenance.

801 Statesville Rd

(336) 667-4549 North Wilkesboro, 28659

Transportation Planning Division (TPD)

Contact the Transportation Planning Division for information on long-range multi- modal planning services.

1554 Mail Service Center (919) 733-4705

Raleigh, NC 27699-1554 *http://www.ncdot.gov/doh/preconstruct/tpb/*

High Country Council Of Governments Rural Planning Organization (RPO)

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

468 New Market Blvd

Boone NC, 28607

High Country Council of Governments | Serving Local Governments (hccog.org)

Strategic Prioritization Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

1501 Mail Service Center

(919) 7107-2858 Raleigh, NC 27699-1501

https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center Raleigh, NC 27699-1548

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies, and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534

(919) 733-2039

http://www.ncdot.org/planning/development/

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550

(919) 733-4713

http://www.ncdot.org/transit/nctransit/

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553

(919) 733-7245

http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center Raleigh, NC 27699-1552

(919) 807-0777

http://www.ncdot.gov/transit/bicycle/

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center Raleigh, NC 27699-1565

(919) 733-4362

http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center Raleigh, NC 27699-1584

(919) 250-4001

http://www.ncdot.gov/doh/preconstruct/highway/

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/en/CommunityServices/

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

ACRONYMS

AADT - Average Annual Daily Traffic

AADTT - Average Annual Daily Truck Traffic

ACS - American Community Survey

ADT - Average Daily Traffic

AGR - Annual Growth Rate

BLS - Bureau of Labor Statistics

BOT - Board of Transportation

CIA - Community Impact Assessment

CMAQ - Congestion Mitigation and Air Quality

COE -Army Corps of Engineers

COG - Council of Government

CUR - Community Understanding Report

DAQ - Division of Air Quality

DOT - Department of Transportation **DWQ** - Division of Water Quality

FHWA - Federal Highway Administration

FY - Fiscal Year begins July 1st

GIS - Global Positioning System

G&O - Goals and Objectives

HOV - High Occupancy Vehicle

IAG - Interagency Agreement

IMD - Integrated Mobility Division

IPD - Integrated Project Delivery

LEP - Limited English Proficiency

LOS - Level of Service

LPA - Lead Planning Agency

LPO - Local Planning Organization

LEDPA - Least Environmentally DamagingPractical Alternative

LRTP - Long-Range Transportation Plan **MPO** - Metropolitan Planning Organization**MSTA** - Municipal School Transportation Assistance

NCDOT - North Carolina Department of Transportation

NEPA - National Environmental Policy Act **OSBM** - Office of State Budget and Management

PAB - Planning Area Boundary

PDE - Project Development Engineer

PDEA - Project Development and Environmental Analysis

PE - Project Engineer

PHFS - Primary Highway Freight System

PI - Public Involvement

PIP - Public Involvement Plan **RPO** - Rural Planning Organization**ROW** - Right of Way

SEPA - State Environmental Policy Act for North Carolina

STC - Strategic Transportation Corridors

STIP - Statewide Transportation Improvement Program

TAZ - Transportation Analysis Zone

TDM - Travel Demand Model

TIP - Transportation Improvement Program **TPD** - Transportation Planning Division

VPD - Vehicles Per Day

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/Pages/TransPlanManualCTP.aspx

GENERAL DEFINITIONS

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a "star" ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, itis listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates thepositive outcomes that are intended.
Typical Section Options	Typical Sections are the selected "cross-sections" in long range planning that satisfy the purpose and "Identified need" for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.

Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes witha continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have twoto three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.
Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.

Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12' wide lanes and 2' shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail	
Urban Fixed Bus Corridors	Transit services in urban areas that can provide local service. • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	Transit services in rural areas that can provide local service. • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	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.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit- like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulderis a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic byan open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following plans for areas within the county that were incorporated as a part of this plan is listed below and may be viewed on the web. Refer to them for detailed descriptions of recommendations that were not documented as a part of this report.

2013 Alleghany County Comprehensive Transportation Plan
The previous Alleghany County CTP was used to help inform projects and how conditions have changed. Recommendations made in the previous CTP were revisited as a part of the current one.
connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Alleghany County

2024 Alleghany County Strategic Plan
The Alleghany County Comprehensive Plan was used to help inform the CTP of land use trends within the study area.
2024_Alleghany-County-Strategic-Plan_FINAL_APPROVED-03042024.pdf

2014 High Country Bike Plan
The High Country Bike Plan was used to help inform the CTP of regional bike proposals and recommendations within the study area and the rural planning organization.
High Country Bike Plan.pdf

May 2022 Town of Sparta Comprehensive Land Use Plan
The Town of Sparta Comprehensive Land Use Plan was used to help inform the CTP of land use trends within the Town of Sparta.
https://www.townofsparta.org/wp-content/uploads/2022/06/Sparta-Land-Use-Plan-Final.pdf

FACILITY TYPE AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding. Facility types and control of access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.
The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

Summary of Facilities

- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45~60 mph

- Limited/Partial/ No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30~55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25~55 mph

NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class / Criteria	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, Low/Moderate to High Access	Moderate to Low Mobility, Low/Moderate to High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	30 mph to 55 mph	25 mph to 55 mph	25 mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	~~Limited or~~ Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways	Not Allowed	**Two Options**: ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	**Two Options:** ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	**Two Options:** ○ Limited Control of Access - Not Allowed ○ Partial Control of Access - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out	Allowed with Full Movements; Consolidate or Share Connections, if possible	Allowed with Full Movements; Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; **With or without Median**; Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets;	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	Primarily At-Grade Intersections	Primarily At-Grade Intersections

Listed in Order of Mobility Function

Full Control of Access	Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).
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. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).
Partial Control of Access	Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).
No Control of Access	Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

Level of Service

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 the figures in this section.

- **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.

Source: 2010 Highway Capacity Manual, Exhibit 11-4

TYPICAL SECTIONS

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Division, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions

For a full list of typical sections, go to the link below:
https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf

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(Check when complete)

☐ All sections are: filled out or marked N/A

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