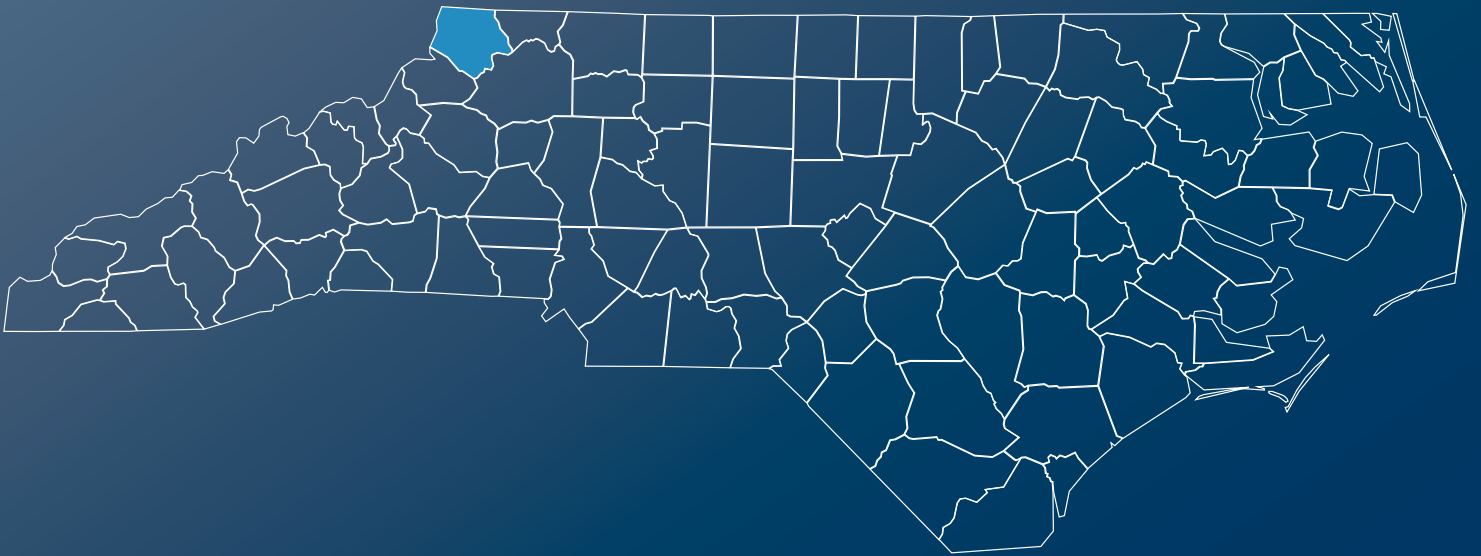


ASHE COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



NOVEMBER 2025

ACKNOWLEDGEMENTS

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

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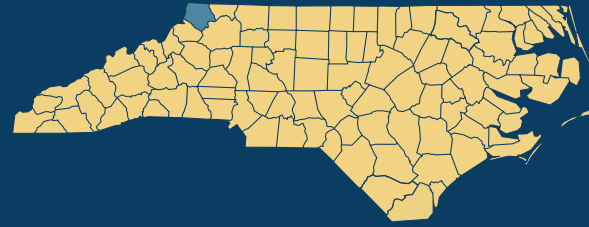
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[Click here to view Appendix](#)

EXECUTIVE SUMMARY

In 2022, the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), The High Country Rural Planning Organization, Ashe County, Town of Jefferson, Town of Lansing, Town of West Jefferson, and began a Comprehensive Transportation Plan (CTP) study for Ashe County.



The Ashe County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development through the Future Year (2050) timeframe. Various modes of transportation were evaluated, and recommendations made, including: highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports, play significant roles in moving people and freight in North Carolina and in the CTP.

The Ashe County CTP was adopted locally and by the North Carolina Board of Transportation in October 2023.

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

VISION

“Ashe County envisions “a comprehensive transportation plan that promotes and preserves the quality of life and economic vitality of Ashe County and all its municipalities. This will be accomplished through a safe, environmentally responsible, accessible, and efficient multi-modal transportation system.”

- Vision statement from the Ashe County CTP Steering Committee

PLAN GOALS

- 🎯 Maintain and improve the safety, connectivity, and mobility
- 🎯 Preserve, protect, and enhance the natural and human environment.
- 🎯 Maintain and enhance the quality and performance of the transportation system
- 🎯 Promote and enhance connectivity

STUDY APPROACH

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

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

Steering committee members 23	Total survey respondents in English 579	in Spanish 3	Survey comments 800	Public involvement comments 9	Draft plan presentations to Ashe County CTP officials May 15, 2023
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Demographics

- 67%** of respondents were age 45 and older.
- 88%** of respondents were Caucasian.
- 88%** of respondents own a home in Ashe County.
- 92%** of respondents describe themselves as full-time residents.

Priorities

- 75%** of respondents held Roadway Safety and Quality of Life as the most important priority to them.
- 56%** of respondents held Roadway Accessibility and Efficiency as the most important priority to them.

ROADS: Respondents ranked **2.0 to 3.3 out of 5** that they feel the roads in Ashe County are good compared to it is easy to move throughout Ashe County without a car, respectively. Respondents ranked **3.0 to 3.5 out of 5** that they willing to live with traffic during the busiest (peak) hours and high tourism months compared to favoring widening roads (or adding more lanes to meet traffic demands, respectively.

BICYCLE: Respondents ranked a **3.5 out of 5** that they prefer to ride a bike on a multi-use path/greenway or a path outside the road than to ride on the road and **2.45 out of 5** that they would be more likely to ride a bicycle if bicycle lanes were available.

PUBLIC TRANSPORTATION: Respondents ranked **3.39 out of 5** that Ashe County should expand public transportation routes, stops and hours of service compared to **2.19 out of 5** that they are likely to use public transportation.

PEDESTRIAN: Respondents ranked **3.2 to 3.6 out of 5** that they should have more sidewalks, multi-use paths/greenways, and crosswalks to be able to their likelihood and willingness to use connected to important destinations, respectively.

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

PRINCIPAL RECOMMENDATIONS

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

Mount Jefferson Rd Widen to 3-lanes. From: Walmart To: Lowes Dr	U.S. Hwy 221 Widen to 4-lanes, divided. From: E Main St (U.S. 221 BUS) To: S Jefferson Ave (U.S. 221 BUS)	N.C. 88 & Mount Jefferson Rd (S.R. 1149) Connector N.C. 88 and Mount Jefferson Road connector bypass. From: N.C. 88 To: Mount Jefferson Road (S.R. 1149)
U.S. 221 BUS, N.C. 88, S Main St Replace with Road Diet (3-lanes with bicycle and pedestrian facilities). From: N Sixth Ave To: U.S. 221 BUS/S Main St (Yamaha)	U.S. 221 BUS, S Main St Replace with Road Diet (3-lanes with bicycle and pedestrian facilities). From: U.S. 221 BUS/S Main St (Yamaha) To: Hospital Ave (S.R. 1664)	N.C. Hwy 88 West Highway Recommendation From: Watauga County Line To: N.C. 194

PROJECT SHEETS

There are **27 Highway & 40 Bike and Pedestrian Project Sheets** that feature individual project maps, recommendation details, and can be found in [CTP Projects Appendix](#).

APPROVALS

This information will be added after mutual adoption.

Chapter ONE

Introductions and Overview

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

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the High Country Rural Planning Organization, Ashe County, Town of Jefferson, Town of West Jefferson, Town of Lansing, and with the support of Ashe County CTP Steering Committee.

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

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

VISION

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

“Ashe County envisions a comprehensive transportation plan that promotes and preserves the quality of life and economic vitality of Ashe County and all its municipalities. This will be accomplished through a safe, environmentally responsible, accessible, and efficient multi-modal transportation system.”

- *Vision statement from the Ashe County CTP Steering Committee*

The Vision Statement was developed from the Ashe County Comprehensive Plan, and other municipal plans in Ashe County. The Vision Statement guided the development of the CTP. It was used to establish identified needs and deficiencies and evaluate the project recommendation.

Ashe County

STUDY GOALS AND OBJECTIVES



MAINTAIN AND IMPROVE the safety, connectivity, and mobility of the transportation system for people and commerce and for all modes of transportation in Ashe County and throughout the region.



