

McDowell County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M01	R-0204D	Mobility	US-221	From: I-40   To: NC 226	1.73	H,T	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.	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.
M02	R-0204E	Congestion	US-221	From: Firehouse Way (SR 1152)   To: I-40	2.35	H	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.	Parts of US 221 between Glenwood and I-40 are projected to be nearing or over capacity, which impacts mobility and causes congestion.
M03	R-2597B	Congestion	US-221	From: Rutherford County Line   To: Firehouse Way (SR 1152)	5.73	H	Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.	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.
M04	R-5923	Mobility	NC-226	From: US 221   To: NC 226A	1.21	H,B	Improve to 12-foot lanes with turning lanes at key intersections to improve safety and mobility.	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.
M05	MCDO30003-H	Mobility	NC-226	From: NC 226A   To: McDowell/Mitchell Line	4.05	H,B	Modernize roadway: widen lanes to 12 feet wide, add paved shoulder. Add climbing lanes on uphill portions to improve mobility and safety.	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.
M06	MCDO20001-H	Congestion	US-70	From: NC 80   To: McDowell Junior High Rd (SR 1302)	1.3	H,M,B,P	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.	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.
M07	MCDO40002-H	Congestion	Sugar Hill Rd	From: Zion Hill Rd (SR 1137)   To: I-40 WB Ramp	1.35	H,B,T	Widen to 4 lanes with median and bike lanes to improve mobility and relieve future congestion.	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.
M08	U-5835	Congestion	US 221 Business (Rutherford Rd)	From: NC 226   To: Georgia Ave	1.48	H,P,T	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.	US 221 Bus. (Rutherford Rd) is projected to be over capacity, creating congestion and inhibiting mobility on this corridor.
M09	MCDO40006-H	Congestion	Bat Cave Rd	From: Old Fort Sugar Hill Rd (SR 1135)   To: I-40 WB Ramp	0.62	H,B,P	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.	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.
M10	MCDO20004-H	Access Management	US-221	From: Toms Creek Rd (SR 1434)   To: start of 4 lane section of US 221 (NE of DC Johnson Rd)	5.05	H,B	Remove center turn lane and add median and bike lanes to improve mobility and safety.	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.
M11	MCDO20003-H	Access Management	N Main St (US 70 & 221 Bus.)	From: New St   To: US 70/Main St split (north)	1.87	H,M,B,P,T	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.	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.
M12	MCDO40003-H	Access Management	West Henderson St	From: US 221   To: Burgin St	0.64	H,M,B,P	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.	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.
M13	MCDO20002-H	Access Management	US-70	From: McDowell Junior High Rd (SR 1302)   To: N Main St (US 221 Bus.)	0.74	H,M,P,T	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.	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.
M14	MCDO40022-H	Modernization	Fleming Ave & Airport Rd	From: N Garden St   To: Holly St (SR 1510)	1.69	H,B,P	Modernize Roadway; add bike lanes & sidewalk to improve mobility, safety and multimodal connectivity.	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.
M15	MCDO40023-H	Modernization	Yancey Rd	From: Marion Planning Boundary   To: Lentz Rd (SR 1550)	1.33	H,M	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.	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.
M16	MCDO40028-H	Modernization	Baldwin Ave	From: Rutherford Rd (US 221 Bus.)   To: E Court St (US 70)	1.22	H,M,P,T	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.	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.
M17	MCDO40012-H	Modernization	Nix Creek Rd	From: Laurel Crossing Dr   To: US 221 SB Ramp (SR 1328)	1.95	H,B	Modernize Roadway: Widen lanes from 8 feet to 12 feet wide, add paved shoulder and bike lanes to improve safety and mobility.	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.
M18	MCDO40011-H	Modernization	Reid St & Ashworth Rd	From: Henderson St (SR 1001)   To: I-40	2.86	H,P	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.	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.
M19	MCDO20005-H	Modernization	US-221	From: end of 4-lane section west of North Cove School Rd   To: Old Linville Rd (SR 1560)	4.54	H,B	Modernization: 12 foot wide lanes with bike lanes to improve safety, mobility and multimodal connectivity.	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.
M20	MCDO30001-H	Modernization	NC-80	From: Toms Creek Rd (SR 1434)   To: McDowell/Yancey Line	10.21	H	Modernization: 11 foot wide lanes and paved shoulder to improve safety and mobility.	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.
