

US-74

From: NC-108 | To: Polk/Rutherford Line

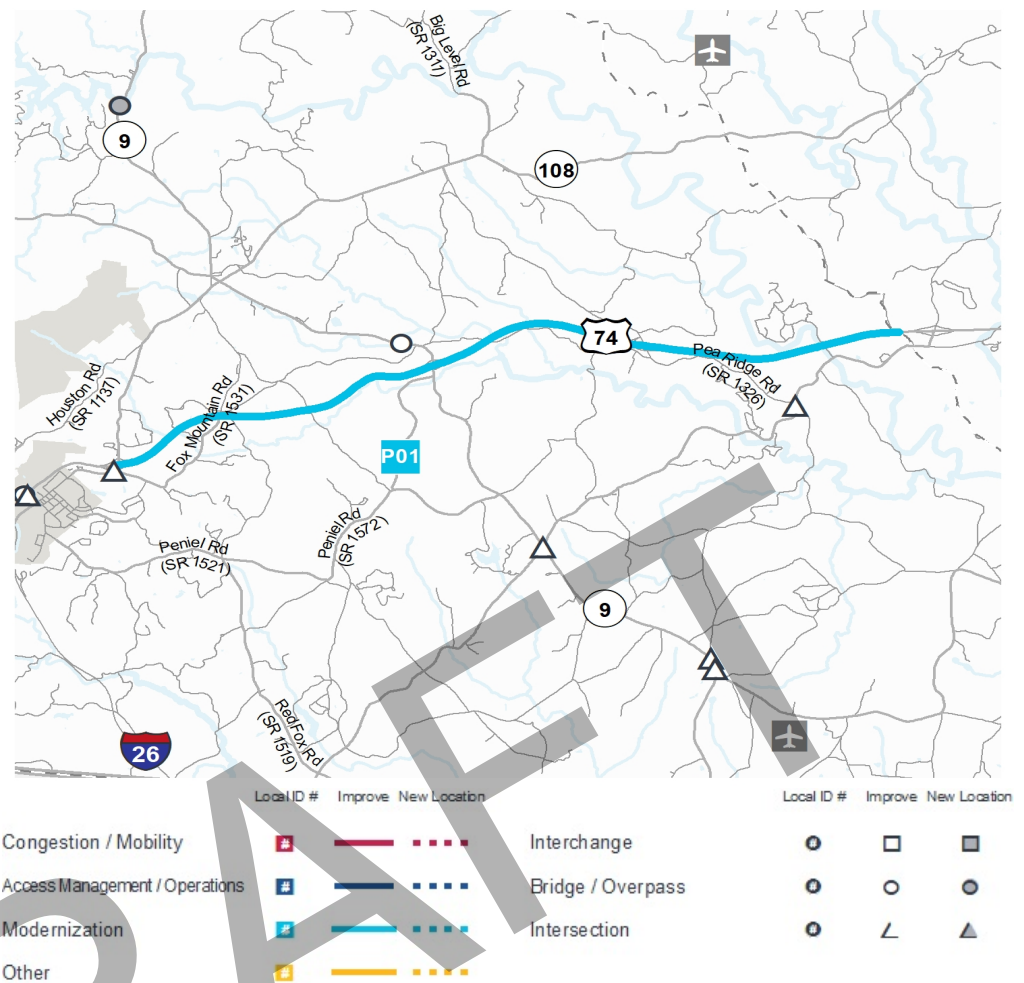
Local ID: POLK20001-H

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

US 74 is a Strategic Transportation Corridor. This Strategic Transportation Corridor is envisioned to be a freeway cross-section with a minimum of 4 lanes, a median, and interchange-only access.

Recommendation

Upgrade to Interstate standards: add paved shoulder and upgrade bridges where needed to enhance mobility and safety.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	10.33
Existing ROW (feet)	170-195
Safety Risk Score	44-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	4
Volume (vpd)	15000-17000	14800-33600	14800-33600
Capacity (vpd)	49100	49100	49100

Capacity Data: Year

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

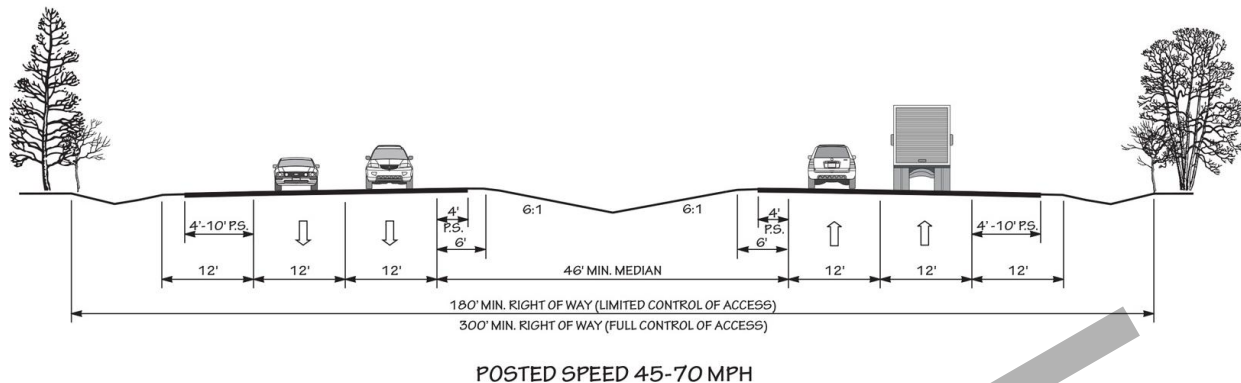


Typical Section Options:

None

TYPICAL SECTION No. 4A

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

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

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H141905.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

This recommendation accomplishes this by enhancing mobility, which will provide a safer and more efficient transportation system. This recommendation will also support and promote economic development.

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

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

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

Title VI Considerations

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

under served populations. The following were identified:

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 244 total crashes on the half-mile segments containing this recommendation. There were 6 fatal or severe injury crash(es), 44 moderate or minor injury crash(es), and 194 property damage only crash(es).

Deficient Bridges

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

Truck Traffic

Average truck traffic along this recommendation is between 15% and 20%.

US 74 Eastbound

From: I-26 (Exit 67) | To: NC-108

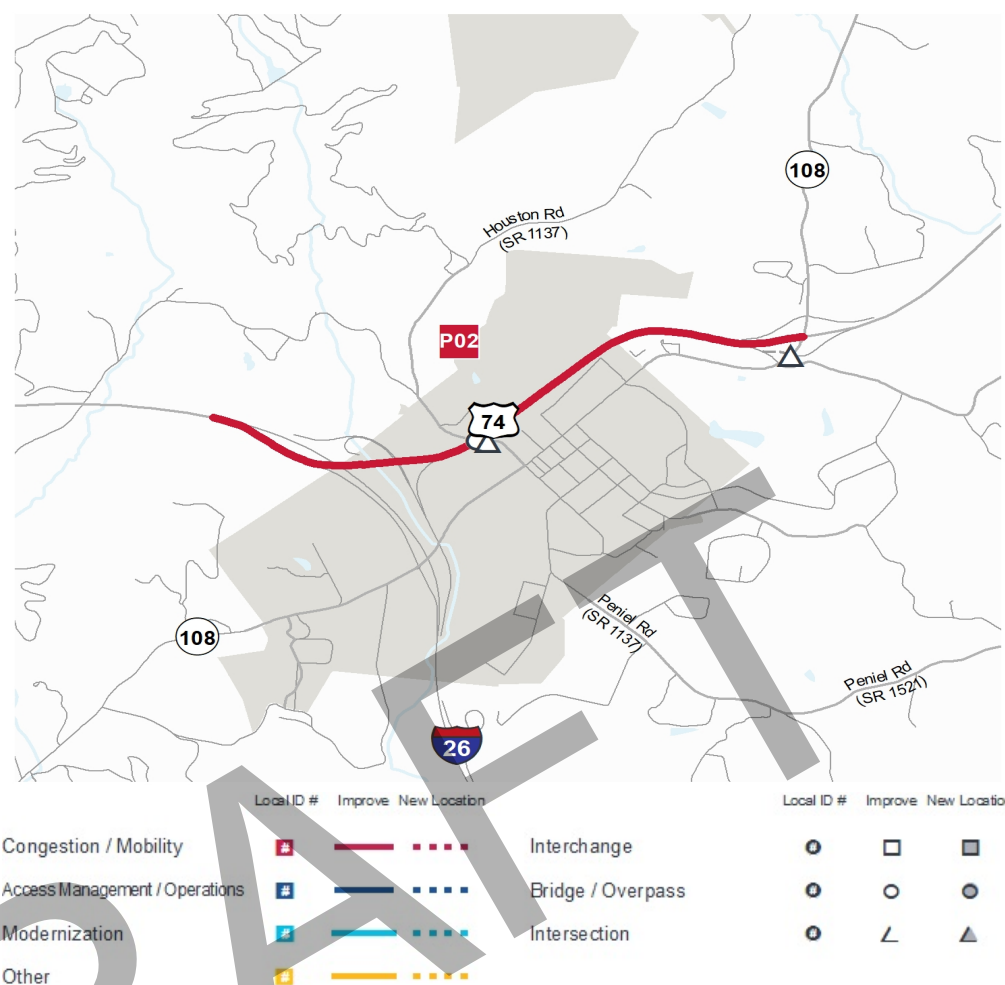
Local ID: POLK20005-H

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

US 74 is a Strategic Transportation Corridor. Since the completion of I-26/US 74/NC 108 to allow full movement, US 74 East has been reduced from 2 to 1 lane. The Houston Rd bridge is a source of congestion due to the I-26 merge and is not wide enough to allow for 2 thru-lanes and 2 merge lanes.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	2.31
Existing ROW (feet)	140-195
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	6
Volume (vpd)	18000	35500	35500
Capacity (vpd)	49100	49100	66100

Capacity Data: Year

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

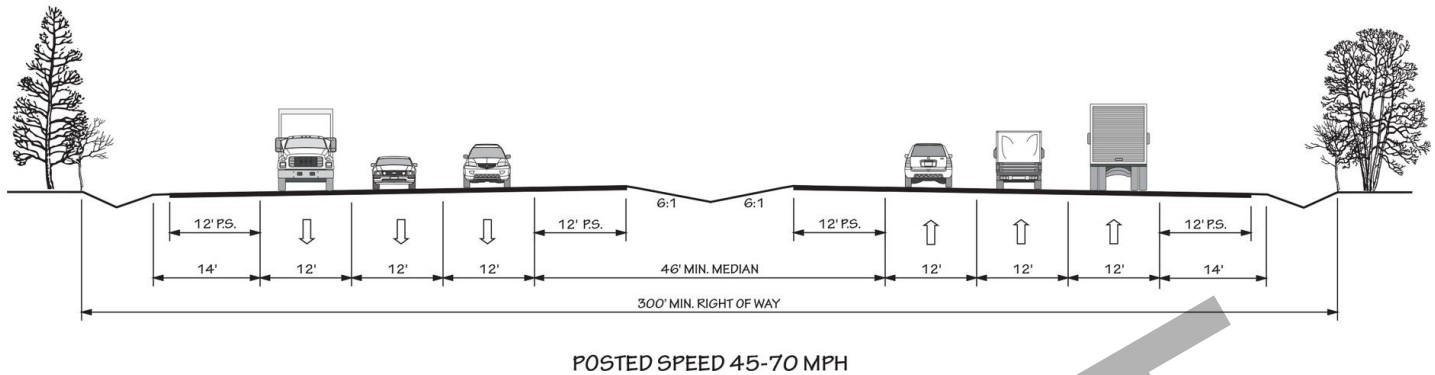


Typical Section Options:

None

TYPICAL SECTION No. 6A

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

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

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Broad River watershed

Title VI Considerations

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

- Hispanic/Latino population between 5 and 25%.
- Two or More Race population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.

- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 36 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 30 property damage only crash(es).

Deficient Bridges

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

Truck Traffic

Average truck traffic along this recommendation is between 15% and 20%.

I-26

From: Holbert Cove Rd (SR 1142) | To: US 74

Local ID: POLK10001-H

Purpose: Facility Deficiencies

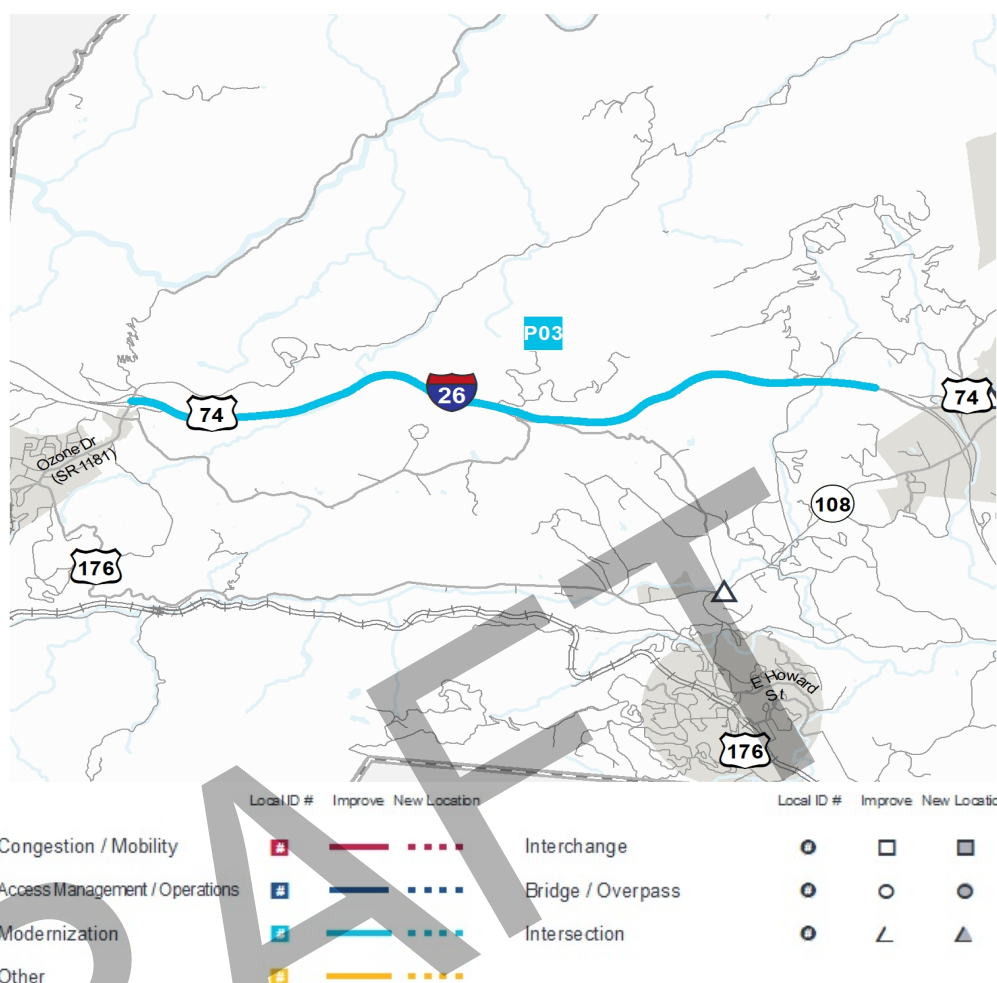
Improvement: Improve Existing

Identified Need

I-26 between Saluda and Columbus passes through mountainous terrain for a 7-mile without access to an exit. This poses risks to mobility, safety, and Emergency Medical Services response.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Freeway
Typical Section	04 A
Section Options	-
Length (miles)	6.51
Existing ROW (feet)	125
Safety Risk Score	56-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	4
Volume (vpd)	35500	45200	45200
Capacity (vpd)	49100	49100	49100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2030
Facility will be Over Capacity (>=100%)	-

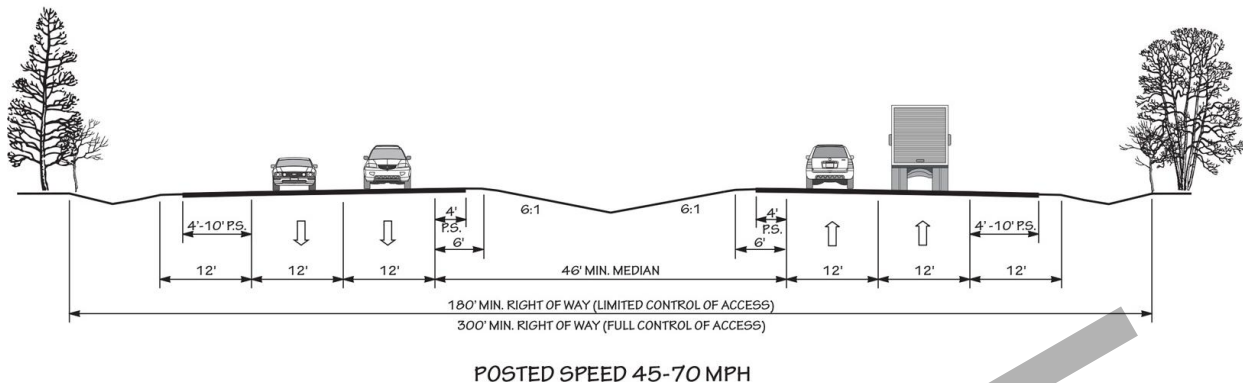


Typical Section Options:

None

TYPICAL SECTION No. 4A

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

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

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, I-26 was commented on 15 times, noting a desire for widening, speed enforcement, and noting traffic congestion.

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

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

- Wild Trout Waters
- The Broad River watershed

The following managed area(s):

- Green River Game Land
- Pacolet Area Conservancy Easement

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 296 total crashes on the half-mile segments containing this recommendation. There were 6 fatal or severe injury crash(es), 84 moderate or minor injury crash(es), and 206 property damage only crash(es).

Deficient Bridges

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

Truck Traffic

Average truck traffic along this recommendation is between 15% and 20%.

NC-108

From: Columbus Town Limit | To:
Weaver St

Local ID: I-4729B

Purpose: Congestion

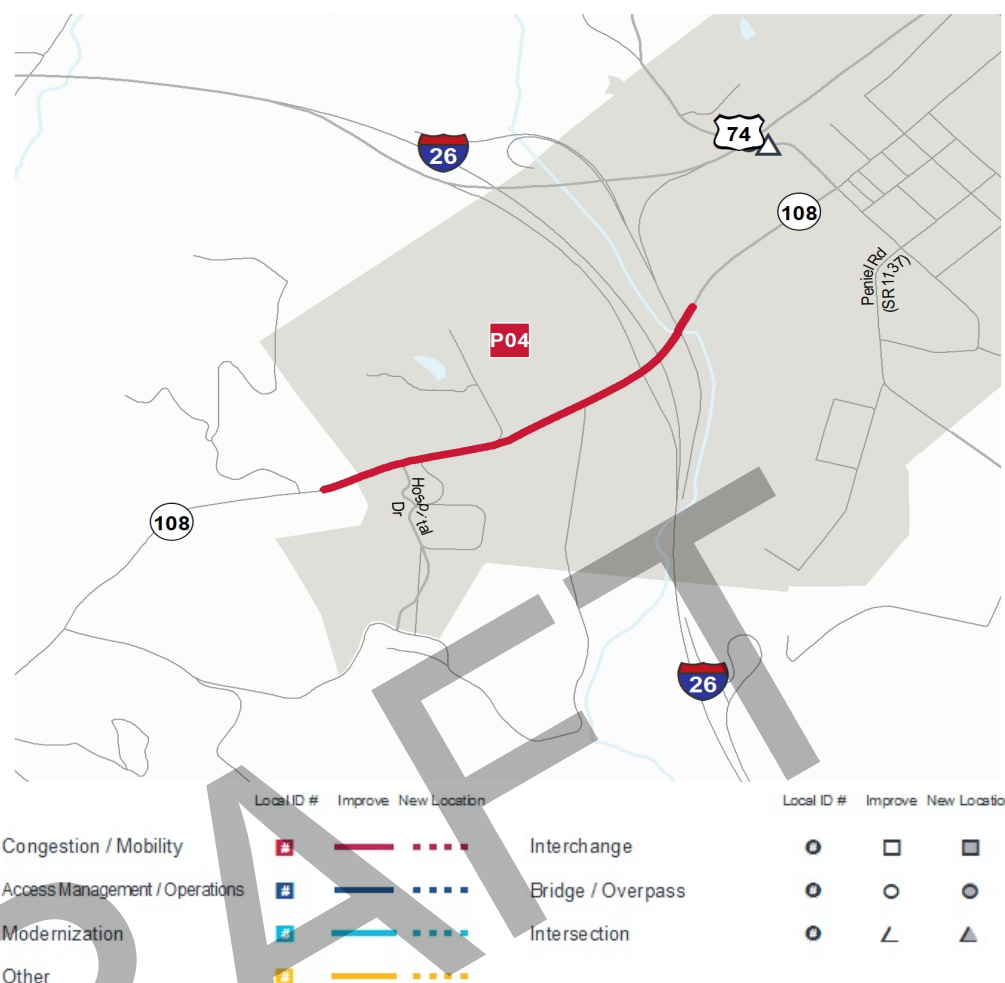
Improvement: Widening

Identified Need

NC 108 between the Columbus town line and I-26 varies between 3 and 2 lanes, and is over capacity. There are often backups, and the narrow bridge creates a safety issue, affecting Emergency Medical Services response.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	03 B
Length (miles)	0.86
Existing ROW (feet)	60
Safety Risk Score	22-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	9200-14000	14100-15500	14100-15500
Capacity (vpd)	10600-14100	10600-14100	13200-14100

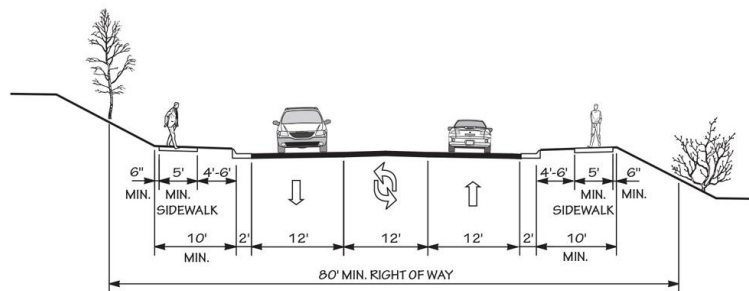
Capacity Data: Year

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



Typical Section Options:

03 B

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

POSTED SPEED 25-45 MPH

Project Overview**STIP Project Schedule**

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

Multimodal Considerations

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the intersection of NC 108 and I-26 was commented on 28 times, noting the safety issues with the narrow existing bridge and the need for sidewalks across I-26. During the initial survey, the segment of NC 108 within Columbus by itself was commented on 66 times, noting a need for bike/ped infrastructure, addressing congestion near the shopping centers, and overall safety. The section of NC 108 from Tryon to Columbus was commented on 128 times, with many comments noting traffic, but evenly split as to whether an improvement would be needed to the road.

