

MCDOWELL, RUTHERFORD AND POLK COUNTY

FOOTHILLS REGIONAL

COMPREHENSIVE TRANSPORTATION PLAN



JUNE 2023

ACKNOWLEDGEMENTS

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

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McDowell County

City of Marion Town of Old Fort

Polk County

City of Saluda Town of Columbus
 Town of Tryon

Rutherford County

Town of Forest City Town of Rutherfordton
 Town of Spindale Town of Lake Lure
 Town of Bostic Town of Ellenboro
 Chimney Rock Village

The Foothills Rural Planning Organization

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For a list of the Polk County Steering Committee members, see the Public Involvement section of the Appendix.

LIST OF STEERING COMMITTEE MEMBERS

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Ashley Wooten, County Manager
Heather Cotton, City of Marion Planning and
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Bob Boyette, Marion City Manager
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EXECUTIVE SUMMARY

In 2019 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT, the Foothills RPO (formerly the Isothermal RPO, McDowell County, Polk County, Rutherford County, and their municipalities began a Comprehensive Transportation Plan (CTP) study for the Foothills Region, which consists of McDowell, Polk, and Rutherford Counties.



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

The Foothills Regional CTP was adopted locally and by the North Carolina Board of Transportation in MONTH, 20XX.

This plan does not cover routine maintenance or minor operations issues. Refer to the Contacts Information section of the Appendix for contact information on these types of issues.

VISION

“The Foothills Region provides a safe, efficient, well-connected, accessible, multimodal 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.”

GOALS

- 🎯 Provide a **safer** transportation system
- 🎯 Provide a transportation network that is **accessible** to all users.
- 🎯 Provide transportation facilities that accommodate **all modes** of transportation and provides opportunities to live a healthy lifestyle.
- 🎯 **Enhance the mobility** of the transportation system.
- 🎯 Provide a transportation system that supports **economic development** opportunities.
- 🎯 Consider **history, heritage,** and the **natural environment** during project evaluation and selection.

STUDY APPROACH

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

ANALYSIS AND PUBLIC INPUT

Steering committee members



Paper surveys mailed out to Polk County residents



Total number of survey respondents



Polk County Survey



Regional Survey

Survey Comments



Polk County



Regional

A total of 9 comments were received at Public Involvement Meetings.

See Chapter 2 for more on this topic. See Public Involvement Appendix for more details.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Foothills CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the CTP Projects section of the Appendix.

<p>Regional</p> <p>74</p> <p>Upgrade to interstate standards from I-26 in Polk County to the west end of the Shelby Bypass in Cleveland County.</p> <p>Polk Details</p> <p>Rutherford Details</p>	<p>221</p> <p>Upgrade from a two-lane facility to a four lane divided highway from the end of the Rutherford Bypass project to N.C. 226 in McDowell.</p> <p>McDowell Details</p> <p>Rutherford Details</p>	<p>BUS. 221</p> <p>McDowell County</p> <p>226</p> <p>Add median, reduce from 5 lanes to 4 lanes; add sidepath to one side, bike lane and sidewalk to the other side from Viewpoint Dr. to U.S. 70 (north intersection) in Marion.</p> <p>Project Details</p>	<p>226</p> <p>Modernize roadway, adding paved shoulder and climbing lanes where feasible from U.S. 221 near North Cove in McDowell County to Mitchell County at the Blue Ridge Pkwy.</p> <p>Project Details</p>
<p>Polk County</p> <p>108</p> <p>Modernize roadway and add sidepath to one side of road from the Polk County Government Complex to N.C. 9 in Mill Spring.</p> <p>Project Details</p>	<p>Rutherford County</p> <p>221</p> <p>Construct four lane freeway from U.S. 74 south of Rutherfordton to Roper Loop Road (S.R. 1366) north of Rutherfordton.</p> <p>Project Details</p>		

PROJECT SHEETS



CTP Project Sheets can be found in the Appendix. They feature individual project maps and other details.

APPROVALS

- Local Adoptions:
- Rural Planning Organization endorsement:
- North Carolina Board of Transportation adoption:

VISION

“The Foothills Region provides a safe, efficient, well-connected, accessible, multimodal 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.”

- *Vision statement from the Foothills Regional CTP Steering Committee*

Chimney Rock Park, Rutherford County

Chapter ONE

Introductions and Overview

The Comprehensive Transportation Plan is North Carolina’s multimodal long-range transportation plan. The CTP is “needs-based” and represents a community’s consensus on the future transportation system to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the Foothills Rural Planning Organization, McDowell County, Polk County, Rutherford County, and all municipalities within the three-county region, with the support of the Foothills Regional CTP Steering Committee. Note: The Foothills RPO was formerly known as the Isothermal RPO prior to July 1, 2021. Some of the materials inside this document may refer to the “Isothermal Region” or “Isothermal RPO” if they were created prior to this date.

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

VISION

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

The Vision Statement was developed from the Comprehensive Plans and Land Use plans from each county and municipality. The Vision Statement guided the development of the CTP and was used to establish identified needs, deficiencies, and evaluate the project recommendation.

STUDY GOALS AND OBJECTIVES

PROVIDE A SAFE TRANSPORTATION SYSTEM.

Promote State’s Highway Safety Plan goal of reducing deaths and severe injuries in half by 2045. Reduce crash counts, crash severity, and distracted driving. Modernize steep, narrow roads with a history of crashes. Improve physical attributes of existing roads by installing guardrails, replacing long center turn lanes, and adding lighting. Provide safe access to schools.

PROVIDE A TRANSPORTATION NETWORK THAT IS ACCESSIBLE TO ALL USERS.

Improve ease of navigation for residents and visitors through signage and safe access to transit facilities. Provide access and effective means of transportation to food and services for people with low income, disadvantaged, disabled, elderly, or do not own a car.

PROVIDE TRANSPORTATION FACILITIES THAT ACCOMMODATE ALL MODES OF TRANSPORTATION AND PROVIDES OPPORTUNITIES TO LIVE A HEALTHY LIFESTYLE.

Provide and improve bicycle and pedestrian accommodations on facilities between key destinations, especially within town or city limits. Provide shuttle and vanpool services to airports. Support rail line improvements including freight and passenger connection from Salisbury to Asheville. Provide access to multimodal options based on need to fifty percent of the population by 2045. Identify wildlife movement corridors and minimize or mitigate detrimental impacts from transportation projects.

ENHANCE THE MOBILITY OF THE TRANSPORTATION SYSTEM.

Alleviate congestion from downtown roads by providing alternative routes for traffic to take around downtown. Consider complete street principles in the project design of all future roadway or bridge projects.

PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS ECONOMIC DEVELOPMENT OPPORTUNITIES.

Improve east to west mobility and support economic development for the region by upgrading U.S. 74 to a future interstate. Improve access to I-26, I-40, I-85, U.S. 221, and US 74. Support tourism by improving aesthetics along “gateway” entrance routes.

CONSIDER HISTORY, HERITAGE, AND THE NATURAL ENVIRONMENT DURING PROJECT EVALUATION AND SELECTION.

Ensure that the region maintains and enhances its rural character and consider appropriate transportation designs that fit the surroundings. Provide a resilient transportation network to face natural hazards or disasters. Consider the recommendation of the region’s Comprehensive Plans, and any other county or town plans, when planning future transportation projects.

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Foothills Regional CTP. See the [Appendix document](#) for an outline of the CTP requirements. Please click on any item in the following list for more information:

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

LOCAL POLICIES AND PLANS

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

- [2020 Peavine to Thermal Belt Rail Trail Connector Feasibility Study Report](#)
- [2019 BikeWalk Spindale](#)
- [2019 North Main Street Corridor Strategy Report \(Marion\)](#)
- [2018 Rutherford County CTP](#)
- [2018 Charlotte/Main Street Corridor Improvement Study \(Tri-Cities\)](#)
- [2018 Isothermal Regional Bike Plan \(Not used for Polk\)](#)
- [2017 Town of Rutherfordton Bicycle & Pedestrian Plan](#)
- [2016 City of Marion Comprehensive Bicycle Plan](#)
- [2016 Town of Saluda Bicycle and Pedestrian Plan](#)
- [2015 Forest City Pedestrian Plan](#)
- [2015 City of Marion CTP](#)
- [2013 McDowell County CTP](#)
- [2013 Lake Lure & Chimney Rock Village CTP](#)
- [2011 Old Fort Comprehensive Pedestrian Master Plan](#)
- [Columbus-Tryon Bicycle/Pedestrian Plan](#)

THIS PLAN FEATURES:

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

CTP PROCESS SUMMARY

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

SUMMER 2019

Began analyzing existing conditions and initiated committee meetings; Reviewed community vision, goals, objectives, and socioeconomic data.

FALL–WINTER 2019

Continued public outreach through surveys; Began identifying highway deficiencies through future year projections.

SPRING-SUMMER 2020

Updated deficiencies map and reviewed local multimodal plans; Reviewed Survey Results; Discussed multimodal project proposals.

FALL 2020-SUMMER 2021

Reviewed project proposals, Public Involvement Presentations occurred,

FALL-WINTER 2021

Developed project proposal maps, lists and project sheets, Worked on draft CTP documentation

SPRING–FALL 2023

Finished CTP documentation, CTP was adopted locally and by the Board of Transportation



Town of Old Fort, McDowell County

Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Foothills Regional CTP.

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

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

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

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

PUBLIC INVOLVEMENT SUMMARY

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

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

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

COMMUNITY UNDERSTANDING

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

TYPES OF STAKEHOLDER INVOLVEMENT USED

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

The steering committee was involved during the process using:

- Committee meetings, both in person and virtual
- Email and phone
- Surveys

The following were used to reach out to stakeholders and the general public:

- Study Website
- Facebook Notices
- Surveys (online and paper, English and Spanish)
- Coverage in local newspapers
- Draft and Final Plan Presentations, both in person and virtual
- Public Meetings



More information is in the [Appendix](#).

WHAT WE HEARD



McDowell County

"The school traffic... backs up traffic and **causes accidents**" along W McDowell Jr High School Road



"Crosswalks on Main Street have no flashing lights or indicators, making crossing **dangerous**"



Polk County

"**Dangerous turn** onto 108 leaving Harmon Field"



"We need **sidewalks** connecting Tryon to more homes"

"Add **bike lanes**" in Tryon

"**Bike lanes** would be great" in Saluda

"**Fix** what we have" at Howard Gap Road



Rutherford County

"Broadway Street is in **rough condition**"



"Needs to be **transit** at Carver Center"

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2017 to 2045. Growth in the Foothills Region is expected to occur along the major highway corridors.

	2017 POPULATION	2045 PROJECTED POPULATION	2017 EMPLOYMENT	2045 PROJECTED EMPLOYMENT
McDowell	46,200	57,700	20,200	26,700
Polk	21,200	25,200	8,700	10,300
Rutherford	68,300	85,300	26,100	38,600
Regional	135,700	168,200	55,000	75,600

More information can be found in the Socio-Economic Data Forecast and Methodology section of the [Appendix](#) about the methodology that was used to project the population and employment to 2045.

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

Several plans from the three counties and their municipalities were used to meet this requirement. During the CTP Process, recommendations were done with community character and land use in mind.

- McDowell County Land Use Plan (2022)
- Polk County 20/20 Vision Plan (2022)
- Rutherford County Land Classification Study (2022)

McDowell County focuses their efforts on areas around I-40 and showcasing their natural beauty through expanding their trail and greenway network. Polk County aimed to preserve the rural character. Rutherford expects growth to occur near Rutherfordton, Spindale, and Forest City areas as well as the U.S. 74 corridor.

TRANSPORTATION NETWORK SUMMARY

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand.

This table shows a summary of the transportation network. More detail, if applicable, can be found elsewhere in the chapter.

Primary North-South Roadways	📍 U.S. 221 (Regional) 📍 U.S. 221 Bus. (McDowell) 📍 N.C. 226 (McDowell) 📍 I-26, U.S. 176, N.C. 9 (Polk) 📍 U.S. 221A (Rutherford)
Primary East-West Roadways	📍 U.S. 74 (Regional) 📍 I-40, U.S. 70 (McDowell) 📍 N.C. 108 (Polk) 📍 U.S. 64, U.S. 74-A, U.S. 74 Business (Rutherford)
Strategic Transportation Corridors	📍 I-26 (Corridor C) 📍 I-40 + NS Rail Line (Corridor Q) 📍 U.S. 74 + CSX Line (Corridor U)
Public Transportation Services (Demand Response)	📍 McDowell County Transit 📍 Polk County Public Transportation System 📍 Rutherford County Transit
Fixed Route Bus	📍 Rutherford County Transit (Deviated fixed-route)
General Aviation Airports	📍 Rutherford County Airport (KFQD)
Park and Ride Lots	📍 None
Freight Railroads	📍 CSX 📍 NS
Passenger Railroads	📍 None
Primary Freight Movement	📍 Rail 📍 I-26 📍 I-40 📍 U.S. 74
Sidewalks	📍 In downtowns of most municipalities
Bicycle Lanes	📍 None
Statewide Bicycle Routes	📍 N.C.B.R 8 through Polk and Rutherford Counties
Greenways	📍 Thermal Belt Rail Trail 📍 Peavine Rail Trail
Ferries	📍 None

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

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

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2020-2029 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction will be completed by the future year (2045).

Major Highway Capacity Deficiencies in the Foothills Region



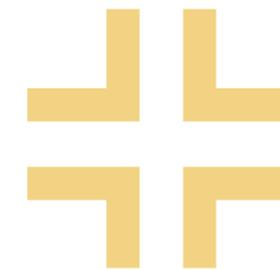
- 📍 **U.S. 70 (from N.C. 80 to U.S. 221 Bypass)**
 2017 (base year) – near capacity
 2045 – near & over capacity
- 📍 **N.C. 108 (from western town limit of Columbus to Walker St/Houston Rd in Columbus)**
 2017 (base year) – near & over capacity
 2045 – over capacity
- 📍 **U.S. 74-A (from U.S. 64 to Main St/Charlotte Rd)**
 2017 (base year) – over capacity
 2045 – over capacity

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

Planning Level Intersection Assessment

Roadway intersections in the Foothills Region were assessed using a high level of analysis, including the type of facility and current delay. Project Purpose or “identified needs” establishes recommendations to improve these intersections. The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to the Definitions section of the [Appendix](#) for definitions of any terms.

The major intersections identified for improvement in the CTP are:



- 📍 **U.S. 70 and W McDowell Junior High Rd in McDowell County**
- 📍 **Sugar Hill Rd and Dink Cannon Rd in McDowell County**
- 📍 **N.C. 108 and Howard Gap Rd/Harmon Field Rd in Polk County**
- 📍 **N.C. 9 and Landrum Rd/Sandy Plains Rd in Polk County**
- 📍 **U.S. 221A (Main St/Charlotte Rd) and U.S. 74-A (Railroad Ave/College Ave) in Rutherford County**
- 📍 **Coxe Rd/Thunder Rd and existing U.S. 221/74 Bus. in Rutherford County**

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. Planning level crash locations in the Foothills Region which occurred between January 1, 2014 and December 31, 2018 can be found in the Transportation Planning Analysis Data section of the [Appendix](#).

Since safety concerns often need more immediate addressing than long-range projects identified during a CTP, all public comments concerning safety received during the development of the Foothills CTP were shared with NCDOT Division 13 or 14 for review and consideration.

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

Bridge Deficiency Assessment

There are 241 structurally deficient and functionally obsolete bridges that were identified. Refer to the Transportation Planning Analysis Data section of the [Appendix](#) for more detailed bridge deficiency information and their relationship to CTP Project Recommendations.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

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

The N.C. 8 Bike Route runs through Polk and Rutherford Counties from Henderson County to Cleveland County. The Thermal Belt Rail Trail in Rutherford County, and the Peavine Rail Trail in Marion are important facilities that provide active transportation options to the community such as walking and biking. The Purple Martin Greenway also provides a bike, handicap, kid, and pet friendly way to connect Historic Downtown Rutherfordton to the Crestview Park.

In the Foothills region, existing sidewalks are concentrated in the downtown areas. There are a few gaps in between sidewalk segments and other segments do not extend all the way to desired destinations.

In McDowell and Rutherford counties, the 2018 Isothermal Regional Bike plan was considered along with municipal bike and/or pedestrian plans from Old Fort, Marion, Rutherfordton, Spindale, and Forest City; in Lake Lure, the Lake Lure CTP was considered.

In Polk County, bike and pedestrian plans in Tryon, Columbus, and Saluda were considered.

Refer to Multimodal Analysis section of the [Appendix](#).



PUBLIC TRANSPORTATION ANALYSIS SUMMARY



Rutherford County Transit has two deviated fixed-route transit routes serving the Tri-Cities (Rutherfordton, Spindale, and Forest City) area, operating during business hours from Monday to Friday. Buses can deviate from the route up to a half-mile for \$1. Rutherford County Transit also provides on demand services by appointment.

McDowell County Transit also provides on demand services by appointment. There is a proposed fixed route that is reflected in the CTP transit and rail map.

Polk County Public Transportation System provides on demand services by appointment only.

Refer to Multimodal Analysis section of the [Appendix](#).

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

RAIL

There is no current passenger rail service to the region. There is a need to revive passenger rail service between Asheville and Salisbury, which would include stops in both Old Fort and Marion in McDowell County.



Refer to Multimodal Analysis section of the [Appendix](#).

AIRPORTS



The Rutherford County Airport (FDQ) is a public airport located 3 nautical miles north of Rutherfordton. It covers 250 acres with one asphalt runway (runway 01/19) which is 5,000 feet long, and has no control tower. It operates from 9 a.m. to 6 p.m, with after-hours service available upon request. Shiflet Field in Marion is a public airport 3 nautical miles north of Marion. It covers 30 acres, has one turf-surface runway (10/28) which is 3,340 feet long, and has no control tower. Mobility and access to the airports were considered in the development of the CTP recommendations. The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	Rutherford County Airport (FDQ)	Rutherfordton, N.C.	3 miles
	Shelby-Cleveland County Regional Airport (EHO)	Shelby, N.C.	19 miles
	Foothills Regional Airport (MRN)	Morganton, N.C.	29 miles
	Hickory Regional Airport (HKY)	Hickory, N.C.	42 miles
Closest Passenger Service Airport	Asheville Regional Airport (AVL)	Asheville, N.C.	48 miles
	Greenville-Spartanburg International Airport (GSP)	Greer, S.C.	36 miles
Closest International Airport	Greenville-Spartanburg International Airport (GSP)	Greer, S.C.	36 miles
	Charlotte Douglas International Airport (CLT)	Charlotte, N.C.	57 miles

GOODS MOVEMENT / FREIGHT

Major generators of goods in the Foothills area were identified, along with their proximity to nearby major roadways.

Based on the data, most truck freight movement used the following roadways: I-26, I-40 and U.S. 74.

I-26 in Polk County and I-40 in McDowell County are part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity.

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



Based on the data, the majority of truck freight movement utilized the following roadways:

- 📍 I-40
- 📍 I-26
- 📍 U.S. 74



Polk County Courthouse

Chapter **THREE**

CTP Project Recommendations

Each mode of travel included in the Foothills Regional Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian, and rail) have been independently analyzed for current and future conditions.



Projected 2045 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in Figure 1.



NCDOT PROJECT DELIVERY PROCESS

Years of extensive planning, study, and work occur before NCDOT ever begins building a roadway. The process, known as the Project Development Process, begins with NCDOT assisting counties, municipalities, and regions to develop Comprehensive Transportation Plans, which are long-range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies, and the project enters into the Environmental Analysis and Development phase—a process that includes getting feedback from the public and analyzing how a proposed road might affect people living and working in the area as well as its impact on the environment.

Once development is complete and engineers have determined the final design, how and exactly where a road will be built, NCDOT begins acquiring any necessary property to accommodate the project and then awards a construction contract (“Let”). Afterwards, construction begins.

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

CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about the Foothills Regional Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and local community) of an identified transportation deficiency and a potential solution.

While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement and may change over time. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.

CTP MAPS



The mutually adopted Foothills [CTP Maps](#) are found in Figure 1.

Definitions of terms on these maps can be found in the [Appendix](#).

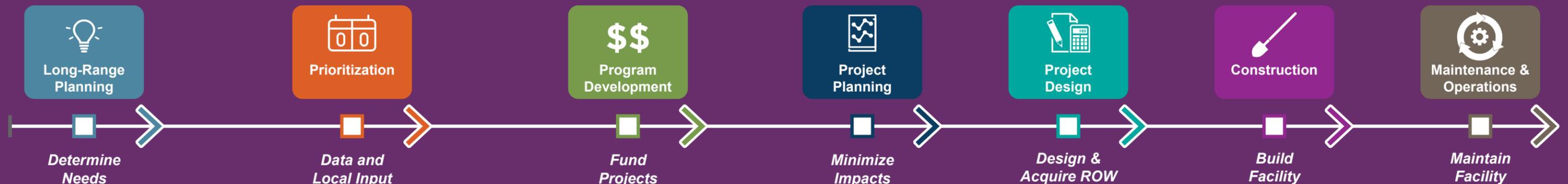
Maps and recommendations are separated and organized by the following areas: Regional Foothills area, then McDowell, Polk and Rutherford Counties.

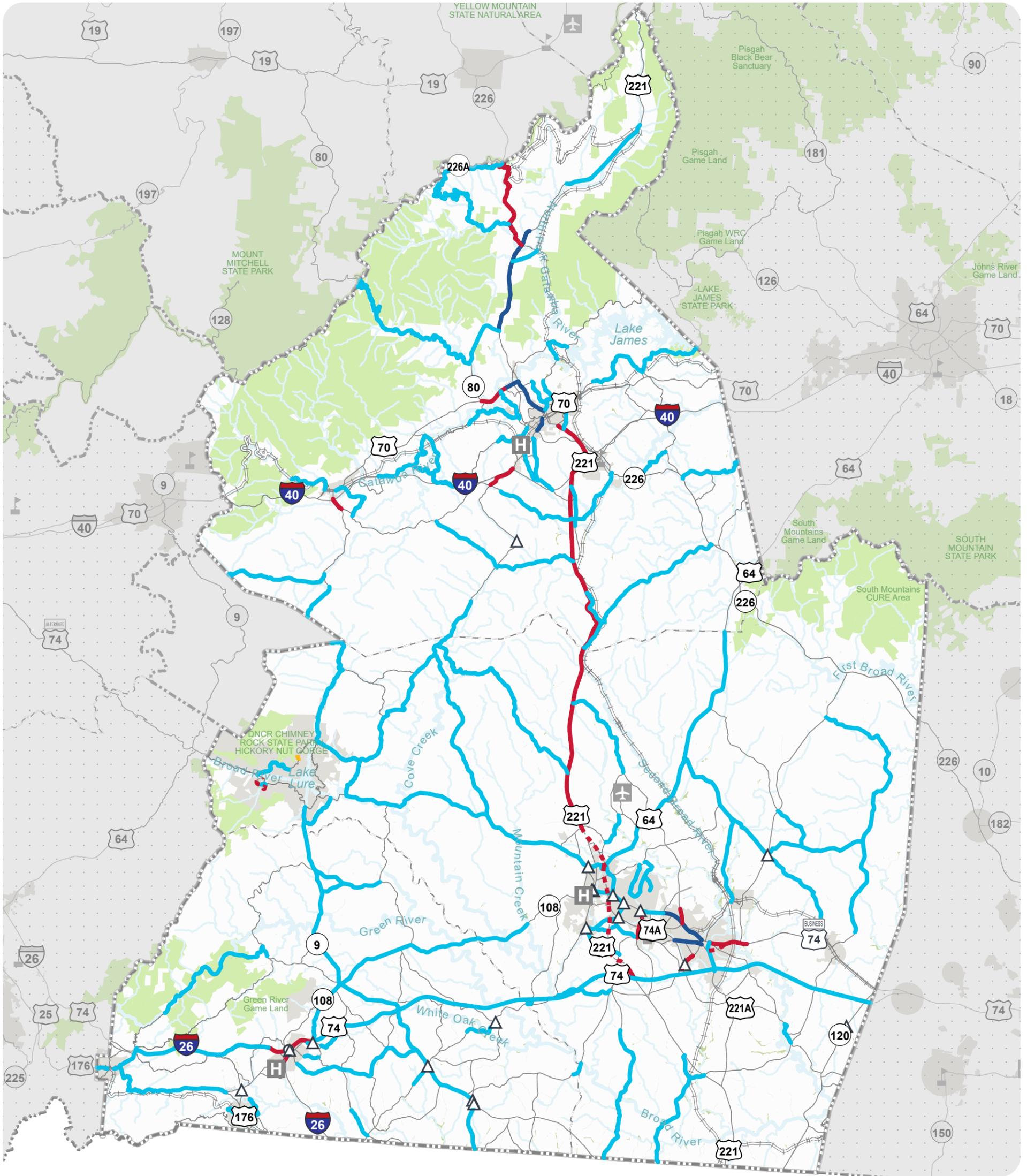
The maps included for each area are:

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

The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

NCDOT PROJECT DELIVERY PROCESS





HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2045



FOOTHILLS RPO
Regional
Comprehensive Transportation Plan
RECOMMENDED
Plan Date: June 6, 2023

Highway Features

	Proposal ID #	Improve	New Location
Congestion / Mobility (e.g., add lanes)	#	—	- - - -
Access Management / Operations (e.g., add median)	#	—	- - - -
Modernization (e.g., widen lanes, add turn lanes)	#	—	- - - -
Other (e.g., safety, economic development)	#	—	- - - -
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲
Other Features			
Studied Roads		—	—
MPO Boundary		- - - -	- - - -
RPO Boundary		- - - -	- - - -



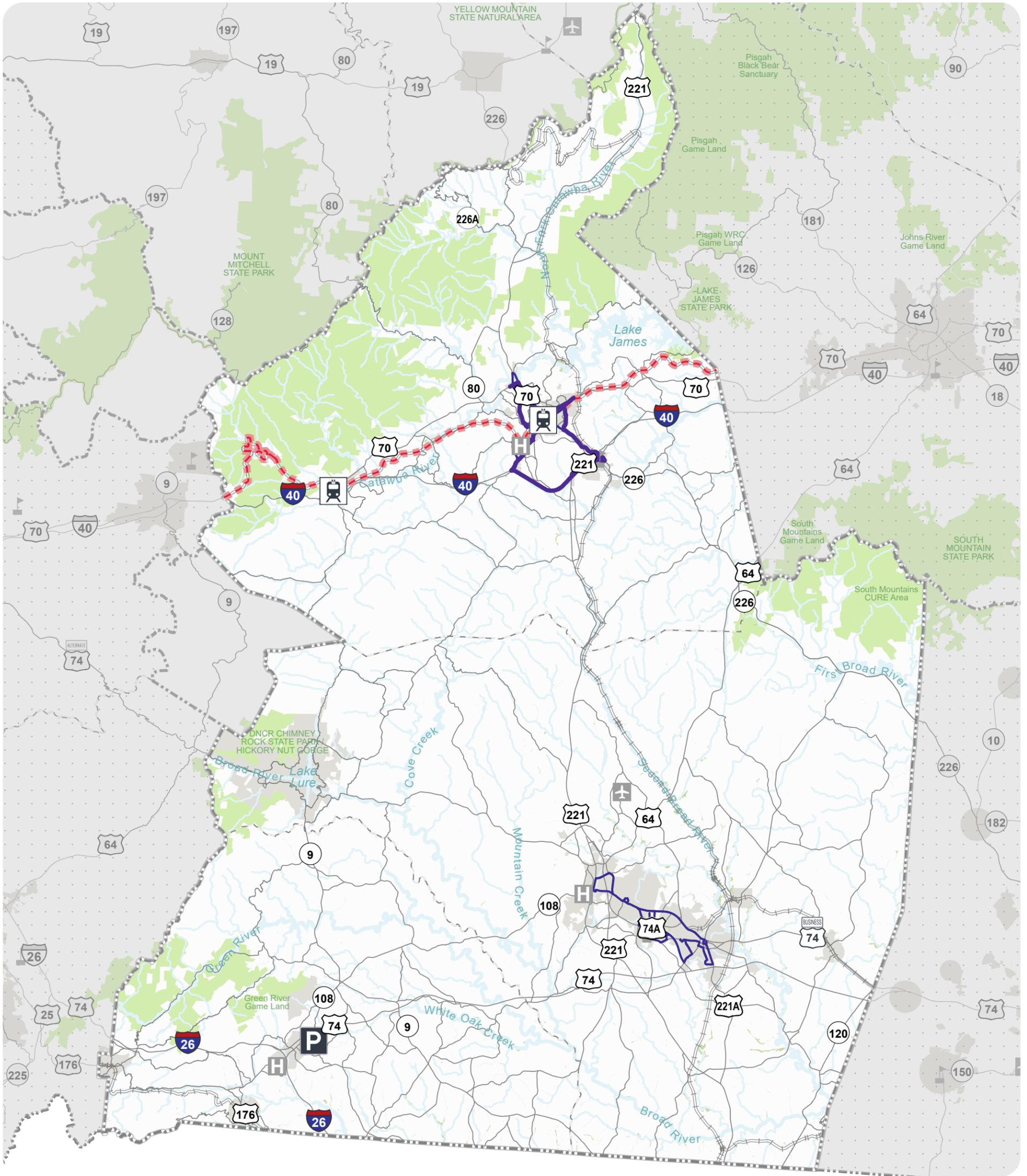


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Sheet 2 of 4

Base map date: November 26, 2019

Legal Disclaimer
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PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045