M21	MCDO30004-H	Modernization	NC-226A	From: NC 226   To: NC 226	12.36	H	Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M22	MCDO30002-H	Modernization	NC-126	From: US 70   To: McDowell/Burke Line	3.51	H,B	Modernize roadway to 11 foot wide lanes. Add bike lanes to improve safety and mobility.	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.

McDowell County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M23	MCDO40017-H	Modernization	Lackeytown Rd	From: S Railroad St   To: Old Fort Sugar Hill Rd (SR 1135)/ Wildlife Lake Rd (SR 1237)	2.4	H,M	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).	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.
M24	MCDO40004-H	Modernization	Mount Hebron Rd	From: Crooked Creek Rd (SR 2788)   To: Bat Cave Rd (SR 1103)	5.04	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M25	MCDO40005-H	Modernization	Bat Cave Rd	From: Buncombe/McDowell Line   To: Davis Town Church Rd (SR 1131)	1.83	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M26	MCDO40016-H	Modernization	Columbia Carolina Rd	From: Old Greenlee Rd (SR 1214)   To: Greenlee Rd (SR 1246)	0.5	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M27	MCDO40009-H	Modernization	Lytle Mountain Rd	From: Nix Creek Rd (SR 1191)   To: Greenlee Rd (SR 1246)	3.67	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M28	MCDO40015-H	Modernization	Old Greenlee Rd	From: Lytle Mountain Rd   To: Columbia Carolina Rd (SR 1228)	2.29	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M29	MCDO40014-H	Modernization	Old Greenlee Rd & Henry McCall Rd	From: Roby Conley Rd (SR 1197)   To: Fairfield Estates Dr	3.09	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M30	MCDO40007-H	Modernization	Old Fort Sugar Hill Rd	From: Zion Hill Rd (SR 1137)   To: Henderson St (SR 1001)	3.65	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M31	MCDO40019-H	Modernization	Mud Cut Rd	From: Henderson St (SR 1001)   To: US 221	3.84	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M32	MCDO40021-H	Modernization	Toms Creek Rd	From: US 221   To: NC 80	2.64	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M33	MCDO40013-H	Modernization	Roby Conley Rd	From: Old Greenlee Rd (SR 1214)   To: US 70	1.72	H,M	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).	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.
M34	MCDO40010-H	Modernization	Shady Ln	From: Sugar Hill Rd (SR 1001)   To: Ashworth Rd (SR 1168)	1.51	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M35	MCDO40008-H	Modernization	Goose Creek Rd	From: Old US 221 (SR 1786)   To: Cherokee Way	4.06	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M36	MCDO40033-H	Modernization	Old US 221 South	From: Firehouse Way (SR 1152)   To: US 221	1.86	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M37	MCDO40031-H	Modernization	Glenwood Dr	From: Old US 221 (SR 1786)   To: Glenwood Loop (SR 1792)	0.4	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M38	MCDO40024-H	Modernization	Hankins Rd	From: Lake James Rd (SR 1552)   To: Lentz Rd (SR 1550)	1.01	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M39	MCDO40032-H	Modernization	Polly Spout Rd	From: US 221   To: US 221	3.21	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M40	MCDO40025-H	Modernization	Old Hwy 10 East	From: Uptons Landing Rd (SR 1538)   To: NC 126	3.62	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M41	MCDO40027-H	Modernization	American Thread Rd	From: US 221   To: Old US 221 (SR 1558)	1.28	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M42	MCDO40001-H	Modernization	Montford Cove Rd	From: Rutherford/McDowell Line   To: Hensley Rd (SR 1144)	2.09	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M43	MCDO40029-H	Modernization	Harmony Grove Rd	From: NC 226   To: Gaddy Rd (SR 1755)	1.91	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M44	MCDO40030-H	Modernization	Pinnacle Church Rd	From: McDowell/Burke Line   To: NC 226	3.23	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M45	MCDO40020-H	Modernization	Old US 70 West & W Orchard St (state-maintained portion)	From: W Orchard St (locally-maintained portion)   To: Mill Creek/railroad bridge	1.91	H,M	Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath (Fonta Flora State Trail); Great Trails State spine.	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.
M46	MCDO40037-H	Bridge/Intersection	Sugar Hill Rd	Intersection with Dink Cannon Rd	0	H	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.	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.
M47	MCDO50001-H	Modernization	W Orchard St	From: Commerce St   To: 50 ft south of the Town Limits of Old Fort	0.27	H,P	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.	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.