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

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

- The Broad River watershed

Title VI Considerations

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

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

Relationship to Land Use

Per the town of Columbus Official Land Use Plan (2009), this recommendation passes through or is directly adjacent to area(s) zoned: Highway Commercial, Public Service, Medium Density Residential. Note: the town of Columbus is as of July 2021 in the process of creating a new Unified Development Ordinance (UDO), and land use on this corridor is subject to change.

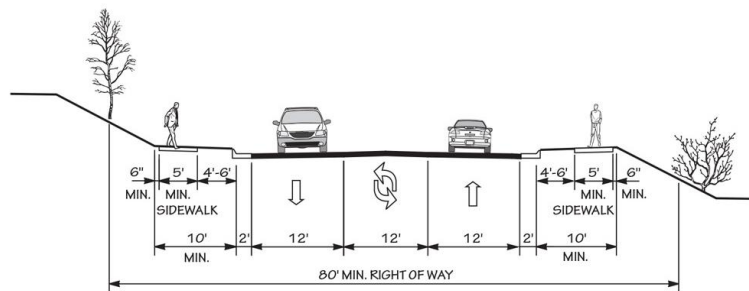
Additional Data**Crash Data**

Between January 2014 and December 2018, there were 77 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe

Typical Section Options:
03 B

TYPICAL SECTION No. 3B

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



POSTED SPEED 25-45 MPH

injury crash(es), 11 moderate or minor injury crash(es), and 66 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 740032 is considered functionally obsolete.

Truck Traffic

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

NC-108

From: I-26 WB Roundabout | To: Walker St/Houston Rd (SR 1137)

Local ID: POLK30003-H

Purpose: Access

Improvement: Improve Existing

Identified Need

NC 108 (Mills St) is both currently and projected to be over capacity. The main areas of traffic are around Weaver St and the shopping center which has inhibited mobility.

Recommendation

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.



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

Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	03 B
Length (miles)	0.39
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	14000	15300-18700	15300-18700
Capacity (vpd)	13200	13200	13200

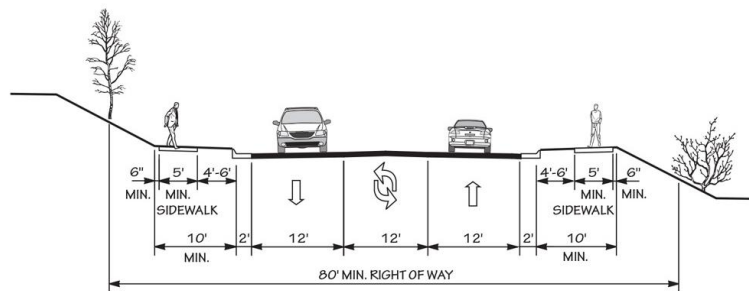
Capacity Data: Year

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



Typical Section Options:

03 B

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

POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the segment of NC 108 within Columbus by itself was commented on 66 times, noting a need for bike/ped infrastructure, addressing congestion near the shopping centers, and overall safety. Other key intersections along this segment: the intersection at Weaver St/Food Lion shopping center was commented on a further 11 times; the intersection at Walker St/Houston Rd was commented on a further 11 times.

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

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

- The Broad River watershed

Title VI Considerations

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

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

Relationship to Land Use

Per the town of Columbus Land Use Plan (2009), this recommendation passes through or is directly adjacent to area(s) zoned: Highway Commercial, Central Business District. Note: the town of Columbus is as of July 2021 in the process of creating a new Unified Development Ordinance (UDO), and land use on this corridor is subject to change.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 24 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 21 property damage only crash(es).

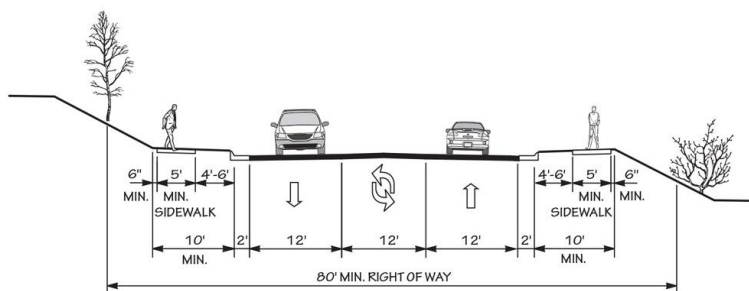
Deficient Bridges

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

Typical Section Options:
03 B

TYPICAL SECTION No. 3B

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



POSTED SPEED 25-45 MPH

Truck Traffic

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

NC 108

From: Columbus east Town Limit | To:
NC 9

Local ID: POLK30004-H

Purpose: **Facility Deficiencies**

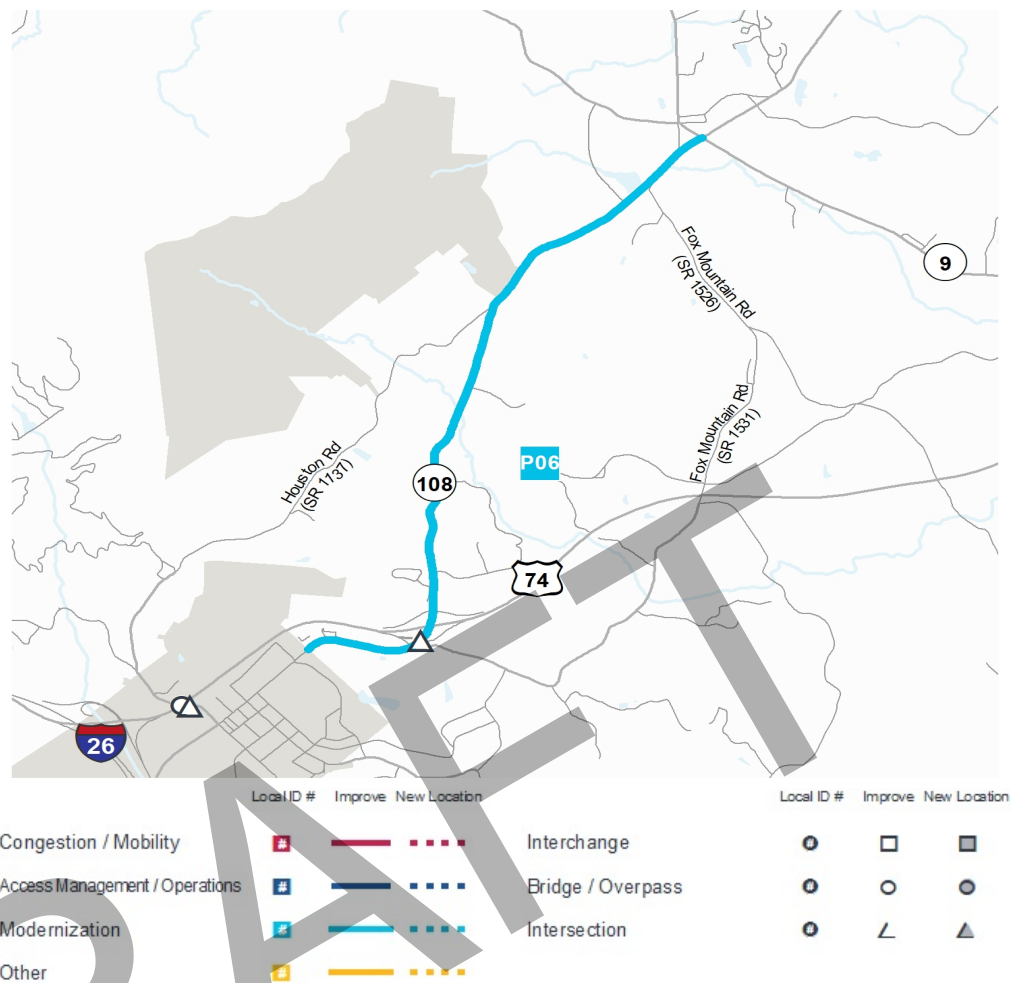
Improvement: **Improve Existing**

Identified Need

NC 108, from the eastern town boundary of Columbus to NC 9 in Mill Spring, averages a road width of 20-feet (two 10-foot lanes) with multiple S-curves. This current design does not fit modern design standards thus impacting mobility and safety.

Recommendation

Modernization: 12-foot lanes, paved shoulder and straighten curves to improve safety and mobility; add Sidepath (part of Great Trails State network).

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 M
Section Options	02 M
Length (miles)	3.8
Existing ROW (feet)	60-100
Safety Risk Score	78-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	6500-10000	7500-10700	7500-10700
Capacity (vpd)	10600-14600	10600-14600	10900-14600

Capacity Data: Year

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

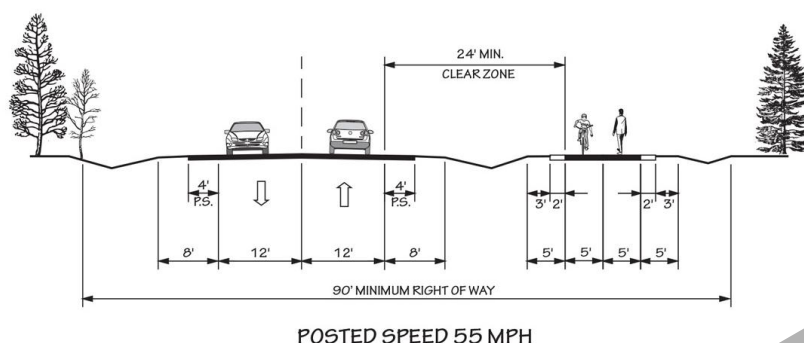


Typical Section Options:

02 M

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH

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

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H191592.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the segment of NC 108 from Columbus to Mill Spring by itself was commented on 38 times, noting a need for bike/ped infrastructure, addressing the S curves near the high school, and overall safety. Other key intersections along this segment: the intersection at US 74 was commented on a further 28 times; the intersection at Polk County High School was commented on a further 6 times.

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

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

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

- Mill Spring Sandwich Shop.
- One or more Place(s) of Worship.
- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- Polk County Open Space

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 98 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 38 moderate or minor injury crash(es), and 58 property damage only crash(es).

Deficient Bridges

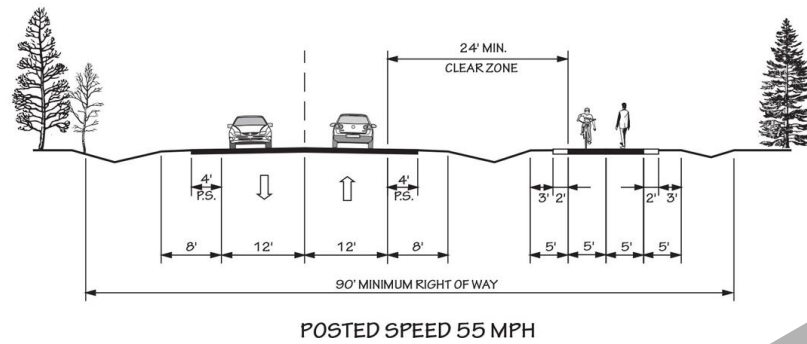
There are no structurally deficient or functionally

Typical Section Options:

02 M

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



obsolete bridges along this recommendation.

Truck Traffic

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

NC 9

From: US 74 | To: NC 108

Local ID: R-5840

Purpose: Facility Deficiencies

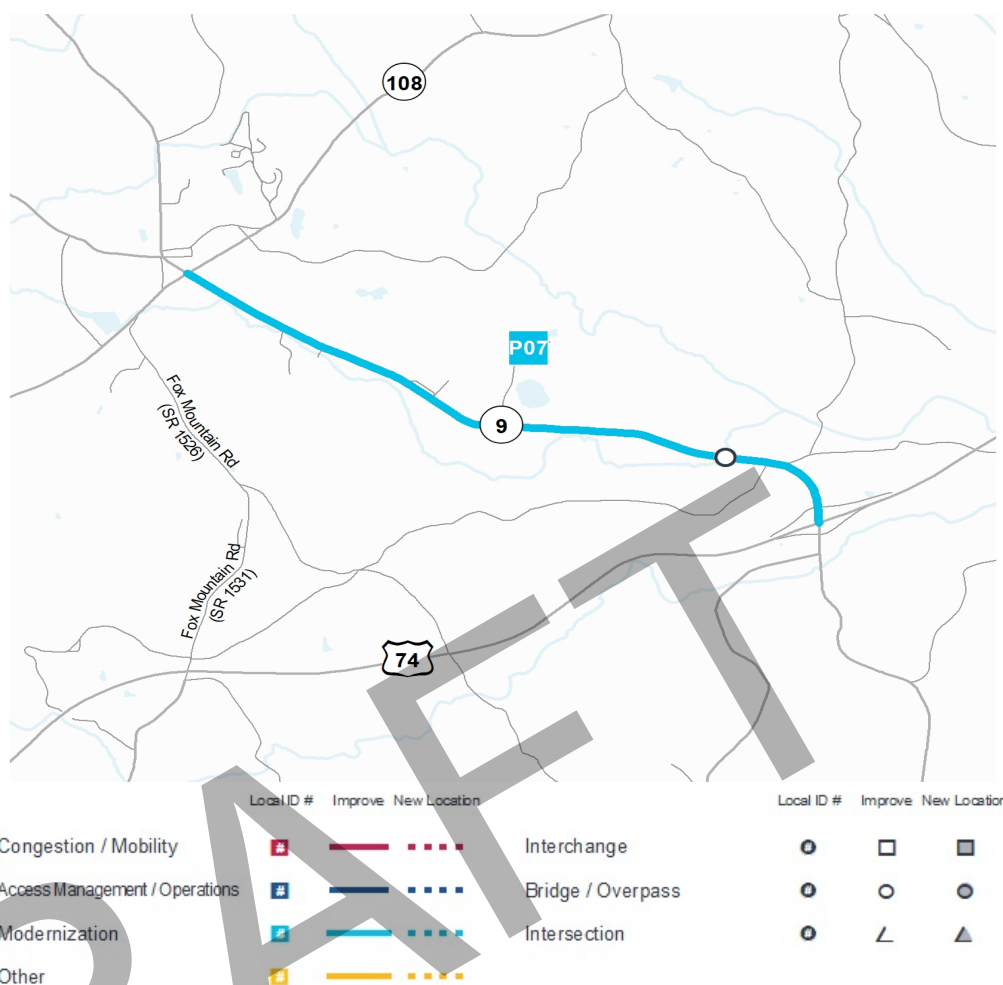
Improvement: Improve Existing

Identified Need

NC 9 from US 74 to NC 108 is currently not up to modern design standards. It is 22-foot wide (two 11-foot wide lanes) facility lacking paved shoulders which impacts mobility and safety.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 A, 02 M
Length (miles)	3.07
Existing ROW (feet)	60-150
Safety Risk Score	56-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2600-2700	3100-3300	3100-3300
Capacity (vpd)	14100-15100	14100-15100	14600-15100

Capacity Data: Year

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

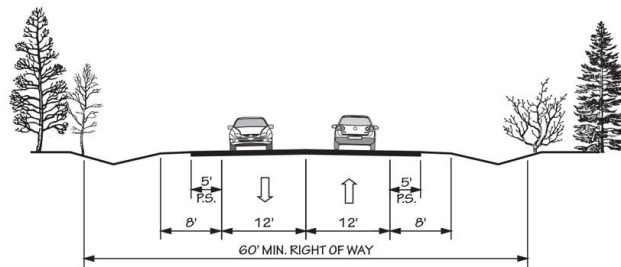


Typical Section Options:

02 A, 02 M

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**STIP Project Schedule**

This STIP project is committed. The current 2020-2029 STIP (as of July 2021 amendments) has scheduled this project for Right-of-Way acquisition beginning in Fiscal Year 2022, with construction scheduled to begin in Fiscal Year 2025.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

- Mill Spring Sandwich Shop
- Jones-Waldrup House (Thomas Joseph "Toddy Joe" Waldrup House.
- The AE FEMA Flood Hazard zone(s)

- The Freshwater Forested/Shrub Wetland

The following managed area(s):

- NC Division of Mitigation Services Easement

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 34 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 15 moderate or minor injury crash(es), and 18 property damage only crash(es).

Deficient Bridges

Bridge number 740029 is considered structurally deficient and functionally obsolete.

Truck Traffic

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

US-176From: Henderson/Polk Line | To: Ervin St
(SR 1177)

Local ID: POLK20002-H

Purpose: Facility Deficiencies

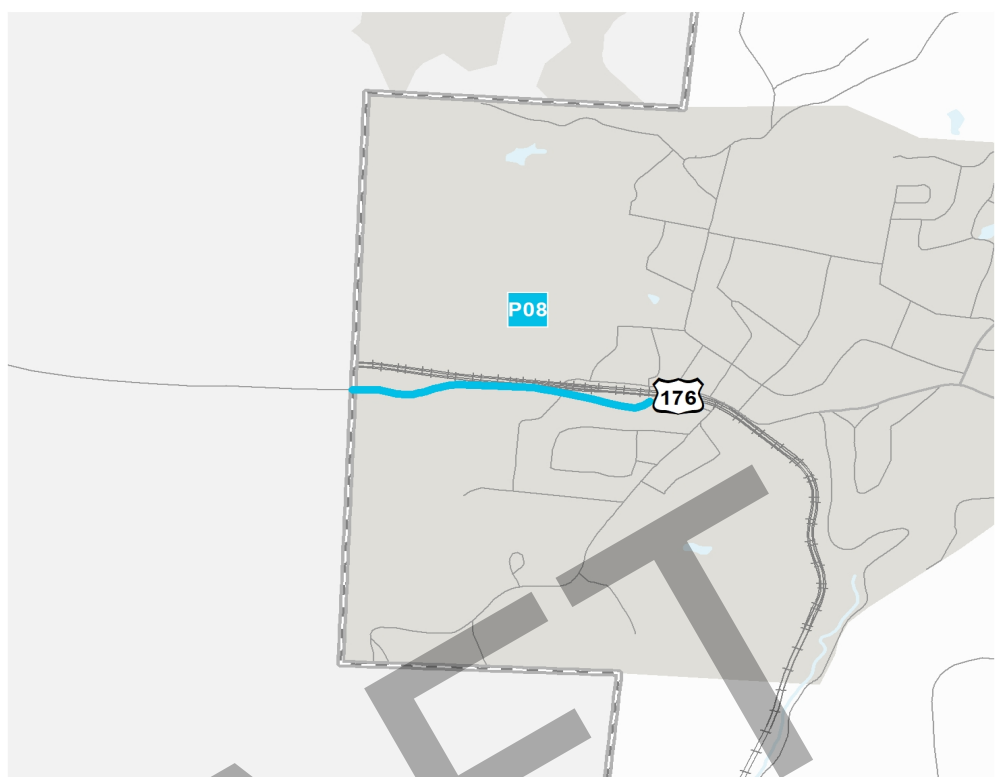
Improvement: Improve Existing

Identified Need

US 176 is a key parallel connection to I-26. Currently, the facility is not aligned with the modern design standards due the lack of paved shoulders which in turn impacts mobility and safety.

Recommendation

Modernization: add paved shoulder to improve safety and mobility; sidewalk from Pace St to Ervin St.



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 E
Length (miles)	0.51
Existing ROW (feet)	60
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2000-2200	2400	2400
Capacity (vpd)	11200	11200	11600

Capacity Data: Year

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

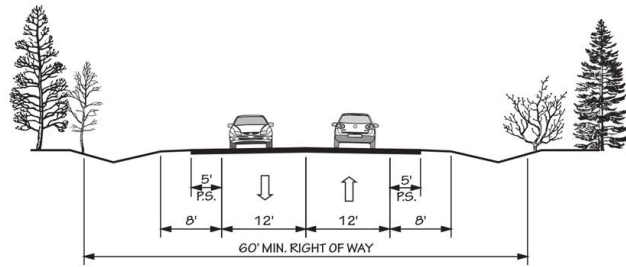


Typical Section Options:

02 E

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Multimodal Considerations

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis

Vision and Goals

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

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

Potential Impacts

Impacts to Natural and/or Human Environment

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

- The Broad River watershed

Title VI Considerations

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

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

Additional Data

Crash Data

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

Deficient Bridges

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

Truck Traffic

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

US-176

From: Pearson Falls Rd (SR 1102) | To:
Saluda Town Limit

Local ID: POLK20003-H

Purpose: **Facility Deficiencies**

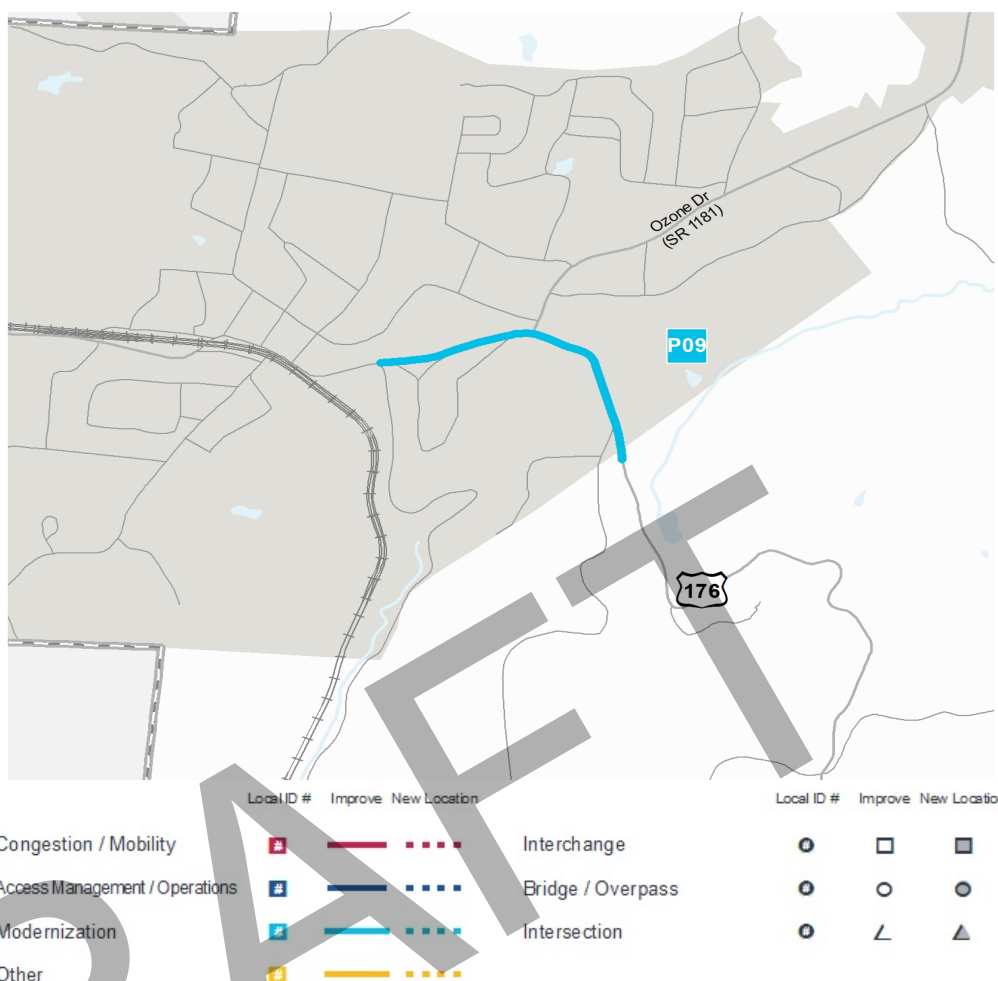
Improvement: **Improve Existing**

Identified Need

US 176 is a key parallel connection to I-26. The current facility, averaging a width of 20 feet (10-foot lanes), does not align with the modern design standards due to the lack of paved shoulders impacting mobility and safety.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	02 A
Length (miles)	0.53
Existing ROW (feet)	60
Safety Risk Score	56

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	980-3000	1800-4700	1800-4700
Capacity (vpd)	10800-14100	10800-14100	11500-15000

Capacity Data: Year

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

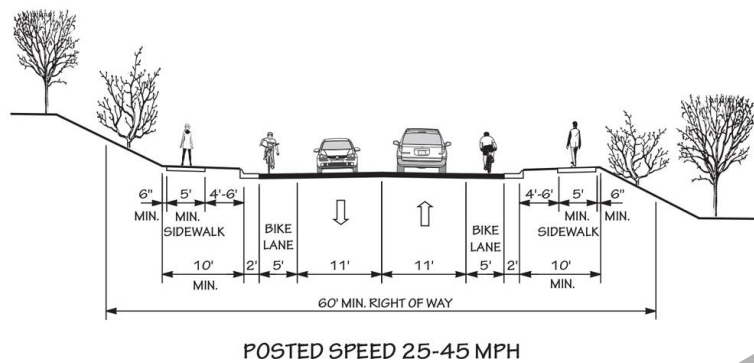


Typical Section Options:

02 A

TYPICAL SECTION No. 2E

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

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

Multimodal element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID B150882.