MAINTAIN AND ENHANCE the quality and performance of the transportation system in Ashe County through efficient congestion management and operations techniques.



PRESERVE, PROTECT, AND ENHANCE the natural and human environment.



PROMOTE AND ENHANCE connectivity between Ashe County and the surrounding region.

The Measures of Effectiveness are detailed in [Public Involvement Appendix](#).

STATE AND FEDERAL POLICIES AND PLANS

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

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

LOCAL POLICIES AND PLANS

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

- [2019 Lansing Land Use Plan](#)
- [2022 Ashe County Comprehensive Transportation Plan \(Land Use Plan\)](#)
- [2019 Lansing Bike Plan](#)
- [Northern Peaks State Trail](#)
- [Creeper Trail](#)

CTP PROCESS SUMMARY

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

THIS PLAN FEATURES:

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

SPRING 2022

Began analyzing existing conditions and initiated committee meetings and public outreach through the public input survey.

SUMMER 2022

Continued public outreach, reviewed existing conditions, and reviewed survey results.

SUMMER 2023

Held public meetings on recommended plan.

SUMMER 2023

Local adoptions.

Chapter TWO

Existing and Future Conditions

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

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

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

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

This information, along with population growth, economic development potential, and land use trends is used to determine the potential impacts on the future transportation system.



PUBLIC, COMMUNITY, AND STAKEHOLDER INVOLVEMENT SUMMARY

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

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

Throughout the course of the study, the NCDOT Transportation Planning Division and the HCRPO cooperatively worked with the Ashe County Steering Committee. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth [CTP Project Recommendations](#).

COMMUNITY UNDERSTANDING

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

TYPES OF PUBLIC INVOLVEMENT USED

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

The steering committee was involved during the process using:

- Committee meetings
- E-mail and phone
- Surveys

The public was involved using:

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

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

WHAT WE HEARD



Highways

"It is somewhat hard to move throughout Ashe County without a car."

"I am somewhat in favor of widening roads to meet traffic demands."

"Road improvements are needed, even if they have unavoidable impacts."

"I am willing to live with traffic during the busiest (peak) hours and high tourism months."



Bicycle & Pedestrian

"I would be more likely to bike or walk if sidewalks or multi-use paths/greenways connected schools, employment centers, shopping centers, neighborhoods, community centers, public transportation stops, and parks/recreation centers."

"I would prefer to ride a bike on a multi-use path/greenway or a path outside the road than to ride on the road (e.g. wide paved shoulders or a striped bicycle lane)."

"We should have more sidewalks, multi-use paths/greenways, and crosswalks to be able to move safely across Ashe County."



Public Transit

"Support expanding public transportation services before widening roads."

"Ashe County should expand public transportation routes, stops and hours of service."

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2019 to 2050. Growth in Ashe County is expected to occur along U.S. 221.

ASHE COUNTY	
2019 POPULATION	26,645
2050 PROJECTED POPULATION	33,600
2019 EMPLOYMENT	12,992
2050 PROJECTED EMPLOYMENT	15,020
2019 NORTH CAROLINA POPULATION	10,381,670
2050 NORTH CAROLINA PROJECTED POPULATION	14,012,819

More information can be found in [Socio-Economic Data Forecast and Methodology Appendix](#) about the methodology that was used to project the population and employment to 2050.

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

TRANSPORTATION NETWORK SUMMARY

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand. The following table shows specific highlights, and not a comprehensive list, of the transportation network.

Primary North-South Roadways	U.S. 221, N.C. 194, N.C. 163, and N.C. 88
Primary East-West Roadways	N.C. 88
Strategic Transportation Corridors	None
Public Transportation Services (Demand Response)	Ashe County Transportation System (ACTA)
Fixed Route Bus (Deviated)	Ashe County Transportation Authority (ACTA)
General Aviation Airports	Ashe County Airport
Park and Ride Lots	N/A
Railroads (Freight)	N/A
Railroads (Passenger)	N/A
Primary Freight Movement	U.S. 221
Sidewalks	U.S. 221
Bicycle Lanes	N/A
Statewide Bicycle Routes	N/A
Trail Connectivity	Northern Peaks Trail, Creeper Trail
Greenways	South Fork New River Greenway
Ferries	N/A

Each mode of travel covered by this comprehensive transportation plan has been independently analyzed for both current and forecast conditions.

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

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

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2020-2029 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or under construction are in place.

Key Highway Capacity Deficiencies for the Ashe County CTP



📍 U.S. 221 (from N.C. 163 to Don Walters Road (S.R. 1587))

- 2019 (base year) – Near capacity
- 2050 (future year) – Over capacity

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

Planning Level Intersection Assessment

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



The major intersections identified for improvement in the CTP are:

- 📍 N.C. 88 and N.C. 194 Intersection (Map ID 28) Roundabout near Jefferson
- 📍 N.C. 88 and N.C. 194 Intersection (Map ID 29) Roundabout near Lansing
- 📍 N.C. 194 and Beaver Creek School Road (S.R. 1248)

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The locations in Ashe County which occurred between January 1, 2014, and December 31, 2018, are shown on [Figure 2](#). The CTP Steering Committee reviewed all crash data and commented that Ashe County has a low crash history with most incidents along U.S. 221, which should be alleviated with the recent improvements along this corridor.

improvements: U.S. 221 N & N.C. 163 Intersection; U.S. 221 N & Mount Jefferson Rd (S.R. 1149) 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 Ashe County CTP were shared with NCDOT Division 11 for review and consideration.

More discussion of Traffic Crashes can be found in [Transportation Planning Data Appendix](#).

Two intersections were identified during the development of this CTP and recommended for

Bridge Deficiency Assessment

There are 106 structurally deficient and functionally obsolete bridges were identified. Of these, thirteen are scheduled for improvements in the 2024-2033 State Transportation Improvement Program.

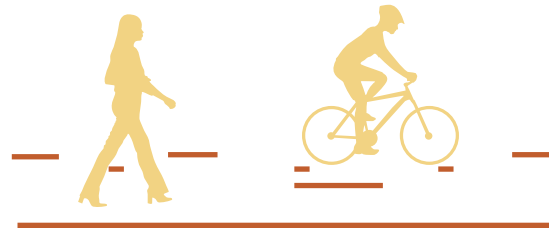
Refer to [Transportation Planning Data Appendix](#) for more detailed bridge deficiency information.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

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

In developing the Ashe County bicycle and pedestrian recommendations, the shared desire to walk and bike was considered (below are a few key locations):



- Along U.S. 221 Business, the Town of West Jefferson, MUP recommendations
- Along U.S. 221 Business, through the Town of Jefferson, bicycle and pedestrian accommodations
- Connections using the Lansing Moves plan facilitated by the Integrated Mobility Division (IMD)
- Multi-county biking trails with favorable town & county board approvals of the Northern Peaks Trail Plan connecting Ashe & Watauga Counties
- Connections made with the Creeper Trail, Mt. Jefferson Park, Ashe County Park
- Proposed pedestrian bridge connection integrated into the Northern Peaks Trail to be studied further to identify an appropriate crossing location

Refer to [Multimodal Analysis Appendix](#) if needed.

GOODS MOVEMENT / FREIGHT

Major generators of goods in the Ashe County CTP were identified, along with their proximity to nearby major roadways. There are no rail services in Ashe County.



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

- 📍 U.S. 221
- 📍 N.C. 194
- 📍 N.C. 163
- 📍 N.C. 88
- 📍 N.C. 16

Most freight generators and shippers were clustered in [U.S. 221].

There are no highways part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity. We used local knowledge from the CTP Steering Committee to observe dump trucks, log trucks, their speeds, and considered where the N.C. 16 and N.C. 88 truck routes bulb out, that the tractor trailers use.

Refer to [Transportation Planning Analysis Data Appendix](#) if needed.

PUBLIC TRANSPORTATION ANALYSIS SUMMARY



Ashe County Transit Authority's (ACTA) vision is to provide a unified system of advanced, accessible, and efficient public transportation services that increase access to opportunities and contribute to a healthy environment for the people of Ashe County.

Ashe County Transit recommendations considered several aspects, but limited to the ACTA's vision, rules and regulations, and future land use decisions in Ashe County.