FOOTHILLS RPO

Regional
Comprehensive Transportation Plan
RECOMMENDED
Plan Date: June 6, 2023

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
Studied Roads			
MPO Boundary			
RPO Boundary			



Full report at:
qrco.de/foothills



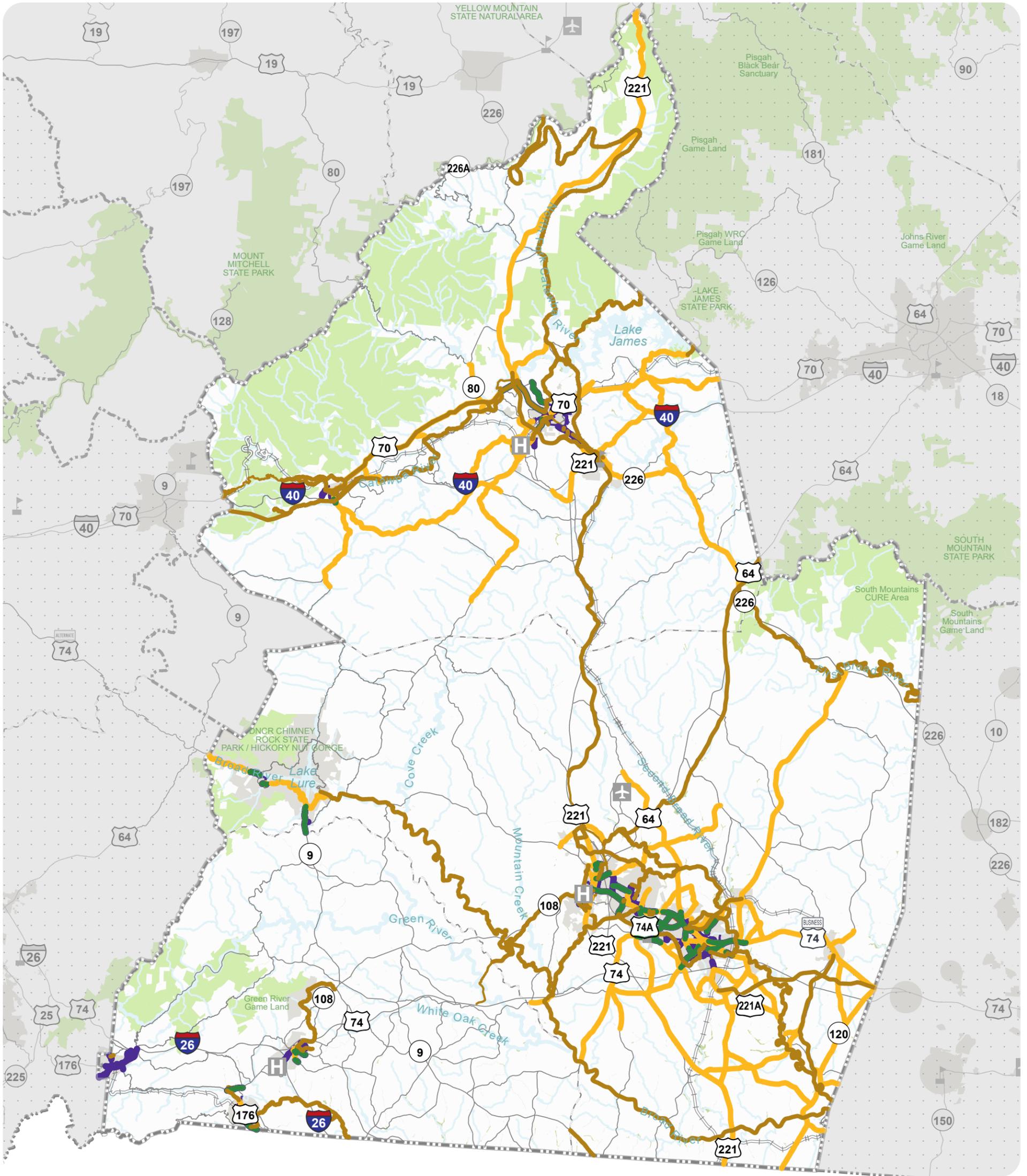
Sheet 3 of 4

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★ Denotes Highway Incidental



BICYCLE / PEDESTRIAN RECOMMENDATIONS
Proposals that address identified needs through 2045

FOOTHILLS RPO
Regional
Comprehensive Transportation Plan
ADOPTED
Plan Date: June 6, 2023

Bicycle and Pedestrian Features

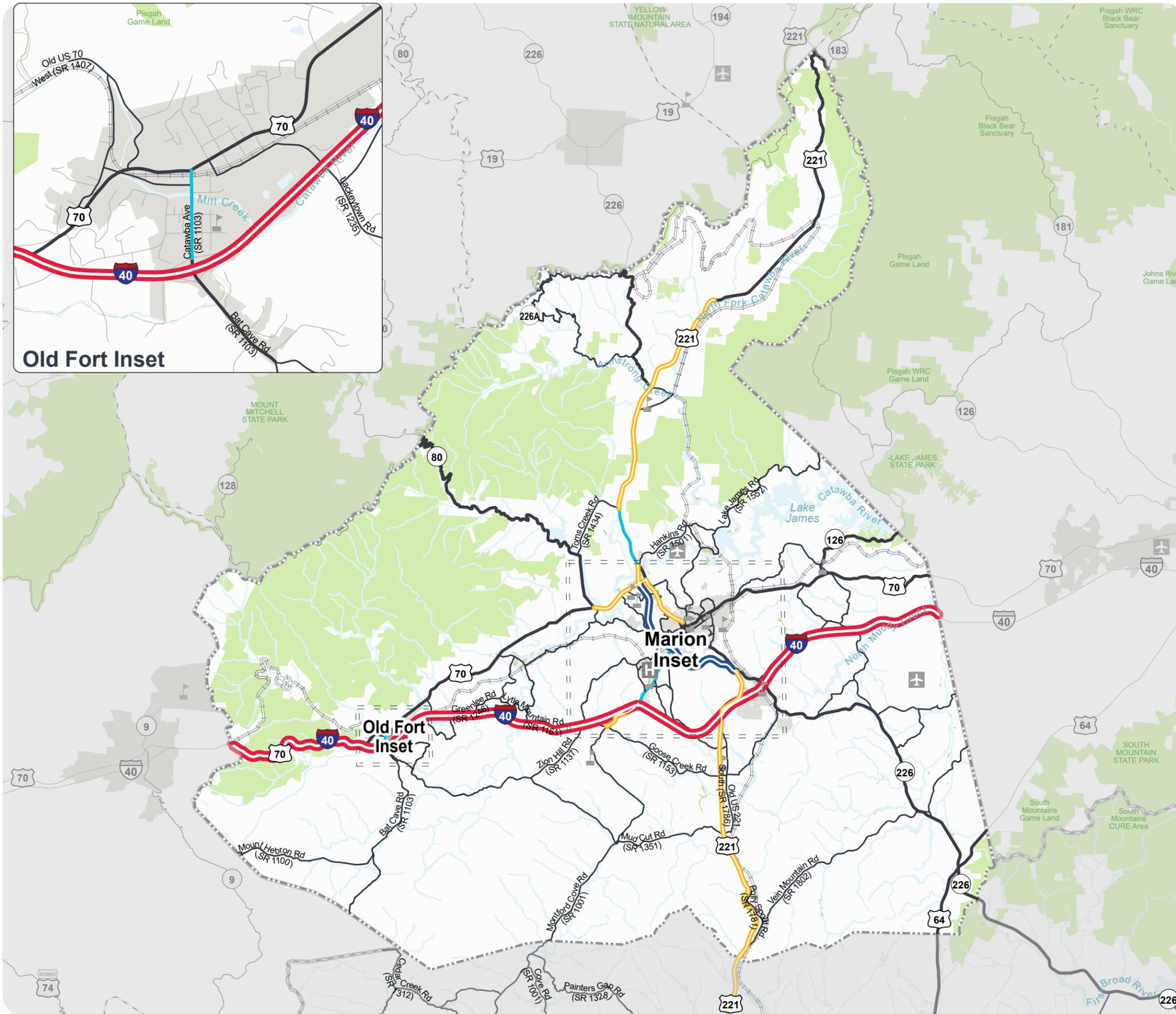
	Proposal ID #	Existing	Proposed
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#		
Denotes Highway Incidental	★		
Other Features			
		Studied Roads	

0 0.75 1.5 3 4.5 6 7.5 9 Miles

Sheet 4 of 4

Base map date: November 26, 2019

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FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



McDOWELL COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		
Other Features		
		Studied Roads



More plan info:
qrco.de/isothermal-ctp



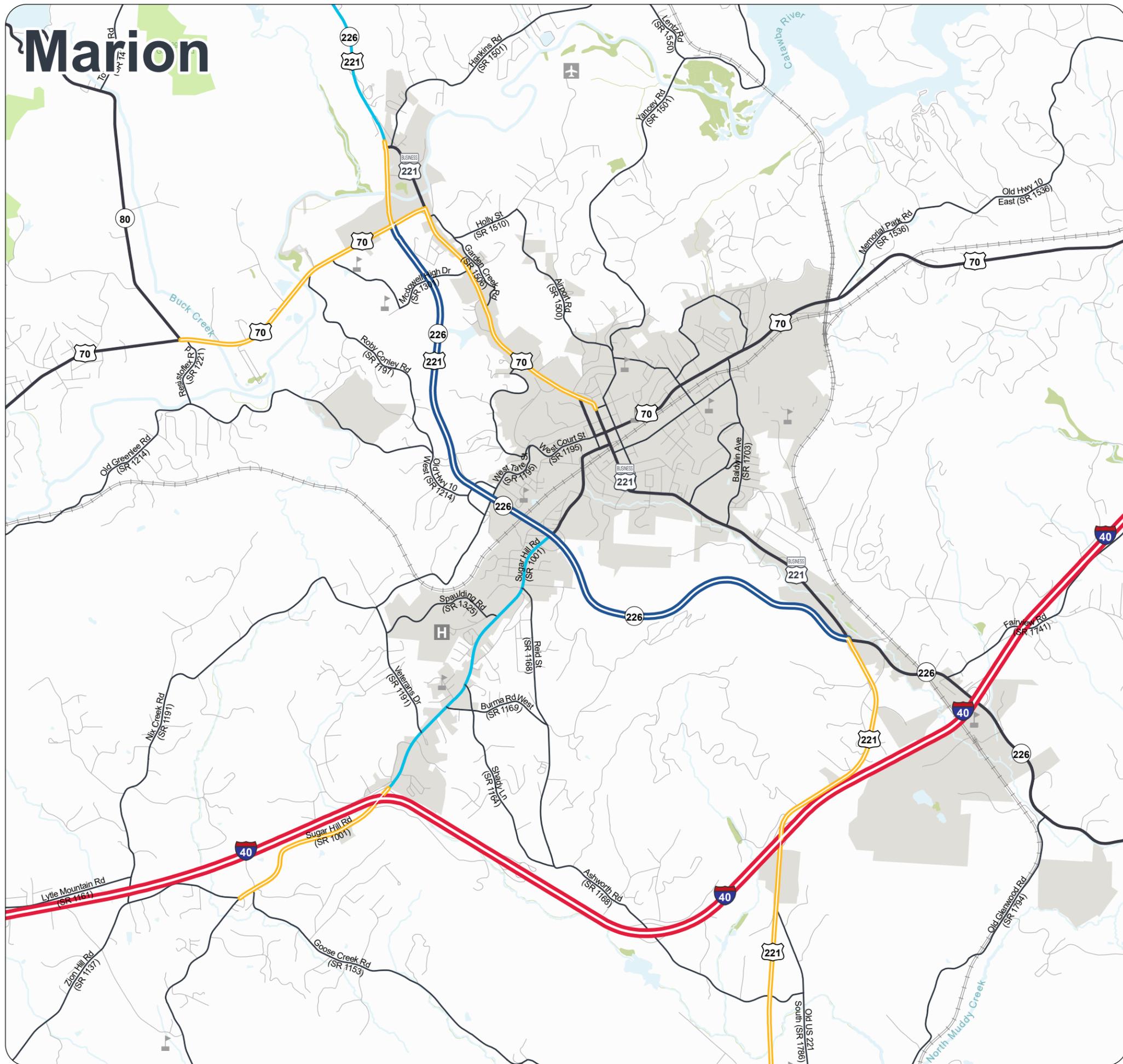
Sheet 1A of 4

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023



Facility Type Inset

Facility classifications for mobility and control of access planning through 2045



McDOWELL COUNTY Marion Inset

part of the Foothills Regional
Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

More plan info:
qrco.de/isothermal-ctp

Sheet 1B of 4

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023

Highway Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp

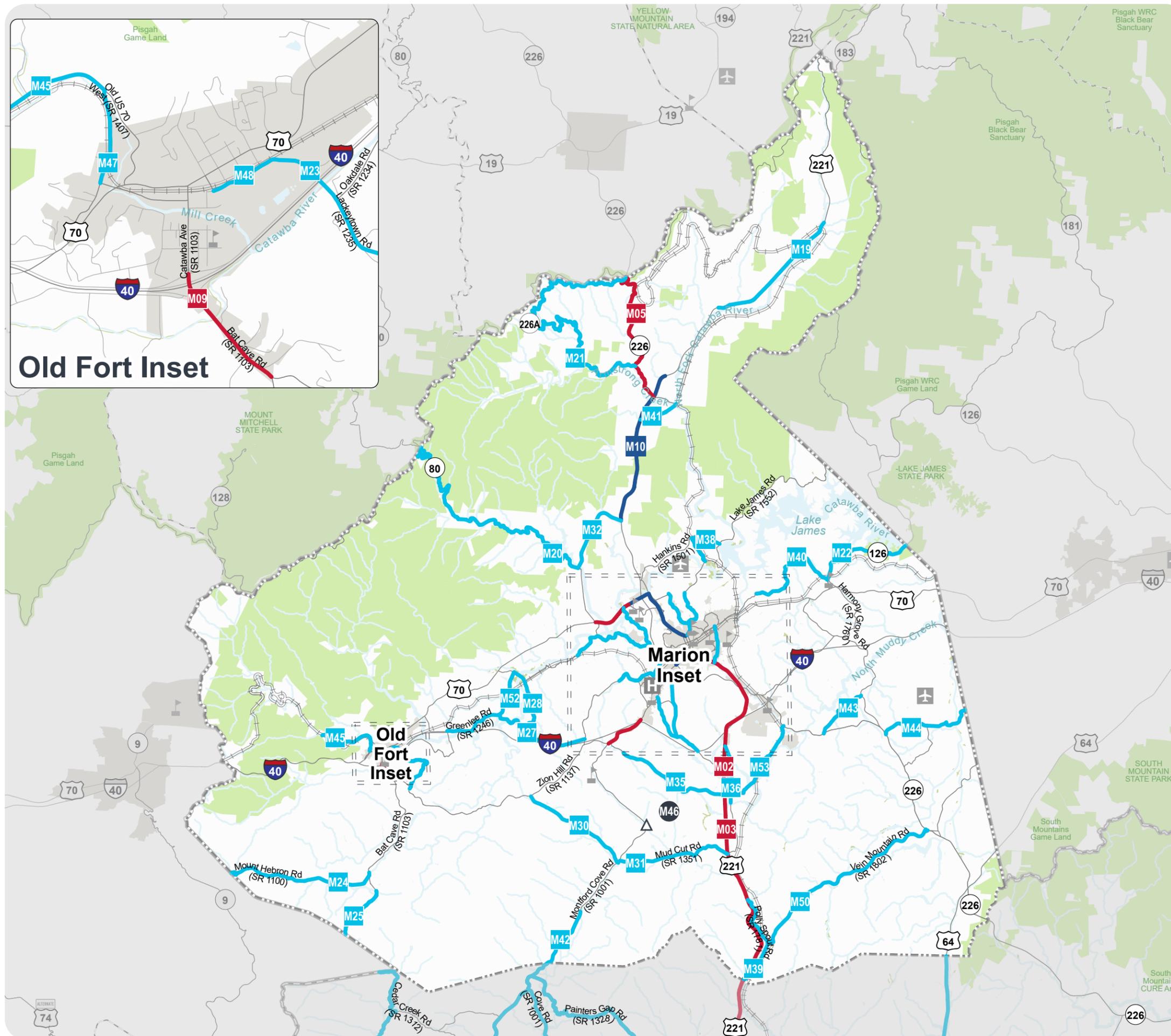


Sheet 2A of 4

Base map date: March 18, 2018

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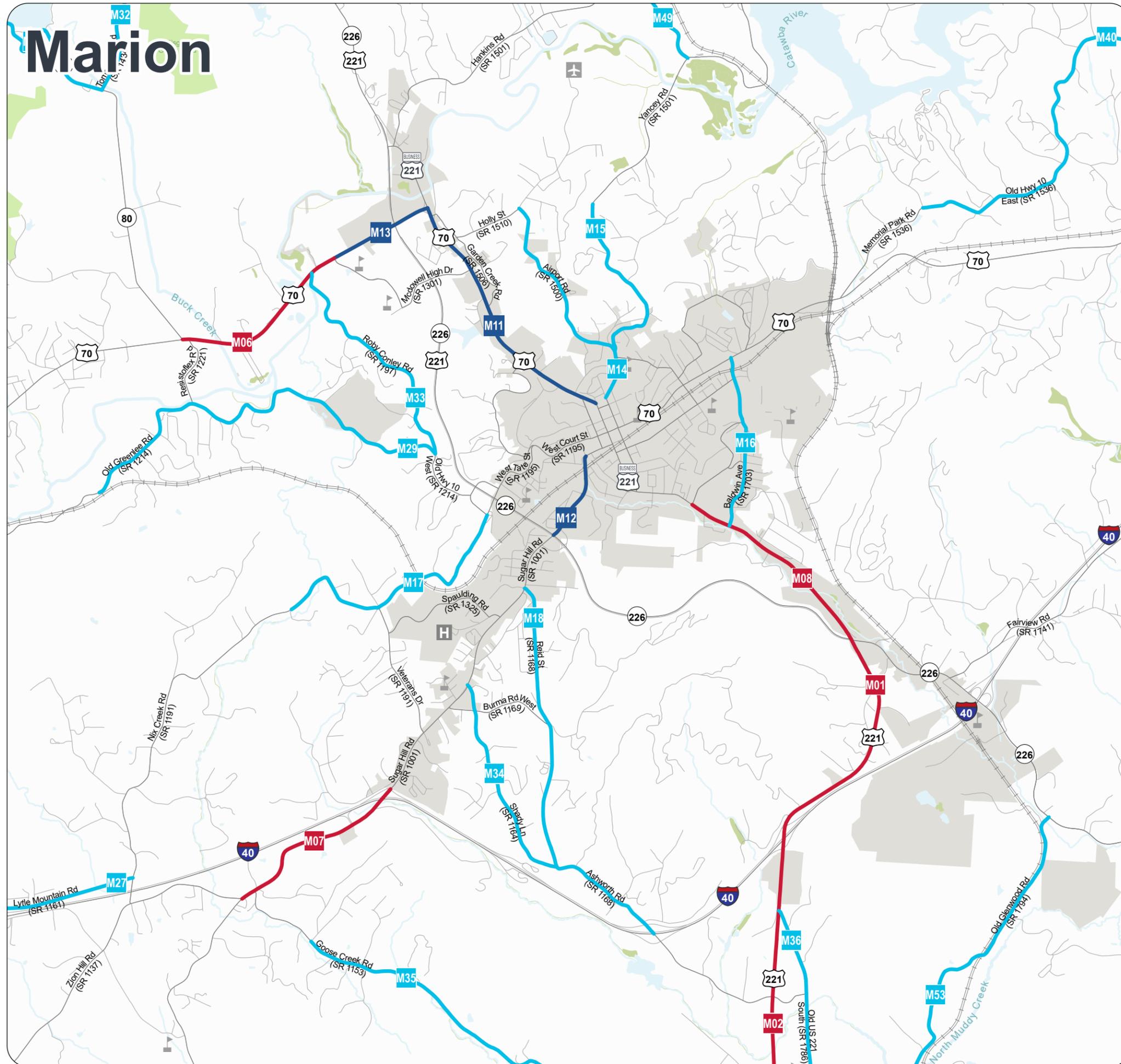
Old Fort Inset

Marion Inset

Old Fort Inset

ADOPTED
Plan Date: June 6, 2023

Marion



Highway Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY Marion Inset

part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

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

Other Features
Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 2B of 4

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023

A McDowell County Highway Recommendations

- M01** **US-221, R-0204D:**

From: I-40 | To: NC 226 | 1.73 miles
 Widen to 4 lanes divided to improve mobility and traffic flow along the US 221 corridor. This will help improve mobility and safety especially on uphill portions.
- M02** **US-221, R-0204E:**

From: Firehouse Way (SR 1152) | To: I-40 | 2.35 miles
 Widen to 4 lanes, divided to improve mobility, safety and relieve future congestion along the US 221 corridor. This project is programmed in the 2020-2029 STIP for ROW in 2025 and construction in 2029.
- M04** **NC-226, R-5923:**

From: US 221 | To: NC 226A | 1.21 miles
 Improve to 12-foot lanes with turning lanes at key intersections to improve safety and mobility.
- M05** **NC-226:**

From: NC 226A | To: McDowell/Mitchell Line | 4.05 miles
 Modernize roadway: widen lanes to 12 feet wide, add paved shoulder. Add climbing lanes on uphill portions to improve mobility and safety.
- M06** **US-70:**

From: NC 80 | To: McDowell Junior High Rd (SR 1302) | 1.3 miles
 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.
- M07** **Sugar Hill Rd:**

From: Zion Hill Rd (SR 1137) | To: I-40 WB Ramp | 1.35 miles
 Widen to 4 lanes with median and bike lanes to improve mobility and relieve future congestion.

- M08** **US 221 Business (Rutherford Rd), U-5835:**

From: NC 226 | To: Georgia Ave | 1.48 miles
 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.
- M09** **Bat Cave Rd:**

From: Old Fort Sugar Hill Rd (SR 1135) | To: I-40 WB Ramp | 0.62 miles
 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.
- M10** **US-221:**

From: Toms Creek Rd (SR 1434) | To: start of 4 lane section of US 221 (NE of DC Johnson Rd) | 5.05 miles
 Remove center turn lane and add median and bike lanes to improve mobility and safety.
- M11** **N Main St (US 70 & 221 Bus.), EB-5755:**

From: New St | To: US 70/Main St split (north) | 1.87 miles
 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.
- M12** **West Henderson St:**

From: US 221 | To: Burgin St | 0.64 miles
 Reduce from 4 lanes to 3 (center turn lane) to improve mobility; add sidewalks and bike lanes throughout; multi-use path from US 221 to Railroad St.
- M13** **US-70, EB-5755:**

From: McDowell Junior High Rd (SR 1302) | To: N Main St (US 221 Bus.) | 0.74 miles
 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.
- M14** **Fleming Ave & Airport Rd:**

From: N Garden St | To: Holly St (SR 1510) | 1.69 miles
 Modernize Roadway; add bike lanes & sidewalk to improve mobility, safety and multimodal connectivity.

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

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



- M15** **Yancey Rd:**  

From: Marion Planning Boundary | To: Lentz Rd (SR 1550) | 1.33 miles

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.

- M16** **Baldwin Ave:**   

From: Rutherford Rd (US 221 Bus.) | To: E Court St (US 70) | 1.22 miles

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.

- M17** **Nix Creek Rd:** 

From: Laurel Crossing Dr | To: US 221 SB Ramp (SR 1328) | 1.95 miles

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

- M18** **Reid St & Ashworth Rd:** 

From: Henderson St (SR 1001) | To: I-40 | 2.86 miles

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.

- M19** **US-221:** 

From: end of 4-lane section west of North Cove School Rd | To: Old Linville Rd (SR 1560) | 4.54 miles

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

- M20** **NC-80:**

From: Toms Creek Rd (SR 1434) | To: McDowell/Yancey Line | 10.21 miles

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

- M21** **NC-226A:**

From: NC 226 | To: NC 226 | 12.36 miles

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

- M22** **NC-126:** 

From: US 70 | To: McDowell/Burke Line | 3.51 miles

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

- M23** **Lackeytown Rd:**  

From: S Railroad St | To: Old Fort Sugar Hill Rd (SR 1135)/ Wildlife Lake Rd (SR 1237) | 2.4 miles

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).

- M24** **Mount Hebron Rd:**

From: Crooked Creek Rd (SR 2788) | To: Bat Cave Rd (SR 1103) | 5.04 miles

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

- M25** **Bat Cave Rd:**

From: Buncombe/McDowell Line | To: Davis Town Church Rd (SR 1131) | 1.83 miles

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

- M26** **Columbia Carolina Rd:**

From: Old Greenlee Rd (SR 1214) | To: Greenlee Rd (SR 1246) | 0.5 miles

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

- M27** **Lytle Mountain Rd:**

From: Nix Creek Rd (SR 1191) | To: Greenlee Rd (SR 1246) | 3.67 miles

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

- M28** **Old Greenlee Rd:**

From: Lytle Mountain Rd | To: Columbia Carolina Rd (SR 1228) | 2.29 miles

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

- M29** **Old Greenlee Rd & Henry Mccall Rd:**

From: Roby Conley Rd (SR 1197) | To: Fairfield Estates Dr | 3.09 miles

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

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

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



M30 Old Fort Sugar Hill Rd:
 From: Zion Hill Rd (SR 1137) | To: Henderson St (SR 1001) | 3.65 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M31 Mud Cut Rd:
 From: Henderson St (SR 1001) | To: US 221 | 3.84 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M32 Toms Creek Rd:
 From: US 221 | To: NC 80 | 2.64 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M33 Roby Conley Rd: 
 From: Old Greenlee Rd (SR 1214) | To: US 70 | 1.72 miles
 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).