McDowell County Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M48	MCDO50002-H	Modernization	S Railroad St	From: S Spring St   To: Lackeytown Rd (SR 1235)	0.31	H	Modernization (local road): add paved shoulder to improve safety and mobility.	This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.
M49	MCDO40026-H	Modernization	Lentz Rd	From: Hankins Rd (SR 1501)   To: Hankins Rd (SR 1501)	0.89	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M50	MCDO40035-H	Modernization	Vein Mountain Rd	From: NC 226   To: Polly Spout Rd (SR 1781)	6.92	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M51	MCDO40036-H	Modernization	Club House Rd	From: NC 226   To: Vein Mountain Rd (SR 1802)	0.1	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M52	MCDO40018-H	Modernization	Greenlee Rd	From: Parker Padgett Rd   To: Columbia Carolina Rd (SR 1228)	3.36	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.
M53	MCDO40034-H	Modernization	Old Glenwood Rd	From: Glenwood Dr (SR 1766)   To: NC 226	2.72	H	Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.	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.

McDowell County Public Transportation and Rail Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
1	MCDO10001-R	Amtrak/Freight Route	Asheville to Salisbury Passenger Rail restoration	Asheville to Salisbury via McDowell County	33.77	R	Restoration of passenger rail service from Asheville to Salisbury	This recommendation has been identified in Amtrak's Expansion plan, Amtrak Connects Us (2021).
2	MCDO00001-R	Amtrak/Light Rail Station or Intermodal Terminal	Old Fort Railway Station	Downtown Old Fort	0	R	New or upgraded railway station to accommodate passenger rail service restoration	This recommendation has been identified in Amtrak's Expansion plan, Amtrak Connects Us (2021).
3	MCDO00002-R	Amtrak/Light Rail Station or Intermodal Terminal	Marion Railway Station	Downtown Marion	0	R	New railway station to accommodate passenger rail service restoration	This recommendation has been identified in Amtrak's Expansion plan, Amtrak Connects Us (2021).
4	MCDO00001-T	Urban Bus Corridor	Marion Transit Expansion	multiple roads	15.64	T	Expansion of Transit Service (new loop)	This recommendation has been identified by McDowell County Transit.

Public Transit/Rail Class: Urban Bus Corridor Regional Bus Corridor Rural Bus Corridor Fixed Guideway

Amtrak/Freight Route Park and Ride or Multimodal, Amtrak/Light Rail Station or Intermodal Terminal

\* Denotes Highway Incidental

McDowell County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M01	MCDO00001-M	Multiuse Path	Thermal Belt - Peavine Connector Trail	From: McDowell/Rutherford Line   To: Peavine Rail Trail Southern extension (Taylor Lake Dr)	9.65	M	Recommend a multi-use Path, extension of paved rail trail.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect the communities of Fero, Glenwood, Thermal City, Vein Mountain.
M02	MCDO00015-M	Multiuse Path	Ridgecrest-Point Lookout Greenway	From: Buncombe/McDowell Line on Old US 70   To: west end of Point Lookout Trail	0.9	M	Recommend sidepath alongside Old US 70 from Ridgecrest to the west end of Point Lookout Trail.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Jacktown to the Marion urbanized area.
M03	MCDO00003-M	Multiuse Path	Fonta Flora State Trail (Catawba River Greenway)	From: McDowell/Buncombe Line   To: McDowell/Burke Line	29.9	M	Recommend multi-use path parallel to Catawba River (Catawba River Greenway), also recommend sidepath on road segments: Catawba River Rd, Roby Conley Rd, Sam Phillips Dr, N Main St, New St, Garden St, Fleming Ave, Yancey Rd, Lake James Rd.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect Old Fort to the Marion urbanized area.
M04	MCDO00004-M	Multiuse Path	Fonta Flora State Trail (Point Lookout-Old Fort Greenway)	From: east end of Point Lookout Trail   To: Catawba River Greenway/Old Fort-Mill Creek Greenway	3.88	M	Recommend sidepath on road segments: Old US 70, W Orchard St, Commerce St, Catawba Ave (Commerce St to US 70/N Railroad St), N Railroad St, Lackeytown Rd. Recommend a multi-use path across railroad tracks (N Railroad St to Lackeytown Rd); option for bike lane on non-sidepath side of Catawba Ave.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect rural areas to Old Fort.
