

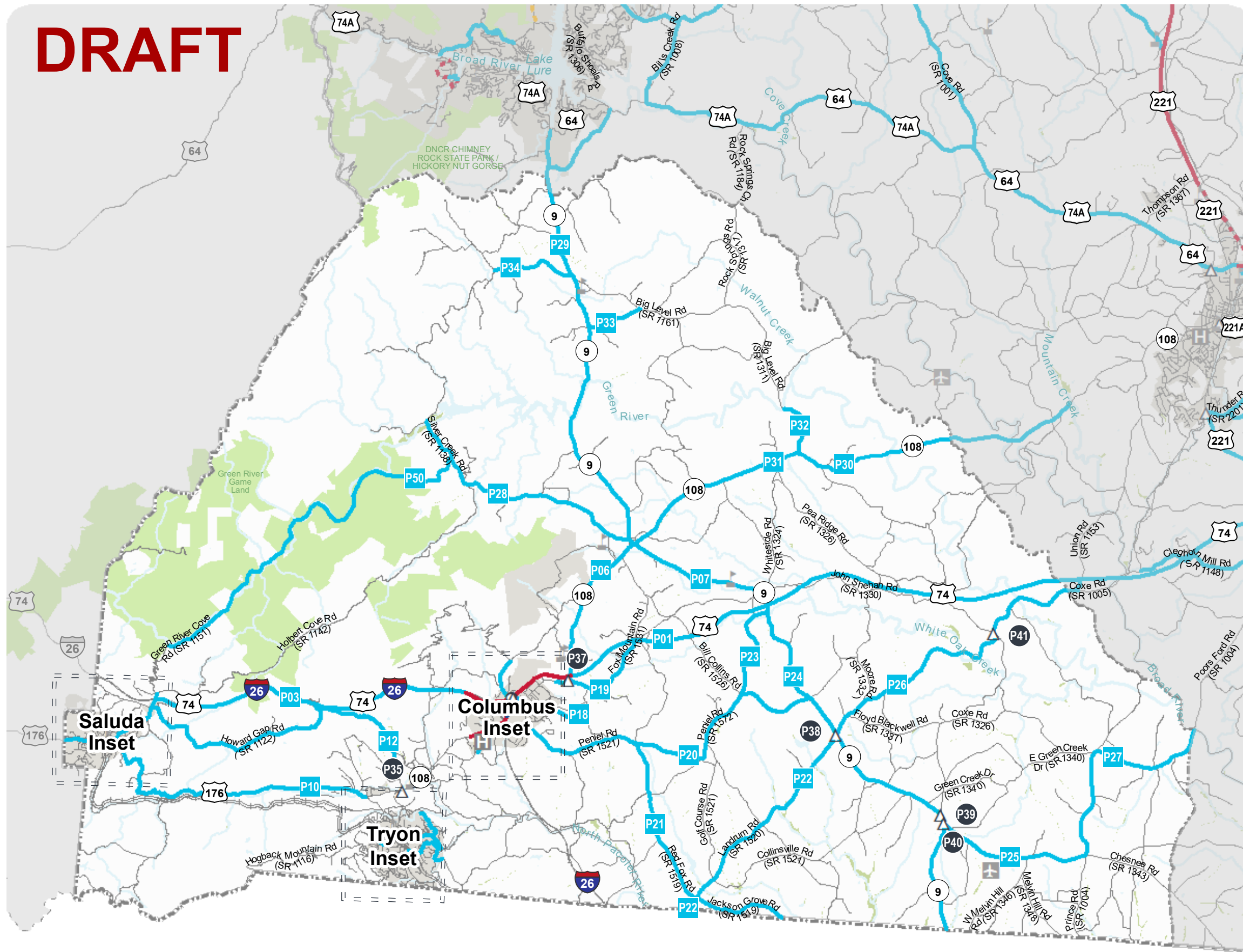


Polk County Comprehensive Transportation Plan - Subcommittee Meeting

February 6, 2023 Meeting Agenda

- 1. (Draft) Existing Highway Recommendations Maps and Recommendations List**
- 2. Recommendations List with various ADT and Crash Scenarios**
 - a. Average Daily Traffic >2000 and/or have ≥ 5 crashes*
 - b. Average Daily Traffic > 2000 and ≥ 5 crashes*
 - c. Average Daily Traffic > 2000 and ≤ 5 crashes*
 - d. Average Daily Traffic ≤ 2000 and ≥ 5 crashes*
 - e. Average Daily Traffic ≤ 2000 and <5 crashes*
- 3. (Draft) Updated Highway Recommendations Maps and Scenario-Based Recommendations List**
 - a. Interstate, US, NC, SR Roads ≥ 2000 AADT*
 - b. Interstate, US, NC, SR Roads ≥ 2000 AADT with ≥ 5 crashes*
 - c. Interstate, US and NC Roads*
- 4. (Draft) Existing Bicycle and Pedestrian Recommendations Maps and Recommendations List**
- 5. Conclusion**

DRAFT



Highway Recommendations

Proposals that address identified needs through 2045



POLK COUNTY part of the Foothills Regional Comprehensive Transportation Plan Highway Features

	Proposal ID #	Improve	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			
Studied Roads			



More plan info:
qrco.de/isothermal-ctp



Sheet 2A of 3

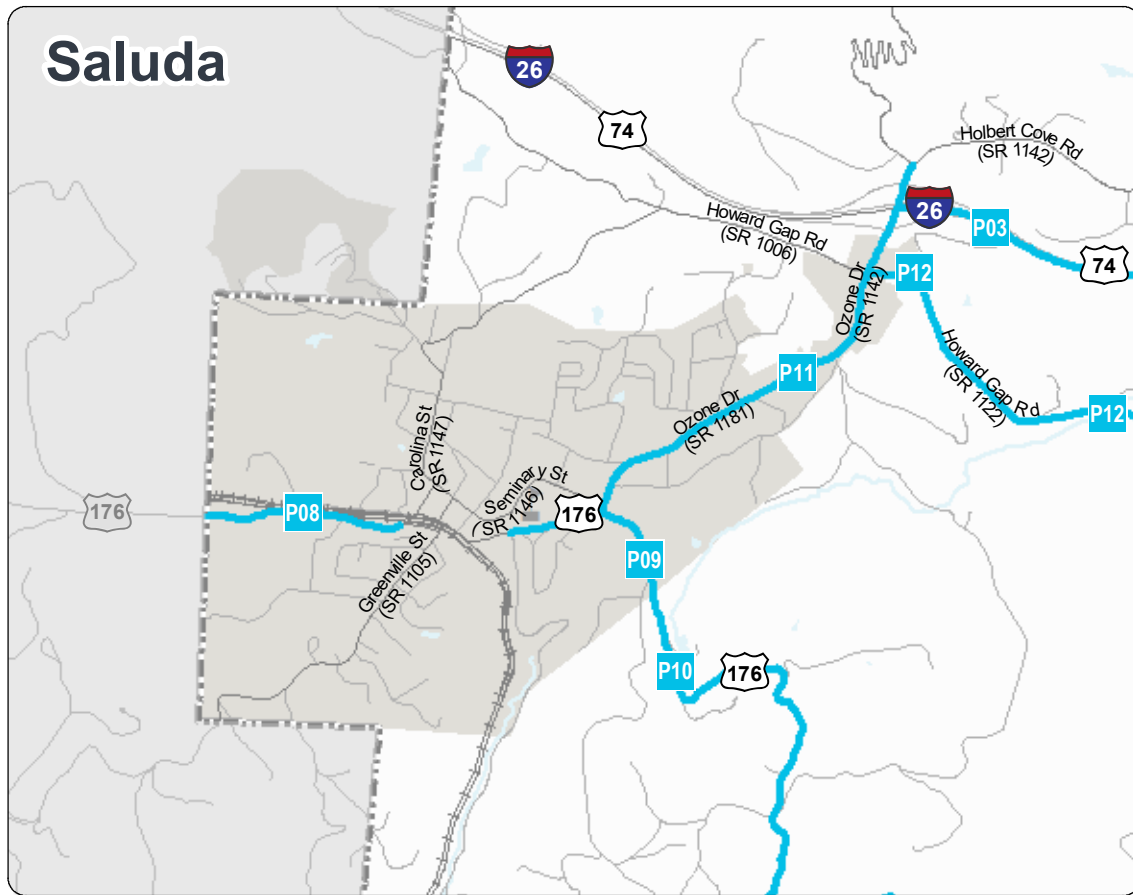
Base map date: March 18, 2018

Legal Disclaimer

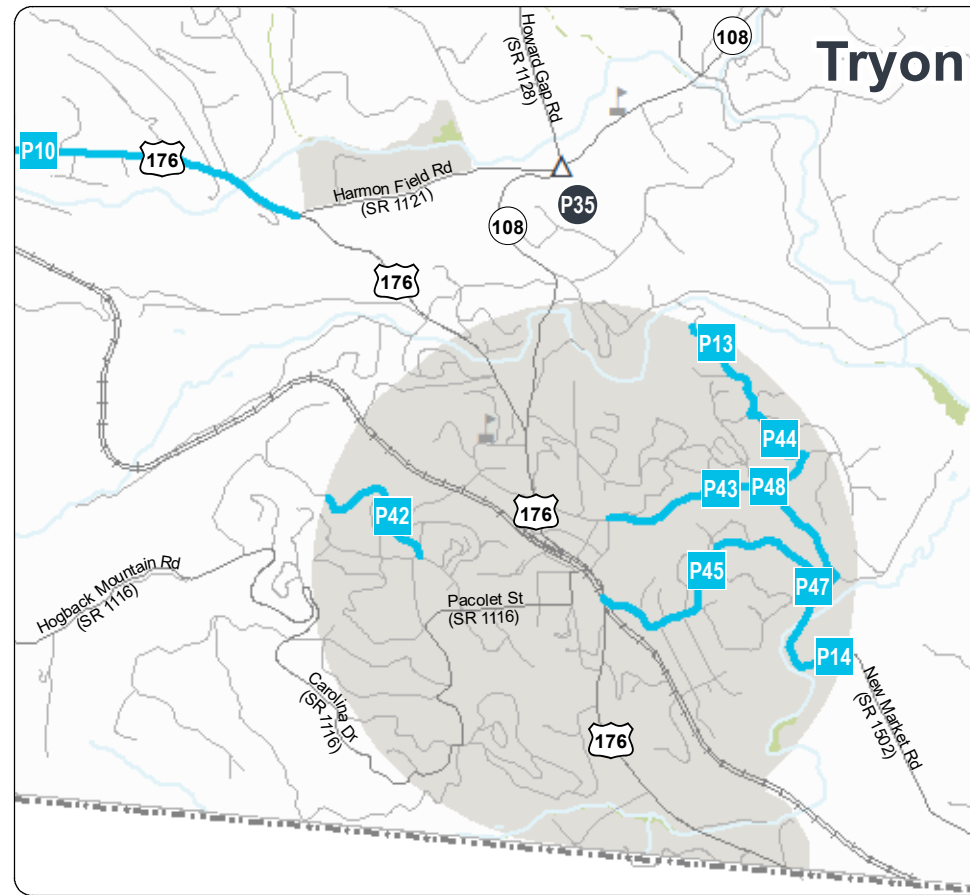
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive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

