2014 Yadkin County
Comprehensive Transportation Plan

2014 Yadkin County
Comprehensive Transportation Plan

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Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with: Yadkin County
Town of Boonville
Town of East Bend
Town of Jonesville
Town of Yadkinville
Northwest Piedmont Rural Planning Organization

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Executive Summary

In May of 2012, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Yadkin County initiated a study to cooperatively develop the Yadkin County Comprehensive Transportation Plan (CTP), which includes Booneville, East Bend, Jonesville and Yadkinville. This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance, or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2015. Descriptive information and definitions for designation depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of the county, its municipalities and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Yadkin County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2. Additionally, for information on recommendations that were incorporated as a part of this CTP but not documented in this report, refer to the 2012 Elkin and Jonesville CTP[1].

HIGHWAY

I-77/Asbury Church Road Interchange: Convert the existing grade separation at Asbury Church Road (SR 1125) into an interchange.

US 601 (State Street): Upgrade the existing facility to a two lane boulevard with roundabouts at the major intersections.

NC 67: Upgrade the section of NC 67 from I-77 to 0.3 east of Deer Run Road to a boulevard by widening the existing three lane facility to a four lane, median divided facility.

Beamer Road Connector & US 421 Interchange: Construct a new two lane minor thoroughfare with 12 foot lanes from Beamer Road (SR 1415) to US 421 with a new interchange on US 421 at proposed connector.

[1] *To view this plan, go to: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*

Hugh Chatham Bridge Replacement: The proposed project is to replace bridge #338 on new location approximately 1.4 miles east of the existing structure. A new connector is proposed from NC 67 at Valley Road (SR 1403) in Yadkin County to Parkwood Drive in Surry County utilizing the existing Johnson Ridge Road (SR 1144) with the remainder on new location, a distance of approximately 1.3 miles.

PUBLIC TRANSPORTATION AND RAIL

The 2010 Regional Transit Development Plan (RTDP), which was developed by PART, was used to identify future transit services throughout the planning area. There are no rail improvements proposed in this CTP.

BICYCLE

The 2005 Yadkin County CTP, the 2010 Jonesville Land Use Plan and the 2010 Yadkinville Comprehensive Pedestrian Master Plan were used to identify recommended bicycle facilities throughout the planning area. Additionally, the Northwest Piedmont Rural Planning Organization and local stakeholders identified facilities that need improvement to accommodate bicycles.

PEDESTRIAN

The 2010 Jonesville Land Use Plan, the 2010 Yadkinville Comprehensive Pedestrian Master Plan, and the 2011 Yadkin County Land Use Plan were used to identify recommended pedestrian facilities throughout the planning area. Additional facilities were also recommended to accommodate pedestrians.

Adopted by:

Yadkin County
Date: November 17, 2014

Town of Yadkinville
Date: November 3, 2014

Town of Boonville
Date: October 7, 2014

Town of East Bend
Date: October 13, 2014

Town of Jonesville
Date: October 6, 2014

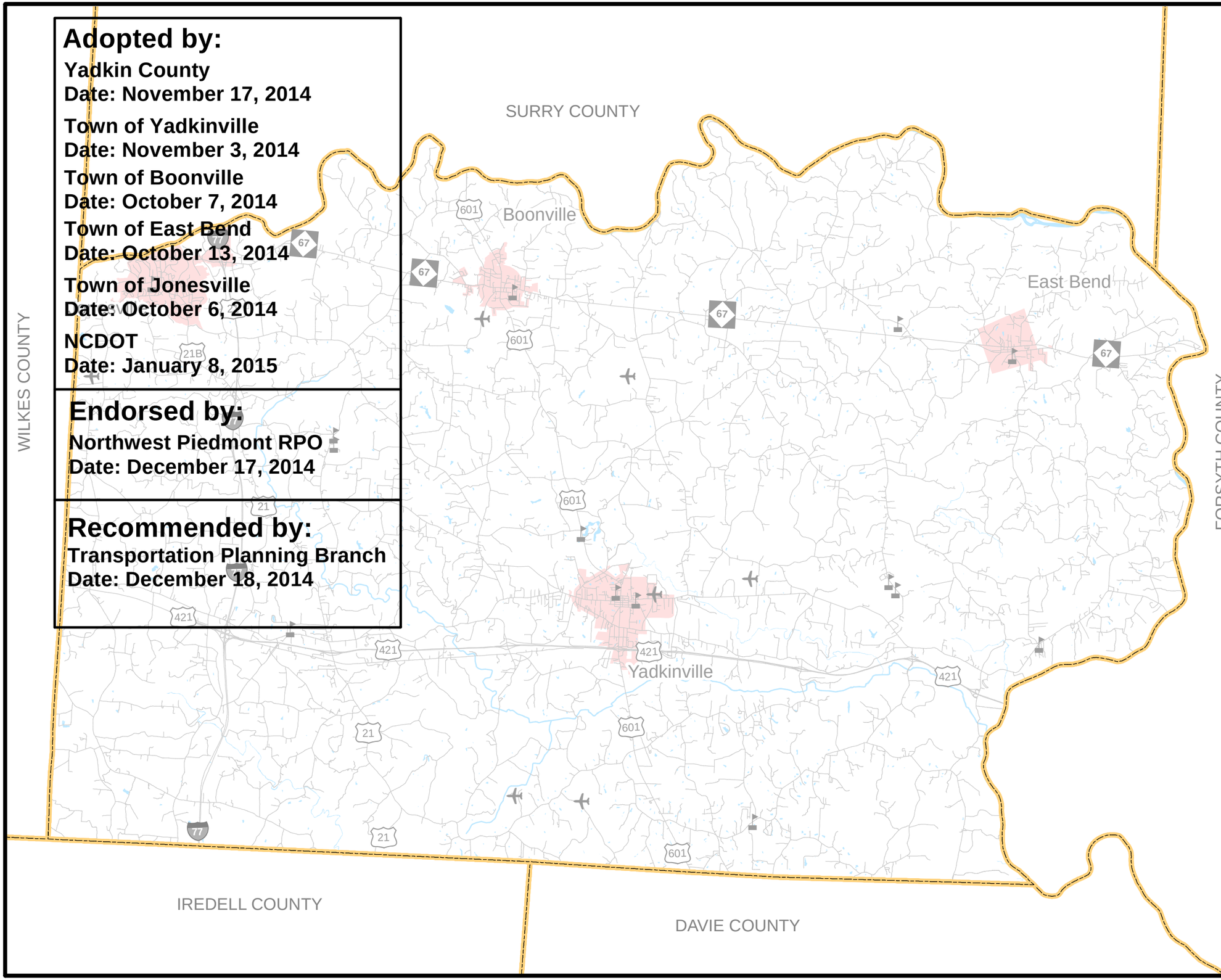
NCDOT
Date: January 8, 2015

Endorsed by:

Northwest Piedmont RPO
Date: December 17, 2014

Recommended by:

Transportation Planning Branch
Date: December 18, 2014



Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

Legend

- Airports
- Schools
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- County Boundary

N
W E
S

0 0.5 1 2 3 Miles

Figure 1

Sheet 1 of 5

Base map date: November 2012

Refer to CTP document for more details

SURRY COUNTY

WILKES COUNTY

FORSYTH COUNTY

IREDELL COUNTY

DAVIE COUNTY

Inset A

Inset B

Inset C

Inset D

Jonesville

Boonville

East Bend

Yadkinville

Center Rd (SR 1331)

Moxley Rd (SR 1371)

Bryant Rd (SR 1381)

Swan Creek Rd (SR 1300)

Howell School Rd (SR 1313)

Little Mtn Rd (1350)

Rena Rd (SR 1316)

Collins Rd (SR 1328)

Cheek Rd (SR 1316)

Windsor Rd (SR 1100)

Longtown Rd (SR 1338)

Old Hwy 421 (SR 1314)

Hoots Rd (SR 1150)

Asbury Church Rd (SR 1125)

Fiat Rock Church Rd (SR 1126)

Buck Shoals Rd (SR 1103)

Hamptonville Rd (SR 1102)

Hunting Creek Church Rd (SR 1100)

Lone Hickory Rd (SR 1002)

Liberty Church Rd (SR 1159)

Old Stage Rd (SR 1733)

Rockford Rd (SR 1510)

Union Grove Church Rd (SR 1586)

Country Club Rd (SR 1502)

Sugartown Rd (SR 1590)

Union Cross Church Rd (SR 1599)

Pilot View Church Rd (SR 1510)

Old Hwy 421 (SR 1605)

Siloam Rd (SR 1003)

Smithtown Rd (SR 1003)

Smithtown Rd (SR 1541)

Neba Rd (SR 1570)

Forbush Rd (SR 1570)

Rockett Rd (SR 1584)

Falcon Rd (SR 1600)

Mt Bethel Church Rd (SR 1578)

Flint Hill Rd (SR 1549)

Watkins Rd (SR 1710)

Speer Bridge Rd (SR 1711)

Courtney-Huntsville Rd (SR 1001)

Farmington Rd (SR 1716)

Highway Map

Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 2 of 5

N W E S

0 0.5 1 2 3 Miles

Base map date: November 2012

Refer to CTP document for more details

Highway Map
Inset A

Yadkin County
North Carolina

Comprehensive Transportation Plan
Plan date: August 4, 2014

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

Figure 1
Sheet 2A of 5

N W E S

0 0.125 0.25 0.5 Miles

Base map date: November 2012

Refer to CTP document for more details

Yadkinville

601
Country Club Rd (SR 1134)
N Lee Ave (SR 1134)
W Main St (SR 1314)
Hemlock St
E Main St (SR 1605)
Myers Rd (SR 1508)
Union Cross Church Rd (SR 1509)
Dobbins Lake
Town Branch
North Deep Creek
Haw Branch
W Lee Ave (SR 1146)
E Lee Ave (SR 1146)
Virginia Dr (SR 1700)
Progress Lane (SR 1634)
Cross Creek Dr (SR 1700)
Unifi Ind Dr (SR 1765)
Shacktown Rd (SR 1146)
Billy Reynolds Rd (SR 1134)
Fleming Rd (SR 1142)
421
Beamer Rd (SR 1415)
Ash Dr
Walnut Dr
Hoots Rd (SR 1150)
South Deep Creek

Miles
0 0.15 0.3 0.6 0.9 1.2

Surry County

New Connecter

67

W Main St

Bridge St

Williams St

Mineral Springs Rd

Swaim St

21B

Cedarbrook Rd
(sr 1300)

Valley Rd (SR 1403)

Swan Creek Bypass
(SR 1386)

Main St

Pardue St

Shaffner Rd
(SR 1311)

Center Rd
(SR 1331)

Jonesville

Inset B

Miles
0 0.15 0.3 0.6 0.9 1.2

Fairground Rd

Main St

E Main St

67

Flint Hill Rd (SR 1549)

East Bend

Inset C

Boonville

601

Miles
0 0.125 0.25 0.5

North Carolina Ave

W Main St

E Main St

Baptist Church Rd (SR 1371)

South Carolina Ave

601

Inset D

Highway Map
Insets B,C & D

Yadkin County
North Carolina

Comprehensive Transportation Plan
Plan date: August 4, 2014

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 2B of 5

N W E S

Base map date: November 2012

Refer to CTP document for more details

Public Transportation and Rail Map

Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

Bus Routes
- Existing
- Needs Improvement
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Rail Stops
- Existing
- Recommended

Intermodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1
Sheet 3 of 5

0 0.5 1 2 3 Miles

Base map date: November 2012
Refer to CTP document for more details

SURRY COUNTY

WILKES COUNTY

FORSYTH COUNTY

IREDELL COUNTY

DAVIE COUNTY

Inset A

Inset B

Boonville

Jonesville

East Bend

Yadkinville

Bicycle Map

Yadkin County
North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 4 of 5

N W E S

0 0.5 1 2 3 Miles

Base map date: November 2012

Refer to CTP document for more details

Inset A

0 0.125 0.25 0.5 0.75 1 Miles

Surry County

Bluff St

W Main St

Williams St

Oak St

N Swaim St (SR 1311)

Bridge St

Valley Dr

67

21B

Swan Creek Bypass (SR 1386)

Main St

Jonesville

Inset B

601

N Lee Ave (SR 1134)

Chestnut St

Tennessee St

Yadkinville

Beech St

George St

W Main St (SR 1314)

N State St

Harrison St

E Main St (SR 1605)

Adams St

Virginia Dr (SR 1700)

Taft St

W Lee Ave (SR 1146)

Carolina Ave

601

Cross Creek Dr (SR 1700)

E Lee Ave (SR 1146)

Spring St

S State St

421

Beamer Rd (SR 1415)

421

Ash Ave

601

0 0.25 0.5 1 Miles

Bicycle Map
Inset A & B

Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 4A of 5

N W E S

Base map date: November 2012

Refer to CTP document for more details

SURRY COUNTY

WILKES COUNTY

FORSYTH COUNTY

IREDELL COUNTY

DAVIE COUNTY

Boonville

Jonesville

East Bend

Yadkinville

Inset A

Inset B

Inset C

Inset D

Pedestrian Map

Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 5 of 5

N W E S

0 0.75 1.5 3 Miles

Base map date: November 2012

Refer to CTP document for more details

Pedestrian Map
Inset A

Yadkin County
North Carolina
Comprehensive Transportation Plan

Plan date: August 4, 2014

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 5A of 5

N W E S

0 0.125 0.25 0.5 Miles

Base map date: November 2012

Refer to CTP document for more details

Boonville

Inset B

East Bend

Inset C

Surry County

Jonesville

Inset D

Pedestrian Map
Inset B,C & D

Yadkin County

North Carolina

Comprehensive Transportation Plan

Plan date: August 4, 2014

On-road
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Figure 1

Sheet 5B of 5

Base map date: November 2012

Refer to CTP document for more details

1. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

1.1 Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel demand. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan[1] adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan is

[1] *For more information on the SHC Vision Plan, go to:*
https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx

an initiative to protect and maximize the mobility and connectivity on a core set of transportation corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual CTPs shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information for the SHC Vision Plan.

In the development of this plan, travel demand was projected from 2012 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2011. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Yadkin County Board of Commissioners June 20, 2011. Refer to Appendix H for more detailed information on growth expectations and the socio-economic data forecasting methodology.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies. The 2040 traffic volume in Figure 3 is an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 – 2018 Transportation Improvement Program[2] (TIP).

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;

[2] *For more information on the TIP, go to:* https://connect.ncdot.gov/projects/planning/Pages/default.aspx

- ❖ Development along the road, including residential, commercial, agricultural, and industrial developments;
- ❖ Number of traffic signals along the route;
- ❖ Peaking characteristics of the traffic on the road;
- ❖ Characteristics of side-roads feeding into the road; and
- ❖ Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Yadkin County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of sixty one intersections and one hundred nineteen roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4. Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

Bridge Deficiency Assessment

Bridges are a vital element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally,

and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Twenty four deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, two are scheduled for replacement in the 2012 – 2018 TIP. Additionally, six others occur along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 4 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix F for more detailed bridge deficiency information.