Multimodal Considerations

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

- Ivy Terrace.
- The Broad River watershed

Title VI Considerations

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

under served populations. The following were identified:

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Truck Traffic

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

US-176

From: Saluda Town Limit | To: Harmon Field Rd (SR 1121)

Local ID: POLK20004-H

Purpose: Facility Deficiencies

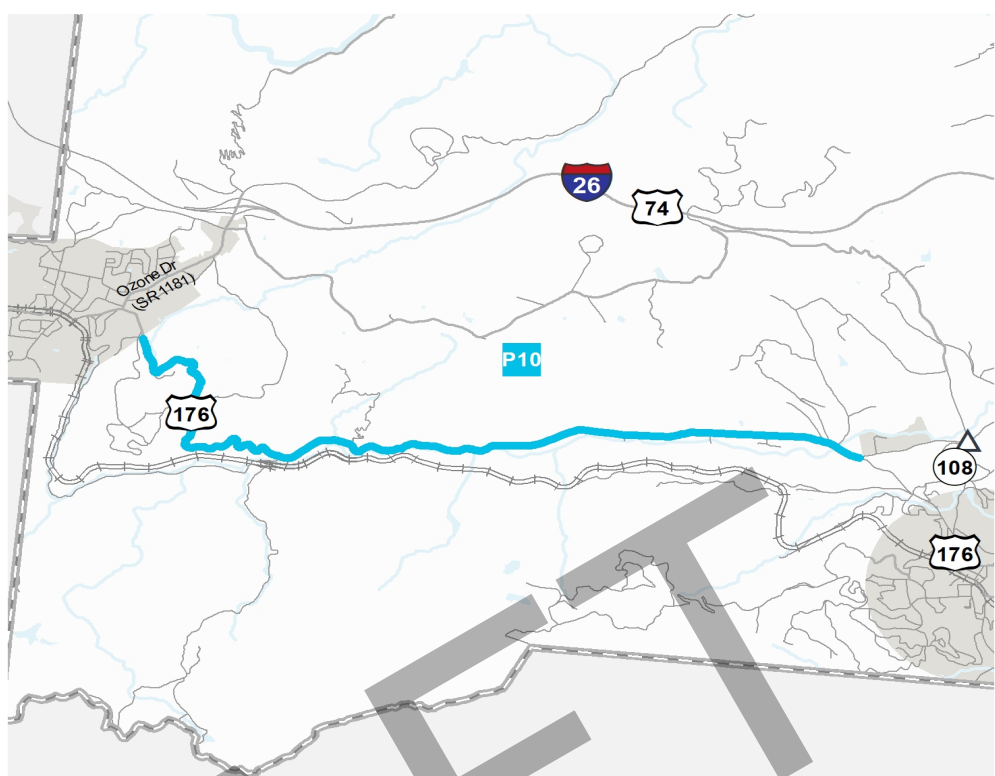
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: add paved shoulder to improve safety and mobility.



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	6.19
Existing ROW (feet)	60
Safety Risk Score	11-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	720-2300	1000-4300	1000-4300
Capacity (vpd)	11600-14600	11600-14600	11600-15100

Capacity Data: Year

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

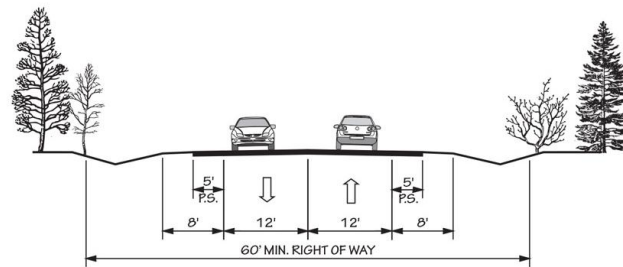


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

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

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

Public Involvement and Survey Response

During the initial survey, the segment of US 176 from Saluda to Tryon by itself was commented on 7 times, noting a need for bike/ped facilities, and overall safety.

Potential Impacts

Impacts to Natural and/or Human Environment

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

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

- Adolphus Mills House
- Railway Clerks' Mountain Home.
- One or more Place(s) of Worship.
- Hatchery Supported Trout Waters
- The Broad River watershed

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

The following managed area(s):

- Pacolet Area Conservancy Preserve
- NC Clean Water Management Trust Fund Funded Project
- NC Division of Mitigation Services Easement

Title VI Considerations

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

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

Additional Data

Crash Data

Between January 2014 and December 2018, there were 22 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 10 moderate or minor injury crash(es), and 11 property damage only crash(es).

Deficient Bridges

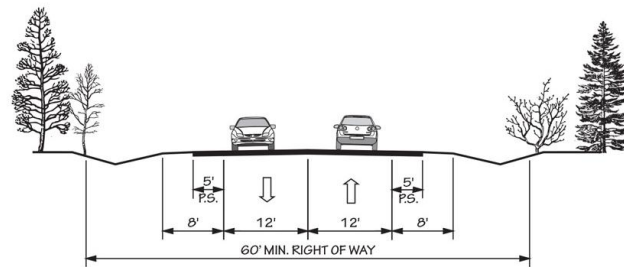
There are no structurally deficient bridges along this recommendation. Bridge numbers 740027, 740031, and

Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

740052 are considered functionally obsolete.

Truck Traffic

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

Ozone Dr

From: Main St (US 176) | To: Green River
Cove Rd (SR 1151)

Local ID: POLK40008-H

Purpose: **Facility Deficiencies**

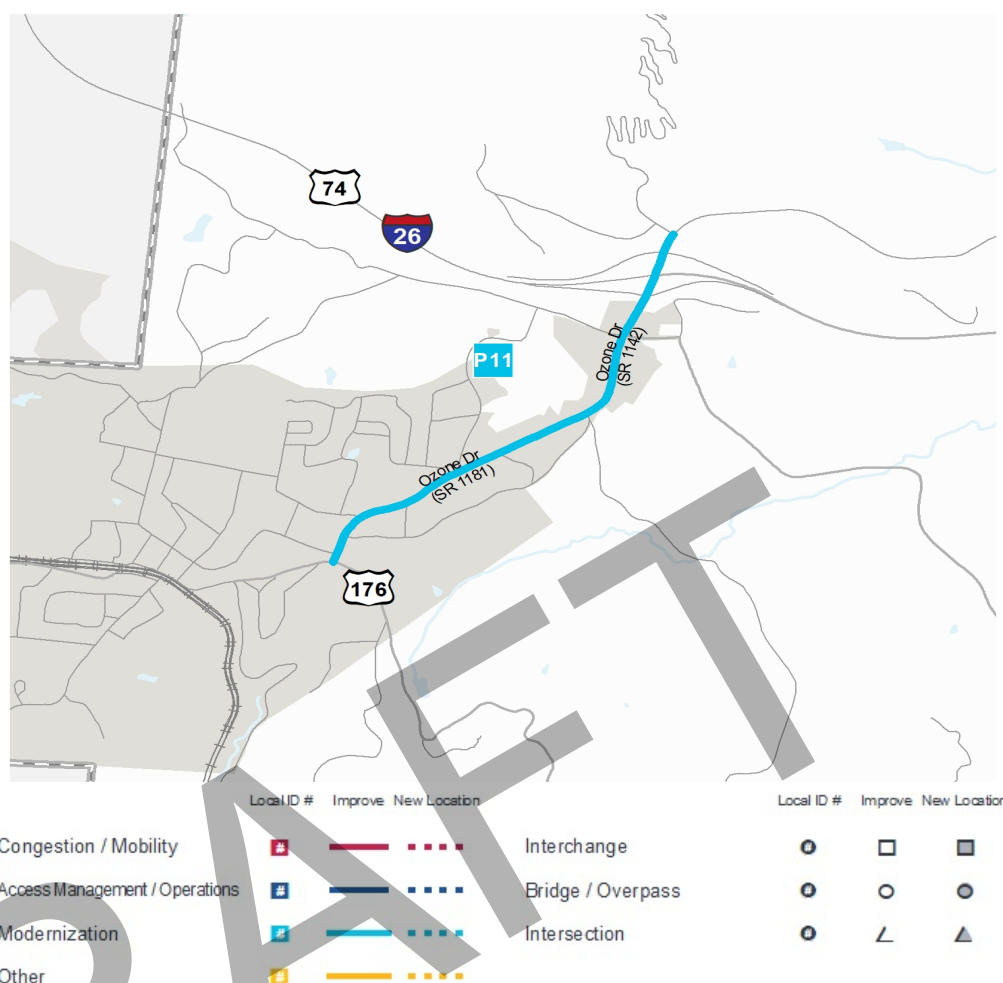
Improvement: **Improve Existing**

Identified Need

Ozone Dr currently lacks paved shoulder, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: add paved shoulder to improve safety and mobility; add sidewalk from Main St to I-26 EB Ramp.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 E, 02 B
Length (miles)	1.3
Existing ROW (feet)	100
Safety Risk Score	22-33

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3000-3500	3400-4100	3400-4100
Capacity (vpd)	14600	14600	14600

Capacity Data: Year

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

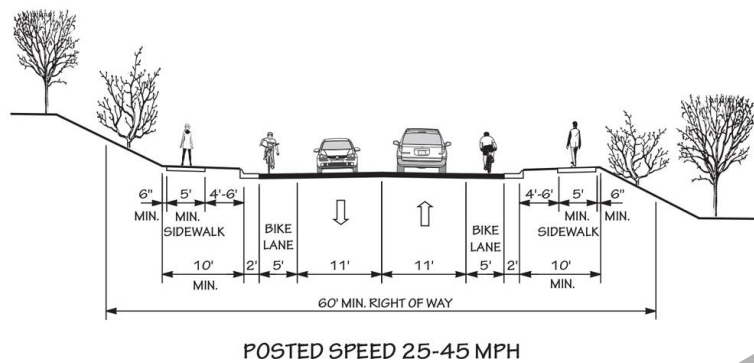


Typical Section Options:

02 E, 02 B

TYPICAL SECTION No. 2E

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

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

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Ozone Dr was commented on 5 times, noting the need for bike/ped infrastructure, and safety deficiencies.

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

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

- The Broad River watershed

Title VI Considerations

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

- Hispanic/Latino population between 5 and 25%.

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Markham St & Jackson St

From: Shepard St | To: Tryon Town Limit

Local ID: POLK50008-H

Purpose: Facility Deficiencies

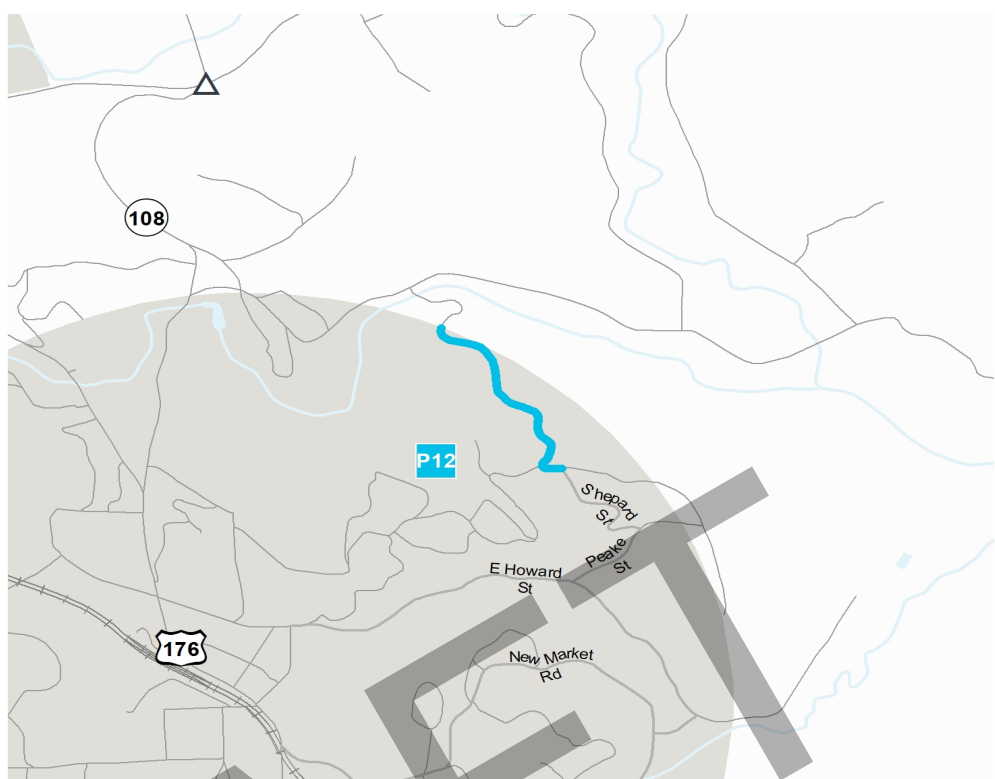
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	Red dashed line	Interchange	Blue circle	Blue square	Blue square
Access Management / Operations	Blue dashed line	Bridge / Overpass	Blue circle	Blue circle	Blue circle
Modernization	Blue dashed line	Intersection	Blue circle	Blue circle	Blue circle
Other	Yellow dashed line		Blue circle	Blue circle	Blue circle

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.37
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

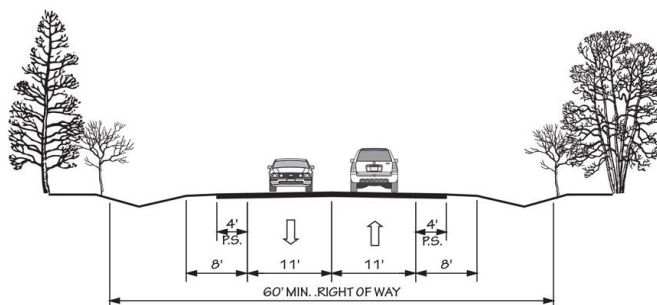


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

- Good Shepherd Episcopal Church
- One or more Place(s) of Worship.
- The Broad River watershed

The following managed area(s):

- Pacolet Area Conservancy Easement

Title VI Considerations

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

under served populations. The following were identified:

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Houston Rd

From: US 74 | To: Start of Sidewalk Parking

Local ID: POLK40005-H

Purpose: Facility Deficiencies

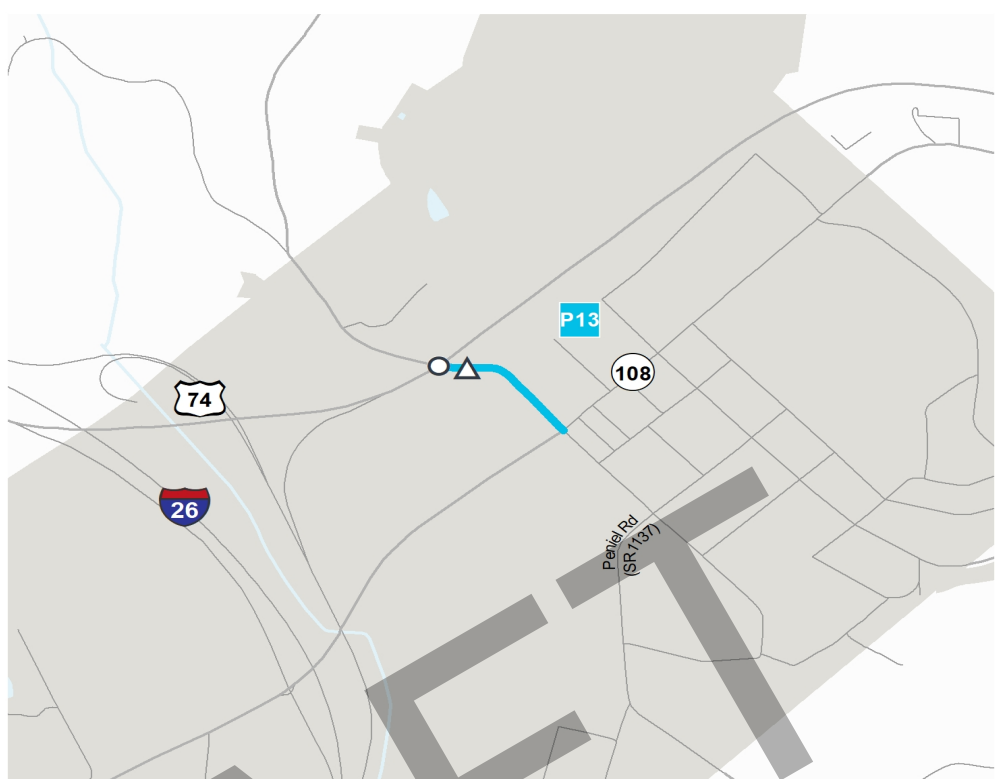
Improvement: Improve Existing

Identified Need

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

Recommendation

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



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A, 02 E
Length (miles)	0.22
Existing ROW (feet)	
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

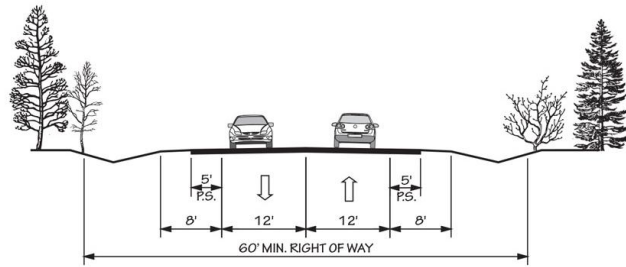


Typical Section Options:

02 A, 02 E

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

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

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Houston Rd was commented on a total of 12 times, noting the need for bike/ped infrastructure, and safety deficiencies. The intersection of Houston Rd and NC 108/Walker St was commented on a further 6 times, noting the need for improvement.

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

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

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

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 11 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 9 property damage only crash(es).

Deficient Bridges

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

Hayes Rd, S Peak St

From: Columbus town limits | To: Walker Rd (SR 1533)

Local ID: POLK40003-H

Purpose: Facility Deficiencies

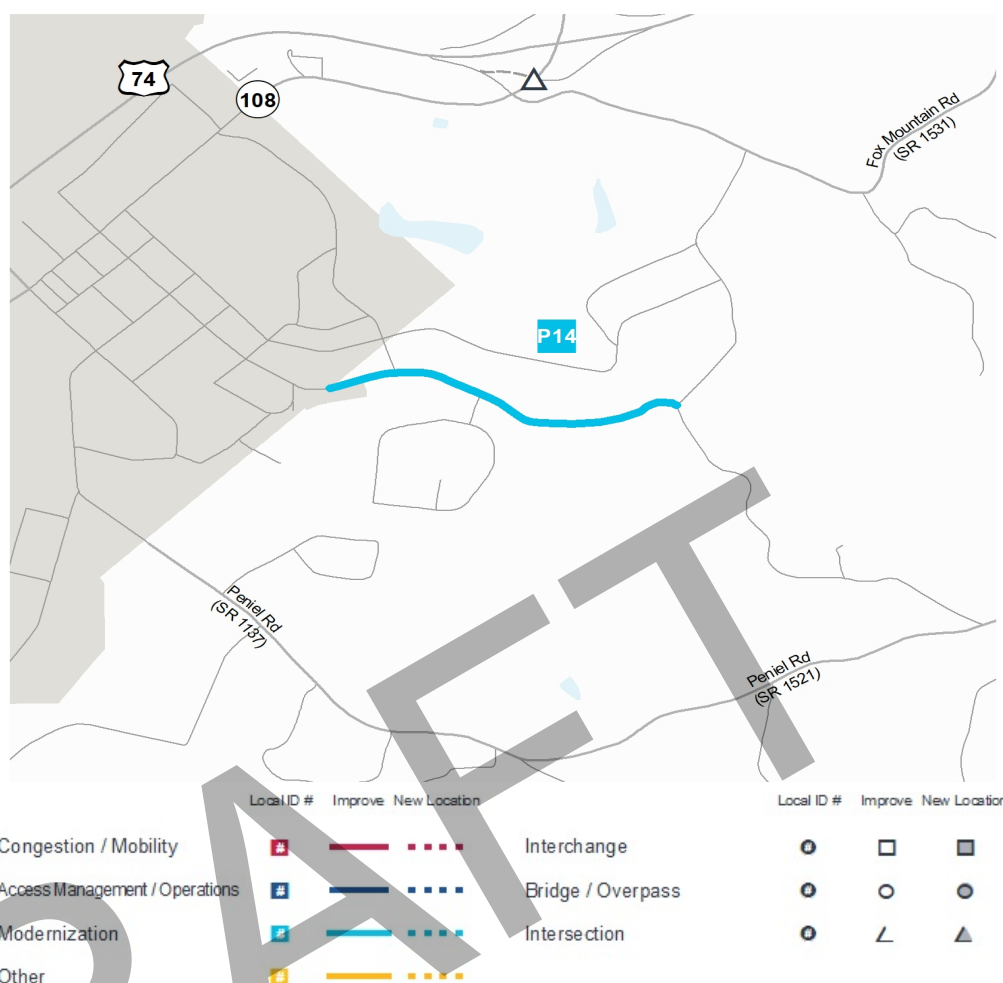
Improvement: Improve Existing

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	0.69
Existing ROW (feet)	60-100
Safety Risk Score	34-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2200	2700	2700
Capacity (vpd)	9300-13600	9300-13600	9600-14500

Capacity Data: Year

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

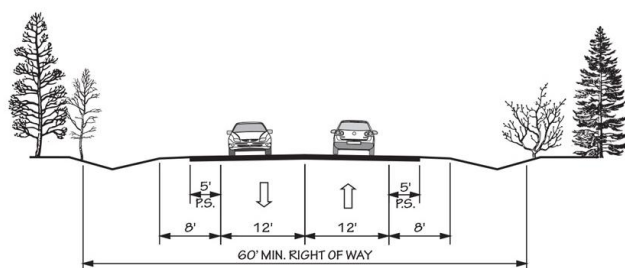


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Freshwater Forested/Shrub Wetland

Title VI Considerations

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

- Hispanic/Latino population between 5 and 25%.
- Two or More Race population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.