DRAFT PLAN
Plan Date: June 13, 2022

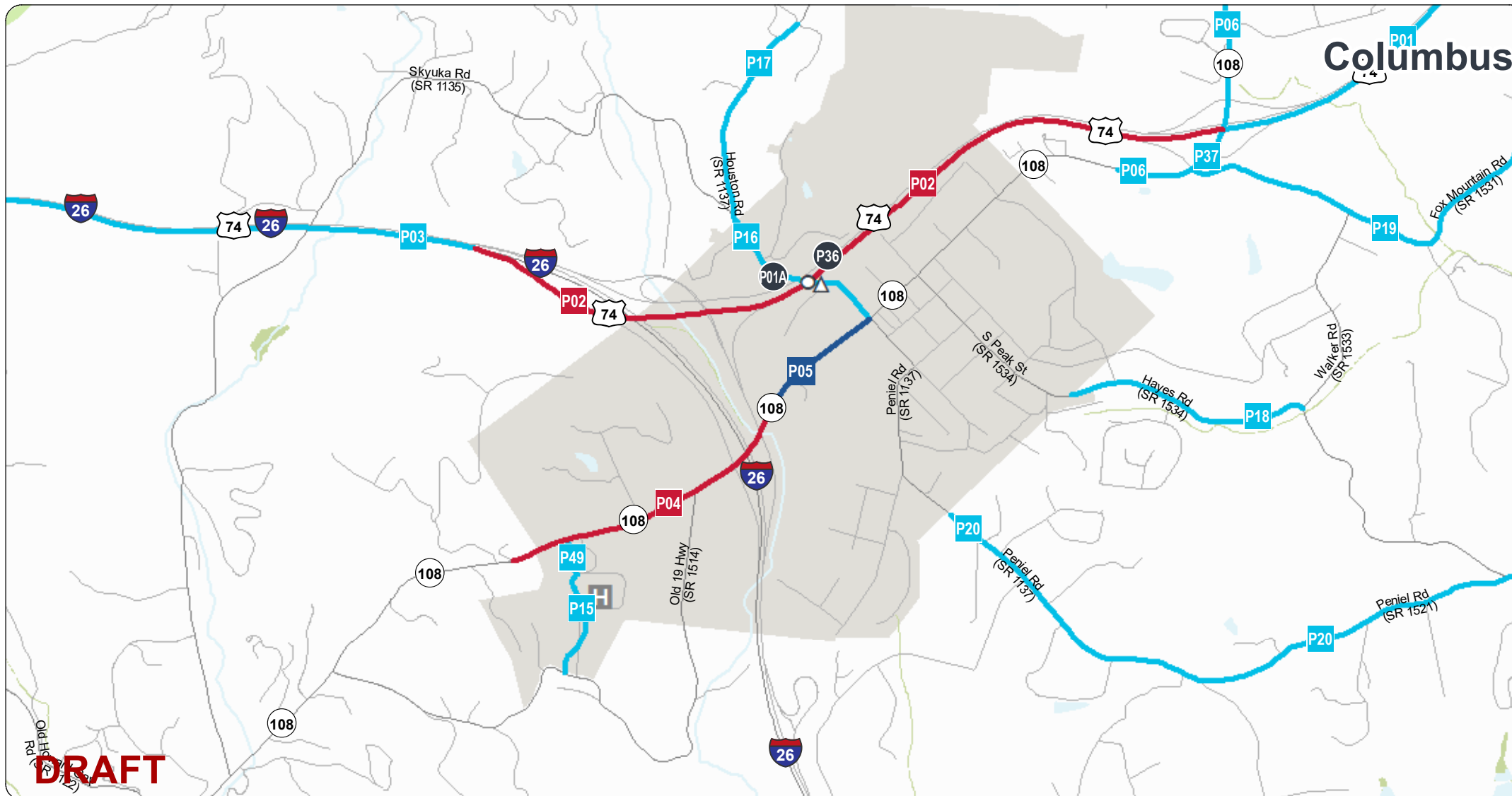
Saluda



Tryon



Columbus



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Highway Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY

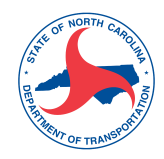
part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

	Proposal ID#	Improve	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

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 2B of 3

Base map date: March 18, 2018

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.

DRAFT PLAN
Plan Date: June 13, 2022

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-H	Modernization	US-74	From: NC-108 To: Polk/Rutherford Line	10.33	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
P02	POLK20005-H	Mobility	US 74 Eastbound	From: I-26 (Exit 67) To: NC-108	2.31	H	Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.	US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.
P03	POLK10001-H	Modernization	I-26	From: Holbert Cove Rd (SR 1142) To: US 74	6.51	H	Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.	I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.
P04	I-4729B	Congestion	NC-108	From: Columbus Town Limit To: Weaver St	0.86	H,P	Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.	NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.
P05	POLK30003-H	Access Management	NC-108	From: I-26 WB Roundabout To: Walker St/Houston Rd (SR 1137)	0.39	H	Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.	NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.
P06	POLK30004-H	Modernization	NC 108	From: Columbus east Town Limit To: NC 9	3.51	H,M	Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).	NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.
P07	R-5840	Modernization	NC 9	From: US 74 To: NC 108	3.07	H	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.	NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.
P08	POLK20002-H	Modernization	US-176	From: Henderson/Polk Line To: Ervin St (SR 1177)	0.51	H,P	Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.	US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.
P09	POLK20003-H	Modernization	US-176	From: Pearson Falls Rd (SR 1102) To: Saluda Town Limit	0.53	H,P	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.	US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.
P10	POLK20004-H	Modernization	US-176	From: Saluda Town Limit To: Harmon Field Rd (SR 1121)	6.19	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P11	POLK40008-H	Modernization	Ozone Dr	From: Main St (US 176) To: Green River Cove Rd (SR 1151)	1.3	H,P	Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.	Ozone Dr currently lacks paved shoulder, which is not up to modern design standards, thus impacting mobility and safety.
P12	POLK40003-H	Modernization	Howard Gap Rd	From: Ozone Dr To: Warrior Dr	6.77	H	Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 16-foot wide (two 8-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P13	POLK40024-H	Modernization	Markham St & Jackson St	From: Shepard St To: Tryon Town Limit	0.37	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P14	POLK40014-H	Modernization	New Market Rd	From: Tryon Town Limit To: Vaughn St	0.37	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 16-foot wide (two 8-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P15	POLK40020-H	Modernization	Forest Glen	From: Old Hwy 19 (SR 1514) To: Hospital Dr	0.21	H,P	Modernization: 11-foot lanes and add paved shoulder to improve safety and mobility; add sidewalk, recommended as part of Tryon/Columbus Bike/Ped Plan.	Forest Glen connects Old Hwy 19 to St Luke's Hospital, and is currently 20-foot wide (two 10-foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety.
P16	POLK40005-H	Modernization	Houston Rd	From: Skyuka Rd (SR 1135) To: NC 108	0.51	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P17	POLK40004-H	Modernization	Houston Rd	From: Skyuka Mountain Rd (SR 1136) To: Skyuka Rd (SR 1135)	0.61	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P18	POLK40019-H	Modernization	Hayes Rd, S Peak St	From: Columbus town limits To: Walker Rd (SR 1533)	0.69	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 19-foot wide (two 9.5-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P19	POLK40018-H	Modernization	Fox Mountain Rd	From: Red Fox Rd (SR 1519) To: NC 108	1.97	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P20	POLK40006-H	Modernization	Peniel Rd	From: NC 108 To: NC 9	6.84	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P21	POLK40015-H	Modernization	Red Fox Rd	From: Collinsville Rd (SR 1521) To: SC Line (N Pacolet Rd)	5.31	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P22	POLK40016-H	Modernization	Landrum Rd	From: SC Line (Landrum Rd) To: NC 9	4.76	H	Modernization: add paved shoulder to improve safety and mobility.	Landrum Rd is currently lacking paved shoulders, which is not up to modern design standards, impacting mobility and safety.
P23	POLK40017-H	Modernization	Hugh Champion Rd	From: Peniel Rd To: NC 9	2.08	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P24	POLK30001-H	Modernization	NC 9	From: SC Line (SC 9) To: US 74	8.29	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.	NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-foot wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.
P25	POLK40013-H	Modernization	Chesnee Rd	From: NC 9 To: Prince Rd/Poors Ford Rd (SR 1004)	3.09	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road.	Chesnee Rd is currently 20-foot wide (two 10-foot wide lanes) on average, which is not up to modern design standards, thus impacting mobility and safety. In addition, Chesnee Rd is along the route of the Overmountain Victory Trail.

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

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P26	POLK40002-H	Modernization	Sandy Plains Rd & Coxe Rd	From: NC 9 To: Polk/Rutherford Line	6.37	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P27	POLK40001-H	Modernization	Poors Ford Rd	From: Chesnee Rd (SR 1343) To: Polk/Rutherford Line	4.62	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P28	POLK40007-H	Modernization	Silver Creek Rd	From: NC 9 To: Palmer Rd (SR 1155)	5.32	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P29	POLK30002-H	Modernization	NC-9	From: NC 108 To: Polk/Rutherford Line	7.71	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P30	POLK30005-H	Modernization	NC-108	From: NC 9 To: NC 108	7.14	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P31	POLK40012-H	Modernization	Pea Ridge Rd	From: NC 108 To: John Shehan Rd (SR 1324)	0.2	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P32	POLK40011-H	Modernization	Big Level Rd	From: Womack Rd (SR 1315) To: NC 108	1.14	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P33	POLK40009-H	Modernization	E Mcguinn Rd	From: Big Level Rd (SR 1161) To: NC 9	1.11	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P34	POLK40010-H	Modernization	Coopers Gap Rd	From: NC 9 To: Owl Hollow Rd (SR 1138)	1.72	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 16-foot wide (two 8-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P35	POLK30006-H	Bridge/Intersection	NC 108	Intersection with Harmon Field Rd & Howard Gap Rd	0	H	Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.	The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P36	POLK40022-H	Bridge/Intersection	Houston Rd	Intersection with White Dr	0	H	Realign White Dr to improve angle of intersection to improve safety.	The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.
P37	R-5873	Bridge/Intersection	NC 108	Intersections with Fox Mountain Rd & US 74 Eastbound ramps	0	H	Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.	Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.
P38	POLK30007-H	Bridge/Intersection	NC 9	Intersection with Landrum Rd & Sandy Plains Rd	0	H	Install roundabout to improve safety and mobility.	The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P39	POLK30008-H	Bridge/Intersection	NC 9	Intersection with Coxe Rd	0	H	Realign Coxe Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.
P40	POLK30009-H	Bridge/Intersection	NC 9	Intersection with Chesnee Rd	0	H	Realign Chesnee Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.
P41	POLK40021-H	Bridge/Intersection	Coxe Rd	Intersection with Sandy Plains Rd & Pea Ridge Rd	0	H	Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.	The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.
P42	POLK50003-H	Modernization	Hogback Mountain Rd	From: Laurel Ave To: Tryon Town Limits	0.43	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P43	POLK50006-H	Modernization	E Howard St	From: Oak St To: Vaughn St	0.78	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P44	POLK50004-H	Modernization	Shepard St	From: Peake St To: Jackson St	0.22	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P45	POLK50001-H	Modernization	New Market Rd	From: Vaughn St To: US 176	0.83	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P46	POLK50002-H	Modernization	Hospital Dr	From: Hospital Dr To: Hospital Dr	0.09	H,P	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P47	POLK40023-H	Modernization	Vaughn St	From: Hunting Country Rd To: E Howard St	0.08	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P48	POLK50005-H	Modernization	Peake St	From: E Howard St To: Jackson St	0.15	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P49	POLK50007-H	Modernization	Hospital Dr	From: Hospital Dr loop To: NC 108	0.12	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P50	POLK40025-H	Modernization	Green River Cove Rd	From: Silver Creek Rd (SR 1138) To: 200 feet west of Riversound Dr	8.37	H	Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Foothills CTP – Polk County Project List

All Two-Lane US/NC Roads have Average Daily Traffic >2000 and/or have >= 5 crashes

- Truck Percentages on Two-Lane US and NC Routes
(Duals = Dump Trucks, UPS, etc.; TTSTs = Tracker Trailer Semi Trucks)
 - US 176 from Henderson County to Saluda = 7% (6% Duals, 1% TTSTs)
 - US 176 from Saluda to Tryon = 7% (6% Duals, 1% TTSTs)
 - US 176 from Tryon to South Carolina = 5% (4% Duals, 1% TTSTs)
 - NC 9 from Rutherford County to Mill Spring = 11% (8% Duals, 3% TTSTs)
 - NC 9 from Mill Spring to US 74 = 10% (7% Duals, 3% TTSTs)
 - NC 9 from US 74 to South Carolina = 13% (3% Duals, 10% TTSTs)
 - NC 108 from Rutherford County to Mill Spring = 9% (7% Duals, 2% TTSTs)
 - NC 108 from Mill Spring to US 74 = 8% (6% Duals, 2% TTSTs)
 - NC 108 from US 74 to I-26 = 6% (5% Duals, 1% TTSTs)
 - NC 108 from I-26 to US 176 = 2% (2% Duals, 0% TTSTs)
 - NC 108 from US 176 to South Carolina = 5% (4% Duals, 1% TTSTs)

Secondary Roads that have Average Daily Traffic > 2000 and >= 5 crashes

- Houston Rd. (SR 1137)
 - From US 74 to start of sidewalk and parking
 - FY ADT Volume: 2000
 - Highway Local ID: POLK40005-H
 - Highway Map ID: P16
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

- Peniel Rd. (SR 1137/SR 1521)
 - From Meadowlark Ln. (SR 1566) to Red Fox Rd. (SR 1519)
 - FY ADT Volume: 2300
 - Highway Local ID: POLK40006-H
 - Highway Map ID: P20-1
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

- Red Fox Rd. (SR 1519)
 - From Hunting Country Rd. (SR 1501) to Landrum Rd. (SR 1520)
 - FY ADT Volume: 2000
 - Highway Local ID: POLK40015-H
 - Highway Map ID: P21
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

- Landrum Rd. (SR 1520)
 - From Gilbert Rd. (SR 1525) to NC 9
 - FY ADT Volume: 2400
 - Highway Local ID: POLK40016-H
 - Highway Map ID: P22
 - Modernization: add paved shoulders to improve safety and mobility

Secondary Roads that have Average Daily Traffic > 2000 and <= 5 crashes

- Ozone Dr (SR 1142)
 - From Main St (US 176) to Green River Cove Rd (SR 1151)
 - FY ADT Volume: 4100
 - Highway Local ID: POLK40008-H
 - Highway Map ID: P11
 - Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.