M34 Shady Ln:
 From: Sugar Hill Rd (SR 1001) | To: Ashworth Rd (SR 1168) | 1.51 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M35 Goose Creek Rd:
 From: Old US 221 (SR 1786) | To: Cherokee Way | 4.06 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M36 Old US 221 South:
 From: Firehouse Way (SR 1152) | To: US 221 | 1.86 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M37 Glenwood Dr:
 From: Old US 221 (SR 1786) | To: Glenwood Loop (SR 1792) | 0.4 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M38 Hankins Rd:
 From: Lake James Rd (SR 1552) | To: Lentz Rd (SR 1550) | 1.01 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M39 Polly Spout Rd:
 From: US 221 | To: US 221 | 3.21 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M40 Old Hwy 10 East:
 From: Uptons Landing Rd (SR 1538) | To: NC 126 | 3.62 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M41 American Thread Rd:
 From: US 221 | To: Old US 221 (SR 1558) | 1.28 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M42 Montford Cove Rd:
 From: Rutherford/McDowell Line | To: Hensley Rd (SR 1144) | 2.09 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M43 Harmony Grove Rd:
 From: NC 226 | To: Gaddy Rd (SR 1755) | 1.91 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M44 Pinnacle Church Rd:
 From: McDowell/Burke Line | To: NC 226 | 3.23 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

M45 Old US 70 West & W Orchard St (state-maintained portion): 
 From: W Orchard St (locally-maintained portion) | To: Mill Creek/railroad bridge | 1.91 miles
 Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidepath (Fonta Flora State Trail); Great Trails State spine.

M46 Sugar Hill Rd:
 Intersection with Dink Cannon Rd | 0.0 miles
 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.

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

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



M47**W Orchard St:** *From: Commerce St | To: 50 ft south of the Town Limits of Old Fort | 0.27 miles*

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.

M48**S Railroad St:***From: S Spring St | To: Lackeytown Rd (SR 1235) | 0.31 miles*

Modernization (local road): add paved shoulder to improve safety and mobility.

M49**Lentz Rd:***From: Hankins Rd (SR 1501) | To: Hankins Rd (SR 1501) | 0.89 miles*

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

M50**Vein Mountain Rd:***From: NC 226 | To: Polly Spout Rd (SR 1781) | 6.92 miles*

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

M51**Club House Rd:***From: NC 226 | To: Vein Mountain Rd (SR 1802) | 0.1 miles*

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

M52**Greenlee Rd:***From: Parker Padgett Rd | To: Columbia Carolina Rd (SR 1228) | 3.36 miles*

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

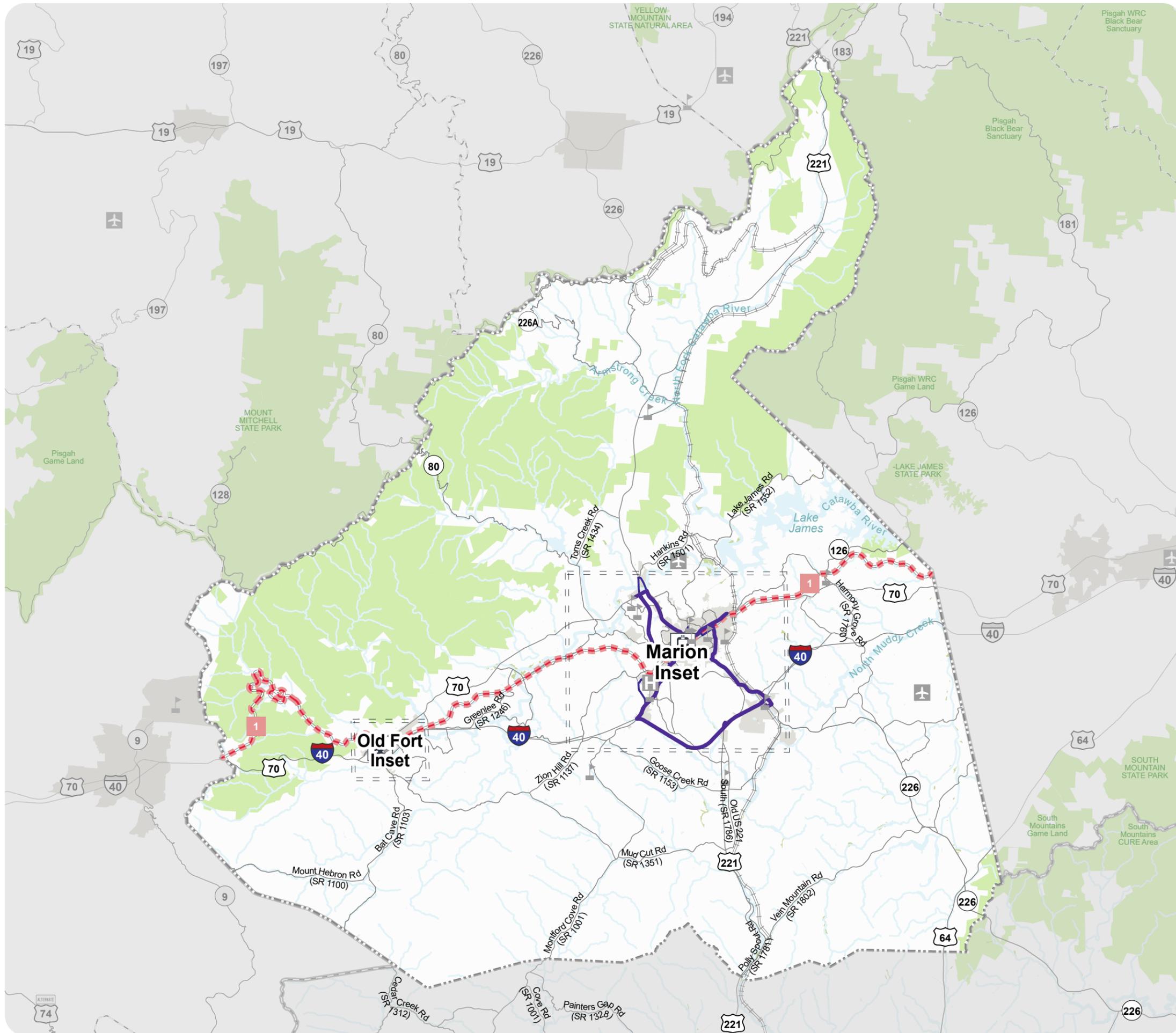
M53**Old Glenwood Rd:***From: Glenwood Dr (SR 1766) | To: NC 226 | 2.72 miles*

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

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

Public Transportation & Rail Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
Studied Roads			
Denotes Highway Incidental	★		



Full report at:
grco.de/isothermal-ctp



Sheet 3A of 4

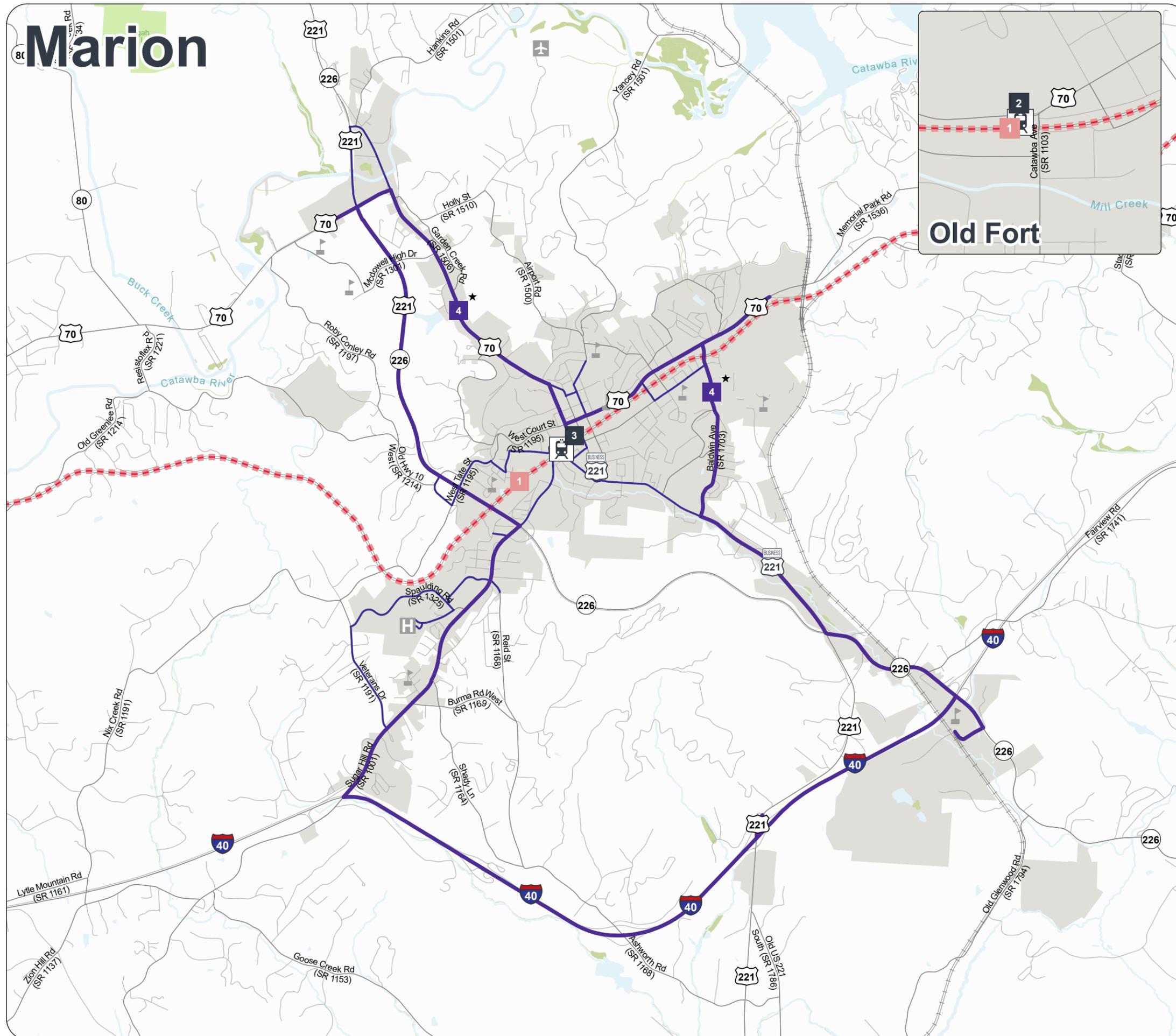
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ADOPTED
Plan Date: June 6, 2023

Marion



Public Transportation & Rail Recommendation Insets

Proposals that address identified needs through 2045



McDOWELL COUNTY Marion & Old Fort Inset

part of the Foothills Regional
Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

Studied Roads

Denotes Highway Incidental ★



Full report at:
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Sheet 3B of 4

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023



McDowell County Public Transportation and Rail Recommendations

1

Asheville to Salisbury Passenger Rail restoration:

Asheville to Salisbury via McDowell County | 33.77 miles

Restoration of passenger rail service from Asheville to Salisbury.

2

Old Fort Railway Station:

Downtown Old Fort | 0.0 miles

New or upgraded railway station to accommodate passenger rail service restoration.

3

Marion Railway Station:

Downtown Marion | 0.0 miles

New railway station to accommodate passenger rail service restoration.

4

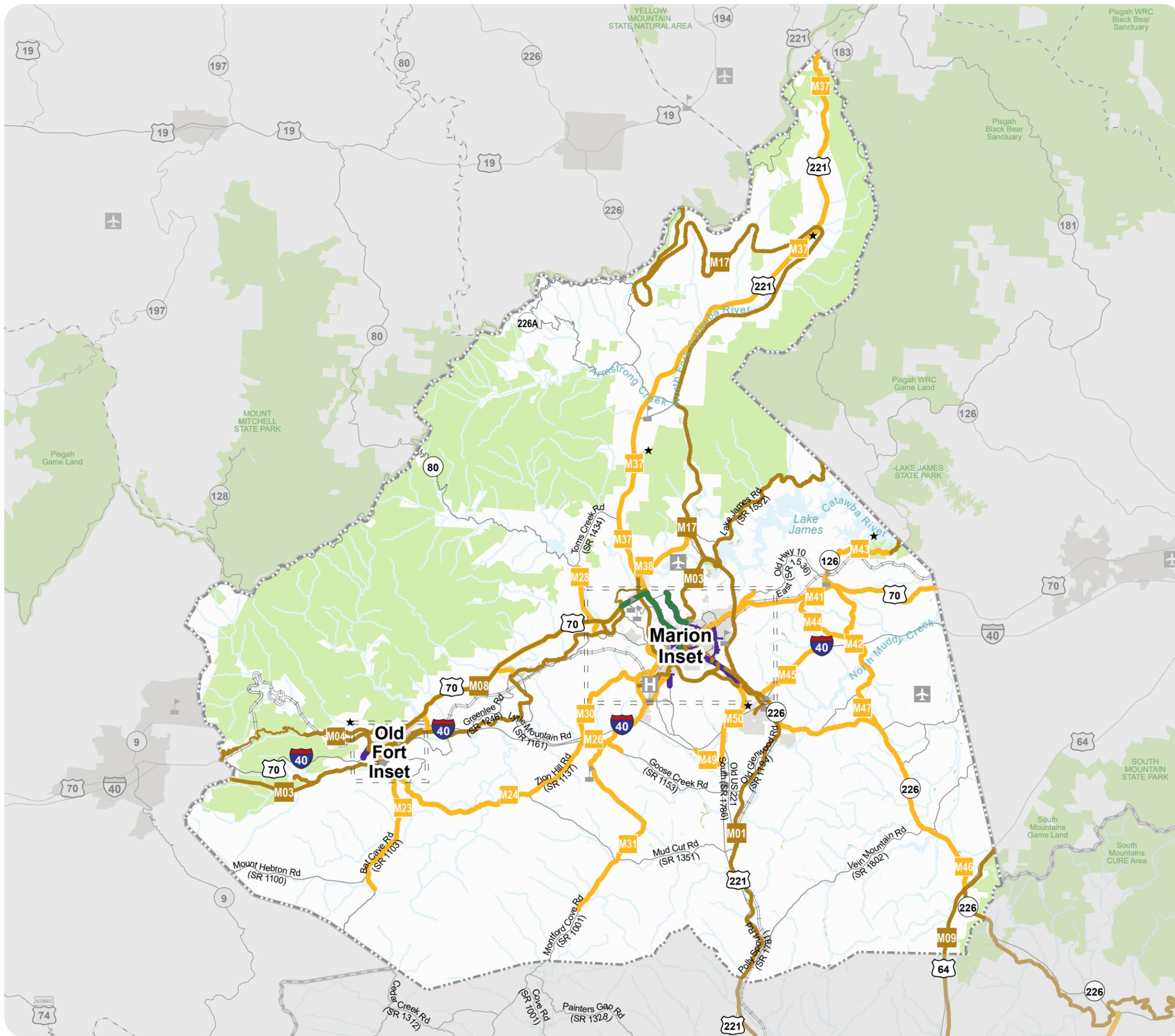
Marion Transit Expansion:

multiple roads | 15.64 miles

Expansion of Transit Service (new loop).

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





Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045



McDOWELL COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 4A of 4

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023

McDowell County
Bicycle and Pedestrian Recommendations

M01

Thermal Belt - Peavine Connector Trail: 
 From: McDowell/Rutherford Line | To: Peavine Rail Trail Southern extension (Taylor Lake Dr) | 9.65 miles
 Recommend a multi-use Path, extension of paved rail trail.

M02

Ridgecrest-Point Lookout Greenway: 
 From: Buncombe/McDowell Line on Old US 70 | To: west end of Point Lookout Trail | 0.9 miles
 Recommend sidepath alongside Old US 70 from Ridgecrest to the west end of Point Lookout Trail.

M03

Fonta Flora State Trail (Catawba River Greenway): 
 From: McDowell/Buncombe Line | To: McDowell/Burke Line | 29.9 miles
 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.

M04

Fonta Flora State Trail (Point Lookout-Old Fort Greenway), B193042: 
 From: east end of Point Lookout Trail | To: Catawba River Greenway/Old Fort-Mill Creek Greenway | 3.88 miles
 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.

M05

Andrew's Geyser Greenway Connector, Andrews Geyser Greenway Connector - Spur: 
 From: Old US 70/Wolk Creek Dr | To: Cemetery | 2.57 miles
 Recommend multi-use path/greenway.

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



M06

Catawba Ave & Water St Greenway Connectors: 
 From: Commerce St/Catawba Ave | To: Mauney Ave pedestrian bridge | 0.45 miles
 Recommend sidepath alongside Catawba Ave (Mill Creek Greenway to Commerce St), and Water St. Recommend widening 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.

M07

Old Fort Mill Creek Greenway: 
 From: Catawba Ave/Commerce St | To: Catawba River Greenway at Curtis Creek | 2.19 miles
 Recommend multi-use Path/greenway. Refer to Old Fort Ped Plan.

M08

US 70 Sidepath: 
 From: Old US 70 (SR 1407) | To: N Main St (US 70/221 Bus.) | 32.41 miles
 Recommend an option for bike lane on a non-sidepath side starting from Old US 70 to N Main St.

M09

Overmountain Victory Trail: 
 From: McDowell/Rutherford Line | To: McDowell/Burke Line | 3.93 miles
 Recommend multi-use Path/hreenway.

M10

N Main St (US 70 & 221 Bus.): 
 From: New St | To: US 70/N Main St split (north) | 5.61 miles
 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.

M11

Peavine Rail Trail Southern extension, B192890: 
 From: The Thermal Belt Rail Trail - Peavine Connector (Taylor Lake Dr) | To: Existing Peavine Trail (Fords Way) | 2.48 miles
 Recommend multi- use path. Extend paved rail trail from Jacktown Rd to connect to NC226.

M12

Morgan St Parallel Greenway: 
 From: Claremont Ave | To: Crawford St | 0.22 miles
 Recommend multi-use path parallel to the creek between businesses on west side of Main St. and the housing on East Morgan St.

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



M13 Sugar Hill Rd & W Henderson St, EB-5754: 
 From: Stroud St | To: US 221 | 1.32 miles
 Add Sidepath, and bike lane on the non-sidepath side of street.

M14 West Henderson St: 
 From: Railroad St | To: Burgin St | 0.32 miles
 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

West Henderson St: 
 From: US 221 | To: Railroad St | 1.44 miles
 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.

M15 State St: 
 From: Main St (US 221 Bus) | To: Peavine Rail Trail | 0.25 miles
 Add multi-use path/greenway to connect Peavine Trail to downtown Marion.

M16 Railroad St: 
 From: Henderson St (SR 1001) | To: US 221 | 0.3 miles
 A sidepath is recommended.

M17 Marion-Spruce Pine Rail Trail: 
 From: Peavine Rail Trail (south extension) | To: McDowell/Mitchell Line | 37.02 miles
 Add multi-use path/trail to connect Marion to Spruce and Mitchell County.

M18 US 221 Multi-use Paths: 
 From: NC 226/US 221 Bus. (Rutherford Rd) | To: US 221 Bus. (N Main St) | 5.76 miles
 Recommend multi-use path/greenway parallel to US221. One on Each side.

M19 NC-226: 
 From: McDowell Technical Community College Campus | To: Jacktown Rd (SR 1737) | 2.97 miles
 Recommend sidepath along NC 226, also add bike lane on non-sidepath side of the road.

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



M20 Peavine-UAMC Connector: 
 From: Peavine southern extension | To: Universal Advanced Manufacturing Center | 0.4 miles
 Add multi-use path/greenway parallel to Young's Fork St.

M21 Lake James Greenway: 
 From: NC 126/Old NC 126 | To: McDowell/Burke Line | 0.53 miles
 Recommend multi-use path/greenway along south shore of lake James.

M22 Catawba Ave: 
 From: I-40 WB Ramp | To: Prop. Old Fort Mill Creek Greenway | 0.24 miles
 Add bike lanes and sidewalk.

Bat Cave Rd & Catawba Ave: 
 From: Catawba River bridge | To: I-40 WB Ramp | 0.42 miles
 Bike lanes and a sidewalk is recommended.

M23 Bat Cave Rd: 
 From: Davis Town Church Rd (SR 1131) | To: Catawba River bridge | 4.72 miles
 Recommend bike lanes.

M24 Old Fort Sugar Hill Rd: 
 From: Catawba Ave (SR 1103) | To: Zion Hill Rd (SR 1137) | 5.3 miles
 Recommend bike lanes.

M25 Greenlee Rd: 
 From: US 70 | To: Parker Padgett Rd (SR 1240) | 1.09 miles
 Recommend bike lanes.

Parker Padgett Rd: 
 From: Greenlee Rd (SR 1246) | To: Oakdale Rd (SR 1234) | 0.25 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

M26 Zion Hill Rd: 
 From: Old Fort Sugar Hill Rd (SR 1135) | To: Sugar Hill Rd (SR 1001) | 3.31 miles
 Addition of bike lanes is recommended.

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



- M27 Old Greenlee Rd:** 
From: Columbia Carolina Rd (SR 1228) | To: US 70 | 0.54 miles
 Addition of bike lanes is recommended.

- M28 NC-80:** 
From: US 70 | To: Toms Creek Rd (SR 1434) | 1.93 miles
 Addition of bike lanes is recommended.

- M29 Resistoflex Rd:** 
From: Old Greenlee Rd (SR 1214) | To: US 70 | 0.51 miles
 Bike lanes are recommended.

- M30 W Tate St & Nix Creek Rd:** 
From: W Cross St/Pinnacle St | To: Zion Hill Rd (SR 1137) | 5.12 miles
 Recommend bike lanes from US 221 SB ramp to Laurel Crossing Dr.

- M31 Montford Cove Rd & Sugar Hill Rd, EB-5754:** 
From: Mill Creek bridge | To: Stroud St | 10.21 miles
 Bike lanes are recommended.

- M32 Goose Creek Rd:** 
From: Cherokee Way | To: Sugar Hill Rd (SR 1001) | 0.58 miles
 Recommend bike lanes.

- M33 Old Hwy 10 West:** 
From: 221 SB - Tate St Ramp (SR 1328) | To: Roby Conley Rd (SR 1197) | 0.45 miles
 Recommend bike lanes.

- US 221 SB - Tate St Ramp:** 
From: Old Hwy 10 W (SR 1214) | To: W Tate St (SR 1195) | 0.19 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

- M34 Veterans Dr:** 
From: Henderson St (SR 1001) | To: Nix Creek Rd (SR 1195) | 0.95 miles
 Bike lanes are recommended.

- M35 NC 226 First Broad River Greenway Connector:**  
From: Rutherford/McDowell Line | To: Proposed Overmountain Victory Trail | 1.31 miles
 Recommend sidepath along NC 226 to connect proposed First River Greenway to the proposed Overmountain Victory Trail.

- M36 Memorial Park Rd:** 
From: US 70 | To: Uptons Landing Rd (SR 1538) | 0.89 miles
 Add bike lanes to connect to McDowell Memorial Park.

- M37 N Main St & US 221:** 
From: N Main St/Catawba River | To: McDowell/Burke Line & NC 183 | 20.8 miles
 Add bike lanes from Catawba River to US 221 and to the county line.

- M38 Hankins Rd:** 
From: Lentz Rd (SR 1550) | To: US 221 | 2.38 miles
 Addition of bike lanes is recommended.

- M39 Airport Rd:**  
From: Holly St (SR 1510) | To: Victory Dr (SR 1504) | 2.68 miles
 Bike lanes and sidewalk as part of highway project M14

- M40 NC-226:** 
From: Jacktown Rd (SR 1737) | To: US 221 | 0.17 miles
 Recommend bike lanes.

- M41 US-70:** 
From: Maple & Park Aves | To: McDowell/Burke Line | 8.74 miles
 Bike lanes are recommended.

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

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



M42 **Nebo School Rd:** 
 From: US 70 | To: NC 126 | 0.36 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

Harmony Grove Rd: 
 From: Gaddy Rd (SR 1755) | To: US 70 | 4.9 miles
 Recommend bike lanes.

M43 **NC-126:** 
 From: US 70 | To: Old NC 126 | 3.34 miles
 Bike lanes are recommended.

M44 **Stacy Hill Rd:** 
 From: US 70 | To: Fairview Rd (SR 1741) | 1.78 miles
 Recommended bike lanes.

M45 **Fairview Rd:** 
 From: NC 226 | To: Harmony Grove Rd (SR 1760) | 3.39 miles
 Addition of bike lanes is recommended.

M46 **NC-226:** 
 From: Rutherford/Cleveland Line | To: MTCC Campus | 10.6 miles
 Bike lanes are recommended.

M47 **Gaddy Rd South:** 
 From: NC 226 | To: Harmony Grove Rd (SR 1760) | 1.29 miles
 Addition of bike lanes is recommended.

M48 **US 221 Business (Rutherford Rd):** 
 From: NC 226 | To: Georgia Ave | 1.48 miles
 A sidewalk as part of highway project M08 is recommended.

M49 **Ashworth Rd:** 
 From: I-40 | To: US 221 | 1.01 miles
 Bike lanes are recommended.

M50 **US-221:** 
 From: Ashworth Rd (SR 1168) | To: NC 226 | 2.82 miles
 Bike lanes are recommended separate from the STIP projects that would widen US 221.

M51 **Reid St:** 
 From: Henderson St (SR 1001) | To: Elmer St (SR 1186) | 0.36 miles
 A sidewalk as part of highway project M18 is recommended.

M52 **Baldwin Ave:** 
 From: Perry St | To: E Court St (US 70) | 0.43 miles
 A sidewalk as part of highway project M16 is recommended.

M53 **VFW Dr:** 
 From: US 70 | To: End of road (proposed multi-use path near railroad) | 0.04 miles
 Add sidewalk along this road.

M54 **S Mauney Ave:** 
 From: E Crawford St | To: Mauney Ave sidewalk | 0.1 miles
 Add sidewalk along this road.

M55 **W Orchard St:** 
 From: US 70 | To: Commerce St | 0.32 miles
 Add sidewalk along this road.

M56 **Salisbury Ave & Westerman St:** 
 From: Old Fort Town Limits (near W Crawford St) | To: proposed Mill Creek Greenway | 0.17 miles
 Add sidewalk along this road.

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

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



M57**W/E Mitchell St:** *From: Westerman St | To: Mauney Ave | 0.21 miles*

Add sidewalk along this road.

M58**Baldwin Ave:**  *From: Rutherford Rd (US 221 Bus.) | To: Peavine Rail Trail | 0.09 miles*

Sidepath connector to Peavine Rail Trail; sidewalk on other side of road

M59**West Henderson St:** *From: Burgin St | To: Main St (US 221 Bus.) | 0.21 miles*

Bike lanes are recommended.

M60**Hudgins St Pedestrian Bridge:** *From end of W Hudgins St to end of E Hudgins St across US 221 | 0.06 miles*

Recommend construction of a new sidewalk and pedestrian bridge to reconnect split segments of W/E Hudgins St.