M05	MCDO00005-M	Multiuse Path	Andrew's Geyser Greenway Connector, Andrews Geyser Greenway Connector - Spur	From: Old US 70/Wolk Creek Dr   To: Cemetery	2.57	M	Recommend multi-use path/greenway.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places.
M06	MCDO00006-M	Bike and Ped	Catawba Ave & Water St Greenway Connectors	From: Commerce St/Catawba Ave   To: Mauney Ave pedestrian bridge	0.45	M,B,P	Recommend sidepath alongside Catawba Ave (Mill Creek Greenway to Commerce St), and Water St. Recommend widen Mauney Ave sidewalk/bridge to multi-use path standards, part of McDowell Greenway Plan. Recommend option for bike lane on Catawba Ave. Add sidewalk on non-sidepath side of Water St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Old Fort.
M07	MCDO00007-M	Multiuse Path	Old Fort Mill Creek Greenway	From: Catawba Ave/Commerce St   To: Catawba River Greenway at Curtis Creek	2.19	M	Recommend multi-use Path/greenway. Refer to Old Fort Ped Plan.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect rural areas to Old Fort.
M08	MCDO20001-M	Bike and Ped	US 70 Sidepath	From: Old US 70 (SR 1407)   To: N Main St (US 70/221 Bus.)	32.41	M,B,P	Recommend an option for bike lane on a non-sidepath side starting from Old US 70 to N Main St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect Old Fort to the Marion urbanized area.
M09	MCDO00008-M	Multiuse Path	Overmountain Victory Trail	From: McDowell/Rutherford Line   To: McDowell/Burke Line	3.93	M	Recommend multi-use Path/hreenway.	This recommendation is needed to provide a multimodal connection to neighboring counties.
M10	MCDO20004-M	Bike and Ped	N Main St (US 70 & 221 Bus.)	From: New St   To: US 70/N Main St split (north)	5.61	M,B,P	A sidepath on N/E side of road is recommended as part of the Fonta Flora State Trail. Bike lane and sidewalk to follow along non-sidepath side of road.	This recommendation is needed to provide a safe multimodal connection from northern Marion and the school area to downtown.
M11	MCDO00002-M	Multiuse Path	Peavine Rail Trail Southern extension	From: The Thermal Belt Rail Trail - Peavine Connector (Taylor Lake Dr)   To: Existing Peavine Trail (Fords Way)	2.48	M	Recommend multi- use path. Extend paved rail trail from Jacktown Rd to connect to NC226.	This recommendation is needed to provide a multimodal connection to commercial areas, medical facilities. It would expand the multimodal network within the Marion urbanized area.
M12	MCDO00010-M	Multiuse Path	Morgan St Parallel Greenway	From: Claremont Ave   To: Crawford St	0.22	M	Recommend multi-use path parallel to the creek between businesses on west side of Main St and the housing on east Morgan St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M13	MCDO40001-M	Multiuse Path	Sugar Hill Rd & W Henderson St	From: Stroud St   To: US 221	1.32	M,B,T	Add Sidepath, and bike lane on the non-sidepath side of street.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Marion urbanized area.
M14	MCDO40002-M	Bike and Ped	West Henderson St	From: Railroad St   To: Burgin St	0.32	B,P	Bike lanes and sidewalk are recommended as part of road diet. For sidewalk, fill in gaps where it does not exist on both sides of road. This is part of highway project M12	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M14	MCDO40002-M	Bike and Ped	West Henderson St	From: US 221   To: Railroad St	1.44	B,P	Bike lanes and sidewalk are recommended as part of road diet. For sidewalk it is advised to fill in gaps where it does not exist on both sides of road. All as part of highway project M12.	This recommendation is needed to provide a safe multimodal connection from western Marion to downtown.
M15	MCDO50003-M	Multiuse Path	State St	From: Main St (US 221 Bus)   To: Peavine Rail Trail	0.25	M	Add multi-use path/greenway to connect Peavine Trail to downtown Marion.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M16	MCDO50004-M	Multiuse Path	Railroad St	From: Henderson St (SR 1001)   To: US 221	0.3	M	A sidepath is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M17	MCDO00011-M	Multiuse Path	Marion-Spruce Pine Rail Trail	From: Peavine Rail Trail (south extension)   To: McDowell/Mitchell Line	37.02	M	Add multi-use path/rail to connect Marion to Spruce and Mitchell County.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect the communities of North Cove, Hankins, North Cove Crossing, Ashford, East Marion, Jacktown, Sevier, Stumptown to the Marion urbanized area.