- Hayes Rd, S Peak St (SR 1534)
 - From Columbus Town Limits to Walker Rd (SR 1533)
 - FY ADT Volume: 2700
 - Highway Local ID: POLK40019-H
 - Highway Map ID: P18
 - Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

- Silver Creek Rd. (SR 1138)
 - From Bishop Ln. (SR 1198) to Green River Cove Rd. (SR 1151)
 - FY ADT Volume: 2200
 - Highway Local ID: POLK40007-H
 - Highway Map ID: P28
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

Roads that have Average Daily Traffic <= 2000 and >= 5 crashes

- Fox Mountain Rd. (SR 1531)*
 - From Walker Rd. (SR 1533) to NC 108
 - FY ADT Volume: 1600
 - Highway Local ID: POLK40018-H
 - Highway Map ID: P19
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

- Peniel Rd. (SR 1521)*
 - From Red Fox Rd. (SR 1519) to Golf Course Rd. (SR 1521)/Little Mountain Rd. (SR 1523)
 - FY ADT Volume: 1900
 - Highway Local ID: POLK40006-H
 - Highway Map ID: P20-2
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
 - * Split at Red Fox Road and include the full project just with two different criteria (one side has less than 2000 AADT, both still have above 5 crashes)

- Sandy Plains Rd. (SR 1005)
 - From Coxe Rd. (SR 1326) to McDade Rd. (SR 1336)
 - FY ADT Volume: 1700
 - Highway Local ID: POLK40002-H
 - Highway Map ID: P26
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility; add side path as part of Overmountain Victory Trail

- Poors Ford Rd. (SR 1004)
 - From County Line Rd. (SR 1303) to Polk/Rutherford Co. Line
 - FY ADT Volume: 1100
 - Highway Local ID: POLK40001-H
 - Highway Map ID: P27
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
 -

- Green River Cove Rd. (SR 1151) (*Requested to be added by Commissioners)
 - From Green River Cove Trailhead to Silver Creek Rd. (SR 1138)
 - FY ADT Volume: 140
 - Highway Local ID: POLK40025-H
 - Highway Map ID: P50
 - Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.

- Big Level Rd. (SR 1161)
 - From NC 9 to Rock Springs Rd. (SR 1311)
 - FY ADT Volume: 1400
 - Highway Local ID: POLK40011-H
 - Highway Map ID: P32
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

Roads that have Average Daily Traffic <= 2000 and <5 crashes

- Howard Gap Rd.
 - From Ozone Dr. to Warrior Dr.
 - FY ADT Volume: 1200
 - Highway Local ID: POLK40003-H
 - Highway Map ID: P12
 - Modernization: 10-foot lanes and paved shoulders to improve safety and mobility
- Markham St. & Jackson St.
 - From Shepard St. to Tryon Town Limit
 - FY ADT Volume: -
 - Highway Local ID: POLK40024-H
 - Highway Map ID: P13
 - Modernization: add paved shoulder to improve safety and mobility.
- New Market Rd. (SR 1502)
 - From Vaughn St. to Broadway St.
 - FY ADT Volume: 220
 - Highway Local ID: POLK40014-H
 - Highway Map ID: P14
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
- Forest Glen
 - From Old Hwy 19 (SR 1514) to Hospital Dr.
 - FY ADT Volume: -
 - Highway Local ID: POLK40020-H
 - Highway Map ID: P15
 - Modernization: 11-foot lanes and add paved shoulder to improve safety and mobility; add sidewalk, recommended as part of Tryon/Columbus Bike/Ped Plan.
- Houston Rd. (SR 1137)
 - From Skyuka Mountain Rd. (SR 1136) to Skyuka Rd. (SR 1135)
 - FY ADT Volume: 1000
 - Highway Local ID: POLK40004-H
 - Highway Map ID: P17
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

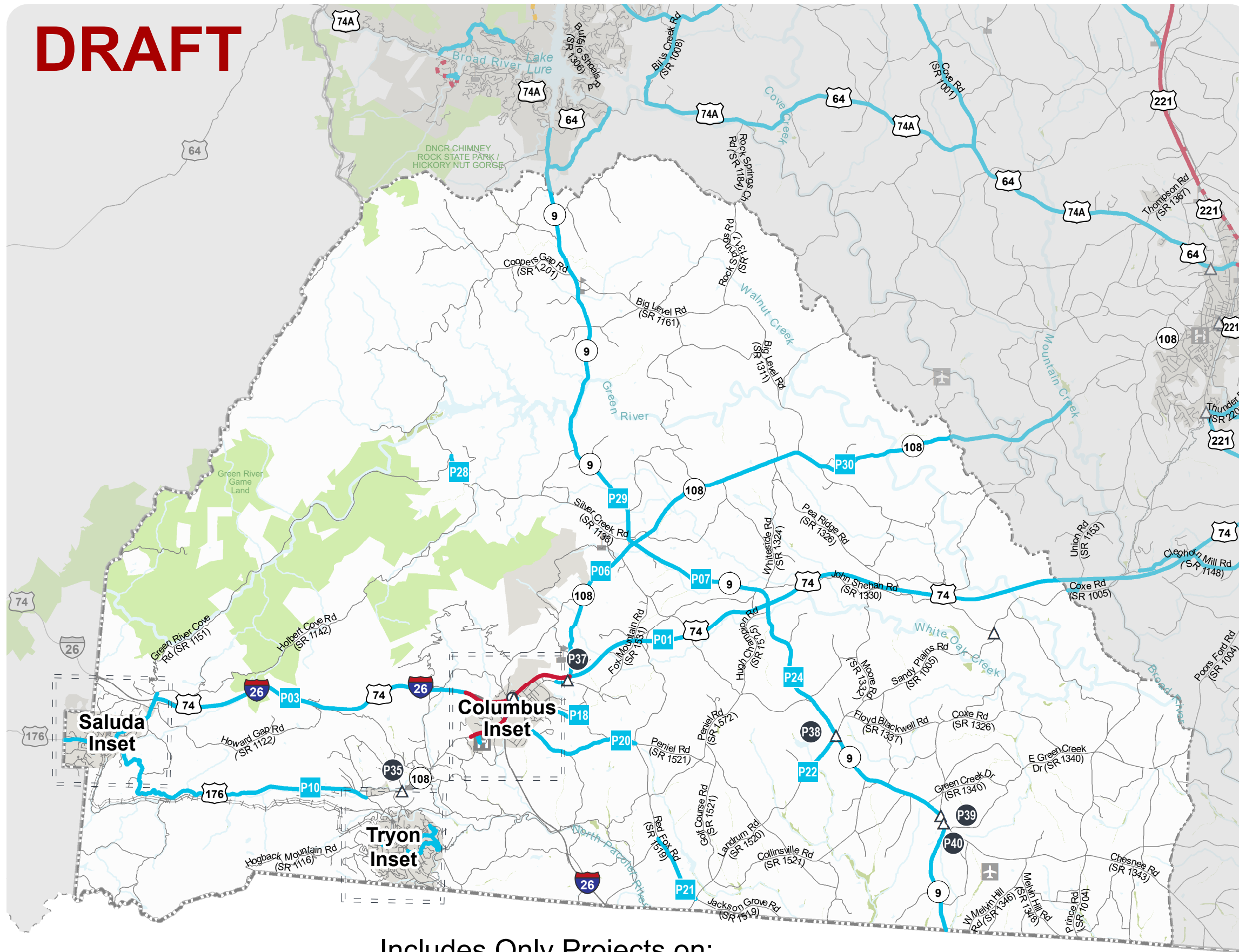
- Hugh Champion Rd. (SR 1525)
 - From Peniel Rd. to NC 9
 - FY ADT Volume: 1000
 - Highway Local ID: POLK40017-H
 - Highway Map ID: P23
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
- Chesnee Rd. (SR 1343)
 - From NC 9 to McDowell Rd. (SR 1345)
 - FY ADT Volume: 1700
 - Highway Local ID: POLK40013-H
 - Highway Map ID: P25
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility; multi-use path (Overmountain Victory Trail) alongside road
- Pea Ridge Rd. (SR 1326)
 - From NC 108 to John Shehan Rd. (SR 1324)
 - FY ADT Volume: 1000
 - Highway Local ID: POLK40012-H
 - Highway Map ID: P31
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
- Big Level Rd. (SR 1311)
 - From Womack Rd. (SR 1315) to NC 108
 - FY ADT Volume: 1400
 - Highway Local ID: POLK40011-H
 - Highway Map ID: P32
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
- E Mcguinn Rd. (SR 1159)*
 - From Big Level Rd. (SR 1161) to Lynch Rd. (SR 1312)
 - FY ADT Volume: 1000
 - Highway Local ID: POLK40009-H
 - Highway Map ID: P33
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility
- Coopers Gap Rd. (SR 1201)*
 - From NC 9 to Jones Rd. (SR 1158)
 - FY ADT Volume: 1600
 - Highway Local ID: POLK40010-H
 - Highway Map ID: P34
 - Modernization: 12-foot lanes and paved shoulders to improve safety and mobility

Notes: Local Roads that are included on all maps:

- Houston Rd. and White Dr. intersection
 - FY ADT Volume: -
 - Highway Local ID: POLK40022-H
 - Highway Map ID: P36
 - Realign White Dr to improve angle of intersection to improve safety.
- Coxe Rd. and Sandy Plains Rd. intersection
 - FY ADT Volume: -
 - Highway Local ID: POLK40021-H
 - Highway Map ID: P41
 - Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.
- Hogback Mountain Road
 - From Laurel Ave. to Tryon Town Limits
 - FY ADT Volume: -
 - Highway Local ID: POLK50003-H
 - Highway Map ID: P42
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- E Howard St.
 - From Oak St. to Vaughn St.
 - FY ADT Volume: -
 - Highway Local ID: POLK50006-H
 - Highway Map ID: P43
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- Shepard St.
 - From Peake St. to Jackson St.
 - FY ADT Volume: -
 - Highway Local ID: POLK50004-H
 - Highway Map ID: P44
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- New Market Rd.
 - From Vaughn St. to US 176
 - FY ADT Volume: -
 - Highway Local ID: POLK50001-H
 - Highway Map ID: P45
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- Hospital Rd.
 - From Hospital Dr. to Hospital Dr.
 - FY ADT Volume: -
 - Highway Local ID: POLK50002-H
 - Highway Map ID: P46
 - Modernization (local road): add paved shoulder to improve safety and mobility.

- Vaughn St.
 - From Hunting Country Rd. to E Howard St.
 - FY ADT Volume: -
 - Highway Local ID: POLK40023-H
 - Highway Map ID: P47
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- Peake St.
 - From E Howard St. to Jackson St.
 - FY ADT Volume: -
 - Highway Local ID: POLK50005-H
 - Highway Map ID: P48
 - Modernization (local road): add paved shoulder to improve safety and mobility.
- Hospital Dr.
 - From Hospital Dr Loop to NC 108
 - FY ADT Volume: -
 - Highway Local ID: POLK50007-H
 - Highway Map ID: P49
 - Modernization (local road): add paved shoulder to improve safety and mobility.

DRAFT



Includes Only Projects on:
 Interstate, US, and NC Routes;
 SR Routes 2000+ AADT

Highway Recommendations

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
 Comprehensive Transportation Plan
 Highway Features

	Proposal ID #	Improve	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			
			Studied Roads