Figure 2

2012 VOLUMES AND CAPACITY DEFICIENCIES

Yadkin County

North Carolina

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity

####
2012 Volumes (AADT)
2012 Capacity

- Schools
- Airports
- Study Roads
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N
W E
S

Sheet 1 of 2

0 0.5 1 2 3 Miles

Base map date: November 2012

SURRY COUNTY

STOKES COUNTY

WILKES COUNTY

IREDELL COUNTY

DAVIE COUNTY

FORSYTH COUNTY

Boonville

Yadkinville

East Bend

See 2012 Elkin/Jonesville CTP

Inset A

5300 15100
3900 15100
1100 14100
5000 15100
4700 15100
1900 14100
2500 13600
4900 15100
1600 14100
2000 13600
5500 15100
1300 13600
800 13600
29000 59300
2900 14600
15000 56600
3200 13600
4800 13600
22000 56600
3500 13600
16000 56600
18000 56600
18000 56600
580 13100
26000 59300
2000 14600
650 13600
1300 13600
3800 15100

Moxley Rd (SR 1371)
Bryant Rd (SR 1381)
Rockford Rd (SR 1510)
Siloam Rd (SR 1003)
Smithtown Rd (SR 1003)
Smithtown Rd (SR 1541)
Neho Rd (SR 1570)
Forbush Rd (SR 1570)
Union Grove Church Rd (SR 1585)
Center Rd (SR 1331)
Country Club Rd (SR 1902)
Sugartown Rd (SR 1510)
Union Cross Church Rd (SR 1509)
Rockett Rd (SR 1584)
Mt Bethel Church Rd (SR 1578)
Falcon Rd (SR 1600)
Flint Hill Rd (SR 1549)
Pilot View Church Rd (SR 1510)
Old Hwy 421 (SR 1605)
Old Hwy 421 (SR 1314)
Hoots Rd (SR 1150)
Old Stage Rd (SR 1733)
Walkins Rd (SR 1710)
Speer Bridge Rd (SR 1711)
Courtney-Huntsville Rd (SR 1001)
Farmington Rd (SR 1716)
Swan Creek Rd (SR 1300)
Cheek Rd (SR 1316)
Windsor Rd (SR 1100)
Longtown Rd (SR 1336)
Asbury Church Rd (SR 1125)
Flat Rock Church Rd (SR 1126)
Buck Shoals Rd (SR 1103)
Hamptonville Rd (SR 1102)
Hunting Creek Church Rd (SR 1100)
Lone Hickory Rd (SR 1002)
Liberty Church Rd (SR 1159)

601 67 421 77 21

Figure 2
Inset A

2012 VOLUMES AND CAPACITY DEFICIENCIES

Yadkin County
North Carolina

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity
- #### 2012 Volumes (AADT)
- #### 2012 Capacity
- Schools
- Airports
- Study Roads
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N W E S

Sheet 2 of 2

0 0.1 0.2 0.4 0.6 Miles

Base map date: November 2012

Yadkinville

5900 12700
2100 10500
Country Club Rd (SR 1134)
Mackie Rd (SR 1500)
Tennessee St (SR 1500)
2400 9900
6400 11600
N Lee Ave (SR 1134)
Town Branch
North Deep Creek
Myers Rd (SR 1508)
1900 13600
Union Cross Church Rd (SR 1509)
4300 15100
8100 12900
W Main St (SR 1314)
5900 11200
2700 14100
W Main St (SR 1314)
4300 11600
6000 11600
E Main St (SR 1605)
Virginia Dr (SR 1700)
1400 14600
1300 10500
Billy Reynolds Rd (SR 1134)
W Lee Ave (SR 1146)
Haw Bigger
270 10500
Fleming Rd (SR 1142)
4200 11000
10000 23500
E Lee Ave (SR 1146)
Cross Creek Dr (SR 1700)
Unifi Ind Dr (SR 1765)
4100 11900
3500 11000
17000 23500
Shacktown Rd (SR 1146)
4200 14600
1300 10500
800 10500
Billy Reynolds (SR 1134)
900 10500
400 10500
Beamer Rd (SR 1415)
Beroth Dr (SR 1415)
410 10500
Pine St (SR 1421)
16000 56600
17000 56600
17000 56600
7900 12900
800 10500
Hoots Rd (SR 1150)
South Deep Creek

Figure 3

2040 VOLUMES AND CAPACITY DEFICIENCIES

Yadkin County

North Carolina

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity

2040 Volumes (AADT)
2012 Capacity

- Schools
- Airports
- Study Roads
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N W E S

Sheet 1 of 2

0 0.5 1 2 3 Miles

Base map date: November 2012

WILKES COUNTY
SURRY COUNTY
STOKES COUNTY
FORSYTH COUNTY
DAVIE COUNTY
IREDELL COUNTY
See 2012 Elkin/Jonesville CTP
Boonville
East Bend
Yadkinville
Inset A
7000 15100
5000 15100
1450 14100
6600 15100
6200 15100
2500 14100
3400 13600
6500 15100
2100 14100
3700 13600
7300 15100
1700 13600
1200 13600
36500 59300
5000 14600
23000 56600
4200 13600
6300 13600
33100 56600
6200 13600
34800 56600
780 13100
26000 56600
31600 56600
900 13600
36200 59300
3400 14600
1900 13600
5800 15100
Moxley Rd (SR 1371)
Rockford Rd (SR 1510)
Smithtown Rd (SR 1003)
Smithtown Rd (SR 1541)
Neba Rd (SR 1570)
Forbush Rd (SR 1570)
Union Grove Church Rd (SR 1585)
Rockett Rd (SR 1594)
Mt Bethel Church Rd (SR 1578)
Center Rd (SR 1331)
Country Club Rd (SR 1502)
Sugartown Rd (SR 1510)
Union Cross Church Rd (SR 1509)
Pilot View Church Rd (SR 1510)
Falcon Rd (SR 1600)
Old Hwy 421 (SR 1605)
Old Hwy 421 (SR 1314)
Hoots Rd (SR 1150)
Old Stage Rd (SR 1733)
Watkins Rd (SR 1710)
Speer Bridge Rd (SR 1711)
Courtney-Huntsville Rd (SR 1001)
Lone Hickory Rd (SR 1002)
Liberty Church Rd (SR 1159)
Farmington Rd (SR 1716)
Flint Hill Rd (SR 1549)
Longtown Rd (SR 1336)
Swan Creek Rd (SR 1300)
Cheek Rd (SR 1316)
Windsor Rd (SR 1120)
Asbury Church Rd (SR 1125)
Flat Rock Church Rd (SR 1126)
Buck Shoals Rd (SR 1103)
Hamptonville Rd (SR 1102)
Hunting Creek Church Rd (SR 1100)

Figure 3
Inset A
2040 Volumes and Capacity Deficiencies

Yadkin County
North Carolina

Comprehensive Transportation Plan

Legend

- Near Capacity
- Over Capacity
- #### 2040 Volumes (AADT)
- #### 2012 Capacity
- Schools
- Airports
- Study Roads
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundary
- Planning Boundary
- County Boundary

N W E S

Sheet 2 of 2

0 0.15 0.3 0.6 Miles

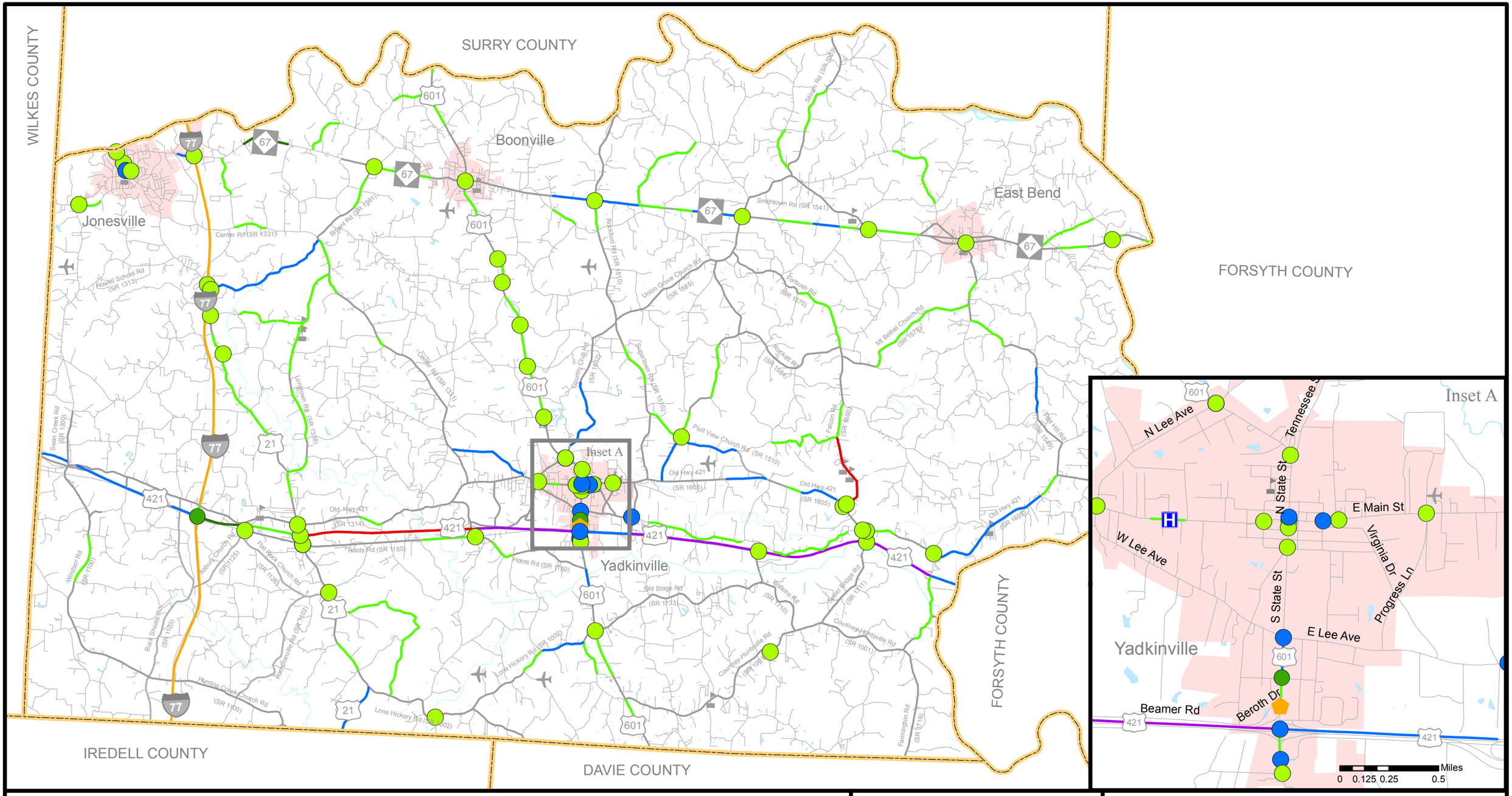
Base map date: November 2012

Yadkinville

8700 12700
2700 10500
3500 9900
8800 11600
10400 12900
7800 11200
2700 14100
5100 11600
7900 11600
3600 13600
5700 15100
2100 10500
350 10500
5600 11000
13200 23500
1800 14600
6500 11900
7000 11000
22500 23500
6700 14600
1700 10500
1000 10500
1200 10500
500 10500
1300 10500
29600 56600
22500 56600
34700 56600
10400 12900
1000 10500

Dobbins Pond
Town Branch
Haw Branch
North Deep Creek
South Deep Creek

County Club Rd (SR 1134)
Mackie Rd (SR 1500)
Tennessee St (SR 1500)
N Lee Ave (SR 1134)
W Main St (SR 1314)
E Main St (SR 1605)
Myers Rd (SR 1508)
Union Cross Church Rd (SR 1509)
Billy Reynolds Rd (SR 1134)
W Lee Ave (SR 1146)
Virginia Dr (SR 1700)
Fleming Rd (SR 1142)
E Lee Ave (SR 1146)
Cross Creek Dr (SR 1700)
Unifi Ind Dr (SR 1765)
Shacktown Rd (SR 1146)
Billy Reynolds (SR 1134)
Beamer Rd (SR 1415)
Beroth Dr (SR 1415)
Pine St (SR 1421)
Hoots Rd (SR 1150)



Crash Intersections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

Crash Sections

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

- Study Roads
- Schools
- Airports
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- Planning Boundary
- County Boundary

Miles
0 0.5 1 2 3 4

N W E S

Figure 4

Base map date: November 2012

High Frequency Crash Locations

January 1, 2007 to December 31, 2011

Yadkin County
North Carolina
Comprehensive Transportation Plan

FIGURE 5
Deficient Bridges

Yadkin County
North Carolina

Comprehensive Transportation Plan

Legend

- Deficient Bridges (# Bridge Number)
- Schools
- Airports
- Study Roads
- Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- Planning Boundary
- County Boundary

N
W E
S

0 0.5 1 2 3 Miles

Base map date: November 2012

Refer to Appendix F for more details

WILKES COUNTY

SURRY COUNTY

STOKES COUNTY

FORSYTH COUNTY

DAVIE COUNTY

IREDELL COUNTY

Boonville

Jonesville

East Bend

Yadkinville

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternatives for transporting people and goods from one place to another.

Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, single-county systems are encouraged to consider mergers to form more regional systems.
- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems provide service in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states, Amtrak passenger stations and throughout the United States and Canada. Greyhound and Amtrak Thruway service operate in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. The Piedmont Authority for Regional Transportation (PART) operates a fixed route bus service between Greensboro and Boone that travels through the county on US 421. An existing park and ride lot is located on US 601 at Pine Valley Road (SR 1178), south of the interchange. Yadkin Valley Public Transportation is a regional transportation system operated by Yadkin Valley Economic Development District Inc. and the NCDOT Public Transportation Division. It provides community and public transportation services in Davie, Stokes, Surry and Yadkin counties. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of

NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 17 smaller freight railroads, known as shortlines.

There are currently no rail lines within Yadkin County.

Bicycles & Pedestrians

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

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made

available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The 2005 Yadkin County CTP, the 2010 Jonesville Land Use Plan and the 2010 Yadkinville Comprehensive Pedestrian Master Plan, and the 2011 Yadkin County Land Use Plan were utilized in the development of these elements of the CTP. NC Bicycle Route 2 (Mountains to the Sea) is a statewide route that travels through Yadkin County from the east on Courtney-Hamptonville Road (SR 1001), then heads west to Fish Brandon Road (SR 1165) before connecting with Lone Hickory Road (SR 1002), and continuing into Iredell County.

All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2011 Yadkin County Land Use Plan[3], the 2025 Yadkinville Land Development Plan[4] (2005) and the 2010 Jonesville Land Use Plan were used to meet this requirement and are included in Appendix G.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.

[3] *To view the 2011 Yadkin County Land Use Plan, go to: http://www.yadkincountync.gov/.*
[4] *To view the 2025 Yadkinville Land Development Plan, go to: http://www.yadkinville.org.*

- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.

- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.

- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Yadkin County primarily anticipates growth in areas designated as "Primary Growth" or "Secondary Growth" areas. Primary or secondary growth areas encompass residential, commercial, industrial, and public land uses. These areas tend to be established populated areas and are located throughout the County, typically along major routes which include US 421, US 601, and NC 67.

Jonesville primarily anticipates growth in areas designated as residential and commercial. Commercial development is anticipated along the US 21 and NC 67 corridors. Substantial rural residential development is anticipated outside of the corporate limits. Intense subdivision development is not anticipated in these areas due to water supply concerns and lack of infrastructure to support growth. In addition, two large tracts are designated for industrial development. One is located in the southeast quadrant of the I-77 and NC 67 interchange and the other is located adjacent to US 21, just south of Center Road (SR 1331).

For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

1.2 Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act[5] (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While

[5] *For more information on NEPA, go to: https://ceq.doe.gov/.*

a full NEPA evaluation was not conducted as part of the CTP, every effort was made to minimize potential impacts to these features utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Yadkin County are shown in Figure 6 and are shown in bold text in Tables 1 and 2.

Table 1 – Environmental Features

- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- Beach Access Sites
- **Bike Routes (NCDOT)**
- Coastal Marinas
- Colleges and Universities
- Conservation Tax Credit Properties
- Emergency Operation Centers
- Federal Land Ownership
- Fisheries Nursery Areas
- Geology (including Dikes and Faults)
- Hazardous Substance Disposal Sites
- **Hazardous Waste Facilities**
- High Quality Water and Outstanding Resource Water Management Zones
- **Hospital Locations**
- **Hydrography (1:24,000 scale)**
- Land Trust Priority Areas
- Natural Heritage Element Occurrences
- **National Wetlands Inventory**
- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails – Coastal Plain
- Railroads (1:24,000 scale)
- Recreation Projects – Land and Water Conservation Fund
- **Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants**
- **Schools – Public and Non-Public**
- Shellfish Strata
- Significant Natural Heritage Areas
- State Parks
- Submersed Rooted Vasculars
- Target Local Watersheds - EEP
- Trout Streams (DWQ)
- Trout Waters (WRC)
- **Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells**
- **Water Supply Watersheds**
- Wild and Scenic Rivers

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

Table 2 – Restricted Environmental Features

- Archaeological Sites
- **Historic National Register Districts**
- **Historic National Register Structures**
- Macrosite Boundaries
- **Managed Areas**
- Megasite Boundaries

1.3 Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

A meeting was held with the Yadkin County Board of Commissioners in September 2012 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the NCDOT Transportation Planning Branch cooperatively worked with the CTP steering committee, which included county staff, the town planners, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a list of committee members.

The public involvement process included holding public workshops to present the proposed CTP to the public and solicit comments. The first meeting was held at the Yadkinville Town Hall on October 11, 2012 from 4:30-6:30 pm. The session was publicized in the local newspaper. During this session, comments as well as pictures for visual aids were received regarding the Buck Shoals Road (SR 1103) area. A second meeting was held April 30, 2013 from 5:00-7:00 pm in the Yadkin County Board of Commissioners meeting room. The session was publicized in the local newspaper. There were a few comments received in reference to the Buck Shoals Road (SR 1103) area and the Boonville area.