M18	MCDO20002-M	Multiuse Path	US 221 Multi-use Paths	From: NC 226/US 221 Bus. (Rutherford Rd)   To: US 221 Bus. (N Main St)	5.76	M,T	Recommend multi-use path/greenway parallel to US221. One on Each side.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Garden Creek to the Marion urbanized area.
M19	MCDO30001-M	Multiuse Path	NC-226	From: McDowell Technical Community College Campus   To: Jacktown Rd (SR 1737)	2.97	M,B,T	Recommend sidepath along NC 226, also add bike lane on non-sidepath side of the road.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Marion urbanized area.
M20	MCDO00013-M	Multiuse Path	Peavine-UAMC Connector	From: Peavine southern extension   To: Universal Advanced Manufacturing Center	0.4	M	Add multi-use path/greenway parallel to Young's Fork St.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would expand the multimodal network within the Marion urbanized area.
M21	MCDO00014-M	Multiuse Path	Lake James Greenway	From: NC 126/Old NC 126   To: McDowell/Burke Line	0.53	M	Recommend multi-use path/greenway along south shore of lake James.	This recommendation is needed to provide a multimodal connection to historic places, state parks, and neighboring counties.



McDowell County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M22	MCDO40006-HBP	Bike and Ped	Catawba Ave	From: I-40 WB Ramp   To: Prop. Old Fort Mill Creek Greenway	0.24	H,B,P	Add bike lanes and sidewalk.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Old Fort.
M22	MCDO40006-HBP	Bike and Ped	Bat Cave Rd & Catawba Ave	From: Catawba River bridge   To: I-40 WB Ramp	0.42	H,B,P	Bike lanes and a sidewalk is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M23	MCDO40003-B	Bicycle	Bat Cave Rd	From: Davis Town Church Rd (SR 1131)   To: Catawba River bridge	4.72	B	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect the communities of Lackey Town, Moffitt Hill to Old Fort.
M24	MCDO40008-B	Bicycle	Old Fort Sugar Hill Rd	From: Catawba Ave (SR 1103)   To: Zion Hill Rd (SR 1137)	5.3	B	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Lackey Town to Old Fort.
M25	MCDO40018-B	Bicycle	Greenlee Rd	From: US 70   To: Parker Padgett Rd (SR 1240)	1.09	B	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to historic places.
M25	MCDO40018-B	Bicycle	Parker Padgett Rd	From: Greenlee Rd (SR 1246)   To: Oakdale Rd (SR 1234)	0.25	B	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to historic places.
M26	MCDO40009-B	Bicycle	Zion Hill Rd	From: Old Fort Sugar Hill Rd (SR 1135)   To: Sugar Hill Rd (SR 1001)	3.31	B	Addition of bike lanes is recommended.	This recommendation is needed to extend the multimodal network to connect to the community of Providence to the Marion urbanized area.
M27	MCDO40016-B	Bicycle	Old Greenlee Rd	From: Columbia Carolina Rd (SR 1228)   To: US 70	0.54	B	Addition of bike lanes is recommended.	This recommendation is needed to provide a multimodal connection to historic places. It would connect to the community of Greenlee.
M28	MCDO30001-B	Bicycle	NC-80	From: US 70   To: Toms Creek Rd (SR 1434)	1.93	B	Addition of bike lanes is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect rural areas to the Marion urbanized area.
M29	MCDO40017-B	Bicycle	Resistoflex Rd	From: Old Greenlee Rd (SR 1214)   To: US 70	0.51	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M30	MCDO40013-B	Bicycle	W Tate St & Nix Creek Rd	From: W Cross St/Pinnacle St   To: Zion Hill Rd (SR 1137)	5.12	B	Recommend bike lanes from US 221 SB ramp to Laurel Crossing Dr.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect rural areas to the Marion urbanized area.
M31	MCDO40001-B	Bicycle	Montford Cove Rd & Sugar Hill Rd	From: Mill Creek bridge   To: Stroud St	10.21	M,B,T	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect the communities of Providence, Sugar Hill, West Marion to the Marion urbanized area.