More plan info:
rcro.de/isothermal-ctp



Sheet 2A of 3

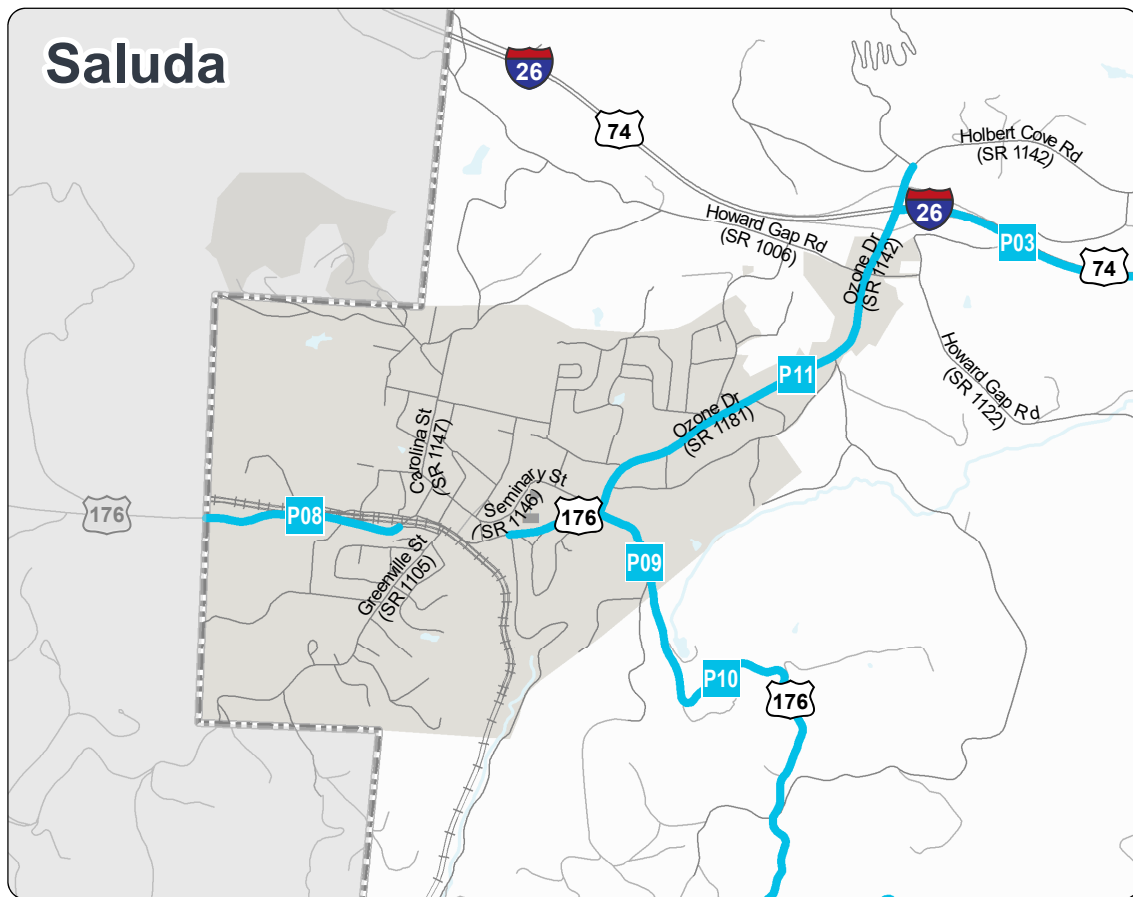
Base map date: March 18, 2018

Legal Disclaimer

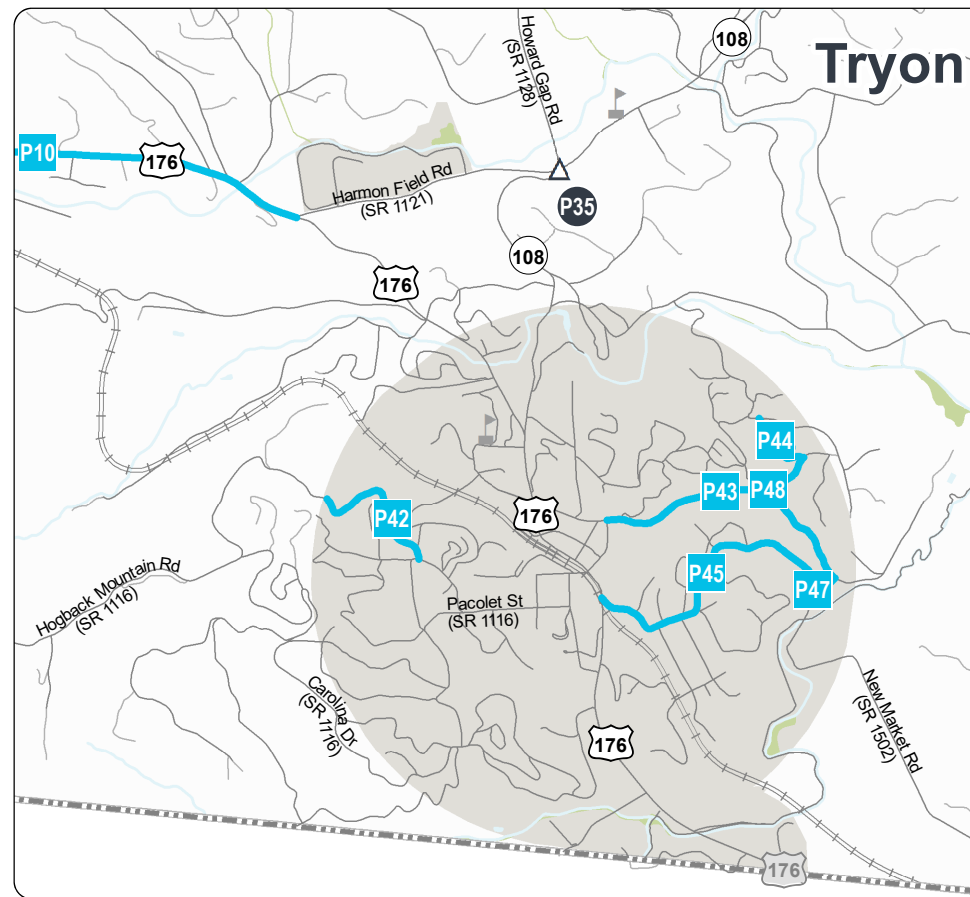
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DRAFT PLAN
 Plan Date: TBD

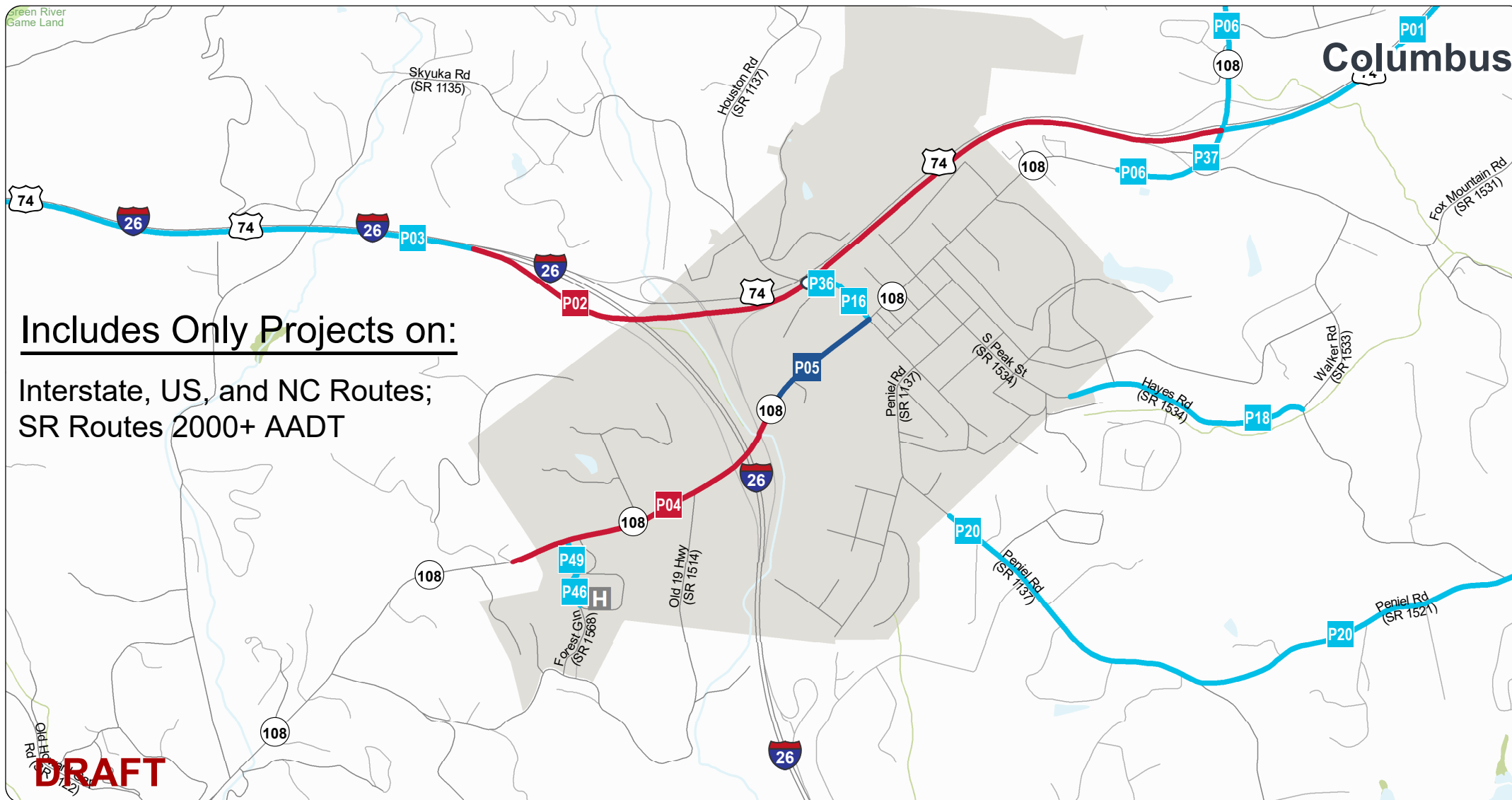
Saluda



Tryon



Columbus



Includes Only Projects on:
 Interstate, US, and NC Routes;
 SR Routes 2000+ AADT

DRAFT

Highway Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
 Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	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

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 2B of 3

Base map date: March 18, 2018

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.

DRAFT PLAN
 Plan Date: TBD

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (SR Roads >=2000 AADT)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-H	Modernization	US-74	From: NC-108 To: Polk/Rutherford Line	10.33	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
P02	POLK20005-H	Mobility	US 74 Eastbound	From: I-26 (Exit 67) To: NC-108	2.31	H	Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.	US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.
P03	POLK10001-H	Modernization	I-26	From: Holbert Cove Rd (SR 1142) To: US 74	6.51	H	Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.	I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.
P04	I-4729B	Congestion	NC-108	From: Columbus Town Limit To: Weaver St	0.86	H,P	Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.	NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.
P05	POLK30003-H	Access Management	NC-108	From: I-26 WB Roundabout To: Walker St/Houston Rd (SR 1137)	0.39	H	Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.	NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.
P06	POLK30004-H	Modernization	NC 108	From: Columbus east Town Limit To: NC 9	3.51	H,M	Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).	NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.
P07	R-5840	Modernization	NC 9	From: US 74 To: NC 108	3.07	H	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.	NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.
P08	POLK20002-H	Modernization	US-176	From: Henderson/Polk Line To: Ervin St (SR 1177)	0.51	H,P	Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.	US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.
P09	POLK20003-H	Modernization	US-176	From: Pearson Falls Rd (SR 1102) To: Saluda Town Limit	0.53	H,P	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.	US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.
P10	POLK20004-H	Modernization	US-176	From: Saluda Town Limit To: Harmon Field Rd (SR 1121)	6.19	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P11	POLK40008-H	Modernization	Ozone Dr	From: Main St (US 176) To: Green River Cove Rd (SR 1151)	1.3	H,P	Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.	Ozone Dr currently lacks paved shoulder, which is not up to modern design standards, thus impacting mobility and safety.
P16	POLK40005-H	Modernization	Houston Rd	From: US 74 To: Start of sidewalk Parking	0.51	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P18	POLK40019-H	Modernization	Hayes Rd, S Peak St	From: Columbus town limits To: Walker Rd (SR 1533)	0.69	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 19-foot wide (two 9.5-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P20-1	POLK40006-H	Modernization	Peniel Rd	From: Meadowlark Ln. (SR 1566) To: Red Fox Rd. (SR 1519)	6.84	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P21	POLK40015-H	Modernization	Red Fox Rd	From: Hunting Country Rd. (SR 1501) To: Landrum Rd. (SR 1520)	5.31	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P22	POLK40016-H	Modernization	Landrum Rd	From: Gilbert Rd. (SR 1525) To: NC 9	4.76	H	Modernization: add paved shoulder to improve safety and mobility.	Landrum Rd is currently lacking paved shoulders, which is not up to modern design standards, impacting mobility and safety.
P24	POLK30001-H	Modernization	NC 9	From: SC Line (SC 9) To: US 74	8.29	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.	NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-foot wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.
P28	POLK40007-H	Modernization	Silver Creek Rd	From: Bishop Ln. (SR 1198) To: Green River Cove Rd. (SR 1151)	5.32	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P29	POLK30002-H	Modernization	NC-9	From: NC 108 To: Polk/Rutherford Line	7.71	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P30	POLK30005-H	Modernization	NC-108	From: NC 9 To: NC 108	7.14	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P35	POLK30006-H	Bridge/Intersection	NC 108	Intersection with Harmon Field Rd & Howard Gap Rd	0	H	Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.	The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P36	POLK40022-H	Bridge/Intersection	Houston Rd	Intersection with White Dr	0	H	Realign White Dr to improve angle of intersection to improve safety.	The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.
P37	R-5873	Bridge/Intersection	NC 108	Intersections with Fox Mountain Rd & US 74 Eastbound ramps	0	H	Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.	Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.
P38	POLK30007-H	Bridge/Intersection	NC 9	Intersection with Landrum Rd & Sandy Plains Rd	0	H	Install roundabout to improve safety and mobility.	The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P39	POLK30008-H	Bridge/Intersection	NC 9	Intersection with Coxe Rd	0	H	Realign Coxe Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.
P40	POLK30009-H	Bridge/Intersection	NC 9	Intersection with Chesnee Rd	0	H	Realign Chesnee Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.