Public hearings were held on January 6, 2014 with the Yadkin County Commissioners; February 3, 2014 with the Yadkinville Town Council; March 4, 2014 with the Boonville Town Council; March 10, 2014 with the East Bend Town Council; and March 10, 2014 with the Jonesville Town Council. The purpose of these meetings was to discuss the plan recommendations and to solicit further input from the public officials. Comments were made by Jonesville and East Bend that were incorporated into the plan.

The CTP was adopted by local officials during the following meetings:

- Town of Jonesville Council Meeting – October 6, 2014
- Town of Boonville Council Meeting – October 7, 2014

- Town of East Bend Council Meeting – October 13, 2014
- Town of Yadkinville Council Meeting – November 3, 2014
- Yadkin County Board of Commissioner's Meeting – November 17, 2014

The Northwest Piedmont RPO endorsed the CTP on December 17, 2014. The North Carolina Department of Transportation mutually adopted the Yadkin County CTP on January 8, 2015.

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Figure 6

Environmental Features

Yadkin County

North Carolina

Comprehensive Transportation Plan

Legend

- Hazardous Waste Facilities
- Schools
- Airport
- Bike Routes (NCDOT)
- Water Pipes
- Hospitals
- Sanitary Treatment
- Sanitary Pumps
- Water Treatment
- Water Tanks
- Water Supply Watershed
- National Wetlands Inventory
- Hydrography
- County Boundary

N W E S

0 0.5 1 2 3 Miles

WILKES COUNTY

SURRY COUNTY

STOKES COUNTY

FORSYTH COUNTY

IREDELL COUNTY

DAVIE COUNTY

Boonville

Jonesville

Yadkinville

East Bend

77 21 21B 67 601 421

Center Rd (SR 1331)

Moxley Rd (SR 1371)

Bryant Rd (SR 1381)

Little Mtn Rd (1350)

Howell School Rd (SR 1313)

Swan Creek Rd (SR 1300)

Rena Rd (SR 1516)

Collins Rd (SR 1523)

Longtown Rd (SR 1338)

Center Rd (SR 1341)

Creek Rd (SR 1318)

Windsor Rd (SR 1100)

Asbury Church Rd (SR 1125)

Flat Rock Church Rd (SR 1126)

Old Hwy 421 (SR 1314)

Hoots Rd (SR 1150)

Buck Shoals Rd (SR 1103)

Whitley Rd (SR 1100)

Hamptonville Rd (SR 1102)

Hunting Creek Church Rd (SR 1100)

Lone Hickory Rd (SR 1002)

Liberty Church Rd (SR 1159)

Old Stage Rd (SR 1733)

Courtney-Huntsville Rd (SR 1001)

Courtney Huntsville Rd (SR 1001)

Speer Bridge Rd (SR 1741)

Walkers Rd (SR 1710)

Farmington Rd (SR 1716)

Rockford Rd (SR 1510)

Union Grove Church Rd (SR 1585)

Cobbs Club Rd (SR 1502)

Sugartown Rd (SR 1510)

Union Cross Church Rd (SR 1599)

Pilot View Church Rd (SR 1510)

Old Hwy 421 (SR 1605)

Rockett Rd (SR 1584)

Falcon Rd (SR 1600)

Nebo Rd (SR 1570)

Smithtown Rd (SR 1905)

Smithtown Rd (SR 1541)

Sloam Rd (SR 1003)

Forbush Rd (SR 1570)

Mt Bethel Church Rd (SR 1578)

Flint Hill Rd (SR 1549)

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2014 Yadkin County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. For information on recommendations that were incorporated as a part of this CTP but not documented in this report, refer to the 2012 Elkin and Jonesville CTP[1].

NCDOT adopted a "Complete Streets[2]" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted

[1] *To view this plan, go to: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*
[2] *For more information on Complete Streets, go to: http://www.completestreetsnc.org/*

to the Northwest Piedmont RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Recommended improvements shown on the CTP map represents an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act[3] (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

2.2 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

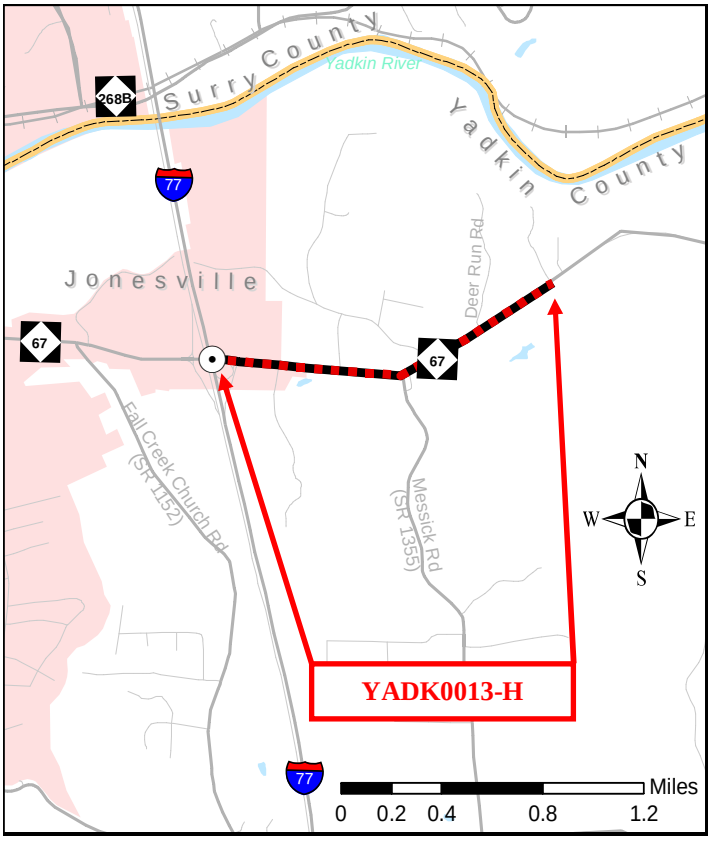
[3] *For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

HIGHWAY

NC 67 proposed improvements from I-77 to 0.3 miles east of Deer Run Road | **Local ID: YADK0013-H** | **Last updated: 11/25/13**

Identified Problem

NC 67 (Winston Road) is projected to be over capacity by 2040 from I-77 to 0.3 miles east of Deer Run Road. Improvements are needed to accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.



Justification of Need

NC 67 is a major east-west corridor through Yadkin County. This facility is on the regional tier of the NC Multimodal Investment Network (NCMIN), connecting major population centers and serving local land uses. Within Yadkin County, NC 67 connects the towns of Jonesville, Boonville and East Bend to US 601 and I-77.

NC 67 is a three lane major thoroughfare with 12 foot lanes from I-77 to 0.3 miles east of Deer Run Drive Road. By 2040 the facility is projected to be over capacity from I-77 to 0.3 miles east of Deer Run Road. Annual Average Daily Traffic (AADT) is projected to increase from 15,000 vehicles per day (vpd) in 2010 to 21,000 vpd in 2040, compared to a LOS D capacity of 19,700 vpd.

Community Vision and Problem History

Currently NC 67 is the primary east-west route between Jonesville and Boonville. The facility is used for inter-county travel, collecting traffic from surrounding areas and providing direct access to I-77 and US 601. Improvements along the corridor should preserve and enhance the communities' economic vitality. This facility was identified as deficient in the 2012 Elkin and Jonesville CTP[4].

[4] *To view this plan, go to: https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Elkin-Jonesville.*

CTP Project Proposal

Project Description and Overview
The CTP project proposal (Local ID: YADK0013-H) is to upgrade NC 67 (Winston Road), from I-77 to 0.3 miles east of Deer Run Road, to boulevard standard by widening the existing three lane facility to a four lane median divided facility.

Natural & Human Environmental Context
Based on a planning level environmental assessment using available GIS data, this project is within the targeted local watershed. Island Ford Cemetery is adjacent to NC 67 on the northeast end of the project.

Relationship to Land Use Plans
The existing land use along this corridor is a mixture of commercial and residential development. The commercial land development is primarily clustered near the I-77 interchange. The 2010 Jonesville Land Use Plan indicates that future land use in areas near the corridor will be more commercial with industrial moving in to replace the residential land uses.

Linkages to Other Plans and Proposed Project History
The proposed project was first identified in the 2012 Elkin and Jonesville CTP.

Multi-modal Considerations
The Piedmont Authority for Regional Transportation (PART) has a Regional Transit Development Plan[5] (2010) that includes a regional transit vision for 2025. Included in the 2025 vision for Yadkin County is the NC 67 Express, a proposed commuter bus route along NC 67 from I-77 continuing into Winston-Salem in Forsyth County. The route also includes a proposed park and ride lot in Boonville and one in East Bend.

Public/ Stakeholder Involvement
No significant issues associated with this project were identified during the public/stakeholder involvement process.

[5] *For more information on the 2010 Regional Transit Development Plan, go to: http://www.partnc.org/rtdp.html.*

US 601 (State Street), Local ID: YADK0018-H

Sections of US 601 (State Street) from Tennessee Street (SR 1500) to Walnut Drive are projected to be near capacity by 2040. Improvements are needed to improve mobility and to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

US 601 (State Street) between Tennessee Street (SR 1500) and Walnut Drive has the following characteristics:

Section	# Lanes	2012 AADT (vpd)	2040 AADT (vpd)	2012 Capacity (vpd)
Tennessee Street (SR 1500) to Hemlock Street	3 - 11 foot lanes	8,100	10,400	12,900
Hemlock Street to E. Lee Avenue (SR 1146)	4 - 10 foot lanes (undivided)	10,000	13,200	23,500
E. Lee Avenue (SR 1146) to US 421	4 - 12 foot lanes (undivided)	17,000	22,500	23,500
US 421 to Walnut Drive	3 - 10 foot lanes	7,900	10,400	12,900

The CTP project proposal (Local ID: YADK0018-H) is to upgrade the existing facility to a two lane boulevard with roundabouts at the major intersections. More detailed information about this recommendation can be found in the US 601 Corridor Study report[6] (dated October 25, 2013) that was completed for NCDOT by VHB Engineering.

A crash assessment performed during the development of the CTP identified numerous intersections and roadway sections along this corridor that experienced a high number of crashes between January 1, 2007 and December 31, 2011. The intersection of US 601 and Beroth Drive (SR 1415) experienced 50 or more crashes during this time period. There were also two other intersections that experienced 10 to 19 crashes during the same period. The proposed improvements may reduce the amount and severity of crashes at these locations by removing the left turn conflicts. Refer to Chapter 1 of the CTP report for more detailed information on these locations.

Based on a planning level environmental assessment using available GIS data, the proposed improvement may potentially impact the water supply watershed and wetland areas at Haw Branch.

Hugh Chatham Bridge Replacement, TIP No. B-4820

NCDOT's Structures Management Unit has identified bridge #338 (Hugh Chatham Bridge) as structurally deficient and has been removed. TIP No. B-4820 is intended to address this deficiency.

[6] *To view this report, visit the CTP webpage: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*

NCDOT's June 27, 2007 feasibility study[7] of the project identified five feasible alternatives. The project proposal shown in this CTP is the preferred alternative for the town of Jonesville. The project proposal included in this CTP is Alternative 3 from the feasibility study. The proposed project is to replace bridge #338 on new location approximately 1.4 miles east of the existing structure. A new connector is proposed from NC 67 at Valley Road (SR 1403) in Yadkin County to Parkwood Drive in Surry County utilizing the existing Johnson Ridge Road (SR 1144) with the remainder on new location, a distance of approximately 1.3 miles. The town of Elkin, located north of Jonesville in Surry County, supports Alternative 5 from the feasibility study. Alternative 5 consists of converting the existing grade separation at I-77 and NC 268 (Bridge Nos. 6 and 13) into a partial cloverleaf interchange. Further coordination will occur during the NEPA process to determine the final location of the proposed project.

Based on a planning level environmental assessment using available GIS data, the proposed project includes a new crossing of the Yadkin River and the Yadkin Valley Railroad.

Proposed Beamer Road Connector & US 421 Interchange, Local ID: YADK0003-H

US 421 is an east-west freeway through central Yadkin County. It is the primary connection to Winston-Salem and Forsyth County to the east and Wilkes County to the west. Access along US 421 is fully controlled by interchanges and grade separations. Improvements are needed west of Yadkinville to provide access in order to serve future development.

Existing land use west of Yadkinville and in the vicinity of Billy Reynolds Road (SR 1134), Beamer Road (SR 1415) and US 421 is primarily comprised of farmland, but also includes residential development and a commercial metal recycling center. The 2011 Yadkin County Land Use Plan[8] classifies this area as a 'Primary Growth Area', which would be predominantly mixed use and include residential, commercial, and industrial land uses. Higher density development levels can be anticipated in primary growth areas. The 2025 Yadkinville Land Development Plan[9] (2005) also indicates land use in this area is envisioned to be moderate density residential with general commercial development along Beamer Road (SR 1415).

The CTP project proposal (Local ID: YADK0003-H) is to construct a new two lane minor thoroughfare with 12 foot lanes from Beamer Road (SR 1415) to US 421 with a new interchange on US 421 at proposed connector. The estimated length of the connector is approximately 0.3 miles.

Based on a planning level environmental assessment using available GIS data, the proposed project may potentially impact residential property in the area.

This project recommendation was identified in the 2011 Town of Yadkinville CTP.

[7] *To view this report, visit the CTP webpage: https://connect.ncdot.gov/projects/planning/Pages/Comprehensive-Transportation-Plans.aspx.*
[8] *To view the 2011 Yadkin County Land Use Plan, go to: http://www.yadkincountync.gov/.*
[9] *To view the 2025 Yadkinville Land Development Plan, go to: http://www.yadkinville.org.*

Proposed I-77/Asbury Church Road Interchange, Local ID: YADK0019-H

I-77 is a north-south interstate through western Yadkin County and North Carolina. It is the primary connection between Surry and Iredell counties, continuing north into Virginia and south to Charlotte and into South Carolina. Access along I-77 is fully controlled by interchanges and grade separations. An interchange currently exists at US 421 and I-77. Travelling southward, the next access point is approximately 8 miles at the NC 901 interchange in Iredell County. Improvements are needed south of US 421 to provide access to southwestern Yadkin County in order to serve future development.

Currently Asbury Church Road (SR 1125) is separated from I-77 by a grade separation (bridge). Existing land use in the immediate vicinity is comprised of farmland, a storage facility and residential development. The 2011 Yadkin County Land Use Plan classifies this area as 'Rural/Agricultural', which is characterized by traditional agricultural operations, pasture land, forestry, rural residential subdivisions, and scattered nonfarm residences on large tracts of land. Rural/Agricultural areas contain scenic, historic, and other natural heritage assets that contribute to the unique characteristics of the land. Rural/Agricultural areas also provide for agriculture, forestry, mineral extraction, and other allied uses that require large open farm land and forest areas for the necessary production of food and fiber.

The 2011 Yadkin County Land Use Plan classifies areas just north of Asbury Church Road (SR 1125) and along US 421 as 'Economic Development Areas' and west as 'Agri-Tourism Areas'. Economic Development Areas are locations where significant industrial or other job-creating activities are located and where additional industrial/commercial activity may be encouraged. Agri-Tourism Areas are located in the vicinity of vineyards, wineries, equestrian centers, and other agri-tourism attractions, which make up a large percentage of the county's tourist attractions. These areas are primarily intended for agricultural uses that maintain the county's rural character, but are also appropriate for limited commercial uses that support and complement agri-tourism attractions such as arts and crafts studios, farmer's markets, bed and breakfast inns, and locally owned restaurants.

The CTP project proposal (Local ID: YADK0019-H) is to convert the existing grade separation at Asbury Church Road (SR 1125) into an interchange. The proposed interchange will provide an alternate access point on I-77 to serve existing and future businesses, their employees and local residents. Additionally, in anticipation of changes to traffic patterns associated with the proposed change of access, minor widening improvements are recommended for Buck Shoals Road (SR 1103), YADK0020-H, and Asbury Church Road (SR 1125), YADK0022-H.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the water supply watershed area. The proposed project may also potentially impact residential properties in the area.

The proposed project has not been identified on any previous transportation plan.

Minor Widening/Modernization Improvements

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12 foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 11 office (reference Appendix A for contact information).