Refer to [Multimodal Analysis Appendix](#) if needed.

Ashe County's public transportation is a community transportation system designed to meet your transportation needs. Services are offered to people of all ages and abilities and include travel in county and out of county to fit your needs. ACTA provides public services to take people to local shopping centers, work, medical appointments, and many other places. There are three major ways these services are provided: a deviated-fixed transit route, demand response services, and subscription based service.

Today, ACTA operates a fleet of 19 revenue generating vehicles, 1 service truck, and 1 admin vehicle. Also, the current operation staff includes 2 full time dispatchers, 20 full time drivers, 2 part time drivers, and 2 full time maintenance personnel.

Urban Transportation (provide both rural and urban transportation)	None
Rural Transportation (provide both local and rural transportation)	Deviated-fixed route and Demand-response services
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	Demand-response service available with advanced coordination
Intercity Transportation (Greyhound and Amtrak)	None



AIRPORTS



The Ashe County Airport is a public airport located 3 miles east of the Central Business District (CBD) of Jefferson. It is in the Town of Jefferson area and covers 106 acres with one runway (runway 10/28) and no control tower. It operates from 9 a.m. to 5 p.m. For this study, we ensured adequate transportation facilities provide access to the airports currently and in the future through the deficiency analysis. The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	Wilkes County Airport	Wilkesboro, N.C.	39 miles
Private Airport	Lower Creek Airport	Lenoir, N.C.	57 miles
Closest Passenger & International Service Airport	Triad International Airport	Greensboro, N.C.	116 miles
Closest Passenger & International Service Airport	Asheville Regional Airport	Asheville, N.C.	127 miles
Closest Passenger and International Service Airport	Charlotte Douglas International Airport	Charlotte, N.C.	130 miles

Chapter THREE

CTP Project Proposals

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



Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in [Public Involvement Appendix](#).



NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the "Project Delivery Process," begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. As part of this process, public involvement input is sought on how the proposed projects might effect people living and working in the area, as well as assessing the potential environmental effects and how to meet the transportation needs.

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

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

CTP PROJECT RECOMMENDATIONS

The recommendation lists that follow each set of maps contains information about Ashe County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of an identified transportation deficiency and a potential solution.

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

The list shown below is not in any priority order.



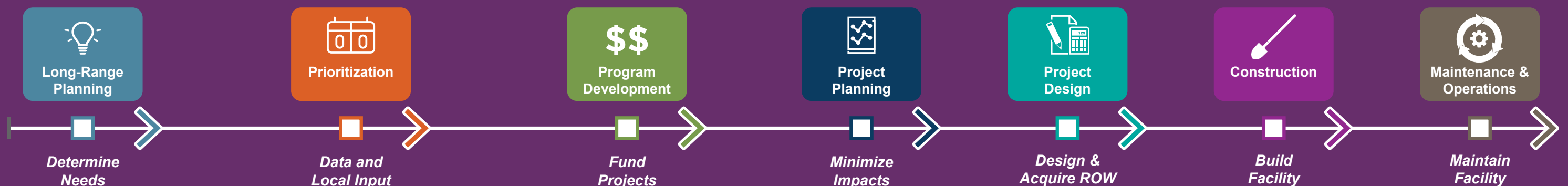
CTP MAPS

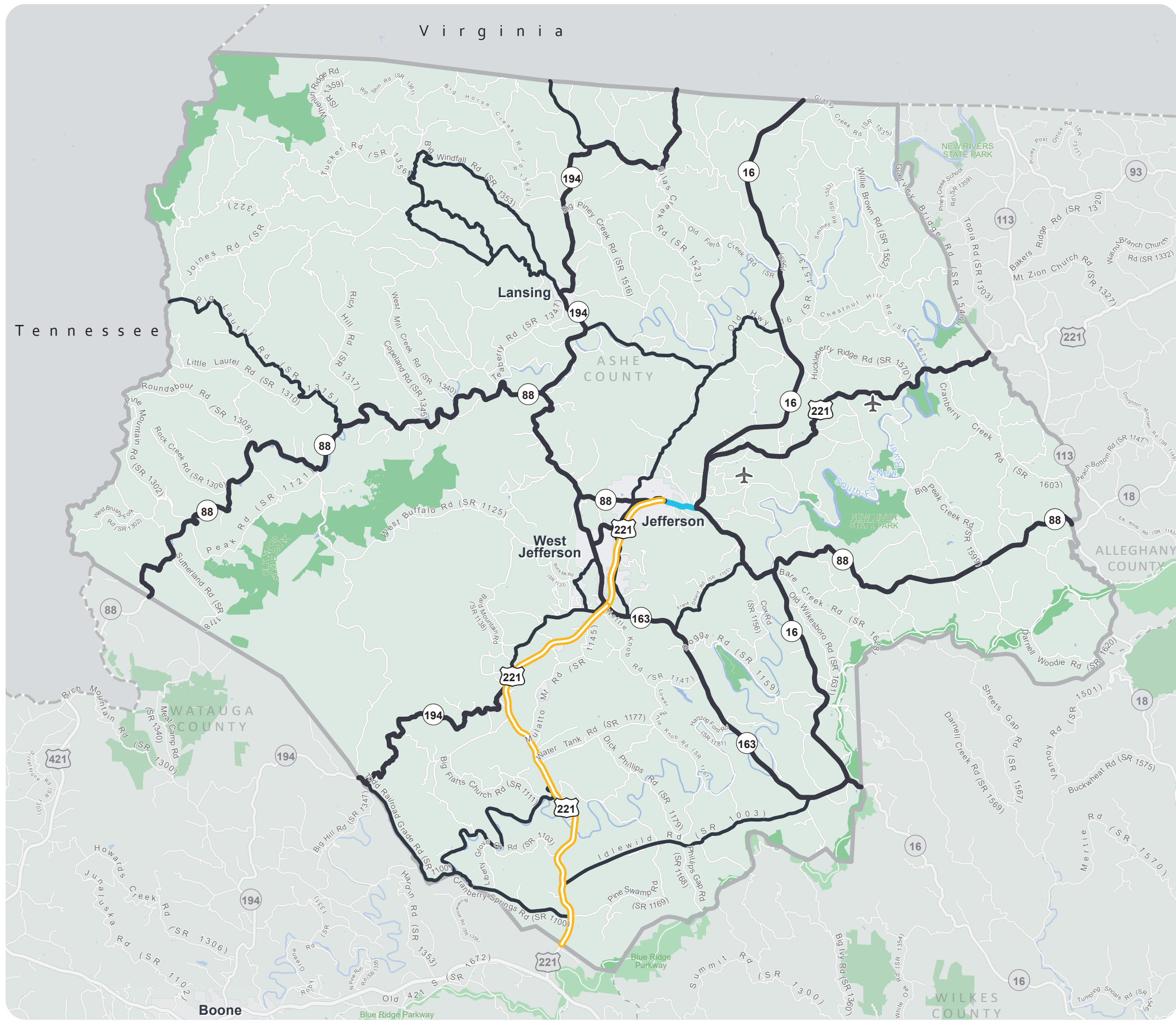
The mutually adopted Ashe County CTP Maps are found in [Figure 1](#). Definitions of terms on these maps can be found in [Definitions and Resources Appendix](#). The maps included are:

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

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps show agreement on the future potential transportation proposals to meet identified needs.

NCDOT PROJECT DELIVERY PROCESS





FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



ASHE COUNTY

Comprehensive Transportation Plan

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

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

- Other Features
- Study Roads
 - MPO Boundary
 - High Country RPO



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>

0 0.75 1.5 3 4.5 6 Miles

Sheet 1 of 4

Base map date: January 10, 2022

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.

