

US-221

From: I-40 | To: NC 226

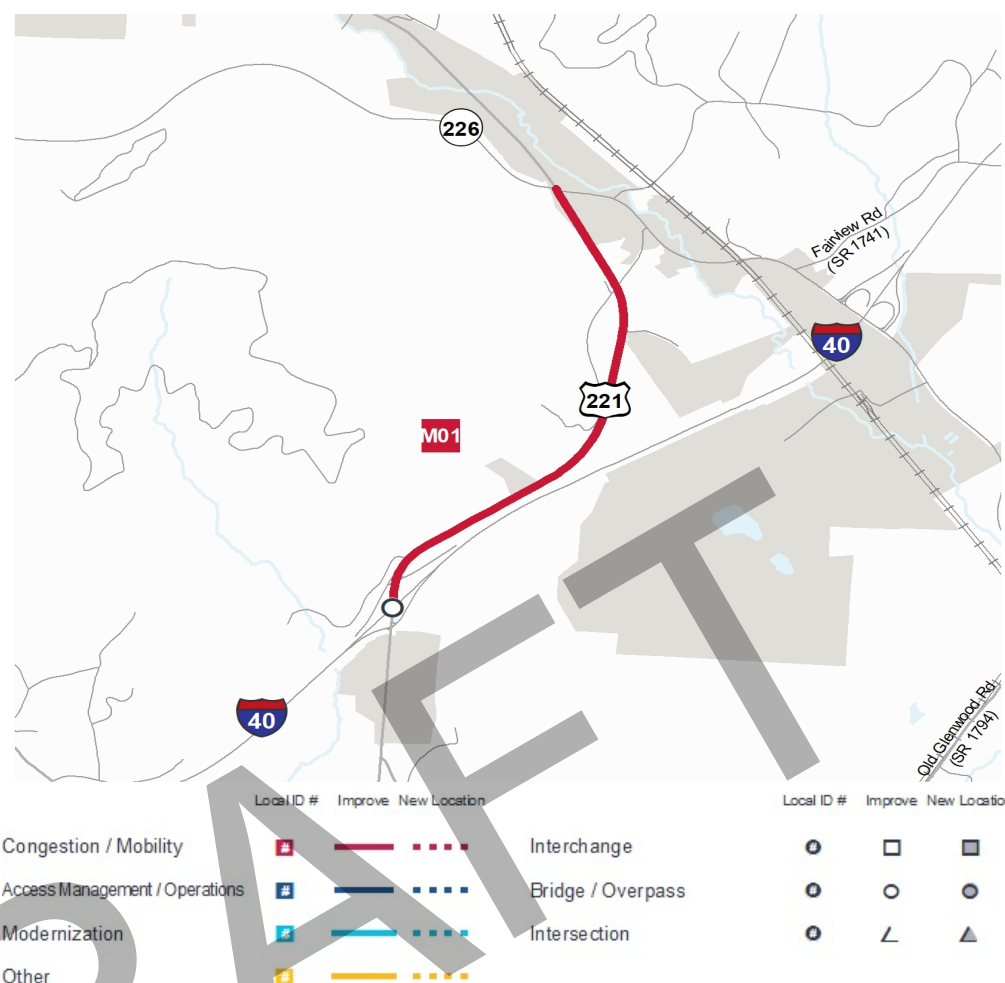
Local ID: R-0204D

Purpose: **Mobility**Improvement: **Widening****Identified Need**

US 221 lacks passing and turn lanes. There is significant truck traffic (5-10%) and travel times can significantly increase due to congestion at intersections or slow-moving vehicles. It is a regionally significant corridor connecting I-40 to US 74, and envisioned to be a 4-lane corridor.

Recommendation

Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. This will help improve mobility and safety on uphill portions.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Estimated Cost	-
Length (miles)	1.73
Existing ROW (feet)	50
Safety Risk Score	22-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	6800-6900	11000	11100
Capacity (vpd)	11600-15100	11600-15100	44500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

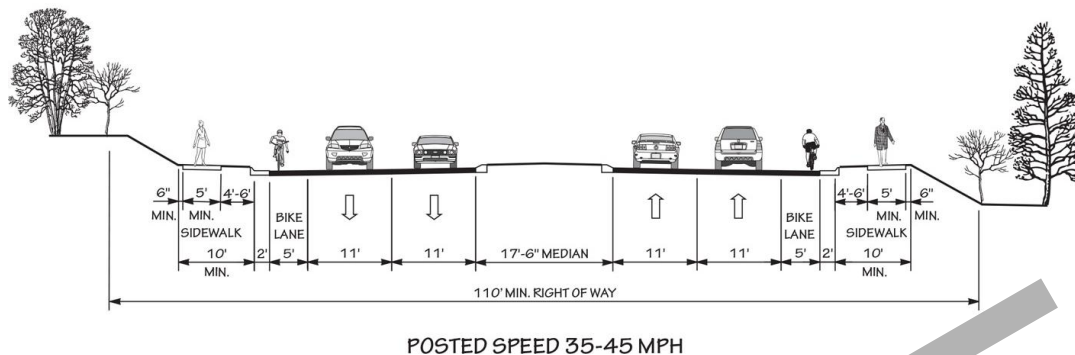


Typical Section Options:

None

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS

**Project Overview****STIP Project Schedule**

This project is included in the current 2020-2029 STIP, but not funded. This project will thus be re-prioritized during development of the next STIP. As such, this project has no projected schedule.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Native American population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

Per the city of Marion Land Use Plan (2012), this recommendation passes through or is directly adjacent to area(s) zoned: General Business, Industrial, Neighborhood Residential. Outside of the city limits, this recommendation passes through areas that can be characterized as generally rural/small town residential, with some industrial and commercial uses around I-40.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 77 total crashes on the half-mile segments containing this recommendation. There were 4 fatal or severe injury crash(es), 21 moderate or minor injury crash(es), and 52 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580033 is considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

US-221

From: Firehouse Way (SR 1152) | To: I-40

Local ID: R-0204E

Purpose: Congestion

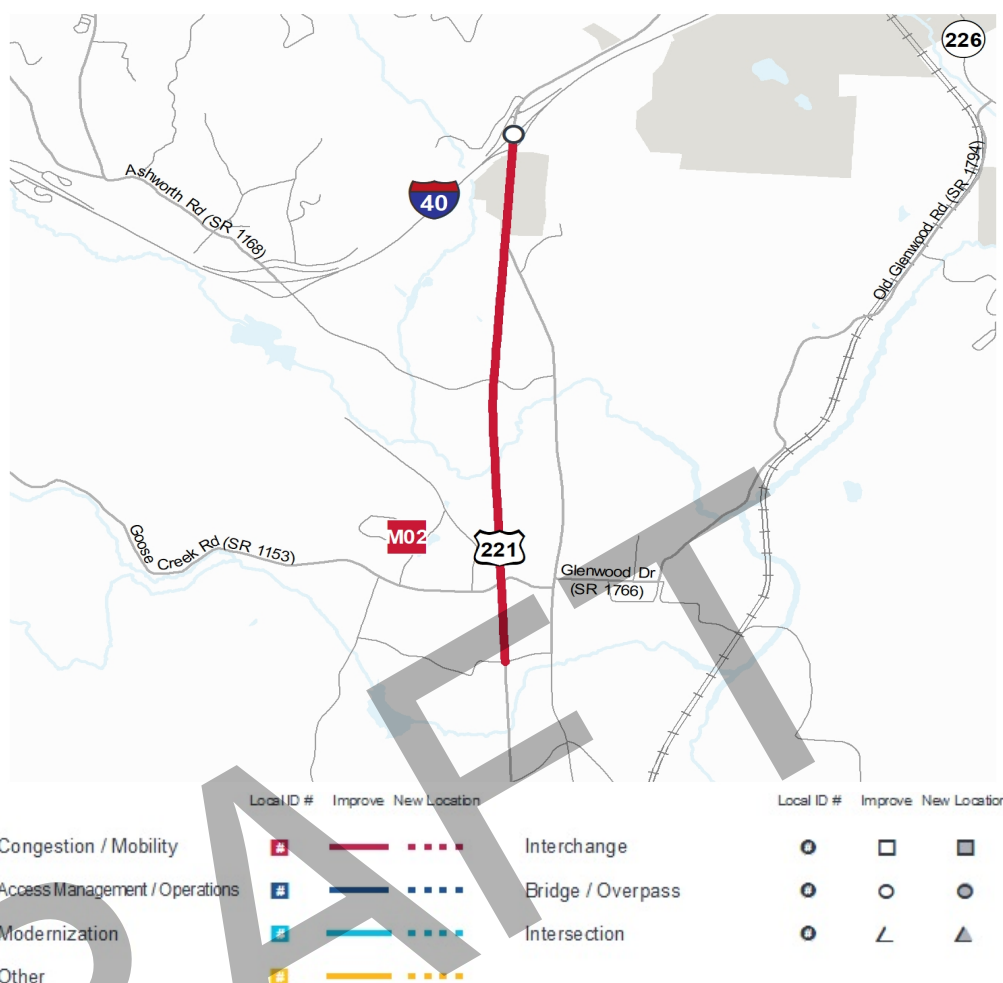
Improvement: Widening

Identified Need

Parts of US 221 between Glenwood and I-40 are projected to be nearing or over capacity, which impacts mobility and causes congestion.

Recommendation

Widen to 4 lanes, divided to improve mobility and relieve future congestion along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2025 and construction in 2029.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	04 A
Estimated Cost	-
Length (miles)	2.35
Existing ROW (feet)	50
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	5800-7500	10100-12700	10100-12700
Capacity (vpd)	11600-15100	11600-15100	44500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2034
Facility will be Over Capacity (>=100%)	-

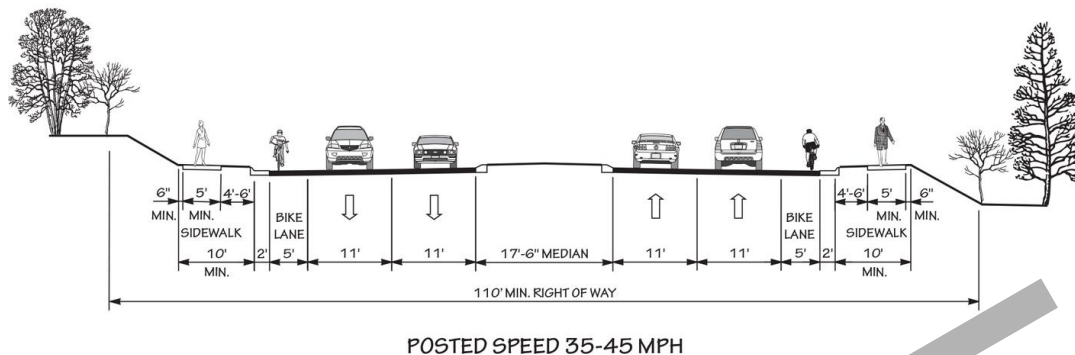


Typical Section Options:

04 A

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS

**Project Overview****STIP Project Schedule**

This STIP project is committed. The current 2020-2029 STIP (as of July 2021 amendments) has scheduled this project for Right-of-Way acquisition beginning in Fiscal Year 2025, with construction scheduled to begin in Fiscal Year 2029.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by relieving congestion, which will provide an efficient transportation system and enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally

under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

This recommendation passes through areas that can be characterized as generally rural/small town residential, with some industrial and commercial uses around I-40 and the Glenwood area.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 94 total crashes on the half-mile segments containing this recommendation. There were 4 fatal or severe injury crash(es), 28 moderate or minor injury crash(es), and 62 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580033 is considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is between 10% and 15%.

US-221

From: Rutherford County Line | To:
Firehouse Way (SR 1152)

Local ID: R-2597B

Purpose: **Mobility**

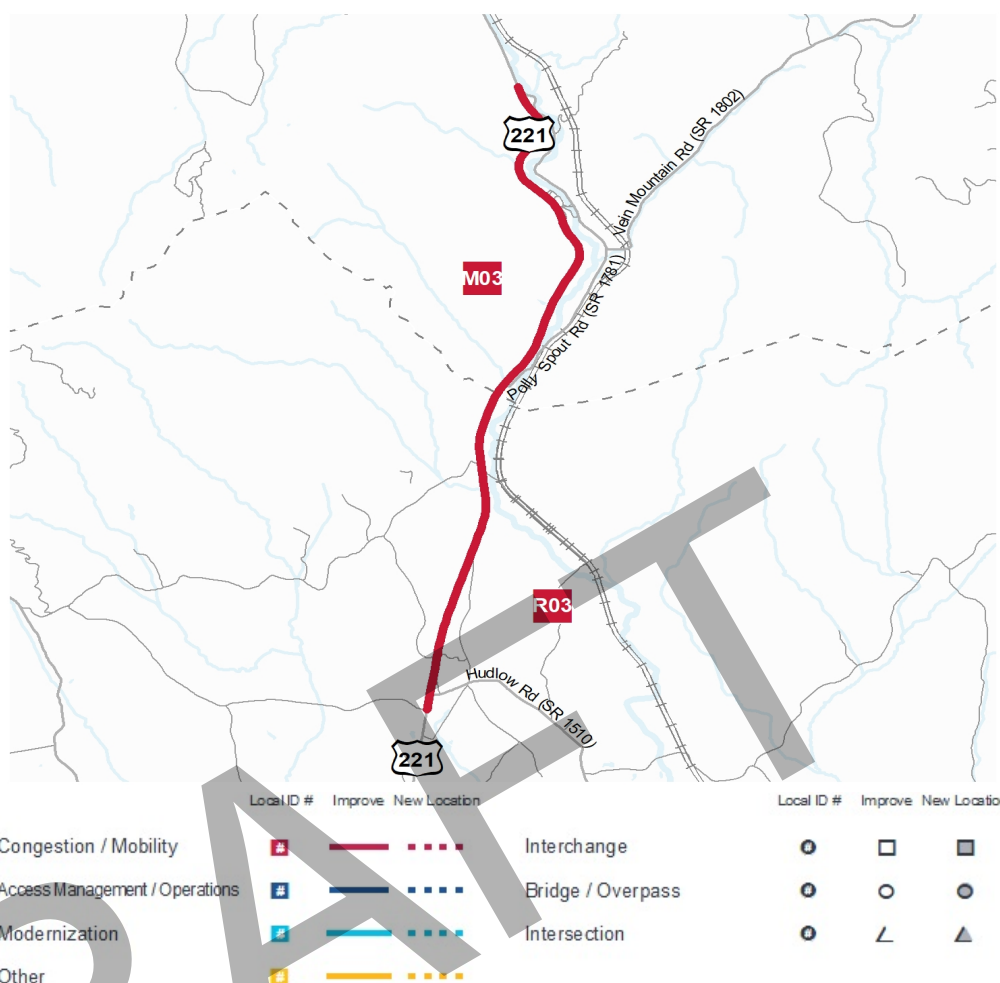
Improvement: **Widening**

Identified Need

US 221 is a regionally significant corridor connecting I-40 to US 74. There is significant truck traffic (10-15%) along this corridor. Currently, US 221 lacks essential passing and turn lanes which can significantly increase travel times causing congestion at intersections.

Recommendation

Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Estimated Cost	-
Length (miles)	5.73
Existing ROW (feet)	50-80
Safety Risk Score	56-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	4100-5300	7200-9300	7200-9300
Capacity (vpd)	15100	15100	45200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

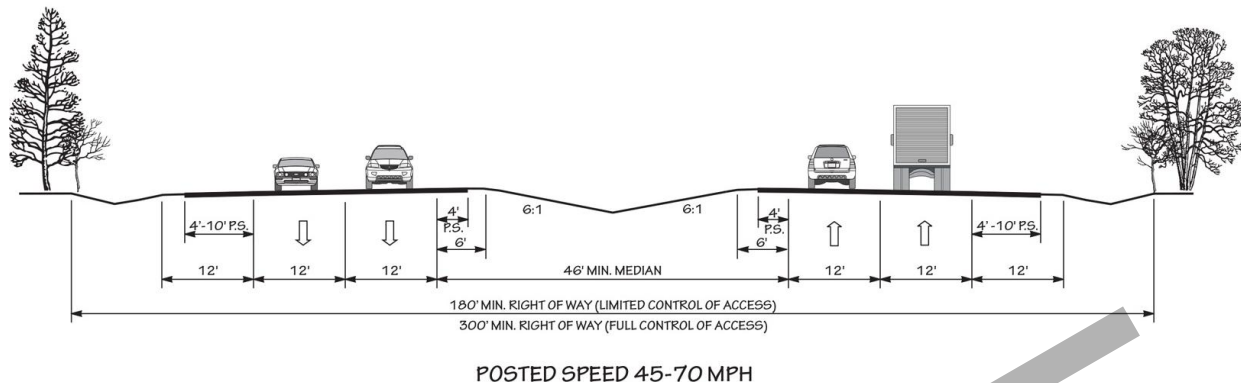


Typical Section Options:

None

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

**Project Overview****STIP Project Schedule**

This project is included in the current 2020-2029 STIP, but not funded. This project will thus be re-prioritized during development of the next STIP. As such, this project has no projected schedule.

Multimodal Considerations

Multimodal elements are not recommended on this facility. However, a climbing lane is recommended to help facilitate truck traffic.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

The steering committee realizes that a 4-lane facility may not be needed due to future travel volumes; however, it is needed due to truck mobility problems between Rutherford and McDowell Counties.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Albert Weaver Farm

- The Broad River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

Per the Rutherford County Land Use Plan (2001), this recommendation passes through areas planned for rural, limited transition, and community use, containing a mix of rural residential, commercial, and industrial uses.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 54 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 15 moderate or minor injury crash(es), and 38 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is between 10% and 15%.

NC-226

From: US 221 | To: NC 226A

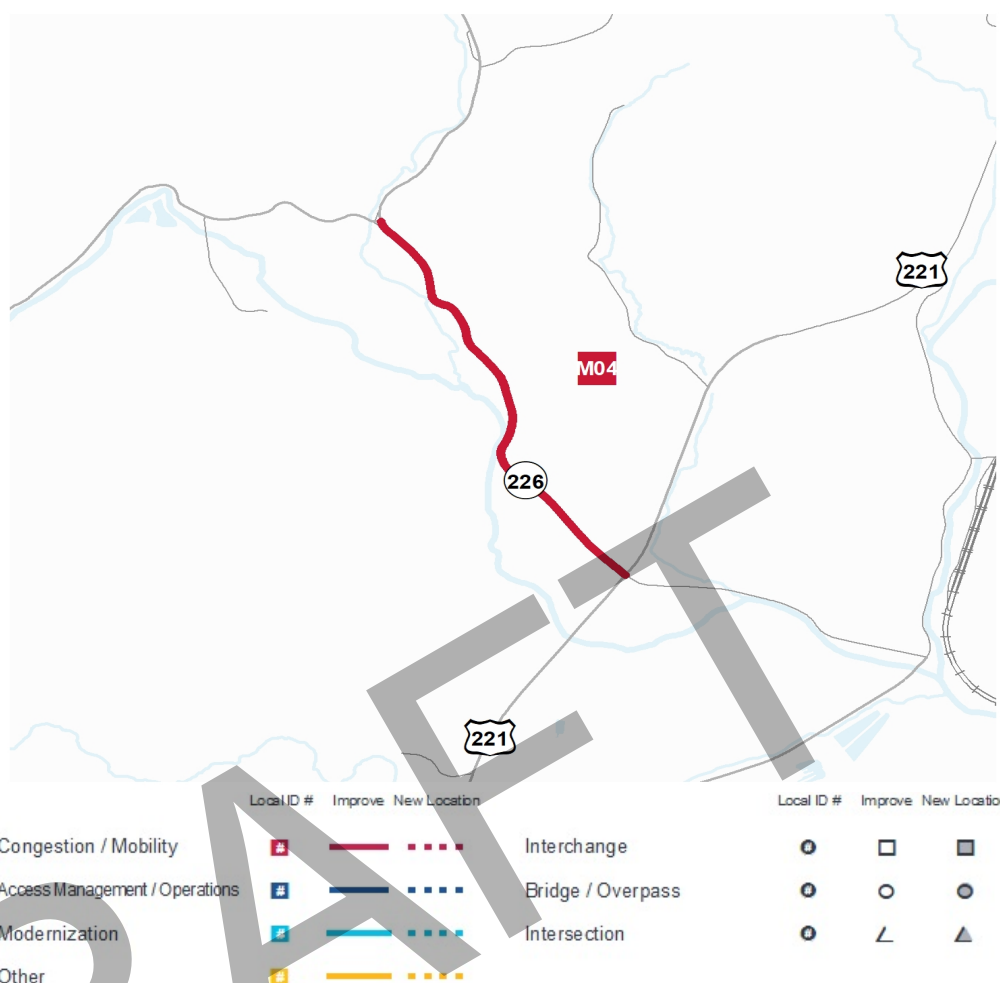
Local ID: R-5923

Purpose: **Mobility**Improvement: **Improve Existing****Identified Need**

NC 226 is a key corridor connecting Spruce Pine and other points north to Marion, the hospital, and I-40. There is also significant truck traffic along this corridor (5-10%). For these reasons, mobility on this corridor up and down the mountain is crucial.

Recommendation

Improve to 12-foot lanes with turning lanes at key intersections to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	03 A
Estimated Cost	-
Length (miles)	1.21
Existing ROW (feet)	40-130
Safety Risk Score	89

Proposal Data:**2017 Base Year****2045 Future Year**

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	6600	7700	7700
Capacity (vpd)	14400	14400	15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

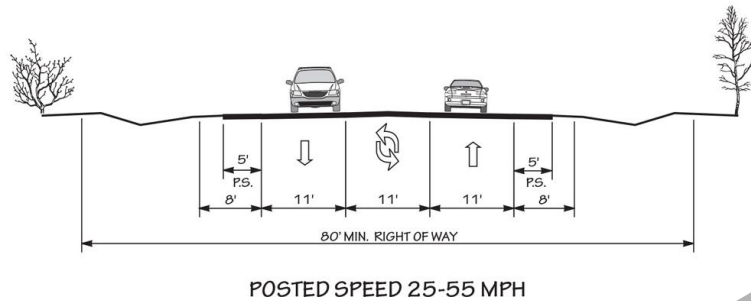


Typical Section Options:

03 A

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS

**Project Overview****STIP Project Schedule**

This project is considered non-committed, meaning that this project will be re-prioritized during the development of the next STIP. The current 2020-2029 STIP (as of July 2021 amendments) has scheduled this project for Right-of-Way acquisition beginning in Fiscal Year 2029, with construction currently falling outside the timeline of this STIP (i.e., after the conclusion of Fiscal Year 2029).

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Emergent Wetland and Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 28 total crashes on the half-mile segments containing this recommendation. There was 1 fatal or severe injury crash(es), 8 moderate or minor injury crash(es), and 19 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

NC-226

From: NC 226A | To: McDowell/Mitchell Line

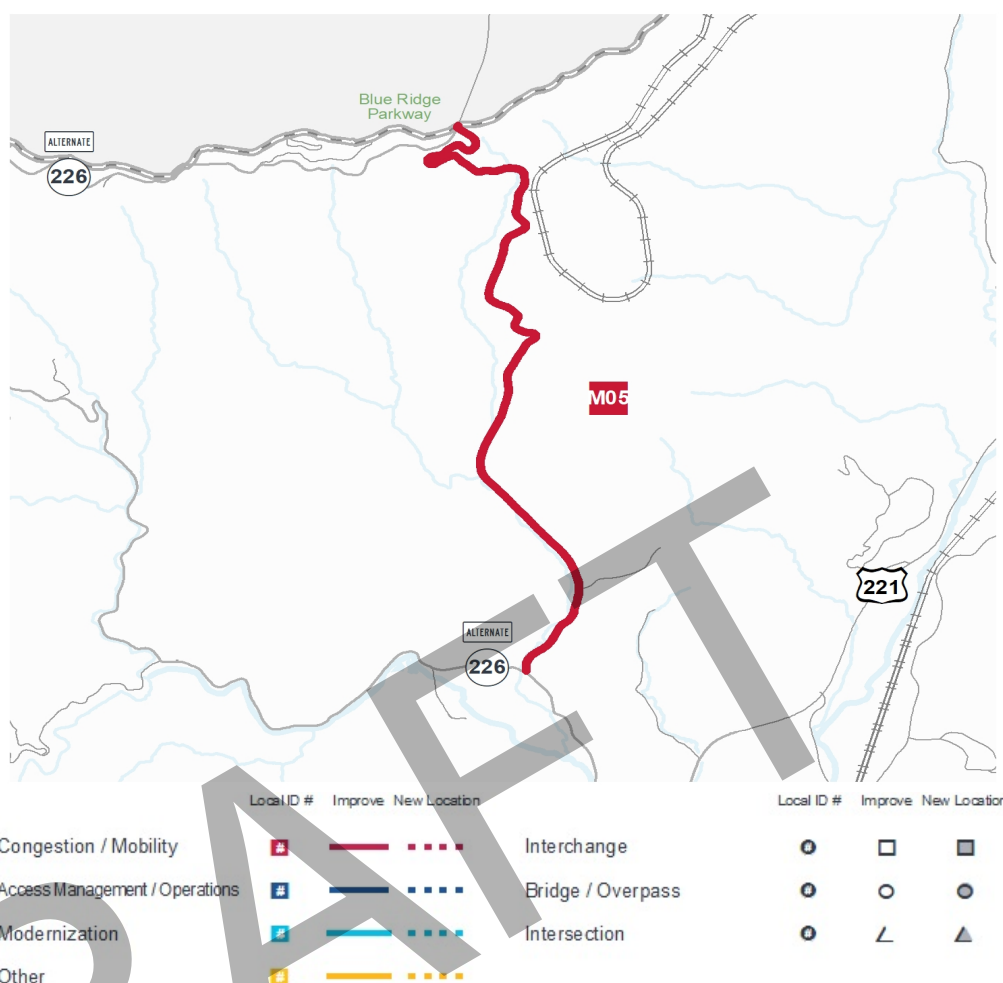
Local ID: MCDO30003-H

Purpose: **Mobility**Improvement: **Improve Existing****Identified Need**

NC 226 is a key corridor connecting Spruce Pine and other points north to Marion, the hospital, and I-40. For these reasons, mobility on this corridor up and down the mountain is crucial. In addition, climbing lanes are not consistently present.

Recommendation

Modernize roadway: widen lanes to 12 feet wide, add paved shoulder. Add climbing lanes on uphill portions to improve mobility and safety.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	03 A
Estimated Cost	-
Length (miles)	4.05
Existing ROW (feet)	50-200
Safety Risk Score	89-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	5600-6900	8400-9200	8400-9200
Capacity (vpd)	14100-15100	14100-15100	15000-15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

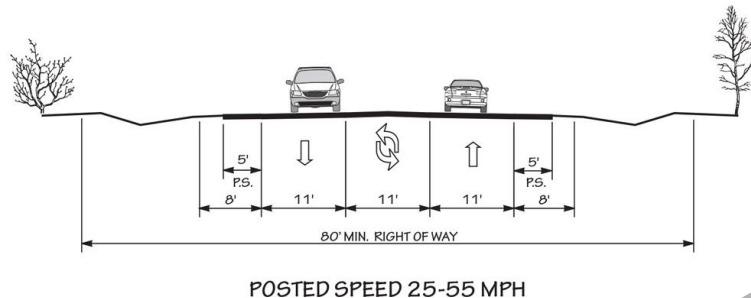


Typical Section Options:

03 A

TYPICAL SECTION No. 3A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS

**Project Overview****Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H090846.

This recommendation previously appeared as R-5112, part of the former Strategic Highway Corridor (SHC) initiative, which has since been superseded.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- The AE FEMA Flood Hazard zone(s)
- The Freshwater Emergent Wetland

The following managed area(s):

- The Blue Ridge Parkway

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 129 total crashes on the half-mile segments containing this recommendation. There were 3 fatal or severe injury crash(es), 33 moderate or minor injury crash(es), and 93 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580109 is considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

US-70

From: NC 80 | To: McDowell Junior High Rd (SR 1302)

Local ID: MCDO20001-H

Purpose: **Mobility**

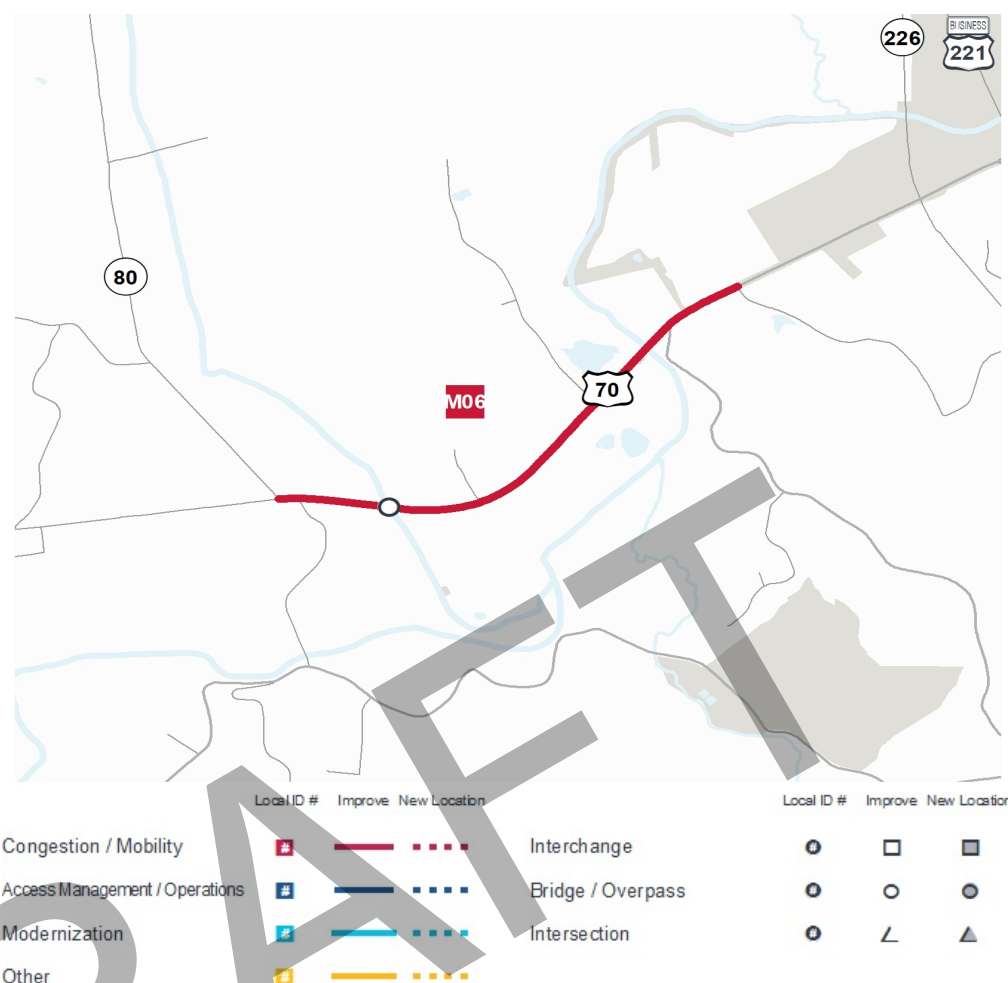
Improvement: **Widening**

Identified Need

US 70 west of Marion is projected to be near or over capacity, which thus creates congestion and mobility issues. This corridor is a key connection between Old Fort and Marion, lacks multimodal facilities, and is along the Fonta Flora State Trail.