- **US 21, Local ID: YADK0023-H** – From I-77 to Longtown Road (SR 1338).
- **US 21 Business, Local ID: YADK0014-H** – From Center Road (SR 1331) to I-77.
- **US 601, Local ID: YADK0026-H** – Country Club Road (SR 1134) to Surry County.
- **NC 67, Local ID: YADK0027-H** – From US 601 to Forsyth County.
- **Asbury Church Road (SR 1125), Local ID: YADK0022-H –** From Old Hwy 421 (SR 1314) to Buck Shoals Road (SR 1103).
- **Billy Reynolds Road (SR 1134), Local ID: YADK0011-H** – From W Lee Avenue (SR 1146) to Fleming Road (SR 1142).
- **Buck Shoals Road (SR 1103), Local ID: YADK0020-H** – From Old Hwy 421 (SR 1314) to Iredell County.
- **Center Road (SR 1331), Local ID: YADK0015-H:** – From US 21 Business to Little Mountain Road (SR 1350).
- **Flint Hill Road (1549), Local ID: YADK0021-H** – From NC 67 to Old US 421 (SR 1605).
- **E Lee Avenue (SR 1134), Local ID: YADK0017-H** – From Cross Creek Drive (SR 1700) to Unifi Ind Drive (SR 1765).
- **W Lee Avenue (SR 1134/1146), Local ID: YADK0016-H** – From US 601 to W Main Street (SR 1314).
- **Longtown Road (SR 1338), Local ID: YADK0028-H** – From US 21 to Center Road (SR 1331).
- **W Main Street (SR 1314), Local ID: YADK0007-H** – From W Lee Avenue (SR 1134) to Fleming Road (SR 1142).
- **Old US 421 (SR 1605), Local ID YADK0024-H** – From Unifi Ind Drive (SR 1765) to Forsyth County
- **Shacktown Road (SR 1146), Local ID: YADK0025-H)** – From Unifi Ind Drive (SR 1765) to Old US 421 (SR 1605).

Other Improvements

During the development of the CTP, the following improvement was also identified.

- **US 601/NC 67 Intersection Modification (Boonville):** Turning lanes are recommended to be installed on NC 67 at the intersection of US 601. These improvements are needed to maintain mobility along the corridor and through the intersection.

PUBLIC TRANSPORTATION AND RAIL

A public transportation and rail assessment was completed during the development of the CTP. There are currently no rail services within Yadkin County. However, during the development of the CTP, a county commissioner expressed an interest for Yadkin County to coordinate with the NCDOT Rail Division on a potential freight rail route from within Iredell County to the Elkin planning area. Further coordination is recommended to determine if providing service to the area is feasible.

The Piedmont Authority for Regional Transportation's (PART) 2010 Regional Transit Development Plan[10] identifies future public transportation services within Yadkin County. These recommendations were incorporated into the CTP and are shown on the Public Transportation and Rail Map (Figure 1 – Sheet 5).

BICYCLE

The 2005 Yadkin County CTP, the 2010 Jonesville Land Use Plan and the 2010 Yadkinville Comprehensive Pedestrian Master Plan were used to identify existing and recommended bicycle facilities throughout the planning area. Additionally, the Northwest Piedmont Rural Planning Organization and local stakeholders identified facilities that need improvement to accommodate bicycles. These features are shown on the Bicycle Map, Sheet 4 of Figure 1, as recommended multi-use paths or on-road bicycle facilities that need improving.

- **NC Bicycle Route 2:**
    - **Joyner Road (SR 1156), YADK0013-B:** from Iredell County to Lone Hickory Road (SR 1002).
    - **Lone Hickory Road (SR 1002), YADK0012-B:** from Joyner Road (SR 1156) to Fish Brandon Road (SR 1165).
    - **Fish Brandon Road (SR 1165), YADK0014-B:** from Lone Hickory Road (SR 1002) to US 601.
    - **Courtney-Huntsville Road (SR 1001), YADK0016-B:** from US 601 to Dinkins Bottom Road (SR 1570).
    - **Shallowford Road (SR 1001), YADK0017-B:** from Dinkins Bottom Road (SR 1570) to Forsyth County.
- **US 21, YADK0011-B:** from Hamptonville Road (SR 1102) to Lone Hickory Road (SR 1002).
- **US 21 Business, YADK0001-B:** from Swan Creek Bypass (SR 1386) to Center Road (SR 1331).
- **US 21 Business, YADK0014-H:** from Howell School Road (SR 1313) to Little Mountain Road (SR 1350).
- **NC 67, YADK0002-B:** from US 21 Business to Valley Road (SR 1403).

[10] *For more information on the 2010 Regional Transit Development Plan, go to: http://www.partnc.org/rtdp.html.*

- **NC 67, YADK0027-H:** from Flint Hill Road (SR 1549) to Forsyth County.
- **Bethel Road (SR 1308), YADK0003-B**: from Wilkes County to Swan Creek Road (SR 1300)
- **Center Road (SR 1331), YADK0015-H:** from US 21 Business to Little Mountain Road (SR 1350).
- **Dinkins Bottom Road (SR 1570), YADK0019-B:** from Old Hwy 421 (SR 1001) to Courtney-Huntsville Road (SR 1001).
- **Flint Hill Road (SR 1549), YADK0021-H:** From NC 67 to Old US 421 (SR 1605).
- **Hamptonville Road (SR 1102), YADK0010-B:** from Hunting Creek Church Road (SR 1100) to US 21.
- **Howell School Road (SR 1313), YADK0004-B**: from Swan Creek Road (SR 1300) to US 21 Business.
- **Hunting Creek Church Road (SR 1100), YADK0009-B:** from Iredell County to Hamptonville Road (SR 1102).
- **Little Mountain Road (SR 1350), YADK0005-B:** from US 21 Business to Center Road (SR 1331).
- **Lone Hickory Road (SR 1002), YADK0012-B:** from Joyner Road (SR 1156) to US 21.
- **Old Hwy 421 (SR 1605), YADK0018-B:** from Forsyth County to Dinkins Bottom Road (SR 1570).
- **Swan Creek Bypass (SR 1386), YADK0006-B:** from Swan Creek Road (SR 1300) to US 21 Business.
- **Swan Creek Road (SR 1300), YADK0007-B:** from Bethel Road (SR 1308) to Howell School Road (SR 1313).
- **Valley Road (SR 1403), YADK0008-B:** from US 21 Business to NC 67.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

PEDESTRIAN

The 2010 Jonesville Land Use Plan, the 2010 Yadkinville Comprehensive Pedestrian Master Plan, and the 2011 Yadkin County Land Use Plan were used to identify existing and recommended pedestrian facilities throughout the planning area. These facilities

are shown on the Pedestrian Map (Figure 1- Sheet 5). In August of 2013, NCDOT's Division of Bicycle and Pedestrian Transportation awarded Jonesville a bicycle and pedestrian planning grant to develop a bicycle/pedestrian plan for the Jonesville area. The Piedmont Triad Regional Council will assist with the development of the plan. In addition, the county is working with NCDOT to pursue several safety related crosswalks.

Additional facilities not included in the plans listed above that are recommended to have sidewalks are listed below.

Boonville

- **NC 67 (W. Main Street), YADK0002-P:** from Reece Avenue to Lake Drive.
- **NC 67 (W. Main Street), YADK0003-P:** from Hayes Street to River Road.
- **River Road (SR 1367), YADK0010-P:** from NC 67 (Main Street) to Sunrise Lane.

East Bend

- **Brewer Circle, YADK0004-P:** from Union Hill Road (SR 1550) to Main Street (SR 1545)
- **Fairground Road (SR 1541), YADK0005-P:** from Main Street (SR 1545) to 0.1 mile north of Burchette Road.
- **Flint Hill Road (SR 1549), YADK0006-P:** from School Street to Pool Street.
- **Main Street (SR 1545), YADK0007-P:** from Union Hill Road (SR 1550) to NC 67.
- **Union Hill Road (SR 1550), YADK0008-P:** from Main Street (SR 1545) to Marler Road (SR 1103).

Jonesville

- **US 21 Business (Elm Street), YADK0014-P:** from US 21 Business (W Main Street) to US 21 Business (N Bridge Street).
- **US 21 Business (S Bridge Street), YADK0015-P:** from Main Street (SR 1310) to Valley Drive (SR 1403).
- **NC 67, YADK0001-P:** from Elm Street to 0.02 miles east of PVH Way.
- **Mineral Springs Street, YADK0011-P:** from US 32 Business (Main Street) to Swan Creek Bypass W (SR 1386).
- **Plaza Street, YADK0012-P:** from US 21 Business (N Bridge Street) to .05 miles north of Bluff Street.
- **Swan Creek Bypass W (SR 1386), YADK0013-P:** from US 21 Business (S Bridge Street) to Mineral Springs Street.

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

Northwest Piedmont Rural Planning Organization *(http://www.ptrc.org/index.aspx?page=200)*
Contact the RPO for information on long-range multi-modal planning services.
400 W. Fourth St., Suite 400 Winston-Salem, NC 27101 (336) 904-0300

North Carolina Department of Transportation

Customer Service Office
Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT directory:

1-877-DOT-4YOU (1-877-368-4968) *http://www.ncdot.gov/contact/*

Secretary of Transportation *(http://www.ncdot.org/about/leadership/secretary.html)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

Board of Transportation *(http://www.ncdot.gov/about/board/)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 11 *(https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)*
801 Statesville Rd North Wilkesboro, NC 28659 (336) 903-9101

Contact the Highway Division with questions concerning NCDOT activities within each Division.

Contact the following NCDOT divisions and units[1] for:

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Planning Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*Information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.* 1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500

[1] Unit websites are hyperlinked and can also be accessed at *https://connect.ncdot.gov/Pages/default.aspx*.

Program Development Branch	*Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).* 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
Public Transportation Division	*Information on public transit systems.* 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
Rail Division	*Rail information throughout the state.* 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
Division of Bicycle and Pedestrian Transportation	*Bicycle and pedestrian transportation information throughout the state.* 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
Structures Management Unit	*Information on bridge management throughout the state.* 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
Roadway Design Unit	*Information regarding design plans and proposals for road and bridge projects throughout the state.* 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
Transportation Mobility and Safety Division	*Information regarding crash data throughout the state.* 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/cd

Appendix B
Comprehensive Transportation Plan Definitions

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

Highway Map

The "NCDOT Facility Type –Control of Access Definitions" document provides a visual depiction of facility types for the following CTP classification.

Facility Type Definitions

- **Freeways**
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed

- **Expressways**
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

❖ **Boulevards**

- Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
- Posted speed – 30 to 55 mph
- Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*
- Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
- Type of access control – limited control of access, partial control of access, or no control of access
- Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
- Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

❖ **Other Major Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – four or more lanes without median *(US and NC routes may have less than four lanes)*
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- Type of access control – no control of access
- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

❖ **Minor Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – ultimately three lanes (no more than one lane per direction) or less without median
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.*
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail,

monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal Connector** - A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for **an existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.

- **On Road-Recommended** – At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.

- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.

- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.

- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.

- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.

- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.

- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.

- **Existing Grade Separation** – Locations where existing "Off Road" facilities and "Multi-use Paths" are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where "Off Road" facilities and "Multi-use Paths" are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Appendix C
CTP Inventory and Recommendations

Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on the NCDOT Roadway Characteristics Shapefile and NCDOT Division 8 information. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*, as documented in Chapter 1.
- **Existing and Proposed AADT:** Annual Average Daily Traffic volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 AADT E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 - 2018 Transportation Improvement Program (TIP). The '2040 AADT with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter 1.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.

- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

Table 3 - Yadkin County CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY[1]																		
					2012 Existing System						2040 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	I-77	Iredell Co. - US 421	Yadkin Co.	4.8	48	4	350	70	59300	26000	36200	36200	59300	ADQ	ADQ	F	Sta	
	I-77	US 421 - Jonesville PAB (1)	Yadkin Co.	2.5	48	4	300	70	59300	29000	36500	36500	59300	ADQ	ADQ	F	Sta	
	US 21	Iredell Co. - Lone Hickory Rd (SR 1002)	Yadkin Co.	1.3	20	2	60	55	14600	900	1000	1000	14600	ADQ	ADQ	Maj	Reg	
	US 21	Lone Hickory Rd (SR 1002) - US 421	Yadkin Co.	3.8	22	2	60	55	14600	2000	3400	3400	14600	ADQ	ADQ	Maj	Reg	B
	US 21	US 421 - Longtown Rd (SR 1338)	Yadkin Co.	3.2	36	3	60	55	14600	2900	5000	5000	14600	ADQ	ADQ	Maj	Reg	B
YADK0023-H	US 21	Longtown Rd (SR 1338) - I-77	Yadkin Co.	3.1	20	2	100	55	15800	2800	3100	3100	15800	2A	100	Maj	Reg	
	US 421	I-77 - Wilkes Co.	Yadkin Co.	3.9	24	2	250	55	56600	15000	23000	23000	56600	ADQ	ADQ	F	Sta	
	US 421	Old Stage Rd (SR 1710) - US 601	Yadkin Co.	3.7	48	4	275	55	56600	17000	22500	22500	56600	ADQ	ADQ	F	Sta	
	US 421	Speer Bridge Rd (SR 1711) - Old Stage Rd (SR 1710)	Yadkin Co.	2.5	48	4	275	55	56600	18000	31600	31600	56600	ADQ	ADQ	F	Sta	
	US 421	US 21 - I-77	Yadkin Co.	2.4	48	4	295	65	56600	16000	26000	26000	56600	ADQ	ADQ	F	Sta	
	US 421	US 601 - US 21	Yadkin Co.	6.5	48	4	295	65	56600	16000	29600	29600	56600	ADQ	ADQ	F	Sta	
	US 601	Davie Co. - Courtney Huntsville Rd (SR 1001)	Yadkin Co.	1.3	20	2	80	35-45	15100	3800	7700	7700	15100	ADQ	ADQ	Maj	Reg	
	US 601	Courtney Huntsville Rd (SR 1001) - Hoots Rd (SR 1150)	Yadkin Co.	3.1	20	2	80	55	15100	3800	5800	5800	15100	ADQ	ADQ	Maj	Reg	
YADK0026-H	US 601	N. Lee Ave (SR 1134) - NC 67	Yadkin Co.	5.9	22	2	60	55	15100	5500	7300	7300	15100	ADQ	ADQ	Maj	Reg	
YADK0026-H	US 601	NC 67 - Surry Co.	Yadkin Co.	2.9	38	2	100	55	15100	4400	6200	6200	15100	ADQ	ADQ	Maj	Reg	
	NC 67	Jonesville PAB (1) - US 601	Yadkin Co.	2.8	20-36	2	80	55	15100	5300	7000	7000	15100	ADQ	ADQ	Maj	Reg	
YADK0027-H	NC 67	US 601 - Rockford Rd (SR 1510)	Yadkin Co.	2.9	20	2	100	55	15100	3900	5000	5000	15100	ADQ	ADQ	Maj	Reg	
YADK0027-H	NC 67	Rockford Rd (SR 1510) - Forsyth Co.	Yadkin Co.	12.7	20-36	3	100	35-55	15100	5000	6600	6600	15100	ADQ	ADQ	Maj	Reg	
YADK0022-H	Asbury Church Rd (SR 1125)	Buck Shoals Rd (SR 1103) - Old Hwy 421 (SR 1314)	Yadkin Co.	2.0	16-20	2	60	55	13100	960	1100	1100	13100	2A	60	Min	Sub	
	Baptist Church Rd (SR 1368)	Moxley Rd (SR 1371) - US 601	Boonville	2.0	18	2	60	55	11600	500	1100	1100	11600	ADQ	ADQ	Min	Sub	
	Branon Church Rd (SR 1441)	Hoots Rd (SR 1150) - Old Hwy 421 (SR 1314)	Yadkin Co.	0.5	20	2	60	55	11600	300	300	300	11600	ADQ	ADQ	Min	Sub	