ADOPTED
 Plan Date: November 6, 2025

HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050



ASHE COUNTY

Comprehensive Transportation Plan

Highway Features

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

Other Features

- Study Roads
- MPO Boundary
- RPO Boundary



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>
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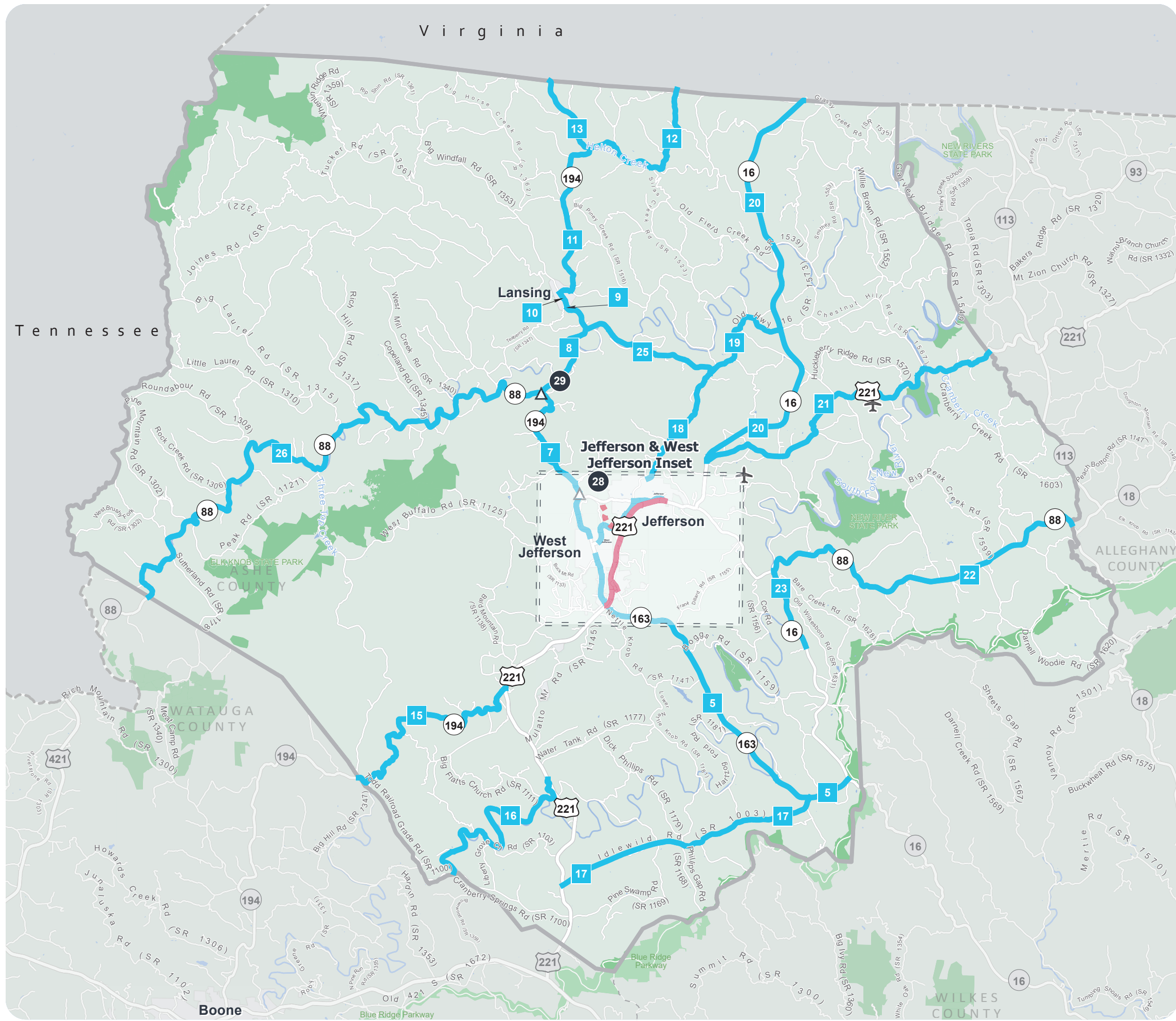
Sheet 2 of 4

Base map date: January 10, 2022

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.

ADOPTED
 Plan Date: November 6, 2025



HIGHWAY RECOMMENDATIONS

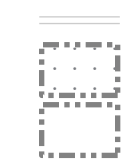
Proposals that address identified needs through 2050



ASHE COUNTY JEFFERSON & WEST JEFFERSON Comprehensive Transportation Plan Highway Features

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

- Other Features
- Study Roads
 - MPO Boundary
 - RPO Boundary



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>



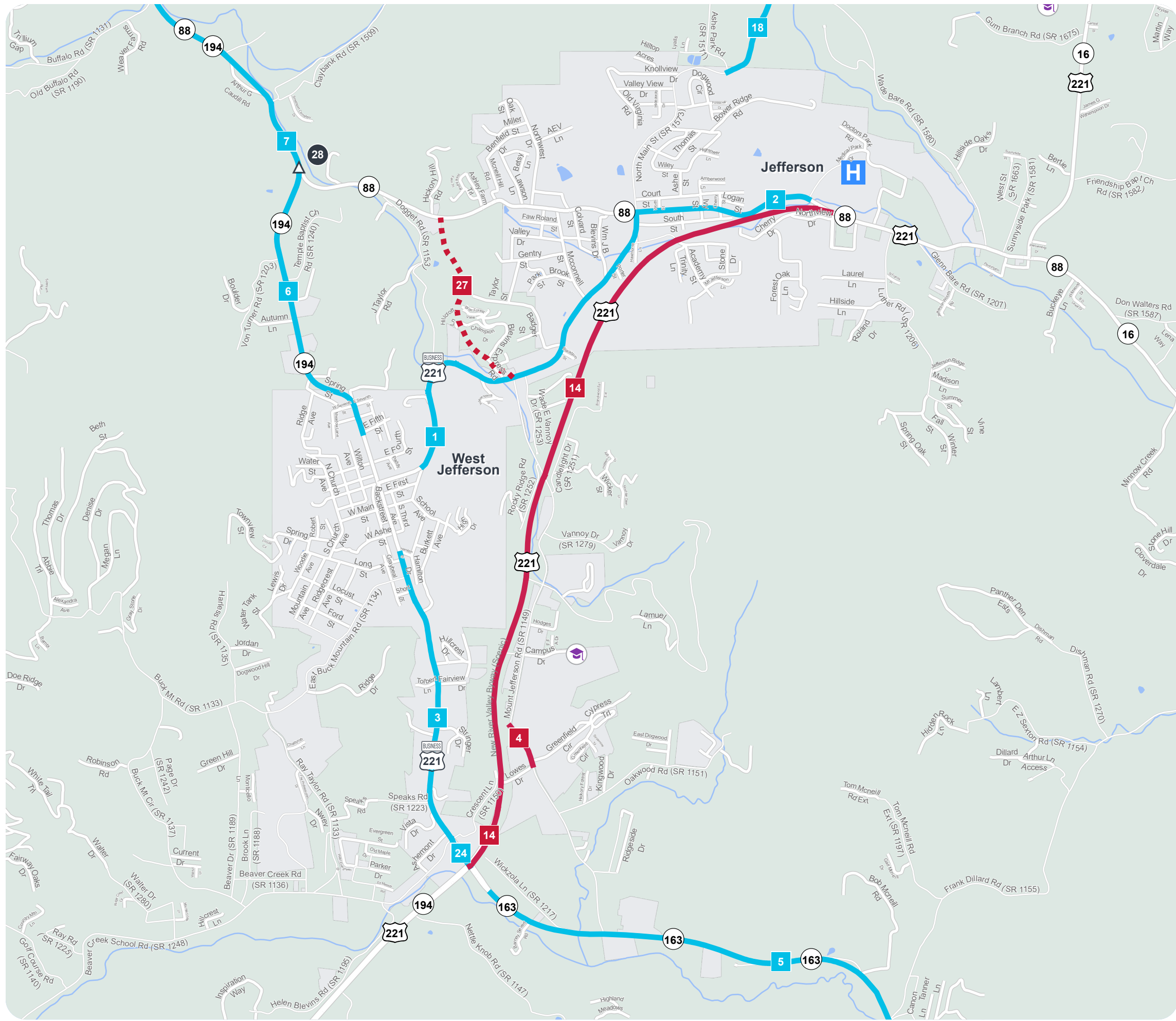
Sheet 2A of 4
INSET A

Base map date: January 10, 2022











Legal Disclaimer









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ADOPTED
Plan Date: November 6, 2025