Recommendation

Widen to 4 lanes, with median to improve mobility and relieve future congestion; sidepath on one side of road, bike lane and sidewalk on other side.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Estimated Cost	-
Length (miles)	1.3
Existing ROW (feet)	100
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	12000-14000	15000-15100	15000-15100
Capacity (vpd)	14100-25500	14100-25500	40100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2019

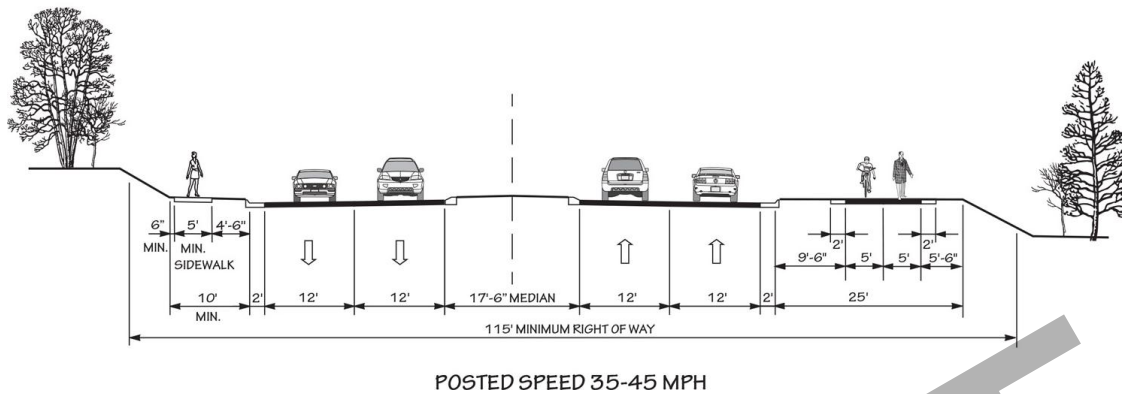


Typical Section Options:

None

TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH

**Project Overview****Project History and Prior Plans**

This recommendation previously appeared in the Marion CTP (2015) as a five-lane facility with no multimodal accommodations.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath, bike lane, and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 81 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 20 moderate or minor injury crash(es), and 61 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge numbers 580080 and 580096 are considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is less than 5%.

Sugar Hill Rd

From: Zion Hill Rd (SR 1137) | To: I-40
WB Ramp

Local ID: MCDO40002-H

Purpose: Congestion

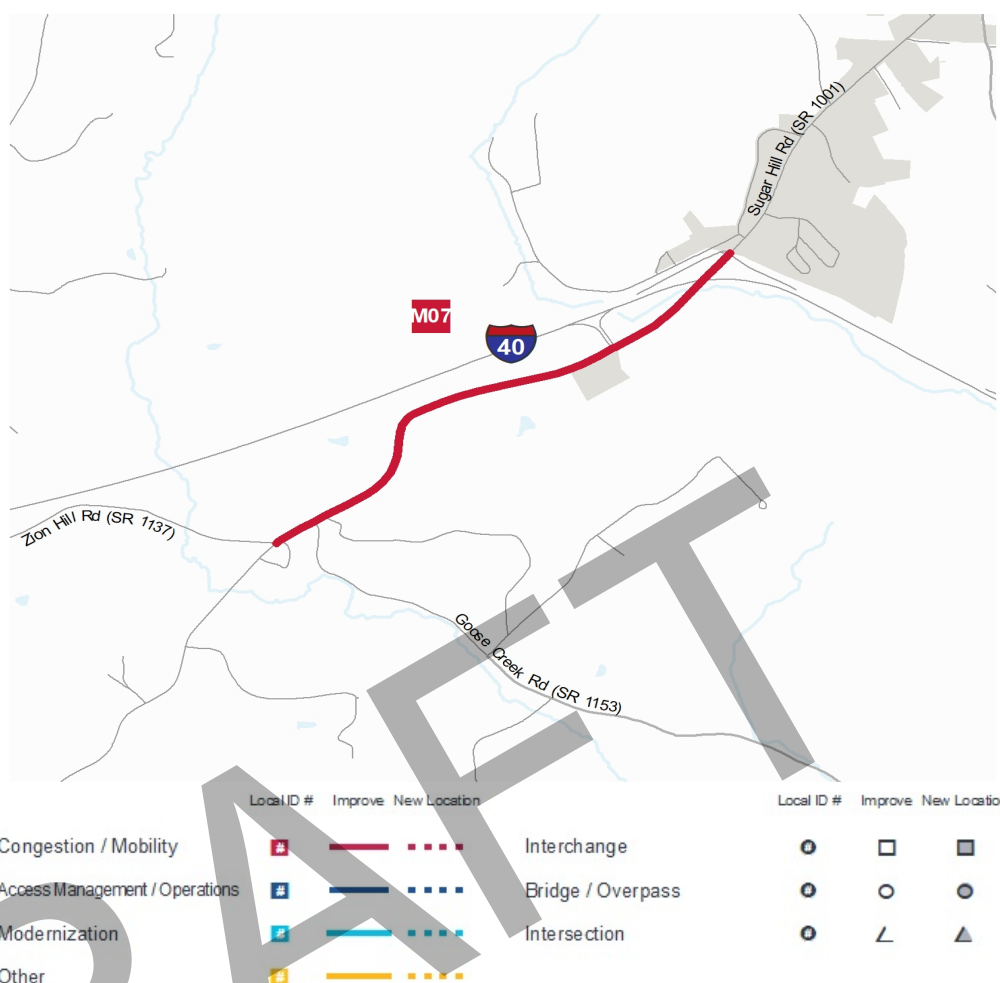
Improvement: Widening

Identified Need

Sugar Hill Rd is projected to be near capacity. This creates congestion and mobility issues, particularly near I-40. Additionally, multimodal elements are needed as it is a key route to the southwest of the county.

Recommendation

Widen to 4 lanes with median and bike lanes to improve mobility and relieve future congestion.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Estimated Cost	-
Length (miles)	1.35
Existing ROW (feet)	
Safety Risk Score	67-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	9500	13000	13000
Capacity (vpd)	13600	13600	39900

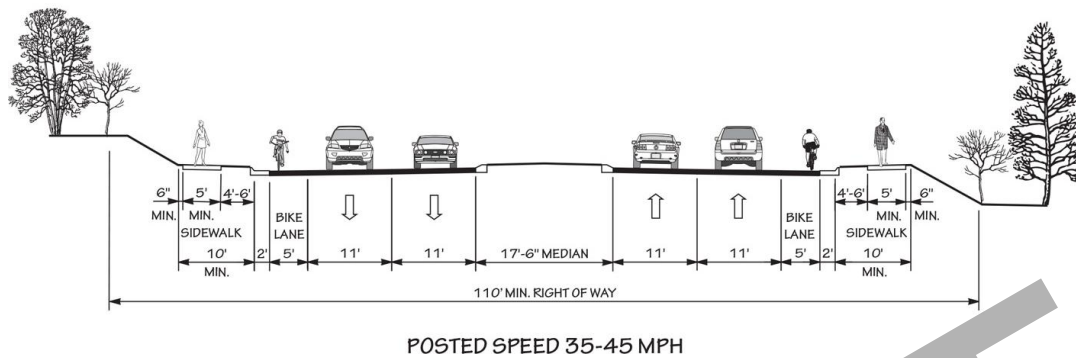
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2029
Facility will be Over Capacity (>=100%)	-



Typical Section Options:**TYPICAL SECTION No. 4G**

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS

**Project Overview****Project History and Prior Plans**

This recommendation previously appeared both in the McDowell County CTP (2013) and Marion CTP (2015) as a 5-lane facility, with sidewalk on both sides in the Marion planning boundary.

The bridge over I-40 was replaced with a new 3-lane bridge as part of STIP project U-5818, which also widened part of Sugar Hill Rd to 3 lanes and added sidewalk as far as the I-40 East ramp.

Multimodal Considerations

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by relieving congestion, which will provide an efficient transportation system and enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.
- Other Race population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Relationship to Land Use

Per the city of Marion Land Use Plan (2012), this recommendation passes through or is directly adjacent to area(s) zoned: General Business. Outside of the city limits, this recommendation passes through areas that can be characterized as generally rural/small town residential, with some light industry and commercial uses.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 123 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 37 moderate or minor injury crash(es), and 86 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

US 221 Business (Rutherford Rd)

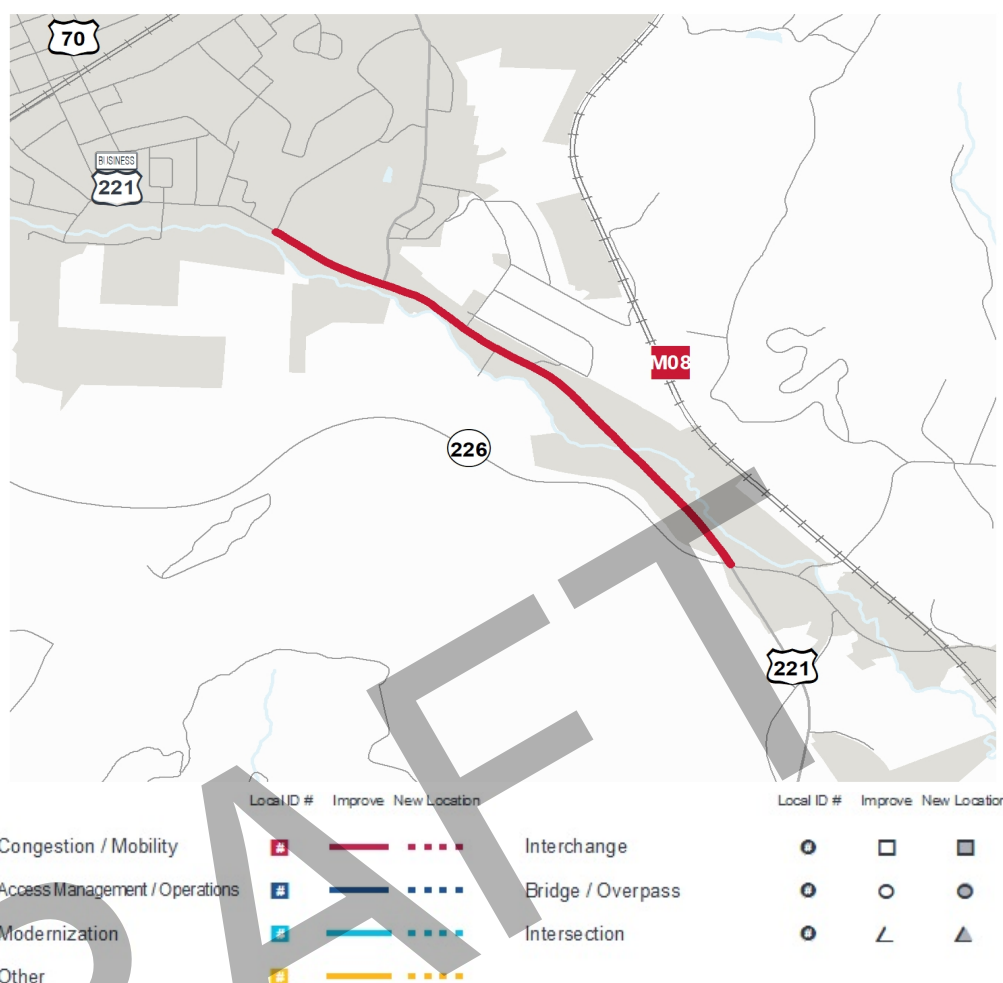
From: NC 226 | To: Georgia Ave

Local ID: **U-5835**Purpose: **Congestion**Improvement: **Widening****Identified Need**

US 221 Bus. (Rutherford Rd) is projected to be over capacity, creating congestion and inhibiting mobility on this corridor.

Recommendation

Widen to 3 lanes, with center turn lane to improve mobility and relieve congestion; sidewalk on one side. Currently programmed in the 2020-2029 STIP for ROW in 2023 and construction in 2025.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Estimated Cost	-
Length (miles)	1.48
Existing ROW (feet)	50
Safety Risk Score	56-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	8800-11000	11300-14500	11300-14500
Capacity (vpd)	11600-23500	11600-23500	13600-23500

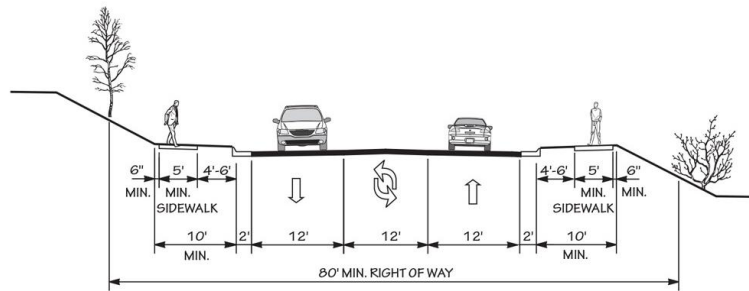
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2021



Typical Section Options:

None

TYPICAL SECTION No. 3B2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS

POSTED SPEED 25-45 MPH

Project Overview**STIP Project Schedule**

This STIP project is committed. The current STIP (as of July 2021 amendments) has scheduled this project for Right-of-Way acquisition beginning in Fiscal Year 2023, with construction scheduled to begin in Fiscal Year 2026.

Multimodal Considerations

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by relieving congestion, which will provide an efficient transportation system and enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally

under served populations. The following were identified:

- Hispanic/Latino population between 25 and 50%.
- Native American population between 5 and 25%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 93 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 28 moderate or minor injury crash(es), and 65 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is less than 5%.

Bat Cave Rd

From: Old Fort Sugar Hill Rd (SR 1135) |
To: I-40 WB Ramp

Local ID: MCDO40006-H

Purpose: Congestion

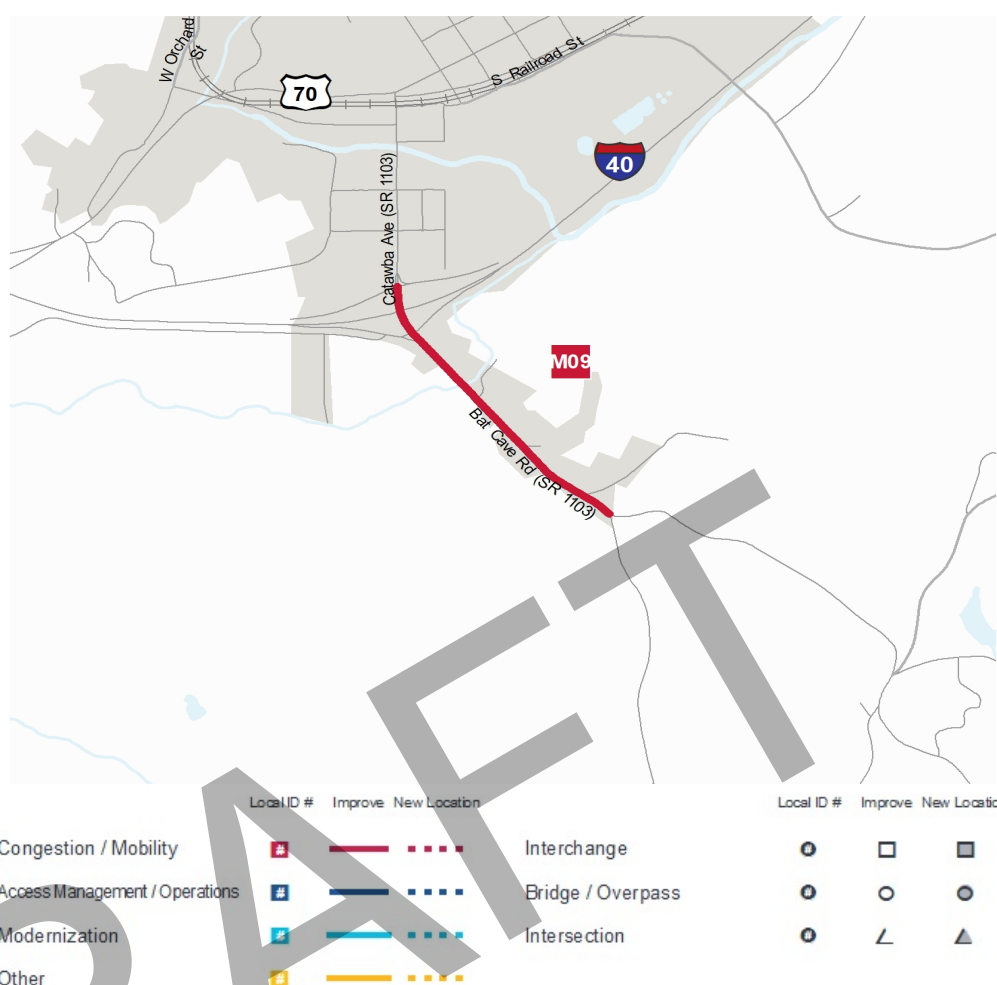
Improvement: Widening

Identified Need

Bat Cave Rd between I-40 and Old Fort Sugar Hill Rd is a 2-lane road, projected to be over capacity. The bridge over the Catawba River is also narrow and insufficient for the current traffic volumes.

Recommendation

Widen to 3 lanes, with center turn lane and curb & gutter to relieve congestion; replace bridge over Catawba River; improve intersection with I-40 ramps & Catawba River Rd; add bike lanes on whole length; sidewalk from Catawba River to I-40 WB Ramp.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 A, 02 E
Estimated Cost	-
Length (miles)	0.62
Existing ROW (feet)	
Safety Risk Score	56-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	6400-8400	7600-9700	7600-9700
Capacity (vpd)	9200-9500	9200-9500	13600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2017
Facility will be Over Capacity (>=100%)	2036

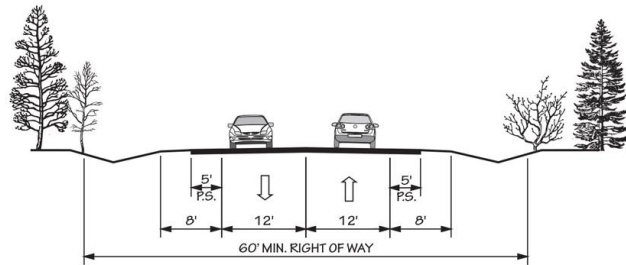


Typical Section Options:

02 A, 02 E

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the McDowell County CTP (2013) as a 3-lane facility with no multimodal accommodations.

Multimodal Considerations

At least some part of this recommendation includes proposed bike lane and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by relieving congestion, which will provide an efficient transportation system and enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more

Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

This recommendation passes through areas that can be characterized as generally industrial and commercial, with some residential use.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 12 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 9 property damage only crash(es).

Deficient Bridges

Bridge number 580267 is considered structurally deficient. Bridge number 580267 is considered functionally obsolete.

US-221

From: Toms Creek Rd (SR 1434) | To:
start of 4 lane section of US 221 (NE of
DC Johnson Rd)

Local ID: **MCDO20004-H**

Purpose: **Access**

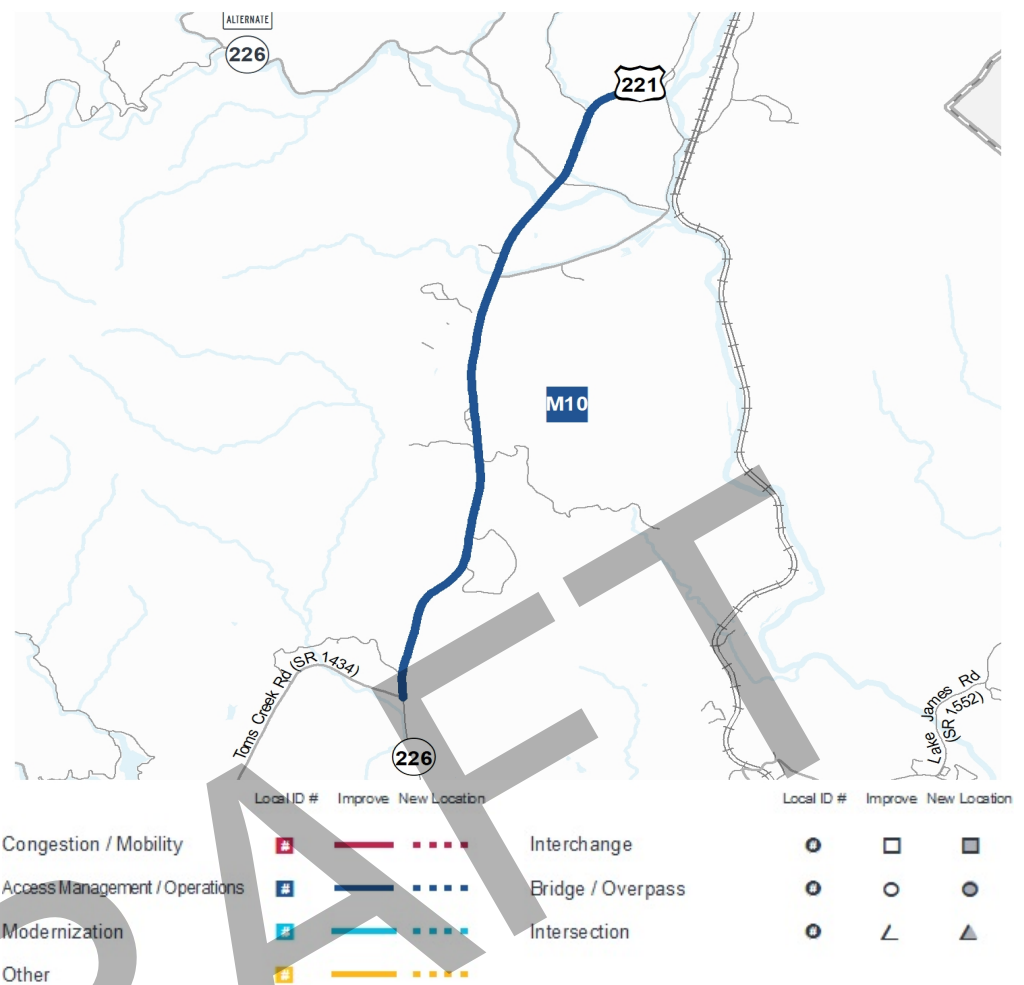
Improvement: **Improve Existing**

Identified Need

US 221/NC 226 is currently a five-lane facility in a rural area. It joins with a four-lane divided section north of DC Johnson Rd. There are mobility and safety issues caused by the center turn lane on a high-speed facility.

Recommendation

Remove center turn lane and add median and bike lanes to improve mobility and safety.

**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 G
Section Options	-
Estimated Cost	-
Length (miles)	5.05
Existing ROW (feet)	80-150
Safety Risk Score	33-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	8800-14000	9100-21900	9100-21900
Capacity (vpd)	30200	30200	50400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

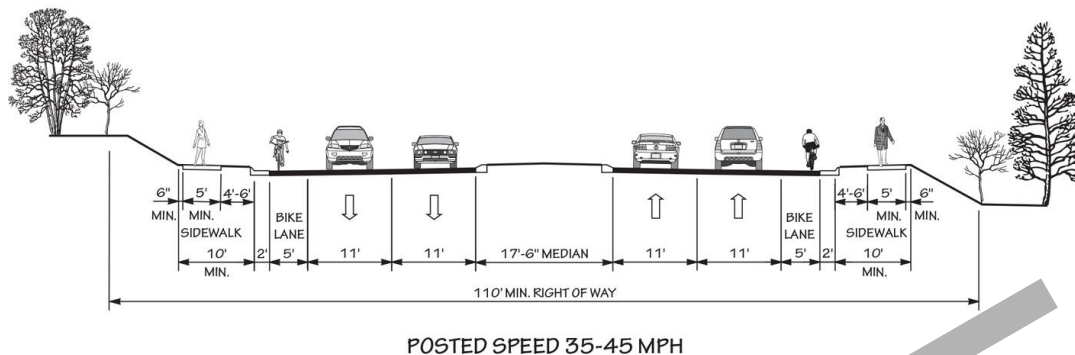


Typical Section Options:

None

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS

**Project Overview****Project History and Prior Plans**

This recommendation previously appeared in the McDowell County CTP (2013) as a 4-lane divided facility with no multimodal accommodations.

Multimodal Considerations

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Craig-Freeman House (Approximate site)
- One or more Place(s) of Worship.
- Wild Trout Waters
- The Mountains to Sea Trail
- A Fault line

- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

The following managed area(s):

- Pisgah National Forest - Grandfather Ranger District

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 20 and 50%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

This recommendation passes through areas that can be characterized as generally industrial and commercial, particularly around Toms Creek Rd and the Woodlawn area, with some rural and small town residential uses. The land uses are fairly intermixed.

Additional Data**Crash Data**

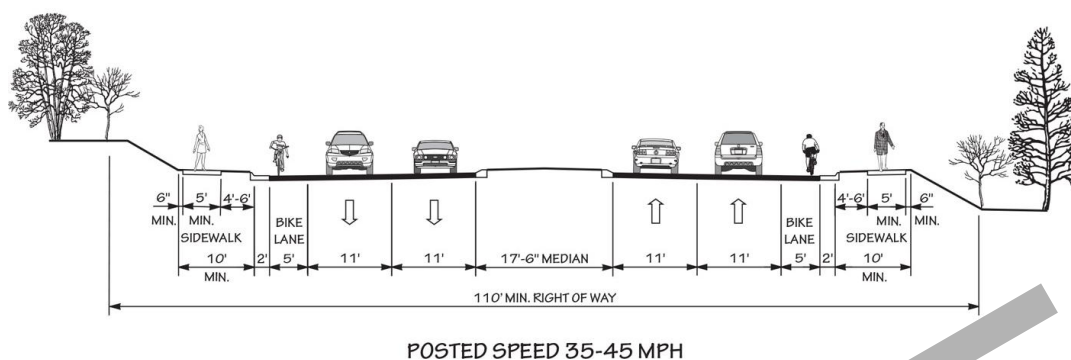
Between January 2014 and December 2018, there were 117 total crashes on the half-mile segments containing this recommendation. There were 5 fatal or severe injury

Typical Section Options:

None

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



crash(es), 38 moderate or minor injury crash(es), and 74 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

N Main St (US 70 & 221 Bus.)

From: New St | To: US 70/Main St split (north)

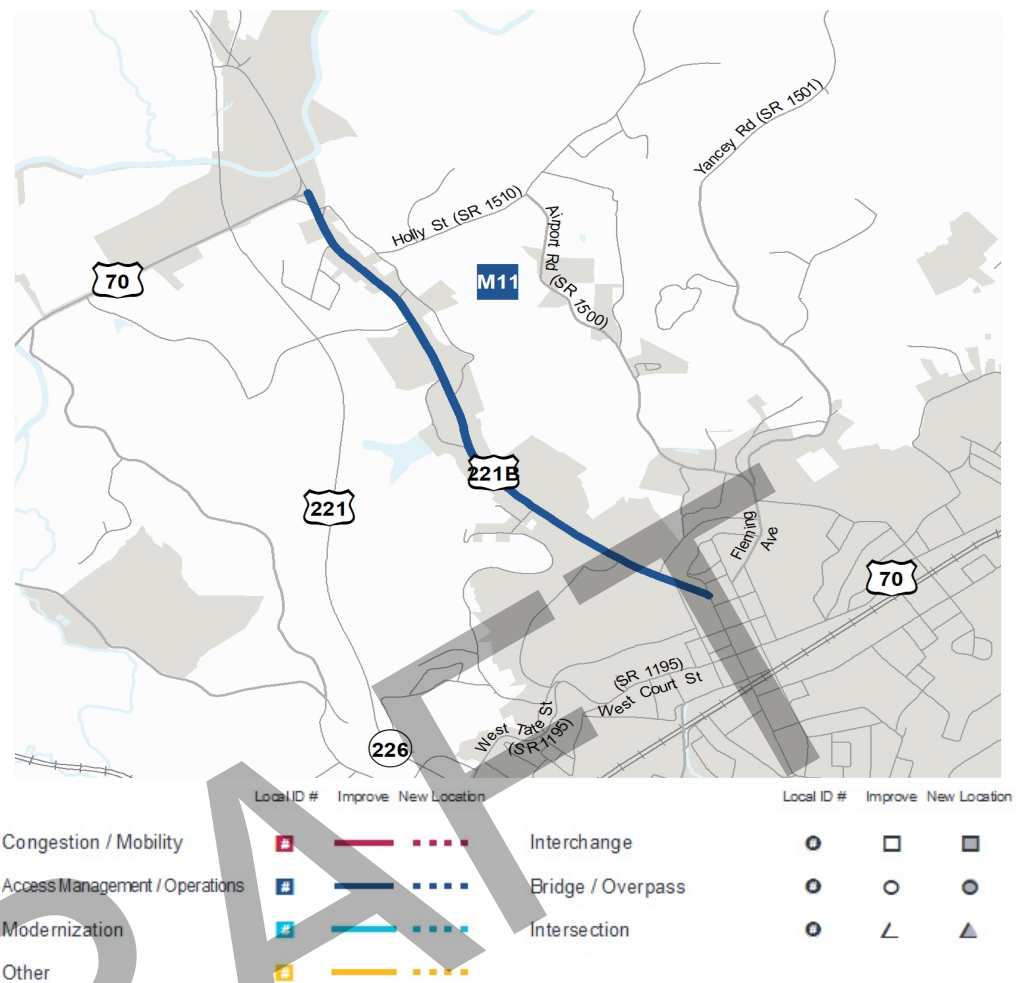
Local ID: MCDO20003-H

Purpose: **Mobility**Improvement: **Improve Existing****Identified Need**

N Main St is a five-lane facility. However, given the nearby US 221 bypass, it is not projected to have traffic nearing capacity. This corridor is seen as a gateway on the Fonta Flora State Trail and as such, multimodal elements are a must. Business access is also a concern.

Recommendation

Reduce from 5 lanes to 4 (with median); add sidepath to one side, bike lane and sidewalk to other side; improve mobility, safety and multimodal connectivity.