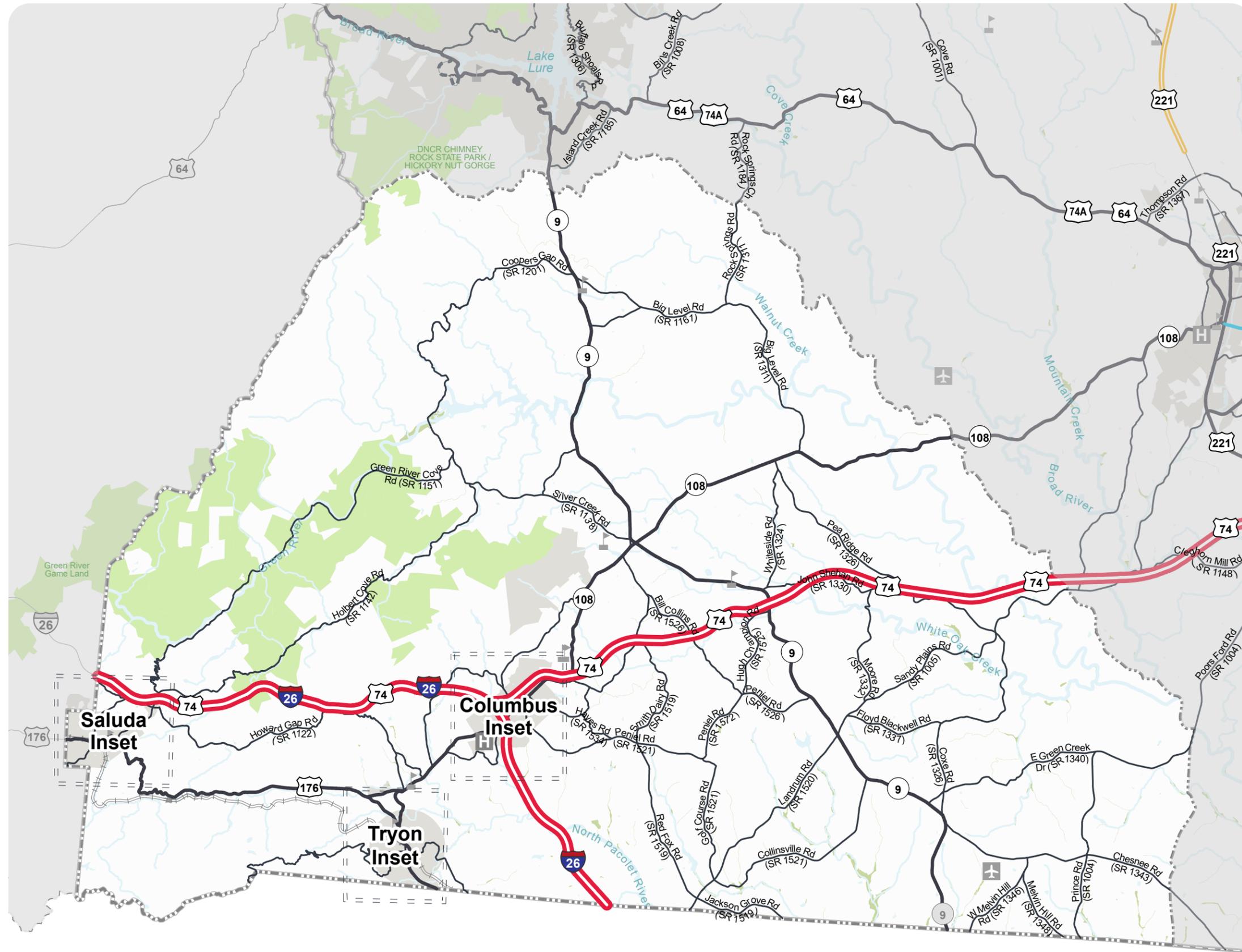
M61**Peavine Rail Trail - US 221 Greenway Connector:**  *From: Peavine Rail Trail (Marion St) | To: US 221 Bypass MUP | 0.67 miles*

Multi-use Path/Greenway connection between Peavine Rail Trail and proposed US 221 multi-use paths

M62**Hospital Greenways:**  *From: Veterans Dr | To: Grace Corpening Dr/Sugar Hill Rd | 0.87 miles*

A 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.

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



FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



POLK COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		
Other Features		
		Studied Roads



More plan info:
qrco.de/isothermal-ctp



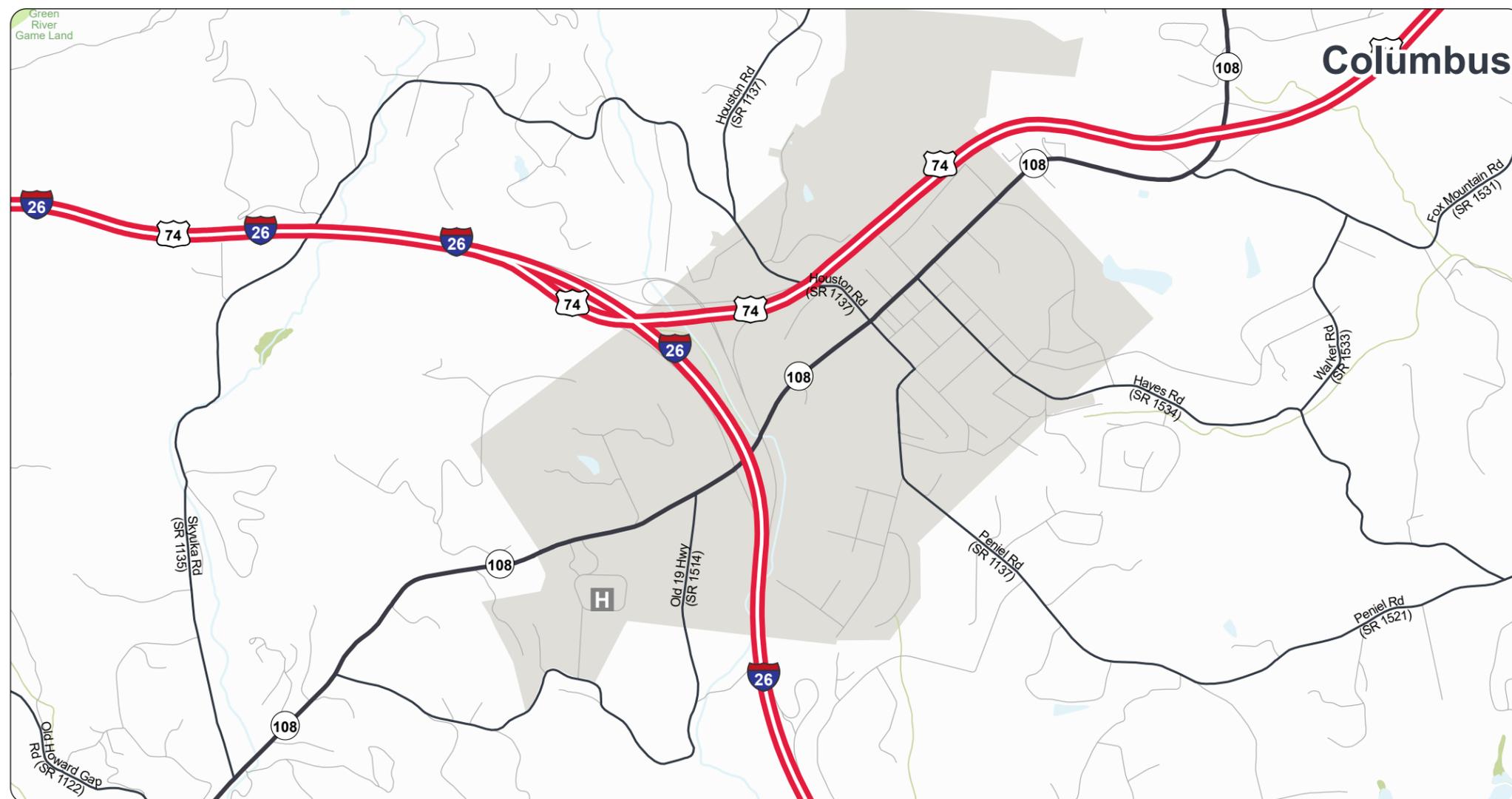
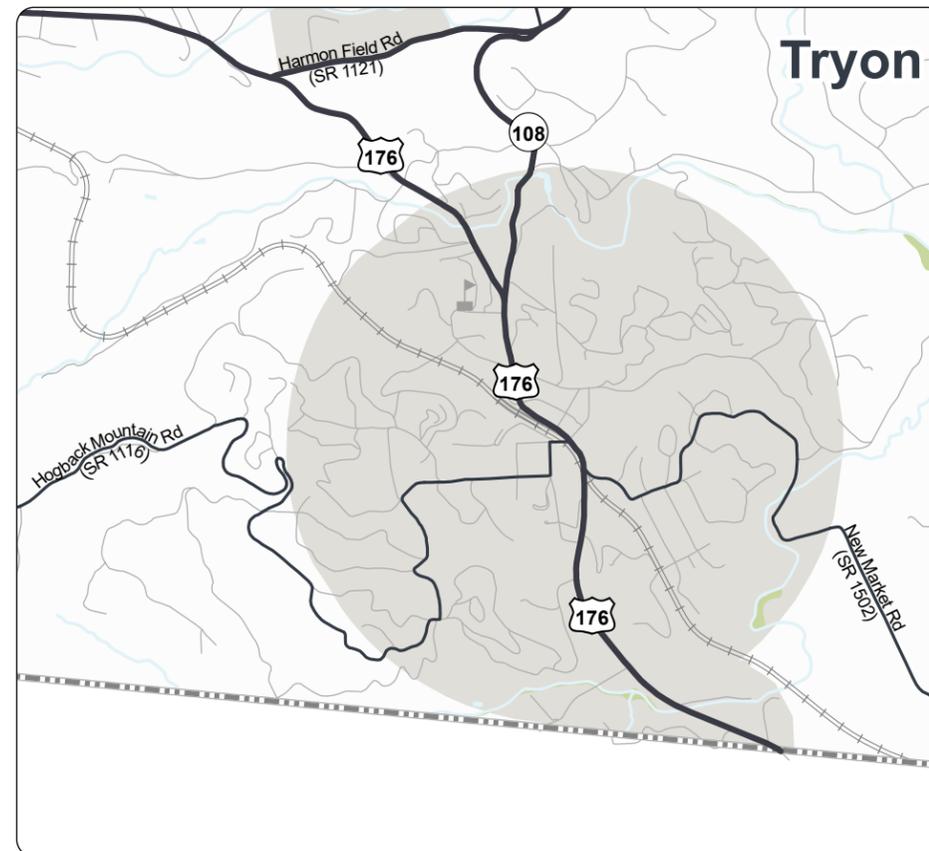
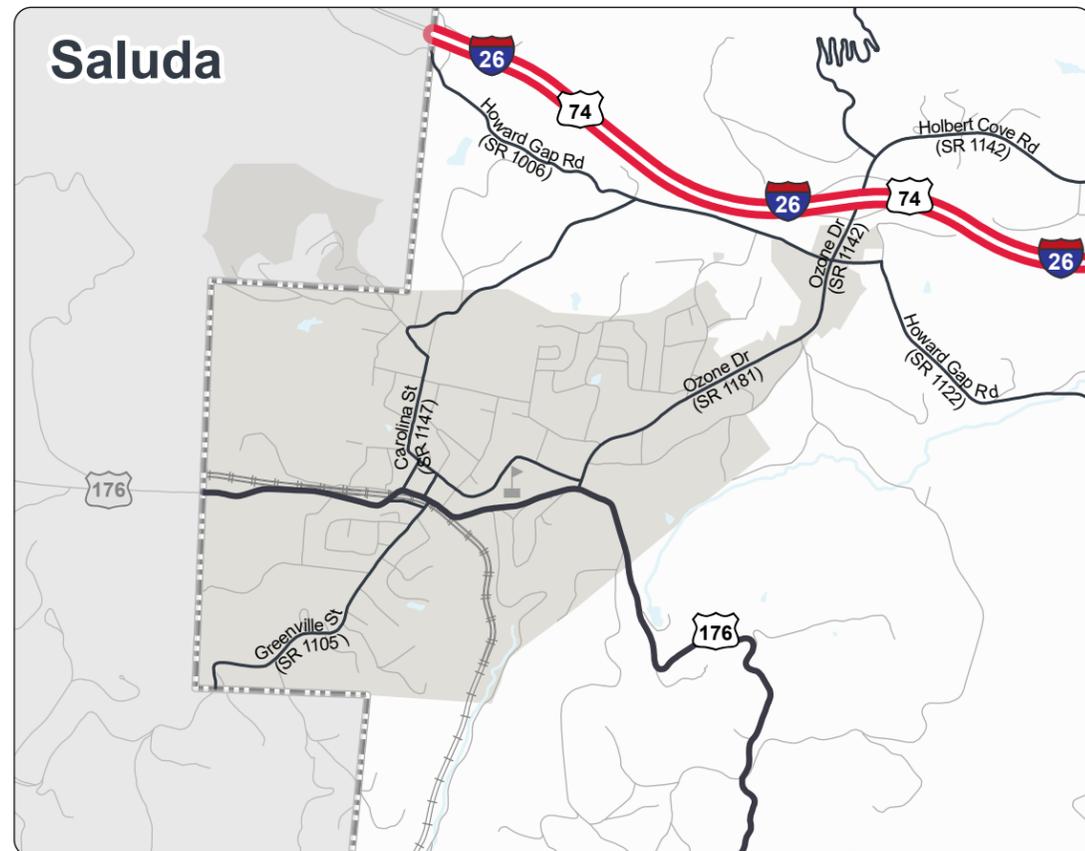
Sheet 1A of 3

Base map date: March 18, 2018

Legal Disclaimer

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

ADOPTED
Plan Date: June 6, 2023



Facility Type Insets

Facility classifications for mobility and control of access planning through 2045



POLK COUNTY Municipality Insets

part of the Foothills Regional Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		
Other Features		
Studied Roads		



More plan info:
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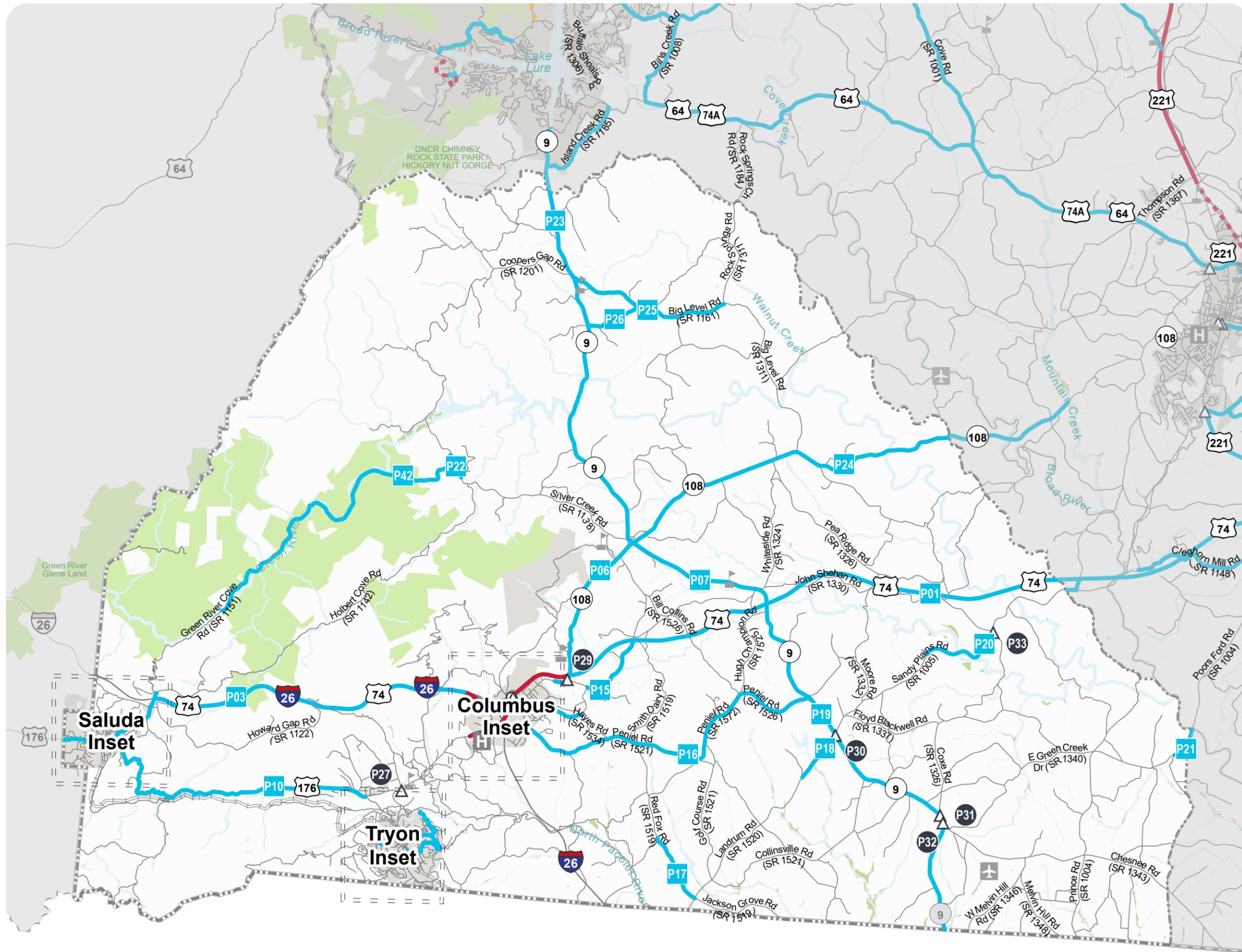
Sheet 1B of 3

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023



Highway Recommendations

Proposals that address identified needs through 2025



POLK COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

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



More plan info:
qrco.de/isothermal-ctp



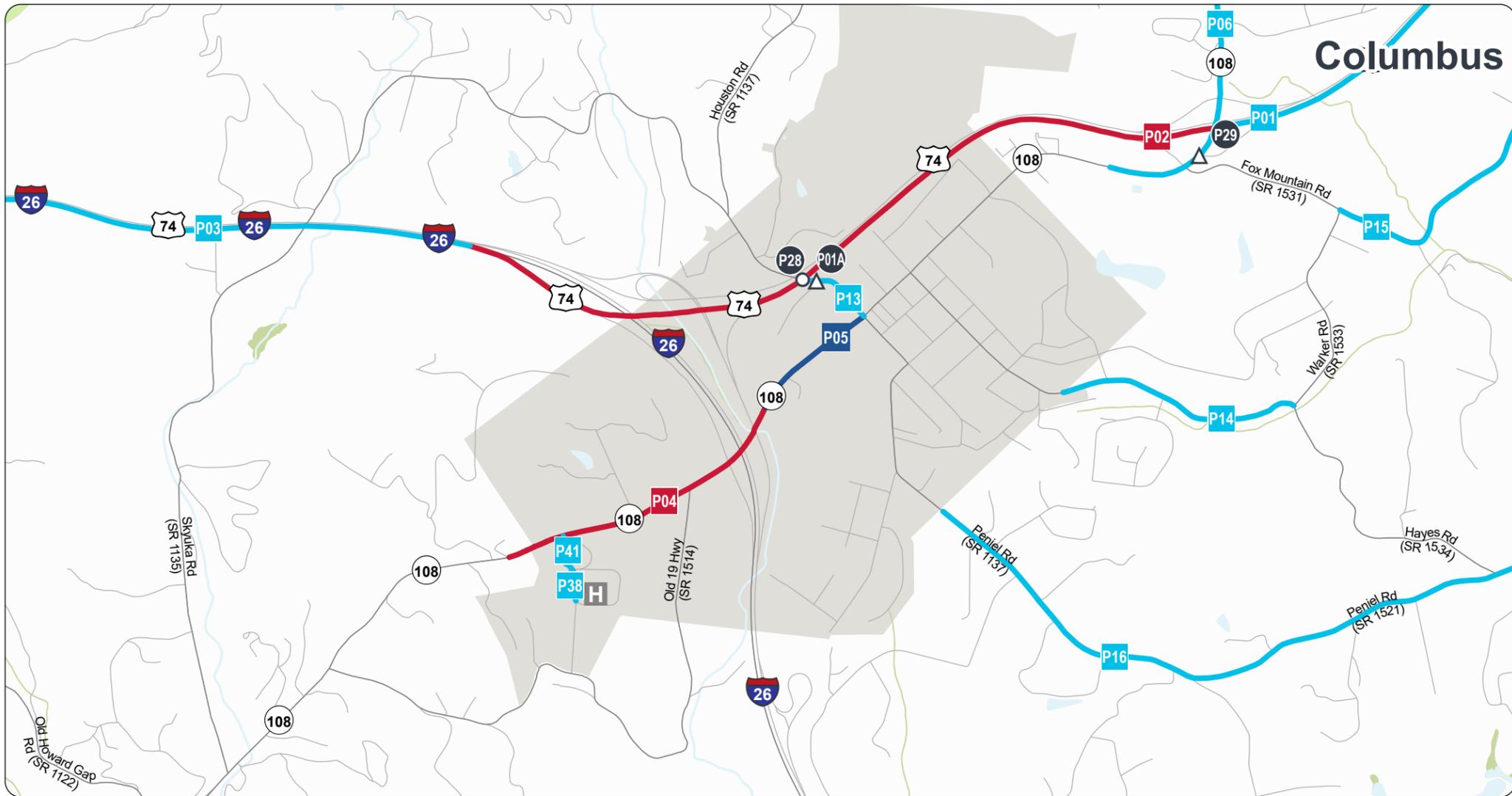
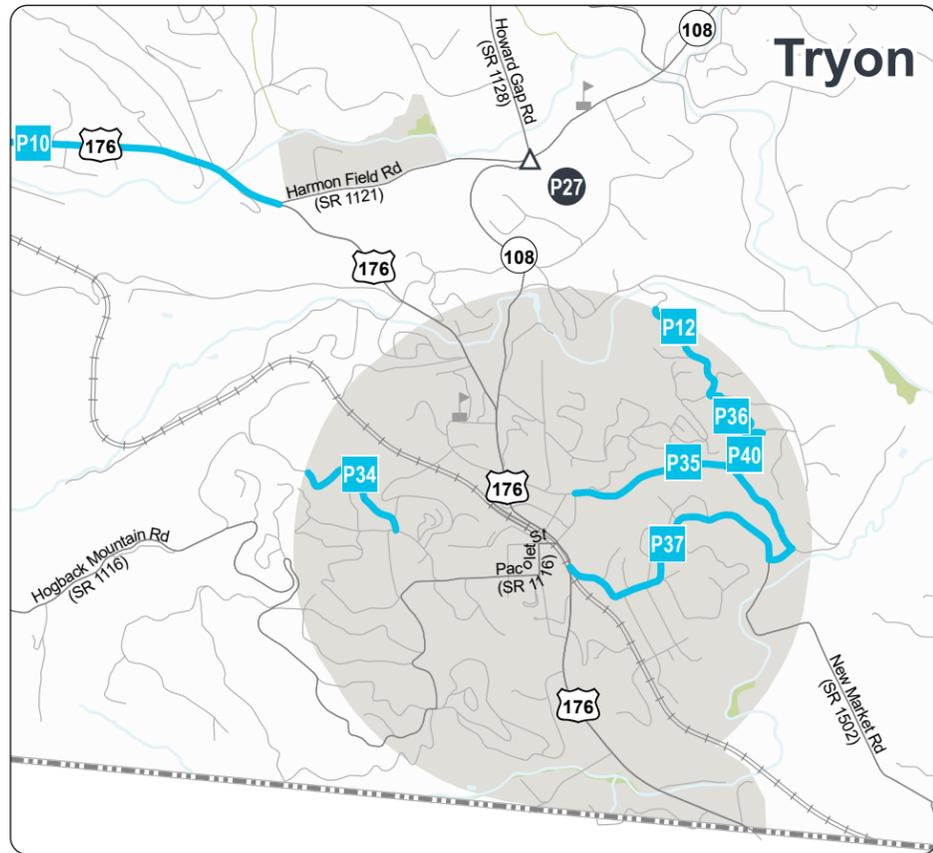
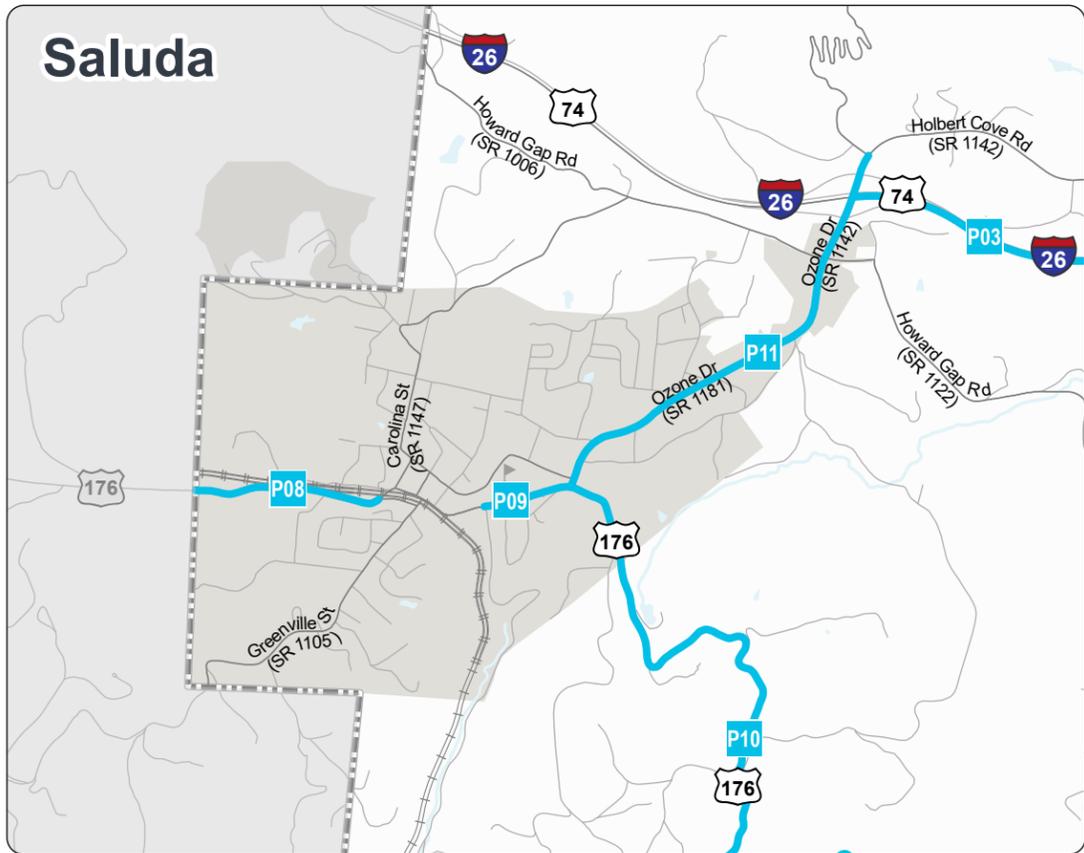
Sheet 2A of 3

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023



Highway Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 2B of 3

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023

A Polk County Highway Recommendations

- P01 US-74:**
From: NC-108 | To: Polk/Rutherford Line | 10.33 miles
Upgrade to Interstate standards: with a minimum of 4 lanes, a median, and interchange-only access.add paved shoulder and upgrade bridges where needed to enhance mobility and safety.
- P02 US 74 Eastbound:**
From: I-26 (Exit 67) | To: NC-108 | 2.31 miles
Upgrade to Interstate standards: add paved shoulder. Replace or widen existing bridges over Houston road to extend merging lanes on US 74 westbound from NC 108 to I-26 westbound; restore 2-lane ramp from I-26 eastbound to US 74 eastbound to improve mobility.
- P03 I-26:**
From: Holbert Cove Rd (SR 1142) | To: US 74 | 6.51 miles
Modernization: Intelligent Transportation Systems (ITS) enhancements to improve safety, mobility, and emergency incident management. Extend merge lane from US 74 westbound to the start of the climbing lane.
- P04 NC-108, I-4729B:** 
From: Columbus Town Limit | To: Weaver St | 0.86 miles
Add center turn lane and sidewalks within Columbus town limits; replace bridge over I-26; reconstruct new, wider roundabouts with I-26 ramps to improve mobility and safety, and relieve congestion. Currently programmed in the 2020-2029 STIP for ROW in 2020 and construction in 2029.
- P05 NC-108:**
From: I-26 WB Roundabout | To: Walker St/Houston Rd (SR 1137) | 0.39 miles
Access Management to relieve congestion and improve mobility along the corridor, particularly around the Food Lion/Weaver St area due to traffic from the number of driveways and type of businesses.
- P06 NC 108:**  
From: Columbus east Town Limit | To: NC 9 | 3.51 miles
Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).