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

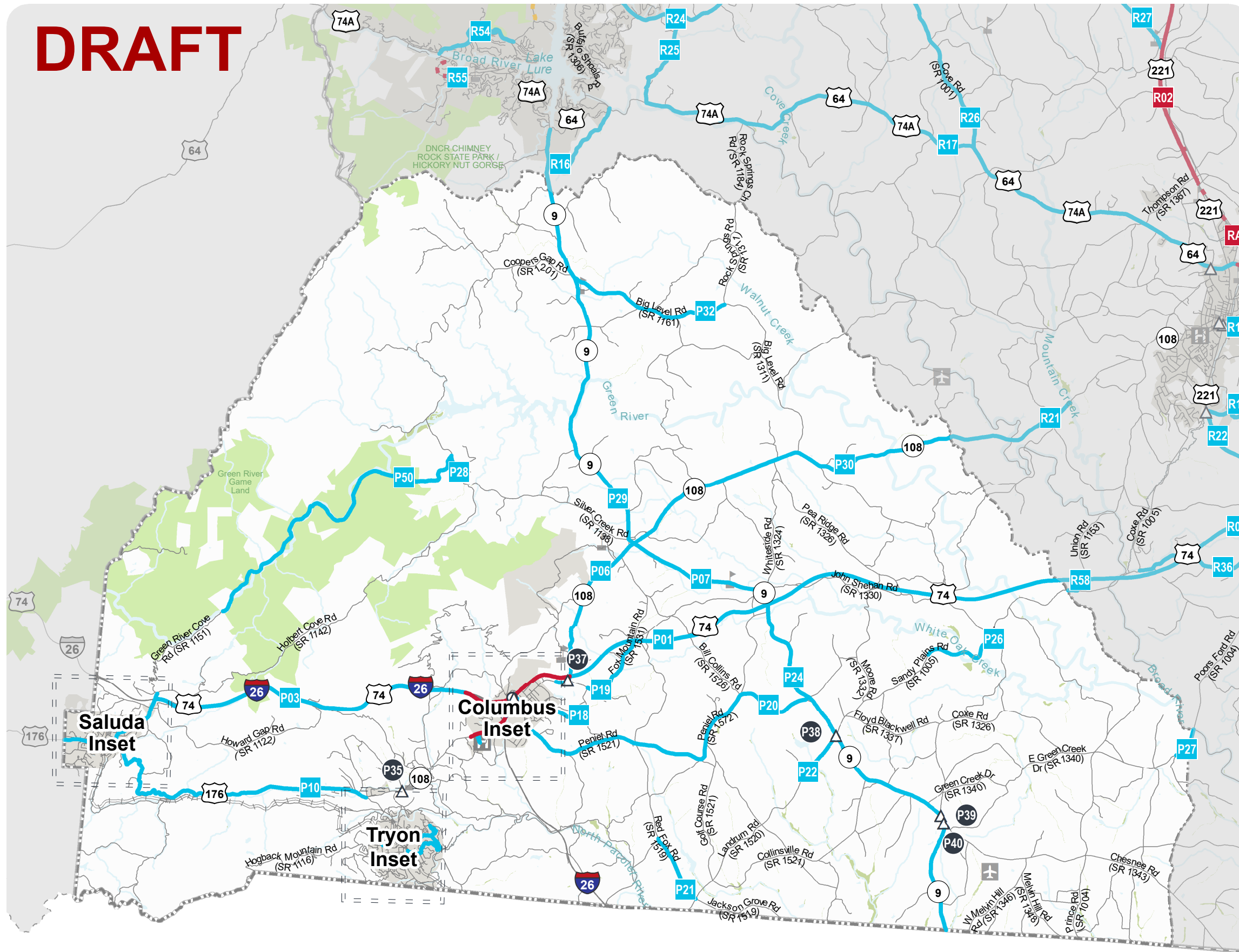
FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (SR Roads >=2000 AADT)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P41	POLK40021-H	Bridge/Intersection	Coxe Rd	Intersection with Sandy Plains Rd & Pea Ridge Rd	0	H	Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.	The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.
P42	POLK50003-H	Modernization	Hogback Mountain Rd	From: Laurel Ave To: Tryon Town Limits	0.43	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P43	POLK50006-H	Modernization	E Howard St	From: Oak St To: Vaughn St	0.78	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P44	POLK50004-H	Modernization	Shepard St	From: Peake St To: Jackson St	0.22	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P45	POLK50001-H	Modernization	New Market Rd	From: Vaughn St To: US 176	0.83	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P46	POLK50002-H	Modernization	Hospital Dr	From: Hospital Dr To: Hospital Dr	0.09	H,P	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P47	POLK40023-H	Modernization	Vaughn St	From: Hunting Country Rd To: E Howard St	0.08	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P48	POLK50005-H	Modernization	Peake St	From: E Howard St To: Jackson St	0.15	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P49	POLK50007-H	Modernization	Hospital Dr	From: Hospital Dr loop To: NC 108	0.12	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

DRAFT



Includes Only Projects on:
 Interstate, US, and NC Routes;
 SR Routes 2000+ AADT, or
 SR Routes with 5+ Crashes

Highway Recommendations

Proposals that address identified needs through 2025



POLK COUNTY part of the Foothills Regional Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	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			
			Studied Roads



More plan info:
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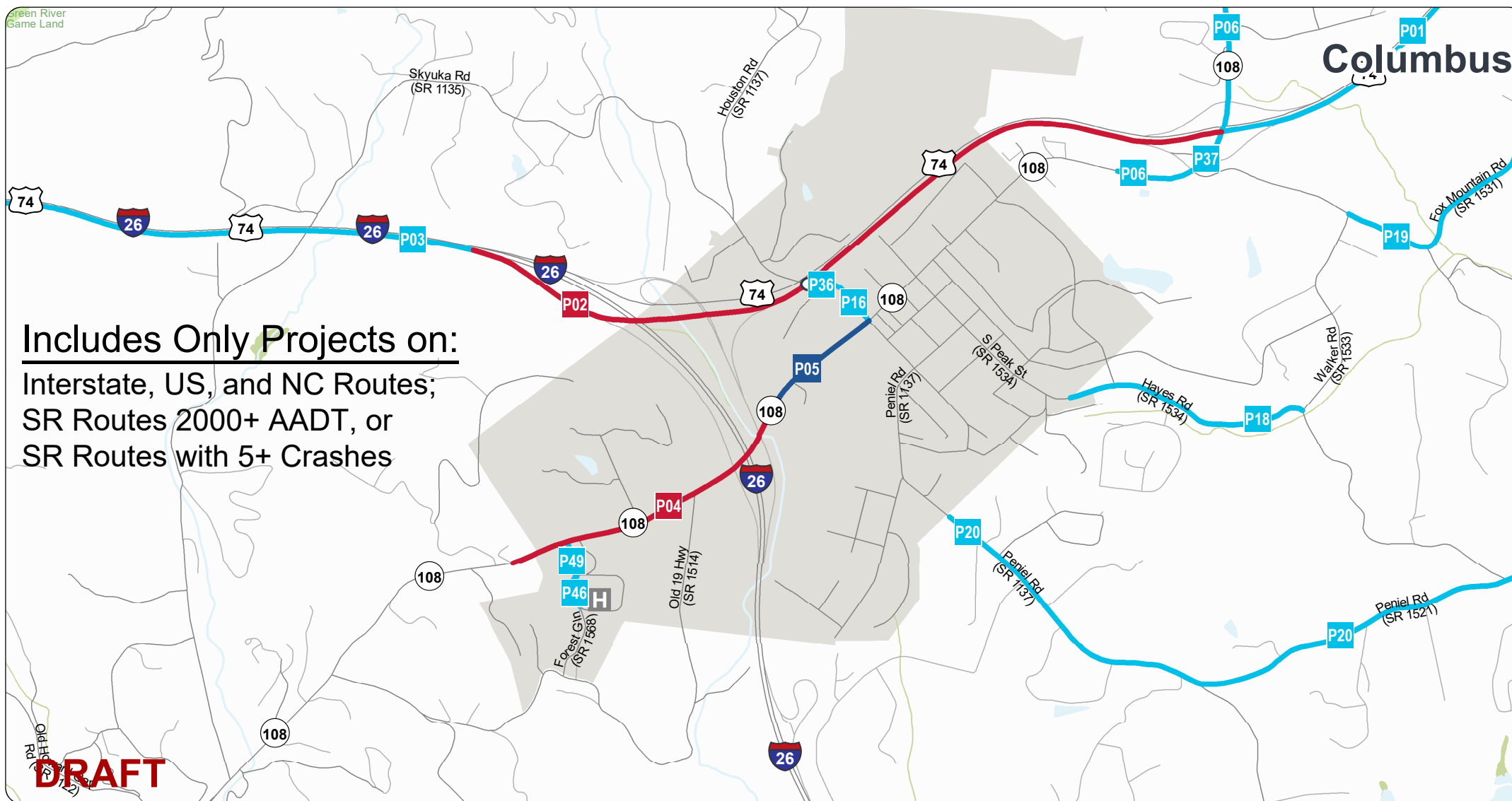
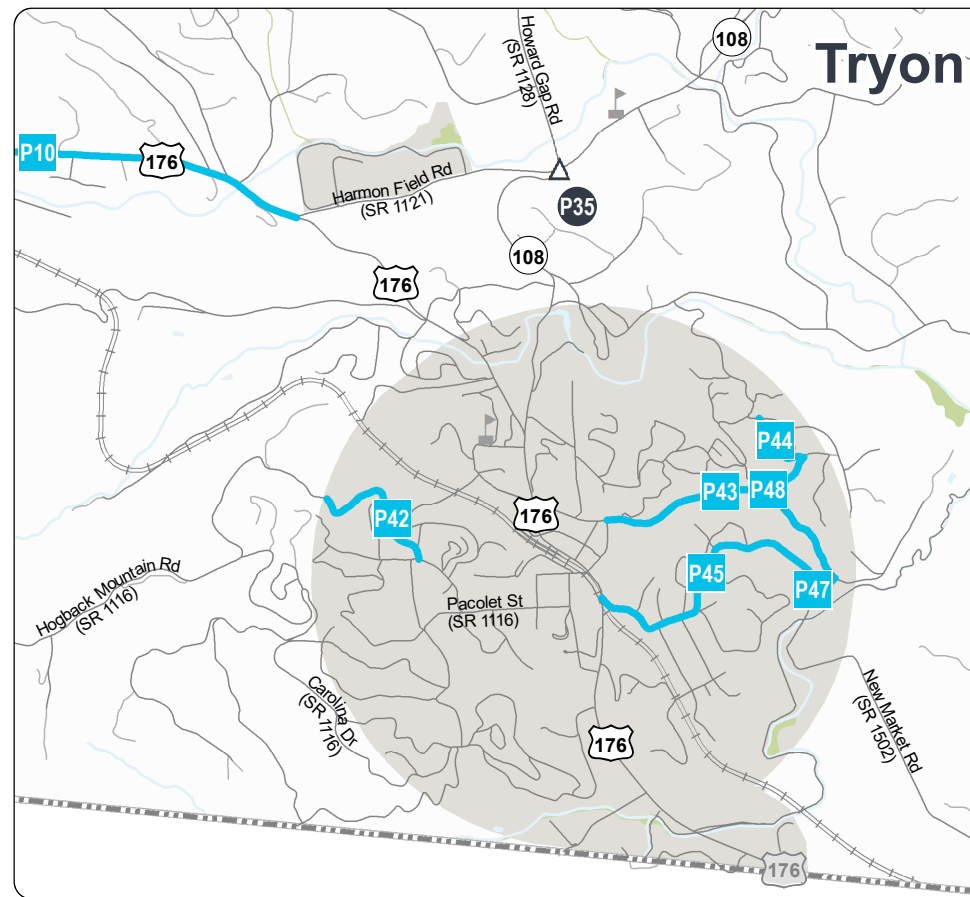
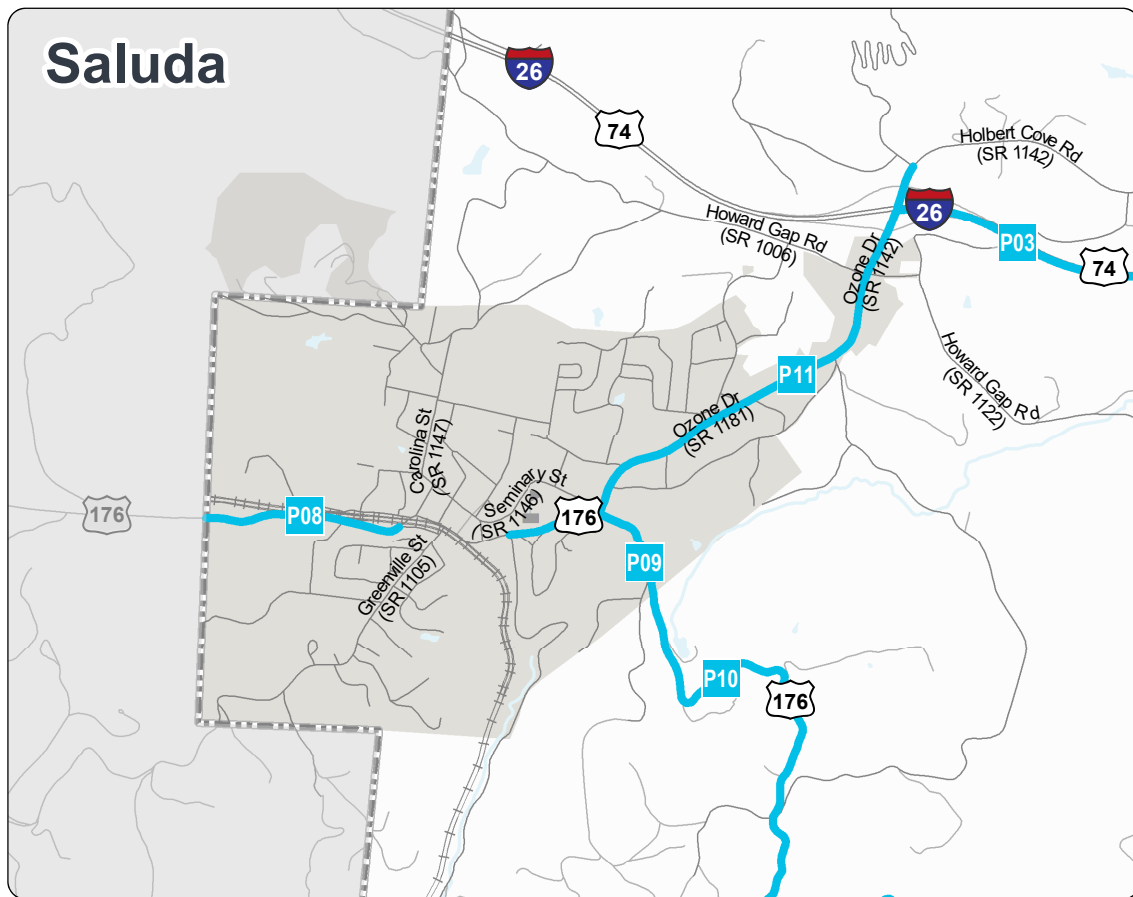
Sheet 2A of 3