**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Estimated Cost	-
Length (miles)	1.87
Existing ROW (feet)	100
Safety Risk Score	56-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	11000-17000	12000-20500	12000-20500
Capacity (vpd)	10000-25500	10000-25500	29300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

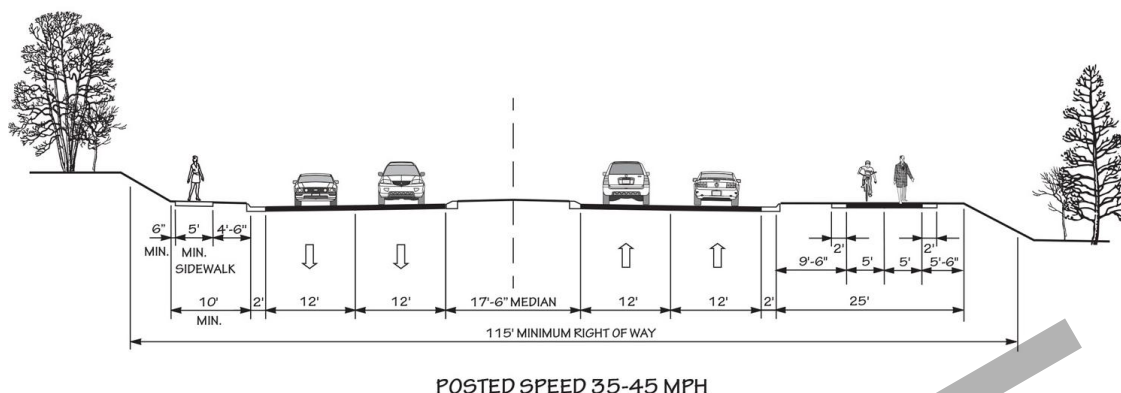


Typical Section Options:

None

TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH

**Project Overview****Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath, bike lane, and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Public Involvement and Survey Response

N Main St was commented on 4 times, each noting the need for bike/ped facilities and the proposed road diet. The area around the Junior High School and High School area, including intersections on N Main St, was commented on 7 times, noting the congestion and traffic that occurs near the schools.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Thomas Henderson House
- Main Street Historic District.

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.

Relationship to Land Use

Per the city of Marion Official Land Use Plan (2012), this recommendation passes through or is directly adjacent to area(s) zoned: General Business, Industrial, Central Business, Neighborhood Residential, Multi-Family Residential, Single-Family Residential.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 270 total crashes on the half-mile segments containing this recommendation. There were 3 fatal or severe injury crash(es), 59 moderate or minor injury crash(es), and 208 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

West Henderson St

From: US 221 | To: Burgin St

Local ID: MCDO40003-H

Purpose: Access

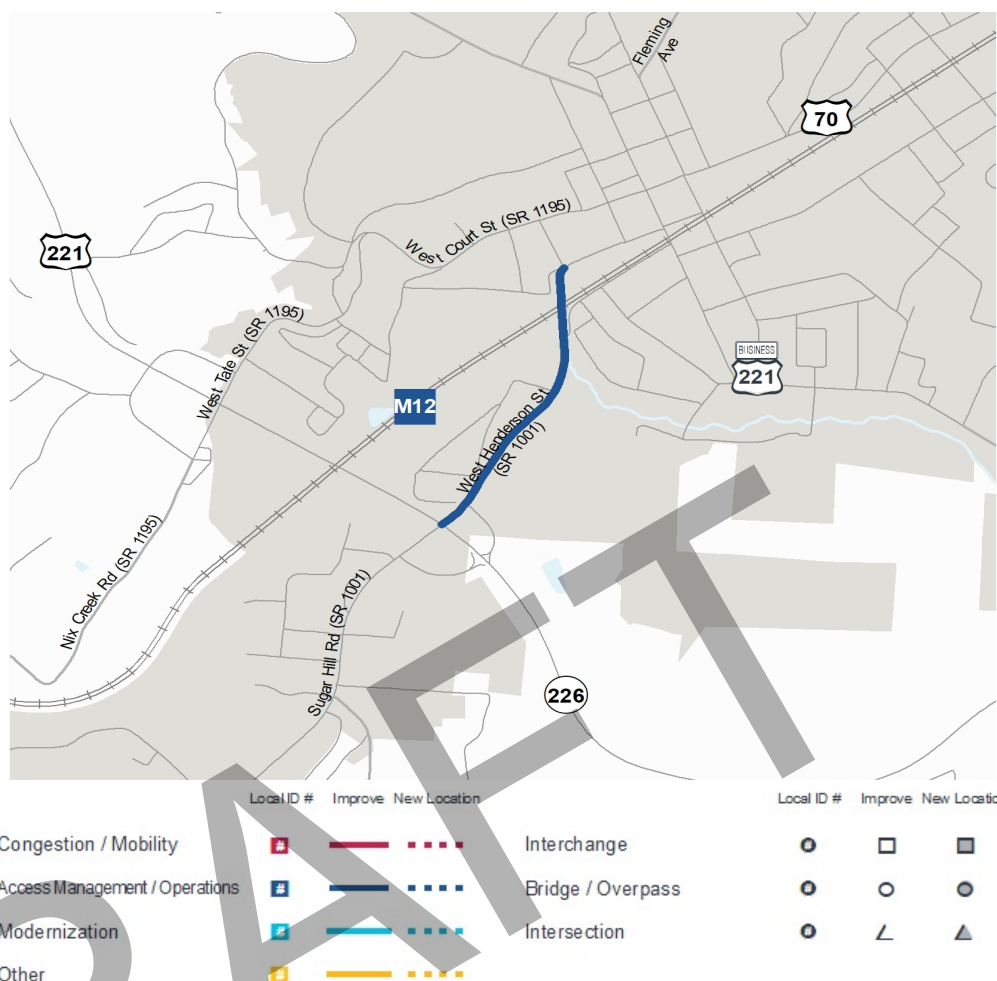
Improvement: Improve Existing

Identified Need

W Henderson St is currently a 4-lane, undivided facility. It is not projected to be near capacity in the future year. It is a gateway to downtown Marion, but lacks multimodal facilities on much of its length.

Recommendation

Reduce from 4 lanes to 3 (center turn lane) to improve safety and mobility; add sidewalks and bike lanes throughout; multi-use path from US 221 to Railroad St.

**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	03 C
Estimated Cost	-
Length (miles)	0.64
Existing ROW (feet)	120
Safety Risk Score	56-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare 2-lane
Travel Lanes	4	4	2
Volume (vpd)	12000	12000	12000
Capacity (vpd)	23500	23500	13600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

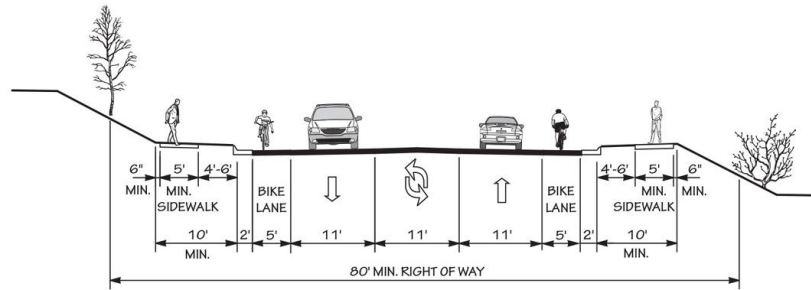


Typical Section Options:

03 C

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview**Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H191386.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath, bike lane, and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

Depot Historic District.

- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more

Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Relationship to Land Use

Per the city of Marion Land Use Plan (2012), this recommendation passes through or is directly adjacent to area(s) zoned: Mixed Use Residential, General Business, Industrial, Central Business.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 128 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 32 moderate or minor injury crash(es), and 96 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge numbers 580351 and 580333 are considered functionally obsolete.

US-70

From: McDowell Junior High Rd (SR 1302) | To: N Main St (US 221 Bus.)

Local ID: MCDO20002-H

Purpose: Access

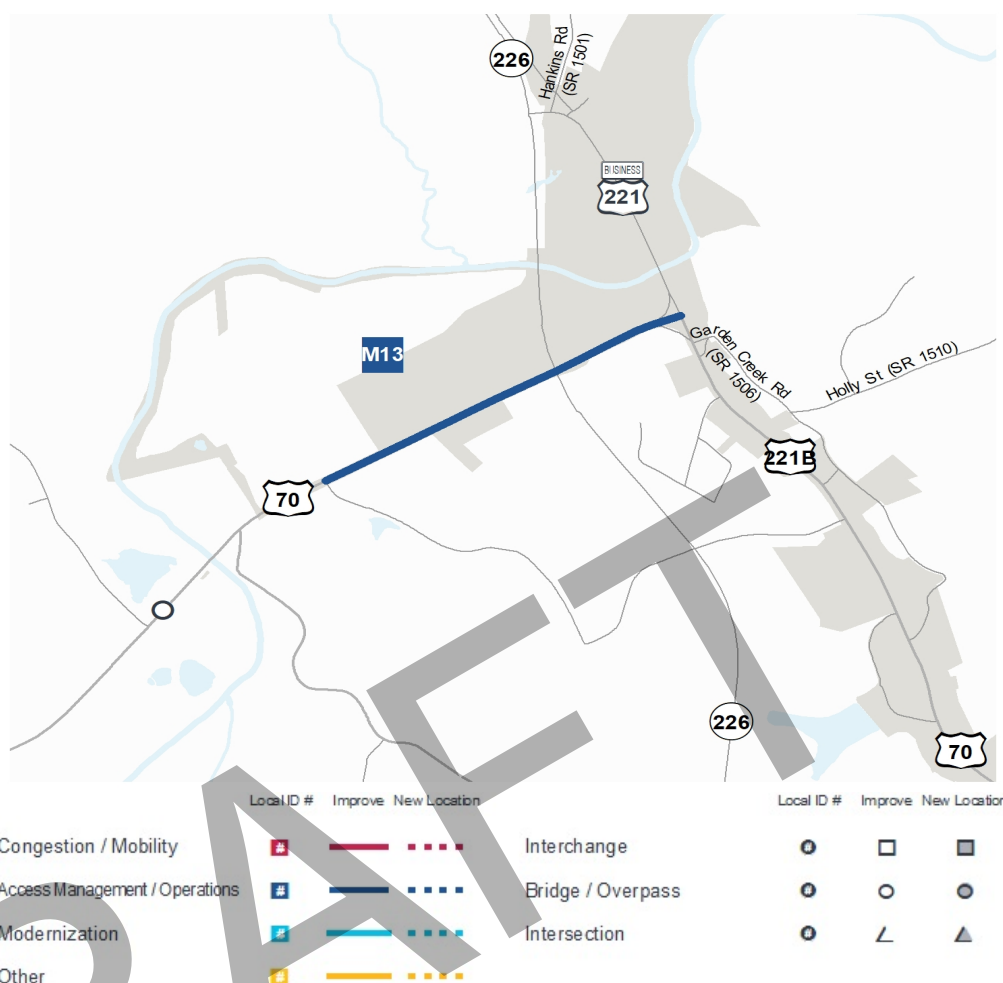
Improvement: Improve Existing

Identified Need

US 70 from the West McDowell Middle School and the McDowell-Marion High School entrance to N Main St is projected to be nearing capacity, which thus creates congestion and mobility issues.

Recommendation

Intersection improvements at McDowell Jr High Rd, US 221 to improve mobility and safety, and relieve congestion; adjust signals; add sidewalk to one side of road.

**Proposal At A Glance**

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 L
Section Options	-
Estimated Cost	-
Length (miles)	0.74
Existing ROW (feet)	100
Safety Risk Score	44-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	10000-14000	10300-19300	10300-19300
Capacity (vpd)	23500	23500	31600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

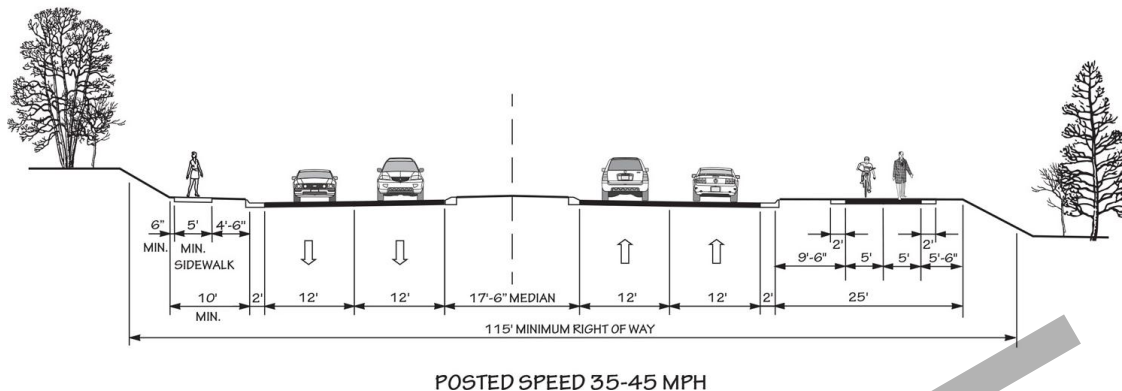


Typical Section Options:

None

TYPICAL SECTION No. 4L

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH

**Project Overview****Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath, bike lane, and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by relieving congestion, which will provide an efficient transportation system and enhance mobility.

Public Involvement and Survey Response

The area around the Junior High School and High School area, including intersections on US 70, was commented on 7 times, noting the congestion and traffic that occurs near the schools.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Pleasant Garden (Col. Joseph McDowell House).
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 82 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 18 moderate or minor injury crash(es), and 63 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is less than 5%.

Fleming Ave & Airport Rd

From: N Garden St | To: Holly St (SR 1510)

Local ID: MCDO40022-H

Purpose: Facility Deficiencies

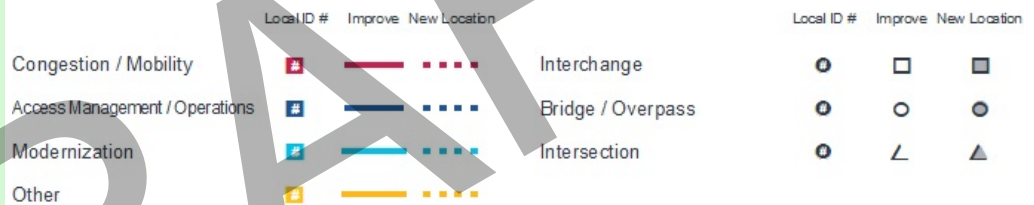
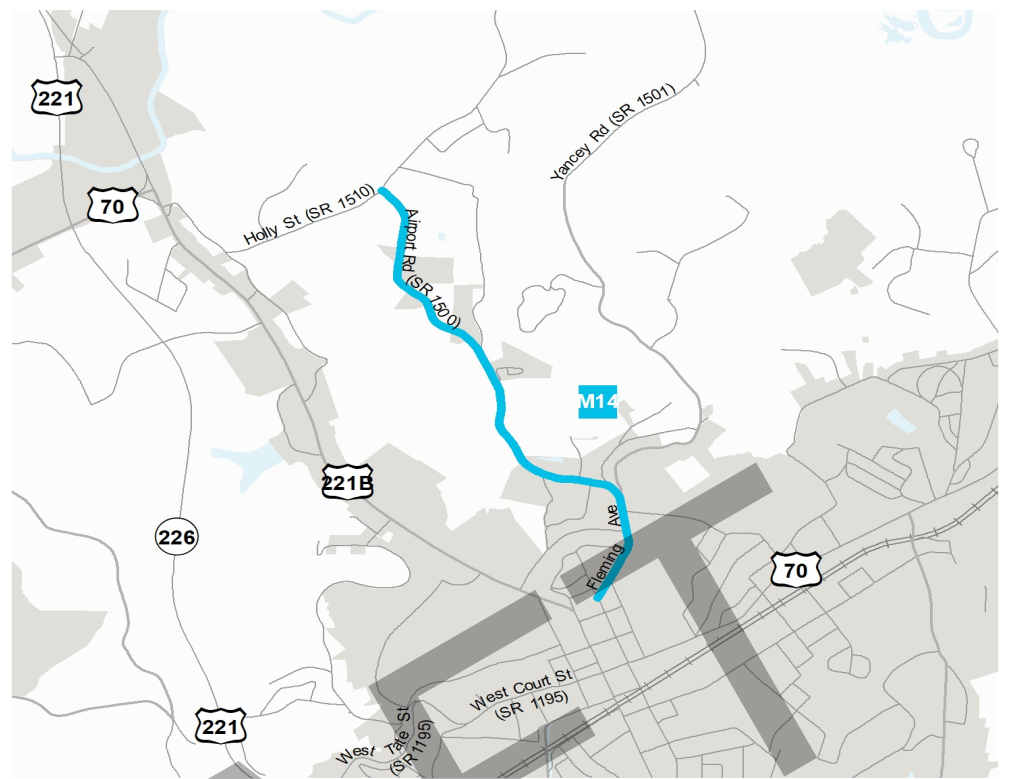
Improvement: Improve Existing

Identified Need

Fleming Ave and Airport Rd are currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernize Roadway; add bike lanes & sidewalk to improve mobility, safety and multimodal connectivity.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 E
Estimated Cost	-
Length (miles)	1.69
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1500-2500	2100-2600	2100-2600
Capacity (vpd)	9200-10000	9200-10000	10000-10100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

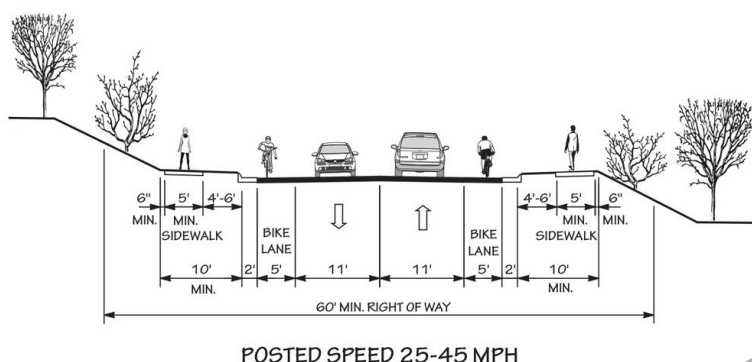


Typical Section Options:

02 E

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview**Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H191388.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath, bike lane, and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 25 and 50%.
- Other Race population between 25 and 50%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 10 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 9 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Yancey Rd

From: Marion Planning Boundary | To:
Lentz Rd (SR 1550)

Local ID: MCDO40023-H

Purpose: Facility Deficiencies

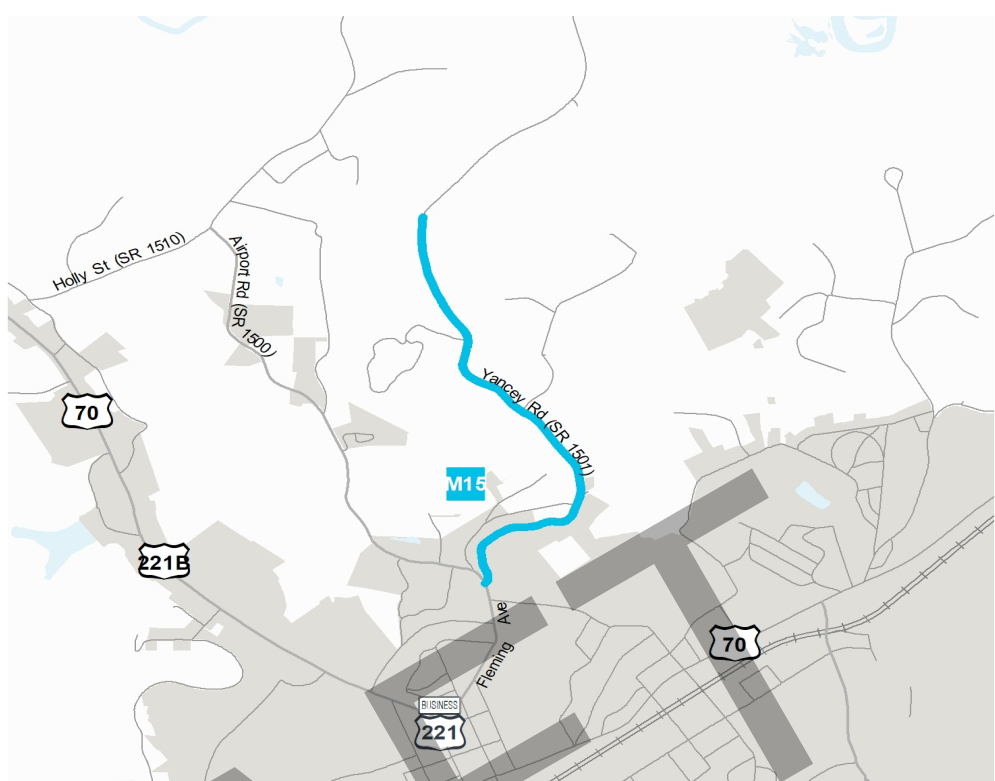
Improvement: Improve Existing

Identified Need

Yancey Rd is currently 16 feet wide pavement (two 8 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety. Yancey Rd has been identified as the route of the Fonta Flora State Trail.

Recommendation

Modernize Roadway: Widen lanes from 8 feet to 11 feet wide to improve mobility, safety and multimodal connectivity; sidepath (Fonta Flora State Trail); in Great Trails State network.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility		Interchange			
Access Management / Operations		Bridge / Overpass			
Modernization		Intersection			
Other					

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 N
Section Options	02 N
Estimated Cost	-
Length (miles)	1.33
Existing ROW (feet)	
Safety Risk Score	44

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1100	1200	1200
Capacity (vpd)	9200-13600	9200-13600	10100-14900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

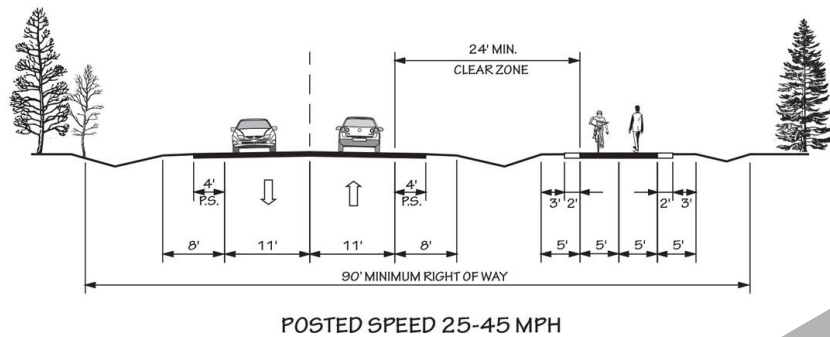


Typical Section Options:

02 N

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH

**Project Overview****Project History and Prior Plans**

This recommendation previously appeared in the Marion CTP (2015), recommending to widen lanes from 8 feet to 12 feet wide.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Title VI Considerations**

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 25 and 50%.
- Other Race population between 25 and 50%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 25 and 50%.

- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 5 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 3 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Baldwin Ave

From: Rutherford Rd (US 221 Bus.) | To:
E Court St (US 70)

Local ID: MCDO40028-H

Purpose: Facility Deficiencies

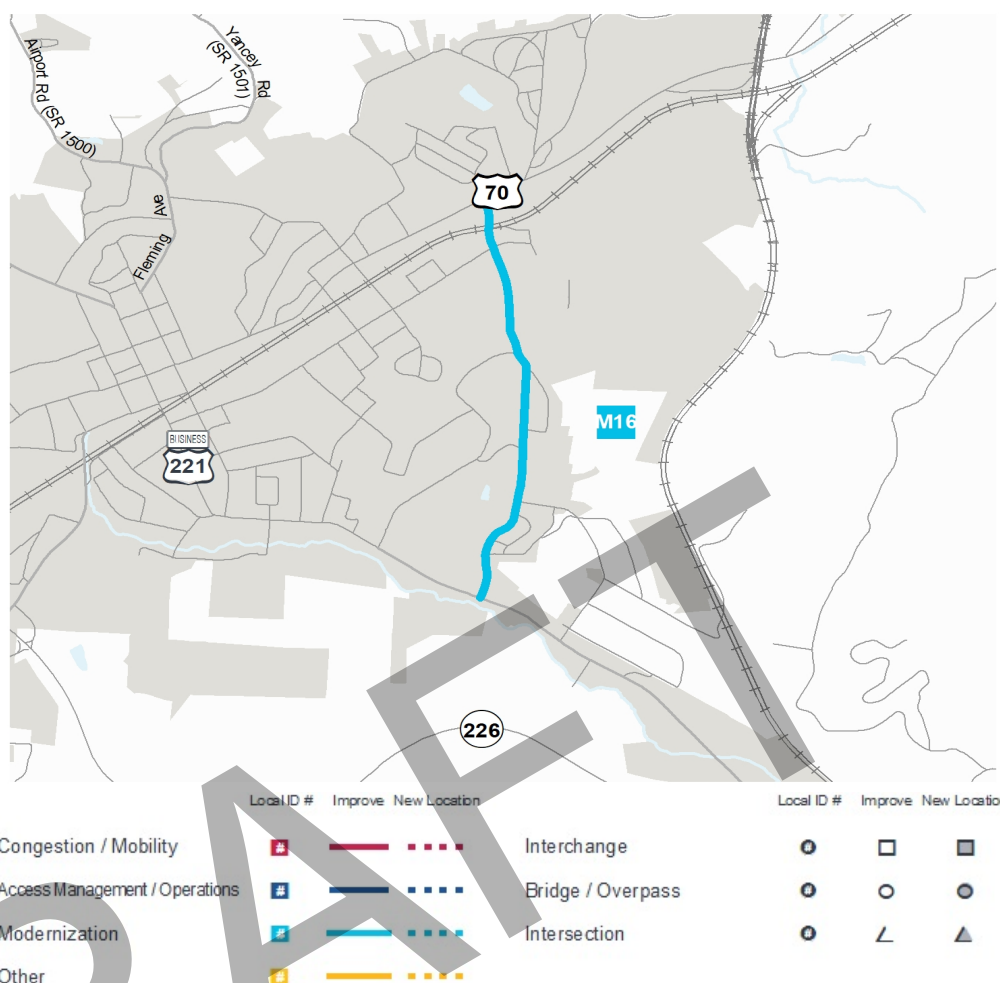
Improvement: Improve Existing

Identified Need

Baldwin Ave currently is 16 feet wide (two 8 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernize Roadway: Widen lanes from 8 feet to 11 feet wide to improve mobility, safety and multimodal connectivity; sidewalk to both sides from Peavine Rail Trail to US 70 (Court St); sidepath from Rutherford Rd to Peavine Rail Trail.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 E
Estimated Cost	-
Length (miles)	1.22
Existing ROW (feet)	
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	4200-4700	4400-5500	4400-5500
Capacity (vpd)	10200	10200	10200-10900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

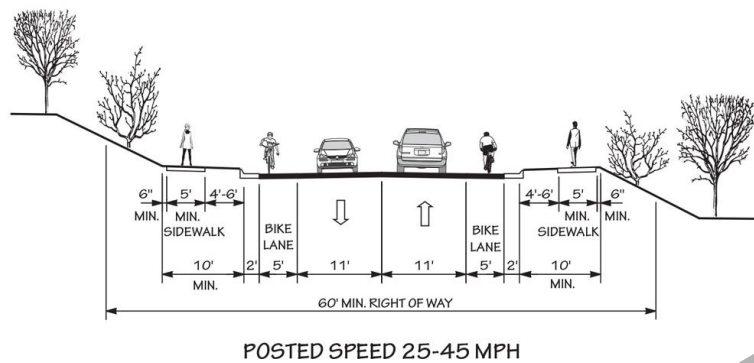


Typical Section Options:

02 E

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

**Project Overview****Project History and Prior Plans**

This recommendation previously appeared in the Marion CTP (2015), recommending to widen lanes from 9 feet to 12 feet wide, with sidewalks on both sides. It also separately recommended to grade separate the rail crossing.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath and sidewalk, though not necessarily together.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Catawba River watershed
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 25 and 50%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 12 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 4 moderate or minor injury crash(es), and 8 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Nix Creek Rd

From: Laurel Crossing Dr | To: US 221 SB Ramp (SR 1328)

Local ID: MCDO40012-H

Purpose: Facility Deficiencies

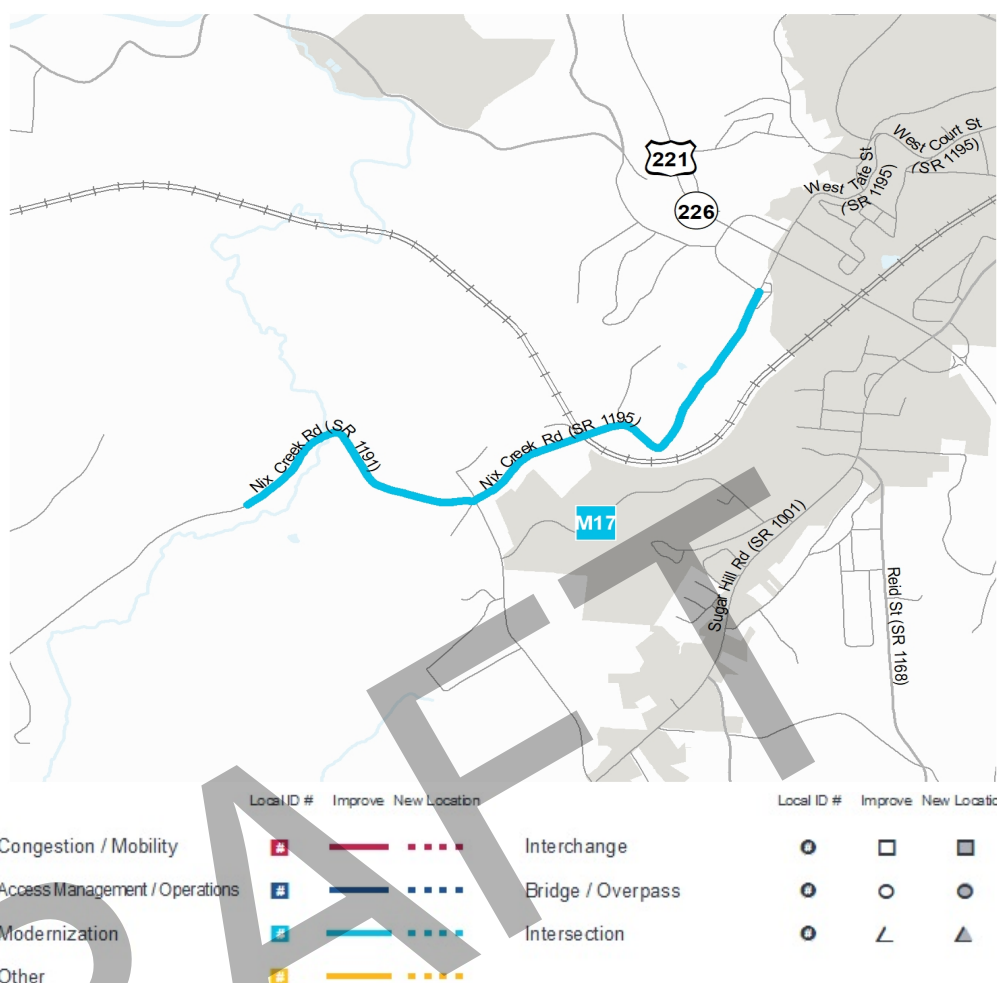
Improvement: Improve Existing

Identified Need

Nix Creek Rd is currently 16 feet wide on average (two 8 foot wide lanes), which thus creates congestion and mobility issues. It is also a key bike corridor to the west of Marion.