- P07 NC 9, R-5840:**
From: US 74 | To: NC 108 | 3.07 miles
Modernization: 12-foot lanes with paved shoulder to improve safety and mobility; maintenance project will replace bridge over S. Branch Little White Oak Creek; 2020-29 STIP - ROW 2022, Con. 2026.
- P08 US-176:** 
From: Henderson/Polk Line | To: Ervin St (SR 1177) | 0.51 miles
Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.
- P09 US-176:** 
From: Pearson Falls Rd (SR 1102) | To: Saluda Town Limit | 0.53 miles
Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; improve and/or widen existing sidewalk from Pearson Falls Rd to Frost Rd.
- P10 US-176:**
From: Saluda Town Limit | To: Harmon Field Rd (SR 1121) | 6.19 miles
Modernization: add paved shoulder to improve safety and mobility.
- P11 Ozone Dr:** 
From: Main St (US 176) | To: Green River Cove Rd (SR 1151) | 1.3 miles
Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.
- P12 Markham St & Jackson St:**
From: Shepard St | To: Tryon Town Limit | 0.37 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P13 Houston Rd:**
From: US 74 | To: Start of Sidewalk Parking | 0.22 miles
Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P14 Hayes Rd, S Peak St:**
From: Columbus town limits | To: Walker Rd (SR 1533) | 0.69 miles
Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

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

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



- P15** **Fox Mountain Rd:**
From: Walker Rd (SR 1533) | To: NC 108 | 1.5 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P16** **Peniel Rd:**
From: NC Columbus Town Limits | To: NC 9 | 6.84 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P17** **Red Fox Rd:**
From: Hunting Country Rd. (SR 1501) | To: Landrum Rd. (SR 1520) | 1.43 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P18** **Landrum Rd:**
From: Gilbert Rd. (SR 1525) | To: NC 9 | 1.07 miles
 Modernization: add paved shoulder to improve safety and mobility.
- P19** **NC 9:** 
From: SC Line (SC 9) | To: US 74 | 8.29 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; Multi-use path (Overmountain Victory Trail) alongside road from Chesnee Rd to Sandy Plains Rd.
- P20** **Sandy Plains Rd & Coxe Rd:** 
From: Coxe Rd (SR 1326) | To: McDade Rd (SR 1336) | 1.77 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.
- P21** **Poors Ford Rd:**
From: County Line Rd (SR 1303) | To: Polk/Rutherford Line | 0.68 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P22** **Silver Creek Rd:**
From: Bishop Ln. (SR 1198) | To: Green River Cove Rd. (SR 1151) | 0.51 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.

- P23** **NC-9:**
From: NC 108 | To: Polk/Rutherford Line | 7.71 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P24** **NC-108:**
From: NC 9 | To: Rutherford County Line | 7.14 miles
 Modernization: add paved shoulder to improve safety and mobility.
- P25** **Big Level Rd:**
From: NC 9 | To: Rock Springs Rd (SR 1311) | 3.31 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P26** **E Mcguinn Rd:**
From: Big Level Rd (SR 1161) | To: NC 9 | 1.11 miles
 Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility.
- P27** **NC 108:**
Intersection with Harmon Field Rd & Howard Gap Rd | 0.0 miles
 Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.
- P28** **Houston Rd:**
Intersection with White Dr | 0.0 miles
 Realign White Dr to improve angle of intersection to improve safety.
- P29** **NC 108, R-5873:**
Intersections with Fox Mountain Rd & US 74 Eastbound ramps | 0.0 miles
 Realign US 74 eastbound off-ramp with the US 74 eastbound on-ramp, and install roundabout at this intersection; to improve mobility and safety; 2020-29 STIP - ROW 2024, Con. 2027.

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

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



- P30** **NC 9:**
Intersection with Landrum Rd & Sandy Plains Rd | 0.0 miles
Install roundabout to improve safety and mobility.
- P31** **NC 9:**
Intersection with Coxe Rd | 0.0 miles
Realign Coxe Rd to improve angle of the intersection to improve safety.
- P32** **NC 9:**
Intersection with Chesnee Rd | 0.0 miles
Realign Chesnee Rd to improve angle of the intersection to improve safety.
- P33** **Coxe Rd:**
Intersection with Sandy Plains Rd & Pea Ridge Rd | 0.0 miles
Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.
- P34** **Hogback Mountain Rd:**
From: Laurel Ave | To: Tryon Town Limits | 0.43 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P35** **E Howard St:**
From: Oak St | To: Vaughn St | 0.78 miles
Modernization (local road): add paved shoulder to improve safety and mobility.

- P36** **Shepard St:**
From: Peake St | To: Jackson St | 0.22 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P37** **New Market Rd:**
From: Vaughn St | To: US 176 | 0.83 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P38** **Hospital Dr:** 
From: Hospital Dr | To: Hospital Dr | 0.09 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P39** **Vaughn St:**
From: Hunting Country Rd | To: E Howard St | 0.08 miles
Modernization (local road): add paved shoulder to improve safety and mobility.
- P40** **Peake St:**
From: E Howard St | To: Jackson St | 0.15 miles
Modernization (local road): add paved shoulder to improve safety and mobility.

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

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



P41

Hospital Dr:

From: Hospital Dr loop | To: NC 108 | 0.12 miles

Modernization (local road): add paved shoulder to improve safety and mobility.

P42

Green River Cove Rd:

From: Green River Cove Trailhead | To: Silver Creek Rd (SR 1138) | 7.01 miles

Modernization: 10-foot lanes and add paved shoulder to improve safety and mobility.

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

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



Public Transportation & Rail Recommendations

Proposals that address identified needs through 2045



POLK COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan
Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
		Studied Roads	
		Denotes Highway Incidental ★	



Full report at:
grco.de/isothermal-ctp

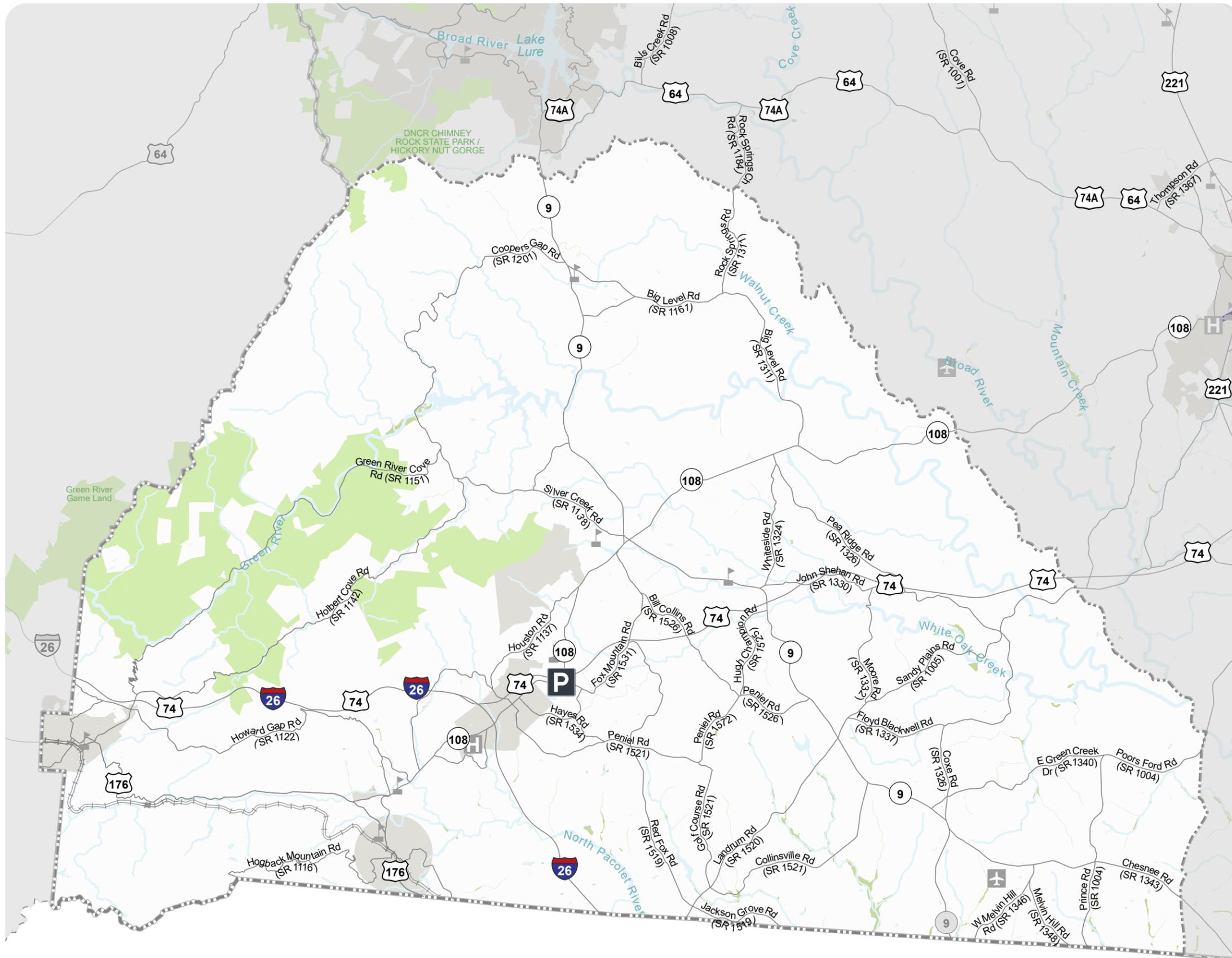


Sheet 3 of 4

Base map date: March 18, 2018

Legal Disclaimer

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



ADOPTED
Plan Date: June 6, 2023

Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045



POLK COUNTY part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp

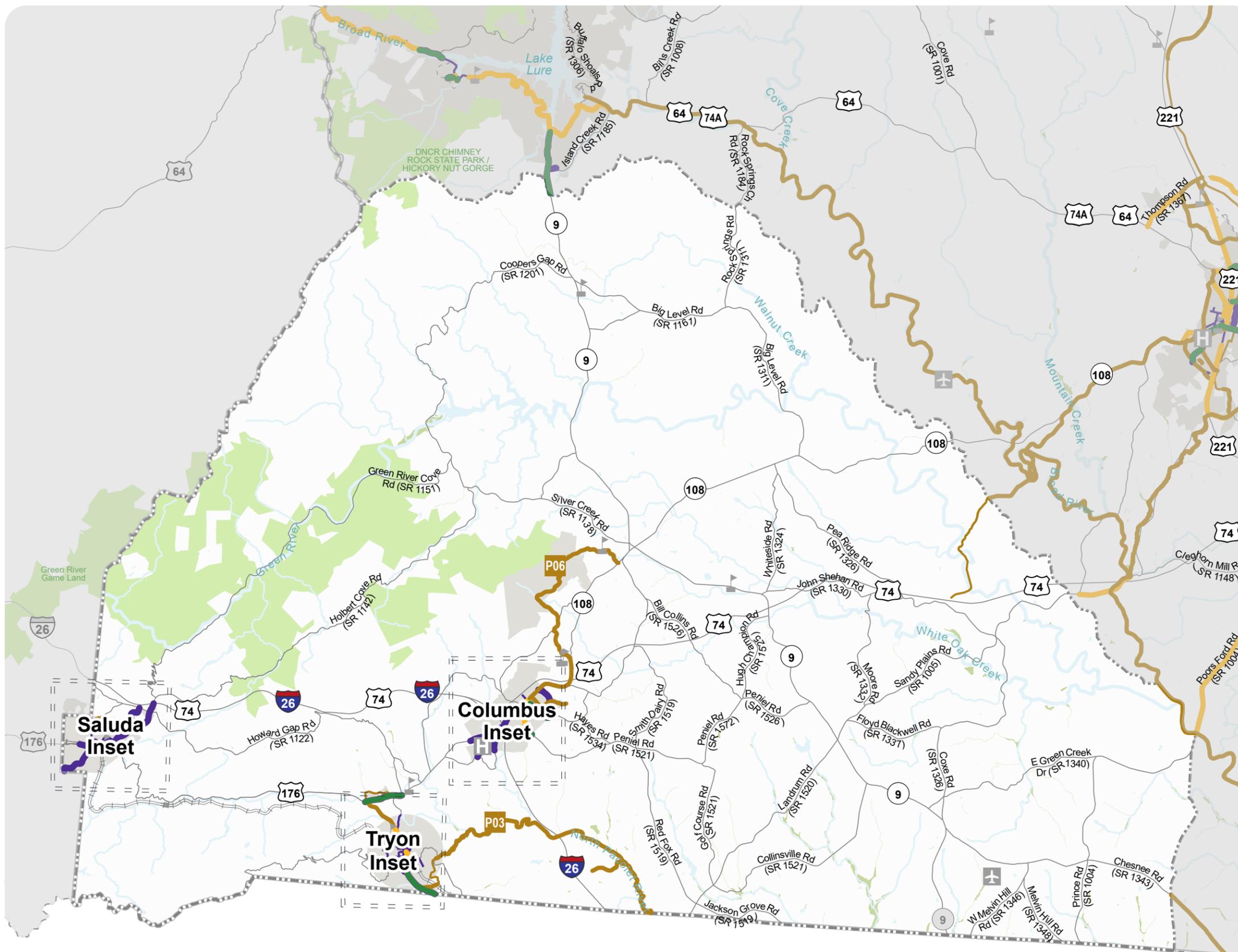


Sheet 3A of 3

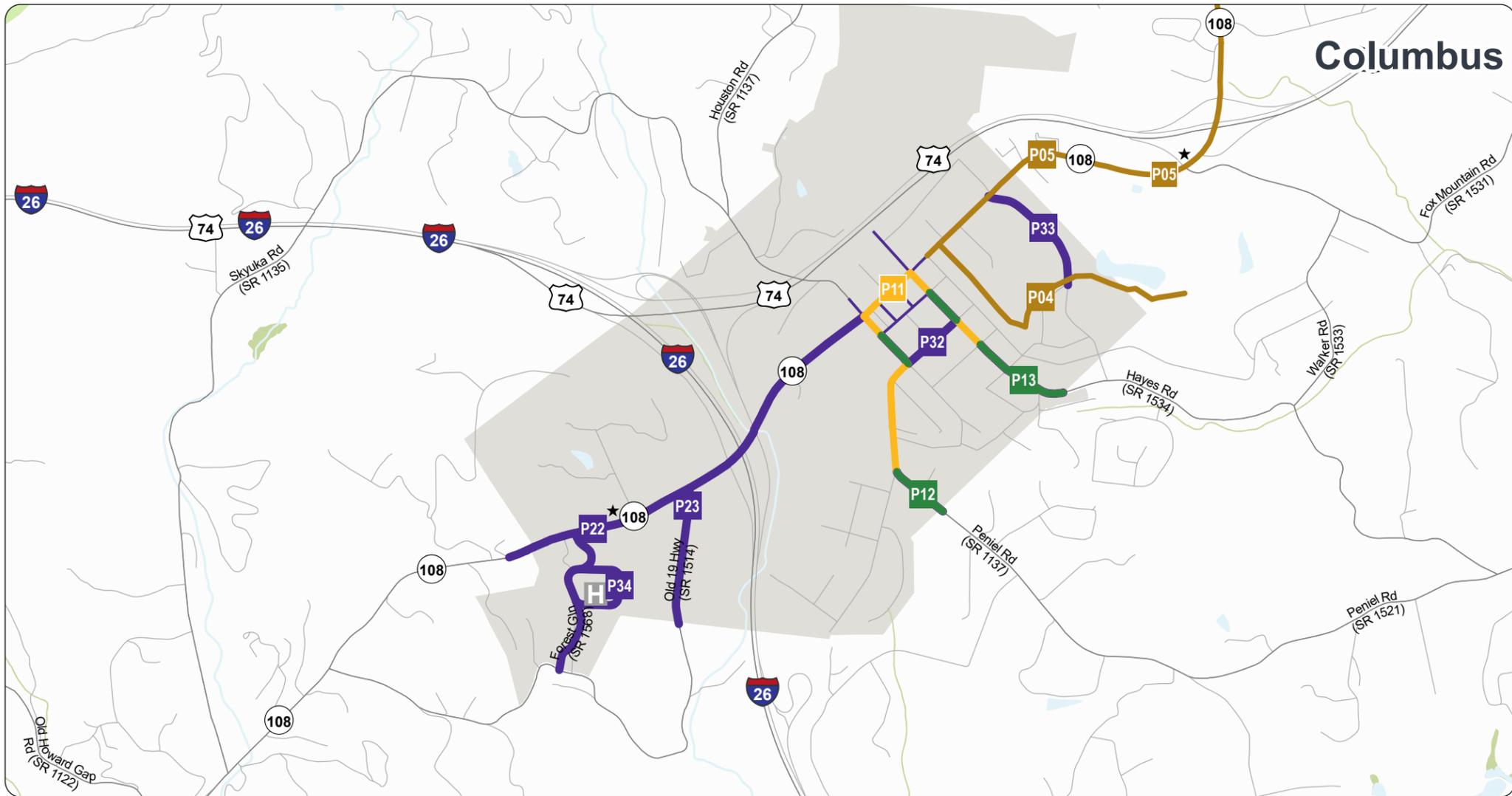
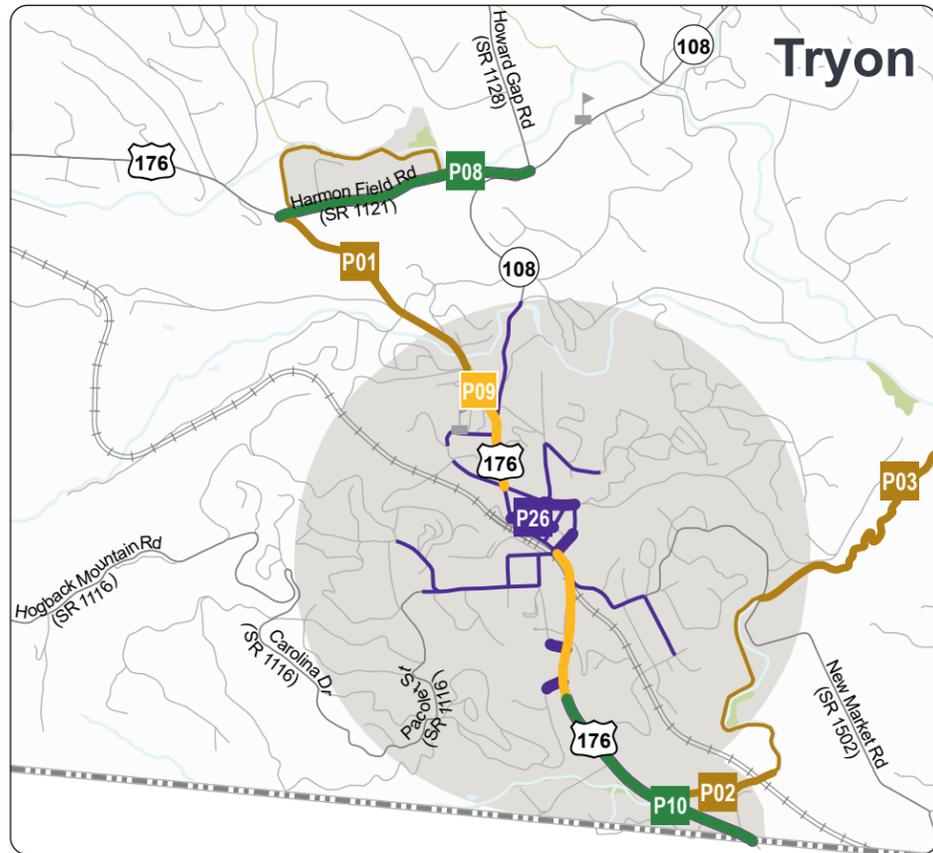
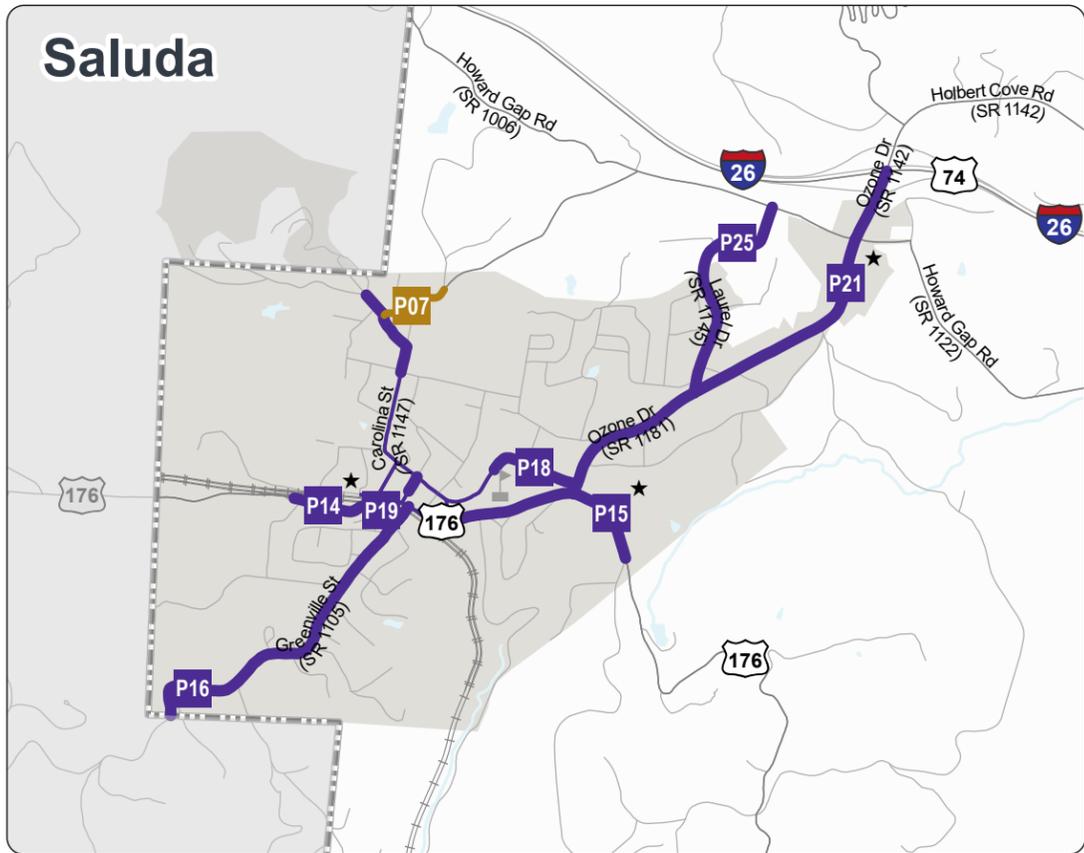
Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023



Bicycle & Pedestrian Recommendation Insets

Proposals that address identified needs through 2045



POLK COUNTY Municipality Insets

part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

Other Features

Studied Roads



More plan info:
qrc.co.de/isothermal-ctp



Sheet 3B of 3

Base map date: March 18, 2018

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ADOPTED
Plan Date: June 6, 2023

 **Polk County
Bicycle and Pedestrian Recommendations**

- P01**

US-176: 

From: Harmon Field Rd (SR 1121) | To: NC 108 | 0.72 miles

A sidepath/greenway is recommended. The segment identified is in town limits in the Tryon/Columbus Bike & Pedestrian Plan.
- P02**

Vaughn Creek Greenway: 

From: US 176 | To: Railroad | 0.35 miles

A multi-use path/greenway spur connecting to Trade St is recommended.
- P03**

N Pacolet River Greenway: 

From: New Market Rd | To: SC Line | 7.37 miles

A multi-use path/greenway extension is recommended.
- P04**

Gibson Park Greenway Connector: 

From: NC 108 | To: apartment complex off Fox Mtn Rd | 0.88 miles

A multi-use path/greenway is recommended.
- P05** ★

NC 108 (Columbus to Mill Spring) Multi-use Path: 

From: Polk Co. Government Complex | To: NC 9 | 0.8 miles

A greenway/sidepath that'll connect to the Polk Co. High School, and is recommend as part of highway project P05 as Identified in the Tryon/Columbus Bike & Pedestrian Plan. It will partially fill the gap in Great Trails State network.
- NC-108:** 

From: Peak St (SR 1534) | To: Polk Co. Government Complex | 0.63 miles

A greenway/sidepath that'll connect to the Polk Co. High School, and is recommend as part of highway project P05 as Identified in the Tryon/Columbus Bike & Pedestrian Plan. It will partially fill the gap in Great Trails State network.

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



- P06**

Chocolate Drop - White Oak Mtn Greenway: 

From: NC 108/Polk County High School | To: NC 108/Wolverine Trl | 4.22 miles

A multi-use path/greenway is recommended. It is to follow along Polk County High School, Houston Rd, White Oak Mtn, to Polk County Middle School, then via Laughter Pond Trail (W/SW side) to NC 108.
- P07**

Esseola St: 

From: Macedonia Rd | To: Substation Rd (SR 1148) | 0.17 miles

A sidepath is recommended as identified in the Saluda Bike & Ped Plan.
- P08**

Harmon Field Rd, B171824: 

From: US 176 | To: NC 108 | 1.5 miles

Bike lanes and sidewalks are recommended as part of Complete Streets enhancements.
- P09**

US-176: 

From: Country Club Rd (SR 1107) | To: Chestnut St (SR 1116) | 0.37 miles

Bike lanes are recommended.
- P10**

US-176: 

From: Chestnut St (SR 1116) | To: SC Line/Ridge Rd | 1.84 miles

Bike lanes are recommended. With addition of sidewalk from just south of Carolina Dr to SC Line as identified in Tryon/Columbus Bike & Ped Plan.

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



P11 **NC-108:** 
 From: Houston Rd (SR 1137) | To: Peak St (SR 1534) | 0.18 miles
 Bike lanes are recommended as identified in Tryon/Columbus Bike & Ped Plan.

P12 **Peniel Rd:**  
 From: NC 108 | To: Columbus town limits | 1.09 miles
 Bike Lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Holly Hill Dr & Columbus Town Limit is also advised.

P13 **S Peak St:**  
 From: NC 108 | To: Columbus town limits | 0.95 miles
 Bike lanes are recommended as identified in the Tryon/Columbus Bike & Ped Plan. A sidewalk between Ward & Simms St and Miller St & Columbus Town Limit is also advised.

P14 ★ **US-176:** 
 From: Main St (SR 1178) | To: Ervin St (SR 1177) | 0.17 miles
 A sidewalk is recommended as part of highway project P08.

P15 ★ **US-176:** 
 From: Pearson Falls Rd (SR 1102) | To: Frost Rd (SR 1104) | 0.46 miles
 A sidewalk is recommended as part of highway project P09.

US-176, B150882: 
 From: Cullipher St | To: Pearson Falls Rd (SR 1102) | 0.07 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P16 **Greenville St, B150889:** 
 From: Polk/Henderson Line | To: US 176 | 0.88 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P17 **Esseola St & Henderson St:** 
 From: Henderson St | To: E Columbia Ave | 0.16 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P18 **Seminary St, B150887:** 
 From: Saluda Elementary School | To: Ozone Dr | 0.23 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P19 **Ervin St:** 
 From: US 176 | To: Greenville Rd (SR 1105) | 0.11 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P20 **Church St:** 
 From: US 176 | To: Ozone Dr (SR 1181) | 0.04 miles
 A sidewalk is recommended as identified in the Saluda Bike & Ped Plan.

P21  **Ozone Dr:** 
 From: Louisiana Ave | To: I-26 | 0.42 miles
 A sidewalk is recommended as part of highway project P11.

Ozone Dr: 
 From: US 176 | To: Louisiana Ave (SR 1142) | 0.76 miles
 A sidewalk is recommended as part of highway project P11.



P22 NC-108, I-4729B: 
 From: Columbus Town Limit | To: Walker St/Houston Rd (SR 1137) | 1.25 miles
 Add sidewalk as part of 2nd phase of I-26 interchange project (on NC 108)

P23 Old 19 Hwy: 
 From: High Rd (SR 1555) | To: NC 108 | 0.38 miles
 A sidewalk is recommended.