M32	MCDO40010-B	Bicycle	Goose Creek Rd	From: Cherokee Way   To: Sugar Hill Rd (SR 1001)	0.58	B	Recommend bike lanes.	This recommendation is needed to extend the multimodal network to expand the multimodal network within the Marion urbanized area.
M33	MCDO40015-B	Bicycle	Old Hwy 10 West	From: 221 SB - Tate St Ramp (SR 1328)   To: Roby Conley Rd (SR 1197)	0.45	B	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Marion urbanized area.
M33	MCDO40015-B	Bicycle	US 221 SB - Tate St Ramp	From: Old Hwy 10 W (SR 1214)   To: W Tate St (SR 1195)	0.19	B	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would expand the multimodal network within the Marion urbanized area.
M34	MCDO40012-B	Bicycle	Veterans Dr	From: Henderson St (SR 1001)   To: Nix Creek Rd (SR 1195)	0.95	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would expand the multimodal network within the Marion urbanized area.
M35	MCDO30002-M	Multiuse Path	NC 226 First Broad River Greenway Connector	From: Rutherford/McDowell Line   To: Proposed Overmountain Victory Trail	1.31	M	Recommend sidepath along NC 226 to connect proposed First River Greenway to the proposed Overmountain Victory Trail.	This corridor provides connection(s) to other parts of the network using roads suitable for cycling and/or walking.
M36	MCDO40025-B	Bicycle	Memorial Park Rd	From: US 70   To: Uptons Landing Rd (SR 1538)	0.89	B	Add bike lanes to connect to McDowell Memorial Park.	This recommendation is needed to provide a multimodal connection to historic places. It would expand the multimodal network within the Marion urbanized area.
M37	MCDO20003-B	Bicycle	N Main St & US 221	From: N Main St/Catawba River   To: McDowell/Burke Line & NC 183	20.8	B	Add bike lanes from Catawba River to US 221 and to the county line.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, and neighboring counties. It would connect the communities of Garden Creek, Linville Falls, North Cove Crossing, Toms Creek to the Marion urbanized area.
M38	MCDO40024-B	Bicycle	Hankins Rd	From: Lentz Rd (SR 1550)   To: US 221	2.38	B	Addition of bike lanes is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would connect to the community of Hankins to the Marion urbanized area.
M39*	MCDO40025-HBP	Bike and Ped	Airport Rd	From: Holly St (SR 1510)   To: Victory Dr (SR 1504)	2.68	H,B,P	Bike lanes and sidewalk as part of highway project M14	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M40	MCDO30005-B	Bicycle	NC-226	From: Jacktown Rd (SR 1737)   To: US 221	0.17	B,T	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M41	MCDO20002-B	Bicycle	US-70	From: Maple & Park Aves   To: McDowell/Burke Line	8.74	B,T	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools, and neighboring counties. It would connect the communities of Clinchfield, Nebo, Stumptown to the Marion urbanized area.
M42	MCDO40026-B	Bicycle	Nebo School Rd	From: US 70   To: NC 126	0.36	B	Bike lanes from Isothermal Regional Bike Plan are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Nebo to the Marion urbanized area.

McDowell County Bicycle and Pedestrian Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
M42	MCDO40026-B	Bicycle	Harmony Grove Rd	From: Gaddy Rd (SR 1755)   To: US 70	4.9	B	Recommend bike lanes.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would connect to the community of Nebo to the Marion urbanized area.
M43	MCDO30002-B	Bicycle	NC-126	From: US 70   To: Old NC 126	3.34	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Marion urbanized area.
M44	MCDO40029-B	Bicycle	Stacy Hill Rd	From: US 70   To: Fairview Rd (SR 1741)	1.78	B	Recommmed bike lanes.	This recommendation is needed to provide a multimodal connection to historic places. It would connect rural areas to the Marion urbanized area.
M45	MCDO40027-B	Bicycle	Fairview Rd	From: NC 226   To: Harmony Grove Rd (SR 1760)	3.39	B	Addition of bike lanes is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas. It would connect to the community of Jacktown to the Marion urbanized area.
M46	MCDO40027-B	Bicycle	No record found in the ProjectProposal table		0	B,T	No Proposal Description entered in the ProjectSheetLongText table.	No Need Description entered in the ProjectSheetLongText table.
M47	MCDO30003-B	Bicycle	NC-226	From: Rutherford/Cleveland Line   To: MTCC Campus	10.6	B	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, schools. It would connect to the community of Dysartsville.