Recommendation

Modernize Roadway: Widen lanes from 8 feet to 12 feet wide, add paved shoulder and bike lanes to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.95
Existing ROW (feet)	60
Safety Risk Score	22-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1800-3300	1900-4000	1900-4000
Capacity (vpd)	9200-13200	9200-13200	10100-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

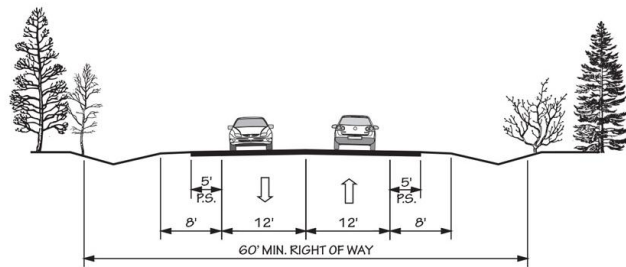


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.
- Other Race population between 5 and 25%.

- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 37 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 31 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Reid St & Ashworth Rd

From: Henderson St (SR 1001) | To: I-40

Local ID: MCDO40011-H

Purpose: Facility Deficiencies

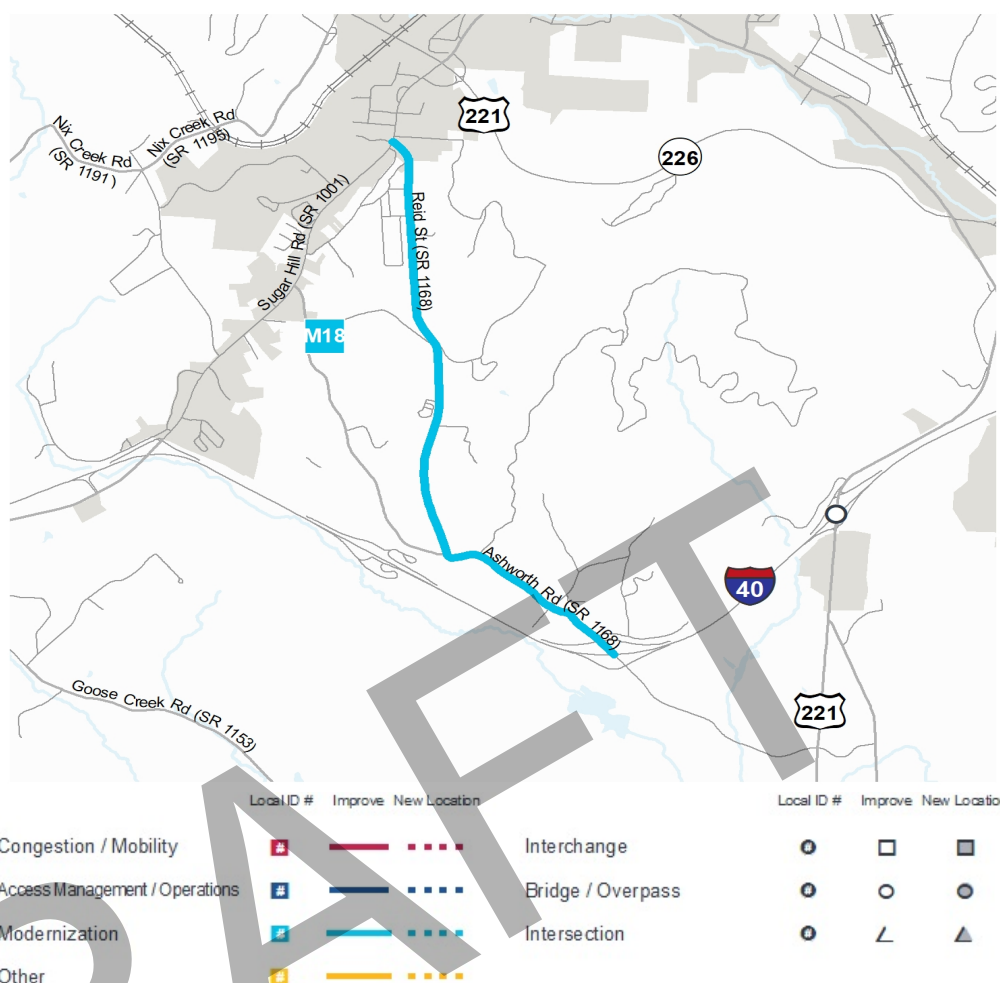
Improvement: Improve Existing

Identified Need

Reid St & Ashworth Rd are currently 16 feet wide on average (two 8 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernize Roadway: Widen lanes from 8 feet to 12 feet wide, add paved shoulder to improve safety and mobility; add sidewalk to both sides on Stroud/Reid Sts from Sugar Hill Rd to Elmer St.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 E, 02 A
Estimated Cost	-
Length (miles)	2.86
Existing ROW (feet)	60
Safety Risk Score	56-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1200-1600	1600-2000	1600-2000
Capacity (vpd)	9200-13200	9200-13200	10100-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

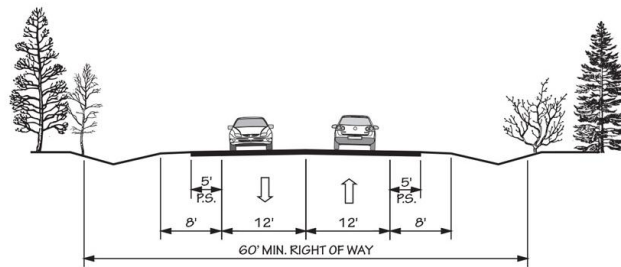


Typical Section Options:

02 E, 02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Marion CTP (2015) to widen lanes from 8 feet to 12 feet wide, with sidewalk on both sides from Kinsbury Dr to Sugar Hill Rd.

Multimodal Considerations

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Public Involvement and Survey Response

During the initial survey, Ashworth Rd was commented on twice, each noting the need for a modernization.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 31 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 25 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge numbers 580132 and 580162 are considered functionally obsolete.

US-221

From: end of 4-lane section west of North Cove School Rd | To: Old Linville Rd (SR 1560)

Local ID: MCDO20005-H

Purpose: Facility Deficiencies

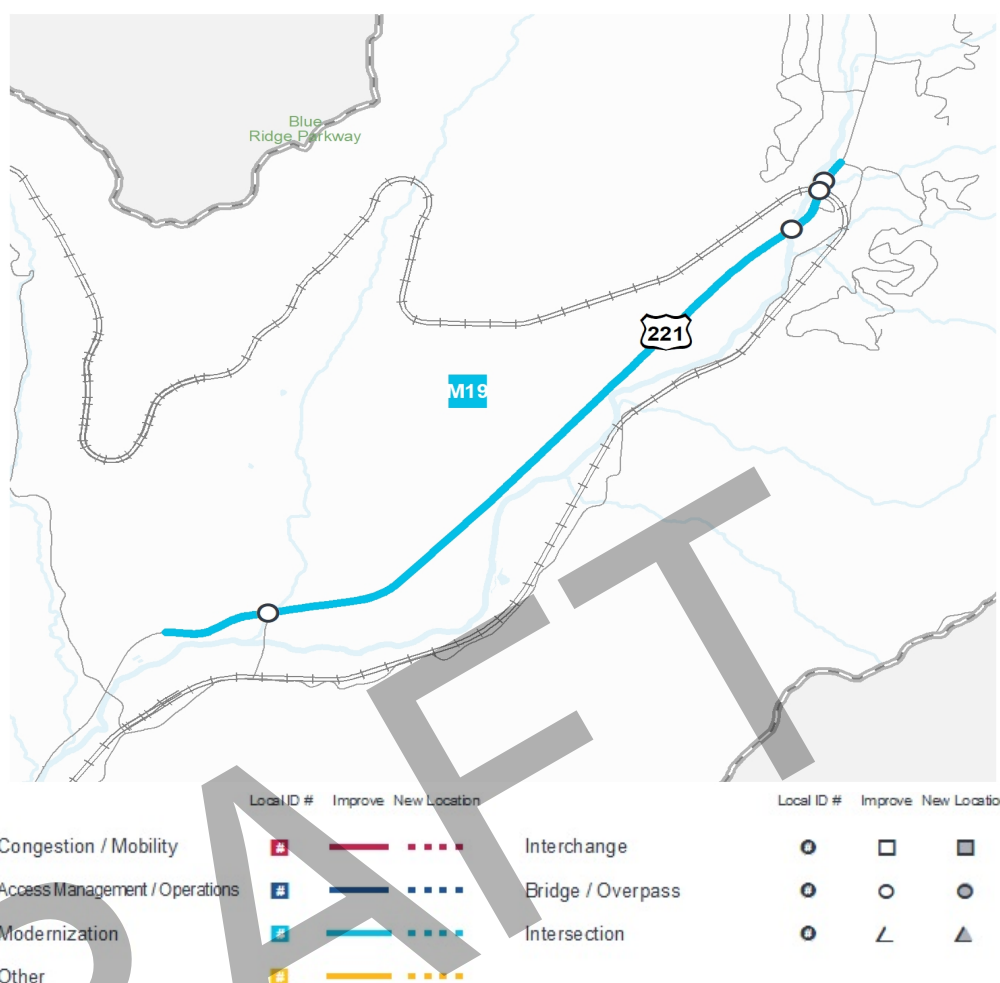
Improvement: Improve Existing

Identified Need

US 221 from the end of the 4 lane section near North Cove School Rd to Old Linville Rd is currently 20 feet wide on average (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes with bike lanes to improve safety, mobility and multimodal connectivity.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	4.54
Existing ROW (feet)	60-150
Safety Risk Score	22-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	3500-4000	5700-6500	5700-6500
Capacity (vpd)	13600-15100	13600-15100	14500-16100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

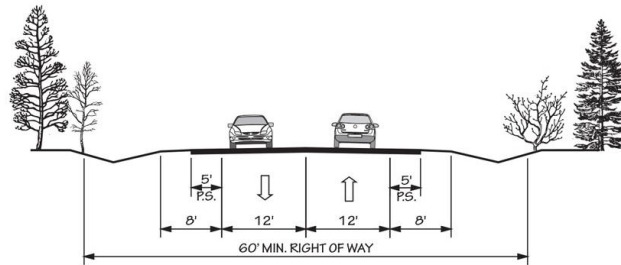


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared as R-2596B, part of the former Strategic Highway Corridor (SHC) initiative, which has since been superseded.

Multimodal Considerations

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Public Involvement and Survey Response

At the public involvement workshop, one comment was received noting the lack of a four-lane corridor on US 221 north of North Cove, which promise was based upon the old Strategic Highway Corridor initiative as previously noted.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- McCall-Hefner House

- Henry S. and Mary Jane E. Brown Farmstead.
- One or more Place(s) of Worship and/or Cemeteries.
- Hatchery Supported Trout Waters
- A Fault line
- The Catawba River watershed
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Asian population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 20 and 50%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 53 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 13 moderate or minor injury crash(es), and 38 property damage only crash(es).

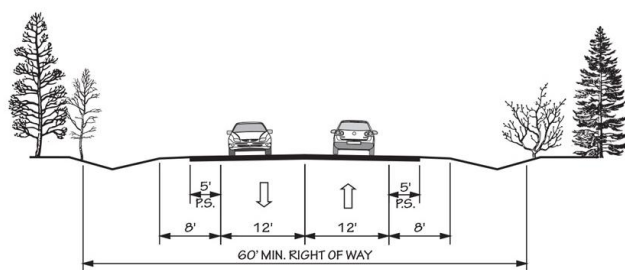
Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge numbers 580117, 580119,

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

580130, and 580129 are considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

NC-80

From: Toms Creek Rd (SR 1434) | To:
McDowell/Yancey Line

Local ID: MCDO30001-H

Purpose: Facility Deficiencies

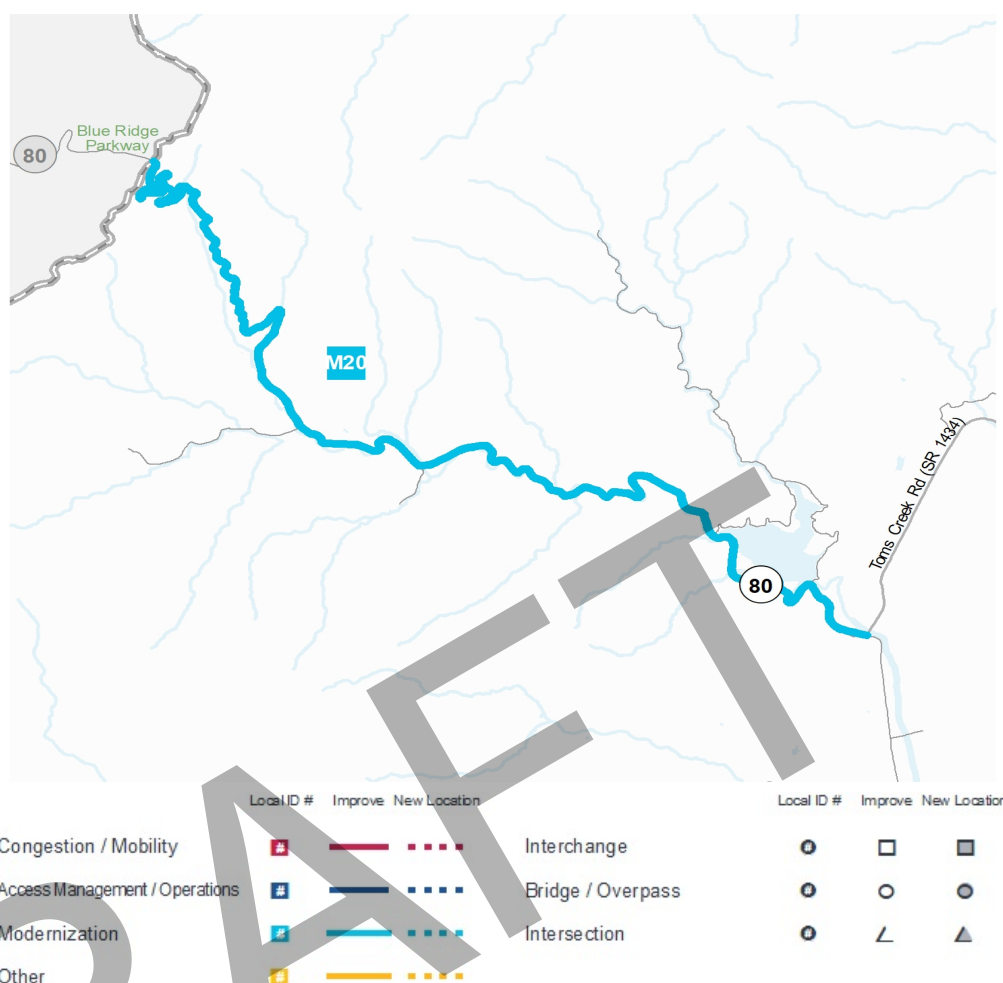
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 11 foot wide lanes and paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	02 B
Estimated Cost	-
Length (miles)	10.21
Existing ROW (feet)	60
Safety Risk Score	11-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	930	1400	1400
Capacity (vpd)	13600-14100	13600-14100	14500-15000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

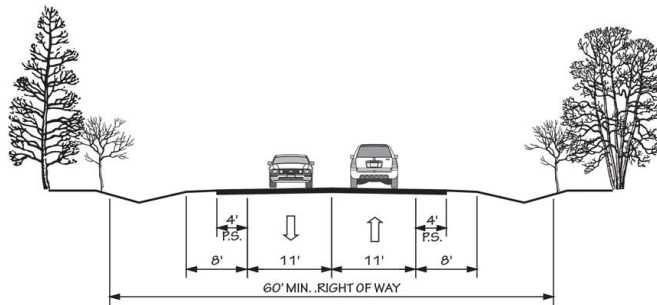


Typical Section Options:

02 B

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts

Impacts to Natural and/or Human Environment

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Lake Tahoma Office
- Blue Ridge Parkway
- Wild Trout Waters
- A Fault line
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- Pisgah National Forest - Grandfather Ranger District

- Foothills Conservancy of North Carolina Preserve
- Sunnyvale Slopes Registered Heritage Area
- The Blue Ridge Parkway

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data

Crash Data

Between January 2014 and December 2018, there were 61 total crashes on the half-mile segments containing this recommendation. There were 6 fatal or severe injury crash(es), 28 moderate or minor injury crash(es), and 27 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580023 is considered functionally obsolete.

Truck Traffic

Average truck traffic along this recommendation is less than 5%

NC-226A

From: NC 226 | To: NC 226

Local ID: MCDO30004-H

Purpose: Facility Deficiencies

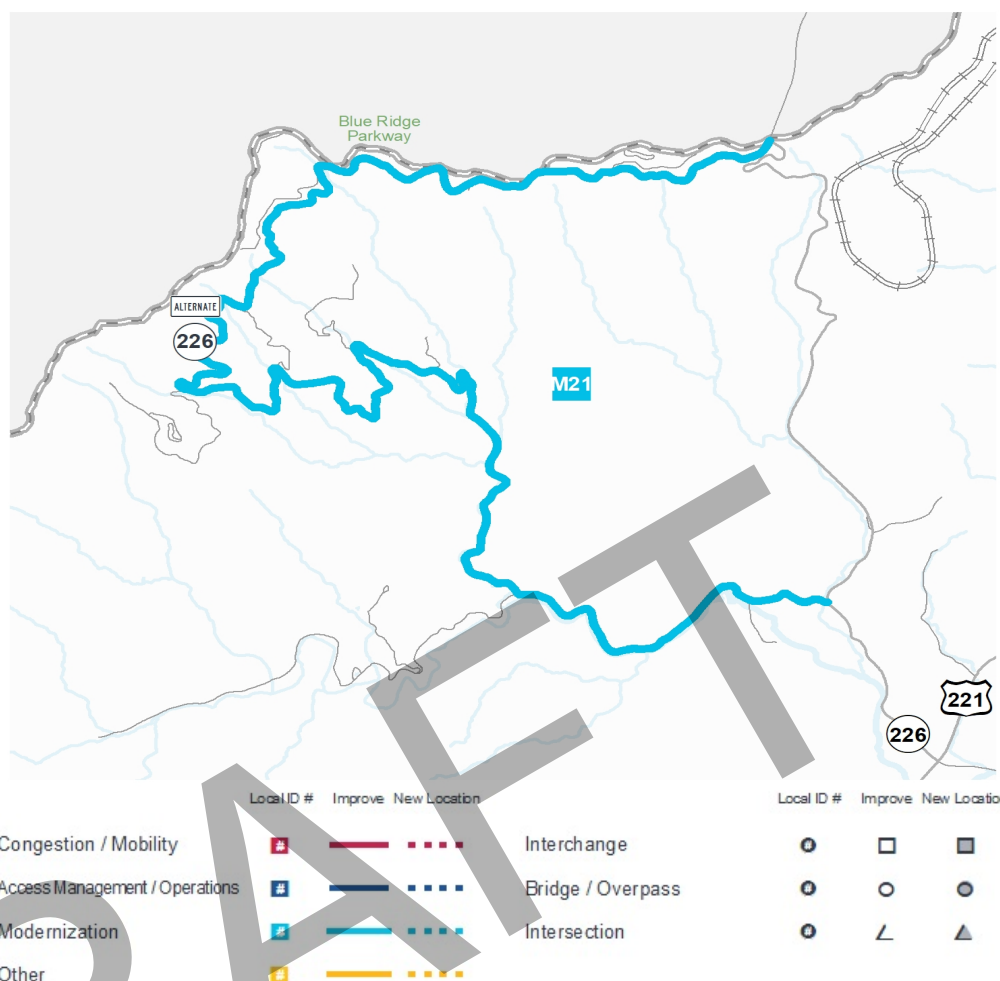
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 B
Estimated Cost	-
Length (miles)	12.36
Existing ROW (feet)	60
Safety Risk Score	11-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	170-790	200-1100	200-1100
Capacity (vpd)	10500-13200	10500-13200	11500-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

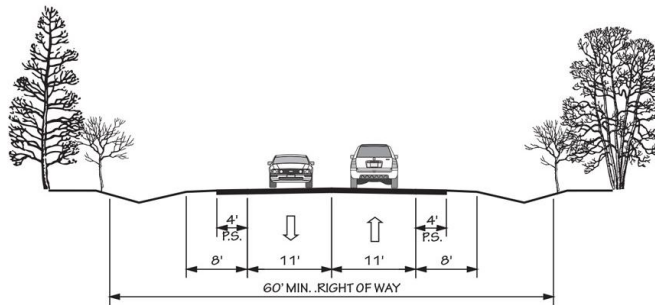


Typical Section Options:

02 B

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Reid-Brinkley House
- Switzerland Store
- Blue Ridge Parkway
- Hatchery Supported Trout Waters and Wild Trout Waters
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Emergent Wetland

The following managed area(s):

- Pisgah National Forest - Grandfather Ranger District
- NC Clean Water Management Trust Fund Funded Project
- The Blue Ridge Parkway

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 27 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 10 moderate or minor injury crash(es), and 15 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is less than 5%.

NC-126

From: US 70 | To: McDowell/Burke Line

Local ID: MCDO30002-H

Purpose: Facility Deficiencies

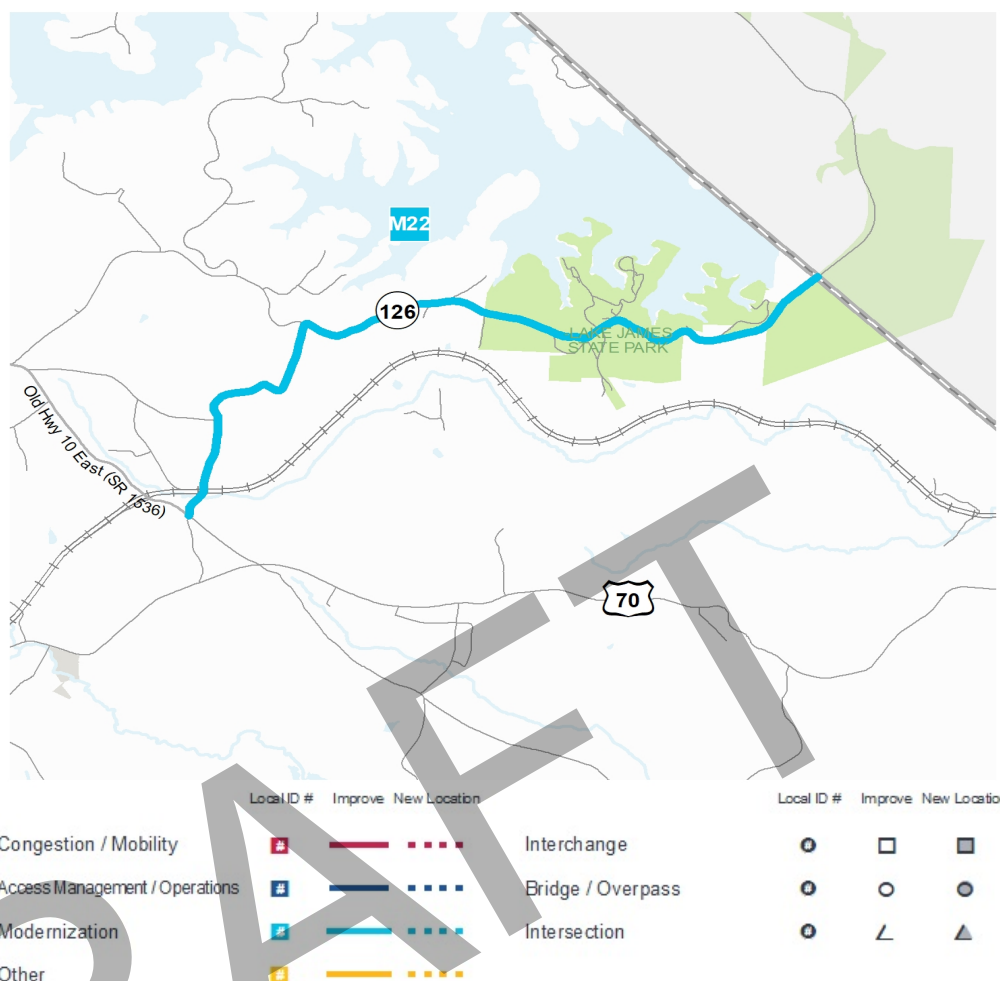
Improvement: Improve Existing

Identified Need

NC 126 is currently 18 feet wide on average (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernize roadway to 11 foot wide lanes. Add bike lanes to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	02 B
Estimated Cost	-
Length (miles)	3.51
Existing ROW (feet)	60-100
Safety Risk Score	22-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	870-2100	1000-2300	1000-2300
Capacity (vpd)	10500-15100	10500-15100	11500-15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

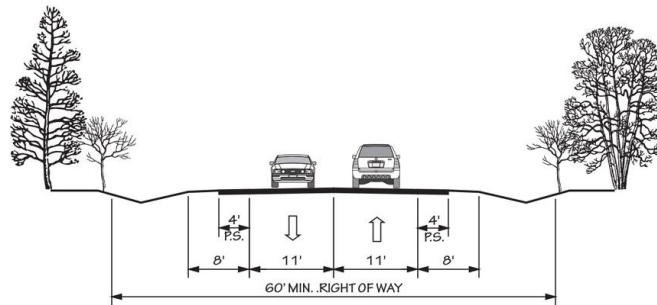


Typical Section Options:

02 B

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- William Franklin Brown House
- The Catawba River watershed
- Lake James State Park

The following managed area(s):

- Lake James State Park

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally

under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 20 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 7 moderate or minor injury crash(es), and 13 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Truck Traffic

Average truck traffic along this recommendation is between 5% and 10%.

Lackeytown Rd

From: S Railroad St | To: Old Fort Sugar Hill Rd (SR 1135)/ Wildlife Lake Rd (SR 1237)

Local ID: MCDO40017-H

Purpose: Facility Deficiencies

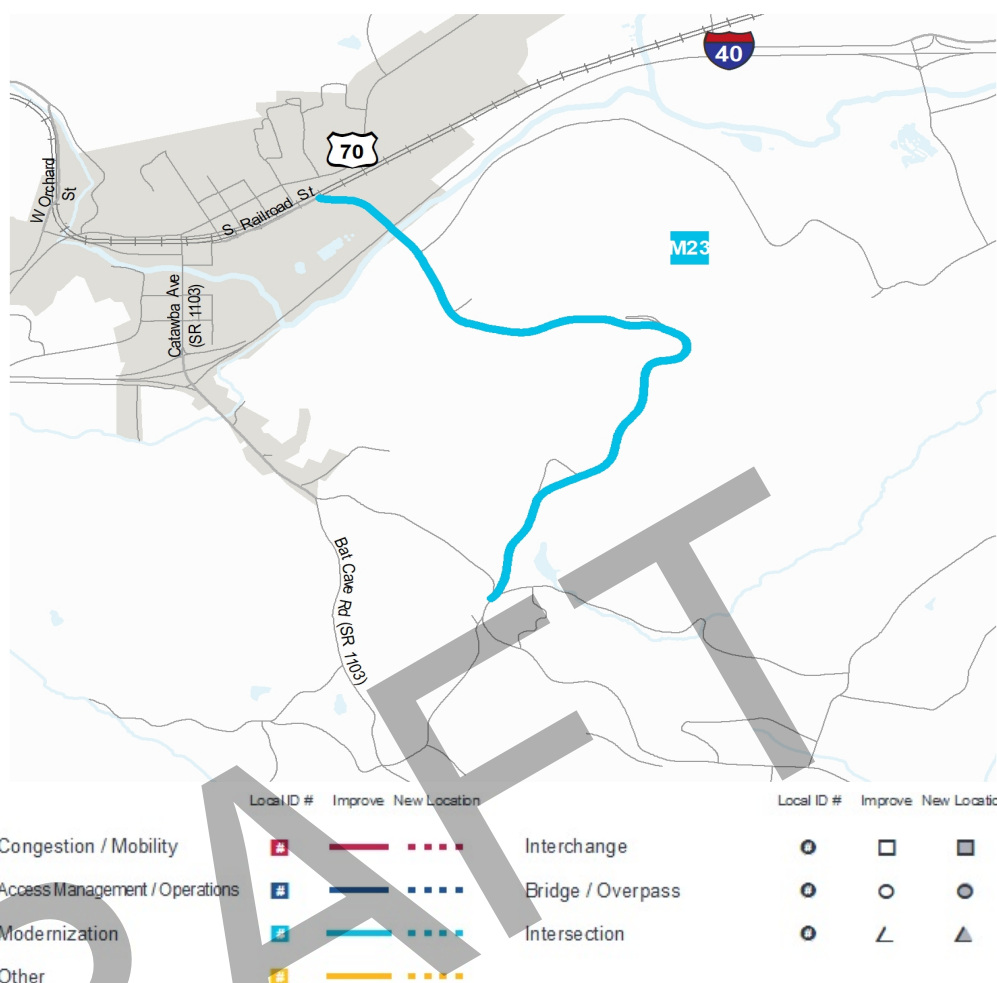
Improvement: Improve Existing

Identified Need

Lackeytown Rd is currently 20 feet wide on average (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety. A short section is part of the route of the Fonta Flora State Trail.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility; sidepath from S Railroad St to proposed Old Fort-Mill Creek Greenway; Great Trails State spine (alternate route).