P24 Macedonia Rd: 
 From: Esseola St (SR 1147) | To: Cemetery St | 0.07 miles
 A sidewalk on this local road within Saluda is recommended.

P25 Laurel Dr: 
 From: Ozone Dr (SR 1181) | To: Howard Gap Rd (SR 1006) | 0.59 miles
 A sidewalk on this local road within Saluda is recommended.

P26 Palmer St: 
 From: US 176 | To: Oak St | 0.13 miles
 A sidewalk on this local road within Tryon is recommended.

P27 E Howard St: 
 From: US 176 | To: Howard St (SR 1504) | 0.09 miles
 A sidewalk on this local road within Tryon is recommended.

P28 Oak St: 
 From: US 176 | To: Howard St | 0.07 miles
 A sidewalk on this local road within Tryon is recommended.

P29 Chestnut St: 
 From: Woodland Park | To: US 176 | 0.05 miles
 A sidewalk on this local road within Tryon is recommended.

P30 Carolina Dr: 
 From: US 176 | To: Chestnut St (SR 1116) | 0.05 miles
 A sidewalk on this local road within Tryon is recommended.

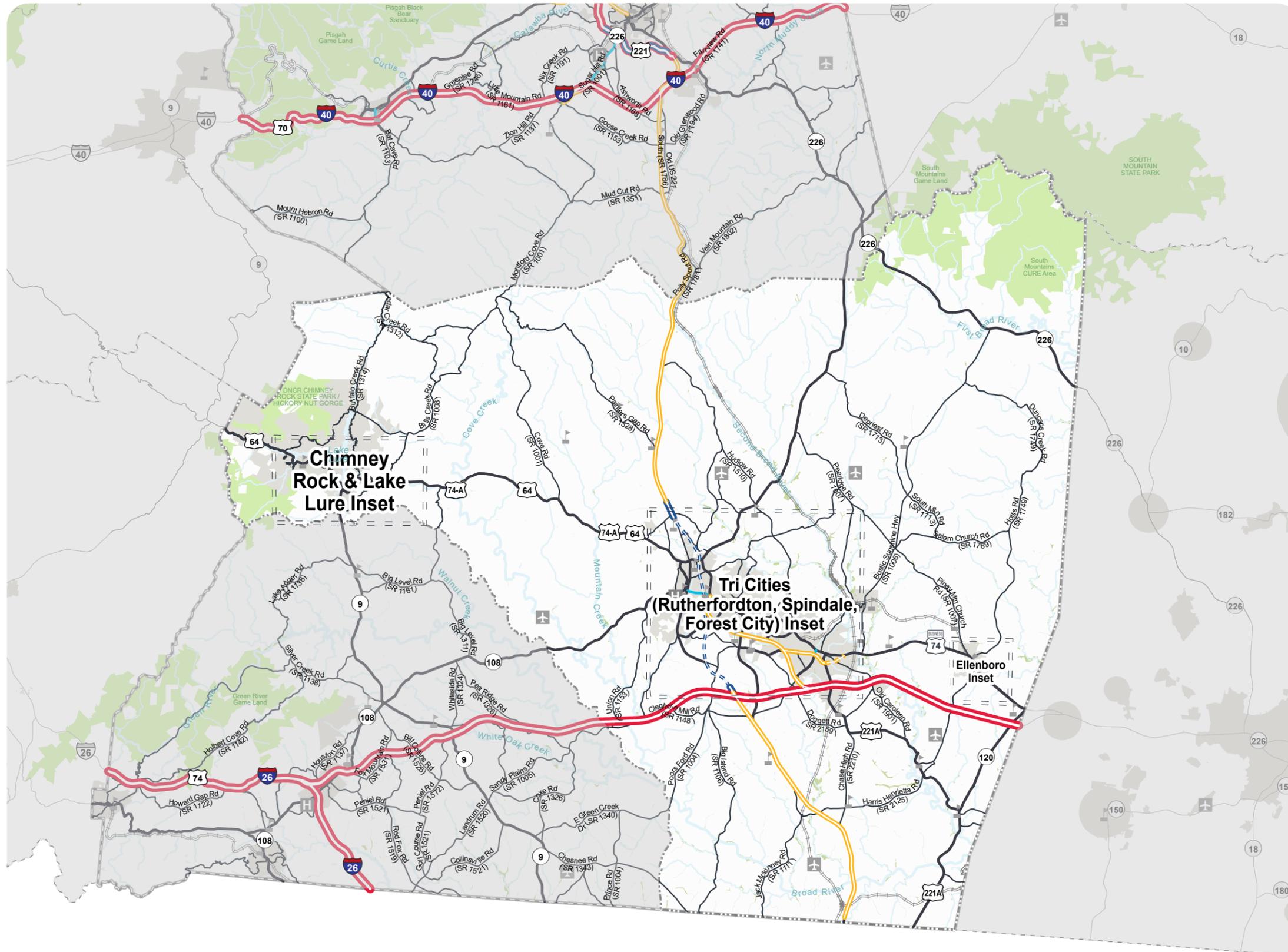
P31 ★ Forest Glen: 
 From: Old Hwy 19 (SR 1514) | To: Hospital Dr | 0.21 miles
 A sidewalk is recommended as part of highway project P15.

P32 Simms St: 
 From: Peniel Rd (SR 1137) | To: S Peak St | 0.18 miles
 A sidewalk on this local road within Columbus is recommended.

P33 Park St: 
 From: Constance St | To: NC 108 | 0.36 miles
 A sidewalk on this local road within Columbus is recommended.

P34 Hospital Dr: 
 From: NC 108 | To: Forest Glen; includes entire Hospital Dr loop | 0.56 miles
 A sidewalk on this local road within Columbus is recommended.





FACILITY TYPES

Facility classifications for mobility and control of access planning through 2045



RUTHERFORD COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		
Other Features		
Studied Roads		



More plan info:
qrco.de/isothermal-ctp



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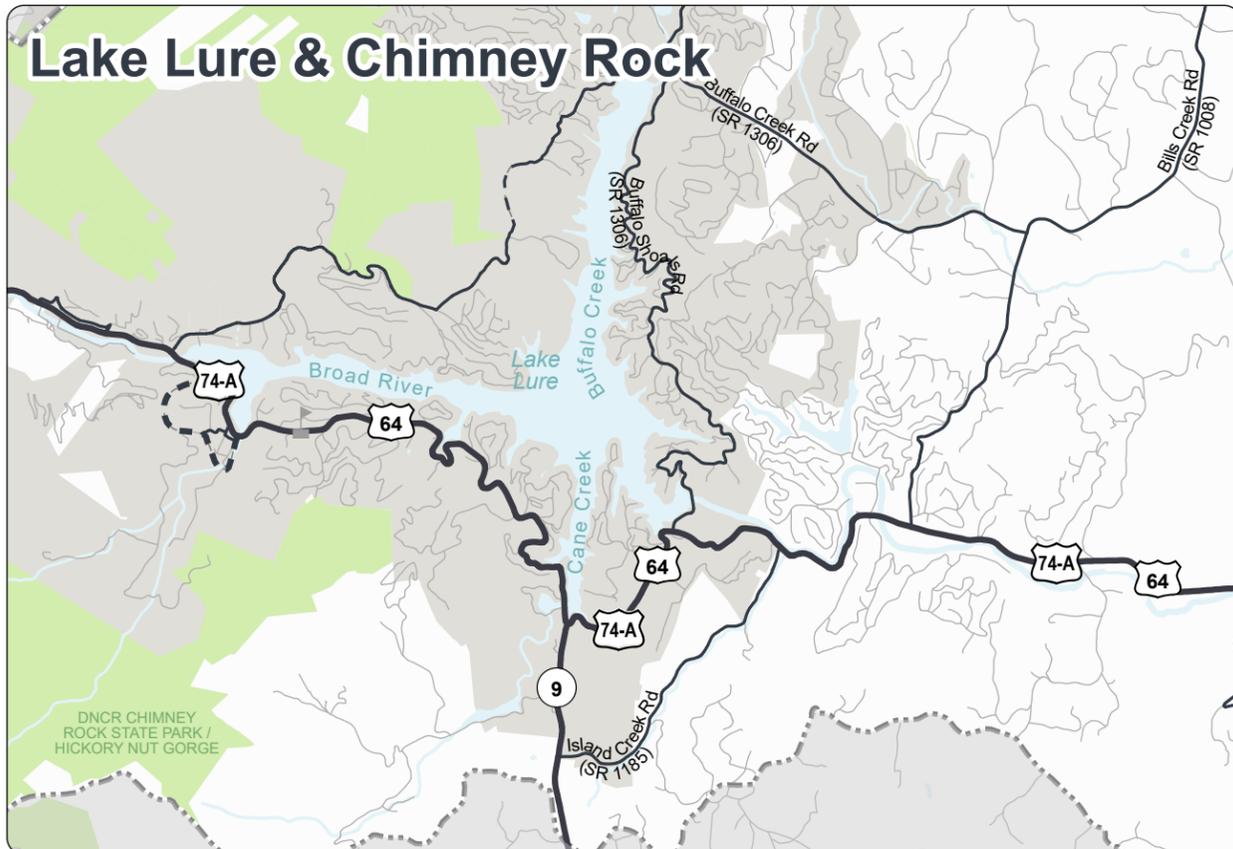
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Legal Disclaimer

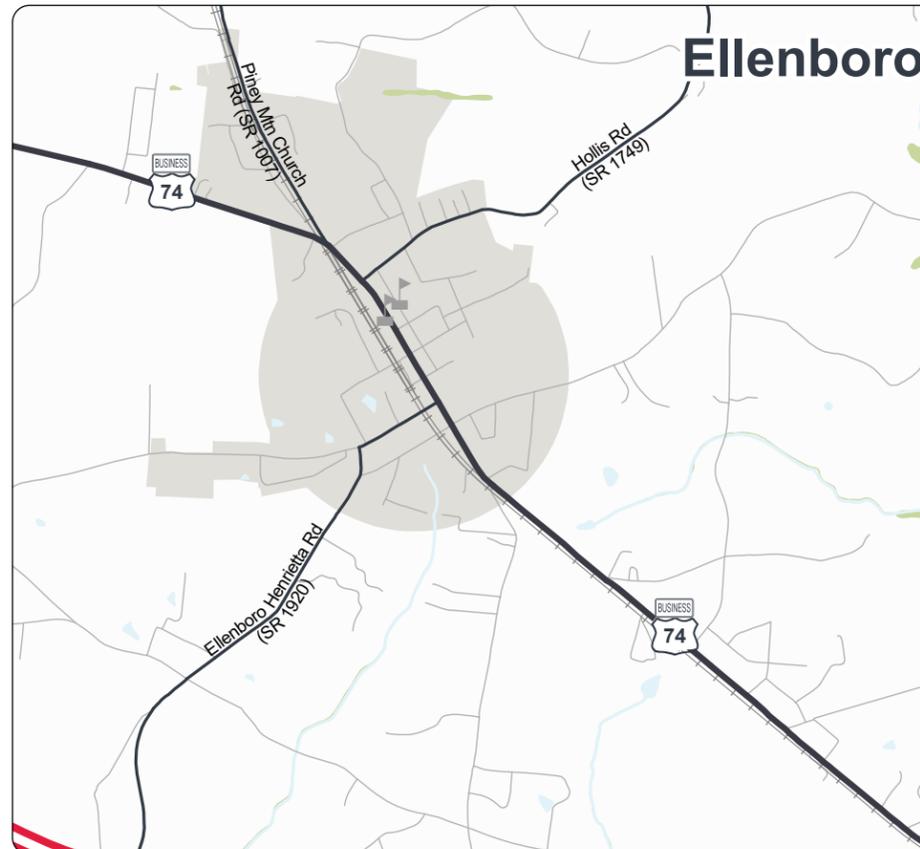
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ADOPTED
Plan Date: May 22, 2023

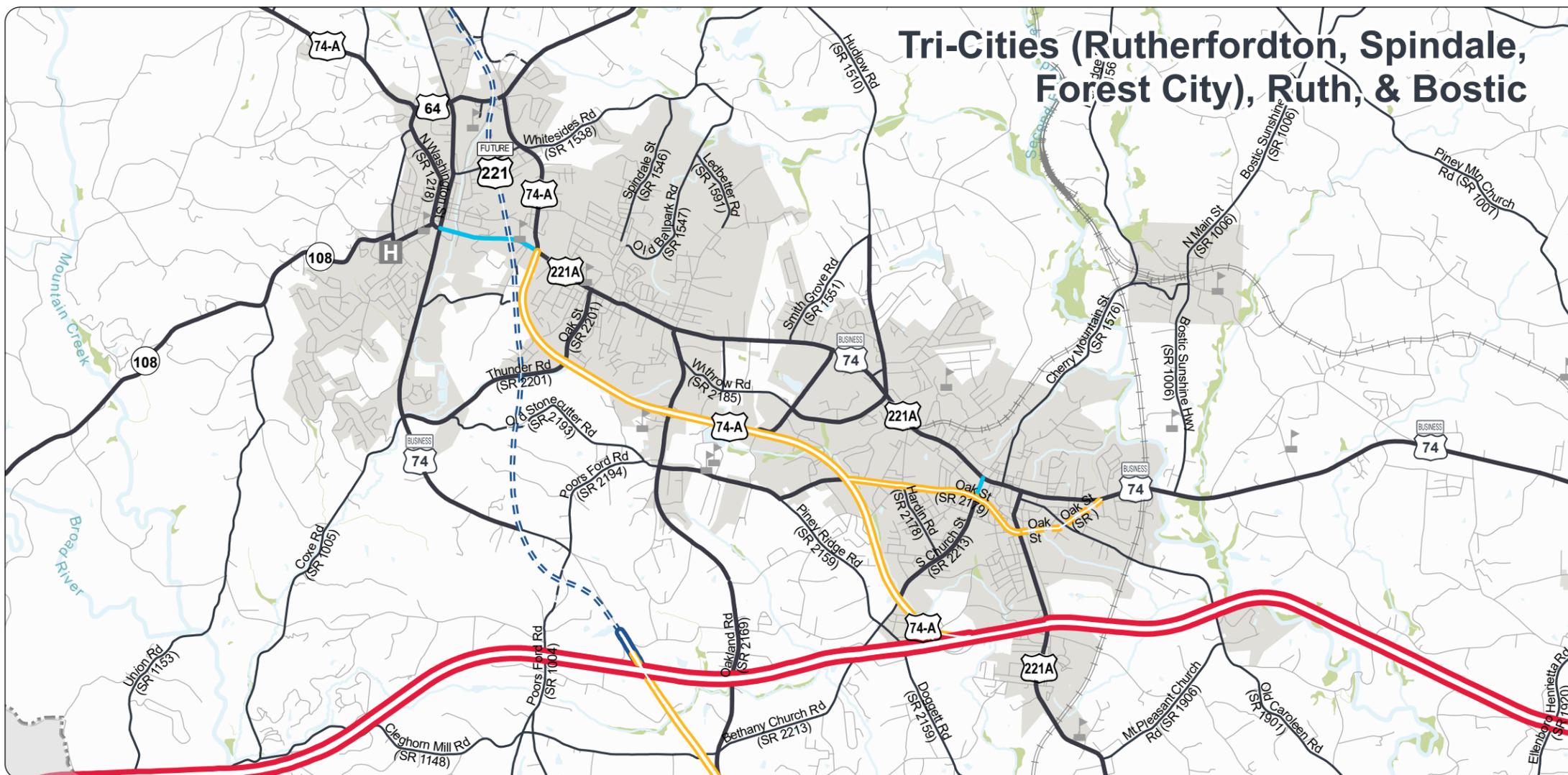
Lake Lure & Chimney Rock



Ellenboro



Tri-Cities (Rutherfordton, Spindale, Forest City), Ruth, & Bostic



Facility Type Insets

Facility classifications for mobility and control of access planning through 2045



RUTHERFORD COUNTY Municipality Insets

part of the Foothills Regional Comprehensive Transportation Plan

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

	Projected	New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		
Other Features		
Studied Roads		



More plan info: qrco.de/isothermal-ctp
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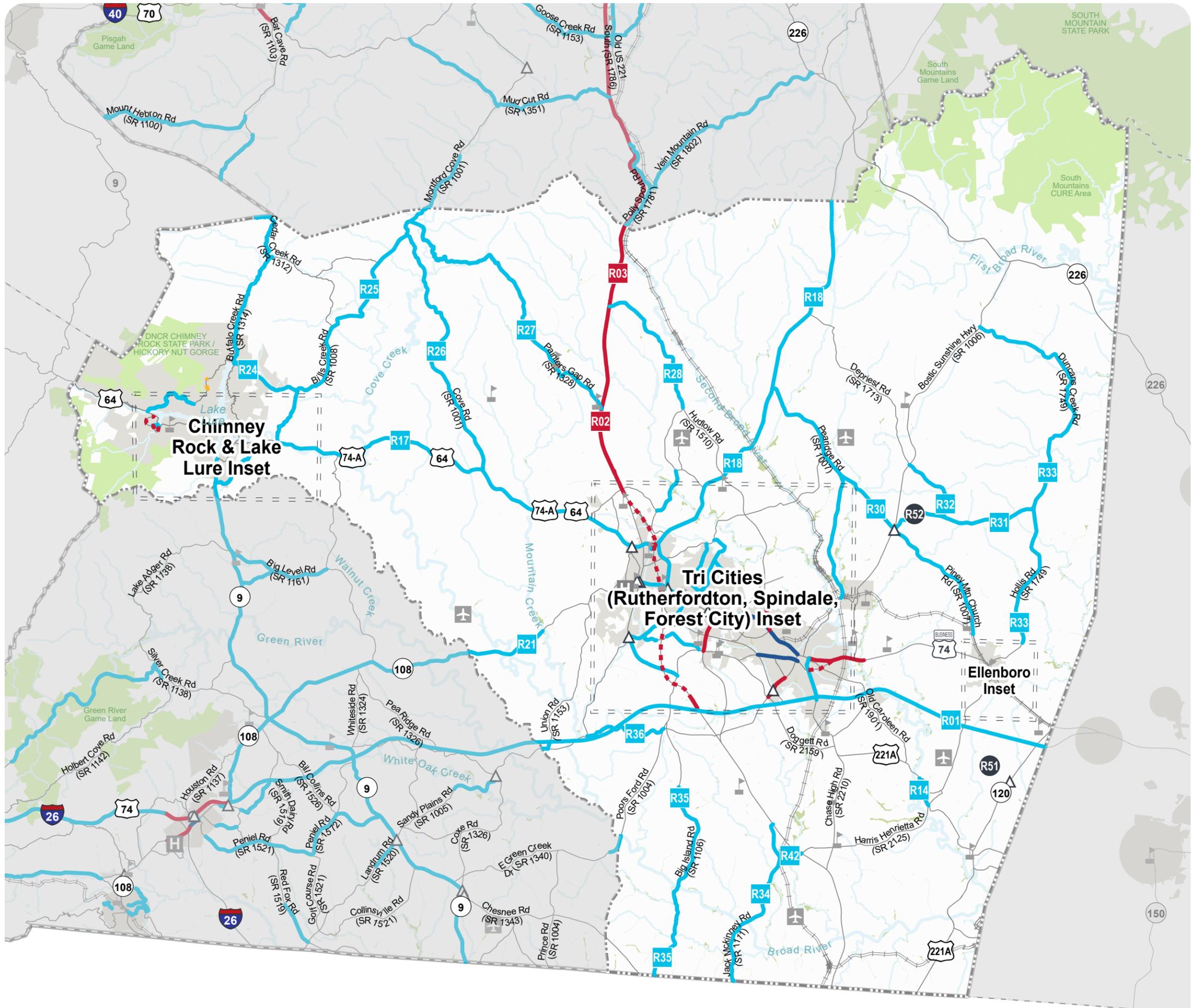
Sheet 1B of 4

Base map date: March 18, 2018

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ADOPTED
 Plan Date: June 6, 2023



Highway Recommendations

Proposals that address identified needs through 2045



RUTHERFORD COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Highway Features

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

Other Features

—	Studied Roads
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More plan info:
qrco.de/isothermal-ctp



Sheet 2A of 4

Base map date: March 18, 2018

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ADOPTED

Plan Date: June 6, 2023

A Rutherford County Highway Recommendations

- R01** **US 74:**
From: Polk/Rutherford Line | To: Rutherford/Cleveland Line | 16.8 miles
Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.
- R02** **US-221, R-2597A:**
From: Roper Loop Rd (SR 1366) | To: Nanneytown Rd (SR 1325) | 5.25 miles
Widen to 4 lanes, divided to improve mobility and traffic flow along the US 221 corridor. Currently programmed in the 2020-2029 STIP for ROW in 2029 and construction post year.
- R03** **US-221, R-2597B:**
From: Nanneytown Rd (SR 1325) | To: McDowell County Line | 5.73 miles
Widen to 4 lanes, divided to improve mobility along the US 221 corridor. This will help improve mobility and safety on uphill portions.
- R04** **Proposed Lake Lure Pkwy:**
From: US 64 | To: Arcade St/US 64 | 1.1 miles
New road to connect Chimney Rock State Park to Downtown Lake Lure to improve safety and mobility and relieve congestion through downtown Lake Lure.
- R05** **US 74 Bus.:**  
From: US 221A (S Broadway St) | To: Old US 74 Hwy (SR 1595) | 1.77 miles
Widen to 3 lanes with center turn lane; add bike lanes and sidewalk to improve safety and mobility, and relieve congestion.
- R06** **Hudlow Rd:**  
From: Weatherstone Dr (SR 1604) | To: US 221A (Main St) | 0.68 miles
Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.

- R07** **Oakland Rd:**  
From: Piney Ridge Rd (SR 2159) | To: Withrow Rd (SR 2185) | 1.01 miles
Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.
- R08** **Oak St [Forest City] (east extension):**  
From: S Broadway St (US 221A) | To: E Main St [Forest City] (US 74 Bus.) | 0.84 miles
New roadway (extension): 4 lane, divided; add bike lanes & sidewalk to improve mobility and relieve congestion.
- R09** **S Church St [Forest City]/Bethany Church Rd:**  
From: Hardin Rd (SR 2178) | To: Piney Ridge Rd (SR 2159) | 0.82 miles
Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion.
- R10** **US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St):**  
From: Yelton St | To: Maple/Monfredo Sts (NC 108) | 1.19 miles
Modernization: Add bike lanes & sidewalk; includes intersection improvements at Main St [Rutherfordton] & Railroad Ave (US 74-A) to improve safety, mobility and multimodal connectivity; from Park Lane Dr to Cleghorn St part of Great Trails State network.
- R10A** **Charlotte Rd (US 221A)/S Washington St (NC 108):**
Intersection with Main St [Rutherfordton] (US 74 Business/Existing US 221) | 0.0 miles
Reconfigure intersection and adjust traffic signals to improve mobility and reduce congestion.
- R10E** **College Ave/Railroad Ave (US 74-A):**
Intersection with Charlotte Rd/W Main St [Spindale] (US 221A) | 0.0 miles
Add additional left turn lane to US 74-A westbound to improve mobility and reduce congestion.
- R11** **US 221A (Main St [Spindale]):**  
From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St | 1.44 miles
Modernization: intersection improvements, add median where appropriate; add bike lanes and sidewalk to improve safety, mobility and multimodal connectivity.

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

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



- R12** **US 221A (Main St [Forest City]):**  
From: S Church St | To: Smith Grove Rd (SR 1551) | 2.25 miles
 Access Management: remove center turn lane and add median; driveway consolidation; add bike lanes & sidewalk to improve mobility and multimodal connectivity.

- R13** **Oak St [Forest City]:** 
From: College Ave (US 74-A) | To: Young St | 1.28 miles
 Access Management; improvements for business access and pedestrian crossings to improve safety and mobility; add bike lanes from Butler Rd to Young St.

- R14** **US-221A, R-3612:** 
From: Ellenboro Henrietta Rd (SR 1920) | To: Melton St (SR 1941) | 1.05 miles
 Modernization: 12-foot lanes with paved shoulder to improve safety and mobility.

- R15** **NC 9:**  
From: Polk/Rutherford Line | To: US 64/74-A | 1.24 miles
 Modernize Roadway: Widen lanes from 10 feet to 11 feet wide, add bike lanes throughout, and add sidewalks to both sides to improve safety, mobility, and multimodal connectivity.

- R16** **Island Creek Rd:** 
From: NC 9 | To: US 64 | 1.93 miles
 Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from NC 9 to Lake Lure Classical Academy school entrance.

- R17** **US 64/74-A:**  
From: Bills Creek Rd (SR 1008) | To: Deter St | 13.38 miles
 Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder; sidepath (Broad River Greenway) alongside road from Bills Creek Rd to Rock Springs Church Rd.

- R18** **US 64:**
From: Long St (SR 1598) | To: Rutherford/McDowell Line | 13.05 miles
 Modernize Roadway: add passing lanes, turn lanes, and add paved shoulder to improve mobility and safety.

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



- R19** **Thunder Rd & Oak St [Spindale]:**  
From: US 221 | To: E Main St [Spindale] (US 221A) | 2.39 miles
 Modernize corridor to improve safety and mobility; road diet on Oak St [Spindale] - reduce lanes from 4 to 3; Intersection improvements at US 74-A & W Main St [Spindale]; multi-use path alongside Thunder Rd or Stonecutter Creek from existing US 221 to US 74-A.

- R20** **US 74-A:** 
From: US 64 | To: US 221A (Charlotte Rd) | 1.57 miles
 Modernization: 12 foot wide lanes and add paved shoulder with intersection improvements to improve safety and mobility.

- R21** **NC-108:**
From: Polk/Rutherford Line | To: Sims Sandpit Rd (SR 1193) | 2.66 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

- R22** **US 74 Bus./Existing US 221:**
From: Poors Ford Rd (SR 1004) | To: Coxe/Thunder Rds | 2.12 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

- R23** **US 221A (S Broadway St):** 
From: US 74 | To: US 74 Bus. (E Main St [Forest City]) | 1.38 miles
 Modernize roadway, adding curb & gutter and sidewalk (where it currently does not exist) to improve safety and mobility.

- R24** **Cedar Creek Rd & Buffalo Creek Rd:**
From: Cedar Creek Rd/Buncombe-Rutherford Line | To: Buffalo Creek Rd/Bills Creek Rd (SR 1008) | 8.41 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

- R25** **Bills Creek Rd:**
From: US 64 | To: Cove Rd (SR 1001) | 8.96 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

- R26** **Cove Rd:**
From: McDowell/Rutherford Line | To: US 64 | 10.0 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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



R27 Painters Gap Rd:
 From: US 221 | To: Cove Rd (SR 1001) | 10.37 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R28 Hudlow Rd:
 From: US 221 | To: Rock Rd (SR 1520) | 4.69 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R29 Pearidge Rd:
 From: Brick Rd (SR 1583) | To: Piney Mtn Church Rd (SR 1007) | 3.67 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R30 Piney Mountain Church Rd:
 From: Pearidge Rd (SR 1561) | To: Old Hollis Rd (SR 1776) | 10.81 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R31 Salem Church Rd:
 From: Hollis Rd (SR 1749) | To: Main St (SR 1006) | 4.86 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R32 South Mtn Rd:
 From: Freewill Baptist Ch Rd (SR 1708) | To: Main St (SR 1006) | 2.31 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R33 Hollis Rd:
 From: Main St (SR 1006) | To: Short Rd (SR 1777) | 13.17 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R34 Jack Mckinney Rd:
 From: SC Line (Henderson Rd) | To: US 221 | 5.86 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R35 Big Island Rd:
 From: Hopper Rd | To: SC Line (Big Island Rd) | 6.78 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R36 Cleghorn Mill Rd:
 From: Poors Ford Rd (SR 1004) | To: Coxe Rd (SR 1005) | 2.78 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R37 Coxe Rd:
 From: Polk/Rutherford Line (Ken Miller Rd) | To: Union Rd (SR 1153) | 0.18 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R38 Old Stonecutter Rd:
 From: Poors Ford Rd (SR 2194) | To: Thunder Rd (SR 2201) | 1.77 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R39 Spindale St:
 From: Whitesides Rd | To: West St | 1.41 miles
 Modernization: Add paved shoulder to improve safety and mobility.