- A population of those living in a household without a motor vehicle between 15 and 20%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 4 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 3 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 740020 is considered functionally obsolete.

Fox Mountain Rd

From: Walker Rd (SR 1533) | To: NC 108

Local ID: POLK40004-H

Purpose: Facility Deficiencies

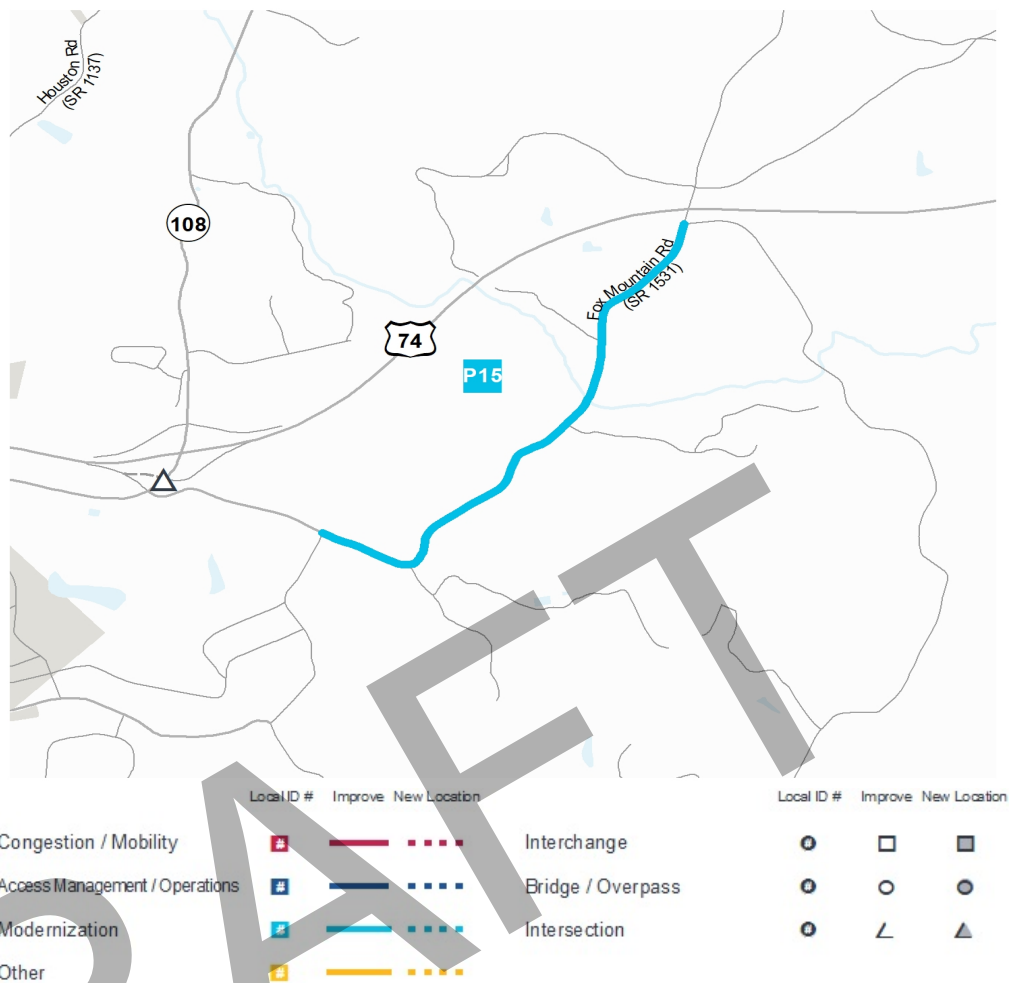
Improvement: Improve Existing

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	1.5
Existing ROW (feet)	
Safety Risk Score	44-45

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	620-1100	700-1600	700-1600
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

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

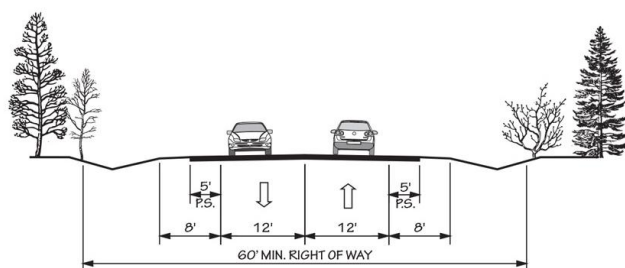


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

Title VI Considerations

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

- Hispanic/Latino population between 5 and 25%.
- Two or More Race population between 5 and 25%.

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 11 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 9 property damage only crash(es).

Deficient Bridges

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

Peniel Rd

From: NC Columbus Town Limits | To: NC 9

Local ID: POLK40006-H

Purpose: Facility Deficiencies

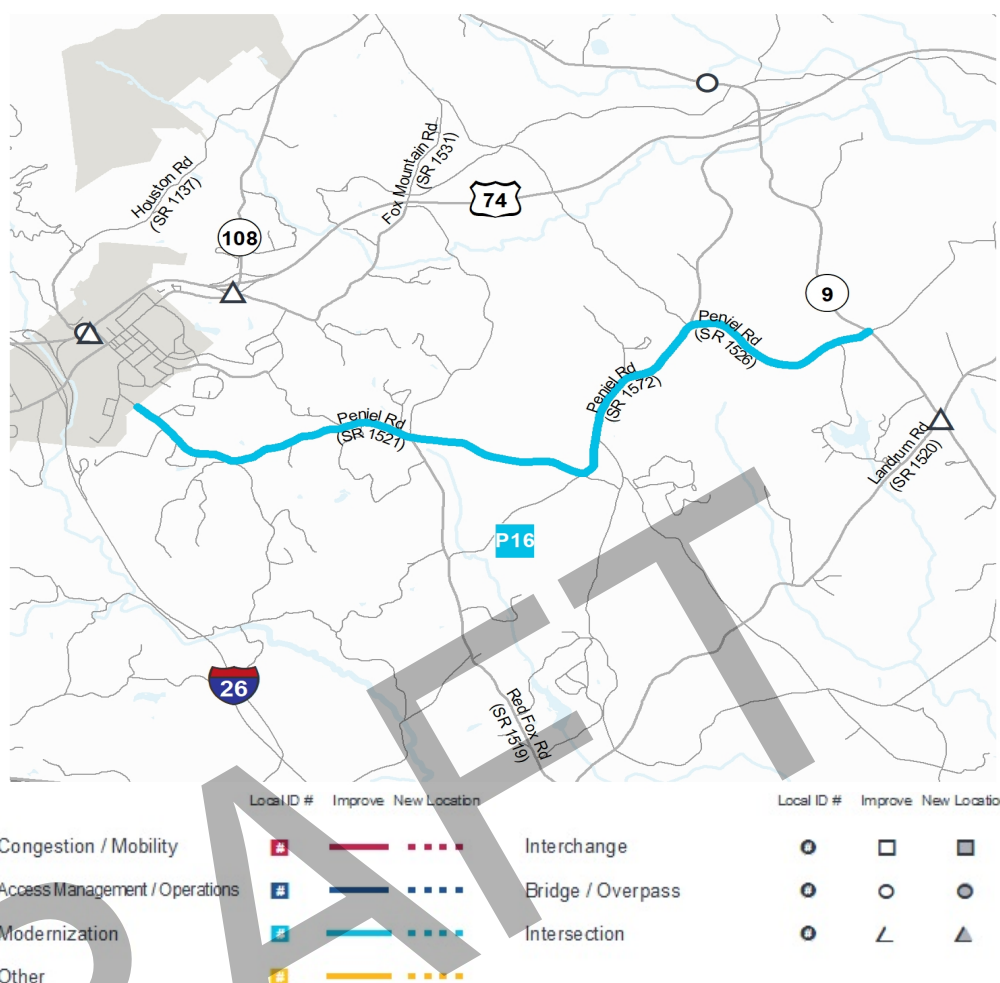
Improvement: Improve Existing

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	6.84
Existing ROW (feet)	45-60
Safety Risk Score	11-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	350-4100	400-4700	400-4700
Capacity (vpd)	9500-13600	9500-13600	10100-14500

Capacity Data: Year

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

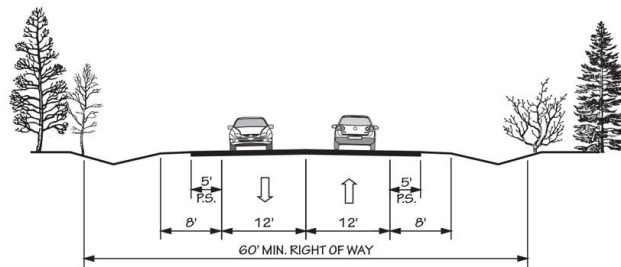


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Peniel Rd was commented on a total of 14 times, noting the need for bike/ped infrastructure, and safety deficiencies. The intersection of Peniel Rd and Luther Durham Rd/Henderson Rd was commented on a further 6 times, noting the need for improvement.

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

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

- The Broad River watershed

The following managed area(s):

- Pacolet Area Conservancy Easement
- One or more Conservation Tax Credit Properties owned by the Pacolet Area Conservancy

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 17 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 2 moderate or minor injury crash(es), and 15 property damage only crash(es).

Deficient Bridges

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

Red Fox Rd

From: Hunting Country Rd. (SR 1501) |
To: Landrum Rd. (SR 1520)

Local ID: **POLK40015-H**

Purpose: **Facility Deficiencies**

Improvement: **Improve Existing**

Identified Need

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

Recommendation

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



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	1.43
Existing ROW (feet)	
Safety Risk Score	33-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1200-1600	1600-2000	1600-2000
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

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

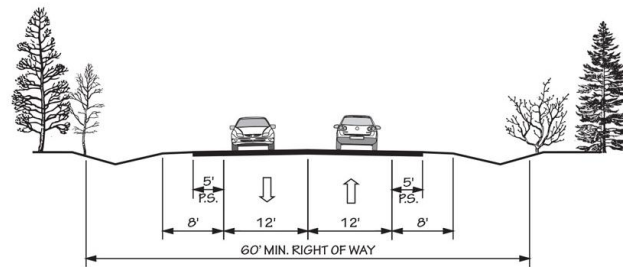


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Red Fox Rd was commented on a total of 8 times, noting the need for bike/ped infrastructure, and safety deficiencies.

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

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

- The Broad River watershed

The following managed area(s):

- Pacolet Area Conservancy Easement

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 17 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 4 moderate or minor injury crash(es), and 13 property damage only crash(es).

Deficient Bridges

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

Landrum Rd

From: Gilbert Rd. (SR 1525) | To: NC 9

Local ID: POLK40016-H

Purpose: Facility Deficiencies

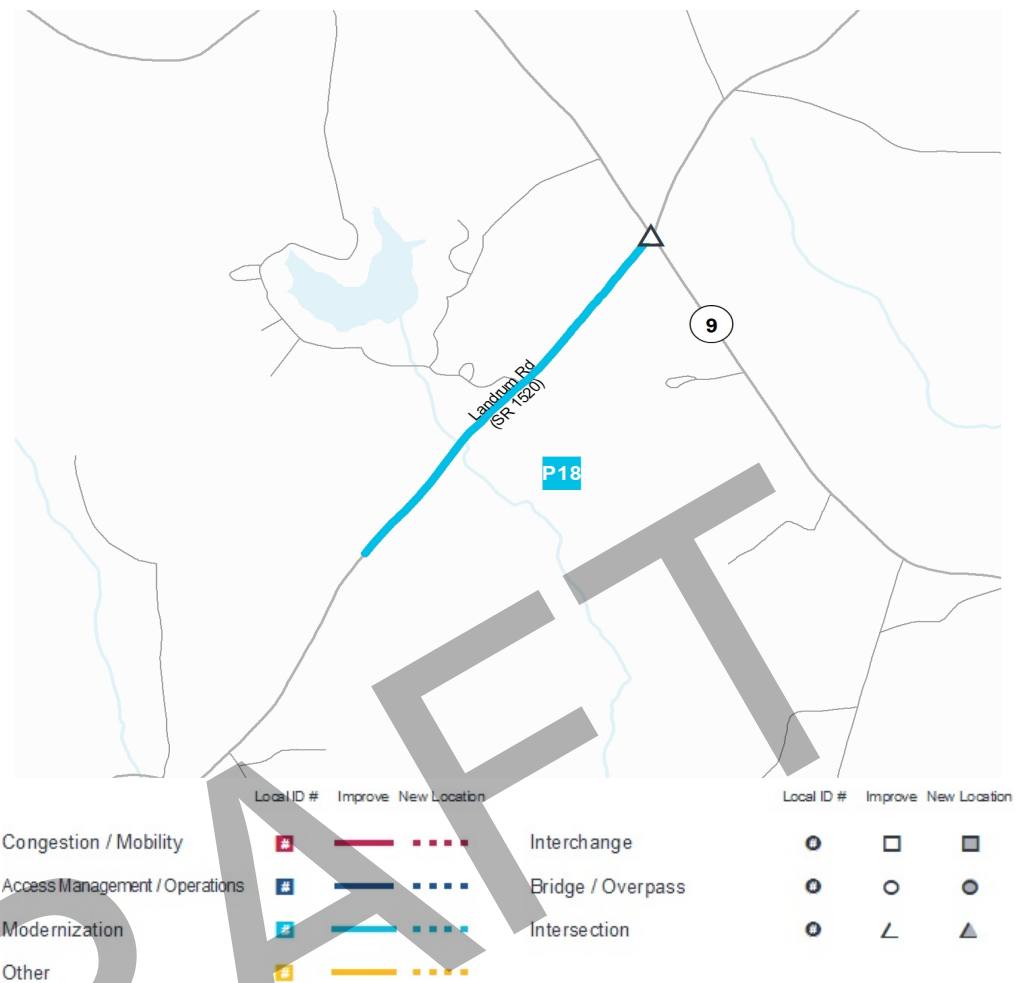
Improvement: Improve Existing

Identified Need

Landrum Rd is currently lacking paved shoulders, which is not up to modern design standards, impacting mobility and safety.

Recommendation

Modernization: add paved shoulder to improve safety and mobility.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	1.07
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2000	2400	2400
Capacity (vpd)	15100	15100	15100

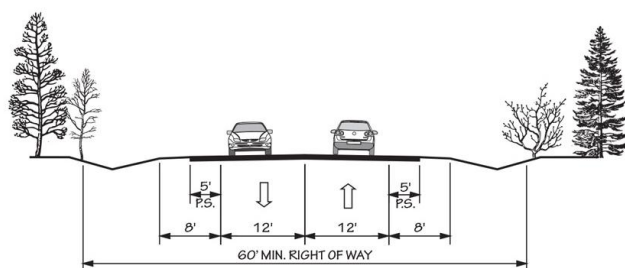
Capacity Data: Year

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



Typical Section Options:

02 A

TYPICAL SECTION No. 2A**2 LANE UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Landrum Rd was commented on a total of 5 times, noting the need for bike/ped infrastructure, and safety deficiencies. The intersection of Landrum Rd/Sandy Plains Rd and NC 9 was commented on a further 15 times, noting the need for improvement.

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

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

- The Broad River watershed

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

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 41 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 17 moderate or minor injury crash(es), and 23 property damage only crash(es).

Deficient Bridges

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

NC 9

From: SC Line (SC 9) | To: US 74

Local ID: POLK30001-H

Purpose: Facility Deficiencies

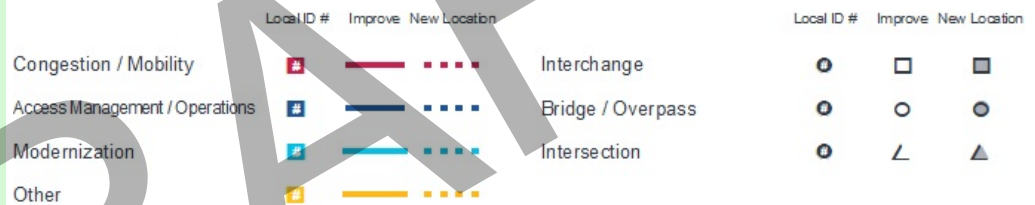
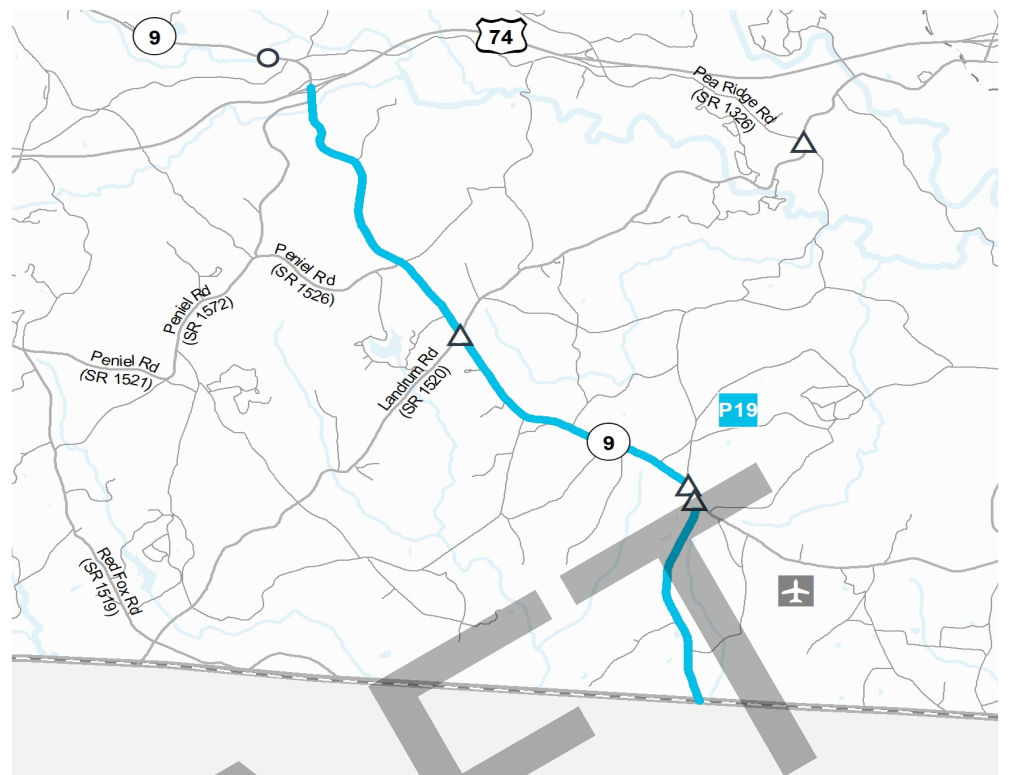
Improvement: Improve Existing

Identified Need

NC 9 from the SC Line/SC 9 to US 74 averages a road width of 20-feet wide (two 10-foot wide lanes). Parts of this route is along the Overmountain Victory Trail. The current design does not align with the modern design standards, thus impacting mobility and safety along the route.

Recommendation

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.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 A, 02 M
Length (miles)	8.29
Existing ROW (feet)	60-150
Safety Risk Score	22-78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	1300-3700	2100-4900	2100-4900
Capacity (vpd)	13600-15100	13600-15100	14500-15100

Capacity Data: Year

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

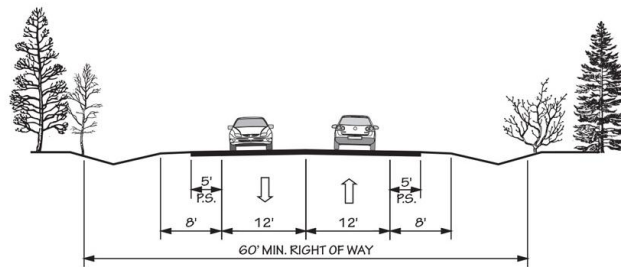


Typical Section Options:

02 A, 02 M

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the segment of NC 9 from the SC Line to US 74 by itself was commented on 7 times, noting a need for bike/ped facilities, and overall safety. The intersection with Landrum Rd/Sandy Plains Rd was commented on a further 15 times, noting the unsafe conditions at the intersection.

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

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

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

- Green Creek Recreation Center.
- The Broad River watershed

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

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 83 total crashes on the half-mile segments containing this recommendation. There were 4 fatal or severe injury crash(es), 20 moderate or minor injury crash(es), and 59 property damage only crash(es).

Deficient Bridges

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

Truck Traffic

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

Sandy Plains Rd & Coxe Rd

From: Coxe Rd (SR 1326) | To: McDade Rd (SR 1336)

Local ID: POLK40002-H

Purpose: Facility Deficiencies

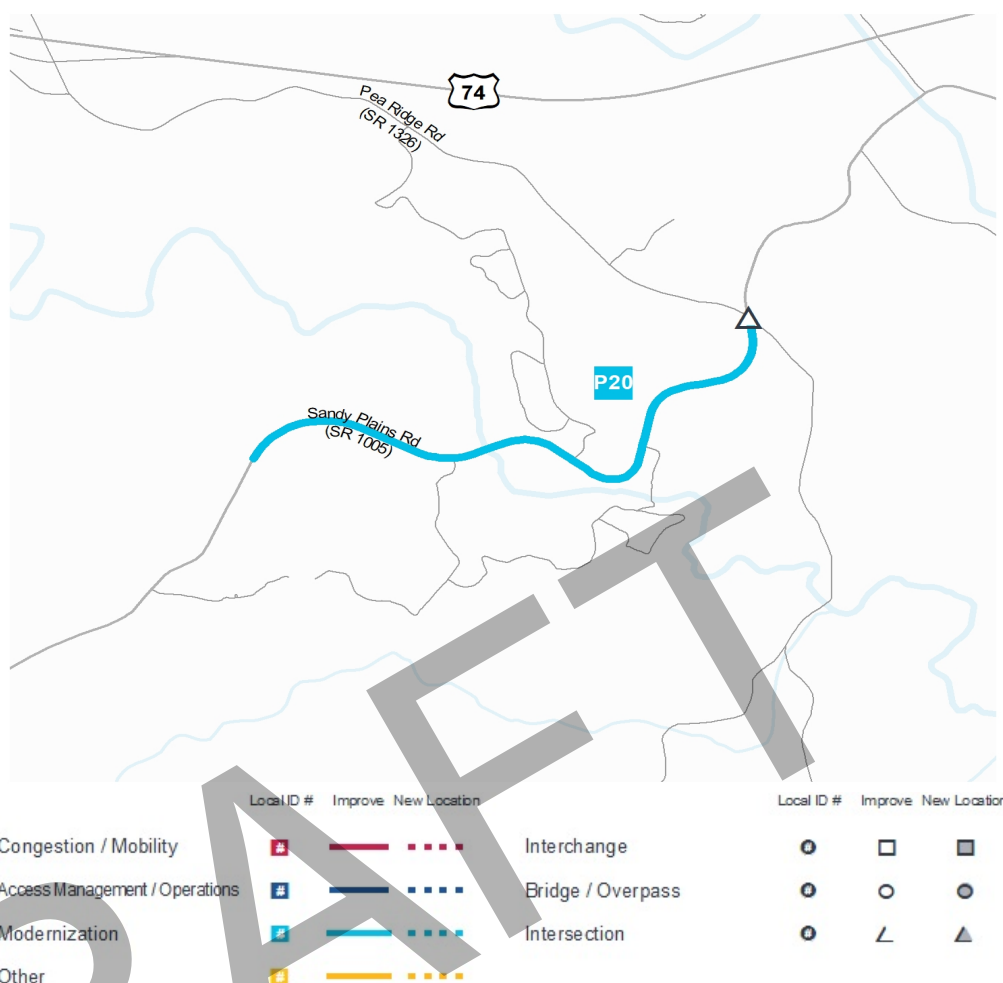
Improvement: Improve Existing

Identified Need

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

Recommendation

Modernization: 12-foot lanes and add paved shoulder to improve safety and mobility; add sidepath as part of Overmountain Victory Trail.