Base map date: March 18, 2018

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DRAFT PLAN
 Plan Date: TBD



Includes Only Projects on:
 Interstate, US, and NC Routes;
 SR Routes 2000+ AADT, or
 SR Routes with 5+ Crashes

DRAFT

Highway Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
 Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	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

Studied Roads



More plan info:
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Sheet 2B of 3

Base map date: March 18, 2018

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DRAFT PLAN
 Plan Date: TBD

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (Includes SR with >=5 crashes)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-H	Modernization	US-74	From: NC-108 To: Polk/Rutherford Line	10.33	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
P02	POLK20005-H	Mobility	US 74 Eastbound	From: I-26 (Exit 67) To: NC-108	2.31	H	Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.	US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.
P03	POLK10001-H	Modernization	I-26	From: Holbert Cove Rd (SR 1142) To: US 74	6.51	H	Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.	I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.
P04	I-4729B	Congestion	NC-108	From: Columbus Town Limit To: Weaver St	0.86	H,P	Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.	NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.
P05	POLK30003-H	Access Management	NC-108	From: I-26 WB Roundabout To: Walker St/Houston Rd (SR 1137)	0.39	H	Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.	NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.
P06	POLK30004-H	Modernization	NC 108	From: Columbus east Town Limit To: NC 9	3.51	H,M	Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).	NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.
P07	R-5840	Modernization	NC 9	From: US 74 To: NC 108	3.07	H	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.	NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.
P08	POLK20002-H	Modernization	US-176	From: Henderson/Polk Line To: Ervin St (SR 1177)	0.51	H,P	Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.	US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.
P09	POLK20003-H	Modernization	US-176	From: Pearson Falls Rd (SR 1102) To: Saluda Town Limit	0.53	H,P	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.	US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.
P10	POLK20004-H	Modernization	US-176	From: Saluda Town Limit To: Harmon Field Rd (SR 1121)	6.19	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P11	POLK40008-H	Modernization	Ozone Dr	From: Main St (US 176) To: Green River Cove Rd (SR 1151)	1.3	H,P	Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.	Ozone Dr currently lacks paved shoulder, which is not up to modern design standards, thus impacting mobility and safety.
P16	POLK40005-H	Modernization	Houston Rd	From: US 74 To: Start of sidewalk Parking	0.51	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P17	POLK40004-H	Modernization	Houston Rd	From: Skyuka Mountain Rd (SR 1136) To: Skyuka Rd (SR 1135)	0.61	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P18	POLK40019-H	Modernization	Hayes Rd, S Peak St	From: Columbus town limits To: Walker Rd (SR 1533)	0.69	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 19-foot wide (two 9.5-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P19	POLK40018-H	Modernization	Fox Mountain Rd	From: Walker Rd (SR 1533) To: NC 108	1.97	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P20-1	POLK40006-H	Modernization	Peniel Rd	From: Meadowlark Ln. (SR 1566) To: Red Fox Rd. (SR 1519)	6.84	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P20-2	POLK40006-H	Modernization	Peniel Rd	From: Red Fox Rd. (SR 1519) To: Golf Course Rd. (SR 1521)/Little Mountain Rd. (SR 1523)	6.84	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P21	POLK40015-H	Modernization	Red Fox Rd	From: Hunting Country Rd. (SR 1501) To: Landrum Rd. (SR 1520)	5.31	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P22	POLK40016-H	Modernization	Landrum Rd	From: Gilbert Rd. (SR 1525) To: NC 9	4.76	H	Modernization: add paved shoulder to improve safety and mobility.	Landrum Rd is currently lacking paved shoulders, which is not up to modern design standards, impacting mobility and safety.
P24	POLK30001-H	Modernization	NC 9	From: SC Line (SC 9) To: US 74	8.29	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.	NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-foot wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.
P26	POLK40002-H	Modernization	Sandy Plains Rd & Coxe Rd	From: Coxe Rd (SR 1326) To: McDade Rd (SR 1336)	6.37	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P27	POLK40001-H	Modernization	Poors Ford Rd	From: County Line Rd (SR 1303) To: Polk/Rutherford Line	4.62	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P28	POLK40007-H	Modernization	Silver Creek Rd	From: Bishop Ln. (SR 1198) To: Green River Cove Rd. (SR 1151)	5.32	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P29	POLK30002-H	Modernization	NC-9	From: NC 108 To: Polk/Rutherford Line	7.71	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P30	POLK30005-H	Modernization	NC-108	From: NC 9 To: NC 108	7.14	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P32	POLK40011-H	Modernization	Big Level Rd	From: NC 9 To: Rock Springs Rd (SR 1311)	1.14	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

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

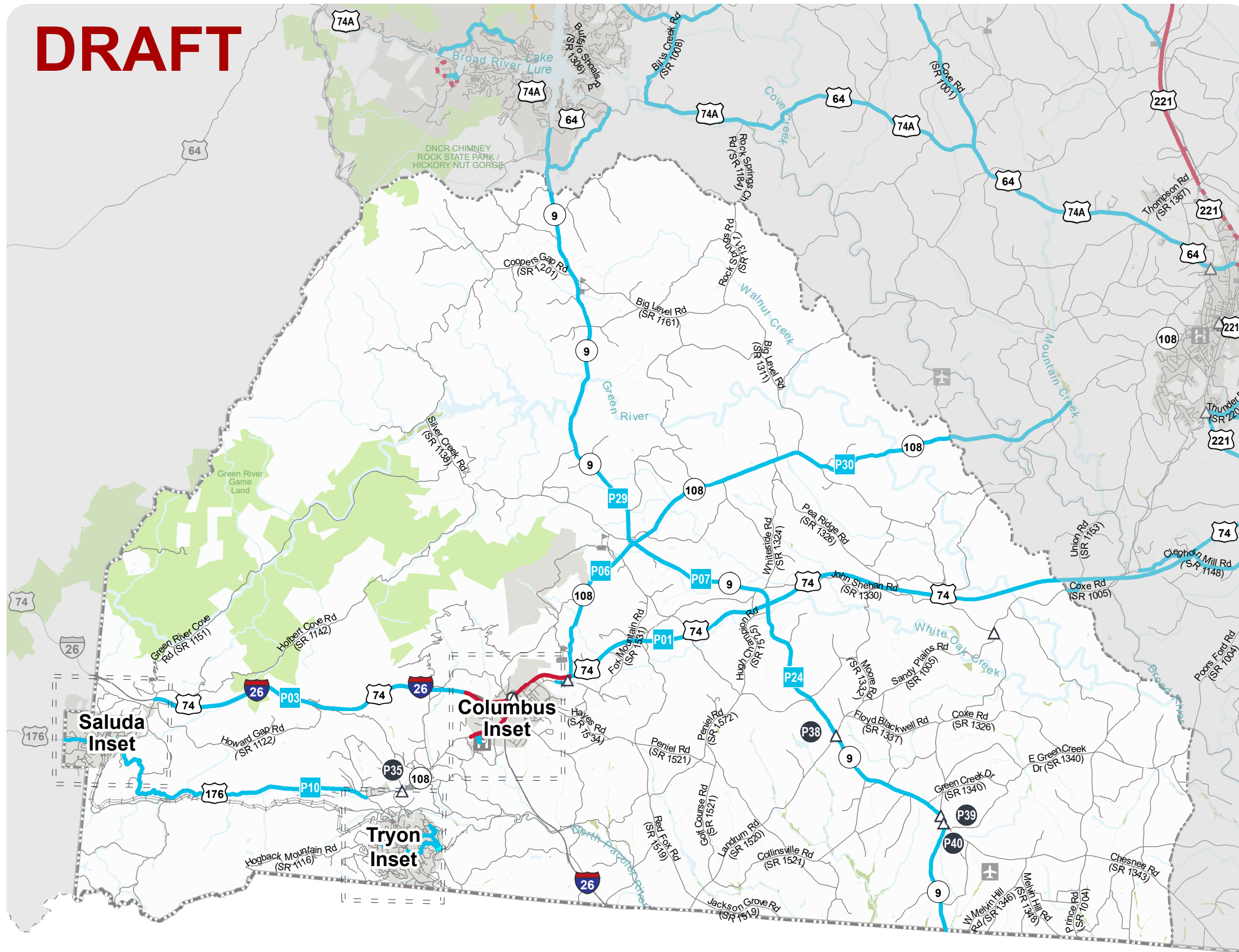
FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (Includes SR with >=5 crashes)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P33	POLK40009-H	Modernization	E Mcguinn Rd	From: Big Level Rd (SR 1161) To: NC 9	1.11	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P35	POLK30006-H	Bridge/Intersection	NC 108	Intersection with Harmon Field Rd & Howard Gap Rd	0	H	Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.	The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P36	POLK40022-H	Bridge/Intersection	Houston Rd	Intersection with White Dr	0	H	Realign White Dr to improve angle of intersection to improve safety.	The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.
P37	R-5873	Bridge/Intersection	NC 108	Intersections with Fox Mountain Rd & US 74 Eastbound ramps	0	H	Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.	Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.
P38	POLK30007-H	Bridge/Intersection	NC 9	Intersection with Landrum Rd & Sandy Plains Rd	0	H	Install roundabout to improve safety and mobility.	The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P39	POLK30008-H	Bridge/Intersection	NC 9	Intersection with Coxe Rd	0	H	Realign Coxe Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.
P40	POLK30009-H	Bridge/Intersection	NC 9	Intersection with Chesnee Rd	0	H	Realign Chesnee Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.
P41	POLK40021-H	Bridge/Intersection	Coxe Rd	Intersection with Sandy Plains Rd & Pea Ridge Rd	0	H	Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.	The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.
P42	POLK50003-H	Modernization	Hogback Mountain Rd	From: Laurel Ave To: Tryon Town Limits	0.43	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P43	POLK50006-H	Modernization	E Howard St	From: Oak St To: Vaughn St	0.78	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P44	POLK50004-H	Modernization	Shepard St	From: Peake St To: Jackson St	0.22	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P45	POLK50001-H	Modernization	New Market Rd	From: Vaughn St To: US 176	0.83	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P46	POLK50002-H	Modernization	Hospital Dr	From: Hospital Dr To: Hospital Dr	0.09	H,P	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P47	POLK40023-H	Modernization	Vaughn St	From: Hunting Country Rd To: E Howard St	0.08	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P48	POLK50005-H	Modernization	Peake St	From: E Howard St To: Jackson St	0.15	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P49	POLK50007-H	Modernization	Hospital Dr	From: Hospital Dr loop To: NC 108	0.12	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P50	POLK40025-H	Modernization	Green River Cove Rd	From: Green River Cove Trailhead To: Silver Creek Rd (SR 1138)	8.37	H	Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 18-foot wide (two 9-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

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Includes Only Projects on:
Interstate, US, and NC Routes

Highway Recommendations

Proposals that address identified needs through 2025



POLK COUNTY

part of the Foothills Regional
 Comprehensive Transportation Plan
 Highway Features

	Proposal ID #	Improve	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			
			Studied Roads