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02N, 02A
Estimated Cost	-
Length (miles)	2.4
Existing ROW (feet)	60
Safety Risk Score	44-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1600	2400	2400
Capacity (vpd)	9500-14100	9500-14100	9800-14600

Capacity Data: Year

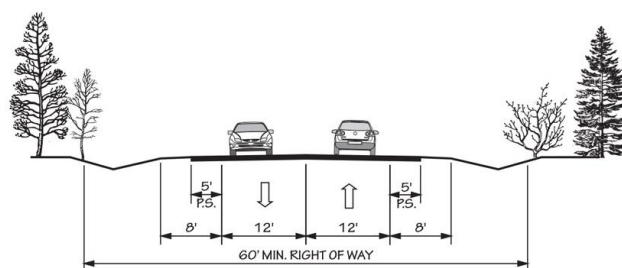
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
02N, 02A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History and Prior Plans

Multimodal element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID B193042.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis

Vision and Goals

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts

Impacts to Natural and/or Human Environment

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data

Crash Data

Between January 2014 and December 2018, there were 2 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and no property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Mount Hebron Rd

From: Crooked Creek Rd (SR 2788) | To:
Bat Cave Rd (SR 1103)

Local ID: MCDO40004-H

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∠	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	5.04
Existing ROW (feet)	60
Safety Risk Score	56-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	290-660	500-1000	500-1000
Capacity (vpd)	13600	13600	14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

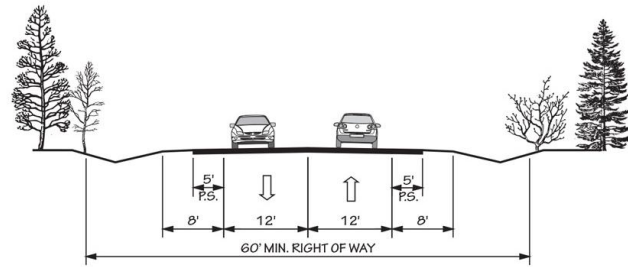


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Broad River watershed
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.

- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 8 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 5 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Bat Cave Rd

From: Buncombe/McDowell Line | To:
Davis Town Church Rd (SR 1131)

Local ID: MCDO40005-H

Purpose: Facility Deficiencies

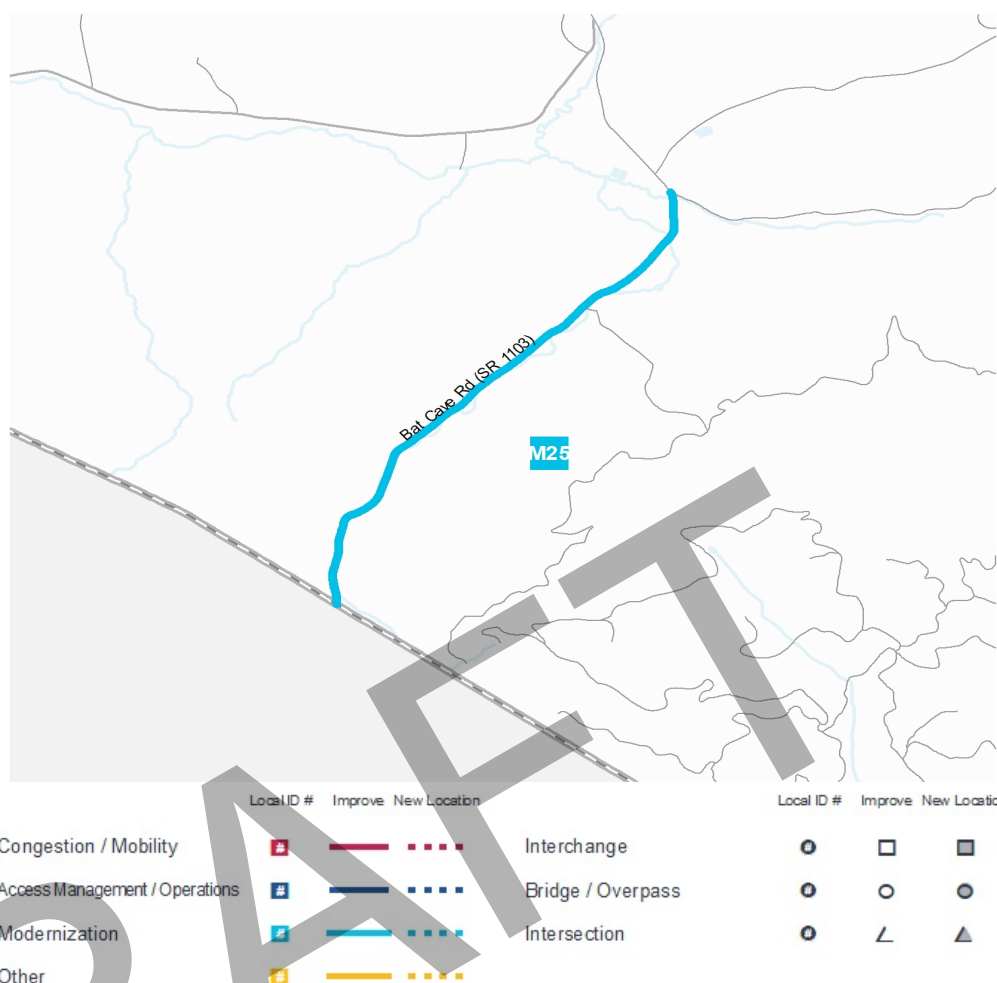
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.83
Existing ROW (feet)	80
Safety Risk Score	33

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	990	1200	1200
Capacity (vpd)	14100	14100	15000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

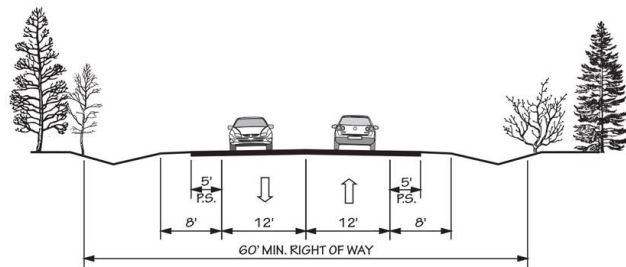


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 6 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 3 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Columbia Carolina Rd

From: Old Greenlee Rd (SR 1214) | To:
Greenlee Rd (SR 1246)

Local ID: MCDO40016-H

Purpose: Facility Deficiencies

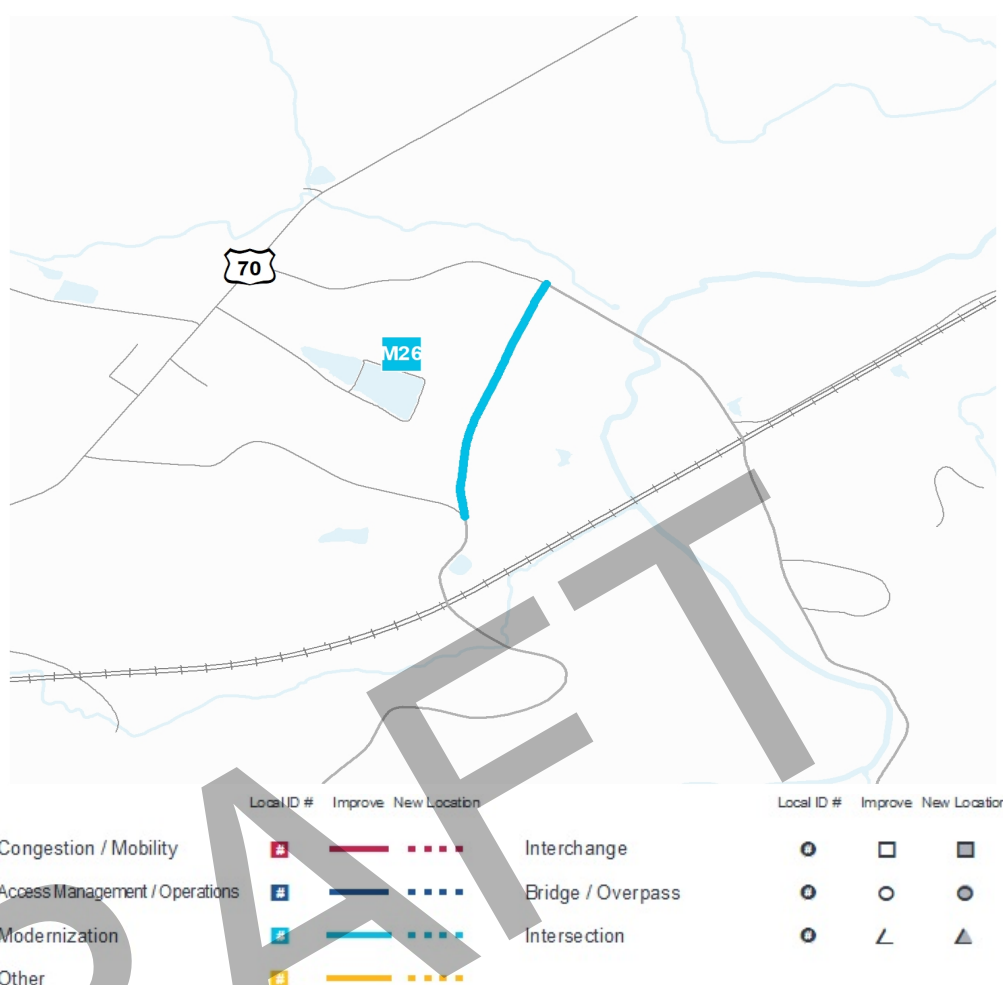
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	0.5
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700	2100	2100
Capacity (vpd)	9500	9500	9800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

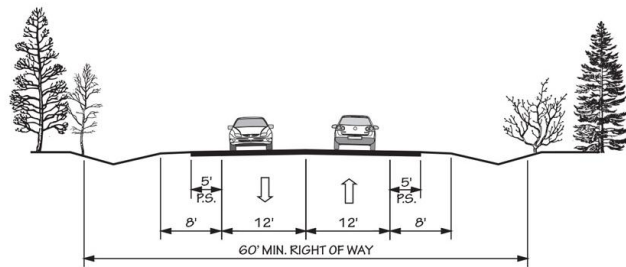


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Lytle Mountain Rd

From: Nix Creek Rd (SR 1191) | To:
Greenlee Rd (SR 1246)

Local ID: MCDO40009-H

Purpose: Facility Deficiencies

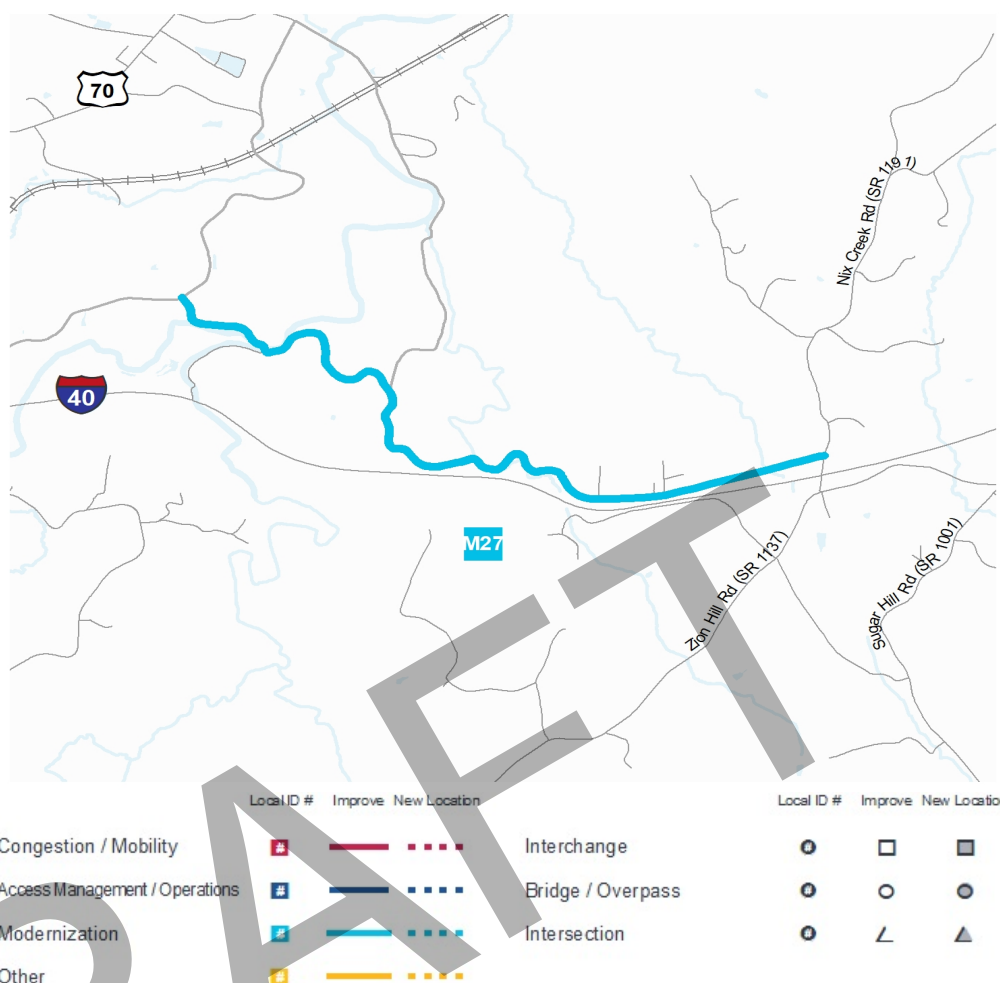
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.67
Existing ROW (feet)	50
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1100-1800	1600-2600	1600-2600
Capacity (vpd)	9200-13200	9200-13200	9800-14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

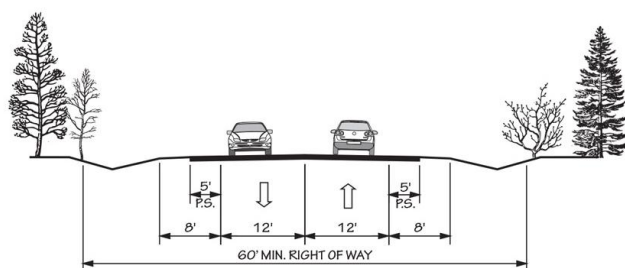


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Bridge #95.
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.

- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580095 is considered functionally obsolete.

Old Greenlee Rd

From: Lytle Mountain Rd | To: Columbia Carolina Rd (SR 1228)

Local ID: MCDO40015-H

Purpose: Facility Deficiencies

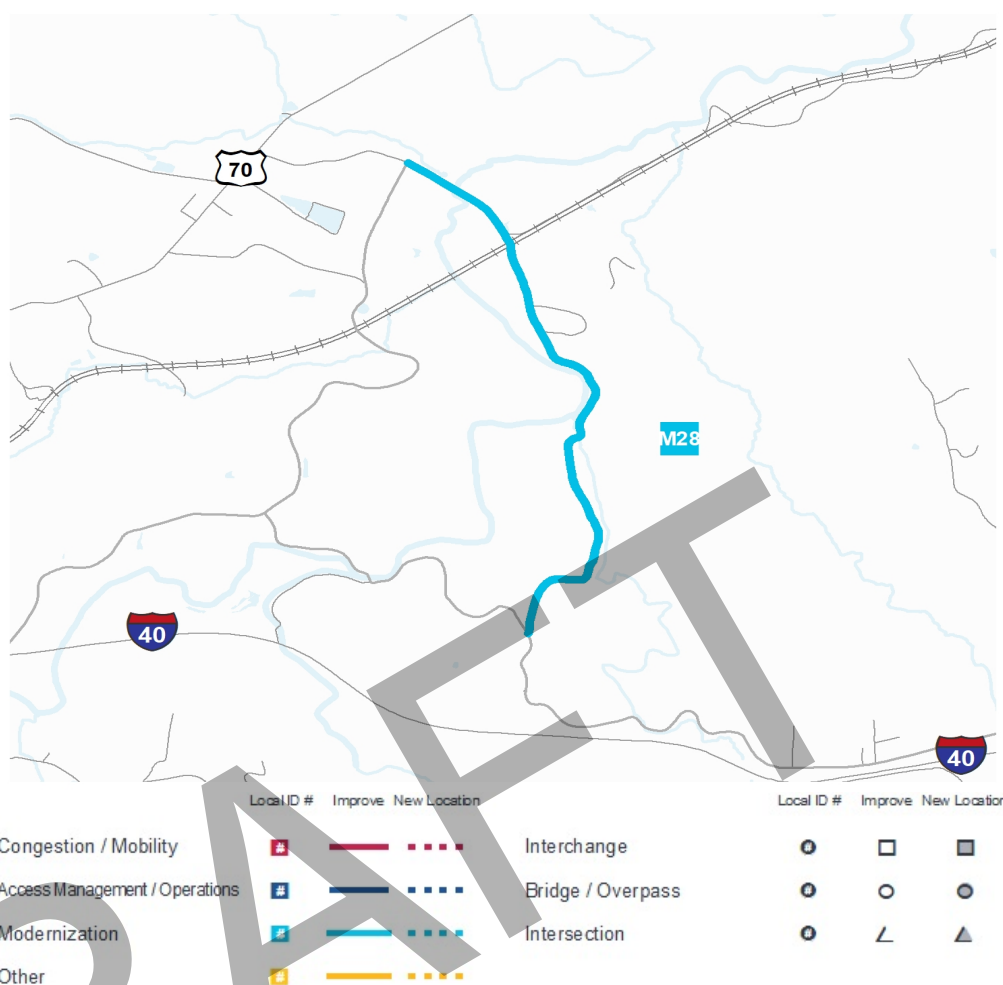
Improvement: Improve Existing

Identified Need

This road is currently 19 feet wide (two 9.5 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	2.29
Existing ROW (feet)	80
Safety Risk Score	22-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1100-1800	1400-2100	1400-2100
Capacity (vpd)	13600	13600	14000-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

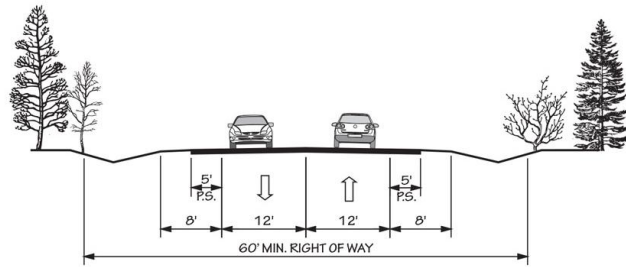


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Bridge #93.
- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 9 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 8 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Old Greenlee Rd & Henry McCall Rd

From: Roby Conley Rd (SR 1197) | To: Fairfield Estates Dr

Local ID: MCDO40014-H

Purpose: Facility Deficiencies

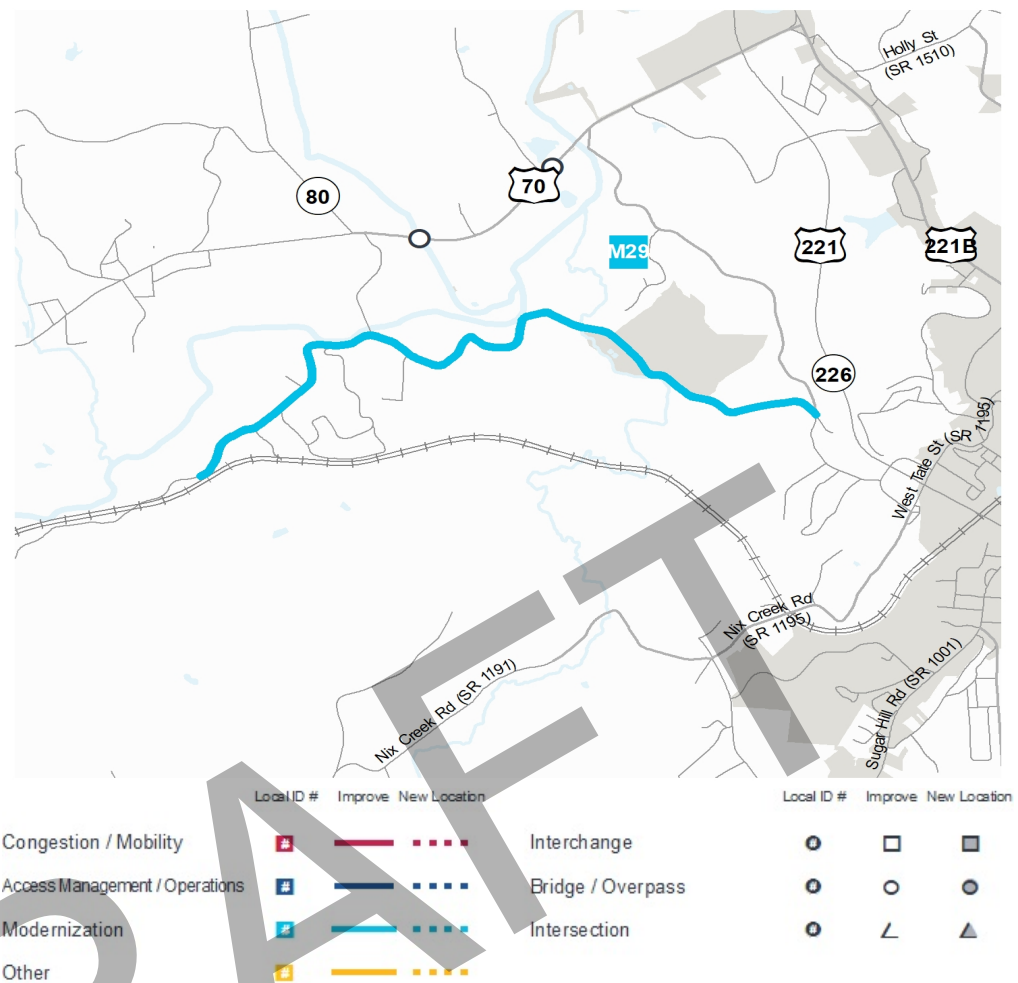
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.09
Existing ROW (feet)	60
Safety Risk Score	22-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	630-1100	800-1400	800-1400
Capacity (vpd)	9200-14100	9200-14100	9800-14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

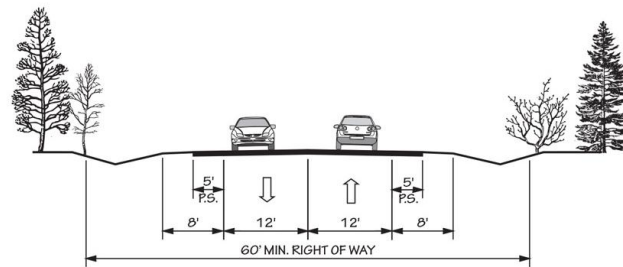


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.

- Other Race population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 18 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 14 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580024 is considered functionally obsolete.

Old Fort Sugar Hill Rd

From: Zion Hill Rd (SR 1137) | To:
Henderson St (SR 1001)

Local ID: MCDO40007-H

Purpose: Facility Deficiencies

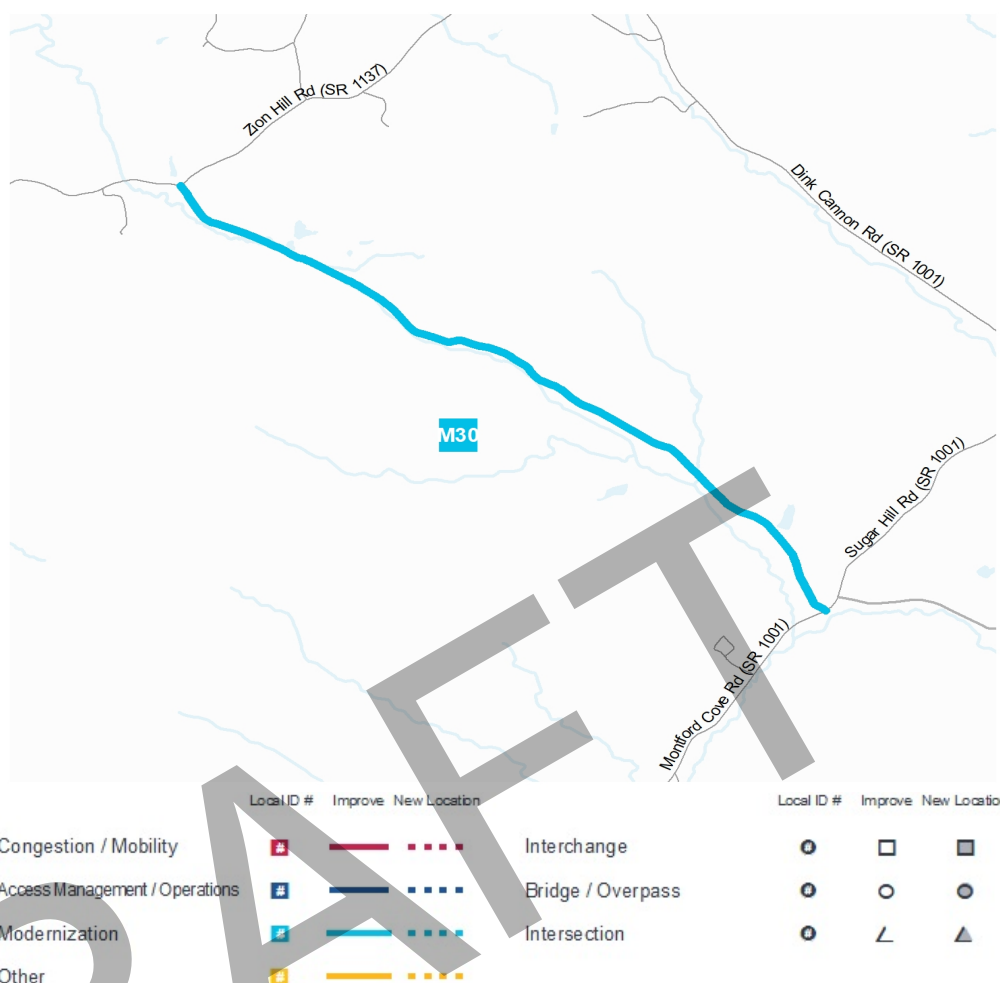
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.65
Existing ROW (feet)	
Safety Risk Score	33

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	730	1000	1000
Capacity (vpd)	14100	14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

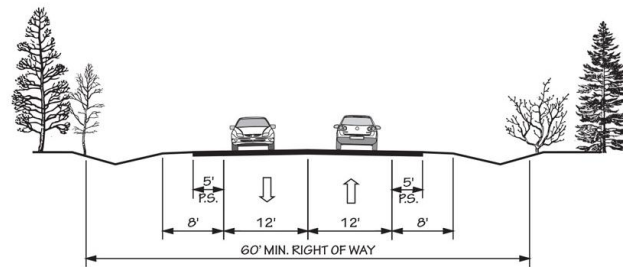


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Broad River watershed
- The AE FEMA Flood Hazard zone(s)

The following managed area(s):

- NC Division of Mitigation Services Easement

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 12 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 6 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Mud Cut Rd

From: Henderson St (SR 1001) | To: US 221

Local ID: MCDO40019-H

Purpose: Facility Deficiencies

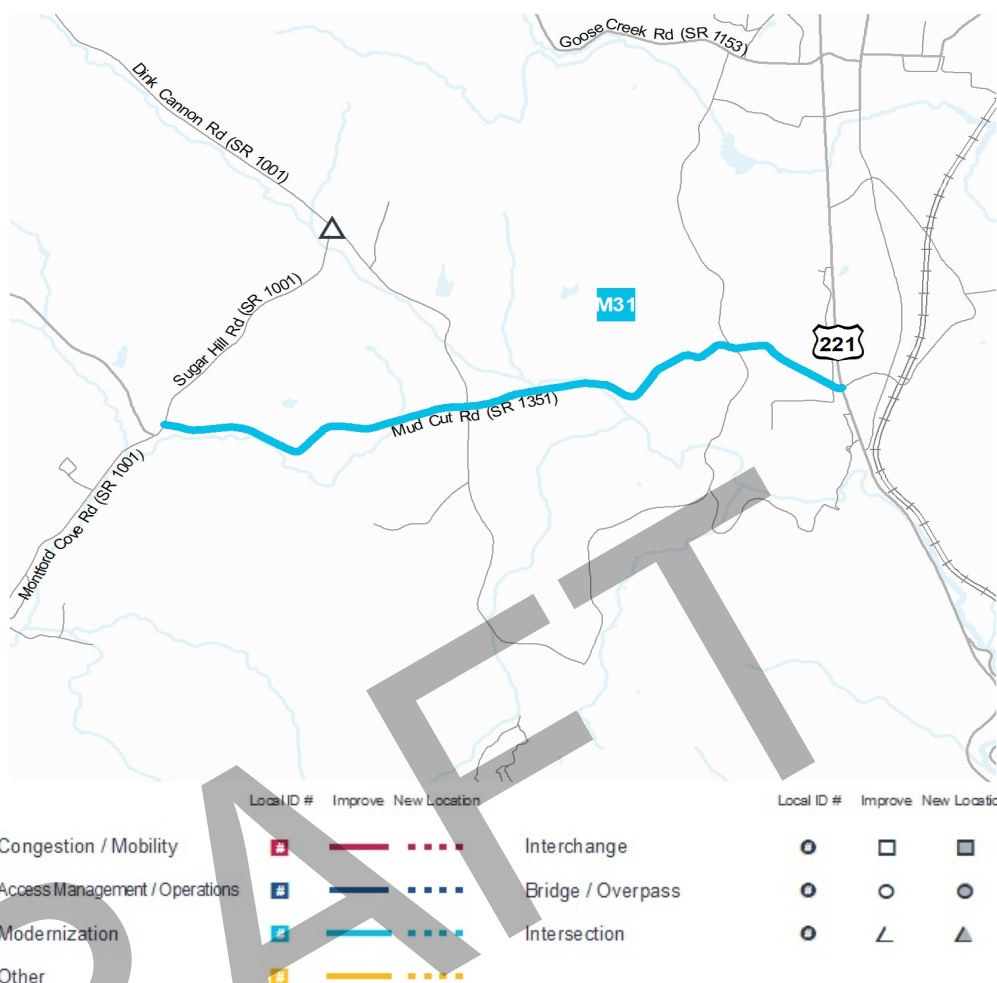
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.84
Existing ROW (feet)	50
Safety Risk Score	45-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	730-1700	900-1900	900-1900
Capacity (vpd)	13200-13600	13200-13600	14100-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

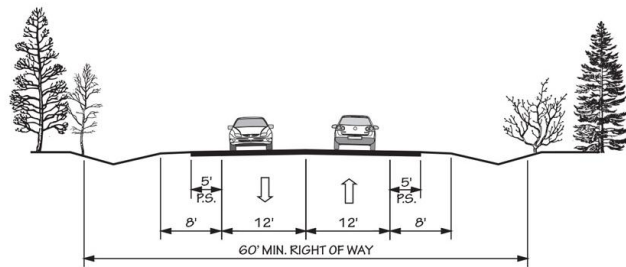


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Broad River watershed
- The AE FEMA Flood Hazard zone(s)

The following managed area(s):

- NC Division of Mitigation Services Easement

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.

- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 24 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 5 moderate or minor injury crash(es), and 17 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Toms Creek Rd

From: US 221 | To: NC 80

Local ID: MCDO40021-H

Purpose: Facility Deficiencies

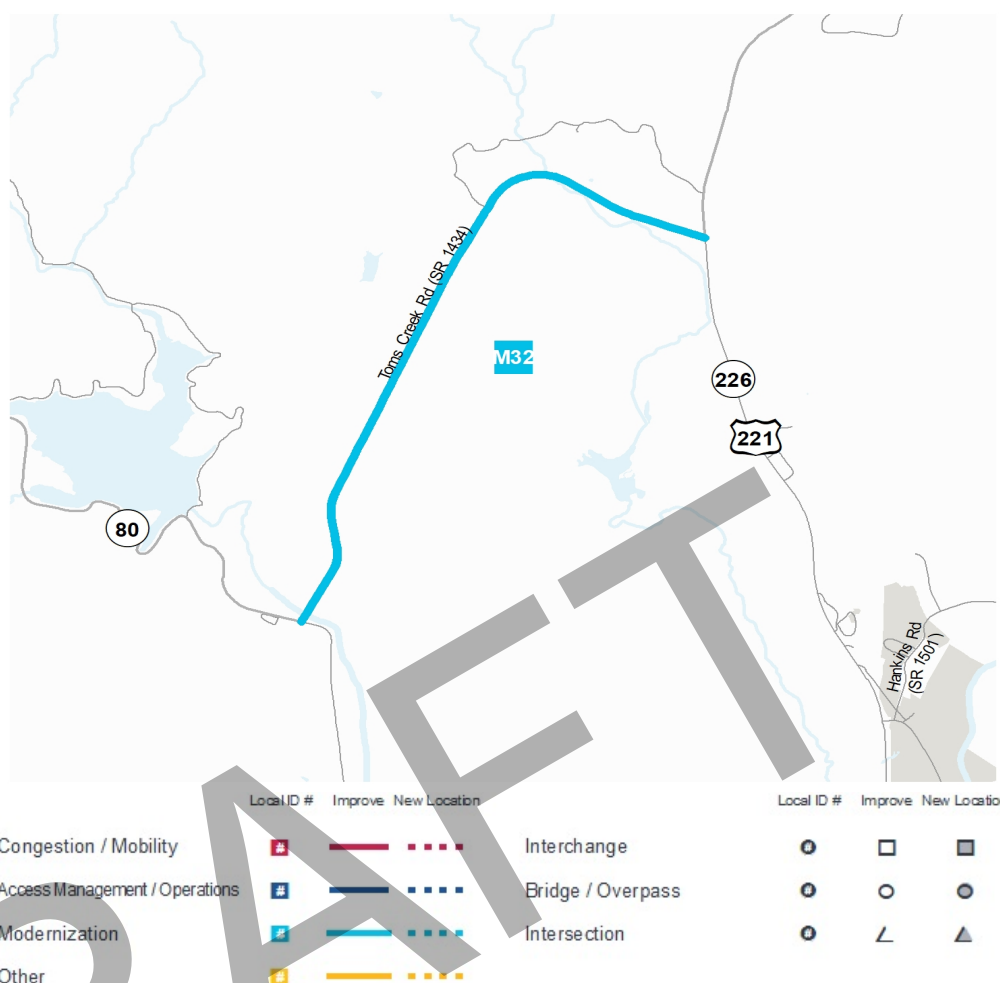
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	2.64
Existing ROW (feet)	
Safety Risk Score	67-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1600	2100	2100
Capacity (vpd)	14100	14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

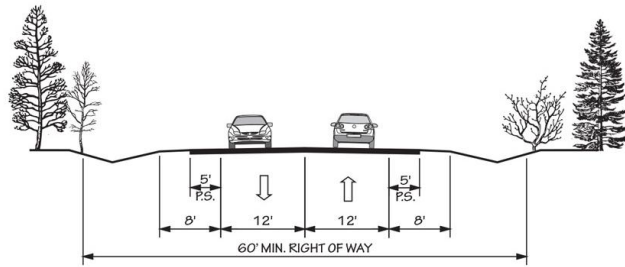


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 18 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 5 moderate or minor injury crash(es), and 12 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Roby Conley Rd

From: Old Greenlee Rd (SR 1214) | To:
US 70

Local ID: MCDO40013-H

Purpose: Facility Deficiencies

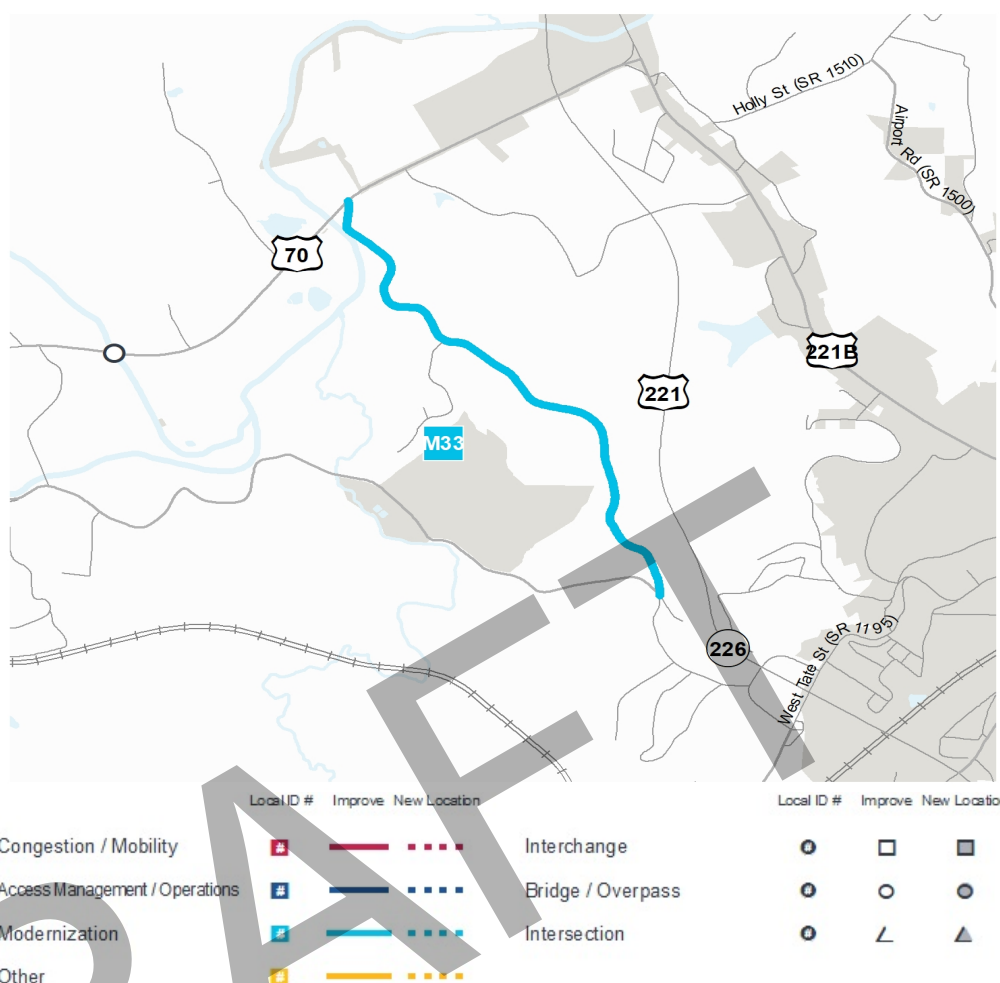
Improvement: Improve Existing

Identified Need

Roby Conley Rd is currently 18 feet wide on average (two 9 foot wide lanes), which thus creates congestion and mobility issues. It is also part of the Fonta Flora State Trail.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility; short sidepath section to connect Catawba River Greenway to US 70 (STIP project EB-5916).

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 N
Estimated Cost	-
Length (miles)	1.72
Existing ROW (feet)	
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	1100	1100
Capacity (vpd)	13600	13600	14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

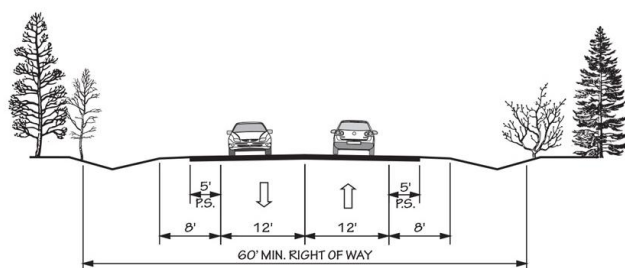


Typical Section Options:

02 N

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.

- Other Race population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 14 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 4 moderate or minor injury crash(es), and 10 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Shady Ln

From: Sugar Hill Rd (SR 1001) | To:
Ashworth Rd (SR 1168)

Local ID: MCDO40010-H

Purpose: Facility Deficiencies

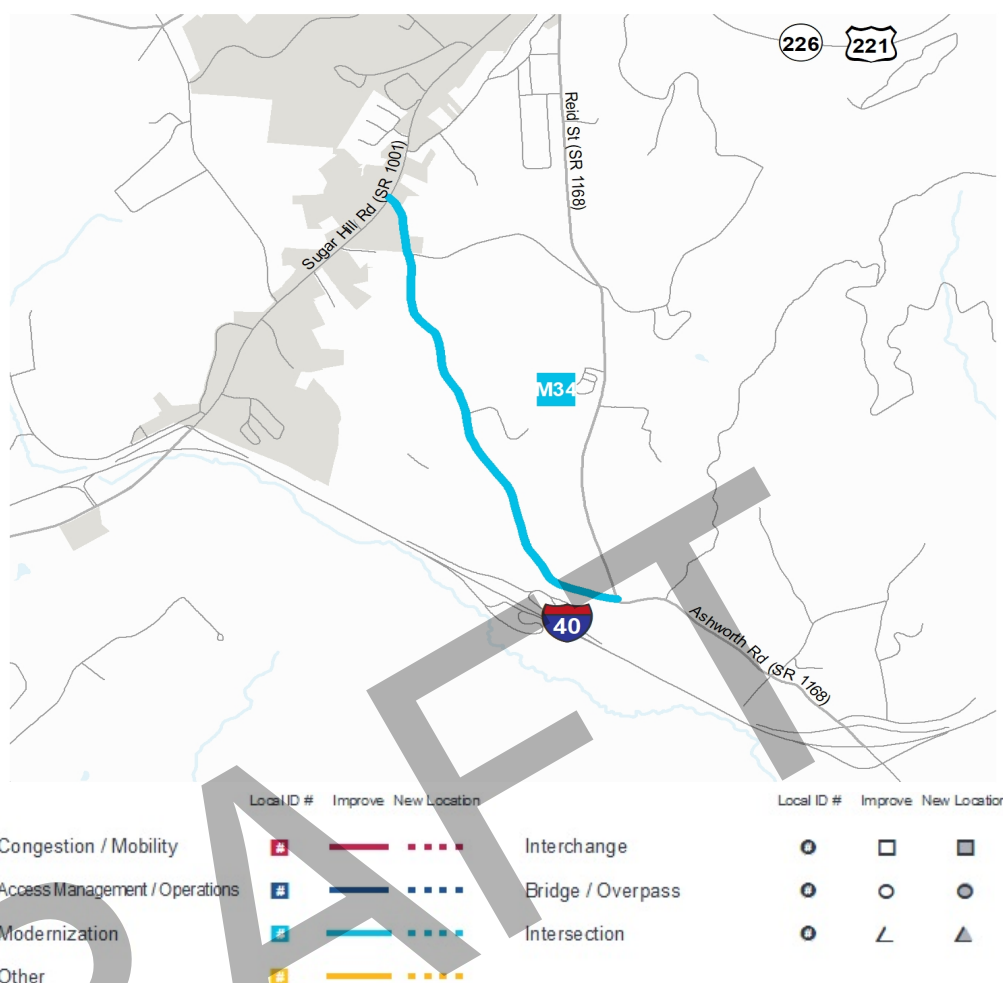
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.51
Existing ROW (feet)	
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1300	1900	1900
Capacity (vpd)	9200-14100	9200-14100	9800-14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

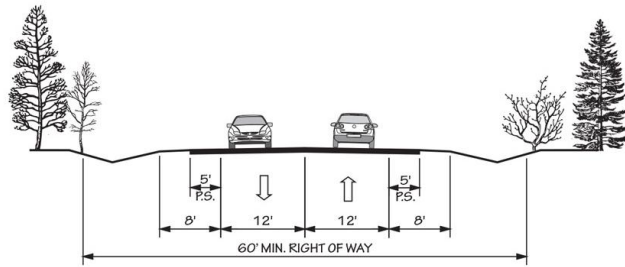


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 17 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 7 moderate or minor injury crash(es), and 9 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Goose Creek Rd

From: Old US 221 (SR 1786) | To:
Cherokee Way

Local ID: MCDO40008-H

Purpose: Facility Deficiencies

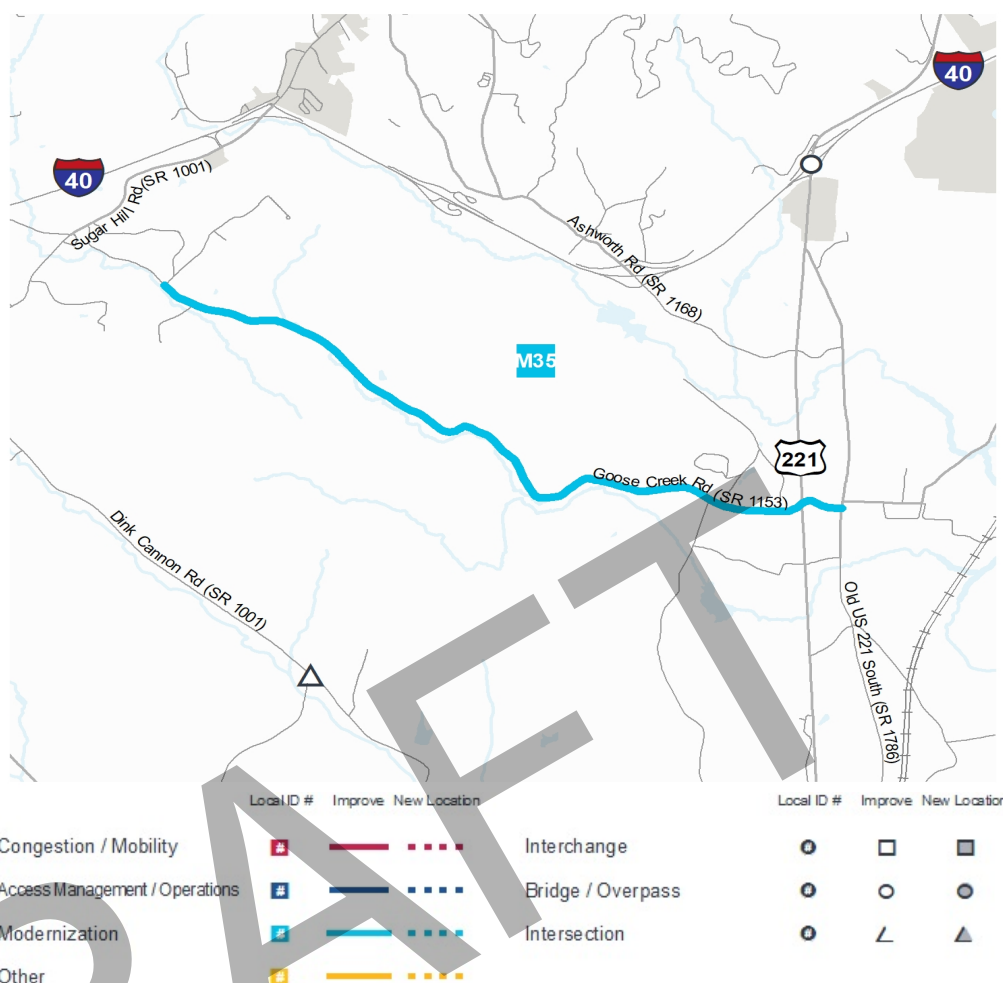
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	4.06
Existing ROW (feet)	
Safety Risk Score	11-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1000-1600	1100-2000	1100-2000
Capacity (vpd)	9200-13600	9200-13600	9800-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

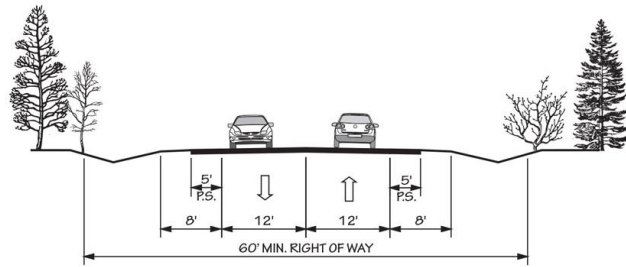


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Reid and Ruby Holland Store and House.
- One or more Place(s) of Worship.
- The Catawba River watershed
- The Freshwater Emergent Wetland and Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 26 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 7 moderate or minor injury crash(es), and 18 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Old US 221 South

From: Firehouse Way (SR 1152) | To: US 221

Local ID: MCDO40033-H

Purpose: Facility Deficiencies

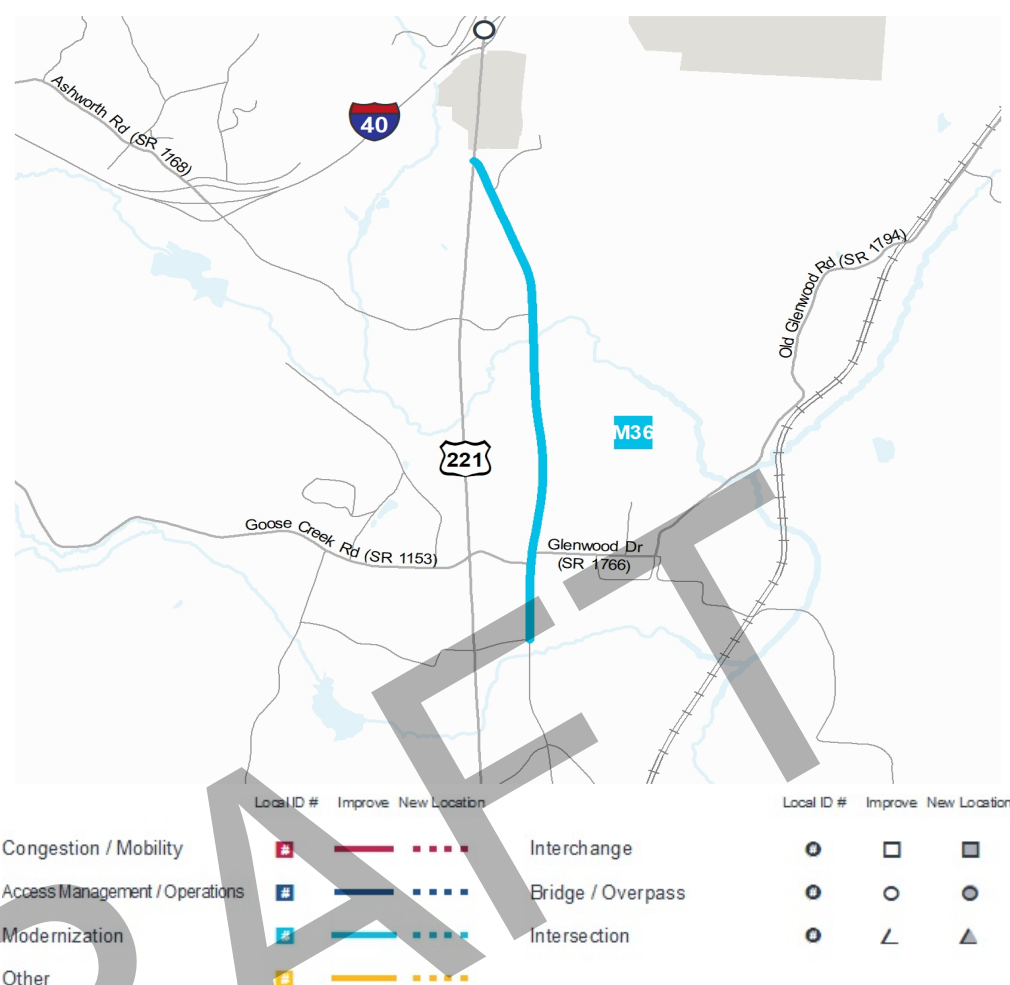
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.86
Existing ROW (feet)	
Safety Risk Score	45-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	960	1500	1500
Capacity (vpd)	9200-13600	9200-13600	9800-14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

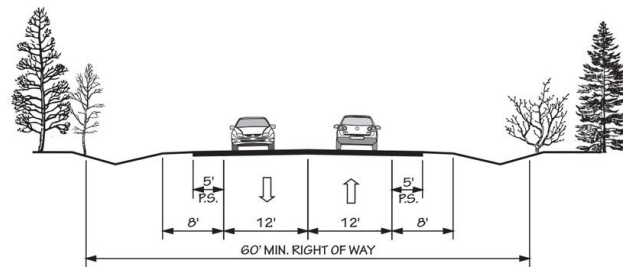


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts

Impacts to Natural and/or Human Environment

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Reid and Ruby Holland Store and House.
- The Catawba River watershed
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.

- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data

Crash Data

Between January 2014 and December 2018, there were 9 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 7 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Glenwood Dr

From: Old US 221 (SR 1786) | To:
Glenwood Loop (SR 1792)

Local ID: MCDO40031-H

Purpose: Facility Deficiencies

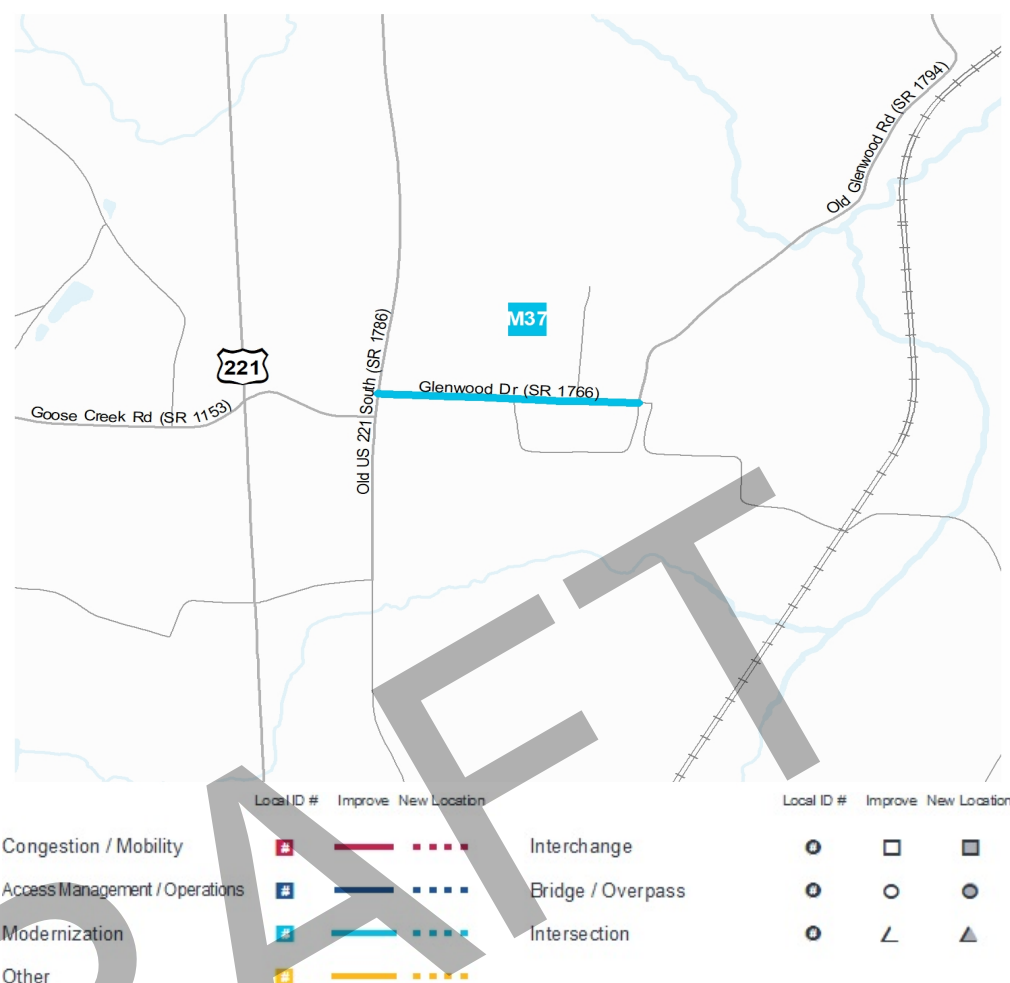
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	0.4
Existing ROW (feet)	
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	930	1500	1500
Capacity (vpd)	9200	9200	9800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

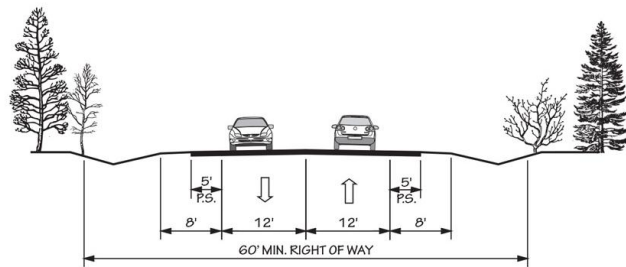


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 3 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), no moderate or minor injury crash(es), and 3 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Hankins Rd

From: Lake James Rd (SR 1552) | To:
Lentz Rd (SR 1550)

Local ID: MCDO40024-H

Purpose: Facility Deficiencies

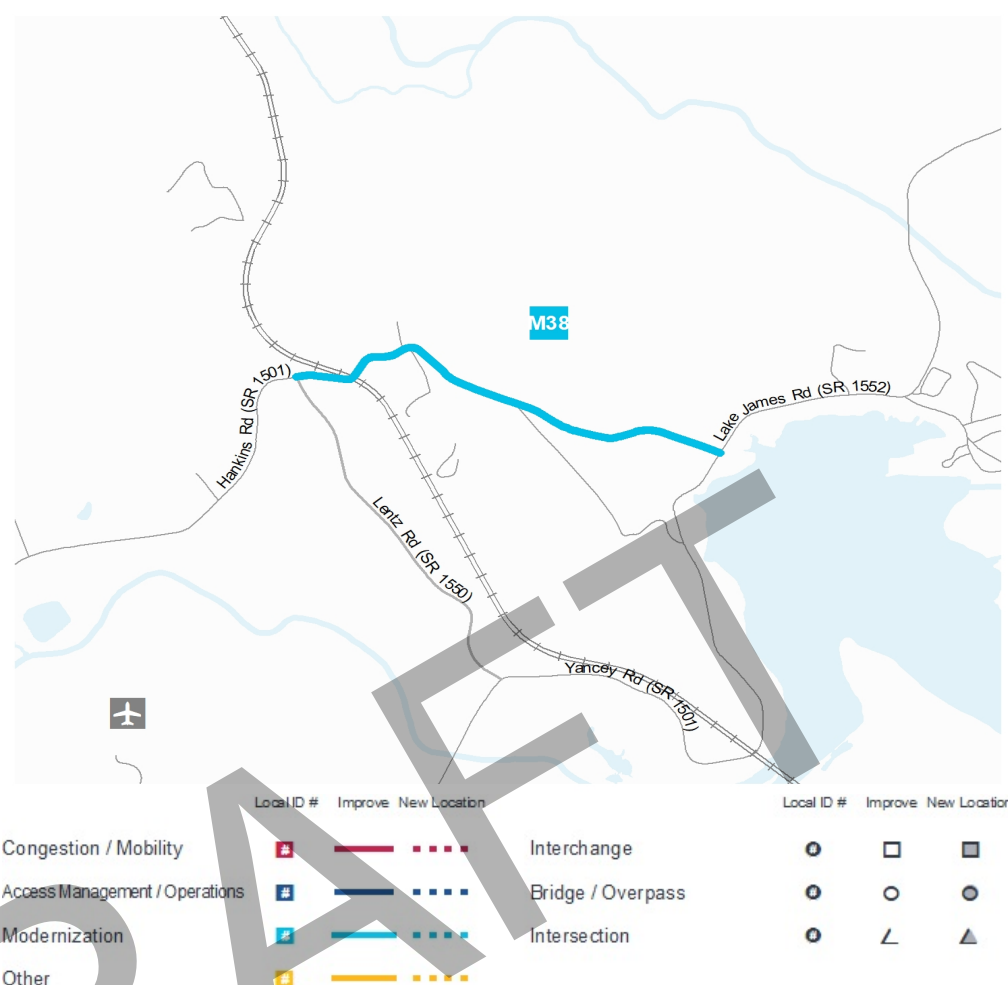
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.01
Existing ROW (feet)	
Safety Risk Score	100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	510	800	800
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

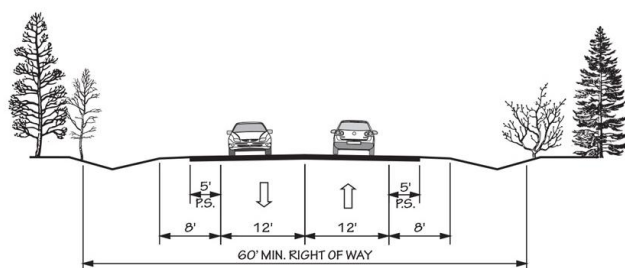


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- A Fault line

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 12 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 10 property damage only crash(es).

Deficient Bridges

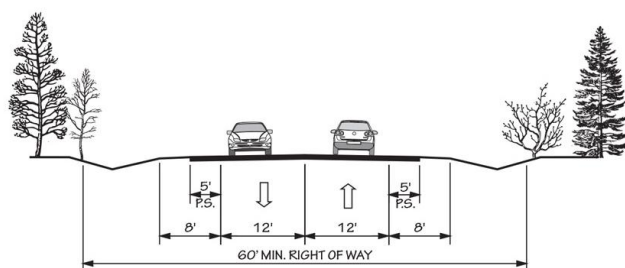
There are no structurally deficient or functionally obsolete bridges along this recommendation.

Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- Box Creek Wilderness and Camel Knob Registered Heritage Area

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.

- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 5 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 2 property damage only crash(es).

Deficient Bridges

Bridge numbers 580311 and 580312 are considered structurally deficient. Bridge number 580311 is considered functionally obsolete.