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	02 A, 02 M
Length (miles)	1.77
Existing ROW (feet)	
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1300	1700	1700
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

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

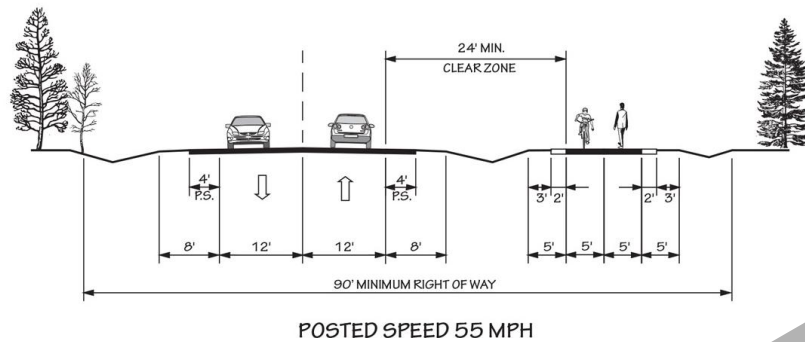


Typical Section Options:

02 A, 02 M

TYPICAL SECTION No. 2M

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH

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

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

At least some part of this recommendation includes proposed sidepath.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Sandy Plains Rd was commented on a total of 5 times, noting the need for bike/ped infrastructure, and safety deficiencies. The intersection of Sandy Plains Rd/Landrum Rd and NC 9 was commented on a further 15 times, noting the need for improvement.

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

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

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

Green River Plantation.

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

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 34 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 10 moderate or minor injury crash(es), and 22 property damage only crash(es).

Deficient Bridges

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

Poors Ford Rd

From: County Line Rd (SR 1303) | To:
Polk/Rutherford Line

Local ID: POLK40001-H

Purpose: **Facility Deficiencies**

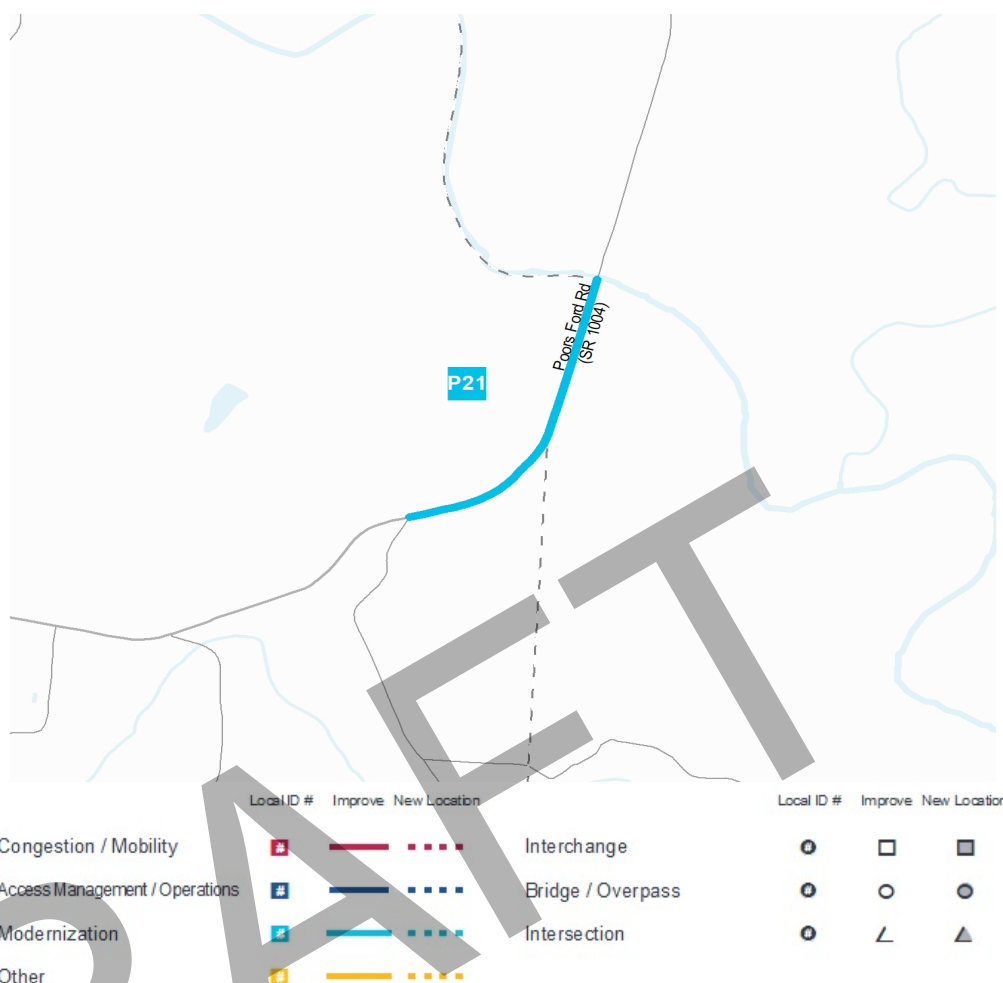
Improvement: **Improve Existing**

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	0.68
Existing ROW (feet)	
Safety Risk Score	78

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	930	1100	1100
Capacity (vpd)	13600	13600	14000

Capacity Data: Year

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

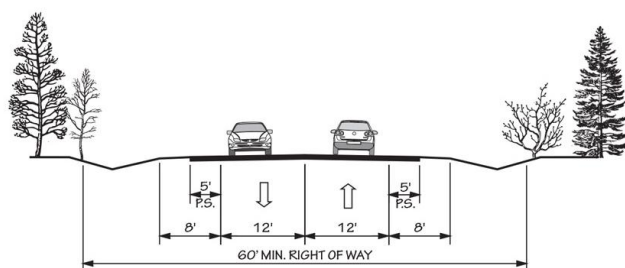


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Potential Impacts**Title VI Considerations**

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 21 total crashes on the half-mile segments containing this recommendation. There were 2 fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 13 property damage only crash(es).

Deficient Bridges

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

Silver Creek Rd

From: Bishop Ln. (SR 1198) | To: Green River Cove Rd. (SR 1151)

Local ID: **POLK40007-H**

Purpose: **Facility Deficiencies**

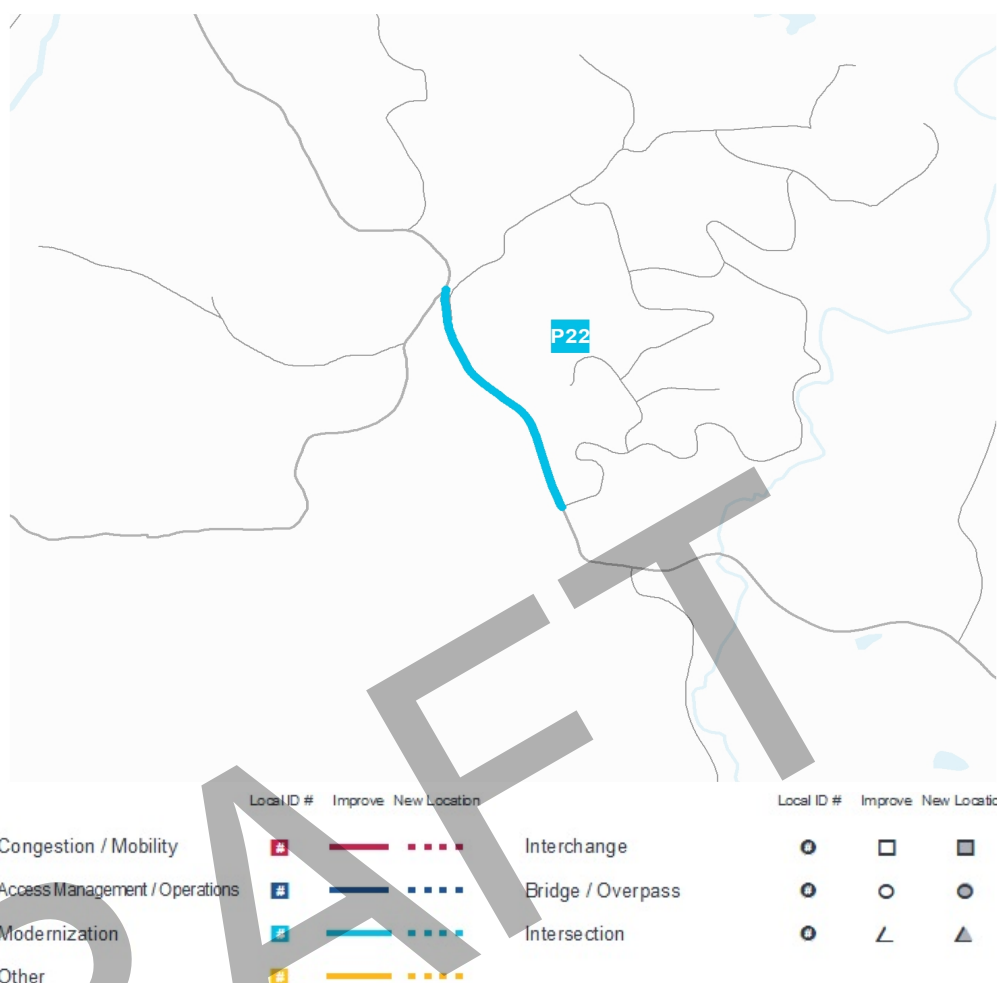
Improvement: **Improve Existing**

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	0.51
Existing ROW (feet)	
Safety Risk Score	67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700	2200	2200
Capacity (vpd)	13600	13600	14000

Capacity Data: Year

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

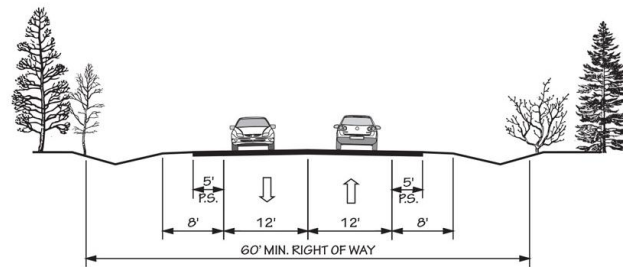


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

This recommendation previously appeared in the Polk County CTP (2008), recommending to widen the lanes from 10 feet to 11 feet wide.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Silver Creek Rd was commented on a total of 15 times, noting the need for bike/ped infrastructure, and safety deficiencies.

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

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

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

The following managed area(s):

- Polk County Open Space

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 20 total crashes on the half-mile segments containing this recommendation. There were 1 fatal or severe injury crash(es), 5 moderate or minor injury crash(es), and 14 property damage only crash(es).

Deficient Bridges

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

NC-9

From: NC 108 | To: Polk/Rutherford Line

Local ID: POLK30002-H

Purpose: Facility Deficiencies

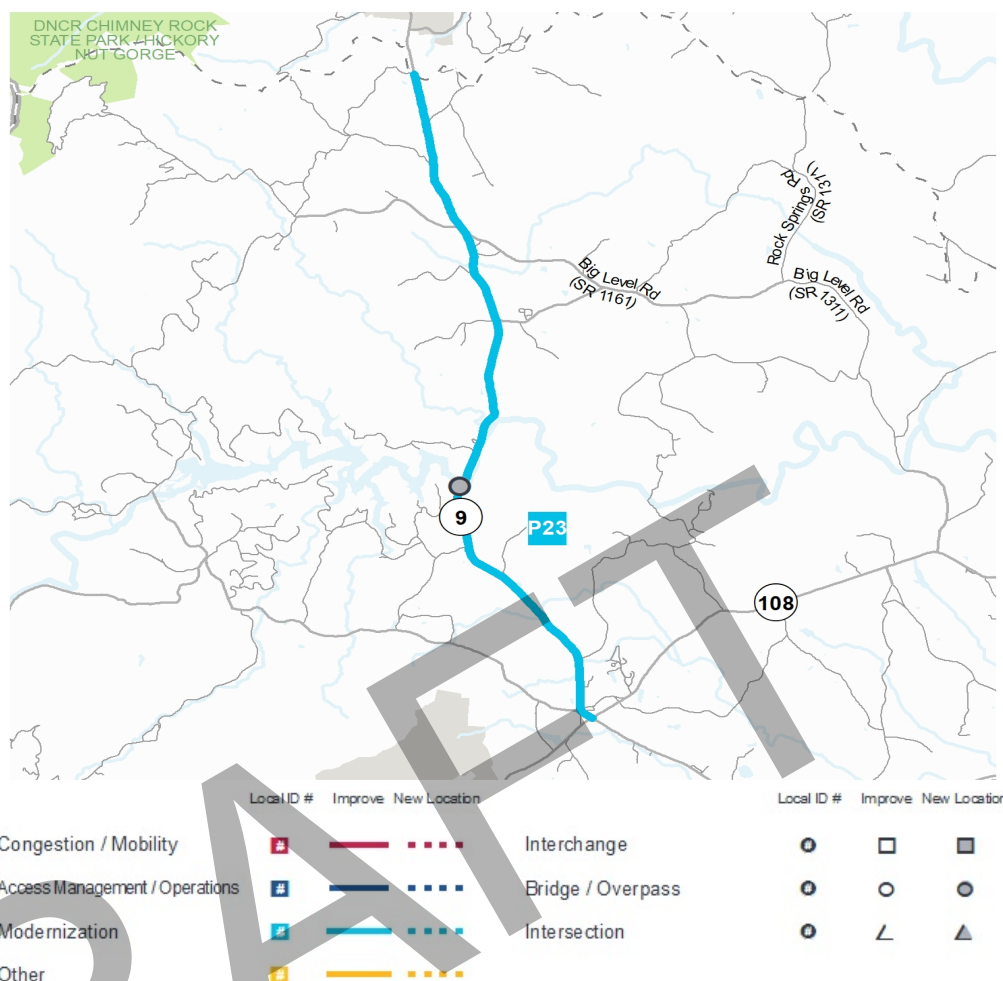
Improvement: Improve Existing

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 A
Length (miles)	7.71
Existing ROW (feet)	60
Safety Risk Score	33-100

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2600-4600	2900-6900	2900-6900
Capacity (vpd)	10800-14100	10800-14100	11500-15000

Capacity Data: Year

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

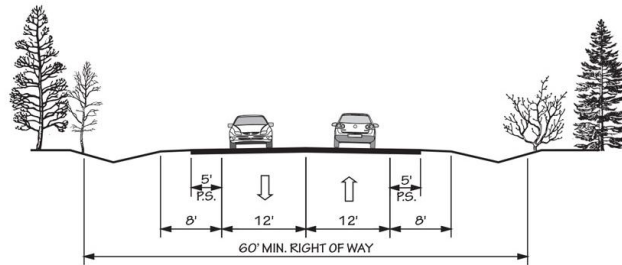


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the segment of NC 9 from Mill Spring to Lake Lure by itself was commented on 15 times, noting a need for bike/ped facilities, and overall safety. The bridge over the Green River was commented on a further 7 times, noting the unsafe conditions from the existing curved, narrow bridge. An NCDOT Maintenance project will replace the bridge.

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

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

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

- Mill Spring Sandwich Shop
- Turner Shoals Hydroelectric Station.

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

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 88 total crashes on the half-mile segments containing this recommendation. There were 3 fatal or severe injury crash(es), 35 moderate or minor injury crash(es), and 50 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 740037 is considered functionally obsolete.

Truck Traffic

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

NC-108

From: NC 9 | To: Rutherford County Line

Local ID: POLK30005-H

Purpose: Facility Deficiencies

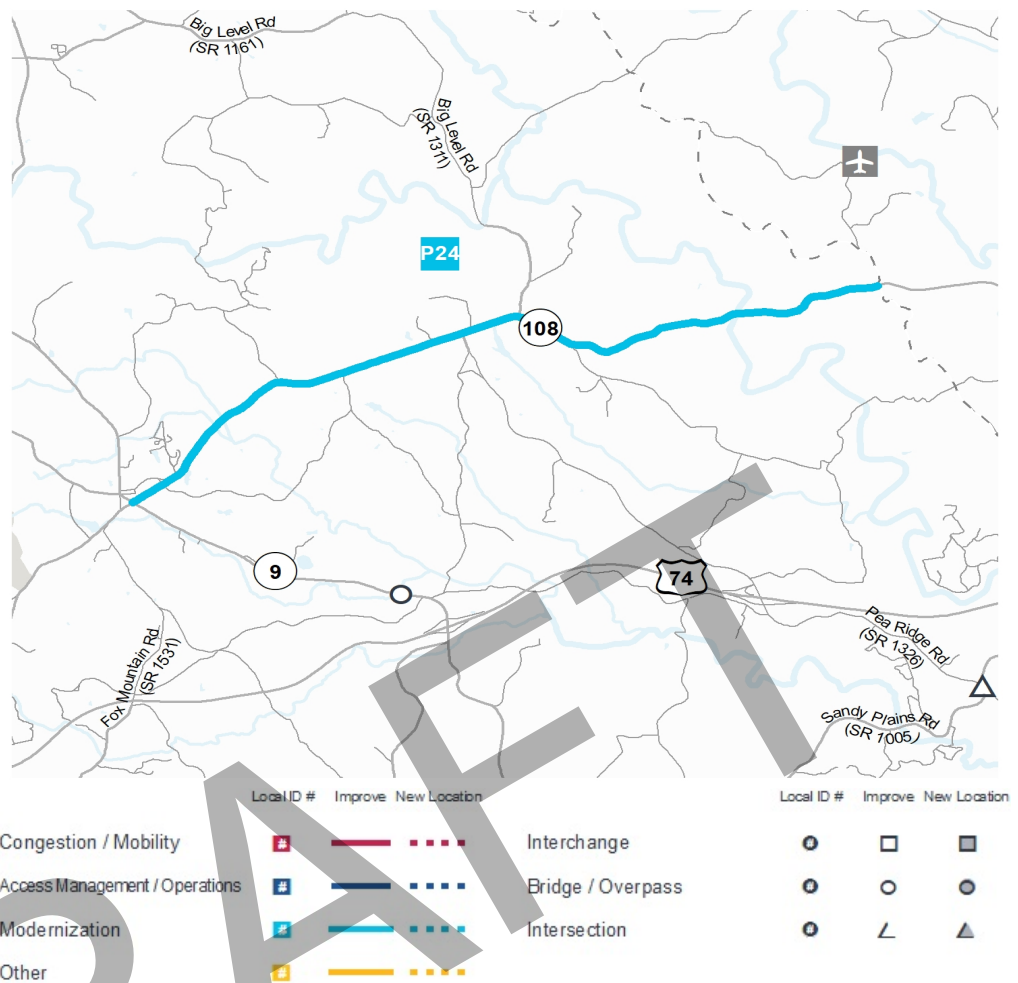
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

Modernization: add paved shoulder to improve safety and mobility.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	02 A
Length (miles)	7.14
Existing ROW (feet)	60
Safety Risk Score	78-89

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	1100-2700	1300-3700	1300-3700
Capacity (vpd)	11200-14600	11200-14600	11600-15100

Capacity Data: Year

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

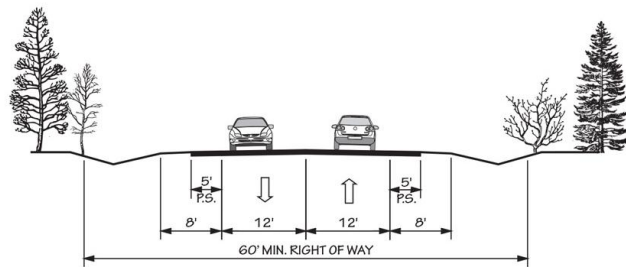


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, the segment of NC 108 from Mill Spring to Rutherford County by itself was commented on 7 times, noting a need for bike/ped infrastructure, and overall safety.

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

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

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

- Mill Spring Sandwich Shop
- Foy Barn.
- One or more Place(s) of Worship.
- The AE FEMA Flood Hazard zone(s)
- The Freshwater Forested/Shrub Wetland

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 52 total crashes on the half-mile segments containing this recommendation. There were 5 fatal or severe injury crash(es), 15 moderate or minor injury crash(es), and 32 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 740057 is considered functionally obsolete.