R40 Old Ballpark Rd & Old Ross Rd: 
 From: Stonecutter St | To: Whitesides Rd | 2.36 miles
 Modernization: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add sidewalk from Stonecutter St to Case Branch.

R41 Ledbetter Rd:
 From: Shenandoah Dr | To: Old Ballpark Rd | 0.78 miles
 Modernization: Add paved shoulder to improve safety and mobility.

R42 Hogan Rd & Harris Henrietta Rd:
 From: Jack Mckinney Rd (SR 1111) | To: US 221 | 0.77 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

R43 Rock Rd:  
 From: Oscar Justice Rd (SR 1523) | To: Broyhill Rd (SR 1535) | 1.58 miles
 Modernization: add paved shoulder to improve safety and mobility.

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

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



- R44** **US 64/74-A (N Washington St/W Mountain St), R-5917:**
Intersection with N Washington St & Hickory St | 0.0 miles
 Improve intersection by realigning Frady St, Hickory St and N Washington St to create through movement on US 64 or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.
- R45** **NC 108 (Maple St/S Washington St), R-5916:**
Intersection with S Washington St & Monfredo St | 0.0 miles
 Install roundabout to improve safety and mobility.
- R46** **Coxe Rd/Thunder Rd, R-5880:**
Intersection with existing US 221 (US 74 Bus.) | 0.0 miles
 Improve intersection by adding turn lanes to Coxe & Thunder Rds or installing roundabout to improve safety and mobility; 2020-29 STIP - ROW 2029, Con. post year.
- R47** **US 74-A (College Ave):**
Intersection with Thunder Rd/S Oak St [Spindale] | 0.0 miles
 Extend turn lanes and add pedestrian crossings to improve safety and mobility.
- R48** **W Main St [Spindale] (US 221A):**
Intersection with Oak St [Spindale] | 0.0 miles
 Add right turn lane on Main St to improve mobility and safety.
- R49** **Oakland Rd, R-5918:**
From: Spinner St | To: E Main St [Spindale] (US 221A) and Ledbetter Rd | 0.2 miles
 Realign Oakland Rd to intersect Main St at Ledbetter Rd with either a traffic signal or roundabout to improve mobility and safety; add sidewalk; 2020-29 STIP - ROW 2029, Con. post year.
- R50** **US 74-A (College Ave):**
Intersection with S Church St [Forest City]/Bethany Church Rd | 0.0 miles
 Extend turn lanes and add pedestrian crossings to improve safety and mobility.

- R51** **NC 120:**
Intersection with Old Mooresboro, Race Path Church, Franklin, & Goode Rds | 0.0 miles
 Install roundabout to improve safety and mobility.
- R52** **Bostic Sunshine Hwy:**
Intersection with Andrews Mill, Salem Church, & Piney Mountain Rds | 0.0 miles
 Install roundabout at intersection with Salem Church and Piney Mountain Church Rd to improve mobility and safety; realign all roads to avoid impacting historic district; add bike lanes to Bostic Sunshine Hwy (south of intersection) & Salem Church Rd.
- R53** **Old Sand Branch Rd Ext:**
From: Carsons Way | To: Old Sand Branch Rd | 0.41 miles
 New 2-lane road to connect to Rumbling Bald resort for increased mobility, connectivity, and improve Emergency Response times.
- R54** **Boys Camp Rd & Village Blvd:**
From: US 64 | To: Village Blvd/Carsons Way Ln | 2.14 miles
 Modernization (local road): add paved shoulder to improve safety and mobility.
- R55** **Arcade St:**
From: US 64 (west int.) | To: US 64 (east int.) | 0.16 miles
 Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.
- R56** **Proctor Rd:**
From: Arcade St | To: Proposed Lake Lure Pkwy | 0.15 miles
 Modernize Roadway: 11 foot wide lanes and add paved shoulder to improve safety and mobility; add grassy buffer and sidewalks.
- R57** **Brick Rd:**
From: Church St (SR 1576) | To: Pearidge Rd (SR 1561) | 0.42 miles
 Modernization: 12 foot wide lanes and add paved shoulder to improve safety and mobility.

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

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



R58**Union Rd:***From: US 74 | To: Coxe Rd (SR 1005) | 0.23 miles*

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

RA**US 221 (Rutherford Bypass), R-2233BB:***From: Laurel Hill Rd Bridge | To: Roper Loop Rd (SR 1366); multiple other roads | 4.98 miles*

New Location 4-lane expressway (Laurel Hill to Thompson/Broyhill Rds), then widen US 221 to 4-lane "superstreet" design from Thompson/Broyhill to Roper Loop to improve safety and mobility and relieve congestion along the existing US 221 corridor.

RB**US 221 (Rutherford Bypass), R-2233BA:***From: US 74 WB Ramp | To: Charlotte Rd (US 221A) | 3.81 miles*

Widen Existing US 221 from US 74 to Torrington Rd (driveway), then New Location 4-lane expressway to Laurel Hill Rd overpass to improve safety and mobility and relieve congestion along the existing US 221 corridor.

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



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2045

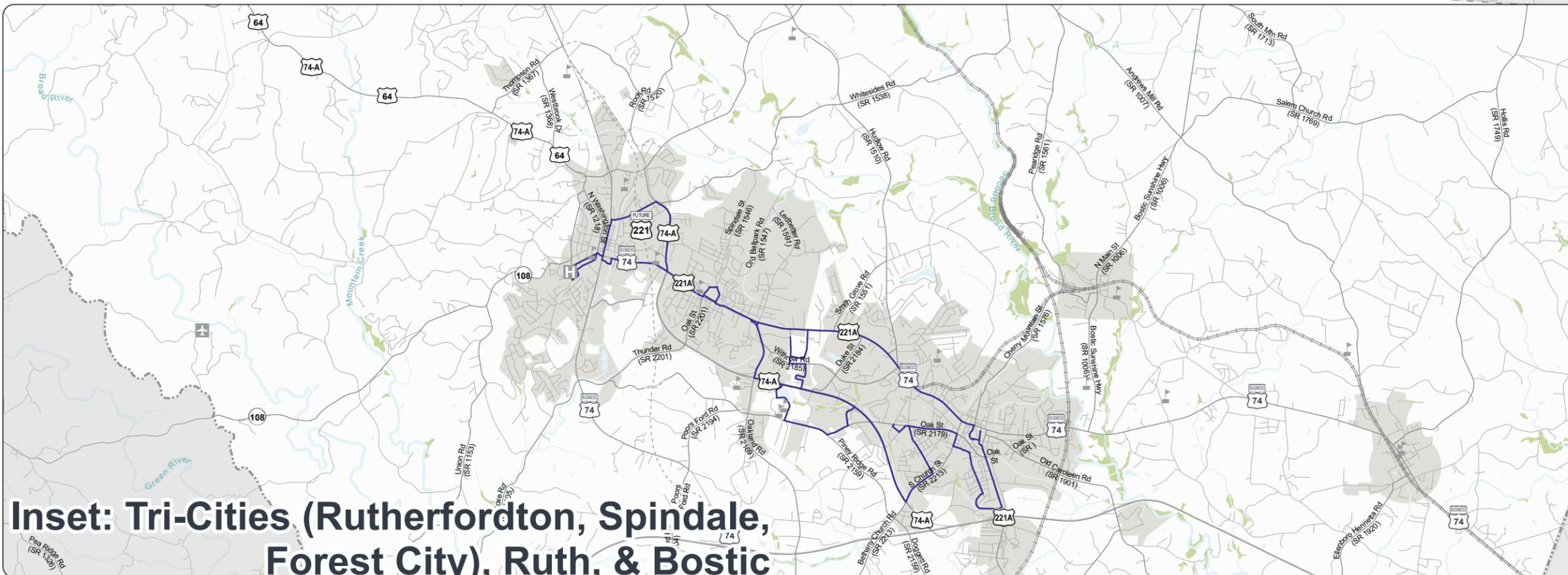
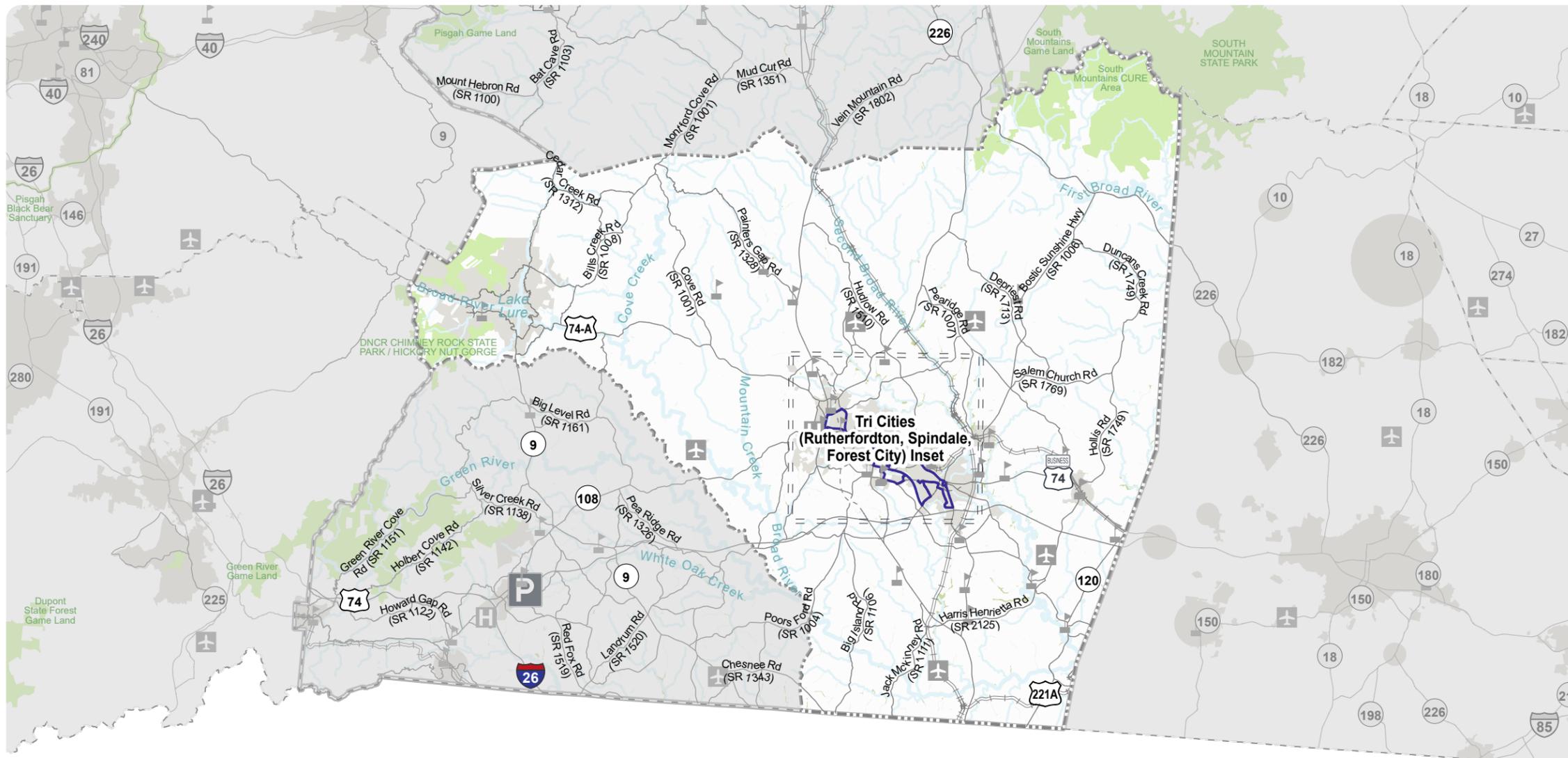


RUTHERFORD COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Proposed
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		
Studied Roads			
Denotes Highway Incidental	★		



Inset: Tri-Cities (Rutherford, Spindale, Forest City), Ruth, & Bostic



Full report at:
qrco.de/isothermal-ctp



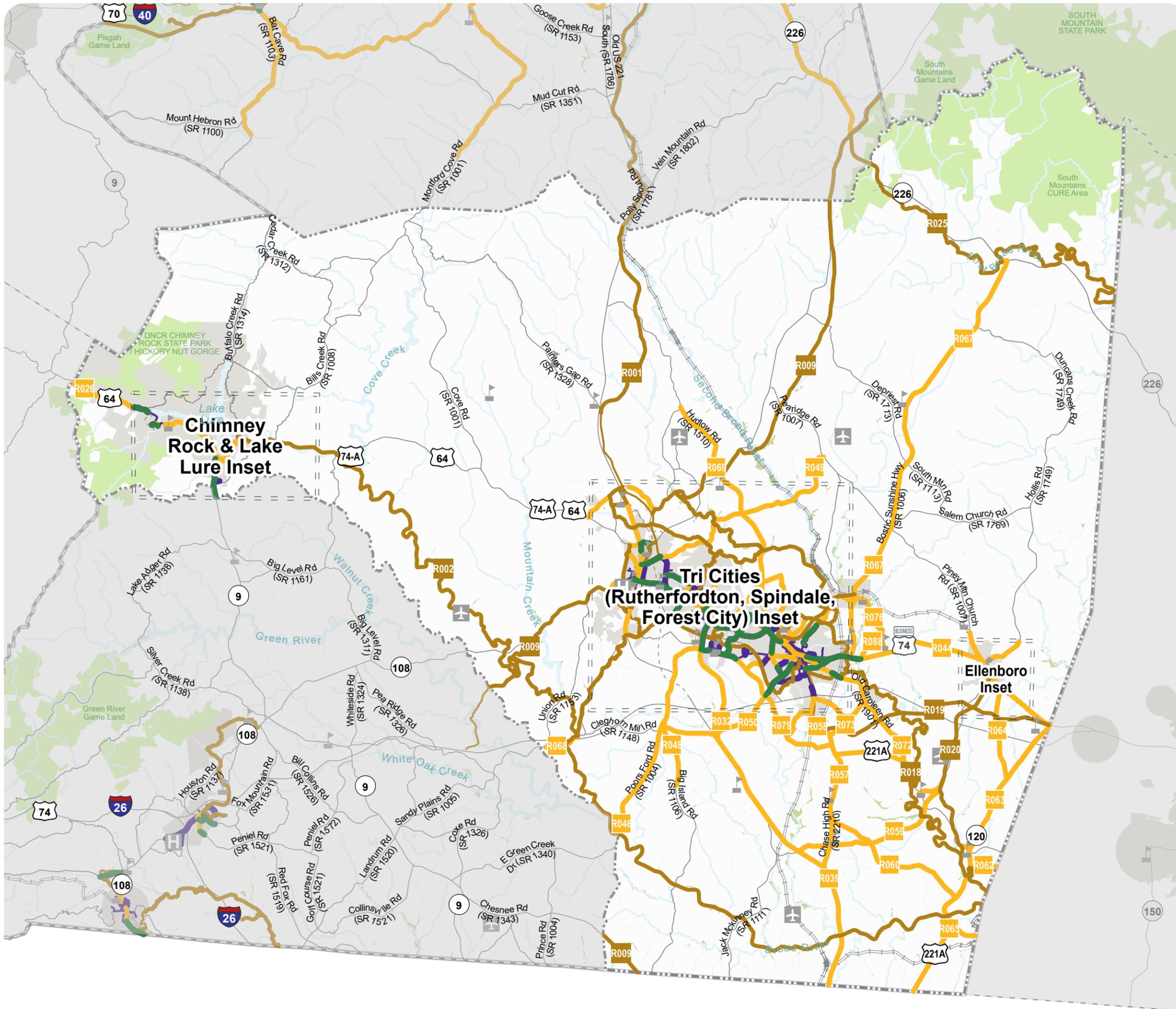
Sheet 3 of 4

Base map date: March 18, 2018

Legal Disclaimer

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

ADOPTED
Plan Date: June 6, 2023



Bicycle & Pedestrian Recommendations

Proposals that address identified needs through 2045



RUTHERFORD COUNTY

part of the Foothills Regional
Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp



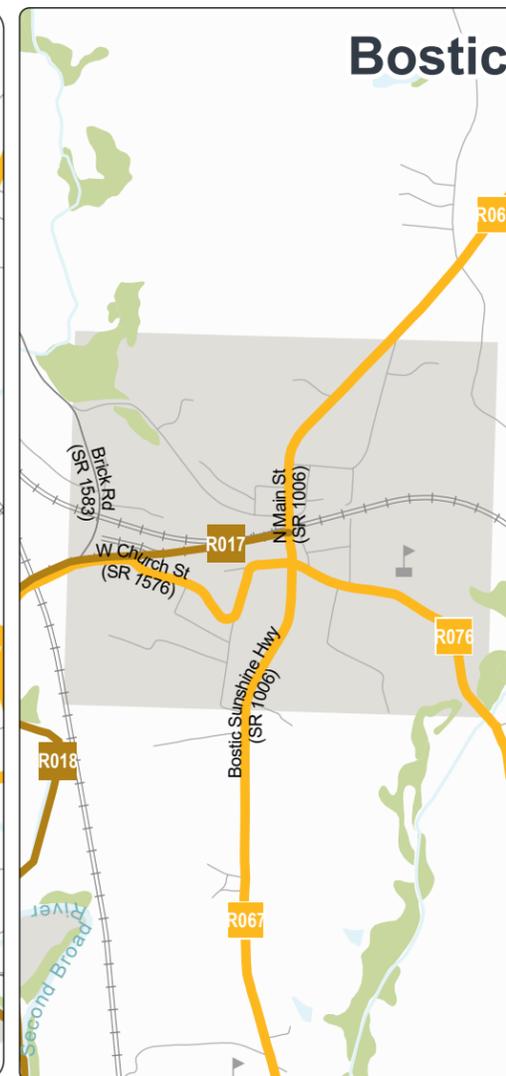
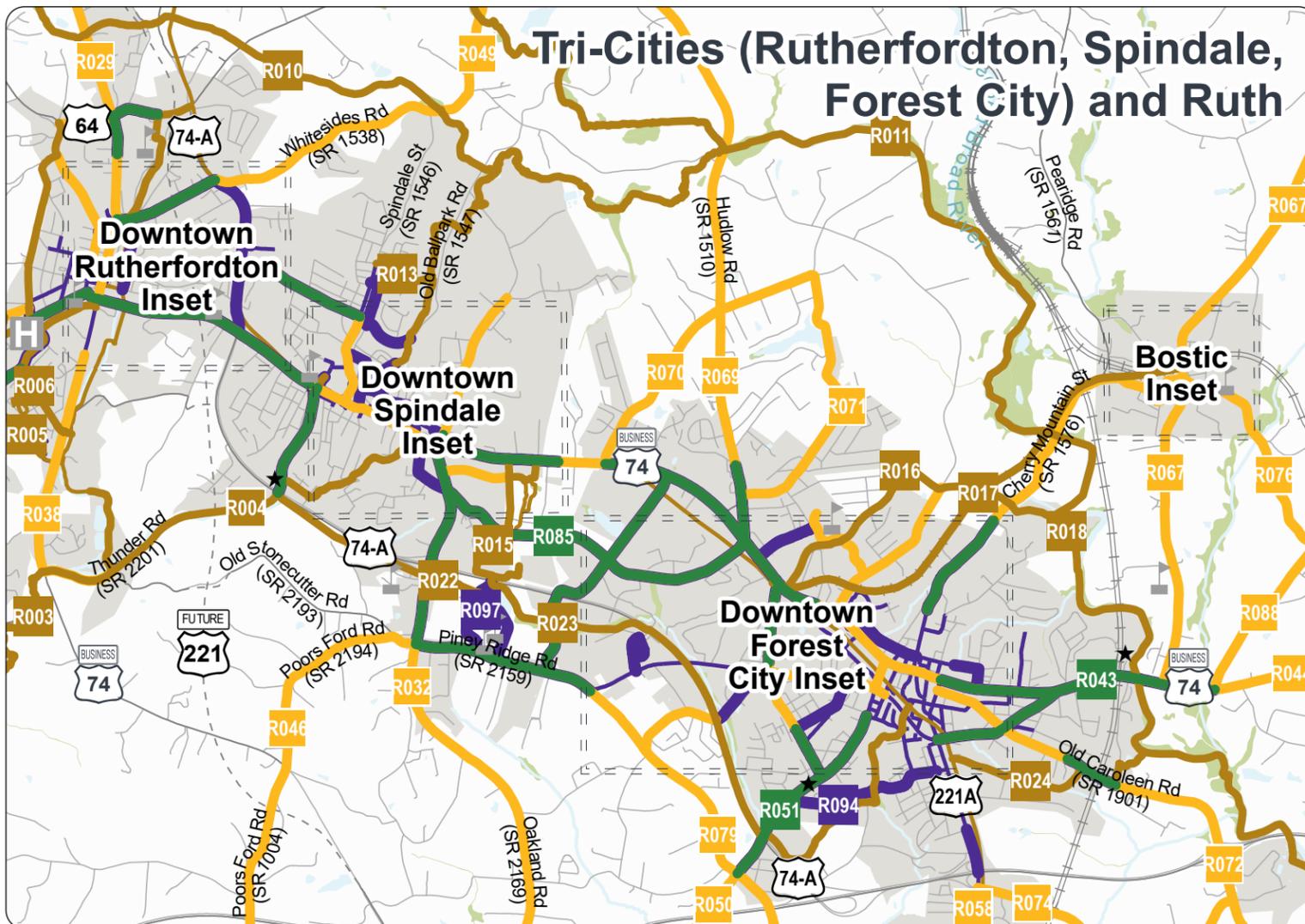
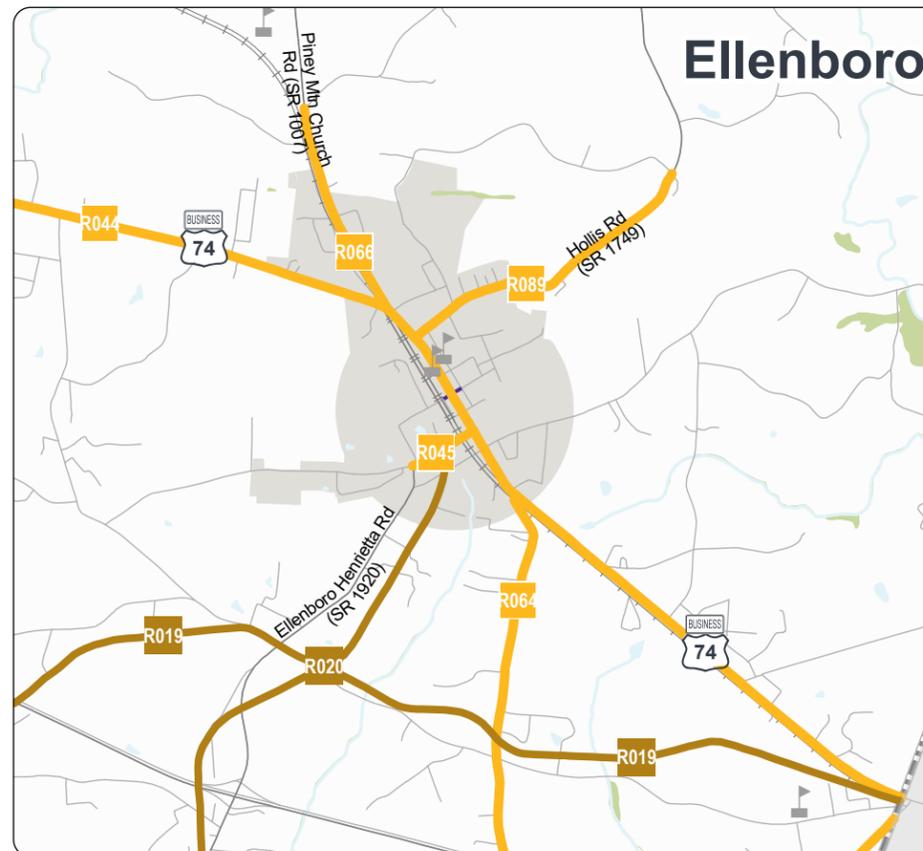
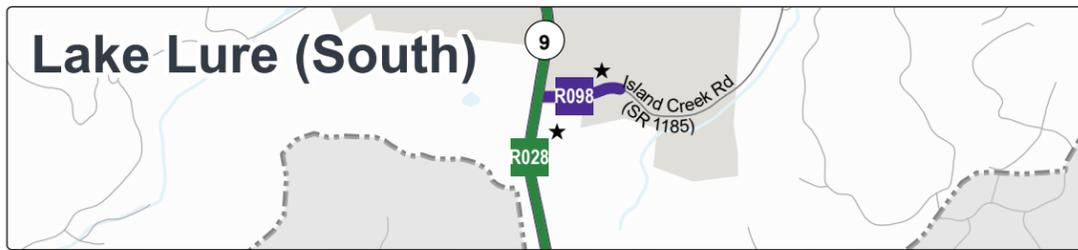
Sheet 4A of 4

Base map date: March 18, 2018

Legal Disclaimer

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ADOPTED
Plan Date: June 6, 2023



Bicycle & Pedestrian Recommendation Insets

Proposals that address identified needs through 2045



RUTHERFORD COUNTY Municipality Insets

part of the Foothills Regional Comprehensive Transportation Plan

Bicycle and Pedestrian Features

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

Other Features

Studied Roads



More plan info:
qrco.de/isothermal-ctp



Sheet 4B of 4

Base map date: March 18, 2018

Legal Disclaimer

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

ADOPTED
Plan Date: June 6, 2023

Rutherford County Bicycle and Pedestrian Recommendations

R001 Thermal Belt - Peavine Connector Trail: 
 From: end of existing TBRT (Gilkey) | To: Rutherford/McDowell Line | 6.7 miles
 Recommend multi-use Path and a Rail trail extension following the rail line that would connect to Marion & Peavine Rail Trail.

R002 Broad River Greenway: 
 From: Lake Lure | To: Cleveland County Line | 42.17 miles
 Recommend multi-use path/greenway along the river. Sidepath to go along US 64 from Island Creek Rd to Rock Springs Church Rd (a small section across river on Rock Springs Church Rd).

R003 Cleghorn Creek Greenway, Purple Martin Greenway Extension: 
 From: Broad River Greenway | To: existing Purple Martin Greenway | 6.69 miles
 Recommend multi-use path/greenway along the creek to connect Broad River to Rutherfordton with a section of side path that will be along Thunder Rd from Coxe & Main St to Old Stonecutter Rd Bike lane on non-side path side of Thunder Rd.

R004 ★ Thunder Rd: 
 From: US 74 Bus/Existing US 221 (S Main St) | To: US 74-A (College Ave) | 1.21 miles
 A sidepath as part of highway project R19 is recommended.

R005 Crestview Park - Golf Club Greenway: 
 From: NC 108 | To: Cottage Ln | 1.18 miles
 Recommend a multi-use path/greenway to connect Rutherford Golf Club, Crestview Park, and Purple Martin Greenway.

R006 West Rutherfordton Greenway Connection: 
 From: Mountain/N Washington Sts | To: Purple Martin Greenway | 2.73 miles
 Recommend side path to connect NW & W of Rutherfordton, Hospital, and Purple Martin Greenway; following along N Washington St, N/S Ridgecrest Ave, Edwards St, Frosty Ln, Tanner St. Sidewalk on non-side path side of Edwards St & S Ridgecrest Ave (Edwards St to Tryon Rd).