Old Hwy 10 East

From: Uptons Landing Rd (SR 1538) | To: NC 126

Local ID: MCDO40025-H

Purpose: Facility Deficiencies

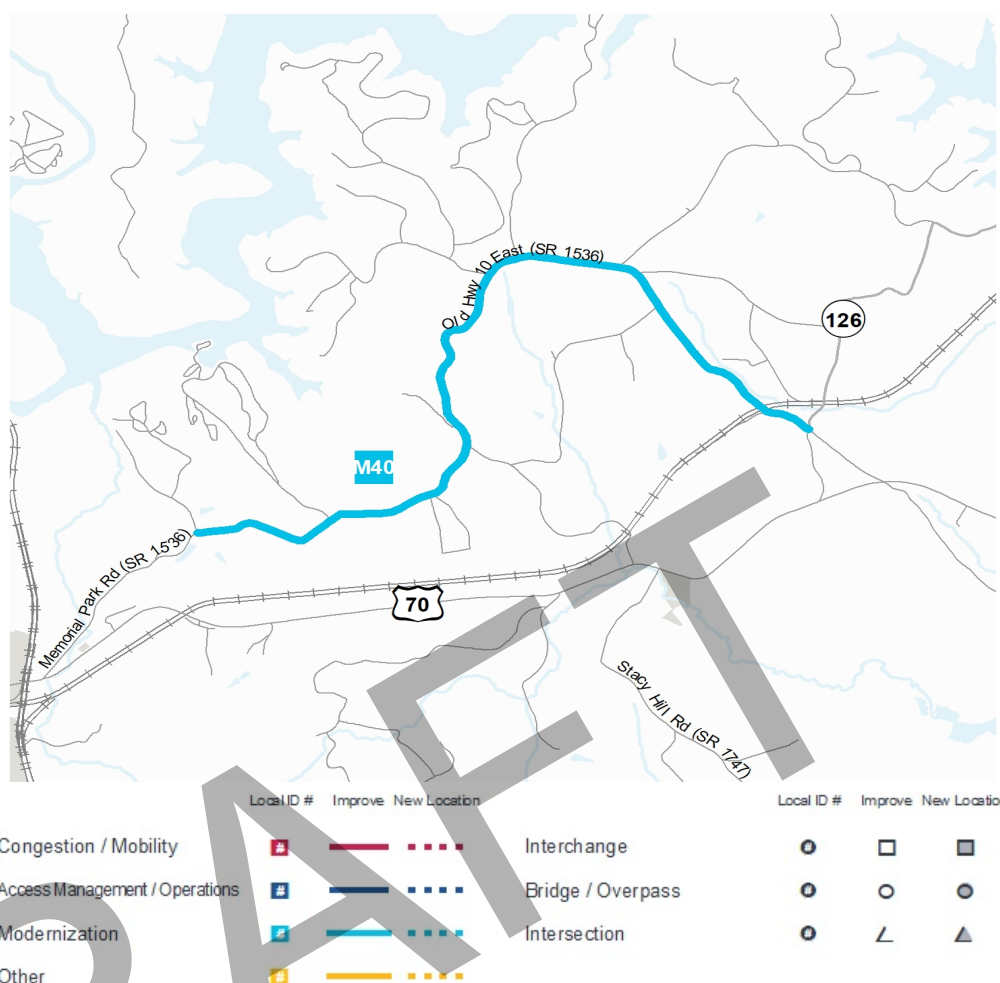
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.62
Existing ROW (feet)	
Safety Risk Score	11-56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	920-2400	1100-3000	1100-3000
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

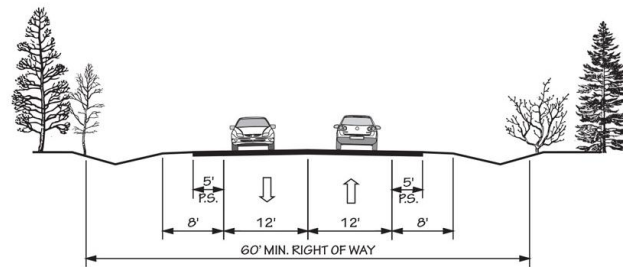


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

*Project Overview***Multimodal Considerations**

Multimodal elements are not recommended on this facility.

*CTP Goal Analysis***Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

*Potential Impacts***Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Place(s) of Worship.
- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

*Additional Data***Crash Data**

Between January 2014 and December 2018, there were 24 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 4 moderate or minor injury crash(es), and 20 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

American Thread Rd

From: US 221 | To: Old US 221 (SR 1558)

Local ID: MCDO40027-H

Purpose: Facility Deficiencies

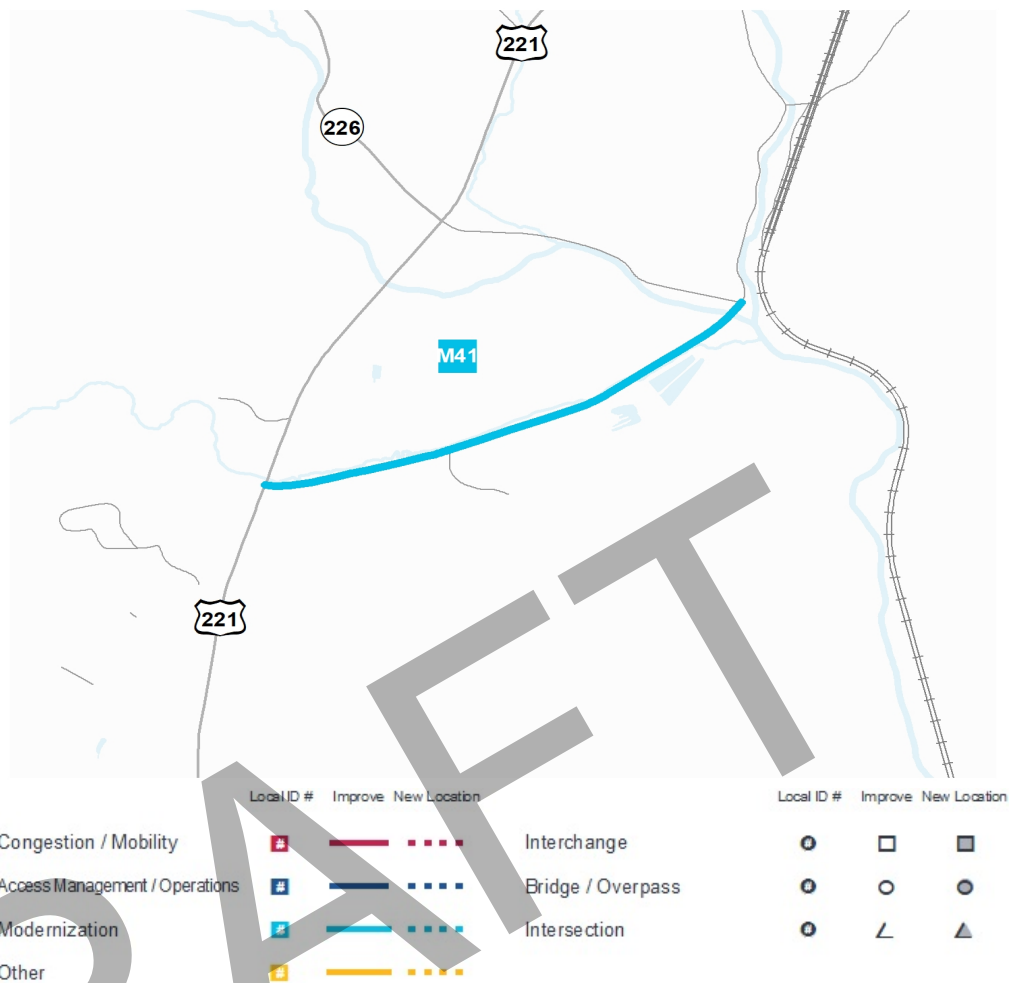
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.28
Existing ROW (feet)	30
Safety Risk Score	22-100

Proposal Data:

	2017 Base Year	2045 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1800	2300	2300
Capacity (vpd)	14100	14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

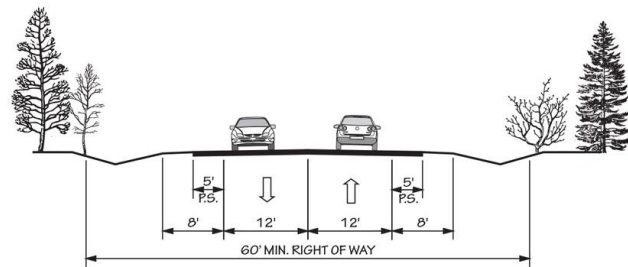


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The Catawba River watershed
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Asian population between 5 and 25%.

- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 20 and 50%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Montford Cove Rd

From: Rutherford/McDowell Line | To:
Hensley Rd (SR 1144)

Local ID: MCDO40001-H

Purpose: Facility Deficiencies

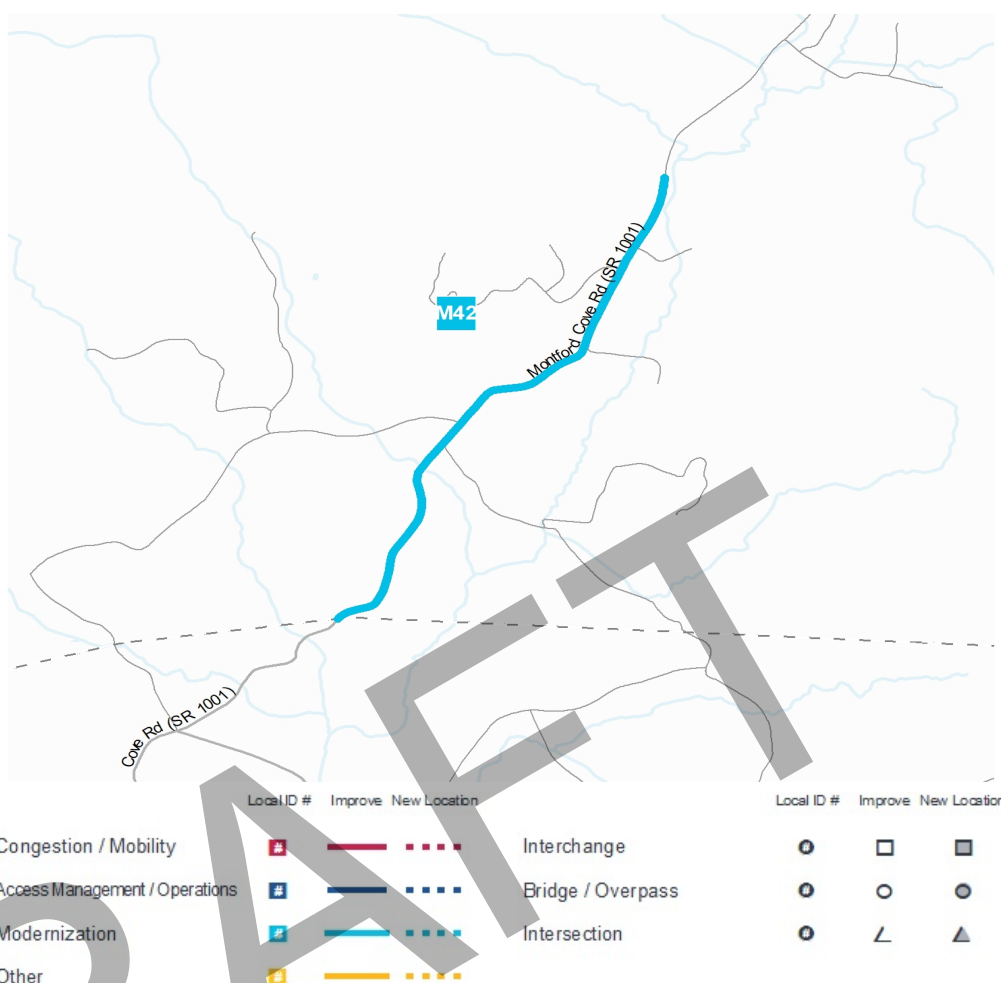
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	2.09
Existing ROW (feet)	
Safety Risk Score	22-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	960	1300	1300
Capacity (vpd)	13600	13600	14900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

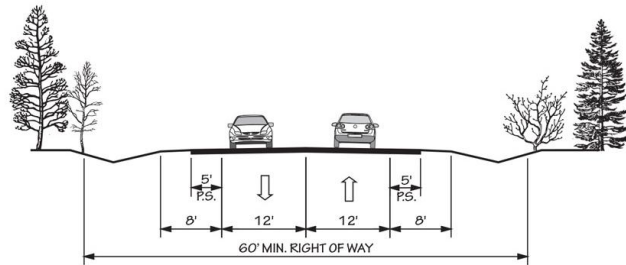


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed bike lane.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Joshua Hall House.
- The Broad River watershed
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 16 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 5 moderate or minor injury crash(es), and 11 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580247 is considered functionally obsolete.

Harmony Grove Rd

From: NC 226 | To: Gaddy Rd (SR 1755)

Local ID: MCDO40029-H

Purpose: Facility Deficiencies

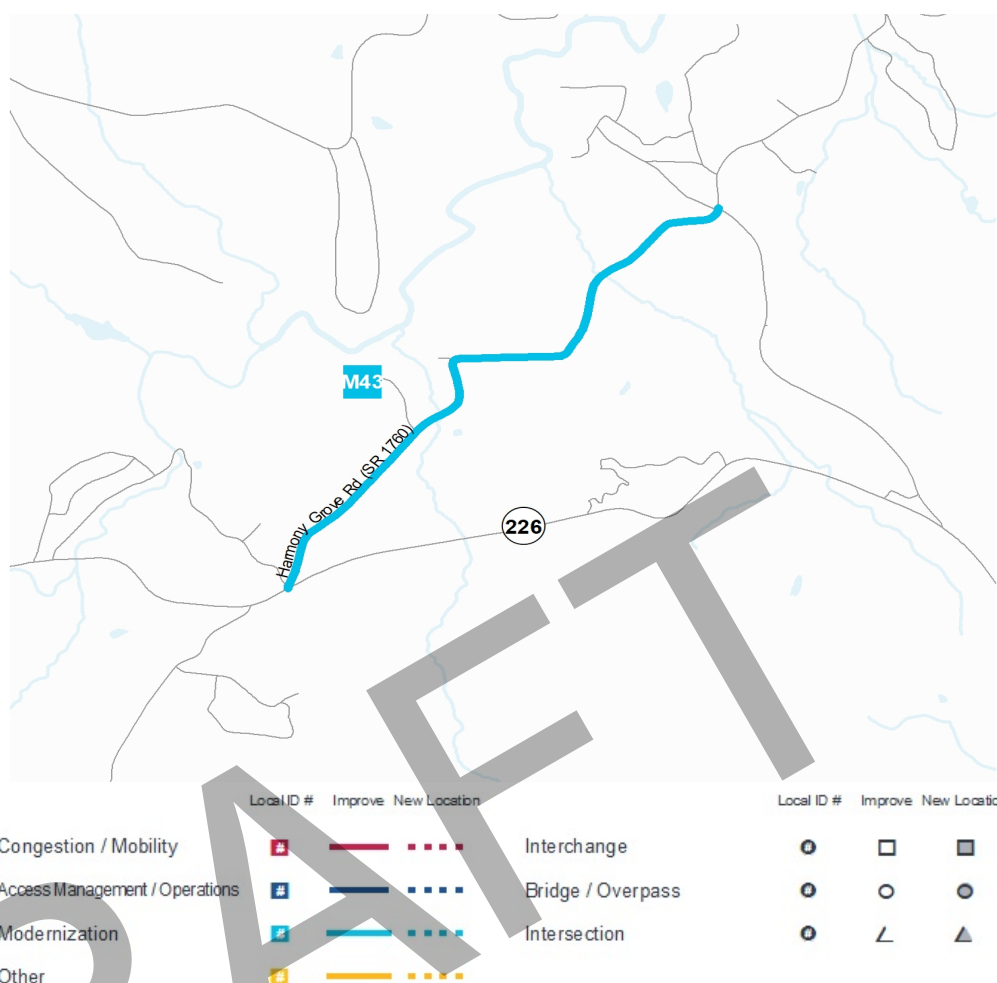
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	1.91
Existing ROW (feet)	20
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	770	1000	1000
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

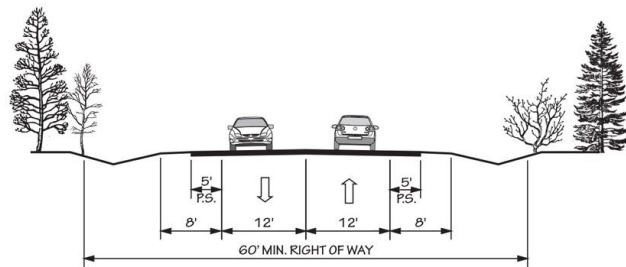


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- One or more Cemeteries and/or Place(s) of Worship.
- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 5 and 25%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 6 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), no moderate or minor injury crash(es), and 6 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Pinnacle Church Rd

From: McDowell/Burke Line | To: NC 226

Local ID: MCDO40030-H

Purpose: Facility Deficiencies

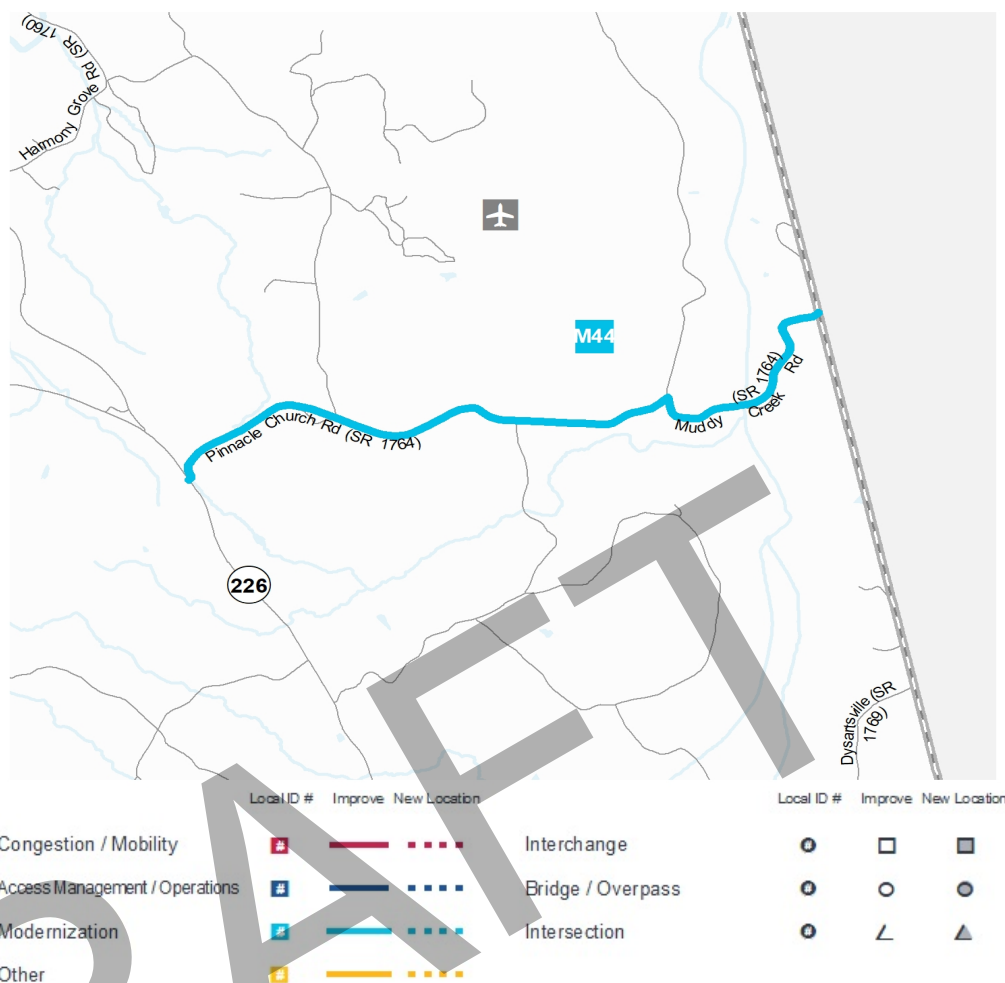
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.23
Existing ROW (feet)	
Safety Risk Score	22-78

Proposal Data:

2017 Base Year

2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	770-1300	1000-1700	1000-1700
Capacity (vpd)	9200-14600	9200-14600	9800-14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

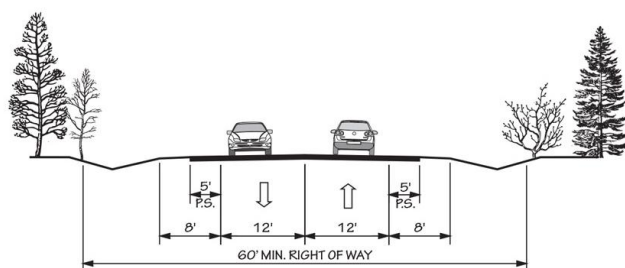


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- Asian population between 25 and 50%.
- An Asian Language-speaking Limited English Proficiency population between 5 and 15%.

- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 18 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 15 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

**Old US 70 West & W Orchard St
(state-maintained portion)**

From: W Orchard St (locally-maintained portion) | To: Mill Creek/railroad bridge

Local ID: MCDO40020-H

Purpose: Facility Deficiencies

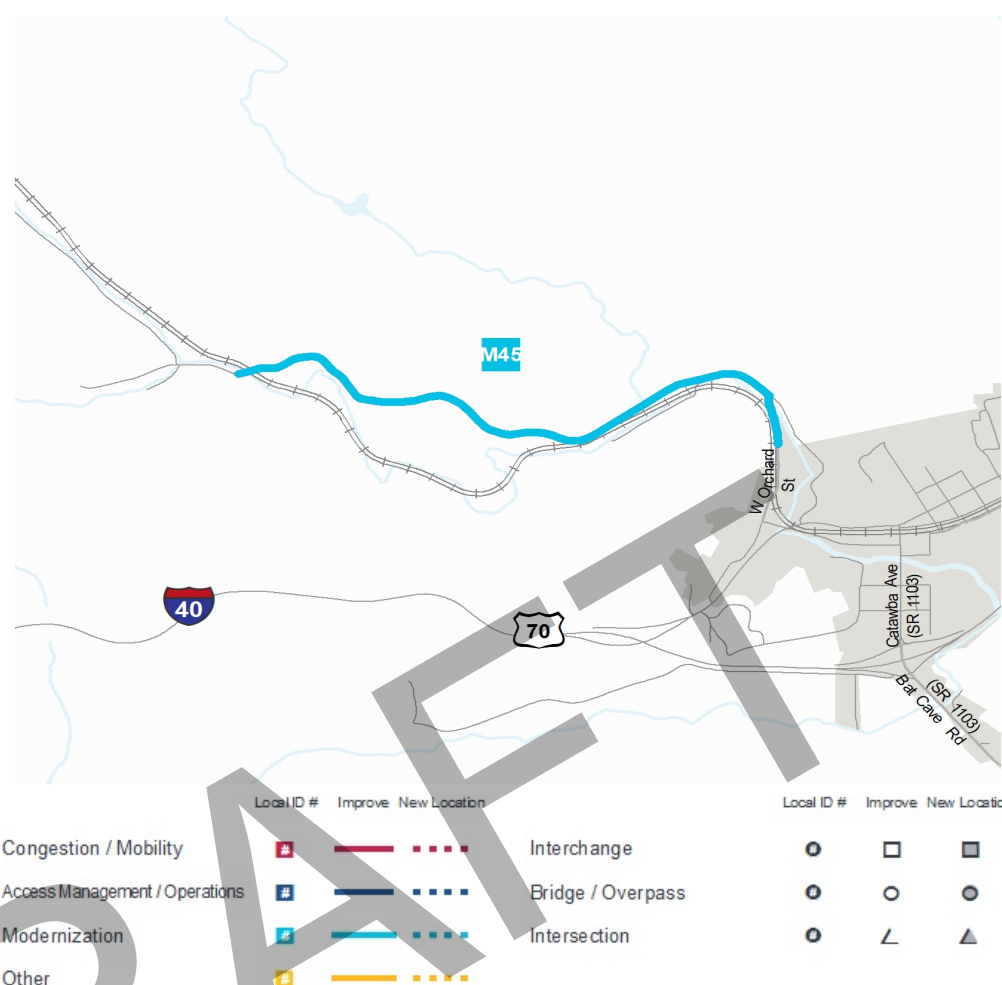
Improvement: Improve Existing

Identified Need

Old US 70 and W Orchard St near Old Fort are currently 18 feet wide on average (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety. This corridor is identified as the route of the Fonta Flora State Trail.

Recommendation

Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath (Fonta Flora State Trail); Great Trails State spine.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 N
Section Options	02 N
Estimated Cost	-
Length (miles)	1.91
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	380-570	440-660	440-660
Capacity (vpd)	13500	13500	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

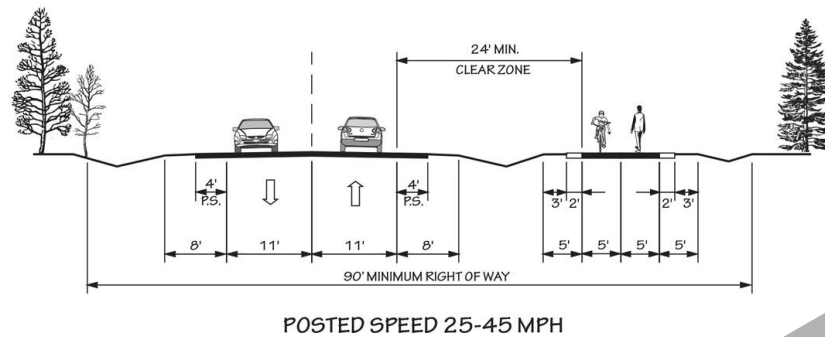


Typical Section Options:

02 N

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH

**Project Overview****Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- James W. Wilson House (Approximate site).
- Hatchery Supported Trout Waters
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Sugar Hill Rd

Intersection with Dink Cannon Rd

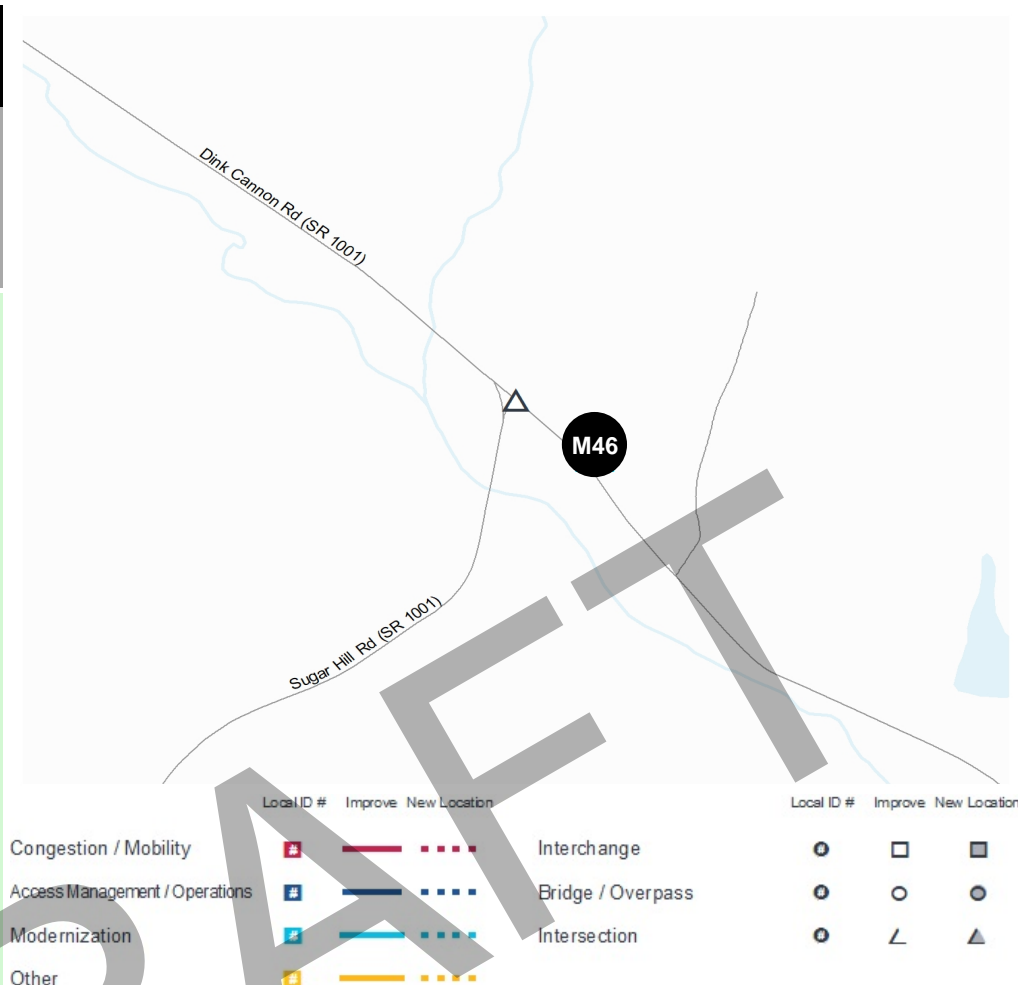
Local ID: MCDO40037-H

Purpose: **Mobility**Improvement: **New Location (part on existing)****Identified Need**

This intersection is not up to standard; in order to stay on Sugar Hill Rd northbound, traffic must turn left at a stop sign, which inhibits mobility and is unsafe.

Recommendation

Realign intersection such that Sugar Hill Rd northbound traffic no longer has to turn left to stay on Sugar Hill Rd; to improve mobility and safety.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Intersection
Typical Section	02 A
Section Options	-
Estimated Cost	-
Length (miles)	0
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Intersection
Travel Lanes	2	2	
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

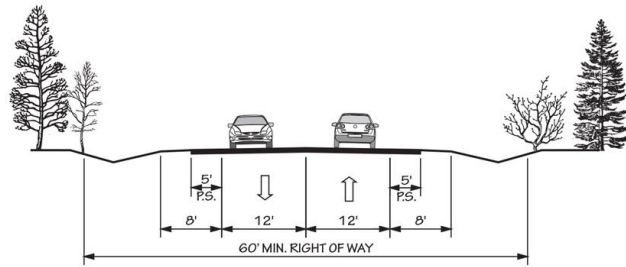


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

*Project Overview***Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H150875.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

*CTP Goal Analysis***Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system.

Potential Impacts

No impacts were identified for this recommendation during this study.

*Additional Data***Crash Data**

Between January 2014 and December 2018, there were 5 total crashes at this intersection. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 4 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges adjacent to this intersection.