Table 3 - Yadkin County CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY[1]																		
					2012 Existing System						2040 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Bryant Rd (SR 1361)	Center Rd (SR 1331) - NC 67	Yadkin Co.	2.1	18	2	60	55	13600	1100	1800	1800	13600	ADQ	ADQ	Min	Sub	
YADK0020-H	Buck Shoals Rd (SR 1103)	Iredell Co. - Hunting Creek Church Rd (SR 1100)	Yadkin Co.	1.1	16-18	2	60	55	13100	580	500	500	13100	ADQ	ADQ	Min	Sub	
YADK0020-H	Buck Shoals Rd (SR 1103)	Hunting Creek Church Rd (SR 1100) - Asbury Church Rd (SR 1125)	Yadkin Co.	2.4	16-24	2	60	55	13100	580	500	500	13100	ADQ	ADQ	Min	Sub	
YADK0020-H	Buck Shoals Rd (SR 1103)	Asbury Church Rd (SR 1125) - US 421	Yadkin Co.	1.8	18-24	2	60	55	13600	580	500	500	13600	ADQ	ADQ	Min	Sub	
YADK0020-H	Buck Shoals Rd (SR 1103)	US 421 - Old Hwy 421 (SR 1314)	Yadkin Co.	0.3	18	2	60	55	13600	580	500	500	13600	ADQ	ADQ	Min	Sub	
	Center Rd (SR 1331)	Bryant Rd (SR 1361) - Old Hwy 421 (SR 1314)	Yadkin Co.	6.9	18	2	60	55	13600	2200	2100	2100	13600	ADQ	ADQ	Min	Sub	B
	Cheek Rd (SR 1316)	Old Hwy 421 (SR 1314) - Rena Rd (SR 1303)	Yadkin Co.	0.5	20	2	60	55	11600	300	300	300	11600	ADQ	ADQ	Min	Sub	
	Collins Rd (SR 1322)	Cheek Rd (SR 1316) - Marler Rd (SR 1103)	Yadkin Co.	1.5	20	2	60	55	11600	300	300	300	11600	ADQ	ADQ	Min	Sub	
	Country Club Rd (SR 1502)	Country Club Rd (SR 1134) - Country Club Rd (SR 1503)	Yadkin Co.	1.0	20	2	60	55	13600	2000	1500	1500	13600	ADQ	ADQ	Min	Sub	
	Country Club Rd (SR 1503)	Country Club Rd (SR 1502) - Rockford Rd (SR 1506)	Yadkin Co.	1.0	18	2	60	55	13600	1900	1500	1500	13600	ADQ	ADQ	Min	Sub	
	Courtney Huntsville Rd (SR 1001)	US 601 -Watkins Rd (SR 1710)	Yadkin Co.	4.9	23	2	50	55	13600	1600	2400	2400	13600	ADQ	ADQ	Min	Sub	B
	Courtney Huntsville Rd (SR 1001)	Watkins Rd (SR 1710) - Forsyth Co.	Yadkin Co.	4.0	19	2	50	55	13600	1500	1900	1900	13600	ADQ	ADQ	Min	Sub	B
	Dinkins Bottoms Rd (SR 1570)	Courtney Huntsville Rd (SR 1001) - Old Hwy 421 (SR 1605)	Yadkin Co.	1.4	24	2	60	55	15100	2200	3200	3200	15100	ADQ	ADQ	Min	Sub	
	Fairground Rd (1645)	NC 67 - Main St (SR 1545)	East Bend	1.0	18	2	60	35	11000	500	500	500	11000	ADQ	ADQ	Min	Sub	
	Falcon Rd (SR 1600)	Old Hwy 421 (SR 1605) - Forbush Rd (SR 1570)	Yadkin Co.	2.7	20-36	2	60	55	15100	2400	2800	2800	15100	ADQ	ADQ	Min	Sub	

Table 3 - Yadkin County CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY[1]																		
					2012 Existing System						2040 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Farmington Rd (SR 1716)	Davie Co. - Courtney Huntsville Rd (SR 1001)	Yadkin Co.	2.6	18-20	2	60	55	13600	1100	1500	1500	13600	ADQ	ADQ	Min	Sub	B
	Flat Rock Church Rd (SR 1126)	Asbury Church Rd (SR 1125) - US 21	Yadkin Co.	2.6	18	2	60	55	13600	530	900	900	13600	ADQ	ADQ	Min	Sub	B
YADK0021-H	Flint Hill Rd (SR 1549)	Old Hwy 421 (SR 1605) - NC 67	Yadkin Co.	6.5	18	2	60	55	13600	2200	3600	3600	13600	2A	60	Min	Sub	B
	Forbush Rd (SR 1570)	Nebo Rd (SR 1570) - Mt Bethal Church Rd (SR 1578)	Yadkin Co.	5.0	20	2	60	55	14100	1300	2300	2300	14100	ADQ	ADQ	Min	Sub	
	Hamptonville Rd (SR 1102)	Hunting Creek Rd (SR 1100) - Flat Rock Church Rd (SR 1126)	Yadkin Co.	3.1	18	2	60	55	13600	670	875	875	13600	ADQ	ADQ	Min	Sub	B
	Hoots Rd (SR 1150)	US 21 - US 601	Yadkin Co.	6.6	24-36	2	150	55	15100	1100	1700	1700	15100	ADQ	ADQ	Min	Sub	
	Hunting Creek Church Rd (SR 1100)	I-77 - Iredell Co.	Yadkin Co.	2.8	18	2	60	55	13600	330	750	750	13600	ADQ	ADQ	Min	Sub	B
	Liberty Church Rd (SR 1159)	Lone Hickory Rd (SR 1002) - Davie Co.	Yadkin Co.	1.4	18	2	60	55	10400	370	520	520	10400	ADQ	ADQ	Min	Sub	
	Lone Hickory Rd (SR 1002)	US 21 - Liberty Church Rd (SR 1159)	Yadkin Co.	2.8	18	2	50	55	13600	1900	2500	2500	13600	ADQ	ADQ	Min	Sub	B
	Lone Hickory Rd (SR 1002)	Liberty Church Rd (SR 1159) - US 601	Yadkin Co.	3.5	20	2	50	55	14100	2000	4000	4000	14100	ADQ	ADQ	Min	Sub	B
YADK0028-H	Longtown Rd (SR 1338)	US 21 - Center Rd (SR 1331)	Yadkin Co.	5.1	18-20	2	60	45	13100	1400	2000	2000	13100	2A	60	Min	Sub	
	Main Street (SR 1545)	NC 67 West of East Bend - NC 67	East Bend	1.0	22 30	2	60 -100	25-35	14100	5900	2700	2700	14100	ADQ	ADQ	Min	Sub	
	Marler Rd (SR 1103)	Collins Rd (SR 1323) - US 21	Yadkin Co.	1.3	20	2	60	55	13600	450	500	500	13600	ADQ	ADQ	Min	Sub	
	Mayberry Mill Rd (SR 1217)	Windsor Rd (SR 1100) - Mayberry Mill Rd (SR 1450)	Yadkin Co.	1.3	18-20	2	60	55	13600	370	300	300	13600	ADQ	ADQ	Min	Sub	
	Mayberry Mill Rd (SR 1450)	Windsor Rd (SR 1100) - Swan Creek Rd (SR 1300)	Yadkin Co.	0.2	18	2	60	55	13600	460	400	400	13600	ADQ	ADQ	Min	Sub	
	Moxley Rd (SR 1371)	1370) - Baptist Church Rd (SR 1368)	Yadkin Co.	1.0	18	2	60	55	11600	500	1100	1100	11600	ADQ	ADQ	Min	Sub	

Table 3 - Yadkin County CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY[1]																			
					2012 Existing System						2040 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Mt. Bethel Church Rd (SR 1578)	Mt. Bethel Church Rd (SR 1579) - Flint Hill Rd (SR 1549)	Yadkin Co.	2.8	18	2	60	55	13600	800	1000	1000	13600	ADQ	ADQ	Min	Sub	
	Mt. Bethel Church Rd (SR 1579)	Forbush Rd (SR 1570) - Mt. Bethel Church Rd (SR 1578)	Yadkin Co.	0.8	18	2	60	55	13600	800	1000	1000	13600	ADQ	ADQ	Min	Sub	
	N. Oak Ridge Church Rd (SR 1370)	Bryant Rd (SR 1361) - Moxley Rd (SR 1371)	Yadkin Co.	1.0	18	2	60	55	11600	500	1100	1100	11600	ADQ	ADQ	Min	Sub	
	Nebo Rd (SR 1570)	Nebo Rd (SR 1583) - NC 67	Yadkin Co.	0.9	20	2	60	55	14100	3100	3000	3000	14100	ADQ	ADQ	Min	Sub	
	Nebo Rd (SR 1583)	Union Grove Church Rd (SR 1585) - Forbush Rd (SR 1570)	Yadkin Co.	0.6	20	2	60	55	14100	2600	3300	3300	14100	ADQ	ADQ	Min	Sub	
	Old 421 Rd (SR 1314)	Swan Creek Rd (SR 1300) - Cheek Rd (SR 1316)	Yadkin Co.	1.8	18	2	60	55	13600	700	600	600	13600	ADQ	ADQ	Min	Sub	
	Old 421 Rd (SR 1314)	Cheek Rd (SR 1316) - Rena Rd (SR 1103)	Yadkin Co.	1.3	18	2	60	55	13600	700	550	550	13600	ADQ	ADQ	Min	Sub	
	Old 421 Rd (SR 1314)	Rena Rd (SR 1103) - US 21	Yadkin Co.	2.3	18	2	60	55	13600	1400	900	900	13600	ADQ	ADQ	Min	Sub	
	Old 421 Rd (SR 1314)	US 21 - Fleming Rd (SR 1142)	Yadkin Co.	4.8	20-22	2	60	35-55	14100	5900	2700	2700	14100	ADQ	ADQ	Min	Sub	
YADK0024-H	Old 421 Rd (SR 1605)	Pilot View Church (SR 1510) - Speer Bridge Rd (SR 1711)	Yadkin Co.	2.6	22	2	60	55	14600	3300	4100	4100	14600	2A	60	Min	Sub	
YADK0024-H	Old 421 Rd (SR 1605)	Speer Bridge Rd (SR 1711) - Flint Hill Rd (SR 1549)	Yadkin Co.	5.3	18	2	60	55	13600	2100	3000	3000	13600	2A	60	Min	Sub	B
YADK0024-H	Old 421 Rd (SR 1605)	Flint Hill Rd (SR 1549) - Forsyth Co.	Yadkin Co.	1.5	22	2	60	55	14600	3500	5000	5000	14600	2A	60	Min	Sub	B
	Old Stage Rd (SR 1710)	Old Stage Rd (SR 1733) - Shacktown Rd (SR 1146)	Yadkin Co.	0.9	20	2	60	55	14100	1300	500	500	14100	ADQ	ADQ	Min	Sub	
	Old Stage Rd (SR 1733)	US 601 - Old Stage Rd (SR 1710)	Yadkin Co.	4.3	18-24	2	60	55	13600	1000	1100	1100	13600	ADQ	ADQ	Min	Sub	
	Pilot View Church Rd (SR 1510)	1509) - Old Hwy 421 (SR 1605)	Yadkin Co.	2.5	20	2	60	55	14100	1300	1700	1700	14100	ADQ	ADQ	Min	Sub	
	Rena Rd (SR 1303)	Swan Creek Rd (SR 1300)- Cheek (SR 1316)	Yadkin Co.	0.5	20	2	60	55	11600	300	300	300	11600	ADQ	ADQ	Min	Sub	
	Rena Rd (SR 1316)	Rena Rd (SR 1303) - US 21	Yadkin Co.	0.5	20	2	60	55	11600	300	300	300	11600	ADQ	ADQ	Min	Sub	
	Richmond Hill Church Rd (SR 1527)	Rockford Rd (SR 1510) - Surry Co.	Yadkin Co.	0.2	22	2	60	55	14100	300	400	400	14100	ADQ	ADQ	Min	Sub	

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HIGHWAY[1]																		
					2012 Existing System						2040 Proposed System							
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Rockett Rd (SR 1584)	Union Cross Church Rd (SR 1595) - Forbush Rd (SR 1570)	Yadkin Co.	2.8	18	2	60	55	13600	460	350	350	13600	ADQ	ADQ	Min	Sub	
	Rockford Rd (SR 1506)	Country Club Rd (SR 1503) - Sugartown Rd (SR 1510)	Yadkin Co.	0.6	20	2	60	55	14100	1900	1500	1500	14100	ADQ	ADQ	Min	Sub	
	Rockford Rd (SR 1510)	Rockford Rd (SR 1506) - NC 67	Yadkin Co.	2.9	20	2	60	55	14100	1500	1900	1900	14100	ADQ	ADQ	Min	Sub	
	Rockford Rd (SR 1510)	NC 67 - Richmond Hill Church Rd (SR 1527)	Yadkin Co.	2.1	20	2	60	55	14100	1100	400	400	14100	ADQ	ADQ	Min	Sub	
	Rocky Branch Rd (SR 1175)	Asbury Church Rd (SR 1125) - US 21	Yadkin Co.	1.3	20	2	60	55	13600	1100	2000	2000	13600	ADQ	ADQ	Min	Sub	
YADK0025-H	Shacktown Rd (SR 1146)	Unifi Industrial Dr (SR 1765) - Old Hwy 421(SR 1710)	Yadkin Co.	3.0	20	2	60	55	13600	400	200	200	13600	2A	60	Min	Sub	
YADK0025-H	Shacktown Rd (SR 1146)	Old Stage Rd (SR 1710) - Old Hwy 421 (SR 1605)	Yadkin Co.	2.6	20	2	60	55	13600	800	600	600	13600	2A	60	Min	Sub	
	Siloam Rd (SR 1003)	Smithtown Rd (SR 1541) - Surry Co.	Yadkin Co.	3.7	20	2	60	55	14100	1100	2600	2600	14100	ADQ	ADQ	Min	Sub	
	Smithtown Rd (SR 1003)	NC 67 - Smithtown Rd (SR 1541)	Yadkin Co.	1.6	18	2	60	55	13600	2500	3400	3400	13600	ADQ	ADQ	Min	Sub	
	Smithtown Rd (SR 1541)	Siloam Rd (SR 1003) - NC	Yadkin Co.	2.2	18	2	60	55	13600	1200	1500	1500	13600	ADQ	ADQ	Min	Sub	
	Speer Bridge Rd ((SR 1711)	1001) - Old Hwy 421 (SR 1605)	Yadkin Co.	1.5	20	2	60	55	14100	1400	2200	2200	14100	ADQ	ADQ	Min	Sub	
	Sugartown Rd (SR 1510)	Union Cross Church Rd (SR 1509) - Rockford Rd (SR 1506)	Yadkin Co.	3.2	20	2	60	55	14100	900	900	900	14100	ADQ	ADQ	Min	Sub	
	Swan Creek Rd (SR 1300)	Jonesville PAB (1) - Old Hwy 421 (SR 1314)	Yadkin Co.	1.5	20	2	60	55	14100	1200	1500	1500	14100	ADQ	ADQ	Min	Sub	B
	Union Cross Church Rd (SR 1509)	Old Hwy 421 (SR 1605) - Union Cross Church Rd (SR 1584)	Yadkin Co.	3.6	18	2	60	55	13600	1300	1500	1500	13600	ADQ	ADQ	Min	Sub	
	Union Cross Church Rd (SR 1584)	Union Cross Church Rd (SR 1509) - Union Cross Church Rd (SR 1595)	Yadkin Co.	0.5	18	2	60	55	13600	460	350	350	13600	ADQ	ADQ	Min	Sub	
	Union Cross Church Rd (SR 1595)	Nebo Rd (SR 1583) - Union Cross Church Rd (SR 1584)	Yadkin Co.	1.8	18	2	60	55	13600	1400	2500	2500	13600	ADQ	ADQ	Min	Sub	

Table 3 - Yadkin County CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY[1]																		
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Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2012 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification	Tier	Other Modes
	Union Grove Church Rd (SR 1585)	Sugartown Rd (SR 1510) - Union Cross Church Rd (SR 1595)	Yadkin Co.	2.6	20	2	60	55	14100	1700	2000	2000	14100	ADQ	ADQ	Min	Sub	
	Watkins Rd (SR 1710)	Old Stage Rd (SR 1733) - Courtney Huntsville Rd SR 1001)	Yadkin Co.	1.6	20	2	60	55	14100	550	500	500	14100	ADQ	ADQ	Min	Sub	
	Windsor Rd (SR 1100)	Old Hwy 421 SR 1314 - US 421	Yadkin Co.	0.3	40	3	160	55	15100	650	900	900	15100	ADQ	ADQ	Min	Sub	
	Windsor Rd (SR 1100)	US 421 -Buck Shoals (SR 1103)	Yadkin Co.	5.8	24-40	2	100	55	15100	650	900	900	15100	ADQ	ADQ	Min	Sub	
	Windsor Rd (SR 1100)	Buck Shoals Rd (SR 1103) - I 77	Yadkin Co.	0.6	18	2	60	55	13600	470	800	800	13600	ADQ	ADQ	Min	Sub	

1 For information on facilities not listed in this inventory table, refer to the 2012 Elkin-Jonesville CTP or the 2010 Town of Yadkinville CTP.