Truck Traffic

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

Big Level Rd

From: NC 9 | To: Rock Springs Rd (SR 1311)

Local ID: POLK40011-H

Purpose: Facility Deficiencies

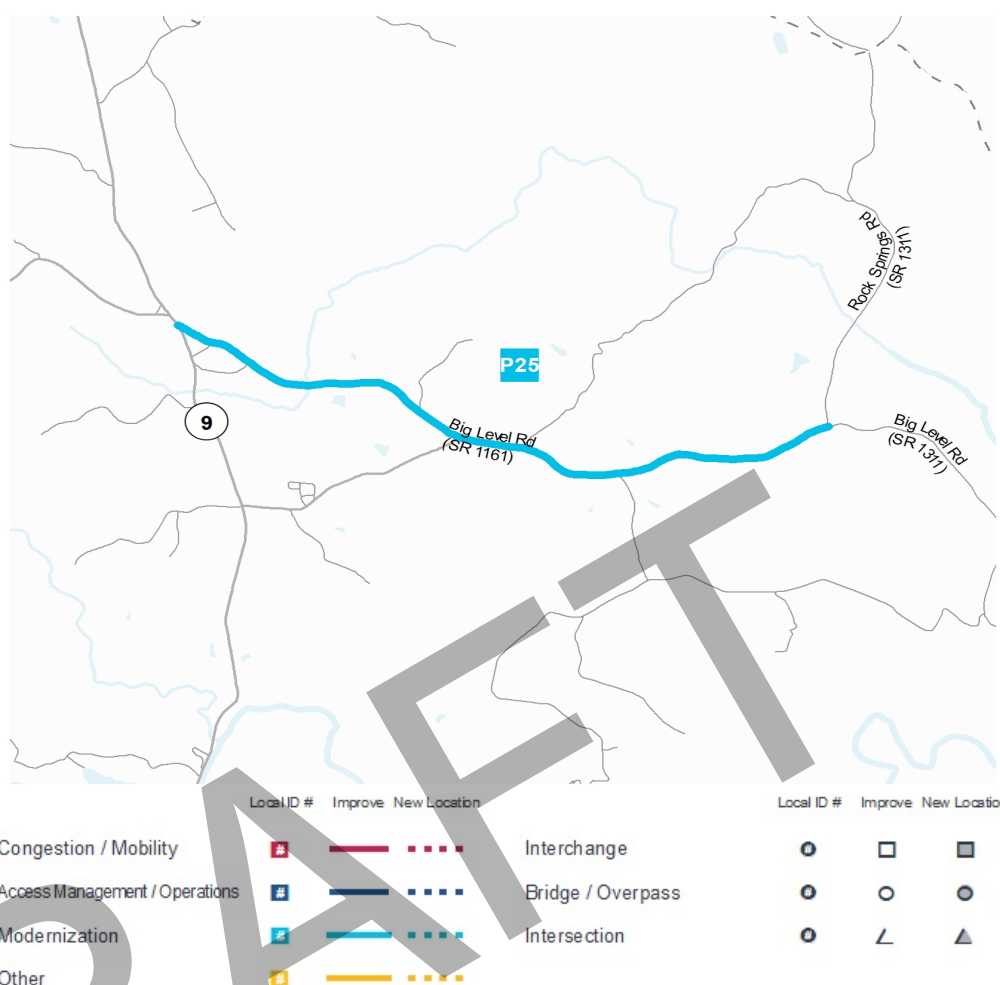
Improvement: Improve Existing

Identified Need

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

Recommendation

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



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	3.31
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	2	-	
Volume (vpd)	610	700	700
Capacity (vpd)	9200-13200	-	9200-13200

Capacity Data: Year

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

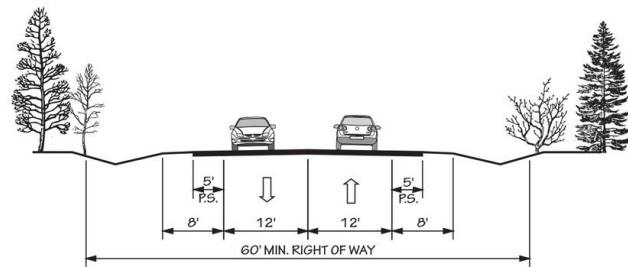


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, Big Level Rd was commented on a total of 9 times, noting the need for bike/ped infrastructure, need for wider lanes, and safety deficiencies.

Potential Impacts**Title VI Considerations**

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 7 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 4 property damage only crash(es).

Deficient Bridges

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

E McGuinn Rd

From: Big Level Rd (SR 1161) | To: NC 9

Local ID: POLK40009-H

Purpose: Facility Deficiencies

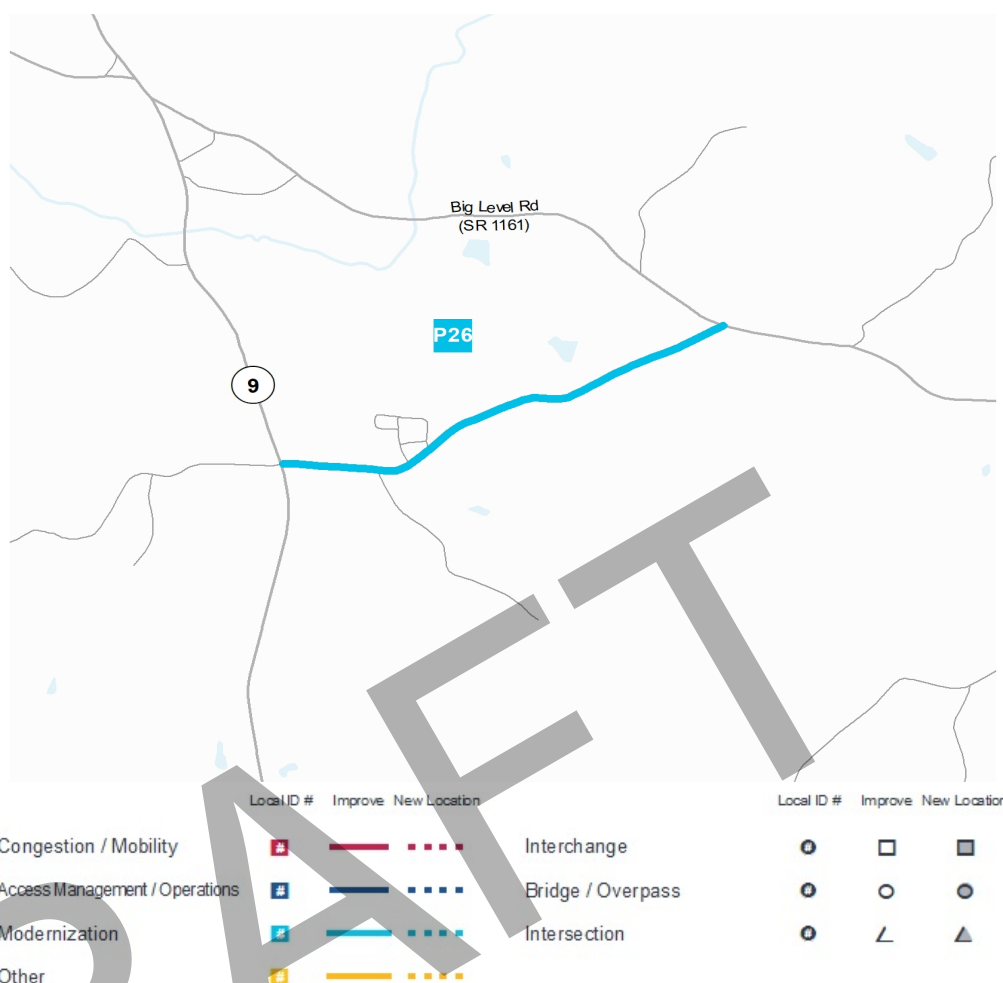
Improvement: Improve Existing

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 A
Length (miles)	1.11
Existing ROW (feet)	
Safety Risk Score	56-67

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	880	1000	1000
Capacity (vpd)	13200	13200	14100

Capacity Data: Year

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

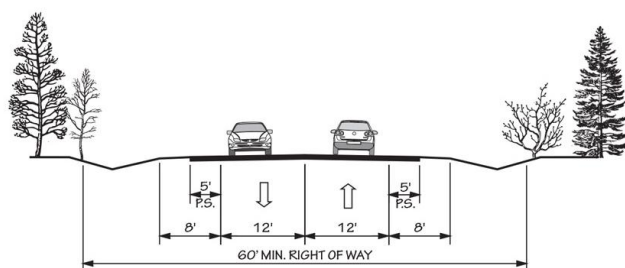


Typical Section Options:

02 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Potential Impacts**Title VI Considerations**

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 6 total crashes on the half-mile segments containing this recommendation. There were no fatal or severe injury crash(es), 1 moderate or minor injury crash(es), and 5 property damage only crash(es).

Deficient Bridges

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

NC 108

Intersection with Harmon Field Rd & Howard Gap Rd

Local ID: POLK30006-H

Purpose: Facility Deficiencies

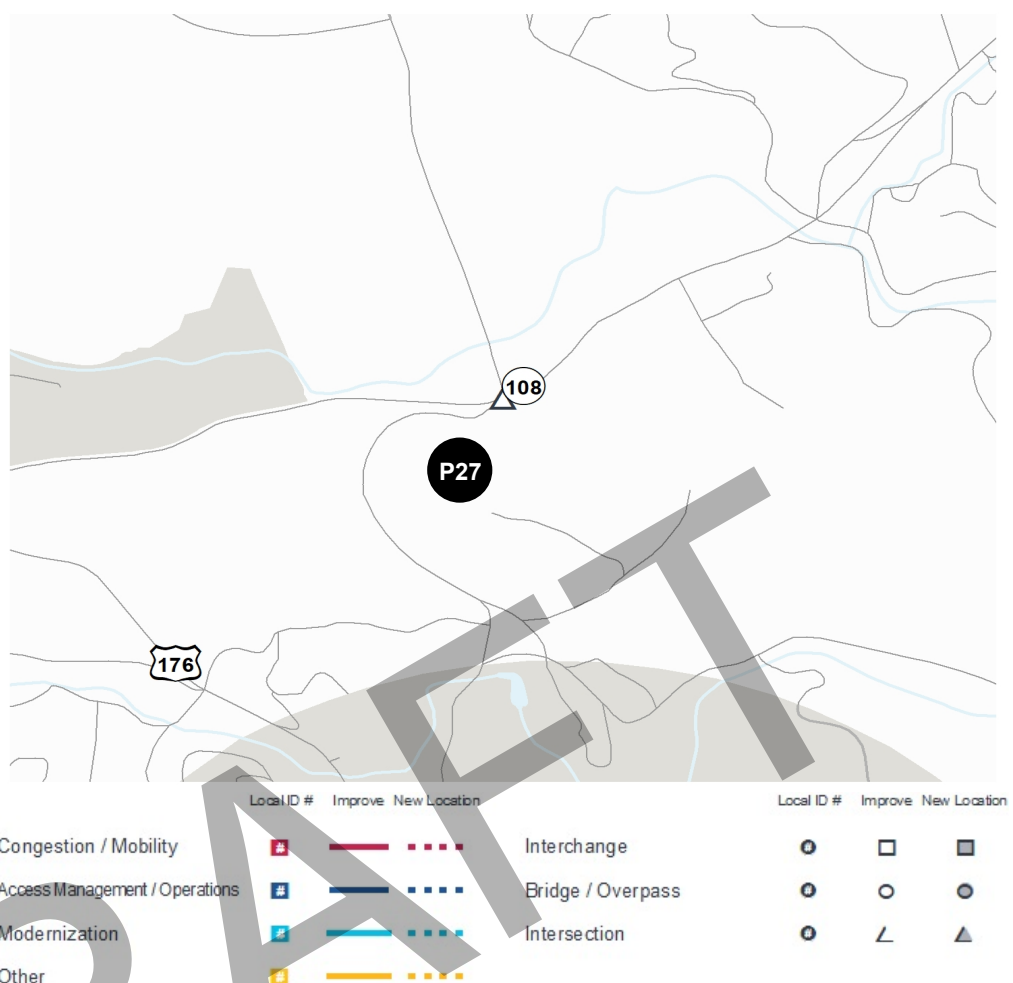
Improvement: Improve Existing

Identified Need

The intersection of NC 108 at Howard Gap Rd & Harmon Field Rd is a K-shaped intersection descending a curvy hill. Improvements to the safety of the intersection and the mobility along the corridor are needed.

Recommendation

Improve intersection to improve safety and mobility; potential options include installing a traffic signal or realignment of Howard Gap Rd at this intersection.



Proposal At A Glance

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

Proposal Data:

Proposal Data:	2017 Base Year	2045 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Intersection
Travel Lanes	2	2	
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

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

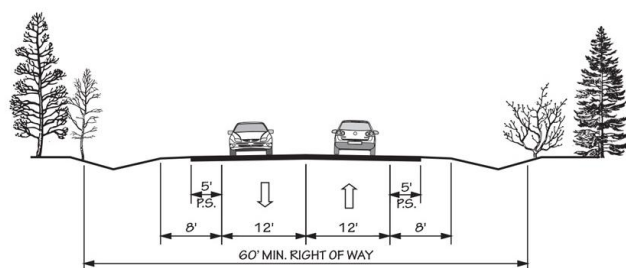


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H191392.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, this intersection was commented on 15 times, noting the need to improve this intersection and unsafe existing conditions.

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

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

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

Mill River Inn.

- The Broad River watershed

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 5 total crashes at this intersection. There were no fatal or severe injury crash(es), 3 moderate or minor injury crash(es), and 2 property damage only crash(es).

Deficient Bridges

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

Houston Rd

Intersection with White Dr

Local ID: POLK40010-H

Purpose: Facility Deficiencies

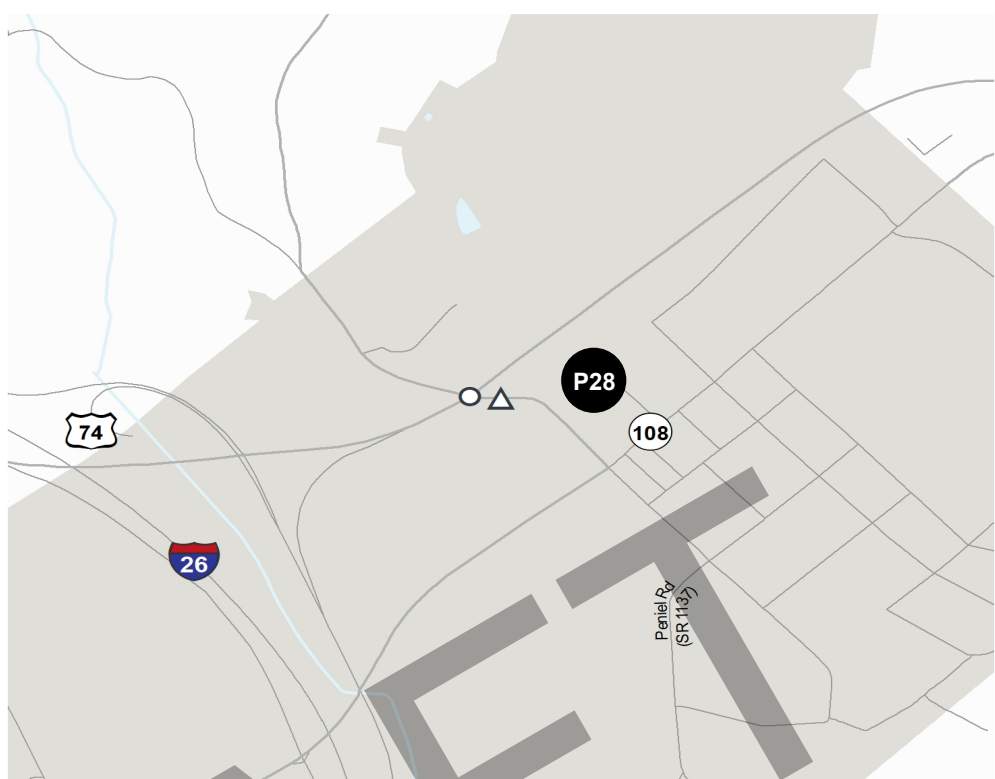
Improvement: Improve Existing

Identified Need

The intersection of Houston Rd and White Dr is not aligned with current modern design standards impacting safety.

Recommendation

Realign White Dr to improve angle of intersection to improve safety.



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

Proposal At A Glance

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

Proposal Data:

Proposal Data:	2017 Base Year	2045 Future Year	
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Intersection
Travel Lanes	2	2	
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

Capacity Data:	<u>Year</u>
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Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

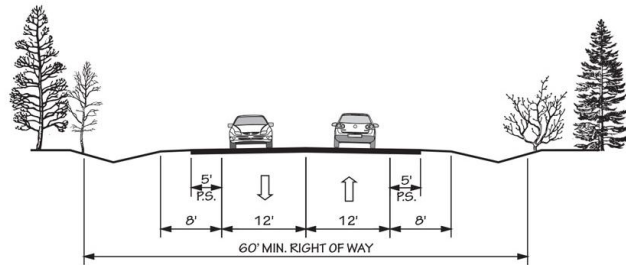


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Potential Impacts**Title VI Considerations**

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

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

Additional Data**Crash Data**

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

Deficient Bridges

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

NC 108

Intersections with Fox Mountain Rd & US 74 Eastbound ramps

Local ID: R-5873

Purpose: **Facility Deficiencies**

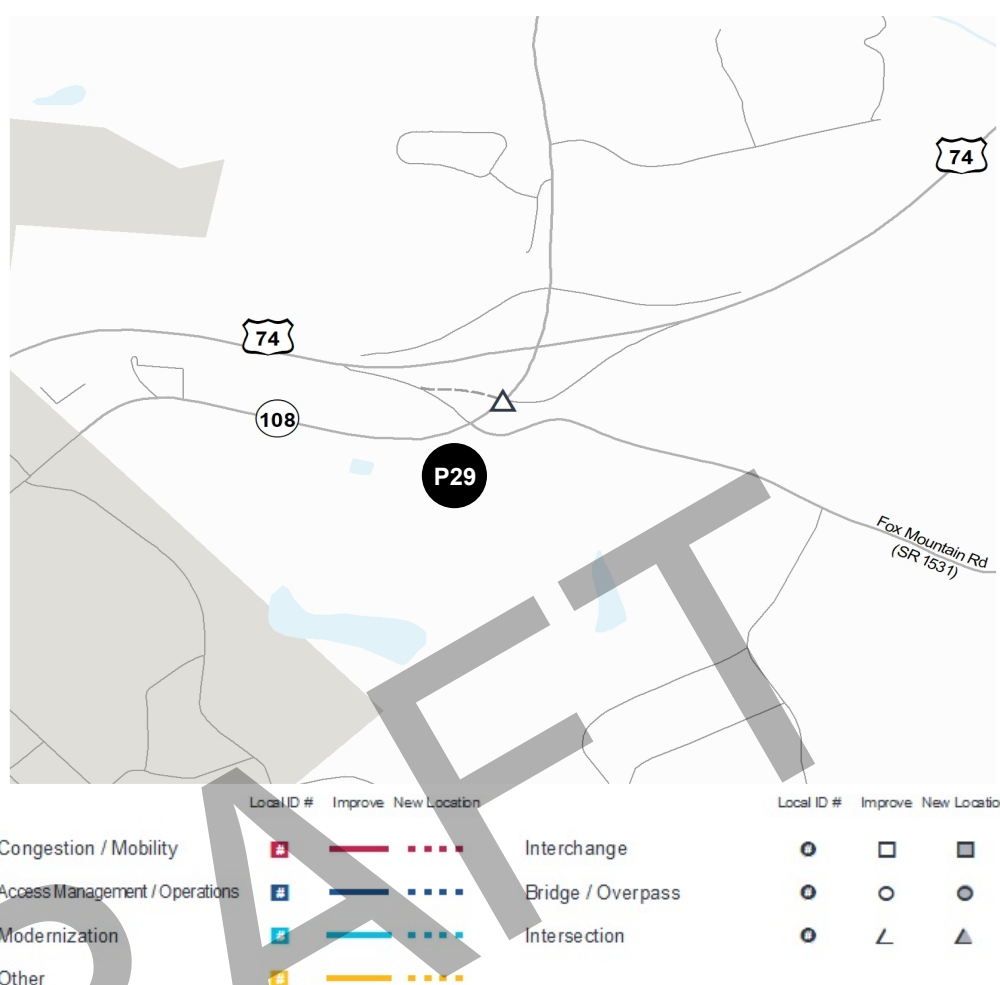
Improvement: **New Location (part on existing)**

Identified Need

Due to the US 74 East off-ramp being aligned with Fox Mountain Rd, a continual driver expectancy issue continues to occur. Drivers mistake Fox Mountain Rd as the US 74 East on-ramp, which is further down NC 108. This intersection need improvements due to mobility and safety impacts.

Recommendation

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.

**Proposal At A Glance**

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

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

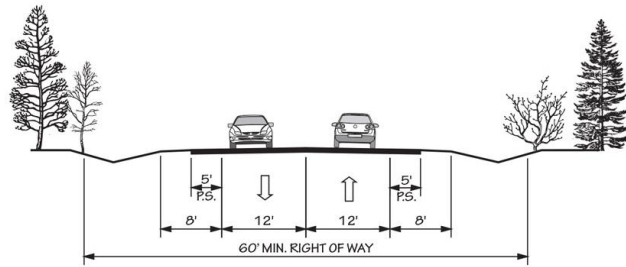


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

STIP Project Schedule

This project is included in the current 2020-2029 STIP, but not funded. This project will thus be re-prioritized during development of the next STIP. The current 2020-2029 STIP (as of July 2021 amendments) has scheduled this project for Right-of-Way acquisition beginning in Fiscal Year 2024, with construction scheduled to begin in Fiscal Year 2027.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

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

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

Public Involvement and Survey Response

During the initial survey, this intersection was commented on 9 times, noting the need to improve this intersection and realign the ramps. The overall intersection of US 74 & NC 108 (including both west and east on/off ramps) was commented a further 13 times.

Potential Impacts

No impacts were identified for this recommendation during this study.

Additional Data

Crash Data

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

Deficient Bridges

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

NC 9

Intersection with Landrum Rd & Sandy Plains Rd

Local ID: **POLK30007-H**

Purpose: **Facility Deficiencies**

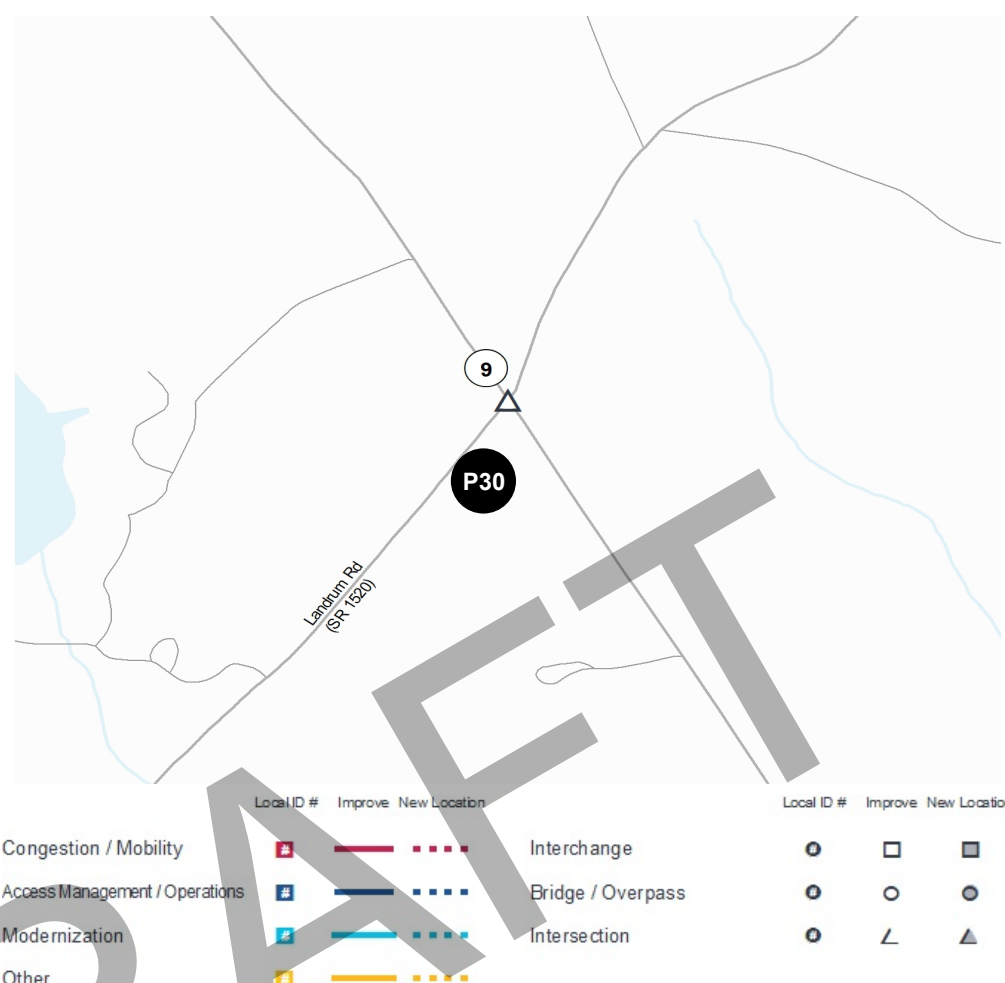
Improvement: **Improve Existing**

Identified Need

The intersection at NC 9 and Landrum Rd/Sandy Plains Rd is very active and lacks turn lanes. Improvements to the safety of the intersection and the mobility along the corridor are needed.