More plan info:
grco.de/isothermal-ctp



Sheet 2A of 3

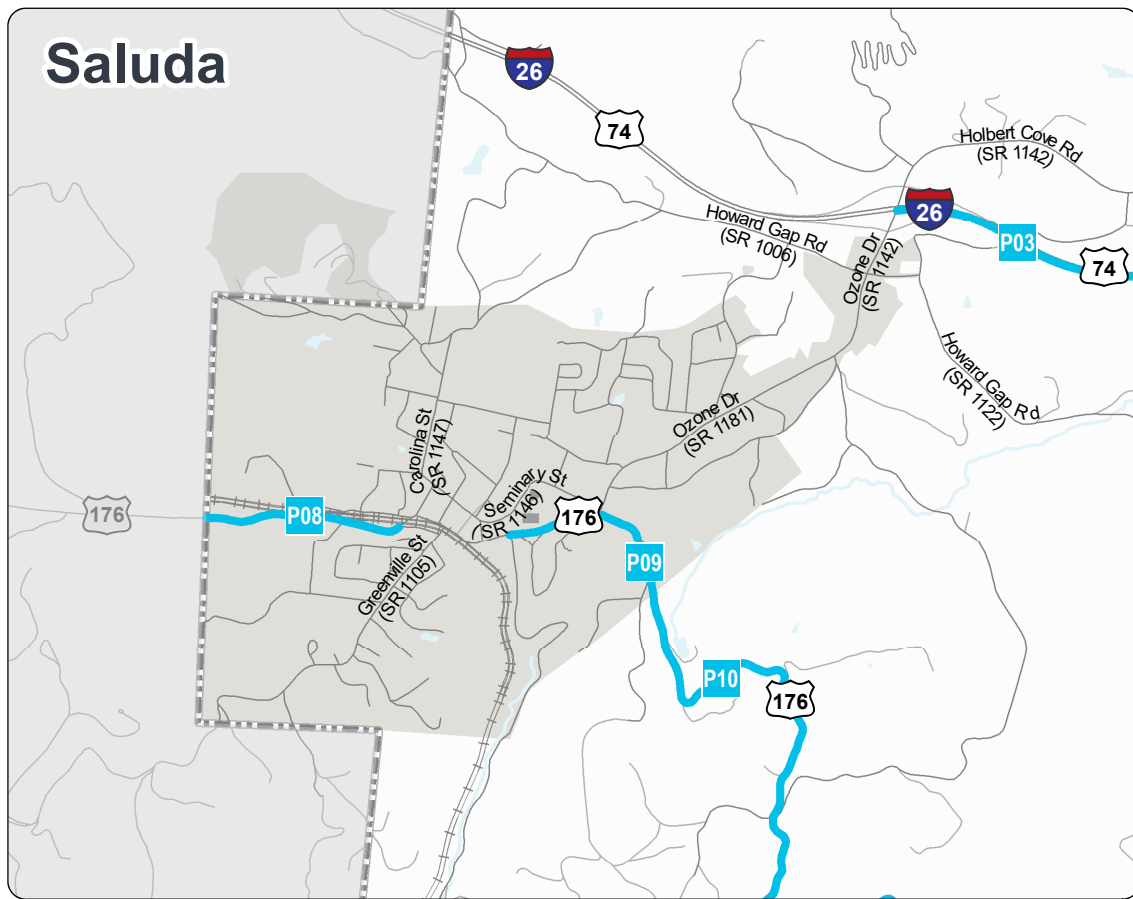
Base map date: March 18, 2018

Legal Disclaimer

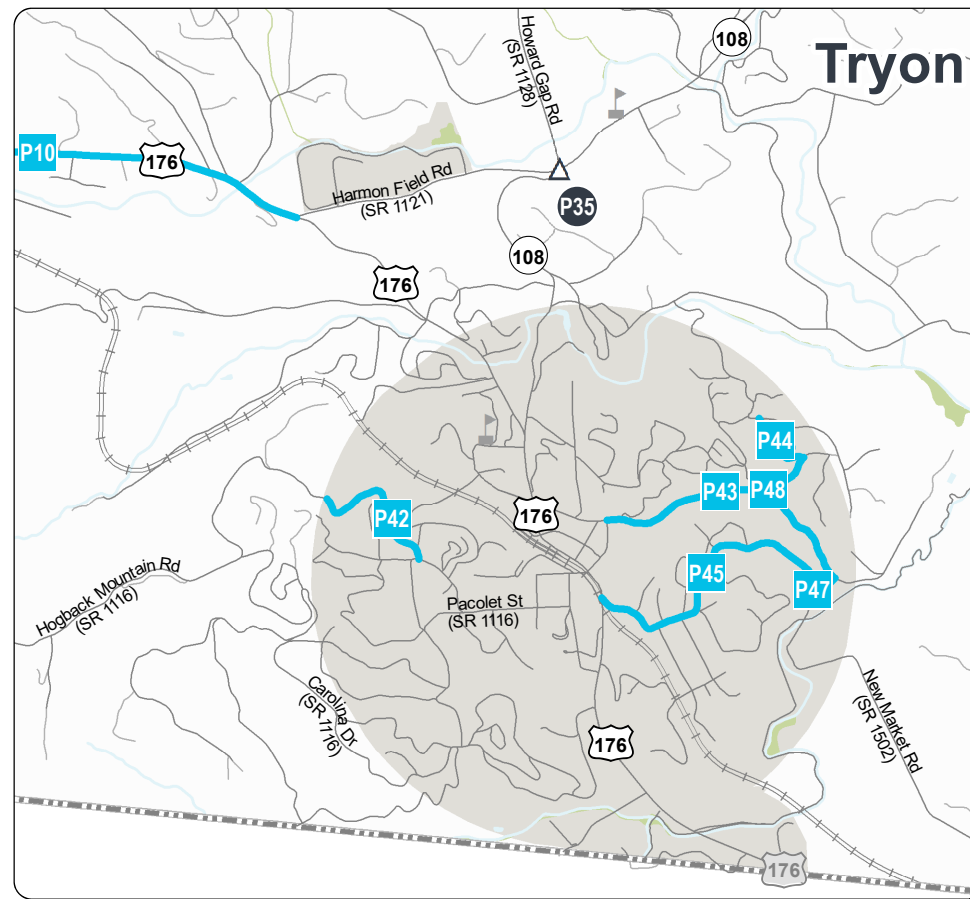
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive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

DRAFT PLAN
 Plan Date: TBD

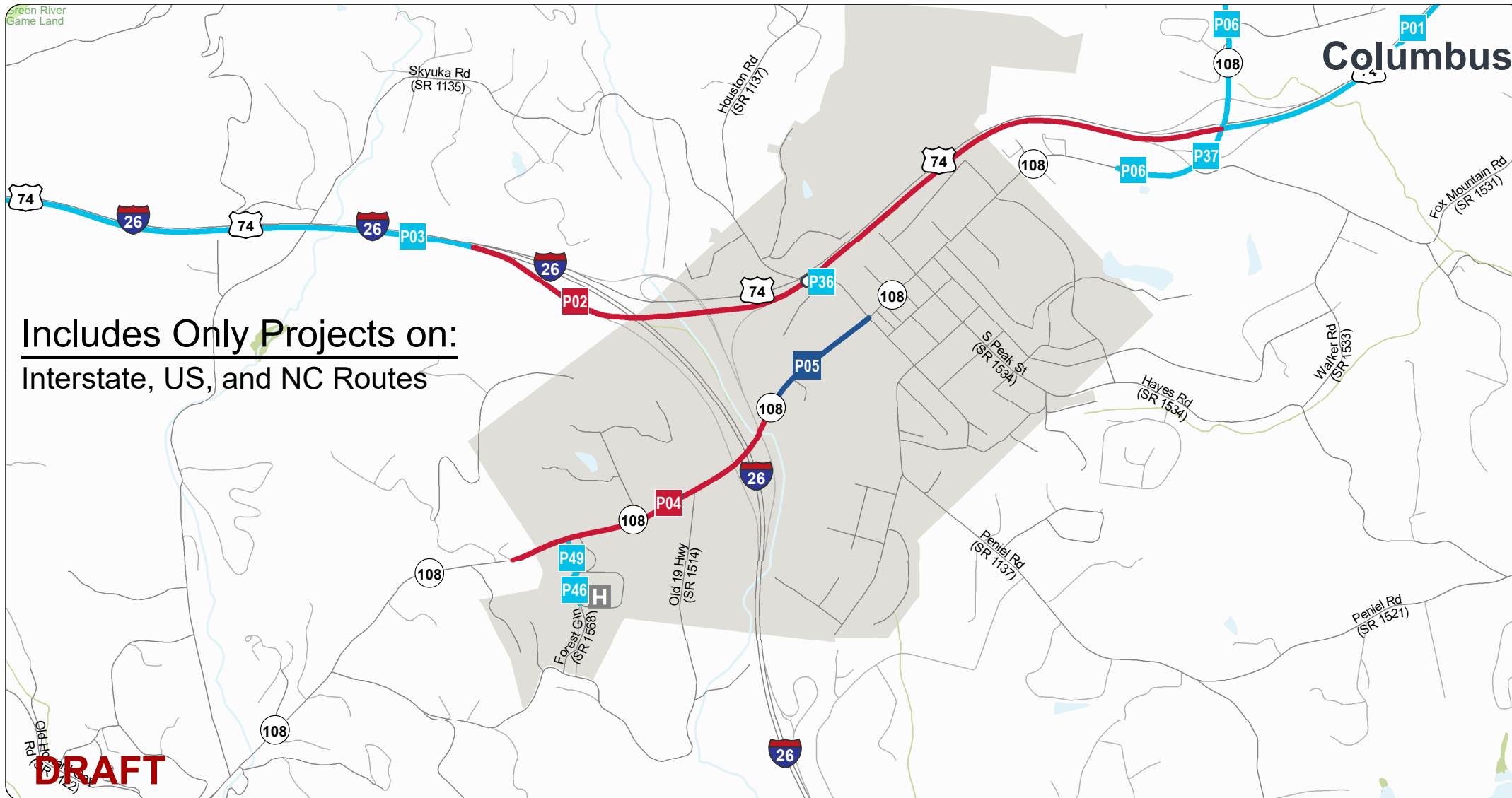
Saluda



Tryon



Columbus



Includes Only Projects on:
Interstate, US, and NC Routes

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Highway Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
 Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Improve	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

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 2B of 3

Base map date: March 18, 2018

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.

DRAFT PLAN
 Plan Date: TBD

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (No SR Roads)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-H	Modernization	US-74	From: NC-108 To: Polk/Rutherford Line	10.33	H	Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.	US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.
P02	POLK20005-H	Mobility	US 74 Eastbound	From: I-26 (Exit 67) To: NC-108	2.31	H	Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.	US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.
P03	POLK10001-H	Modernization	I-26	From: Holbert Cove Rd (SR 1142) To: US 74	6.51	H	Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.	I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.
P04	I-4729B	Congestion	NC-108	From: Columbus Town Limit To: Weaver St	0.86	H,P	Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.	NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.
P05	POLK30003-H	Access Management	NC-108	From: I-26 WB Roundabout To: Walker St/Houston Rd (SR 1137)	0.39	H	Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.	NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.
P06	POLK30004-H	Modernization	NC 108	From: Columbus east Town Limit To: NC 9	3.51	H,M	Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).	NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.
P07	R-5840	Modernization	NC 9	From: US 74 To: NC 108	3.07	H	Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.	NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.
P08	POLK20002-H	Modernization	US-176	From: Henderson/Polk Line To: Ervin St (SR 1177)	0.51	H,P	Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.	US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.
P09	POLK20003-H	Modernization	US-176	From: Pearson Falls Rd (SR 1102) To: Saluda Town Limit	0.53	H,P	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.	US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.
P10	POLK20004-H	Modernization	US-176	From: Saluda Town Limit To: Harmon Field Rd (SR 1121)	6.19	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P24	POLK30001-H	Modernization	NC 9	From: SC Line (SC 9) To: US 74	8.29	H,M	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.	NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-foot wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.
P29	POLK30002-H	Modernization	NC-9	From: NC 108 To: Polk/Rutherford Line	7.71	H	Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.	This road is currently 20-foot wide (two 10-foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.
P30	POLK30005-H	Modernization	NC-108	From: NC 9 To: NC 108	7.14	H	Modernization: add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P35	POLK30006-H	Bridge/Intersection	NC 108	Intersection with Harmon Field Rd & Howard Gap Rd	0	H	Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.	The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P36	POLK40022-H	Bridge/Intersection	Houston Rd	Intersection with White Dr	0	H	Realign White Dr to improve angle of intersection to improve safety.	The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.
P37	R-5873	Bridge/Intersection	NC 108	Intersections with Fox Mountain Rd & US 74 Eastbound ramps	0	H	Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.	Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.
P38	POLK30007-H	Bridge/Intersection	NC 9	Intersection with Landrum Rd & Sandy Plains Rd	0	H	Install roundabout to improve safety and mobility.	The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.
P39	POLK30008-H	Bridge/Intersection	NC 9	Intersection with Coxe Rd	0	H	Realign Coxe Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.
P40	POLK30009-H	Bridge/Intersection	NC 9	Intersection with Chesnee Rd	0	H	Realign Chesnee Rd to improve angle of the intersection to improve safety.	The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.
P41	POLK40021-H	Bridge/Intersection	Coxe Rd	Intersection with Sandy Plains Rd & Pea Ridge Rd	0	H	Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.	The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.
P42	POLK50003-H	Modernization	Hogback Mountain Rd	From: Laurel Ave To: Tryon Town Limits	0.43	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P43	POLK50006-H	Modernization	E Howard St	From: Oak St To: Vaughn St	0.78	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P44	POLK50004-H	Modernization	Shepard St	From: Peake St To: Jackson St	0.22	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P45	POLK50001-H	Modernization	New Market Rd	From: Vaughn St To: US 176	0.83	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P46	POLK50002-H	Modernization	Hospital Dr	From: Hospital Dr To: Hospital Dr	0.09	H,P	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P47	POLK40023-H	Modernization	Vaughn St	From: Hunting Country Rd To: E Howard St	0.08	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