BICYCLE AND PEDESTRIAN[1]

BICYCLE

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Cross-Section (ft)	Existing System Cross-Section lanes	Proposed System Type	Proposed System Cross-Section	Other Modes
YADK0011-B	US 21	Hamptonville Road (SR 1102) - Lone Hickory Road (SR 1002)	2.5	-	-	Bicycle	2A	
YADK0001-B	US 21 Business	Swan Creek Bypass (SR 1386) - Center Road (SR 1331)	1.2	-	-	Bicycle	2A	
YADK0001-H	US 21 Business	Howell School Road (1313) - Little Mountain Road (SR 1350)	1.2	-	-	Bicycle	2A	H
YADK0002-B	NC 67	US 21 Business - Valley Road (SR 1403)	1.1	-	-	Bicycle	2A	
YADK0027-H	NC 67	Flint Hill Road (SR 1549) - Forsyth County	4.2	-	-	Bicycle	2A	H
YADK0003-B	Bethel Road (SR 1308)	Wilkes County - Swan Creek Road (SR 1300)	0.6	-	-	Bicycle	2A	
YADK0015-B	Center Road (SR 1331)	US 21 Business - Little Mountain Road (SR 1350)	3.8	-	-	Bicycle	2A	
YADK0016-B	Courtney-Huntsville Road (SR 1001)	US 601 - Dinkins Bottom Road (SR 1570)	8.8	-	-	Bicycle	2A	
YADK0019-B	Dinkins Bottom Road (SR 1570)	Courtney-Huntsville Road (SR 1001) - Old Hwy 421 (SR 1605)	1.5	-	-	Bicycle	2A	
YADK0014-B	Fish Brandon Road (SR 1165)	Lone Hickory Road (SR 1002) - US 601	1.8	-	-	Bicycle	2A	
YADK0021-H	Flint Hill Road (SR 1549)	Old US 421 (SR 1605) - NC 67	6.6	-	-	Bicycle	2A	H
YADK0010-B	Hamptonville Road (SR 1102)	Hunting Creek Church Road (SR 1100) - US 21	3.7	-	-	Bicycle	2A	
YADK0004-B	Howell School Road (SR 1313)	Swan Creek Road (SR 1300) - US 21 Business	2.6	-	-	Bicycle	2A	
YADK0009-B	Hunting Creek Church Road (SR 1100)	Iredell County - Hamptonville Road (SR 1102)	1.6	-	-	Bicycle	2A	
YADK0013-B	Joyner Road (SR 1156)	Iredell County - Lone Hickory Road (SR 1002)	0.6	-	-	Bicycle	2A	
YADK0005-B	Little Mountain Road (SR 1350)	US 21 Business - Center Road (SR 1331)	3.3	-	-	Bicycle	2A	
YADK0012-B	Lone Hickory Road (SR 1002)	US 21 - Joyner Road (SR 1156)	1.6	-	-	Bicycle	2A	
YADK0012-B	Lone Hickory Road (SR 1002)	Joyner Road (SR 1156) - Fish Brandon Road (SR 1165)	4.2	-	-	Bicycle	2A	
YADK0018-B	Old Hwy 421 (SR 1605)	Dinkins Bottom Road (SR 1570) - Forsyth County	5.0	-	-	Bicycle	2A	
YADK0017-B	Shallowford Road (SR 1001)	Dinkins Bottom Road (SR 1570) - Forsyth County	0.2	-	-	Bicycle	2A	
YADK0006-B	Swan Creek Bypass (SR 1386)	Swan Creek Road (SR 1300) - US 21 Business	1.6	-	-	Bicycle	2A	
YADK0007-B	Swan Creek Road (SR 1300)	Bethel Road (SR 1308) - Howell School Road (SR 1313)	2.0	-	-	Bicycle	2A	
YADK0008-B	Valley Road (SR 1403)	US 21 Business - NC 67	0.9	-	-	Bicycle	2A	

PEDESTRIAN

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Type	Existing System Side of Street	Proposed System Type	Proposed System Side of Street	Other Modes
Boonville								
YADK0002-P	NC 67 (W. Main Street)	Reece Avenue - Lake Drive	0.2	-	-	Sidewalk	Both	H
YADK0003-P	NC 67 (W. Main Street)	Hayes Street - River Road	0.1	Sidewalk	South	Sidewalk	Both	H
YADK0010-P	River Road (SR 1367)	NC 67 (Main Street) - Sunrise Lane	0.1	Sidewalk	South	Sidewalk	Both	
East Bend								
YADK0004-P	Brewer Circle	Union Hill Road (SR 1550) - Main Street (SR 1545)	0.3	-	-	Sidewalk	Both	
YADK0005-P	Fairground Road (SR 1541)	Main Street (SR 1545) - 0.1 mile north of Burchette Road	0.2	Sidewalk	Both	Sidewalk	Both	

[1] For information on facilities not listed in this inventory table, refer to the 2012 Elkin-Jonesville CTP or the 2010 Town of Yadkinville CTP.

PEDESTRIAN								
			Distance	Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	(mi)	Type	Side of Street	Type	Side of Street	Modes
YADK0016-P	Fairground Road (SR 1541)	0.1 mile north of Burchette Road - 0.4 miles north of Burhchette Road	0.3	-	-	Sidewalk	Both	
YADK0006-P	Flint Hill Road (SR 1549)	School Street - Pool Street	0.3	-	-	Sidewalk	Both	H, B
YADK0017-P	Main Street (SR 1545)	School Street - Flint Hill Road/Pauline Street	0.1	-	-	Sidewalk	South	H
YADK0007-P	Main Street (SR 1545)	Union Hill Road (SR 1550) - 0.1 miles east of Union Hill Road (SR 1550)	0.1	Sidewalk	North	Sidewalk	South	H
YADK0018-P	Main Street (SR 1545)	0.1 miles east of Union Hill Road (SR 1550) - NC 67	0.7	-	-	Sidewalk	Both	H
YADK0008-P	Union Hill Road (SR 1550)	Main Street (SR 1545) - 0.04 miles north of Brewer Circle	0.2	Sidewalk	North	Sidewalk	South	
YADK0019-P	Union Hill Road (SR 1550)	0.04 miles north of Brewers Circle - Marler Road (SR 1103)	0.3	-	-	Sidewalk	Both	
Jonesville								
YADK0014-P	US 21 Business (Elm Street)	US 21 Business (W Main Street) - US 21 Business (N Bridge Street)	0.2	-	-	Sidewalk	Both	
YADK0015-P	US 21 Business (S Bridge Street)	Main Street (SR 1310) - Valley Drive (SR 1403)	0.3	-	-	Sidewalk	Both	H
YADK0001-P	NC 67	Elm Street - 0.02 miles east of PVH Way	2.0	Sidewalk	South	Sidewalk	North	H
YADK0011-P	Mineral Springs Street	US 21 Business (Main Street) - Swan Creek Bypass W (SR 1386)	1.0	-	-	Sidewalk	Both	
YADK0012-P	Plaza Street	US 21 Business (N Bridge Street) - 0.05 miles north of Bluff Street	0.1	-	-	Sidewalk	Both	
YADK0013-P	Swan Creek Bypass W (SR 1386)	US 21 Business (S Bridge Street) - Mineral Springs Street	0.6	-	-	Sidewalk	Both	

PUBLIC TRANSPORTATION[1]

PUBLIC TRANSPORTATION							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Limit (mph)	Distance (mi)	Type	Type	Other Modes

[1] For information on facilities not listed in this inventory table, refer to the 2012 Elkin-Jonesville CTP or the 2010 Town of Yadkinville CTP.

Appendix D
Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments[1] (STI) law (House Bill 817) and are also consistent with SPOTOn!ine (used for project prioritization[2]), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets[3], and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act[4] (NEPA) documentation and through final design preparation.

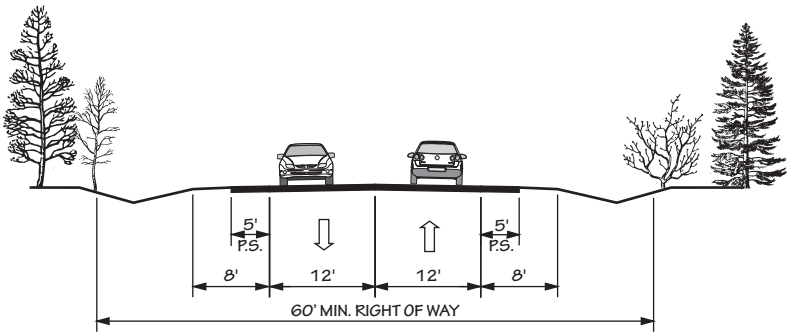
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment, and
- roadways which may need to accommodate an additional transportation mode.

[1] *For more information on STI, go to:* http://www.ncdot.gov/strategictransportationinvestments/.
[2] *For more information on prioritization, go to:* https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx.
[3] *For more information on Complete Streets, go to:* http://www.completestreetsnc.org/.
[4] *For more information on NEPA, go to:* http://ceq.hss.doe.gov/.

FIGURE 7
"TYPICAL" HIGHWAY CROSS SECTIONS

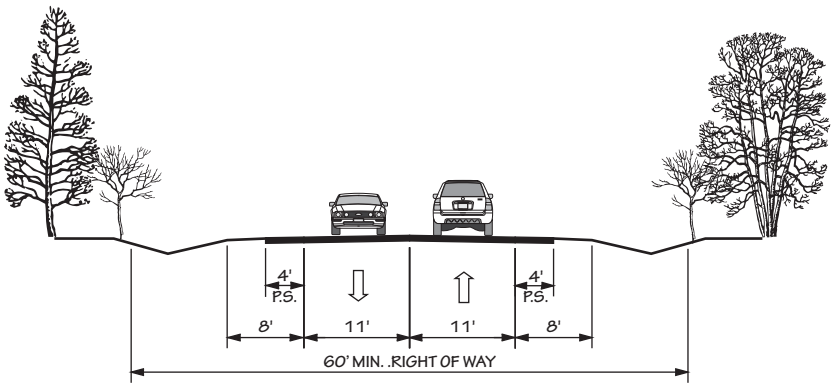
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

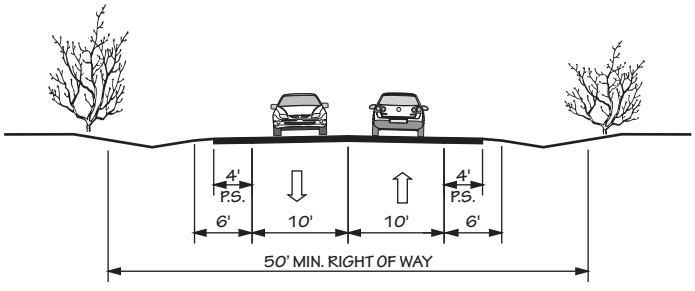
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



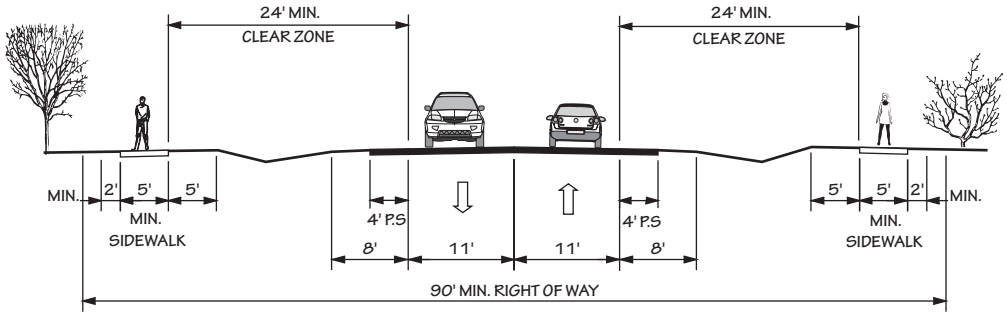
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

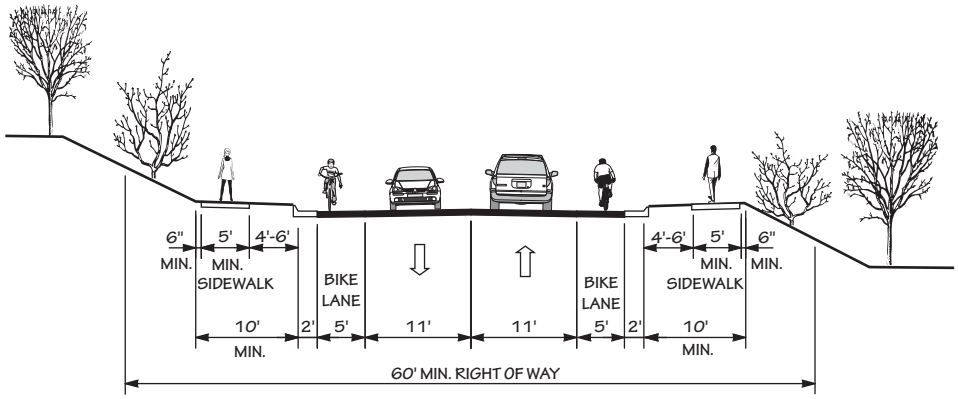
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

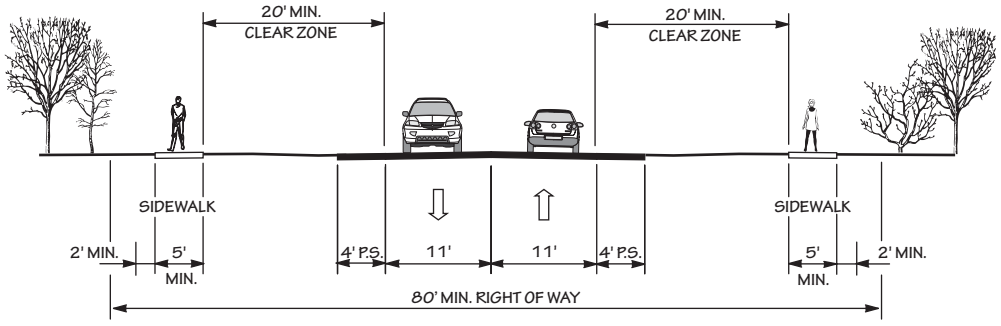
2E



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

POSTED SPEED 25-45 MPH

2F



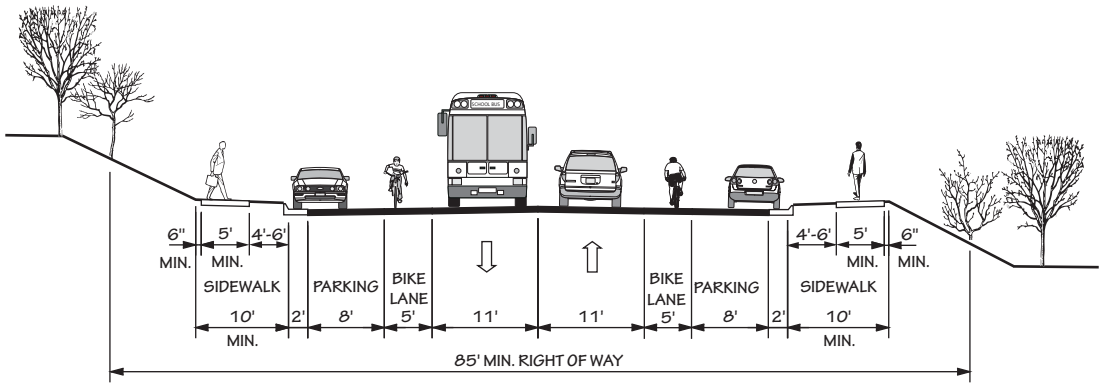
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