Recommendation

Install roundabout to improve safety and mobility.

**Proposal At A Glance**

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

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

Facility will be Approaching Capacity (>80%) -

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

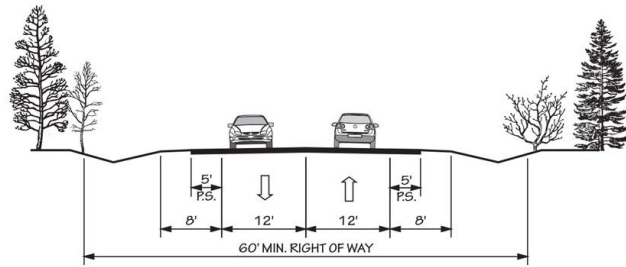


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H150572.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

Public Involvement and Survey Response

During the initial survey, this intersection was commented on 16 times, noting the need to improve this intersection and unsafe existing conditions.

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

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

- The Broad River watershed

Title VI Considerations

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

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

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 19 total crashes at this intersection. There were no fatal or severe injury crash(es), 6 moderate or minor injury crash(es), and 13 property damage only crash(es).

Deficient Bridges

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

NC 9

Intersection with Coxe Rd

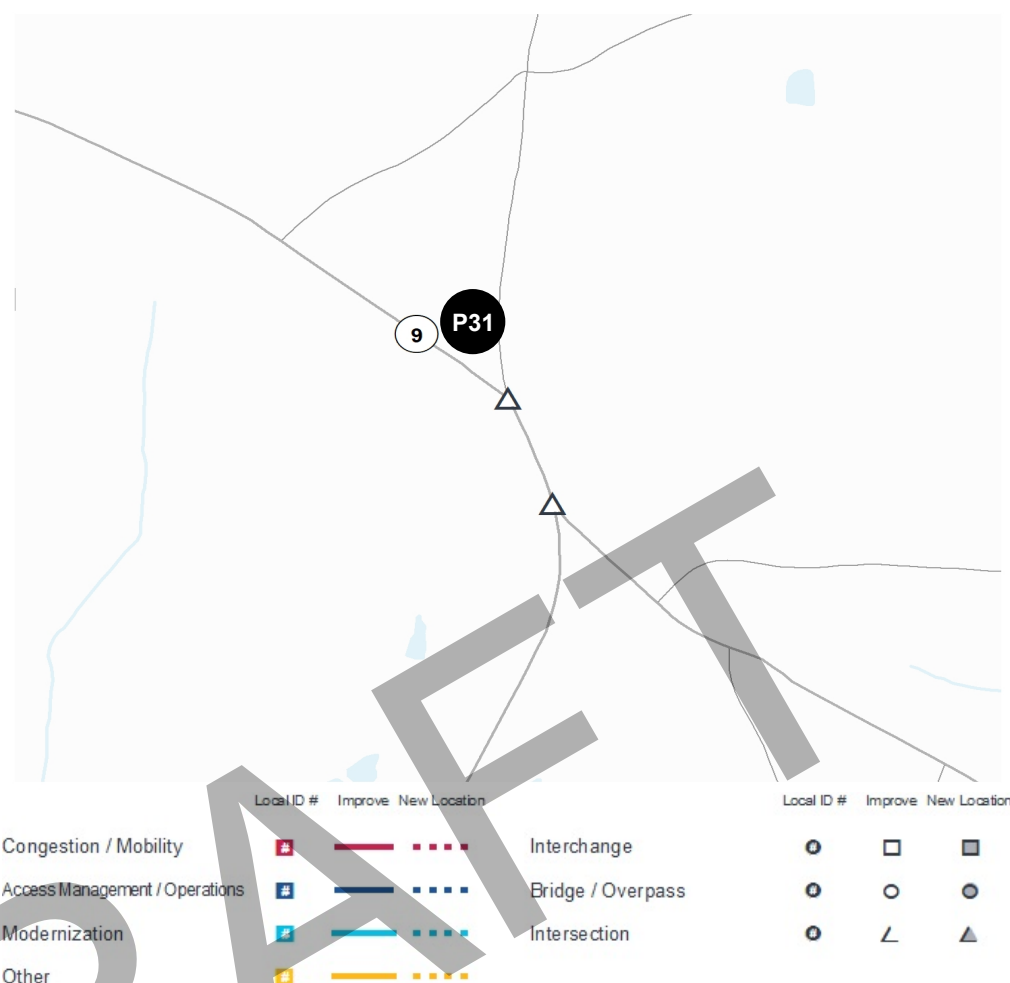
Local ID: POLK30008-H

Purpose: **Facility Deficiencies**Improvement: **Improve Existing****Identified Need**

The intersection of NC 9 and Coxe Rd is currently a Y-shaped intersection, which has safety risks and is not conforming to modern design standards.

Recommendation

Realign Coxe Rd to improve angle of the intersection to improve safety.

**Proposal At A Glance**

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

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

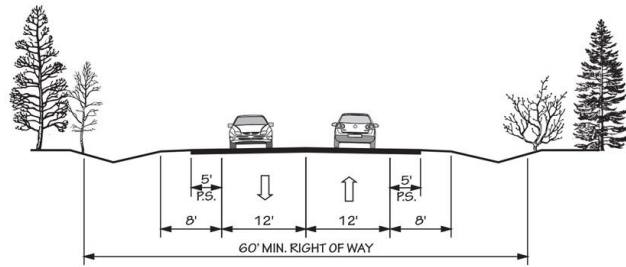


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

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

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

Potential Impacts

Impacts to Natural and/or Human Environment

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

- The Broad River watershed

Title VI Considerations

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

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

Additional Data

Crash Data

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

Deficient Bridges

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

NC 9

Intersection with Chesnee Rd

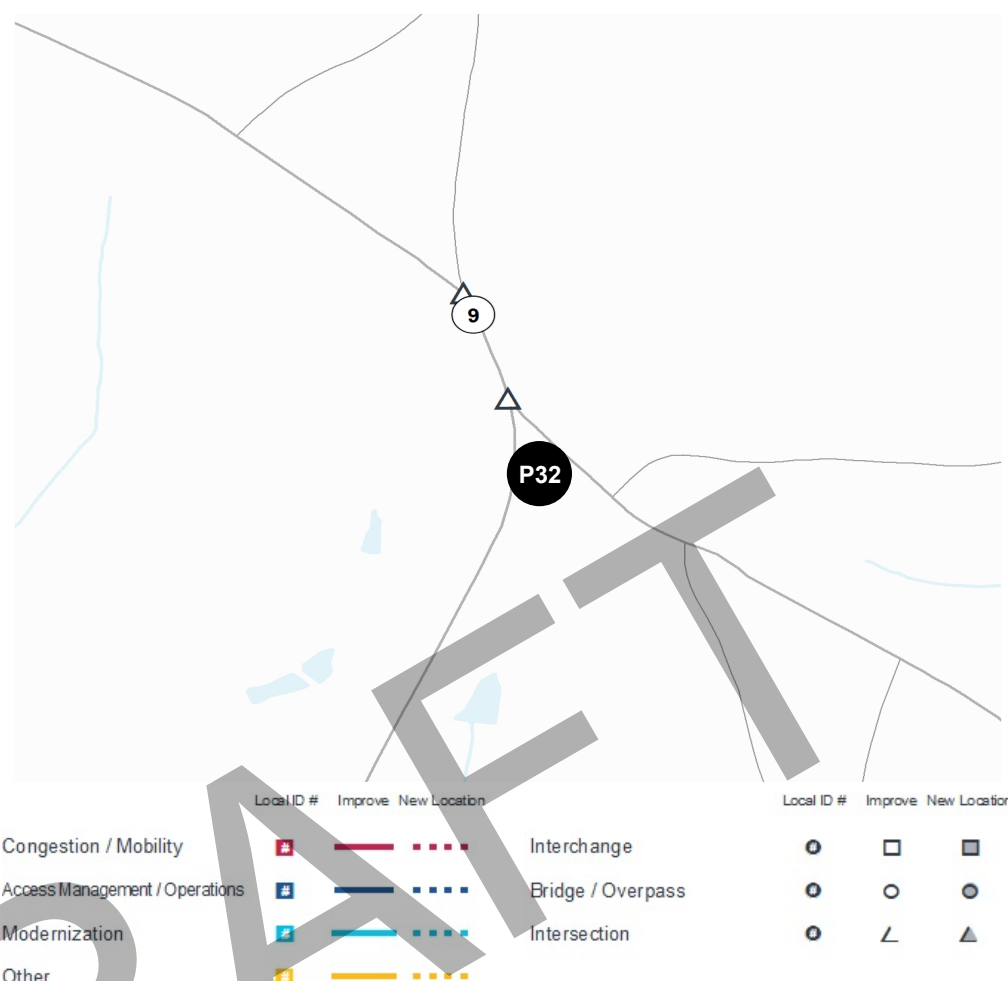
Local ID: POLK30009-H

Purpose: **Facility Deficiencies**Improvement: **Improve Existing****Identified Need**

The intersection of NC 9 and Chesnee Rd is currently a Y-shaped intersection, which has mobility and operational impacts, thus necessitating the need to improve this intersection.

Recommendation

Realign Chesnee Rd to improve angle of the intersection to improve safety.

**Proposal At A Glance**

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

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

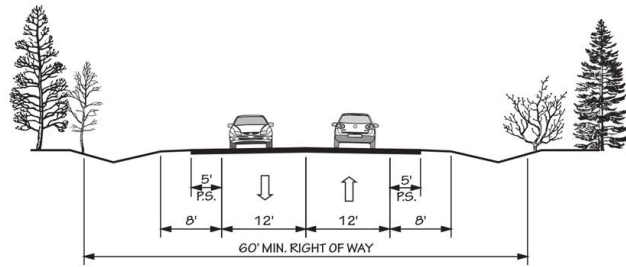


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

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

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

Potential Impacts

Impacts to Natural and/or Human Environment

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

- The Broad River watershed

Title VI Considerations

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

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

Additional Data

Crash Data

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

Deficient Bridges

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

Coxe Rd

Intersection with Sandy Plains Rd & Pea Ridge Rd

Local ID: **POLK40012-H**

Purpose: **Facility Deficiencies**

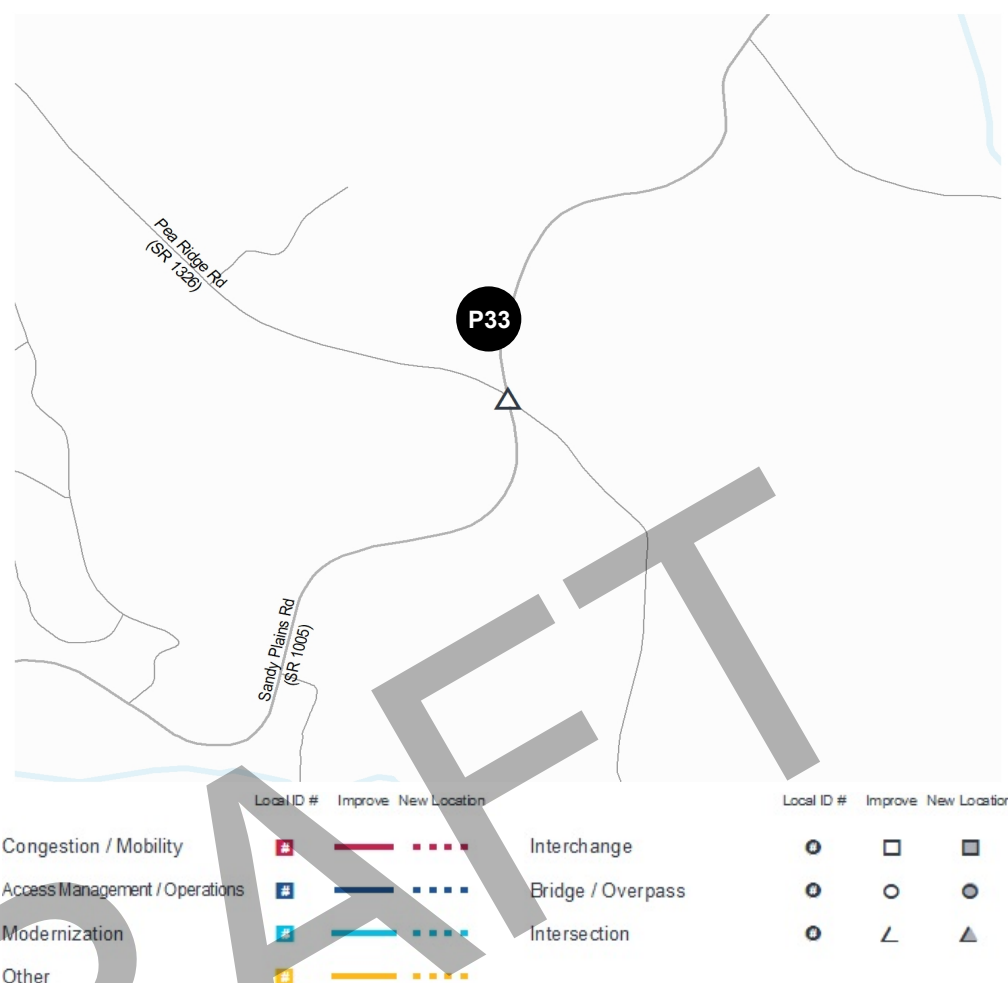
Improvement: **Improve Existing**

Identified Need

The intersection of Sandy Plains Rd, Coxe Rd, and Pea Ridge Rd is currently an intersection that is aligned with modern design standards.

Recommendation

Install roundabout or realign Coxe Rd and Pea Ridge Rds to improve mobility and safety.

**Proposal At A Glance**

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

Proposal Data: 2017 Base Year 2045 Future Year

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

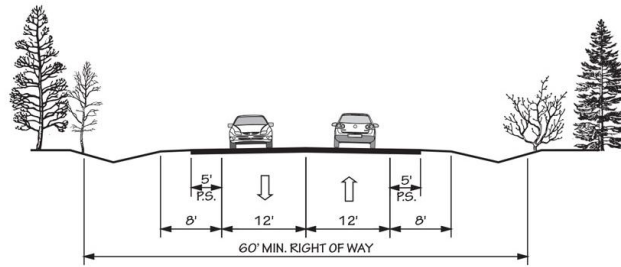
Capacity Data: Year

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



Typical Section Options:

None

TYPICAL SECTION No. 2A**2 LANE UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 55 MPH

Project Overview**Project History and Prior Plans**

Highway element(s) of this recommendation have been submitted to SPOT, appearing as SPOT submission ID H191393.

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Broad River watershed

Title VI Considerations

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

- African-American population between 5 and 25%.

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Hogback Mountain Rd

From: Laurel Ave | To: Tryon Town Limits

Local ID: POLK50003-H

Purpose: Facility Deficiencies

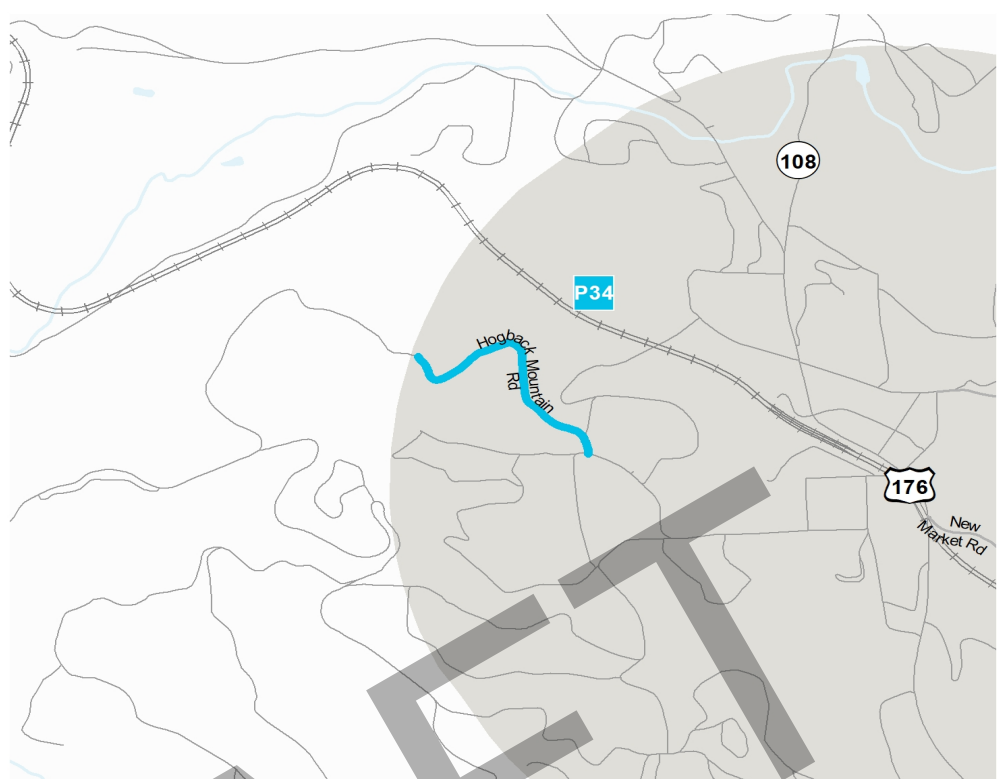
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.43
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

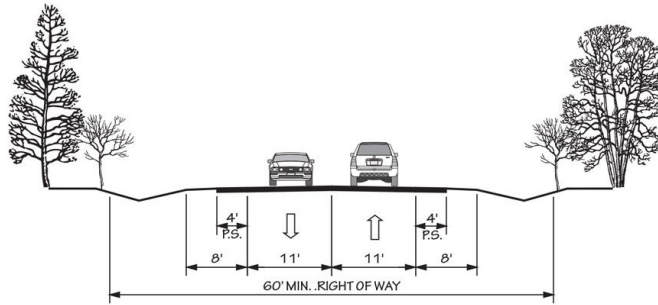
Capacity Data: Year

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



Typical Section Options:

None

TYPICAL SECTION No. 2B**2 LANES UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Broad River watershed

Title VI Considerations

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

- African-American population between 5 and 25%.
- Hispanic/Latino population between 5 and 25%.
- A population of those aged 65 or older between 25 and 50%.

- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

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

Deficient Bridges

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

E Howard St

From: Oak St | To: Vaughn St

Local ID: POLK50006-H

Purpose: Facility Deficiencies

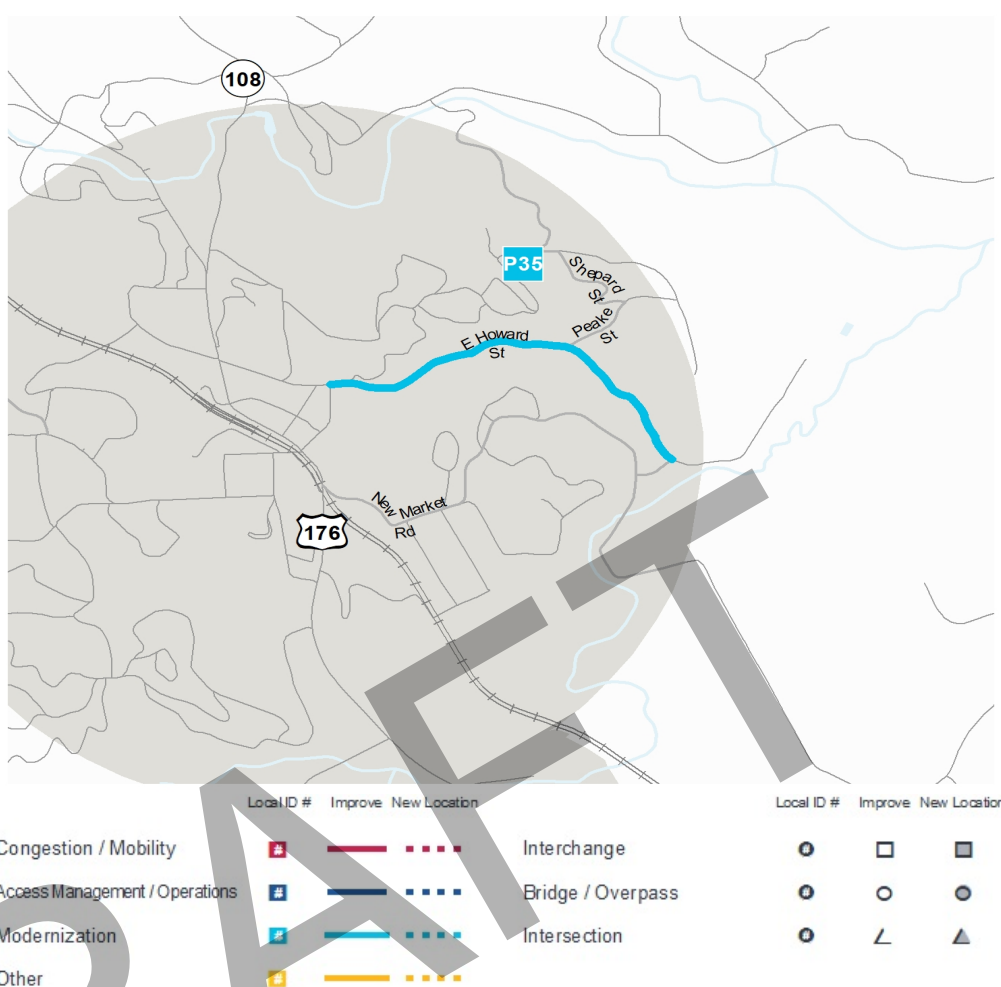
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.78
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

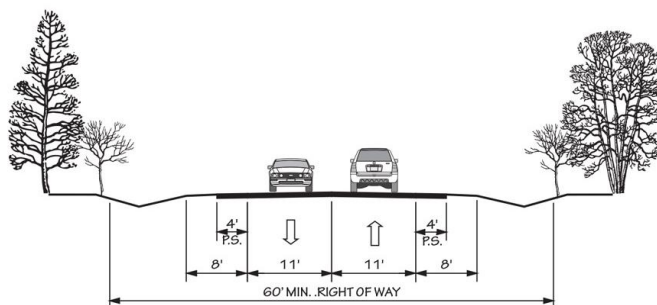


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

The following managed area(s):

- Carolina Mountain Land Conservancy Preserve

Title VI Considerations

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

- African-American population between 5 and 25%.