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

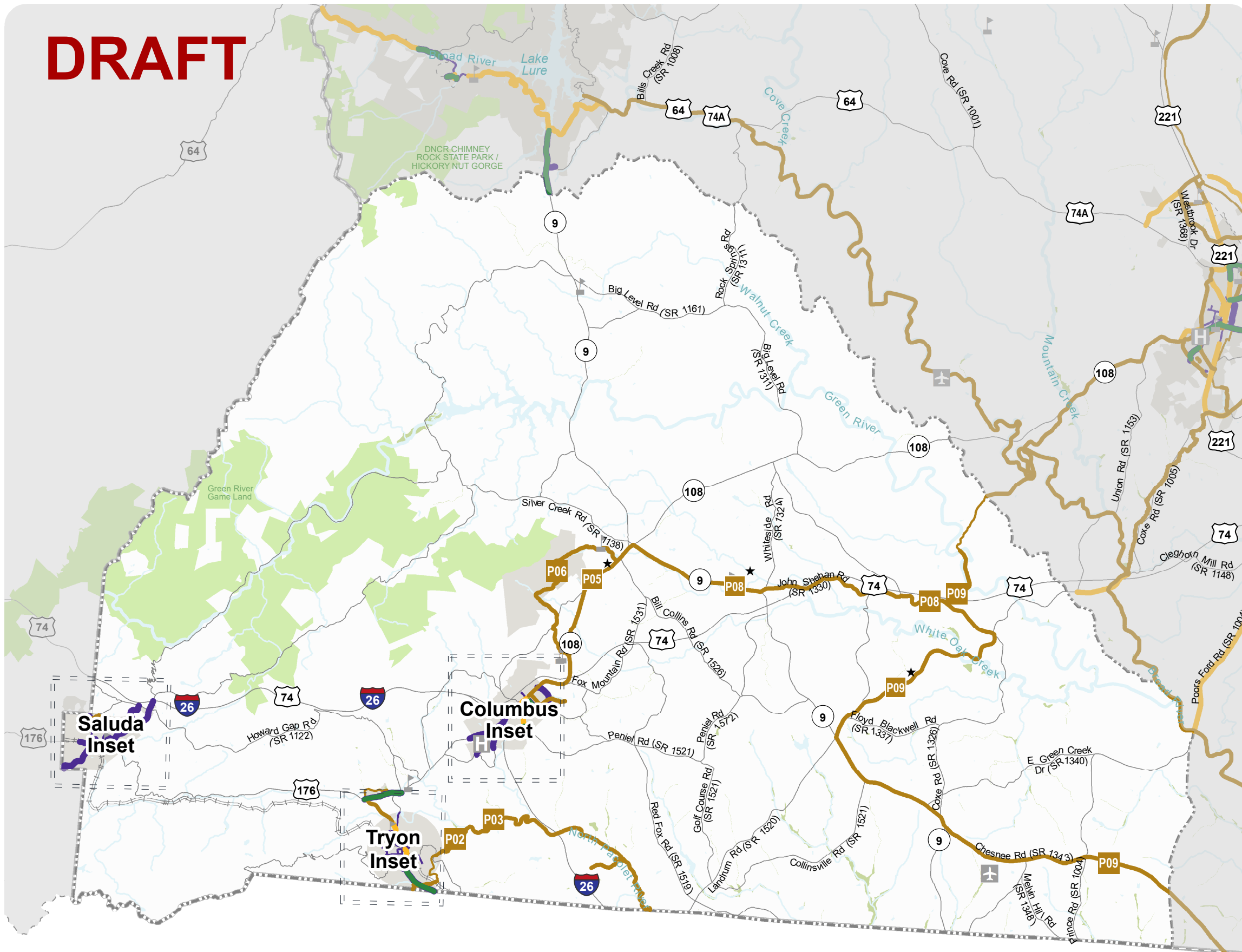
FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Highway Recommendations (No SR Roads)

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P48	POLK50005-H	Modernization	Peake St	From: E Howard St To: Jackson St	0.15	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
P49	POLK50007-H	Modernization	Hospital Dr	From: Hospital Dr loop To: NC 108	0.12	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

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Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045



POLK COUNTY part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		

Other Features

Studied Roads



More plan info:
rqco.de/isothermal-ctp



Sheet 3A of 3

Base map date: March 18, 2018

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.

DRAFT PLAN
Plan Date: May 11, 2022

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P01	POLK20001-M	Multiuse Path	US-176	From: Harmon Field Rd (SR 1121) To: NC 108	0.72	M	A sidepath/greenway is recommended. The segment identified is in town limits in the Tryon/Columbus Bike & Pedestrian Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Tryon.
P02	POLK00001-M	Multiuse Path	Vaughn Creek Greenway	From: SC Line To: N Pacolet River	1.7	M	A multi-use path/greenway spur connecting to Trade St is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to Tryon.
P03	POLK00002-M	Multiuse Path	N Pacolet River Greenway	From: N Pacolet River Greenway To: SC Line	6.31	M	A multi-use path/greenway extension is recommended.	This recommendation is needed to provide a multimodal connection to historic places, and neighboring counties.
P04	POLK00003-M	Multiuse Path	Gibson Park Greenway Connector	From: NC 108 To: apartment complex off Fox Mtn Rd	0.88	M	A multi-use path/greenway is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P05*	POLK30006-HM	Multiuse Path	NC 108 (Columbus to Mill Spring) Multi-use Path	From: Polk Co. Government Complex To: NC 9	3.51	H,M	A greenway/sidepath connecting to Polk County High School & Polk County Middle School. It is supported by Town of Columbus and in the Comprehensive Plan. It will partially fill the gap in Great Trails State network.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P05	POLK30006-HM	Multiuse Path	NC-108	From: Peak St (SR 1534) To: Polk Co. Government Complex	0.63	M	A greenway/sidepath that'll connect to the High School & Middle School, is recommend as part of highway project P05 as identified in the Tryon/Columbus Bike & Pedestrian Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P06	POLK00004-M	Multiuse Path	Chocolate Drop - White Oak Mtn Greenway	From: NC 108/Polk County High School To: NC 108/Wolverine Trl	4.22	M	A multi-use path/greenway is recommended. It is to follow along Polk County High School, Houston Rd, White Oak Mtn, to Polk County Middle School, then via Laughter Pond Trail (W/SW side) to NC 108.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Mill Spring to Columbus.
P07	POLK40002-M	Multiuse Path	Esseola St	From: Macedonia Rd To: Substation Rd (SR 1148)	0.17	M	A sidepath is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.
P08	POLK00007-M	Multiuse Path	Mill Spring-OVMT Greenway	From: NC 9/NC 108 To: Proposed Overmountain Victory Trail	6.8	M	A sidepath/multi-use path is recommended. It will connect to the Overmountain Victory Trail(OVMT) via NC 9 from NC 108 to John Shehan Rd; John Shehan Rd from NC 9 to Pea Ridge Rd/Tryon International Equestrian Center; and Pea Ridge Rd from John Shehan Rd to the proposed OVMT.	This recommendation is needed to provide a multimodal connection to historic places. It would connect to the community of Beulah.
P09	POLK00005-M	Multiuse Path	Overmountain Victory Trail	From: Polk/Rutherford Line To: existing trail (Green River)	14.77	M	Overmountain Victory Trail: A multi-use path/greenway is recommended along Green River as part of the Great Trails State network which will follow on road segments: Chesnee Rd, NC 9, Sandy Plains Rd, and Pea Ridge Rd.	This recommendation is needed to provide a multimodal connection to historic places. It would connect the communities of McGinnis Crossroads, Cox Store, Sandy Springs.
P10	POLK40001-BP	Bike and Ped	Harmon Field Rd	From: US 176 To: NC 108	1.5	B,P	Bike lanes and sidewalks are recommended as part of Complete Streets enhancements.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P11	POLK20001-B	Bicycle	US-176	From: Country Club Rd (SR 1107) To: Chestnut St (SR 1116)	0.37	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Tryon.
P12	POLK20002-BP	Bike and Ped	US-176	From: Chestnut St (SR 1116) To: SC Line/Ridge Rd	1.84	B,P	Bike lanes are recommended. With addition of sidewalk from just south of Carolina Dr to SC Line as identified in Tryon/Columbus Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to Tryon.
P13	POLK30001-B	Bicycle	NC-108	From: Houston Rd (SR 1137) To: Peak St (SR 1534)	0.18	B	Bike lanes are recommended as identified in Tryon/Columbus Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P14	POLK40002-BP	Bike and Ped	Peniel Rd	From: NC 108 To: Columbus town limits	1.09	B,P	Bike Lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Holly Hill Dr & Columbus Town Limit is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P15	POLK40003-BP	Bike and Ped	S Peak St	From: NC 108 To: Columbus town limits	0.95	B,P	Bike lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Miller St & Columbus Town Limit is also advised.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P16*	POLK20002-HP	Pedestrian	US-176	From: Main St (SR 1178) To: Ervin St (SR 1177)	0.17	H,P	A sidewalk is recommended as part of highway project P08.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P17*	POLK20003-HP	Pedestrian	US-176	From: Pearson Falls Rd (SR 1102) To: Frost Rd (SR 1104)	0.46	H,P	A sidewalk is recommended as part of highway project P09.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P17	POLK20003-HP	Pedestrian	US-176	From: Cullipher St To: Pearson Falls Rd (SR 1102)	0.07	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P18	POLK40001-P	Pedestrian	Greenville St	From: Polk/Henderson Line To: US 176	0.88	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would expand the multimodal network within Saluda.
P19	POLK40007-P	Pedestrian	Esseola St & Henderson St	From: Henderson St To: E Columbia Ave	0.16	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.
P20	POLK40006-P	Pedestrian	Seminary St	From: Saluda Elementary School To: Ozone Dr	0.23	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P21	POLK40008-P	Pedestrian	Ervin St	From: US 176 To: Greenville Rd (SR 1105)	0.11	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Saluda.
P22	POLK40005-P	Pedestrian	Church St	From: US 176 To: Ozone Dr (SR 1181)	0.04	P	A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Saluda.
P23*	POLK40009-HP	Pedestrian	Ozone Dr	From: Louisiana Ave To: I-26	0.42	H,P	A sidewalk is recommended as part of highway project P11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.

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

FOOTHILLS RPO COMPREHENSIVE TRANSPORTATION PLAN

June 2022

Polk County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
P23*	POLK40009-HP	Pedestrian	Ozone Dr	From: US 176 To: Louisiana Ave (SR 1142)	0.76	H,P	A sidewalk is recommended as part of highway project P11.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P24	POLK30004-HP	Pedestrian	NC-108	From: Columbus Town Limit To: Walker St/Houston Rd (SR 1137)	1.25	P	Add sidewalk as part of 2nd phase of I-26 interchange project (on NC 108).	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P25	POLK40009-P	Pedestrian	Old 19 Hwy	From: High Rd (SR 1555) To: NC 108	0.38	P	A sidewalk is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, medical facilities. It would expand the multimodal network within Columbus.
P26	POLK50005-P	Pedestrian	Macedonia Rd	From: Esseola St (SR 1147) To: Cemetery St	0.07	P	A sidewalk on this local road within Saluda is recommended.	This recommendation is needed to extend the multimodal network to expand the multimodal network within Saluda.
P27	POLK40004-P	Pedestrian	Laurel Dr	From: Ozone Dr (SR 1181) To: Howard Gap Rd (SR 1006)	0.59	P	A sidewalk on this local road within Saluda is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within Saluda.
P28	POLK50003-P	Pedestrian	Palmer St	From: US 176 To: Oak St	0.13	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P29	POLK50008-P	Pedestrian	E Howard St	From: US 176 To: Howard St (SR 1504)	0.09	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P30	POLK50004-P	Pedestrian	Oak St	From: US 176 To: Howard St	0.07	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P31	POLK50009-P	Pedestrian	Chestnut St	From: Woodland Park To: US 176	0.05	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P32	POLK50010-P	Pedestrian	Carolina Dr	From: US 176 To: Chestnut St (SR 1116)	0.05	P	A sidewalk on this local road within Tryon is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Tryon.
P33*	POLK40024-HP	Pedestrian	Forest Glen	From: Old Hwy 19 (SR 1514) To: Hospital Dr	0.21	H,P	A sidewalk is recommended as part of highway project P15.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
P34	POLK50001-P	Pedestrian	Simms St	From: Peniel Rd (SR 1137) To: S Peak St	0.18	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P35	POLK50002-P	Pedestrian	Park St	From: Constance St To: NC 108	0.36	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Columbus.
P36	POLK50006-P	Pedestrian	Hospital Dr	From: NC 108 To: Forest Glen; includes entire Hospital Dr loop	0.56	P	A sidewalk on this local road within Columbus is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, medical facilities. It would expand the multimodal network within Columbus.