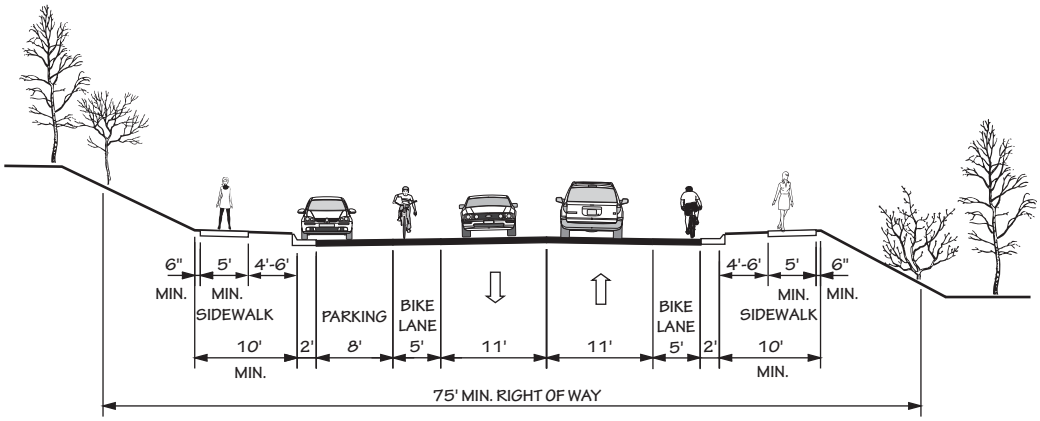
2G



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

POSTED SPEED 25-45 MPH

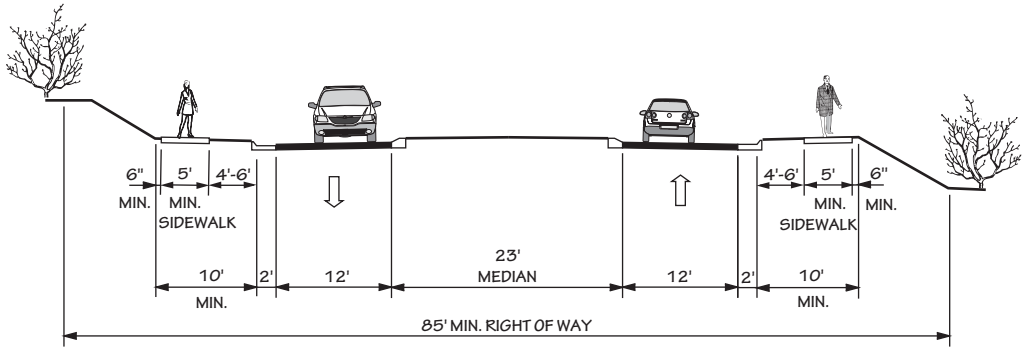
2H



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

POSTED SPEED 25-45 MPH

2I



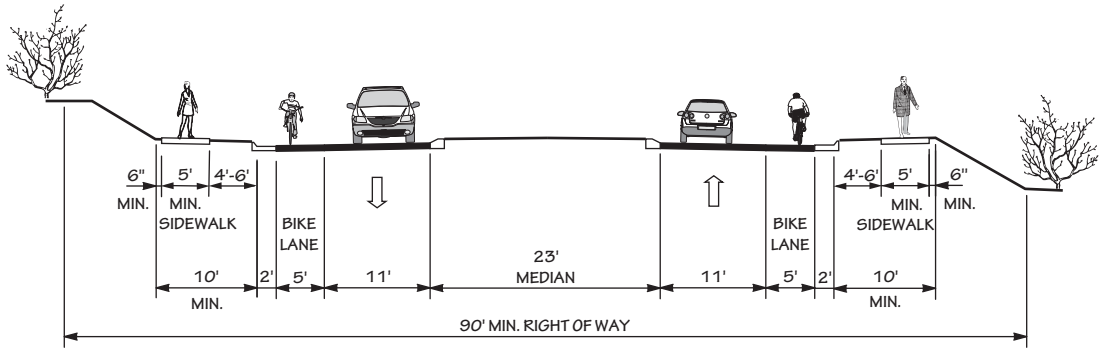
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

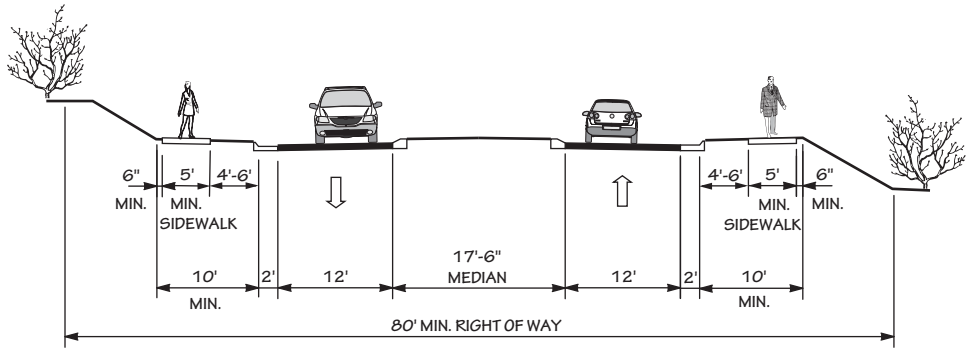
2J



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

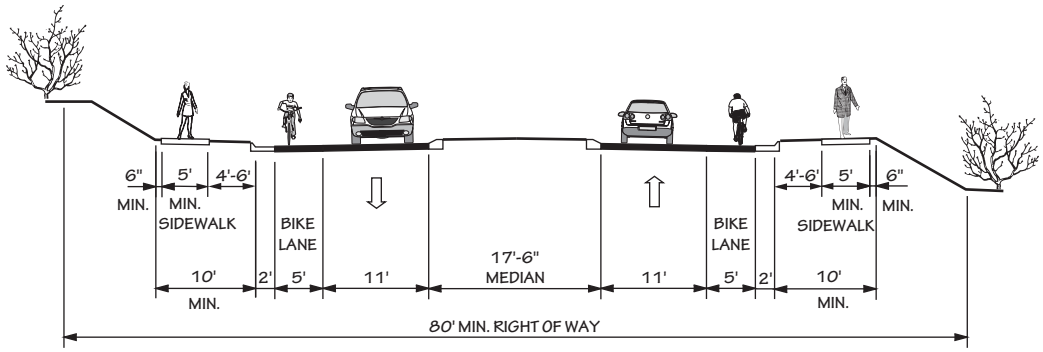
2K



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

POSTED SPEED 25-45 MPH

2L



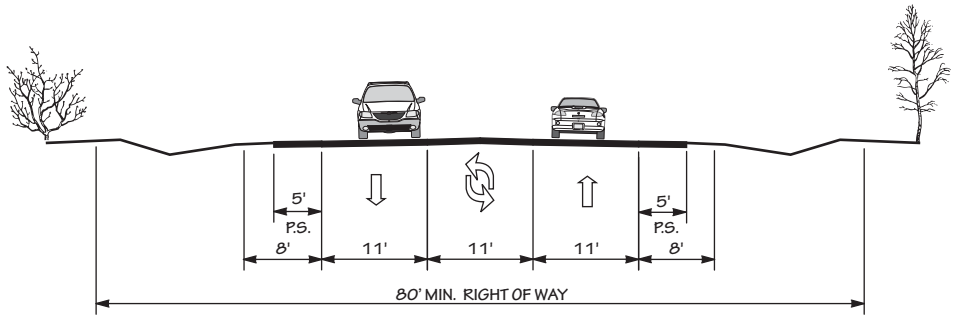
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

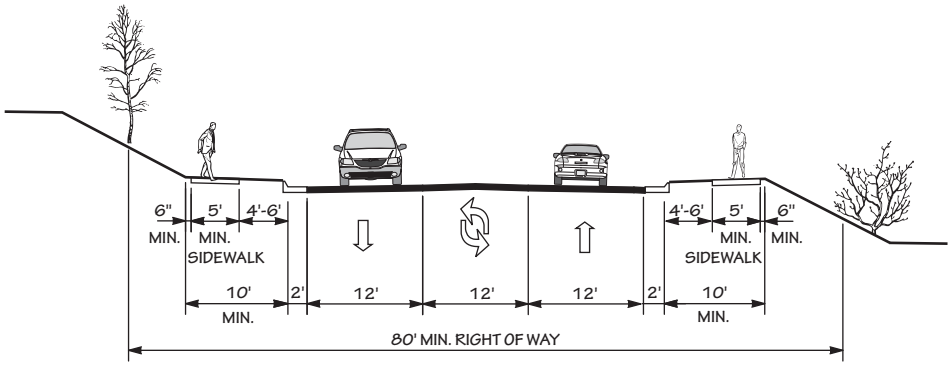
3A



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

POSTED SPEED 25-55 MPH

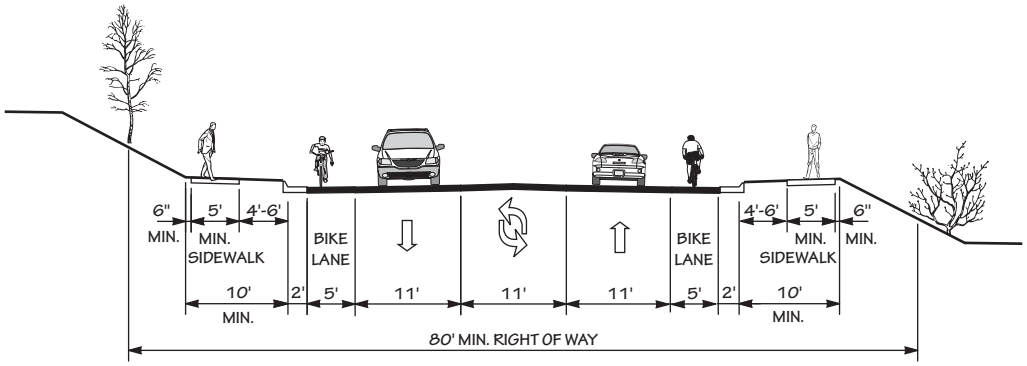
3B



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

POSTED SPEED 25-45 MPH

3C

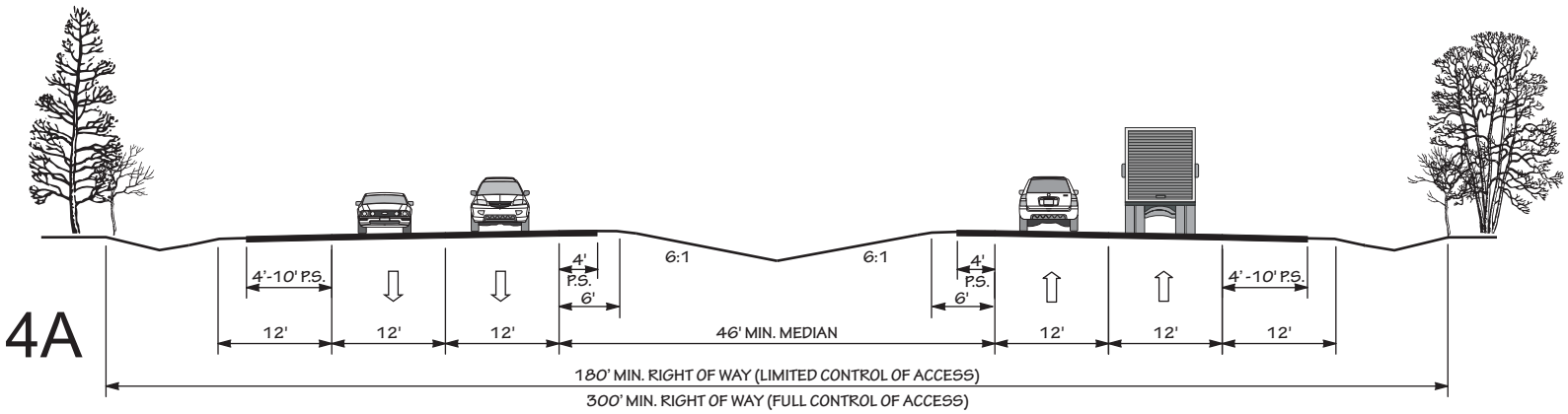


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

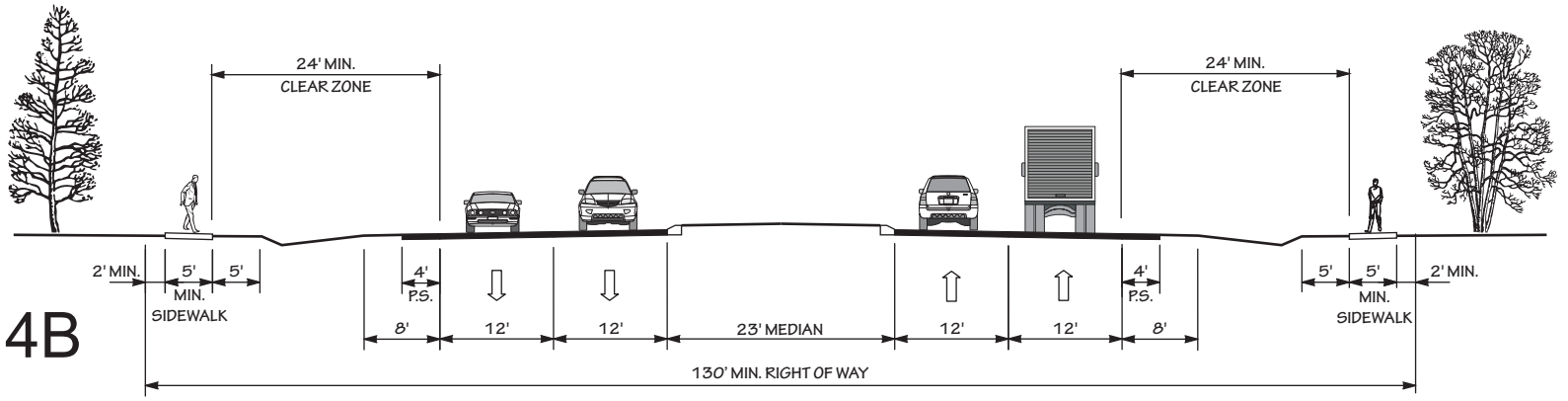
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



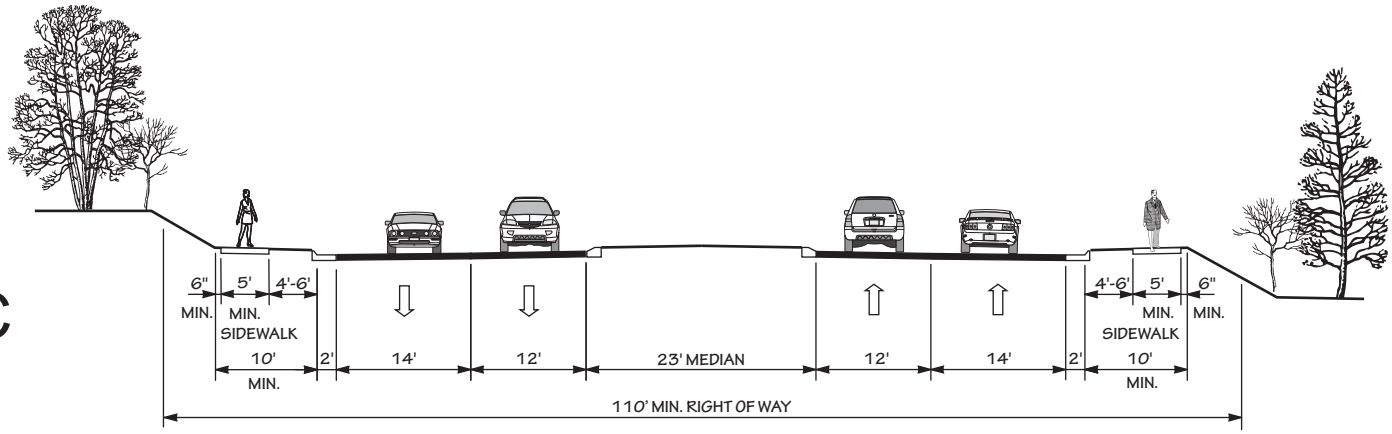
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH



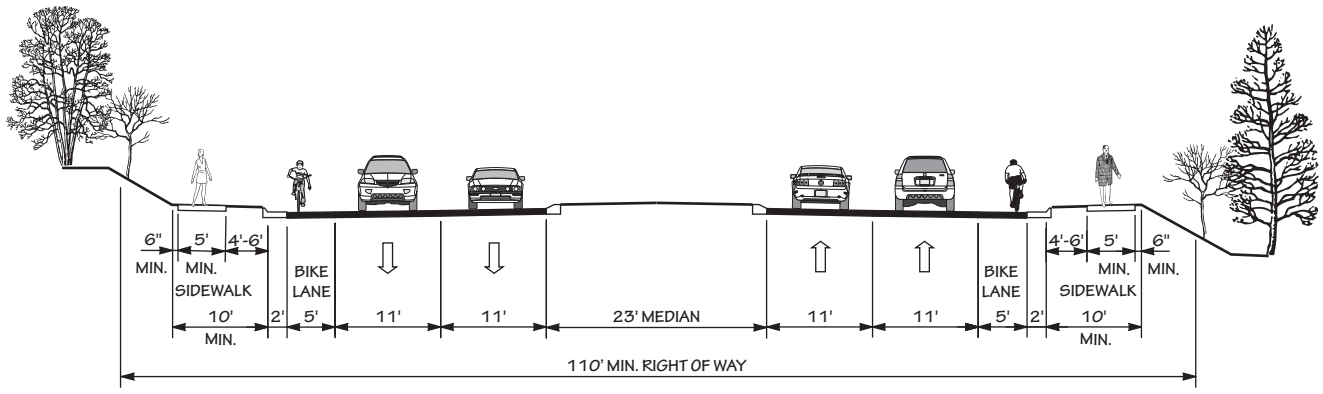
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