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Shepard St

From: Peake St | To: Jackson St

Local ID: POLK50004-H

Purpose: Facility Deficiencies

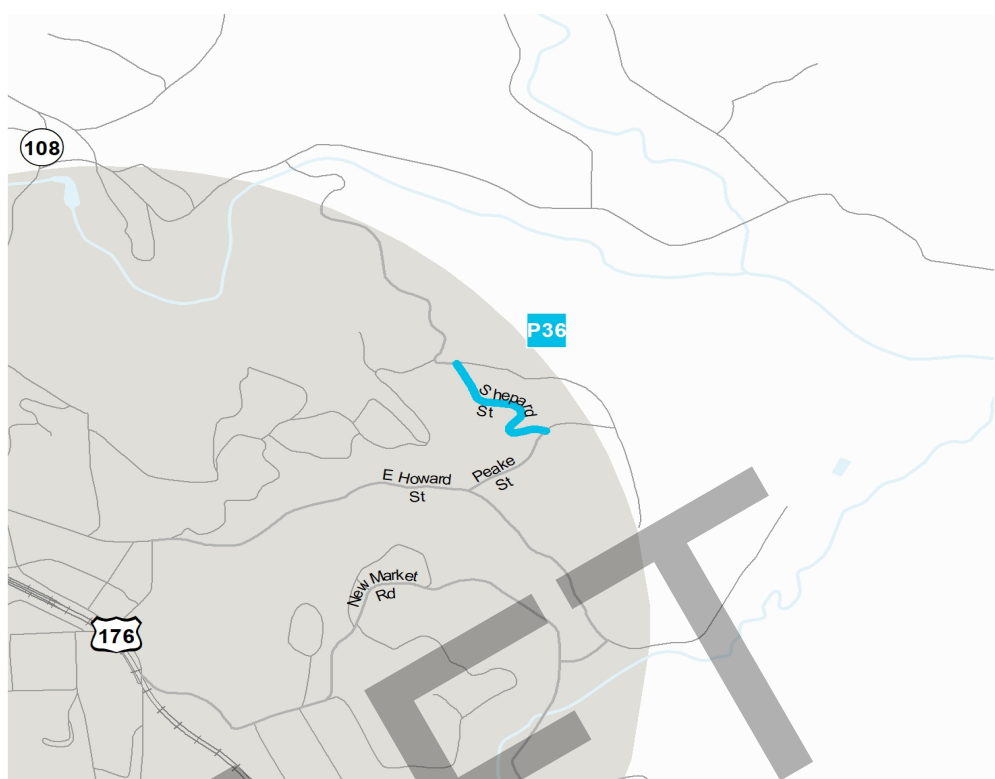
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.22
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

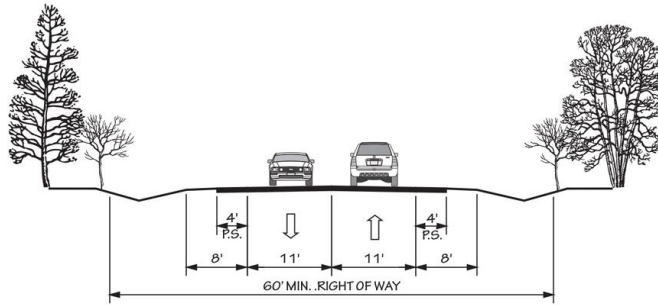


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

- Good Shepherd Episcopal Church.
- The Broad River watershed

Title VI Considerations

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

- African-American population between 5 and 25%.

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

Additional Data**Crash Data**

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

Deficient Bridges

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

New Market Rd

From: Vaughn St | To: US 176

Local ID: POLK50001-H

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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



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

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 E
Length (miles)	0.83
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

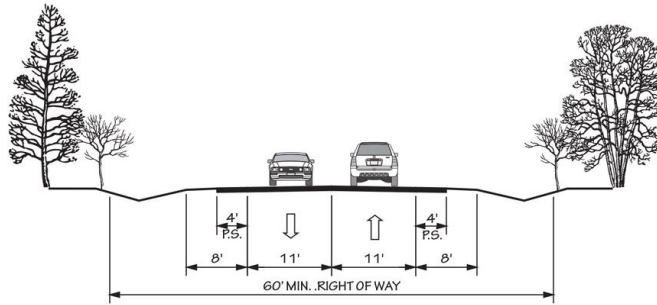


Typical Section Options:

02 E

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

- Burrell's Fuel, Service Station
- Nina Simone Plaza
- Downtown Tryon Commercial Historic District
- Pine Crest Inn.
- One or more Place(s) of Worship.
- The Broad River watershed

The following managed area(s):

- Carolina Mountain Land Conservancy Preserve

Title VI Considerations

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

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Hospital Dr

From: Hospital Dr | To: Hospital Dr

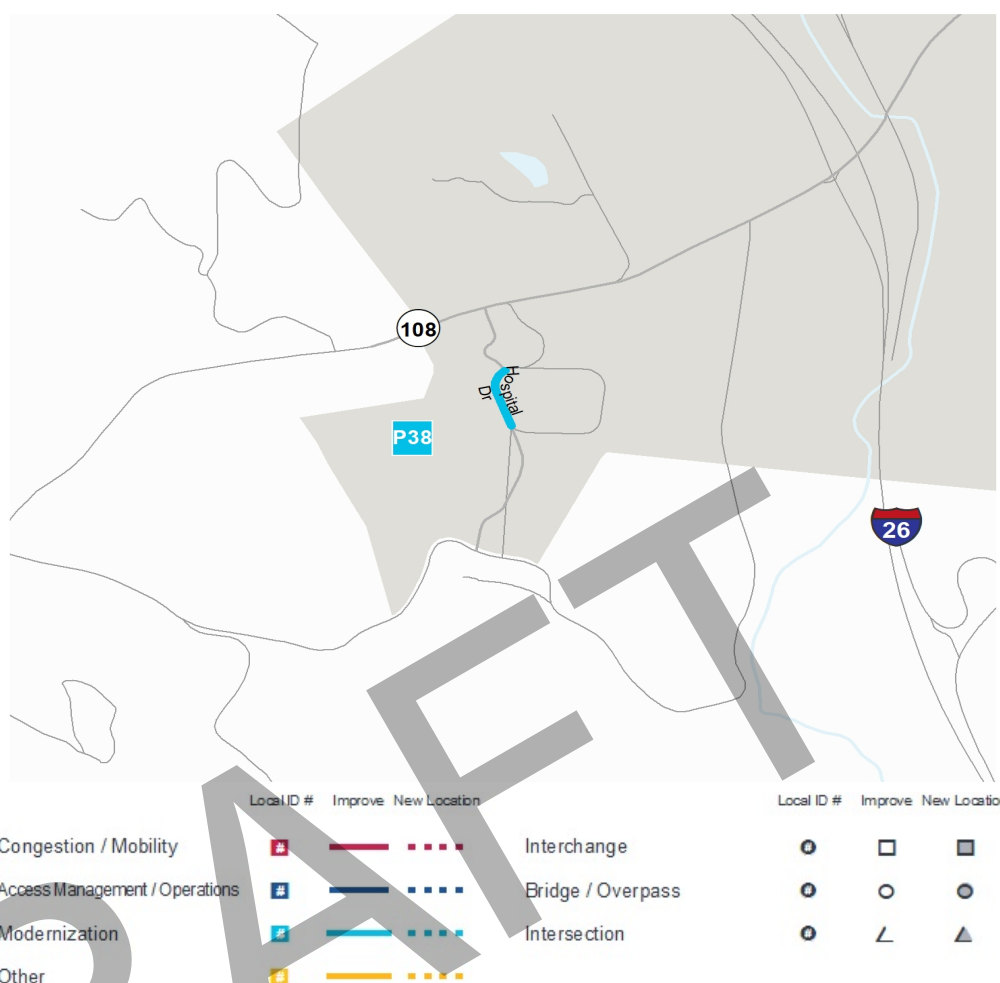
Local ID: POLK50002-H

Purpose: **Facility Deficiencies**Improvement: **Improve Existing****Identified Need**

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.09
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

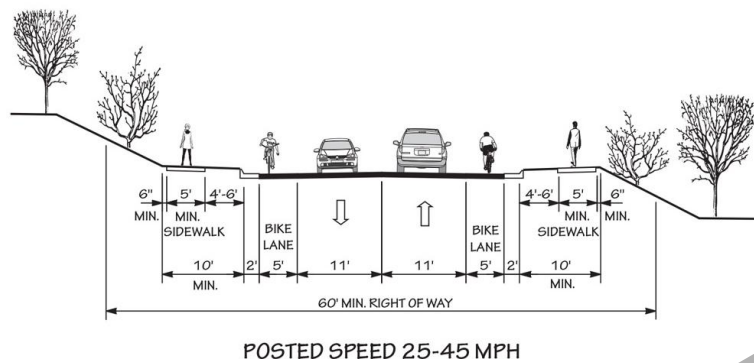


Typical Section Options:

None

TYPICAL SECTION No. 2E

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

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

At least some part of this recommendation includes proposed sidewalk.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Broad River watershed

Title VI Considerations

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

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

- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

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

Deficient Bridges

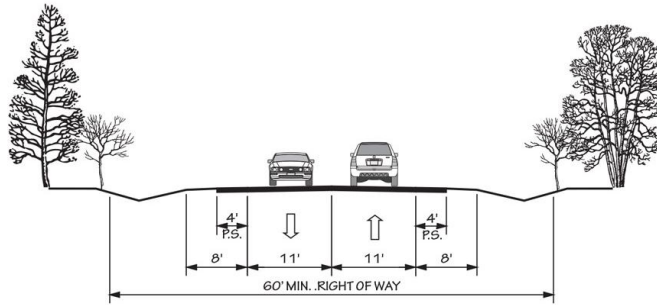
There are no structurally deficient or functionally obsolete bridges along this recommendation.

Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

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

The following managed area(s):

- Carolina Mountain Land Conservancy Preserve

Title VI Considerations

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

- African-American population between 5 and 25%.

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

Additional Data**Crash Data**

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

Deficient Bridges

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

Peake St

From: E Howard St | To: Jackson St

Local ID: POLK50005-H

Purpose: Facility Deficiencies

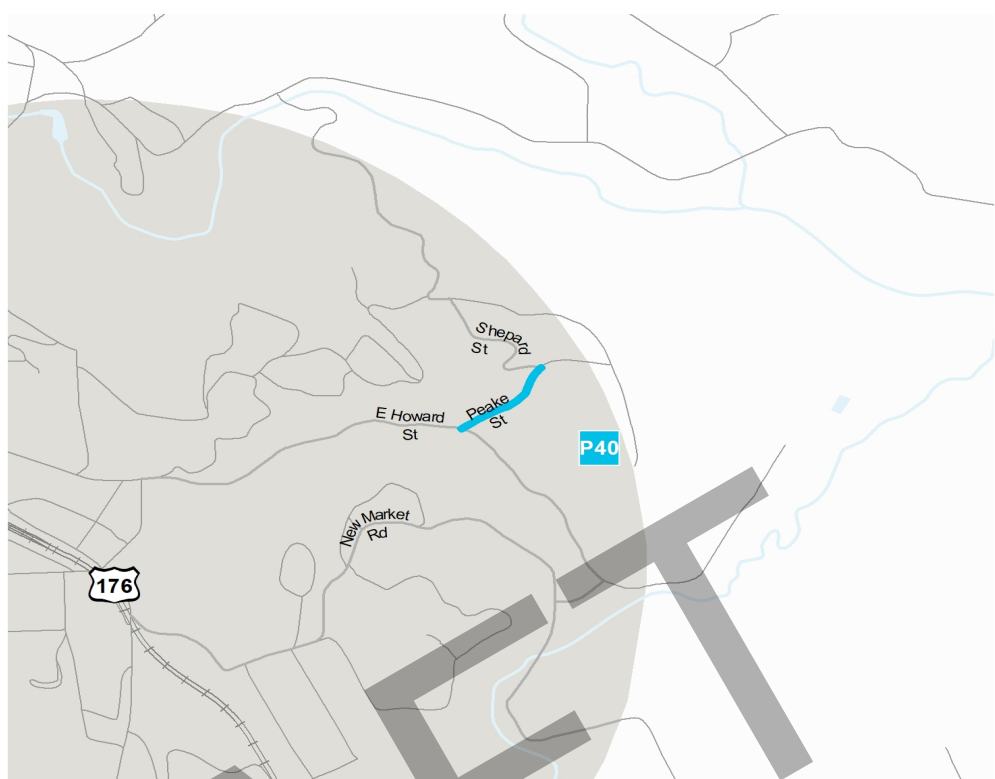
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.15
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

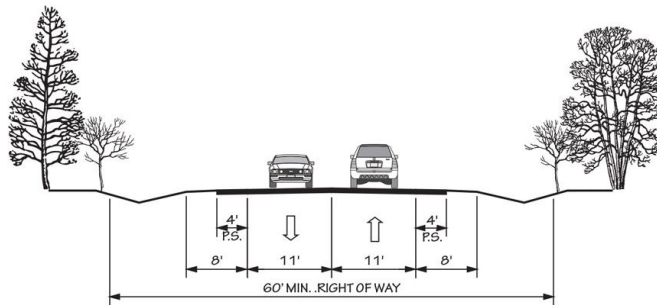


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Multimodal Considerations

Multimodal elements are not recommended on this facility.

CTP Goal Analysis

Vision and Goals

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

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

Potential Impacts

Impacts to Natural and/or Human Environment

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

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

The following managed area(s):

- Carolina Mountain Land Conservancy Preserve

Title VI Considerations

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

- African-American population between 5 and 25%.

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

Additional Data

Crash Data

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

Deficient Bridges

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

Hospital Dr

From: Hospital Dr loop | To: NC 108

Local ID: POLK50007-H

Purpose: Facility Deficiencies

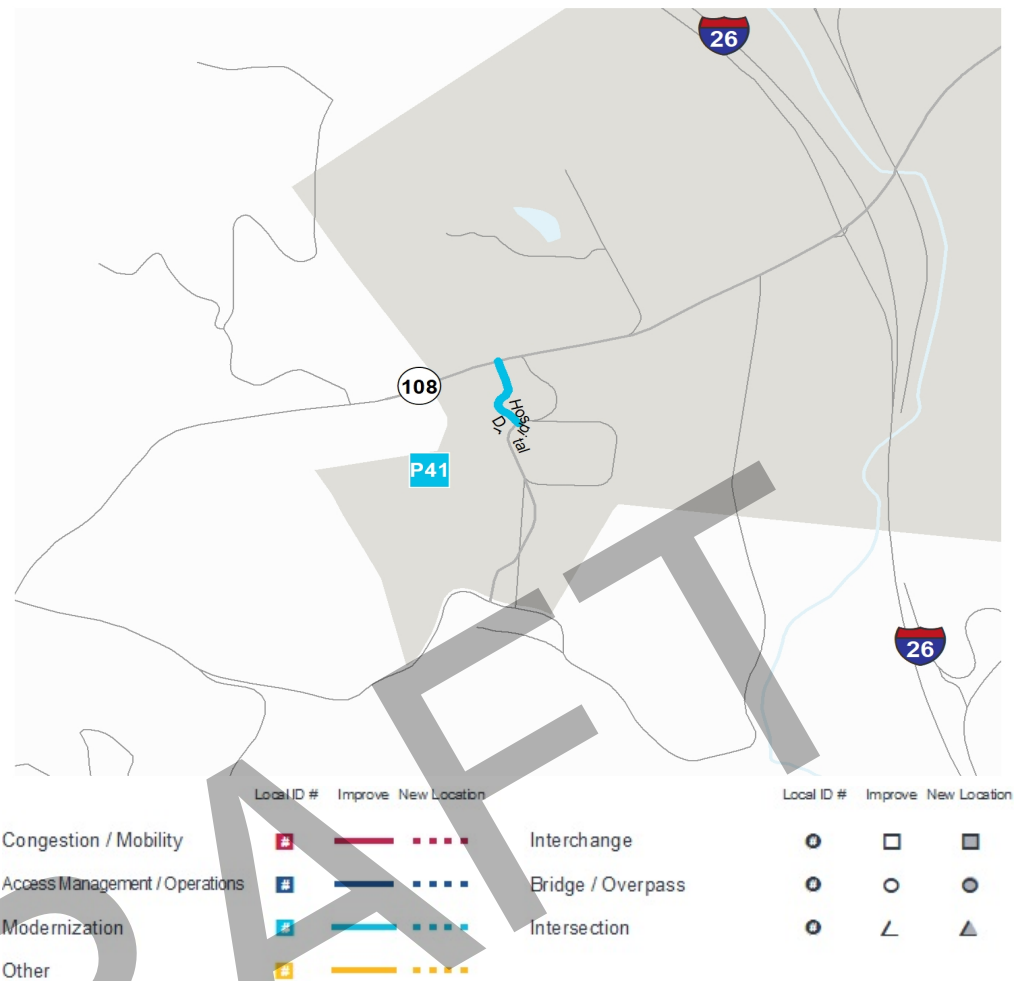
Improvement: Improve Existing

Identified Need

This road is currently lacking paved shoulders, which is not up to modern design standards, thus impacting mobility and safety.

Recommendation

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

**Proposal At A Glance**

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.12
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2017 Base Year 2045 Future Year

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

Capacity Data: Year

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

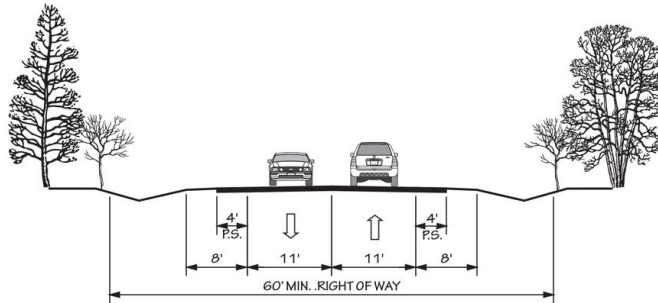


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- The Broad River watershed

Title VI Considerations

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

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

- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

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

Deficient Bridges

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

Green River Cove Rd

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

Local ID: **POLK40014-H**

Purpose: **Facility Deficiencies**

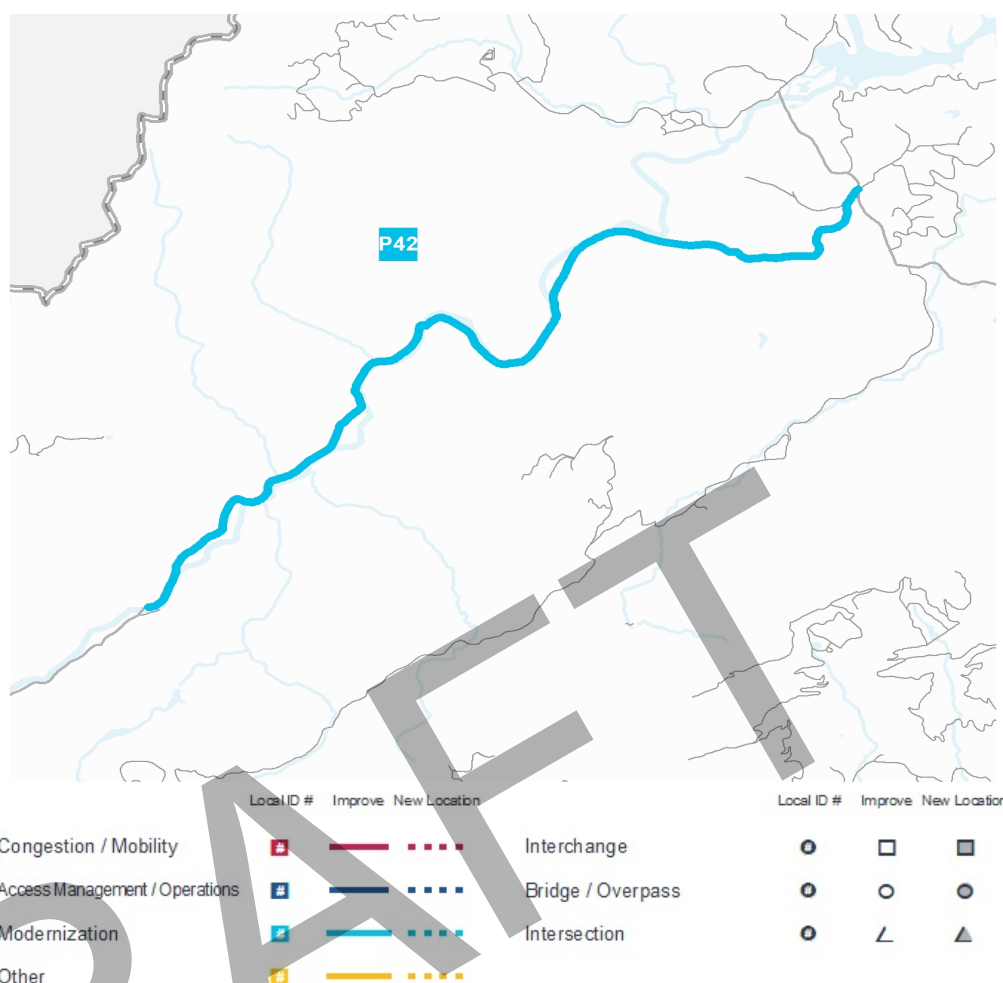
Improvement: **Improve Existing**

Identified Need

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

Recommendation

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

**Proposal At A Glance**

Highway Class: Modernization
 Facility Type: Minor Thoroughfare
 Typical Section: 02 C
 Section Options: -
 Length (miles): 7.01
 Existing ROW (feet): -
 Safety Risk Score: -

Proposal Data: 2017 Base Year 2045 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	140	140	140
Capacity (vpd)	13000	13000	14000

Capacity Data: Year

Facility will be Approaching Capacity (>80%) -

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

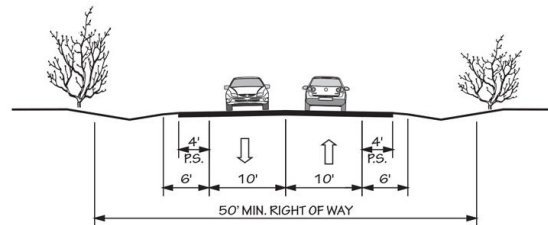


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview**Multimodal Considerations**

Multimodal elements are not recommended on this facility.

CTP Goal Analysis**Vision and Goals**

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

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

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

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

- Flood hazard Area
- Game Lands
- Sparsely Settled Mixed habitats
- Landsite Deposit
- Green River
- Green River Falls
- Walnut Flats
- Laurel Branch Ravines and Slopes
- Clifffield Mountain
- Cove Creek

- Trout Waters
- Green River Lake Adger Watershed

Title VI Considerations

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

- Hispanic/Latino population between 5 and 15%.
- A population of those aged 65 or older between 5 and 35%.
- A population of those living below the poverty line between 5 and 15%.

Additional Data**Crash Data**

Between January 2014 and December 2018, there were 6 total crashes on the half-mile segments containing this recommendation. There were 2 moderate or minor injury crash(es), and 4 property damage only crash(es).

Deficient Bridges

There are no structurally deficient bridges along this recommendation. Bridge number 740160 is considered functionally obsolete.