A Ashe County Highway Recommendations


- 1 US 221 BUS, NC 88, South Main St Highway Recommendation:**  
From: N Sixth Ave To: US 221 Bus/S Main St (Yamaha) | 1.72 miles
 Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 2 US 221 BUS, S Main St Highway Recommendation:**  *From:*
US221 Bus/S Main St (Yamaha) To: Hospital Ave (SR-1664) | 0.76 miles
 Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 3 US 221 BUS, NC Hwy 194 Highway Recommendation:**  
From: Hamilton St To: Beaver Creek School Rd (SR 1248) | 1.27 miles
 Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 4 Mount Jefferson Rd Highway Recommendation:** 
From: Walmart To: Lowes Dr | 0.19 miles
 Widen to 3 lanes with pedestrian facilities
- 5 NC Hwy 163 Highway Recommendation:**  
From: 750 Feet From US-221 To: NC-16 | 8.95 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle and pedestrian facilities
- 6 NC Hwy 194 Highway Recommendation:**
From: E 5th St To: NC 88 | 1.28 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders
- 7 NC Hwy 194 Highway Recommendation:**  
From: NC 88/NC 194 in Warrentsville To: NC 88/NC 194 | 3.77 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle and pedestrian facilities


- 8 NC Hwy 194 Highway Recommendation:**  
From: NC 88/NC 194 in Warrentsville To: Patton Rd (1380) in Lansing | 3.26 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle and pedestrian facilities
- 9 NC Hwy 194 Highway Recommendation:** 
From: Patton Rd (SR 1380) To: A St | 0.25 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle facilities
- 10 NC Hwy 194 Highway Recommendation:**  
From: A St To: South Big Horse Creek Rd (SR-1353) | 0.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle and pedestrian facilities
- 11 NC Hwy 194 Highway Recommendation:**  
From: South Big Horse Creek Rd (SR 1353) To: Helton Creek Rd (SR-1370) | 4.82 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle and pedestrian facilities
- 12 NC Hwy 194 Highway Recommendation:**
From: Old Helton School Rd (SR-1669) To: Virginia State Line | 4.55 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders
- 13 Helton Creek Rd Highway Recommendation:**
From: NC 194 To: Virginia State Line | 2.26 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders
- 14 US Hwy 221 Highway Recommendation, R-2915:**
From: East Main St (US 221 BUS) To: S Jefferson Ave (US 221 BUS) | 3.56 miles
 Widen to 4 lanes, divided
- 15 NC Hwy 194 Highway Recommendation:** 
From: Watauga County To: US-221 | 7.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders with bicycle facilities

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

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




16 Railroad Grade Rd Highway Recommendation: 
 From: Cranberry Springs Rd (SR-1100) To: US-221 | 7.02 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

17 Idlewild Rd Highway Recommendation: 
 From: NC 163 To: US 221 | 7.27 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

18 Old Highway 16 Highway Recommendation:
 From: North Main St (SR-1573) To: Deep Ford Rd (SR-1501) | 3.45 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders


19 Old Hwy 16 Highway Recommendation:
 From: Deep Ford Rd (SR 1501) To: NC-16 | 3.13 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

20 NC Hwy 16 North Highway Recommendation: 
 From: US 221 To: Virginia State Line | 12.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

21 US Hwy 221 North Highway Recommendation:
 From: US 221/NC-16 To: Alleghany County Line | 9.72 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

22 NC Hwy 88 East Highway Recommendation:
 From: NC 16 To: Alleghany County | 9.87 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

23 NC Hwy 16 South Highway Recommendation:
 From: River Front Dr. (SR-1158) To: NC-88 | 2.37 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

24 S. Jefferson Ave (US 221 BUS) Recommendation: 
 From: US-221 To: Beaver Creek School Road | 0.14 miles
 Improve roadway/turns near Beaver Creek School Road

25 Deep Ford Rd Highway Recommendation:
 From: Old Hwy 16 (SR 1573) To: NC 194 | 3.93 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

26 NC Hwy 88 West Highway Recommendation:
 From: Watauga County Line To: NC-194 | 18.88 miles
 Highway Recommendation

27 NC 88 and Mt. Jefferson Road (SR 1149) Connector:
 From: NC 88 To: Mount Jefferson Road (SR 1149) | 0.81 miles
 NC 88 and Mount Jefferson Road connector bypass

28 NC 88 and NC 194 Roundabout, R-5832:
 NC 88/NC 194 | 0.0 miles
 Upgrading both two-lane intersections into roundabouts with construction beginning in 2025

29 NC 88 and NC 194 Roundabout, R-5832:
 NC 88/NC 194 | 0.0 miles
 Upgrading both two-lane intersections into roundabouts with construction beginning in 2025

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

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



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050



ASHE COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
MPO Boundary			
High Country RPO			
Study Roads			
Denotes Highway Incidental	★		



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>



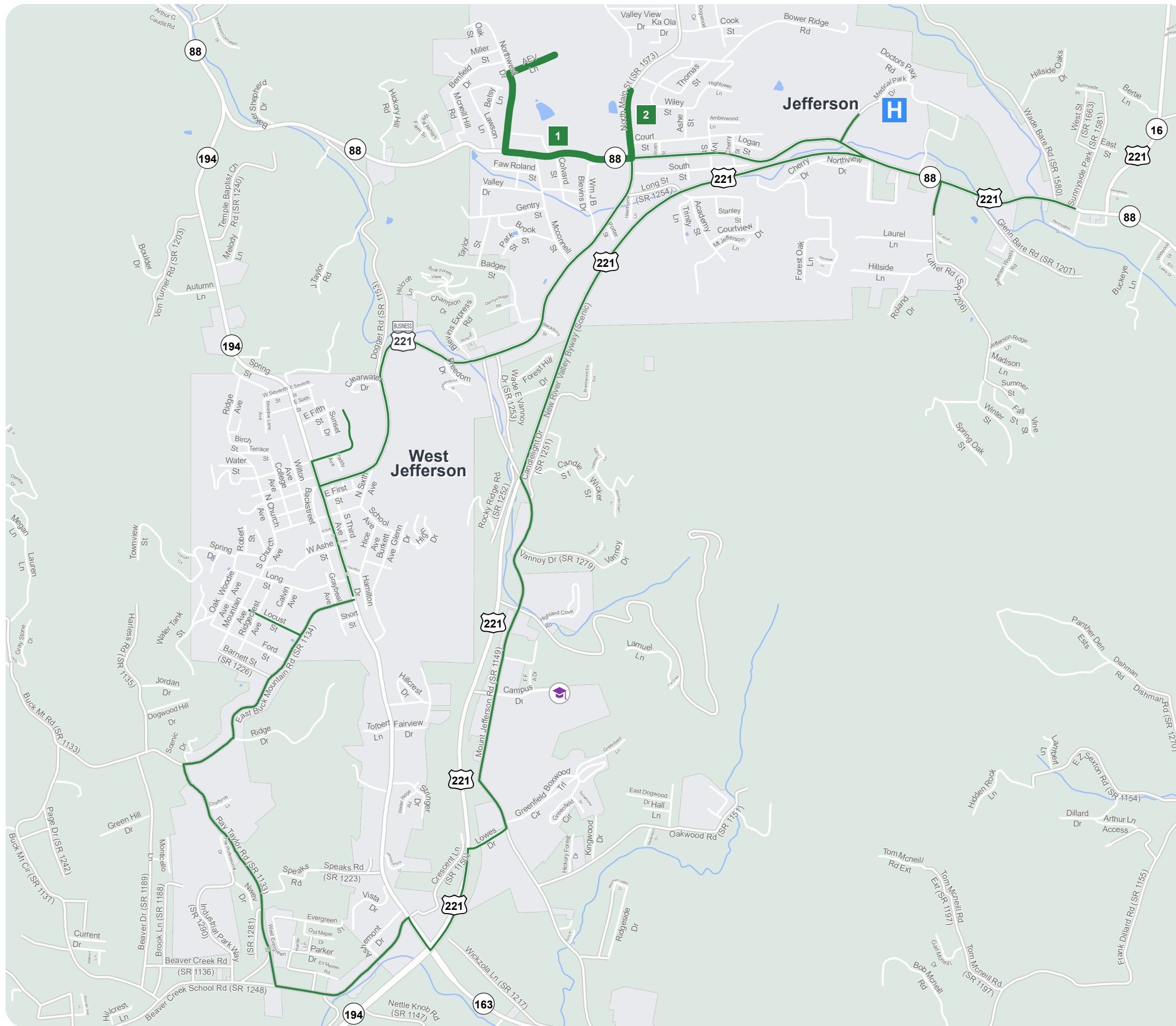
Sheet 3 of 4

Base map date: January 10, 2022

Legal Disclaimer

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ADOPTED
 Plan Date: November 6, 2025