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



R007 HS-Rail Trail Connector, R-S Central HS Driveway: 
 From: Westbrook Dr/R-S Central HS driveway | To: Thompson Rd/US 221 (via driveway & existing US 221) | 2.09 miles

Recommend side path along R-S Central High School's connector roads and the existing path of US 221, Thompson Rd, and Westbrook Rd. Design to accommodate eventual connection to Thermal Belt Rail Trail and Hollands Creek Greenway.

R008 R-S Central HS/MS to TBRT Greenway Connection(s): 
 From: R-S Central HS/Future MS | To: Thermal Belt Rail Trail | 0.24 miles

Recommend a multi-use path/greenway connector to connect R-S Central High Schools to the Thermal Belt Trail via new location of Broyhill Rd connecting across US 221. Or via existing location of Broyhill Rd, which is to be removed as part of US 221 Bypass, connecting over US 221.

R009 Overmountain Victory Trail (Polk Co. - Spartanburg Co.):
 via Lambs Grill Rd from the SC Line (Parris Bridge Rd) to the Rutherford/Polk Line (Chesnee Rd) | 0.03 miles

Recommend a Multi-use Path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.

Deter St & US 64: 
 From: south end of Deter St | To: US 64/future US 221 NB Ramp/Railroad Ave/TBRT | 0.36 miles

Recommend Overmountain Victory Trail connector side path to be constructed as part of Rutherford Bypass project via Deter St and relocated US 64.

Overmountain Victory Trail: 
 From: Rutherford-Polk Line/Grays Chapel Church Rd | To: Rutherford/McDowell Line | 20.68 miles

Recommend a multi-use path (Overmountain Victory Trail) alongside Lambs Grill Rd as part of Great Trails State network.

R010 Proposed Hollands Creek Greenway: 
 From: Thompson Rd | To: Hudlow Rd | 6.11 miles

Recommend a multi-use path/greenway along Hollands Creek.

R011 Proposed Catheys Creek Greenway: 
 From: Rock Rd | To: Second Broad River Greenway | 6.54 miles

Recommend a multi-use path/greenway along Catheys Creek.

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



- R012 Proposed Case Branch Greenway:** 
From: Spencer St | To: Prop. Hollands Creek Greenway | 1.74 miles
 Recommend a multi-use path/greenway along Case Branch. The spur to connect to baseball fields at JD Melton Memorial Park.
- R013 Proposed Charles Deviney Park Greenway:** 
From: Spindale St/Campbell St | To: Prop. Case Branch Greenway (at Maintenance Rd/Old Ballpark Rd) | 0.39 miles
 Recommend a multi-use path/greenway to connect to Charles Deviney Park.
- R014 Watts Rd - TBRT Greenway Connector:** 
From: Watts Rd | To: Thermal Belt Rail Trail | 0.27 miles
 Recommend a multi-use path/greenway connector to Rutherford County Walking Path & TBRT.
- R015 Shopping Center Connector:** 
From: College Ave (US 74-A)/Spindale Plaza Dr | To: Big Lots/Sav-A-Lot bus stop | 1.35 miles
 Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.
- R016 Parks Greenway:** 
From: W Main St [Forest City] | To: James Crowe Park/Second Broad River Greenway | 2.18 miles
 Recommend a multi-use path/greenway along creekbed to connect Forest City Parks.
- R017 Bostic Spur:** 
From: Thermal Belt Rail Trail | To: Downtown Bostic | 3.23 miles
 Recommend a multi-use path/rail trail along old railroad from Forest City to Bostic.
- R018 Second Broad River Greenway:** 
From: Catheys Creek Greenway | To: Rutherford-Cleveland Line | 19.53 miles
 Recommend a multi-use path/greenway along river and connect to James Crowe Park and Parks Greenway.

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



- R019 Thermal Belt Rail Trail SE Extension:** 
From: existing TBRT | To: NS SF Line/NC 120/Webb Rd/Rutherford-Cleveland Line | 7.81 miles
 Recommend multi-use path/rail trail extension following old rail right of way.
- R020 Cliffside-Ellenboro Trail:** 
From: Second Broad River Greenway | To: Henrietta St/Main St [Ellenboro] (US 74 Business) | 6.46 miles
 Recommend a multi-use path/rail trail following the old railway right-of-way from Cliffside to Ellenboro (includes existing bridge over US 74). Use side path or on-road bike lanes on Henrietta St in Ellenboro.
- R021 Oak-Oakland Greenway Connector:** 
From: Reservation Dr | To: Thermal Belt Rail Trail at Kentucky St/existing Oakland Rd | 1.1 miles
 Recommend of multi-use path/greenway following creekbed and a side path along Reservation Dr.
- R022 ICC Connector Trail - West:** 
From: Thunder Rd/College Ave | To: ICC Dr | 1.44 miles
 Recommend a multi-use path/greenway parallel to US 74-A.
- R023 Brackett's Creek Greenway, ICC Trail Connector - East:** 
From: ICC Dr/College Ave | To: Harmon St/Cornwell St/TBRT | 4.43 miles
 Recommend a multi-use path/greenway along trails on east side of ICC pond, Brackett's Creek, and parallel to US 74-A from Plaza Dr/Lowes Blvd to S Church St [Forest City]/Bethany Church Rd. Parallel to creekbed from there to Harmon Dr/E Spruce St; side path on Harmon Dr to connect to TBRT.
- R024 Copper Mine Branch Greenway:** 
From: Beaver St/Thermal Belt Rail Trail | To: Second Broad River Greenway | 1.99 miles
 Recommend multi-use path/greenway along the creek with section of side path along Old Caroleen Rd and Riverside Dr. Bike lane and sidewalk on non-side path side of Old Caroleen Rd.
- R025 First Broad River Greenway:** 
From: NC 226 at Rutherford/McDowell Line | To: Rutherford/Cleveland Line | 16.09 miles
 Recommend multi-use path/greenway along Little First Broad River, then along First Broad River. And a side path along NC 226 from Rutherford/McDowell Line to Little First Broad River bridge.

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



R026

US-64, B150589: 

From: Henderson/Rutherford Line | To: Chimney Cliffs Dr | 3.23 miles

Recommend Bike Lanes from Lake Lure CTP R027, with sidewalk between Johns Rd & Chimney Cliffs Dr.

R027

US-64: 

From: Harris Rd | To: Island Creek Rd (SR 1185) | 4.75 miles

Bike lanes are recommended.

R028

★ **NC 9:** 

From: Polk/Rutherford Line | To: US 64/74-A (Memorial Hwy) | 2.48 miles

Bike lanes and sidewalk as part of highway project R15 are recommended.

R029

N Main St [Rutherfordton] (Existing US 221): 

From: US 221A/NC 108 | To: R-S Central HS driveway | 2.79 miles

Bike lanes recommended from Isothermal Regional Bike Plan with an addition of sidewalk from Carnegie Rd to US 64/Mountain St.

R030

Thompson Rd: 

From: US 64 | To: US 221 | 0.97 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R031

Broyhill Rd: 

From: Rock Rd (SR 1520) | To: Thermal Belt Rail Trail | 1.36 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R032

Oakland Rd: 

From: US 221 | To: Poors Ford Rd/Piney Ridge Rd | 3.2 miles

Recommend Bike lanes as described in the Isothermal Regional Bike Plan and Rutherford County CTP.

R033

★ **US-64:** 

From: Washington St (SR 1218) | To: Deter St/OVMT | 0.97 miles

Bike lanes and sidewalk from N Main St to Deter St as part of highway project R17 are recommended.

R034

N Washington St: 

From: Maple Creek Rd (SR 1178) | To: NC 108 | 0.77 miles

Bike lanes are recommended.

R035

NC-108: 

From: proposed OVMT | To: Ridgecrest Ave (SR 1166) | 0.54 miles

Bike lanes are recommended.

R036

NC-108, B192961: 

From: S Ridgecrest Ave (SR 1153) | To: Washington St (SR 1218) | 0.8 miles

Bike lanes and sidewalk are recommended from S Washington St to Main St part of Highway project R10.

R037

★ **US 221A (W Main St & Charlotte Rd) & NC 108 (S Washington St):** 

From: Yelton St | To: Maple/Monfredo Sts (NC 108) | 2.38 miles

Bike lane and sidewalk from Park Lane Dr to Cleghorn St, part of Great Trails State network, as part of highway project R10 are recommended.

R038

US 74 Bus./Existing US 221: 

From: Coxe Rd (SR 1005) | To: Lynch St | 1.41 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R039

US-221: 

From: SC Line | To: Bethany Church Rd (SR 2213) | 9.5 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.



R040 ★ **US 221A (Main St [Spindale]):** 
 From Smith Grove Rd to Ledbetter Rd & Ohio St to Yelton St | 2.59 miles
 Bike lanes and sidewalk from Fairground Rd to Ledbetter Rd & Ohio St to Yelton St are recommended as part of highway project R11.

R041 **US 221A (Main St [Spindale]), R-5918:** 
 From: Ledbetter Rd (SR 1591) | To: Ohio St | 0.93 miles
 Bike lanes and sidewalk, identified in Main St Master Plan, from Ledbetter Rd to Ohio St are recommended.

R042 ★ **US 221A (Main St [Forest City]):** 
 From: S Church St | To: Smith Grove Rd (SR 1551) | 3.93 miles
 Bike lane and sidewalk as part of highway project R12 are recommended.

R043 ★ **US 74 Bus.:** 
 From: S Broadway St (US 221A) | To: Old US 74 Hwy (SR 1595) | 3.54 miles
 Bike lanes and sidewalk is recommended as part of highway project R05.

Main St [Forest City] (US 221A/US 74 Bus): 
 From: S Broadway St (US 221A) | To: S Church St (SR 2213) | 0.38 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R044 **US 74 Bus.:** 
 From: Old US 74 Hwy (SR 1595) | To: Rutherford/Cleveland Line | 7.01 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R045 **Henrietta St:** 
 From: US 74 Business | To: Ellenboro Henrietta Rd (SR 1920) | 0.41 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R046 **Poors Ford Rd:** 
 From: Polk/Rutherford Line | To: Oakland Rd/Piney Ridge Rd | 6.94 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

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



R047 **Edwards St:** 
 From: Forest Hills Cir | To: Crestview St | 0.65 miles
 Sidewalk is recommended with the addition of Bike Lanes from Crestview St to Tanner St.

R048 **Big Island Rd:** 
 From: Poors Ford Rd (SR 1004) | To: Hopper Rd | 2.15 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R049 **Whitesides Rd, B150878:** 
 From: Railroad Ave (US 74-A) | To: Piney Mtn Church Rd (SR 1007) | 7.05 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R050 **Shiloh Rd:** 
 From: US 221 | To: Poors Ford Rd (SR 1004) | 1.69 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

Bethany Church Rd: 
 From: Piney Ridge Rd (SR 2159) | To: US 221 | 2.18 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R051 ★ **S Church St [Forest City]/Bethany Church Rd:** 
 From: Hardin Rd (SR 2178) | To: Piney Ridge Rd (SR 2159) | 1.64 miles
 Bike lanes and sidewalk as part of highway project R09 are recommended.

R052 **S Church St [Forest City]:** 
 From: E Spruce St to Hardin Rd (SR 2178) | 0.96 miles
 Addition of Bike lanes and sidewalk are recommended.

R053 **S Church St [Forest City]:** 
 From: Main St [Forest City] (US 221A) | To: Oak St [Forest City] (SR 2179) | 0.19 miles
 Bike lanes are recommended.

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



R054 Ellenboro Henrietta Rd: 
 From: N Main St [Henrietta] (SR 2134) | To: US 221A | 0.63 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R055 Watts Rd: 
 From: Callahan Koon Rd (SR 2188) | To: Oakland Rd (SR 2169) | 0.43 miles
 Bike lanes are recommended.

R056 ★ Oak St [Spindale]:  
 From: College Ave (US 74-A) | To: E Main St [Spindale] (US 221A) | 1.44 miles
 Bike lanes and sidewalks on both sides of road as part of road diet are recommended as part of highway project R19.

R057 Chase High Rd: 
 From: US 221 | To: US 221A | 3.76 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R058 US-221A, B192898: 
 From: Proposed Second Broad River Greenway | To: US 74) | 4.77 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

US 221A: 
 From: SC Line/Old US 221A Hwy (SR 1993) | To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail | 6.43 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R059 N Main St [Henrietta] & Ellenboro Henrietta Rd: 
 From: Dobbinsville Rd/Proposed Cliffside-Ellenboro Trail | To: US 221A | 1.03 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

Harris Henrietta Rd: 
 From: US 221A | To: US 221 | 4.71 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R060 Ferry Rd: 
 From: US 221 | To: Chase High Rd (SR 2210) | 5.06 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R061 Duke Power Rd: 
 From: Cleveland/Rutherford Line | To: US 221A | 0.89 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R062 Boiling Springs Rd: 
 From: Rutherford/Cleveland Line | To: US 221A | 0.43 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

Cliffside St: 
 From: Boiling Springs Rd (SR 1003) | To: Boiling Springs Rd (SR 1003) | 0.44 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R063 NC-120: 
 From: US 221A | To: Rutherford/Cleveland Line | 4.67 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R064 Race Path Church Rd: 
 From: NC 120 | To: US 74 Bus. | 3.08 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R065 US 221A: 
 From: SC Line/Old US 221A Hwy (SR 1993) | To: Whiteline Rd/Haynes Grove Church Rd/Proposed Cliffside-Ellenboro Trail | 6.43 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R066 Piney Mtn Church Rd: 
 From: Old Hollis Rd (SR 1776) | To: US 74 Business | 0.93 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.



R067 Bostic Sunshine Hwy, Main St [Bostic], & NC 226: 
 From: US 74 Business | To: NC 226/First Broad River bridge | 14.38 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R068 Coxe Rd: 
 From: Union Rd (SR 1153) | To: Proposed Cleghorn Creek Greenway | 1.11 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R069 ★ Hudlow Rd: 
 From: Rock Rd (SR 1520) | To: Weatherstone Dr (SR 1604) | 7.42 miles
 Bike lanes from Isothermal Regional Bike Plan are recommended.

Hudlow Rd:  
 From: Weatherstone Dr (SR 1604) | To: US 221A (Main St) | 0.68 miles
 Widen to 3 lanes with center turn lane, add bike lanes and sidewalk to improve mobility and relieve future congestion

R070 Smith Grove Rd: 
 From: US 221A | To: Hudlow Rd (SR 1510) | 1.25 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R071 Lincoln Rd: 
 From: Hudlow Rd | To: Forest Lake Rd | 0.61 miles
 Connecting bike lane segments are recommended.

Forest Lake Rd: 
 From: Hudlow Rd (SR 1510) | To: Rock Corner Rd (SR 1549) | 1.88 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R072 Old Caroleen Rd:  
 From: S Broadway St (US 221A) | To: US 221A | 4.8 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, and sidewalk from Coventry Ln to Copper Branch Greenway are recommended.

R073 Mt Pleasant Church Rd: 
 From: Old Caroleen Rd (SR 1901) | To: US 221A | 1.58 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R074 Pine St: 
 From: US 221 | To: Mt Pleasant Church Rd (SR 1906) | 1.45 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R075 Pointer Rd: 
 From: Piney Ridge Rd (SR 2159) | To: US 221 | 1.25 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R076 Cherry Mountain St, Church St [Bostic], East High Rd: 
 From: Crowe Park Rd | To: US 74 Business | 4.09 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R077 ★ Oak St [Forest City] (east extension):  
 From: S Broadway St (US 221A) | To: E Main St [Forest City] (US 74 Bus.) | 1.68 miles
 Bike lanes and sidewalk on new location roadway are recommended as part of highway project R08.

R078 Piney Ridge Rd:  
 From: Oakland Rd (SR 2169) | To: Oak St Ext (SR 2241) | 2.3 miles
 Bike lanes and a sidewalk, as described in the Isothermal Regional Bike Plan, are recommended.

R079 Piney Ridge Rd & Doggett Rd: 
 From: Oak St Ext (SR 2241) | To: US 221A | 4.62 miles
 Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R080 ★ Oak St [Forest City]: 
 From: Butler Rd | To: Young St | 0.8 miles
 Bike lanes are recommended as part of highway project R13.

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



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



R081

Butler Rd: 

From: College Ave (US 74-A) | To: Piney Ridge Rd (SR 2159) | 0.58 miles

Bike lanes, as described in the Forest City Bike Plan, are recommended.

R082

Hardin Rd:  

From: Bethany Church Rd (SR 2213) | To: Main Dr (SR 2183) | 2.11 miles

Bike lanes, Sidewalk from Bethany Church Rd to Forest St and Kent Dr to Main Dr, and a connection to Thermal Belt Rail Trail at Main Dr are recommended.

R083

Horn Bottom Rd, Vance St: 

From: Rock Corner Rd (SR 1549) | To: US 221 | 1.08 miles

Bike lanes, as described in the Forest City Bike Plan, are recommended.

R084

Daniel Rd & Duke St:  

From: W Main St [Forest City] (US 221A) | To: Piney Ridge Rd (SR 2159) | 3.24 miles

Bike lanes, as described in the Forest City Bike Plan, is recommended. A sidewalk is also advised.

R085

Shopping Center Connector:  

From: College Ave (US 74-A)/Spindale Plaza Dr | To: Big Lots/Sav-A-Lot bus stop | 1.35 miles

Recommend multi-use path/greenway connectors to Thermal Belt Rail Trail, Rutherford County Walking Path, government services, Isothermal Community College. Sidepath to follow along ICC Dr, Spindale Plaza Dr, Callahan Koon Rd, and Withrow Rd. Bike lane & Sidewalk on non-side path side of Withrow Rd.

R086

Ledbetter Rd: 

From: Pennsylvania Ave | To: Shenandoah Dr (SR 1553) | 0.97 miles

Bike lanes, as described in the Spindale Bike Plan, are recommended.

R087

Spindale St:  

From: West St (SR 1544) | To: Main St [Spindale] (US 221A) | 0.57 miles

Sidewalks are recommended.

Spindale St:  

From: West St (SR 1544) | To: US 221 | 0.02 miles

Sidewalks are recommended.

R088

Old US 74 Hwy: 

From: Pinehurst Rd (SR 1571) | To: US 74 | 1.14 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R089

Hollis Rd: 

From: Short Rd (SR 1777) | To: US 74 Business | 1.35 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended.

R090

★ **Oakland Rd:** 

From: Piney Ridge Rd (SR 2159) | To: Withrow Rd (SR 2185) | 2.02 miles

Bike lanes and sidewalk as part of highway project R07 are recommended.

Oakland Rd:  

From: Withrow Rd | To: Spinner St/prop. realigned Oakland Rd | 0.48 miles

Bike lanes, as described in the Isothermal Regional Bike Plan, are recommended. A sidewalk, as described in the Rutherford County CTP, is also advised.

Oakland Rd (realigned): 

From: Spinner St/Existing Oakland Rd | To: E Main St [Spindale] (US 221A) | 0.06 miles

A sidewalk is recommended as part of highway project R48.

R091

West St:  

From: Spindale St (SR 1546) | To: Railroad Ave (US 74-A) | 1.66 miles

Bike lanes and sidewalk, as described in the Spindale Bike Plan, are recommended.



R092 ★ **Old Ballpark Rd:** 
 From: Stonecutter St | To: End of proposed sidewalk | 0.32 miles
 Sidewalk is recommended as part of highway project R40.

Old Ballpark Rd: 
 From: Falcon Ln | To: Stonecutter St | 0.01 miles
 Sidewalks are recommended.

R093 **Butler Rd:**  
 From: Oak St Ext (SR 2241) | To: Piney Ridge Rd (SR 2159) | 0.02 miles
 Sidewalks are recommended.

Butler Rd: 
 From: Oak St Ext (SR 2241) | To: College Ave (US 74-A) | 0.4 miles
 Sidewalks are recommended.

R094 **Brackett Rd:** 
 From: Washington St (SR 2173) | To: Bethany Church Rd (SR 2213) | 0.54 miles
 Sidewalks are recommended.

Washington St: 
 From: Brackett Rd (SR 2177) | To: US 221 | 0.47 miles
 Sidewalks are recommended.

R095 **US-221A, B192898:** 
 From: US 74 | To: E Main St [Forest City] (US 74 Bus.) | 1.38 miles
 Sidewalks are recommended as part of highway project R23.

R096 **Oakland Rd (existing):** 
 From: Spinner St | To: Kentucky St/Thermal Belt Rail Trail | 0.14 miles
 Sidewalks are recommended.

R097 **Icc Loop Rd:** 
 From: Piney Ridge Rd (SR 2159) | To: Piney Ridge Rd (SR 2159) | 0.8 miles
 A sidewalk throughout ICC campus is recommended.

Icc Dr: 
 From: US 74-A | To: Icc Loop Rd (SR 2246) | 0.22 miles
 A sidewalk throughout ICC campus is recommended.

R098 **Island Creek Rd:** 
 From: NC 9 | To: Lake Lure Classical Academy | 0.17 miles
 A sidewalk is recommended as part of highway project R16.

R099 **US-74-A:** 
 From: Whitesides Rd (SR 1538) | To: US 221A (Charlotte Rd) | 1.06 miles
 A sidewalk is recommended as part of highway project R20.

R100 **N Cleghorn St:** 
 From: US 221 | To: Green St | 0.35 miles
 A sidewalk on this local street in Rutherfordton is recommended.

R101 **N Oak St [Spindale]:**  
 From: W Main St [Spindale] | To: Spindale Elementary School | 0.08 miles
 Sidepath (local street) to connect Thermal Belt Rail Trail to Elementary School; sidewalk on non-sidepath side of road.

N Oak St:  
 From: W Main St [Spindale] | To: Spindale Elementary School | 0.07 miles
 A side path (local street) to connect Thermal Belt Rail Trail to Spindale Elementary School with a sidewalk on the non-side path side of road is recommended.

R102 **Stonecutter St:** 
 From: Old Ballpark Rd (SR 1547) | To: Spindale St (SR 1546) | 0.3 miles
 A sidewalk on this local street in Spindale is recommended.



R103 Church St: 
 From: Steward St (SR 1593) | To: Old Ballpark Rd (SR 1547) | 0.39 miles
 A sidewalk on this local street in Spindale is recommended.

R104 Spencer St: 
 From: Mill St | To: Eastwood St | 0.25 miles
 A sidewalk on this local street in Spindale is recommended.

R105 Poplar St: 
 From: Spindale St (SR 1546) | To: Florida Ave | 0.24 miles
 A sidewalk on this local street in Spindale is recommended.

Florida Ave: 
 From: Poplar St | To: Ledbetter Rd (SR 1591) | 0.42 miles
 A sidewalk on this local street in Spindale is recommended.

R106 Kentucky St: 
 From: Oakland Rd (SR 2169) | To: Kansas St | 0.2 miles
 A sidewalk on this local street in Spindale is recommended.

R107 Edwards St: 
 From: Kentucky St | To: Oakland Rd (SR 2169) | 0.22 miles
 A sidewalk on this local street in Spindale is recommended.

R108 Ryans Dr: 
 From: Plaza Dr | To: Plaza Dr | 0.18 miles
 A sidewalk on this local street in Forest City is recommended.

Plaza Dr: 
 From: Oak St Ext (SR 2241) | To: Lowes Blvd | 0.23 miles
 A sidewalk on this local street in Forest City is recommended.

R109 Learning Pkwy: 
 From: Horn Bottom Rd (SR 1585) | To: End of road | 0.6 miles
 A segment of bike lane on Rock Rd on the other side of road than side path from Pineview Dr to Broyhill Rd is recommended.

R110 Turner St: 
 From: US 221 | To: Mcdaniel St | 0.39 miles
 A sidewalk on this local street in Forest City is recommended.

R111 Forest St: 
 From: Reid St | To: Hamilton St | 0.47 miles
 A sidewalk on this local street in Forest City is recommended.

R112 McNair Dr: 
 From: US 221 | To: End of road | 0.07 miles
 A sidewalk on this local street in Forest City is recommended.

R113 W Trade St: 
 From: Church St (SR 1576) | To: McNair Dr | 0.44 miles
 A sidewalk on this local street in Forest City is recommended.

R114 E Trade St: 
 From: Church St (SR 1576) | To: DEAD-END | 0.16 miles
 A sidewalk on this local street in Forest City is recommended.

R115 Elizabeth Ave: 
 From: US 74 | To: Eastover Dr | 0.13 miles
 A sidewalk on this local street in Forest City is recommended.

R116 W 6th St: 
 From: US 221 | To: Washington St (SR 1218) | 0.09 miles
 A sidewalk on this local street in Rutherfordton is recommended.

R117 E 7th St, Proposed E 7th St: 
 From: US 221 | To: N Cleghorn St | 0.13 miles
 A sidewalk on this local street in Rutherfordton is recommended. An extension of sidewalk through park is also advised.

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



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R118 ★ **Arcade St:** 
 From: US 64 (west int.) | To: US 64 (east int.) | 0.19 miles
 Bike lanes on a local street are recommended in accordance with Lake Lure Downtown Master Plan. A sidewalk between Bottomless Pools Dr & US 64/74-A is also advised.

R119 ★ **Proctor Rd:** 
 From: Arcade St | To: Proposed Lake Lure Pkwy | 0.3 miles
 Bike lane and sidewalk are recommended as part of highway project R56.

R120 **Green St, B150878:** 
 From: N Main St (existing US 221) | To: Railroad Ave (US 74-A) | 1.36 miles
 Bike lanes and sidewalk, as described in the Isothermal Regional Bike Plan, are recommended.

R121 **Cherry Mountain St:** 
 From: Luckadoo St | To: Crowe Park Rd | 1.44 miles
 Bike lanes and sidewalk, as described in the Isothermal Regional Bike Plan, are recommended.

R122 ★ **Hudlow Rd:** 
 From: Weatherstone Dr (SR 1604) | To: US 221A | 0.96 miles
 Bike lanes and sidewalk as part of of highway project R06 are recommended.

R123 **Ledbetter Rd:** 
 From: E Main St (US 221A) | To: Pennsylvania Ave | 0.14 miles
 Bike lanes and sidewalk, as described in the Spindale Bike Plan, are recommended.

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



CTP APPROVALS

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

The below table shows all the areas that adopted or endorsed the Foothills Regional CTP.

Area	Dates	Type
McDowell County	9/12/2022	Adoption
Marion	7/19/2022	Adoption
Old Fort	8/22/2022	Adoption
Polk County	3/20/2023	Adoption
Saluda	10/11/2022	Adoption
Columbus	8/18/2022	Adoption
Tryon	8/16/2022	Adoption
Rutherford County	11/7/2022	Adoption
Forest City	8/15/2022	Adoption
Lake Lure	10/11/2022	Adoption
Rutherfordton	8/3/2022	Adoption
Spindale	7/18/2022	Adoption
Bostic	9/12/2022	Adoption
Chimney Rock Village	10/18/2022	Adoption
Ellenboro	8/9/2022	Adoption
Ruth	9/20/2022	Adoption
Foothills RPO	5/9/2023	Endorsement
N.C. Board of Transportation	6/6/2023	Adoption

Adoption and endorsement resolutions are available in the Approval Resolutions section of the [Appendix](#). Any future amendments must be adopted by the corresponding municipality (if applicable) and county impacted by the change.

UNADDRESSED DEFICIENCIES

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

📍 **In Polk County, N.C. 108 from Harmon Field/Howard Gap Roads to Columbus** is expected to be near capacity by 2045. Based on public input along this corridor, it was determined that the best course of action would be to monitor traffic issues on N.C. 108 and make no recommendation at this time.

📍 **In Tryon, Trade St (U.S. 176) from N.C. 108 to Oak/Pacolet Streets** is expected to be near capacity by 2045. Given the low speeds and Trade Street's nature as the main street through town, it was determined that there was no need for any recommendation to be made at this time.

More detail can be found in the Unaddressed Deficiencies section of the [Appendix](#).

DISCLAIMER

This report documents the work of the Foothills Regional Comprehensive Transportation Plan study.

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

1 Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.

2 Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.

Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue,

3 use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

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