W Orchard St

From: Commerce St | To: 50 ft south of the Town Limits of Old Fort

Local ID: MCDO50001-H

Purpose: Facility Deficiencies

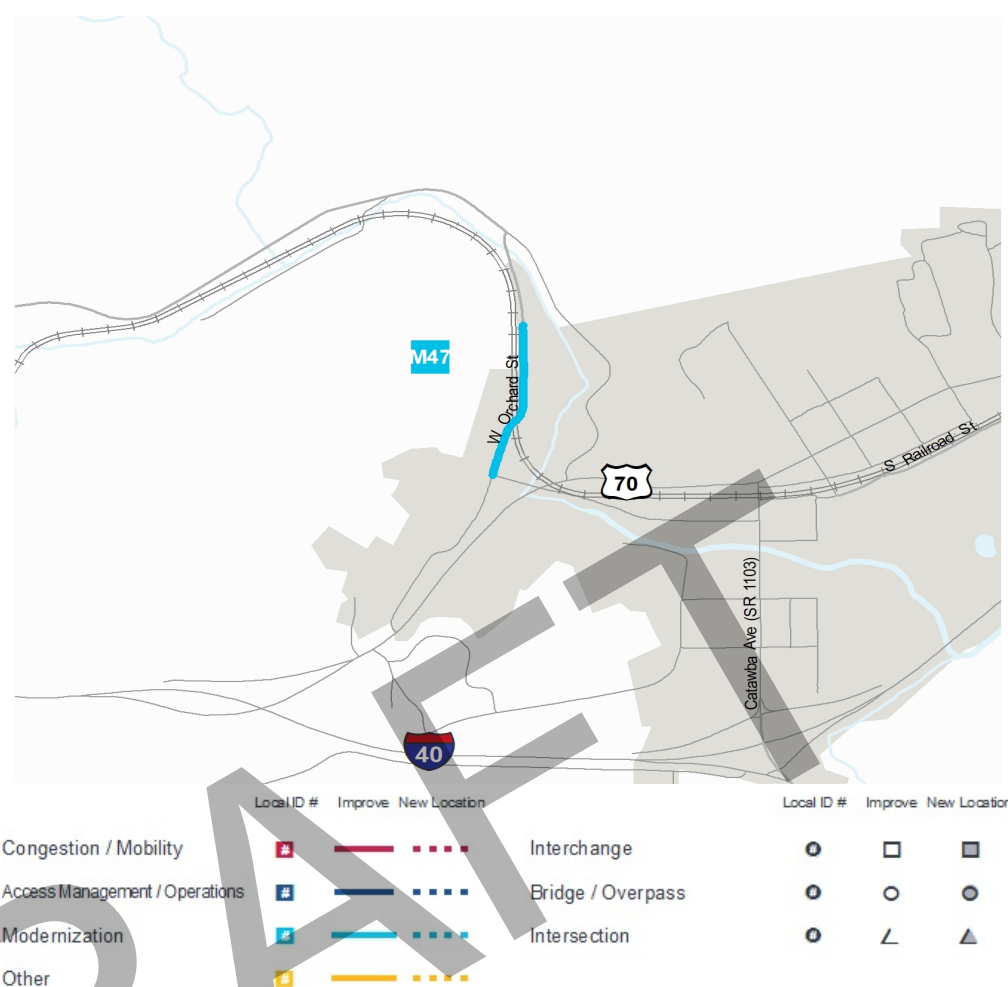
Improvement: Improve Existing

Identified Need

This road currently has lane widths which are less than modern design standards, thus impacting mobility and safety. The Fonta Flora State Trail corridor falls along this road.

Recommendation

Modernization (local road): 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Fonta Flora State Trail.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Estimated Cost	-
Length (miles)	0.27
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

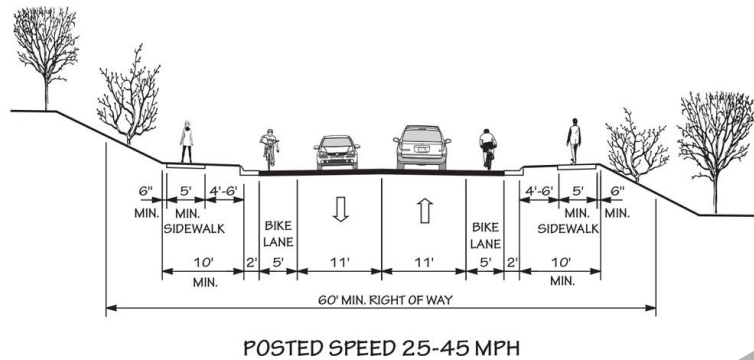


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

**Project Overview****Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.

- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

S Railroad St

From: S Spring St | To: Lackeytown Rd
(SR 1235)

Local ID: MCDO50002-H

Purpose: Facility Deficiencies

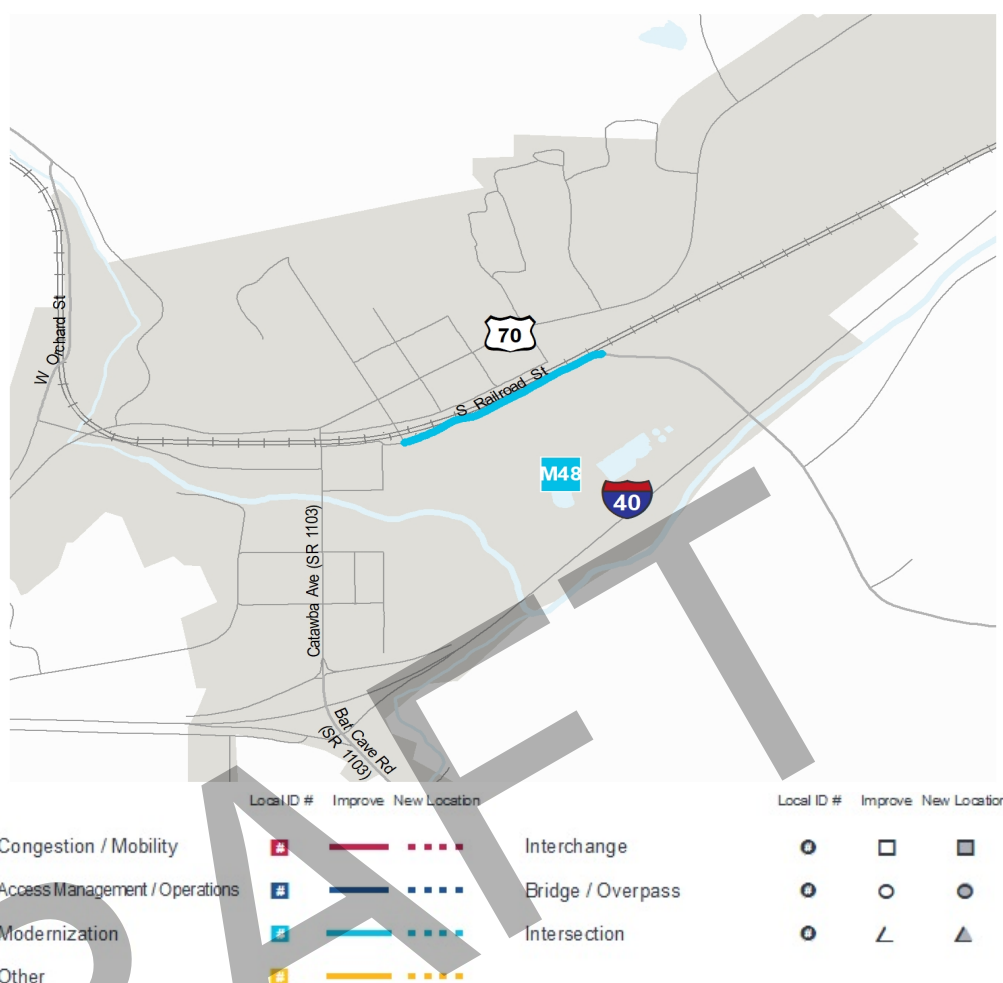
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization (local road): add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Estimated Cost	-
Length (miles)	0.31
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1600	2400	2400
Capacity (vpd)	10000	10000	10300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

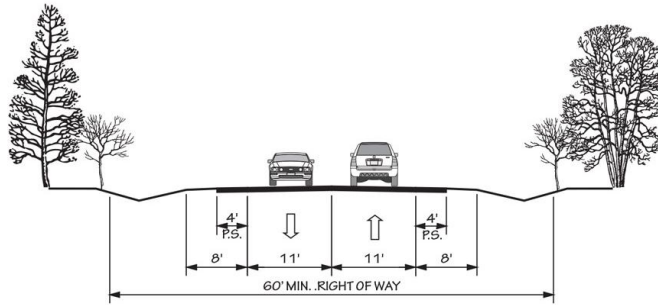


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Title VI Considerations**

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were

no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Lentz Rd

From: Hankins Rd (SR 1501) | To:
Hankins Rd (SR 1501)

Local ID: MCDO40026-H

Purpose: Facility Deficiencies

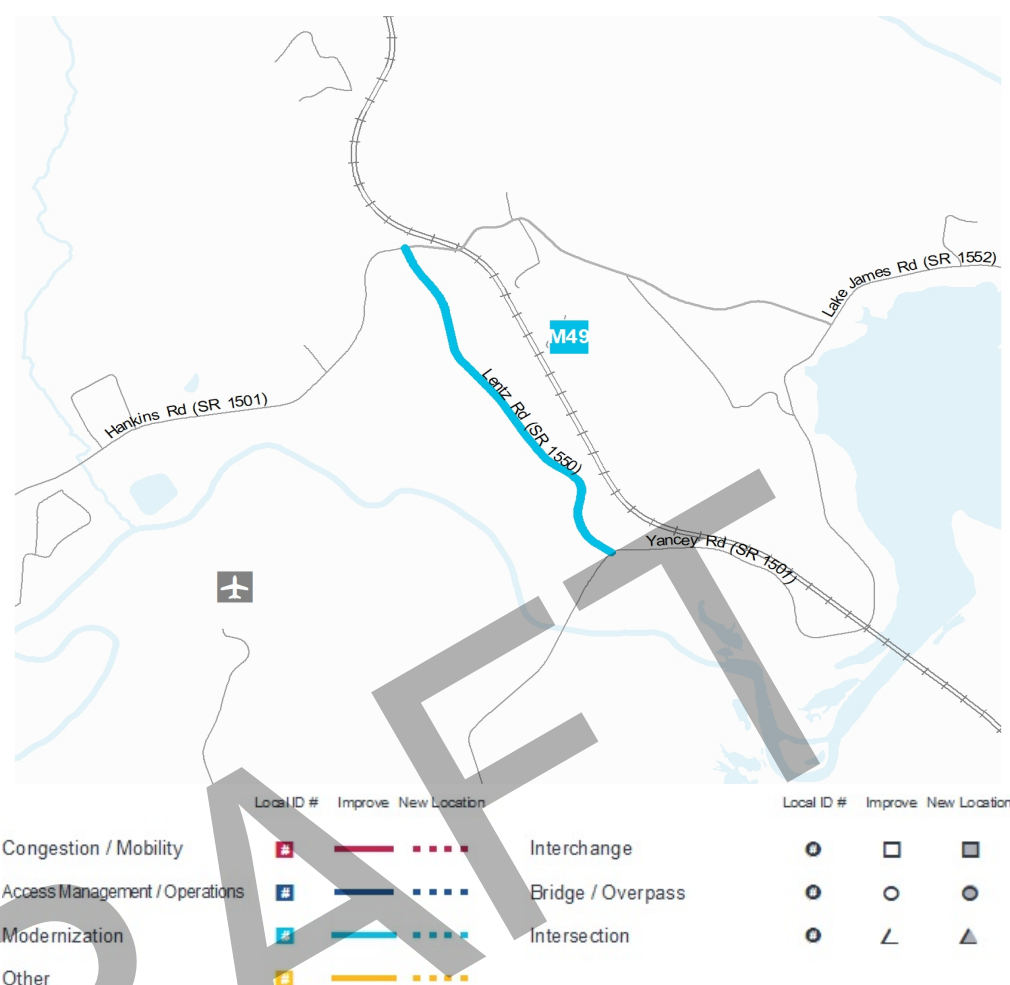
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	0.89
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	330	400	400
Capacity (vpd)	13600	13600	14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

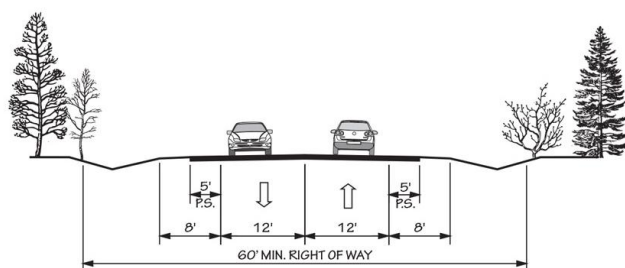


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- A Fault line
- The 0.2 Percent Annual Chance Flood Hazard and AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 5 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Vein Mountain Rd

From: NC 226 | To: Polly Spout Rd (SR 1781)

Local ID: MCDO40035-H

Purpose: Facility Deficiencies

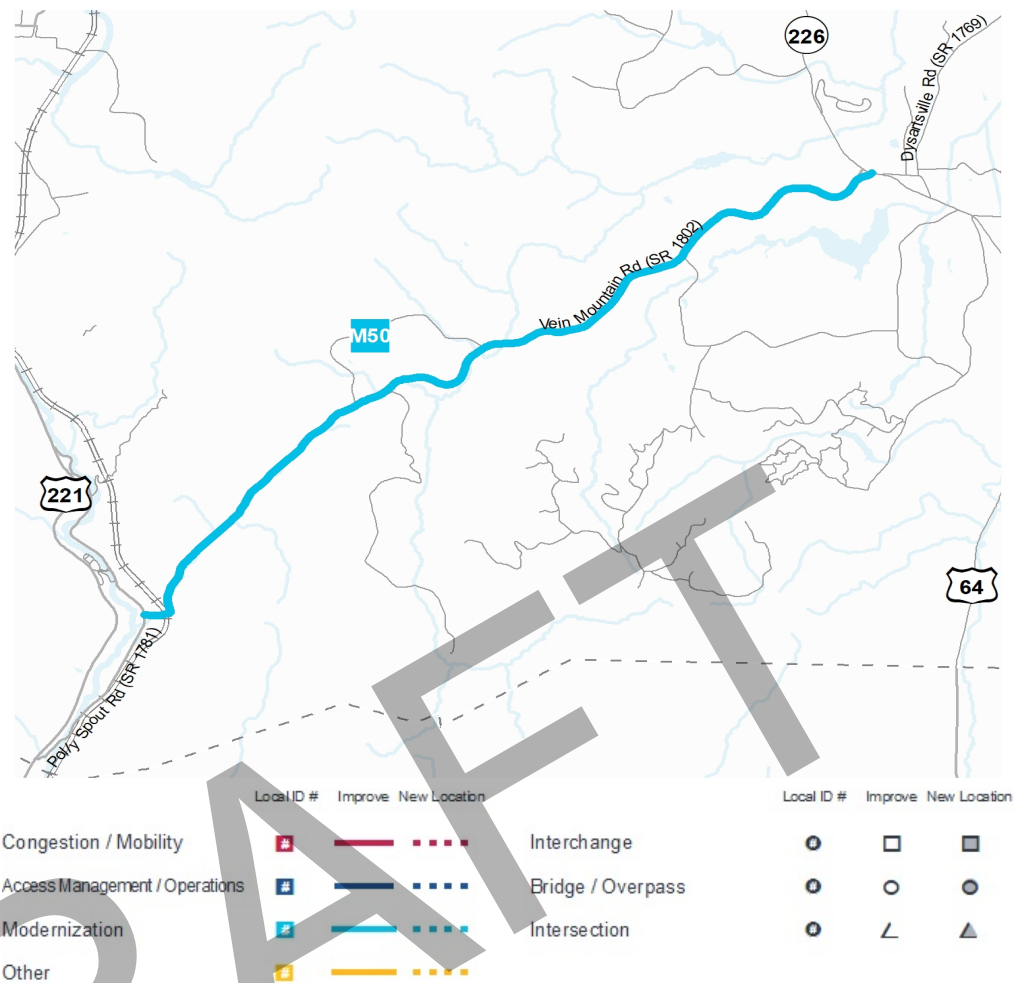
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	6.92
Existing ROW (feet)	
Safety Risk Score	22

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	430-840	500-1100	500-1100
Capacity (vpd)	13600	13600	14500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

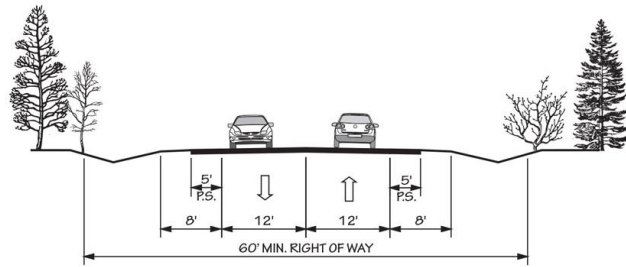


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- Box Creek Wilderness and Camel Knob Registered Heritage Area
- NC Division of Mitigation Services Easement

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally

under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 17 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 16 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 580328 is considered functionally obsolete.

Club House Rd

From: NC 226 | To: Vein Mountain Rd (SR 1802)

Local ID: MCDO40036-H

Purpose: Facility Deficiencies

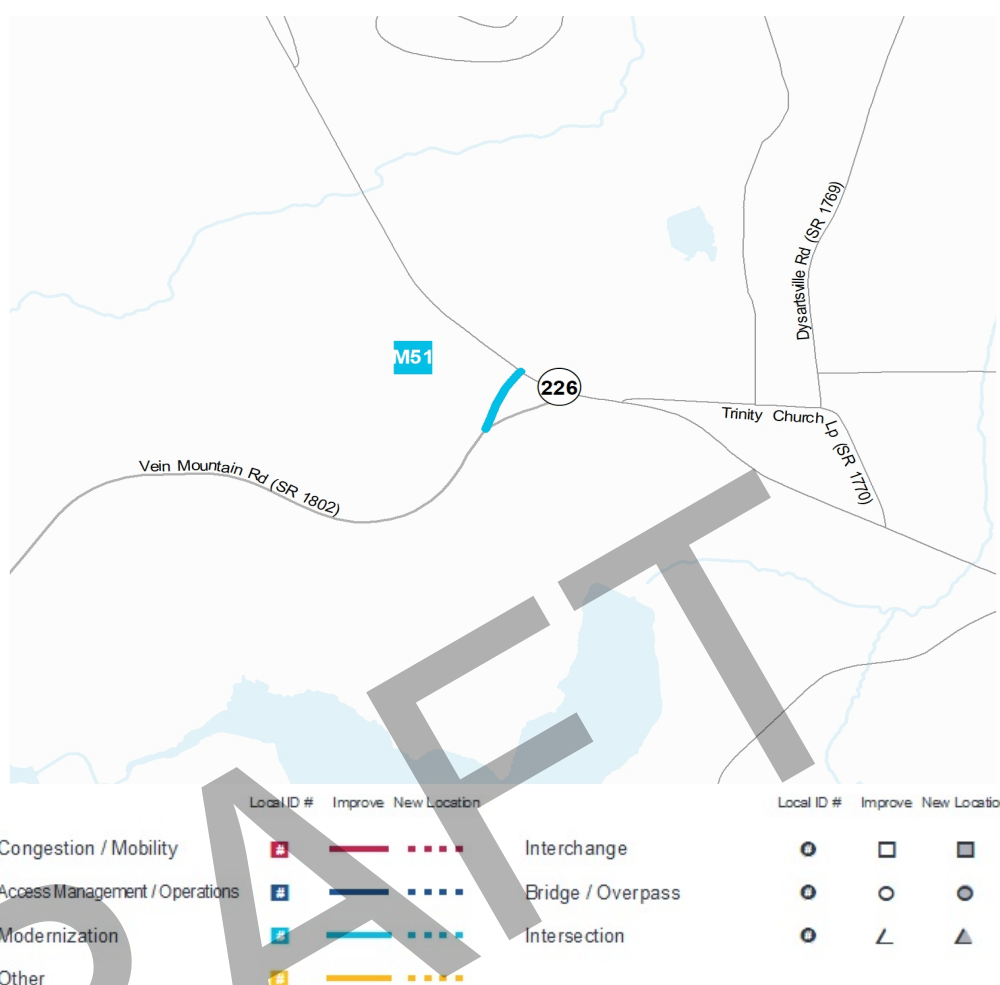
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	0.1
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	840	1100	1100
Capacity (vpd)	14100	14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

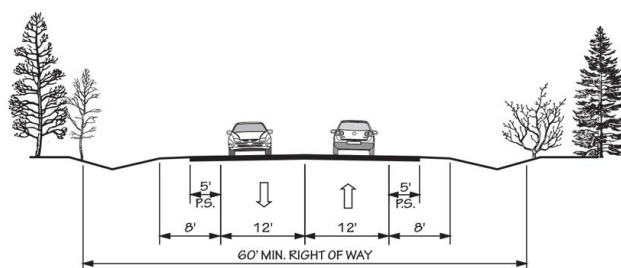


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The Catawba River watershed

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- A population of those aged 65 or older between 25 and 50%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Greenlee Rd

From: Parker Padgett Rd | To: Columbia Carolina Rd (SR 1228)

Local ID: MCDO40018-H

Purpose: Facility Deficiencies

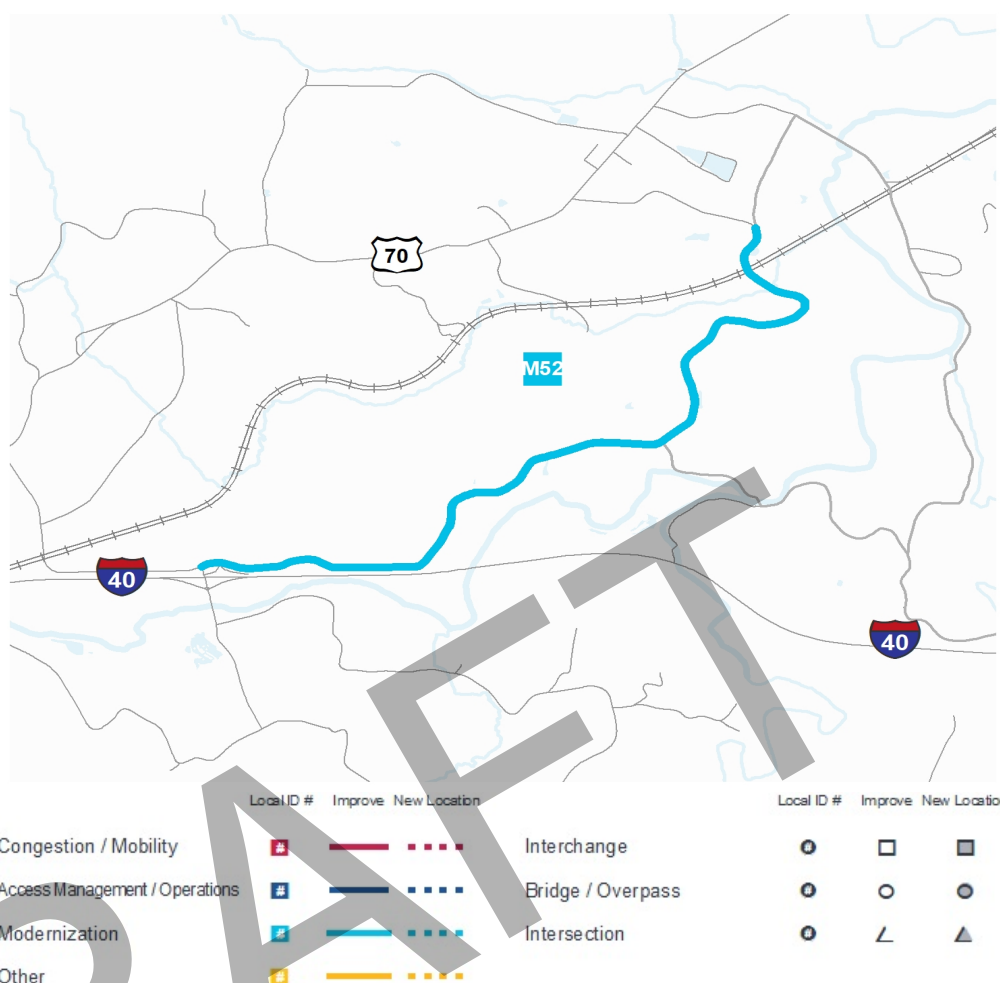
Improvement: Improve Existing

Identified Need

This road is currently 18 feet wide (two 9 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	3.36
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	800-850	1000-1100	1000-1100
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

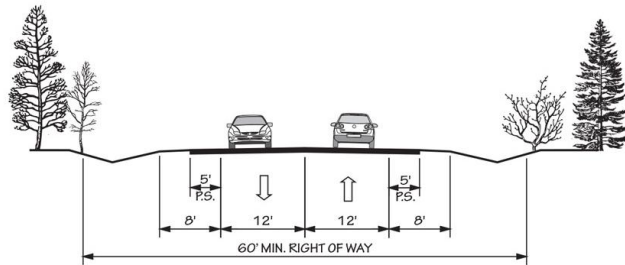


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

- The AE FEMA Flood Hazard zone(s)

Title VI Considerations

This recommendation passes through one or more Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- Hispanic/Latino population between 5 and 25%.
- Other Race population between 5 and 25%.
- A Spanish-speaking Limited English Proficiency population between 5 and 15%.

- A population of those aged 65 or older between 5 and 25%.
- A population of those living in a household without a motor vehicle between 5 and 15%.
- A population of those living below the poverty line between 15 and 25%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were no crashes along this recommendation.

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.

Old Glenwood Rd

From: Glenwood Dr (SR 1766) | To: NC 226

Local ID: MCDO40034-H

Purpose: Facility Deficiencies

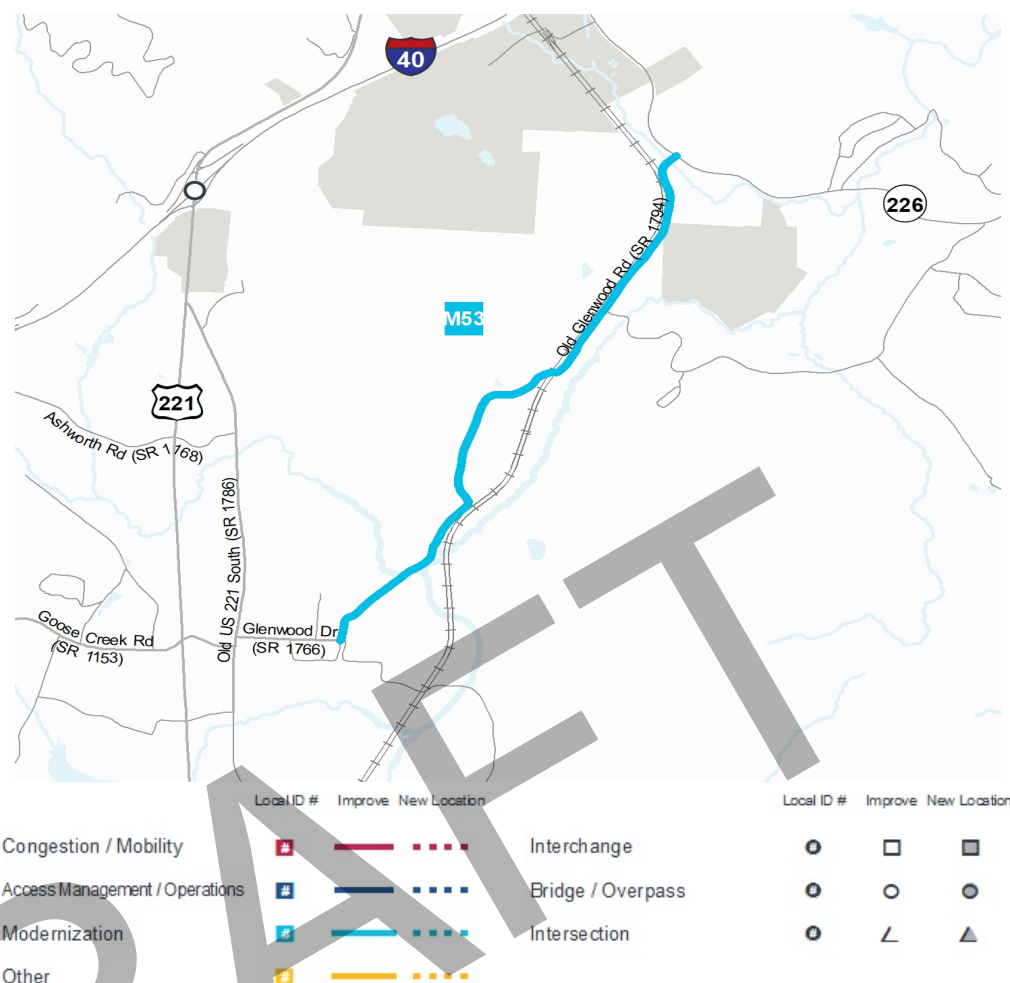
Improvement: Improve Existing

Identified Need

This road is currently 20 feet wide (two 10 foot wide lanes), which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Estimated Cost	-
Length (miles)	2.72
Existing ROW (feet)	60
Safety Risk Score	45

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1200	1900	1900
Capacity (vpd)	14100	14100	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

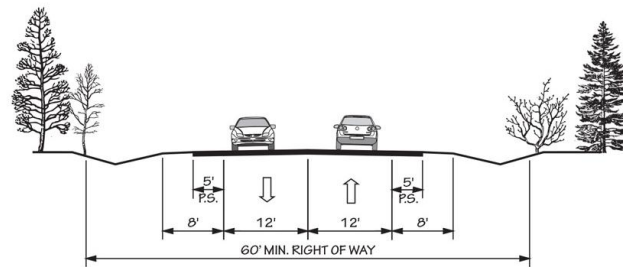


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

The aim of the Foothills Regional CTP is to provide a safe, efficient, well-connected, accessible, multi-modal transportation system that enhances the mobility of its residents, supports economic development, sustainable land use patterns and a healthy lifestyle while preserving the region's natural beauty and heritage.

This recommendation accomplishes this by improving the safety of the facility, providing a safe and efficient transportation system which will enhance mobility.

Potential Impacts**Impacts to Natural and/or Human Environment**

Within a 150-foot radius of this recommendation, the following human and/or natural environment features can be found:

The following historical site(s)/district(s):

- Abraham Gardin House
- The Catawba River watershed
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- Marion Correctional Institution

Title VI Considerations

This recommendation passes through one or more

Census Blocks containing a concentration of traditionally under served populations. The following were identified:

- African-American population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.
- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 25 and 50%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 12 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), no moderate or minor injury crash(es), and 12 property damage only crash(es).

Deficient Bridges

There are no structurally deficient or functionally obsolete bridges along this recommendation.