Ashe County Public Transportation and Rail Recommendations

1








NC 88, AEV Ln, Northwest Dr Ag Center Transit Recommendation:

From: NC 88 To: AEV Ln To: Northwest Dr | 0.89 miles
Ag Center Transit Connection

2

North Main St Ag Center Transit Recommendation:

From US 221 BUS To: 1250 Feet From US 221 BUS | 0.24 miles
Alternate Ag Center Transit Connection

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



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ASHE COUNTY

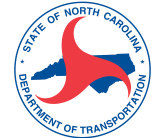
Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuise Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

	Study Roads
	MPO Boundary
	High Country RPO



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>



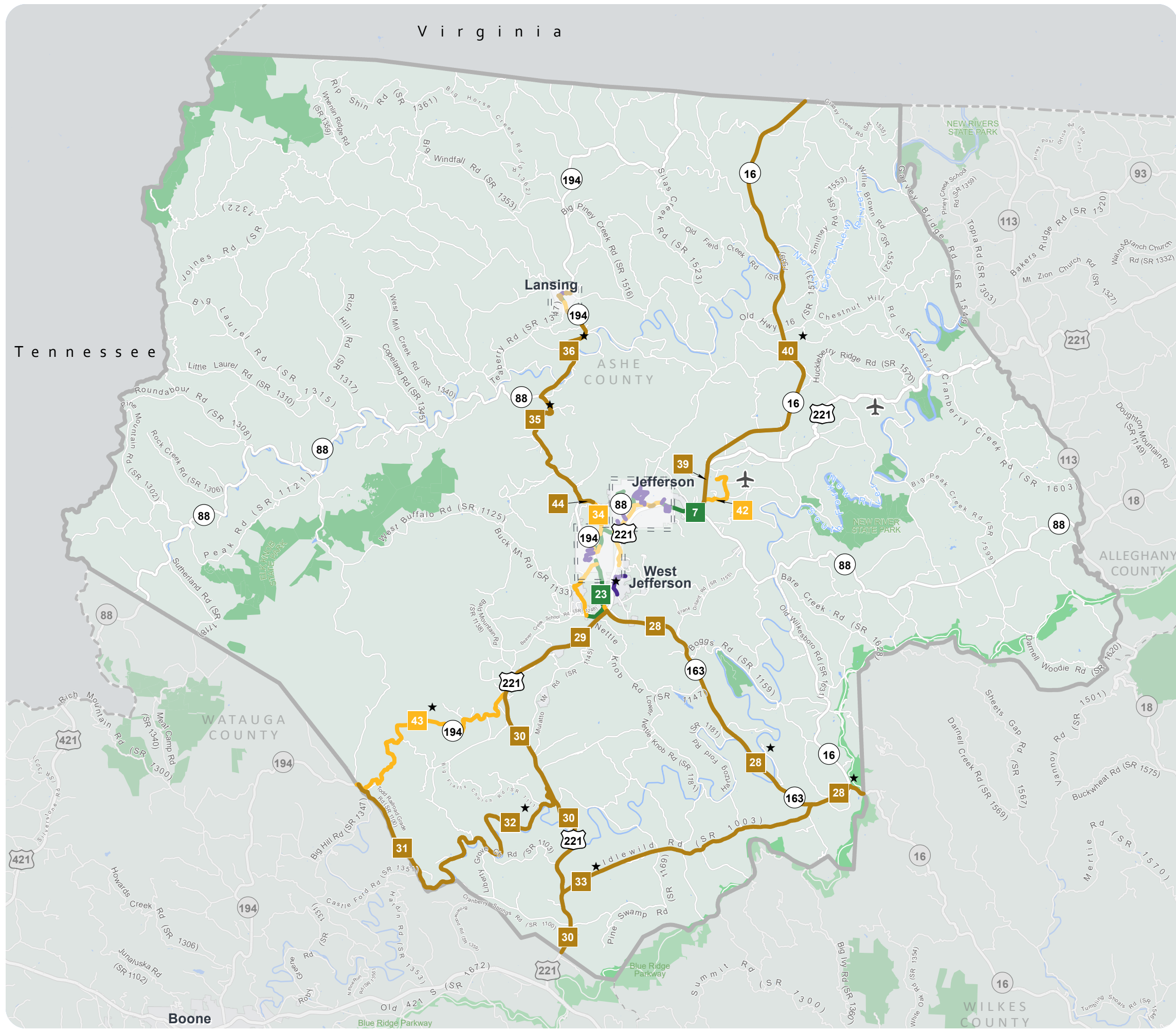
Sheet 4 of 4

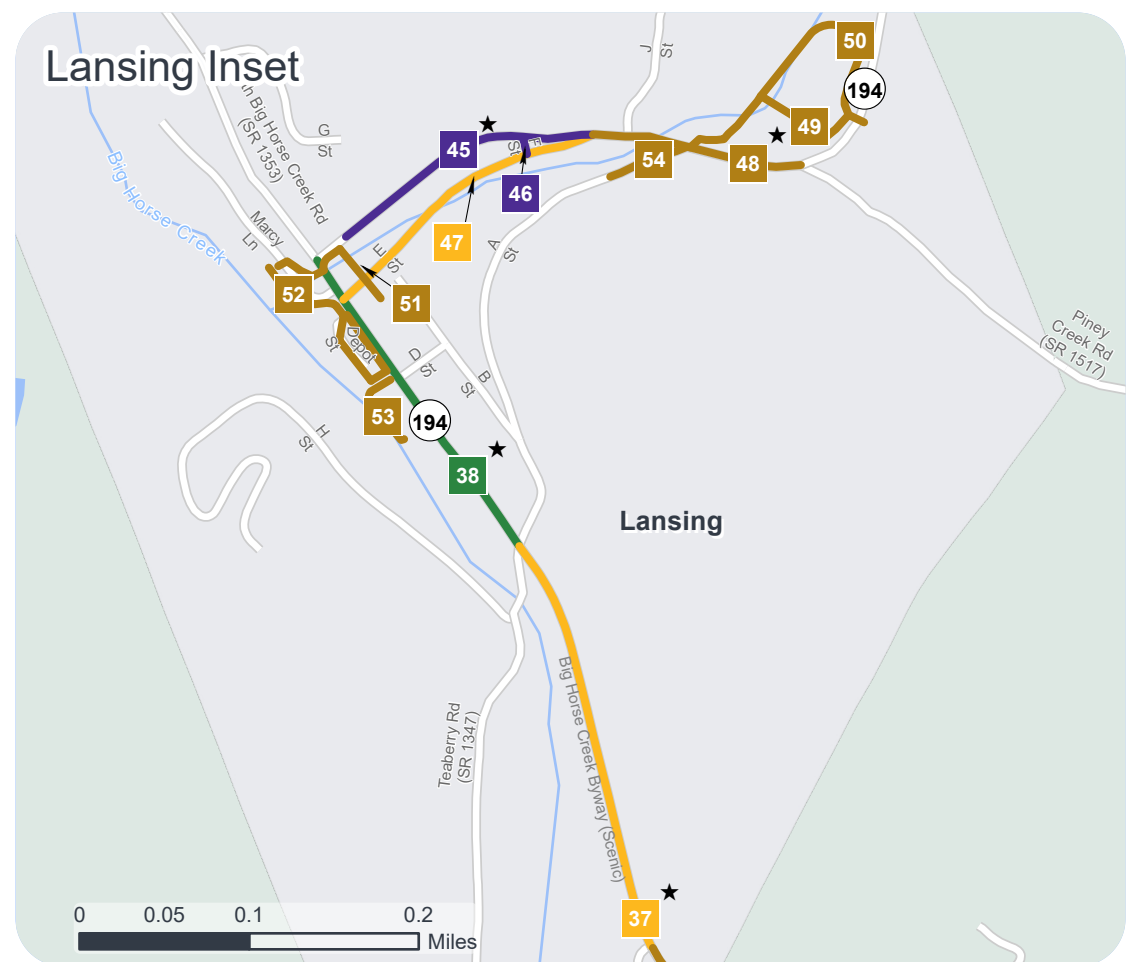
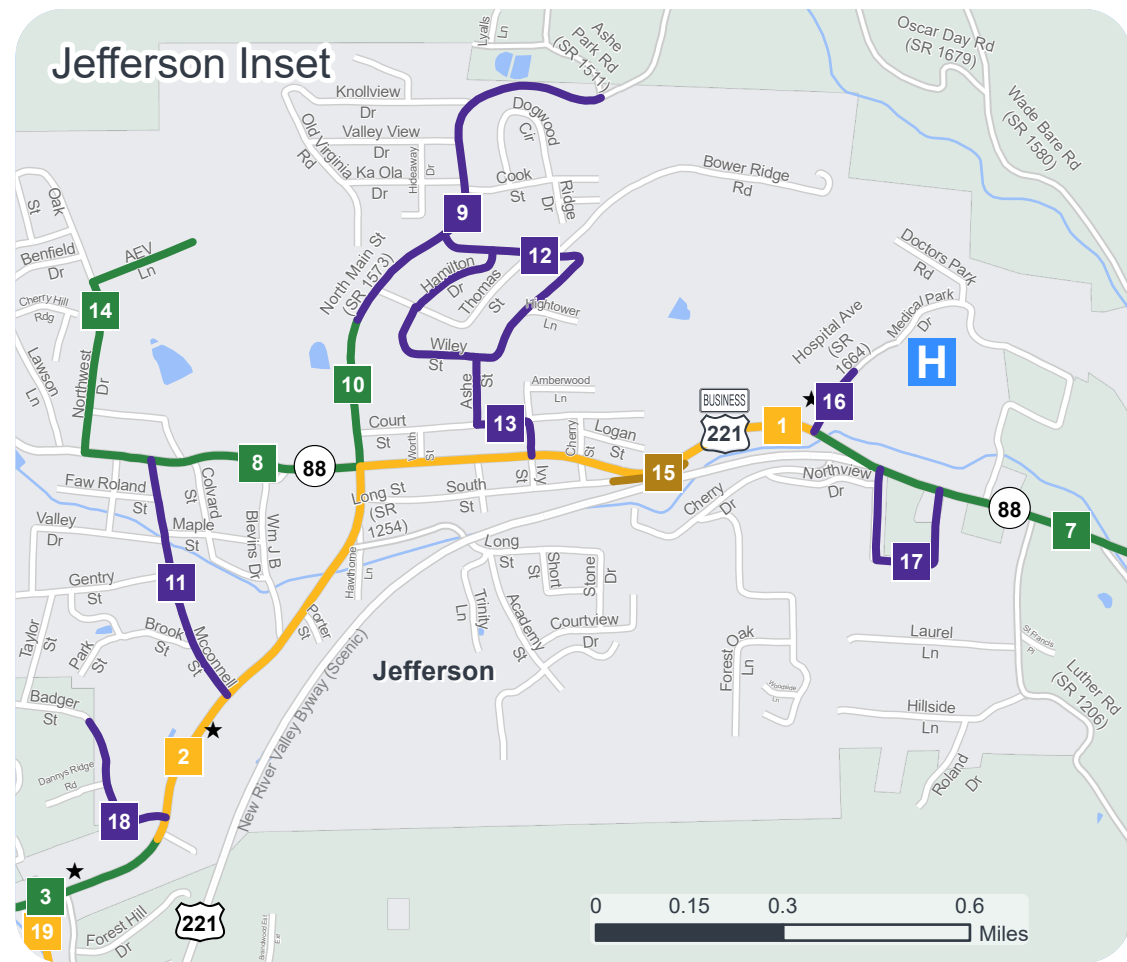
Base map date: January 10, 2022

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ADOPTED
 Plan Date: November 6, 2025





BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ASHE COUNTY INSET A

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

- Study Roads
- MPO Boundary
- High Country RPO



Full report at:
<https://connect.ncdot.gov/AsheCountyCTPUpdate>

Sheet 4A of 4










Base map date: January 10, 2022


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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.













ADOPTED
 Plan Date: November 6, 2025

Ashe County Bicycle and Pedestrian Recommendations

- 1** ★ **US 221 BUS, S Main St Highway Recommendation:** 
From: US221 Bus/S Main st (Yamaha) To: Hospital Ave (SR-1664) | 0.76 miles
Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 2** ★ **US 221 BUS, NC 88, South Main St Highway Recommendation:**  
From: N Sixth Ave To: US 221 Bus/S Main st (Yamaha) | 1.72 miles
Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 3** ★ **US 221 BUS, NC 88, South Main St Highway Recommendation:**  
From: N Sixth Ave To: US 221 Bus/S Main st (Yamaha) | 1.72 miles
Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 4** **Campus Dr. Sidewalk Proposal:** 
From: Mount Jefferson Road To: Ashe County High School | 0.26 miles
Campus Dr sidewalk to connect to Mount Jefferson Road
- 5** **Mount Jefferson Rd Pedestrian Recommendation:** 
From: Ashe County High School Dr (SR-1283) To: Walmart | 0.31 miles
Sidewalk Recommendation
- Mount Jefferson Rd Highway Recommendation:** 
From: Walmart To: Lowes Dr | 0.19 miles
Widen to 3 lanes
- 6** **E Main, N. Sixth Ave Bicycle Recommendation:** 