M48	MCDO40030-B	Bicycle	Gaddy Rd South	From: NC 226   To: Harmony Grove Rd (SR 1760)	1.29	P	Addition of bike lanes is recommended.	This recommendation is needed to provide a multimodal connection to commercial areas.
M49	MCDO20010-HP	Pedestrian	US 221 Business (Rutherford Rd)	From: NC 226   To: Georgia Ave	1.48	B	A sidewalk as part of highway project M08 is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M50	MCDO40011-B	Bicycle	Ashworth Rd	From: I-40   To: US 221	1.01	H,B	Bike lanes are recommended.	This recommendation is needed to extend the multimodal network to connect rural areas to the Marion urbanized area.
M51	MCDO20006-B	Bicycle	US-221	From: Ashworth Rd (SR 1168)   To: NC 226	2.82	P	Bike lanes are recomened separate from the STIP projects that would widen US 221.	There is a need for a safe bicycle connection across I-40 to connect the Glenwood community to Marion. Currently, the US 221 widening plan has no planned bicycle facility.
M52	MCDO40012-HP	Pedestrian	Reid St	From: Henderson St (SR 1001)   To: Elmer St (SR 1186)	0.36	P	A sidewalk as part of highway project M18 is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M53	MCDO40031-HP	Pedestrian	Baldwin Ave	From: Perry St   To: E Court St (US 70)	0.43	P	A sidewalk as part of highway project M16 is recommended.	There is a need to extend the multimodal network along this suitable corridor that has been identified as a highway recommendation.
M54	MCDO40004-P	Pedestrian	VFW Dr	From: US 70   To: End of road (proposed multi-use path near railroad)	0.04	P	Add sidewalk on Old Fort St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Old Fort.
M55	MCDO50005-P	Pedestrian	S Mauney Ave	From: E Crawford St   To: Mauney Ave sidewalk	0.1	P	Add sidewalk on Old Fort St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Old Fort.
M56	MCDO50002-P	Pedestrian	W Orchard St	From: US 70   To: Commerce St	0.32	P	Add sidewalk on Old Fort St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within Old Fort.
M57	MCDO50001-P	Pedestrian	Salisbury Ave & Westerman St	From: Old Fort Town Limits (near W Crawford St)   To: proposed Mill Creek Greenway	0.17	P	Add sidewalk on Old Fort St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Old Fort.
M58	MCDO50003-P	Pedestrian	W/E Mitchell St	From: Westerman St   To: Mauney Ave	0.21	M	Add sidewalk on Old Fort St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within Old Fort.
M59	MCDO40003-M	Multiuse Path	Baldwin Ave	From: Rutherford Rd (US 221 Bus.)   To: Peavine Rail Trail	0.09	B	Sidepath connector to Peavine Rail Trail; sidewalk on other side of road	There is a need to provide a safe multimodal connection to the Peavine Rail Trail that accommodates both bicycles and pedestrians.
M60	MCDO40002-B	Bicycle	West Henderson St	From: Burgin St   To: Main St (US 221 Bus.)	0.21	P	Bike lanes are recommended.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places. It would expand the multimodal network within the Marion urbanized area.
M61	MCDO50001-M	Pedestrian	Hudgins St Pedestrian Bridge	From end of W Hudgins St to end of E Hudgins St across US 221	0.06	M	Recommend construction of a new sidewalk and pedestrian bidge to reconnect split segments of W/E hudgins St.	This recommendation is needed to provide a multimodal connection to commercial areas, historic places, schools. It would expand the multimodal network within the Marion urbanized area.
M62	MCDO00012-M	Multiuse Path	Peavine Rail Trail - US 221 Greenway Connector	From: Peavine Rail Trail (Marion St)   To: US 221 Bypass MUP	0.67	M	Multi-use Path/Greenway connection between Peavine Rail Trail and proposed US 221 multi-use paths	There is a need to provide a short, safe connection from the Peavine Rail Trail to the proposed US 221 multi-use paths that accommodates all users.
M62	MCDO00009-M	Multiuse Path	Hospital Greenways	From: Veterans Dr   To: Grace Corpening Dr/Sugar Hill Rd	0.87	M	connection to existing paths around hospital/ medical area, connection from Spaulding Dr to Grace Corpening; multi-use path on Grace Corpening Dr to Sugar Hill Rd	This recommendation would connect areas to the west of the hospital to the hospital, and extend the multimodal network within the Marion urbanized area.