From: East Main/ US 221 BUS To: US 221 BUS | 0.27 miles
Bicycle Recommendation









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



- 7** **US 221 BUS, East Main St Bicycle and Pedestrian Recommendation:**  
From: Hospital Ave (SR 1664) To: US-221/NC-16 | 0.98 miles
Bicycle and pedestrian facilities added to busy shopping section
- 8** **NC Hwy 88 West Bicycle and Pedestrian Recommendation:**  
From: WM J B Blevins Dr. To: McConnell St | 0.44 miles
Bicycle and pedestrian facilities added to connect to future Ag Center
- 9** **North Main St Pedestrian Recommendation:** 
From: 1200 Feet From US 221 BUS To: Ashe Park Rd (SR-1511) | 0.65 miles
Sidewalk Recommendation
- 10** **North Main St Bicycle and Pedestrian Recommendation:**  
From: US 221 To: 275 Feet From US 221 | 0.24 miles
Bicycle and pedestrian facilities added to connect to future Ag Center
- 11** **McConnell St Pedestrian Recommendation:** 
From: NC 88 To: US 221 BUS | 0.4 miles
Sidewalk Recommendation
- 12** **Martin St Pedestrian Recommendation:** 
From: North Main St To: Martin St. | 0.82 miles
Sidewalk Recommendation
- 13** **Ashe St Pedestrian Recommendation:** 
From: US 221 BUS To: Martin St. | 0.24 miles
Sidewalk Recommendation
- 14** **Northwest Dr Bicycle and Pedestrian Recommendation:**  
From: NC 88 To: DEAD-END | 0.45 miles
Bicycle and pedestrian facilities added to connect to future Ag Center







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





- 15** **US 221 Multiuse Path:** 
From: South St To: Existing Multiuse Path | 0.12 miles
 Multiuse Path Recommendation
- 16** **Hospital Ave Pedestrian Recommendation:** 
From: US 221 To: Hospital Entrance | 0.12 miles
 Sidewalk Recommendation
- 17** **Government Cir Pedestrian Recommendation:** 
From: US-221 To: US-221 | 0.36 miles
 Sidewalk Recommendation
- 18** **Badger St Pedestrian Recommendation:** 
From: US-221 BUS To: 600 Feet From Taylor St | 0.25 miles
 Sidewalk Recommendation
- 19** **Mount Jefferson Rd Bicycle Recommendation:** 
From: US-221 To: US-221 BUS | 0.44 miles
 Bicycle Recommendation
- 20** **Mount Jefferson Road (SR-1149) Bike Lane Recommendation:** 
From: Mount Jefferson Rd (SR 1149) To: Mt. Jefferson State Park Rd | 0.49 miles
 Bicycle Recommendation
- 21** **W Second St Pedestrian Recommendation:** 
From: US-221 BUS To: College Ave | 0.13 miles
 Sidewalk Recommendation
- 22** **W. Main St, S. Church Ave, & Park Rd Pedestrian Recommendation:** 
From: US-221 BUS To: Library Dr. | 0.5 miles
 Sidewalk Recommendation

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





- 23** ★ **US 221 BUS, NC Hwy 194 Highway Recommendation:** 
From: Hamilton St To: Beaver Creek School Rd (SR 1248) | 1.27 miles
 Replace with road diet (3 lanes with bicycle and pedestrian facilities)
- 24** ★ **S. Jefferson Ave (US 221 BUS) Recommendation:** 
From: US-221 To: Beaver Creek School Road | 0.14 miles
 Improve roadway/turns near Beaver Creek School Road
- 25** **East Buck Mountain Bicycle Lane:** 
From: Ray Taylor Rd. To: US-221 BUS | 0.9 miles
 East Buck Mountain Rd. Bicycle Lane Recommendation
- 26** **Ray Taylor Road Bicycle Lane:** 
From: Beaver Creek School Rd. To: East Buck Mountain Rd. | 0.86 miles
 Ray Rd. Bicycle Lane Recommendation
- 27** **Beaver Creek School Rd Pedestrian Recommendation:** 
From: US-221 BUS To: Ray Taylor Rd. (SR-1133) | 0.59 miles
 Road Diet - Three lane plus sidewalk and bikeways
- 28** ★ **NC Hwy 163 Highway Recommendation:** 
From: 750 Feet From US-221 To: NC-16 | 9.37 miles
 Substandard roadway less than 12 foot lanes 2 ft shoulders



NC Hwy 16 South Multiuse Path Recommendation: 
From: NC-194 To: 750 Feet from NC-194 | 0.14 miles
- 29** **US Hwy 221 Multiuse Path Recommendation:** 
From: NC-194 To: NC-163 | 3.73 miles
 Multiuse Path Recommendation



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






30 US 221 Multiuse Path Recommendation: 
 From Watauga County To: NC 194 | 7.75 miles
 Multiuse Path Recommendation



31 Todd Railroad Grade Rd Bicycle Recommendation: 
 From: Railroad Grade Rd (SR 1106) To: NC 194 | 4.12 miles
 Multiuse Path Recommendation


32 ★ Railroad Grade Rd Highway Recommendation:  
 From: Cranberry Springs Rd (SR-1100) To: US-221 | 7.02 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders



33 ★ Idlewild Rd Highway Recommendation:  
 From: NC 163 To: US 221 | 7.27 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders


34 Dogget Rd Bicycle Recommendation: 
 From: NC 88 To: US 221 BUS | 0.96 miles
 Bicycle Recommendation

35 ★ NC Hwy 194 Highway Recommendation:  
 From: NC 88/NC 194 in Warrentsville To: NC 88/NC 194 | 3.77 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders



36 ★ NC Hwy 194 Highway Recommendation:  
 From: NC 88/NC 194 in Warrentsville To: Patton Rd (1380) in Lansing | 3.26 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

37 ★ NC Hwy 194 Highway Recommendation: 
 From: Patton Rd (SR 1380) To: A St | 0.25 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders


38 ★ NC Hwy 194 Highway Recommendation:  
 From: A St To: South Big Horse Creek Rd (SR-1353) | 0.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

39 US Hwy 221 Multiuse Path Recommendation: 
 From: US 221 To: NC88 | 1.31 miles
 Multiuse Path Recommendation



40 ★ NC Hwy 16 North Highway Recommendation:  
 From: US 221 To: Virginia State Line | 12.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders




41 US 221 BUS, E Second St Bicycle Recommendation:  
 From: 0.2 miles north of Dogget Rd (SR 1153) To: US 221 BUS, NC 194, North Jefferson st | 0.2 miles
 Road diet - Three lane plus sidewalk and bikeways

42 Friendship Baptist Church Rd Bicycle Recommendation: 
 From: US 221, NC 16 To: Family Central Enterprise Corporation | 1.47 miles
 Bicycle Recommendation

43 ★ NC Hwy 194 Highway Recommendation: 
 From: Watauga County To: US-221 | 7.21 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders

44 NC 88 Multiuse Path:  
 From: NC 194 To: Dogget Road (SR 1153) | 0.41 miles
 Multiuse Path Recommendation

45 ★ NC Hwy 194 Highway Recommendation:  
 From: South Big Horse Creek Rd (SR 1353) To: Helton Creek Rd (SR-1370) | 0.3 miles
 Improve to roadway standard 12 foot lanes 2 ft shoulders


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







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







46 NC 194 Sidewalk Connector: 
 From: NC-194 To: E Street | 0.01 miles
 Per Lansing Moves Plan. Five foot sidewalk along NC 194



47 Lansing E Street Bike Lane: 
 From: NC 194 To: NC 194 | 0.18 miles
 Per Lansing Moves Plan - Oneway East bound shared street. Widen roadway to 14 feet, convert to oneway Eastbound traffic, shared street signing and treatments.



48 LPCCA to E Street on road Multiuse Path Proposal:  
 From: Es Street To: Piney Creek Road | 0.13 miles
 Per Lansing Moves plan. Connect E Street via 10' on road multiuse path to Lost Province Center for the Cultural Arts.



49 LPCCA to E Street Offroad Multiuse Path Proposal:  
 From: E Street To: LPCCA | 0.13 miles
 Per Lansing Moves plan. Connect E Street via 10' offroad multiuse path to Lost Province Center for the Cultural Arts around the American Legion Baseball Field.






50 American Legion Ballfield Alternate Multiuse Path:  
 From: Multiuse path proposal To: around American Legion Ballfield | 0.13 miles
 Per Lansing Moves plan. Alternate 10' multiuse path option around American Legion Ballfield

51 Creeper Trail Park and E Street Access Multiuse Path:  
 From: Creeper Trail Park To: E Street | 0.08 miles
 Per Lansing Moves Plan. Provide access from Creeper Trail Park to E Street via 10' Multiuse Path. Upgrade crossing to all way stop.

52 Depot St and Creeper Trail Park Multiuse Path:  
 From: Creeper Trail Park To: Depot St | 0.15 miles
 Per Lansing Moves plan. Connect Creeper Trail Park to Depot St. Alignment options A and B. 10' multiuse path from Creeper Trail Park to along Depot St.

53 Fire Department Multiuse Path:  
 From: NC 194 To: Walking Path | 0.05 miles
 Per Lansing Moves plan. Connect to walking trails via a multiuse path from NC 194 to behind the Lansing Fire Department.

54 Neighborhood Multiuse Path Connector:  
 From NC 194 To: A Street | 0.05 miles
 Per Lansing Moves plan. Convert closed road to multiuse path connector to A Street.

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



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



CTP APPROVALS

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

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

Area	Dates	Type
Town of Jefferson Town of Lansing Town of West Jefferson	May 22, 2023 June 13, 2023 June 5, 2023	Adoption
Ashe County	May 15, 2023	Adoption
High Country Rural Planning Organization	May 17, 2023	Endorsement
N.C. Board of Transportation	November 6, 2025	Adoption

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

UNADDRESSED DEFICIENCIES

This section identifies any deficiencies that were identified during the development of the plan, but, for varying reasons, recommendations were not made.

They are:

- U.S. 221 from Ashe Memorial to Hwy 16 is expected to have a satisfactory projected daily traffic capacity to 2050. No recommendations were made due to the current successful traffic operation transition from a 4-lane divided to 4-lanes undivided and then to a 2-lane roadway approaching (N.C. 16 and N.C. 88).

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

OTHER COMMUNITY INTERESTS

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

They are:

- Recommendation for a feasibility study of Northern Peaks Trail and requests to identify appropriate crossing locations for a pedestrian bridge on U.S. 221
- Consideration of the middle school relocation concentrated next to the Ashe County High School and Wilkes Community College
- Consideration for any safety improvements to Big Horse Creek and Little Horse Creek Road in Ashe County noting severe topography challenges and no roadway shoulders

More detail can be found in the [Community Understanding Appendix](#).

DISCLAIMER

This report documents the work of the Ashe County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Ashe County Comprehensive Transportation Plan:

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

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