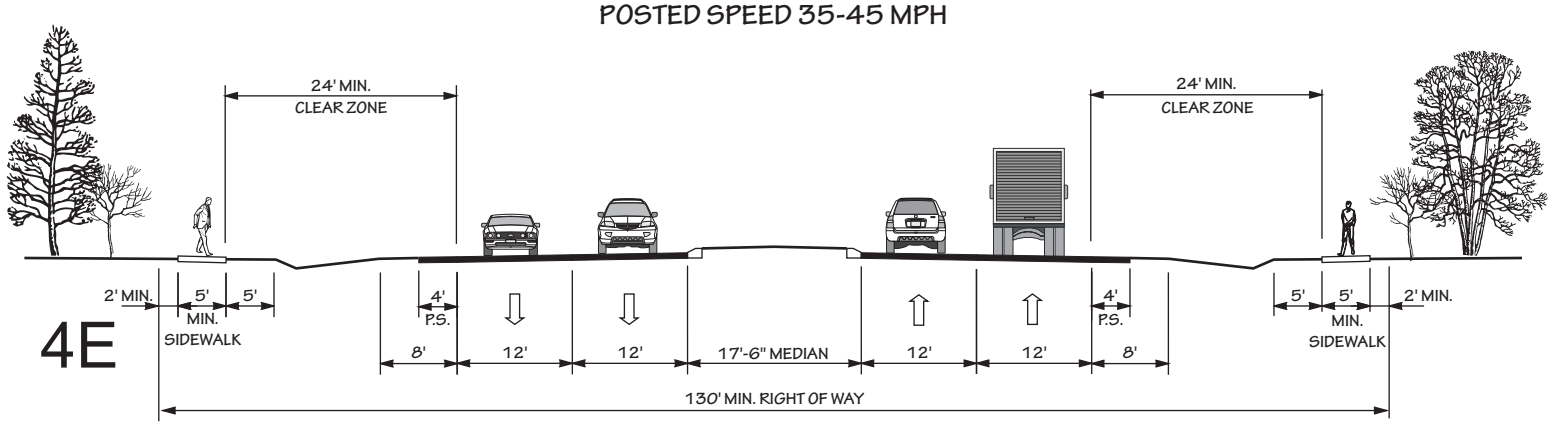
4D



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

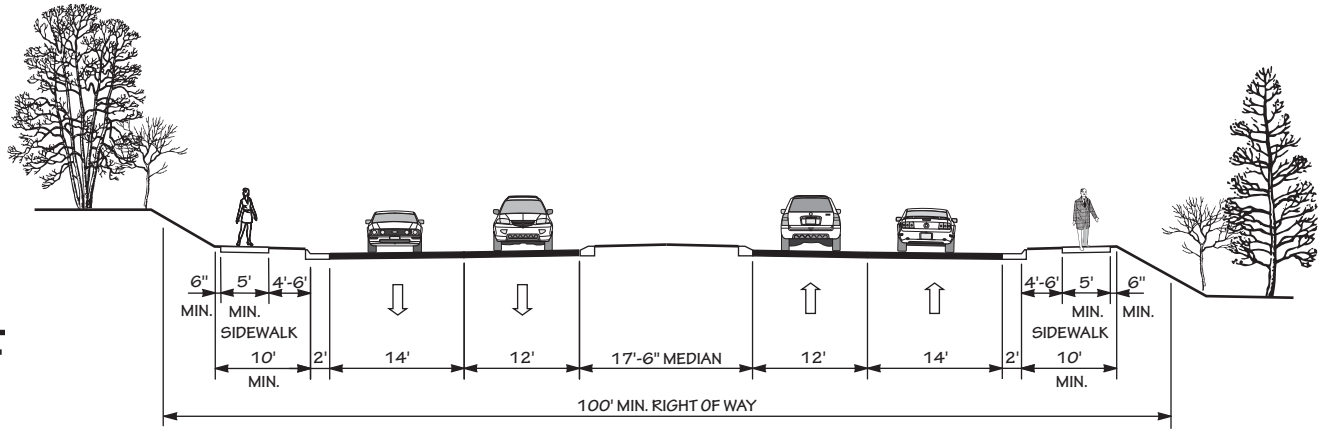
4E



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH

4F



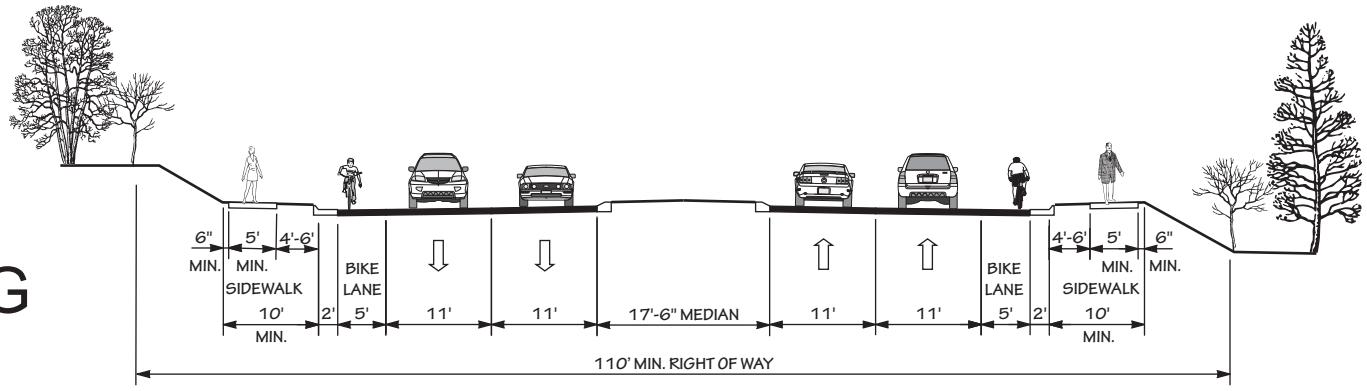
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

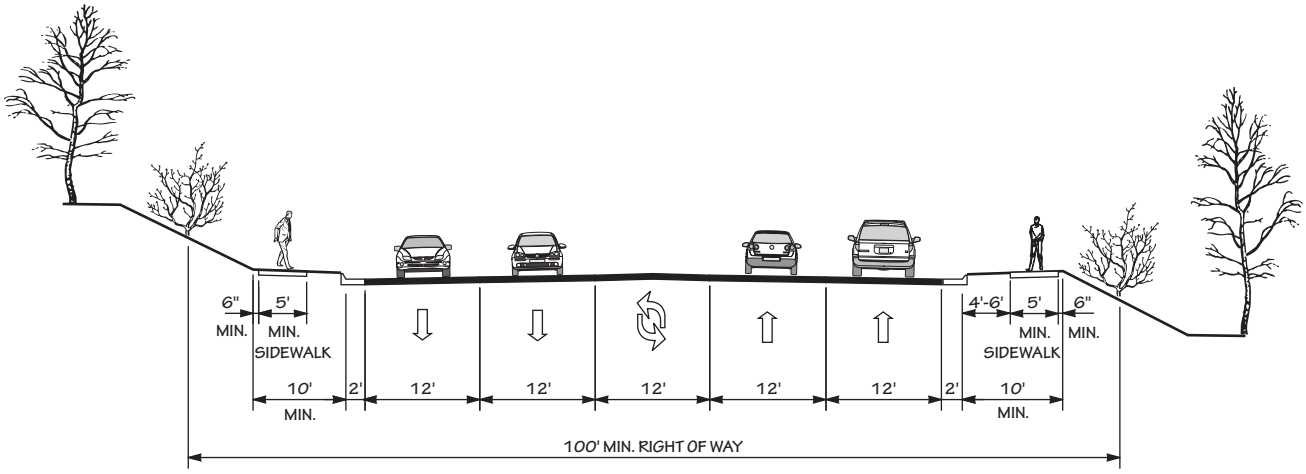
4G



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

POSTED SPEED 35-45 MPH

5A

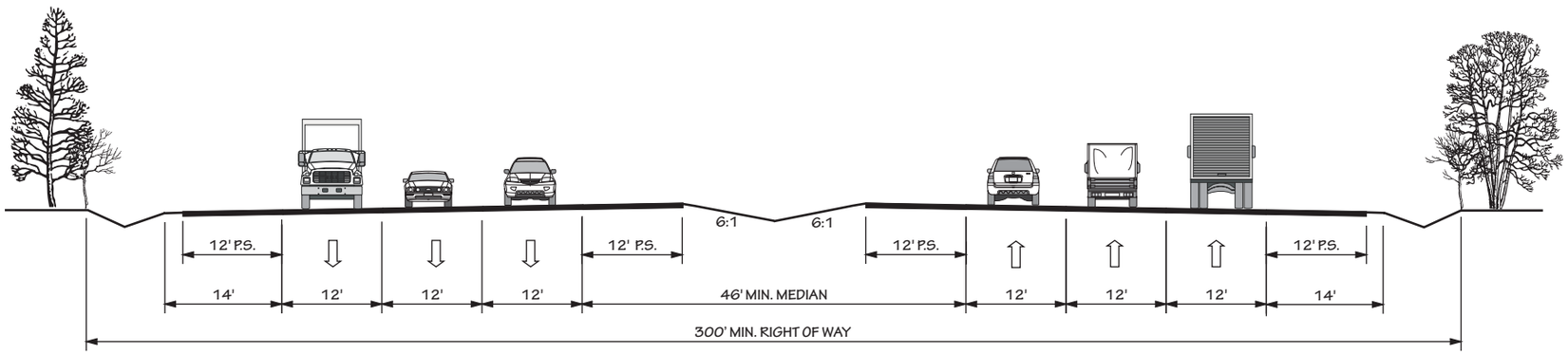


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

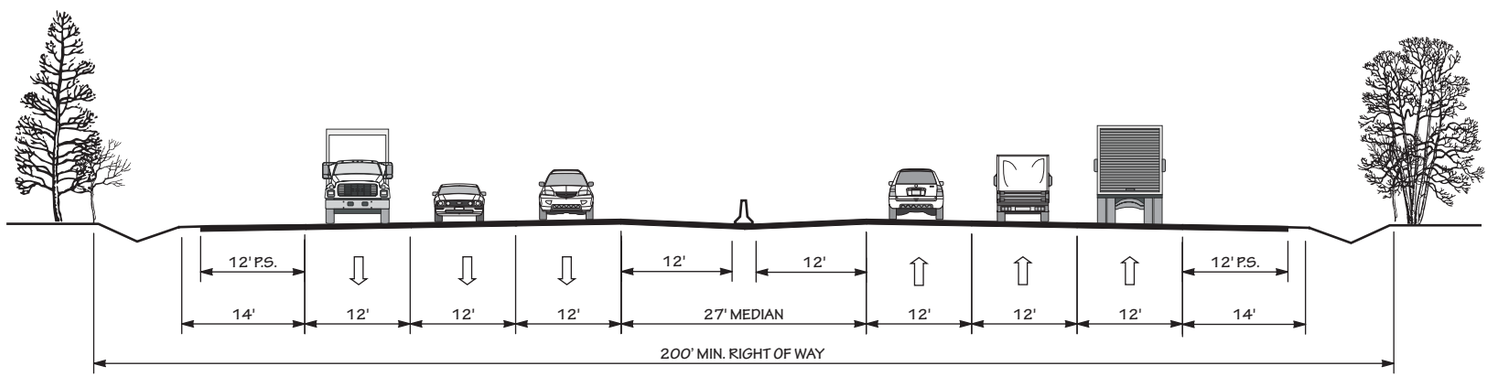
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

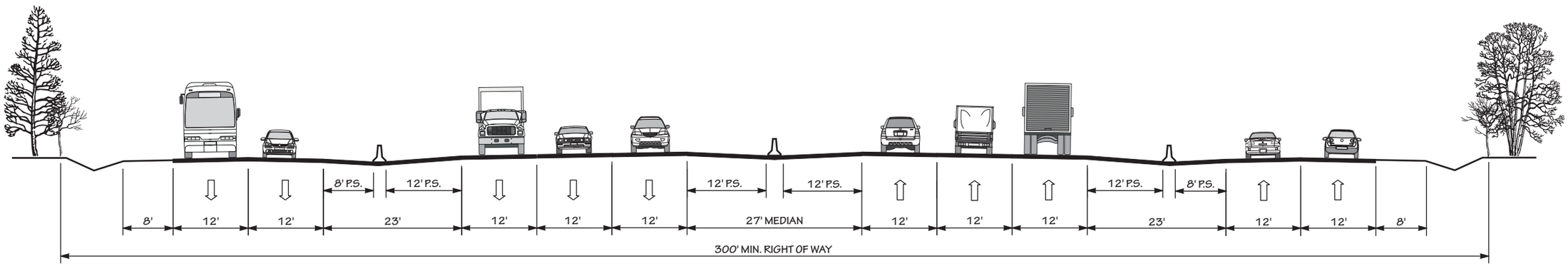


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

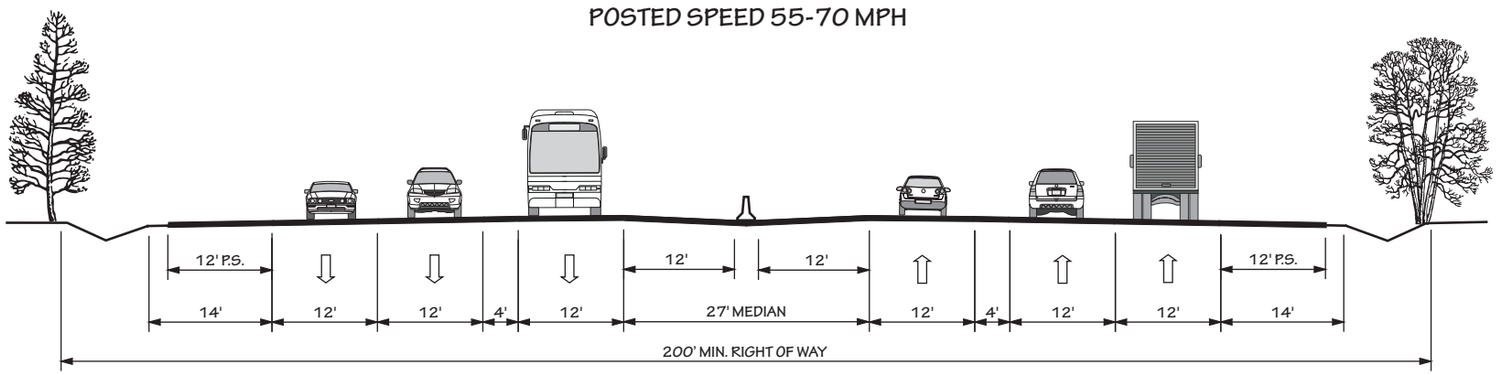
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



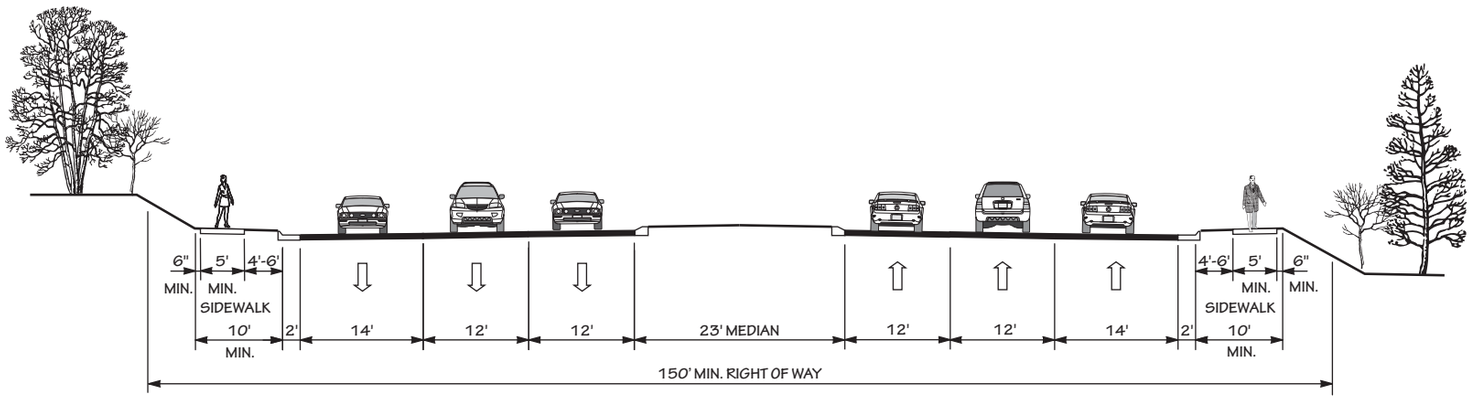
6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

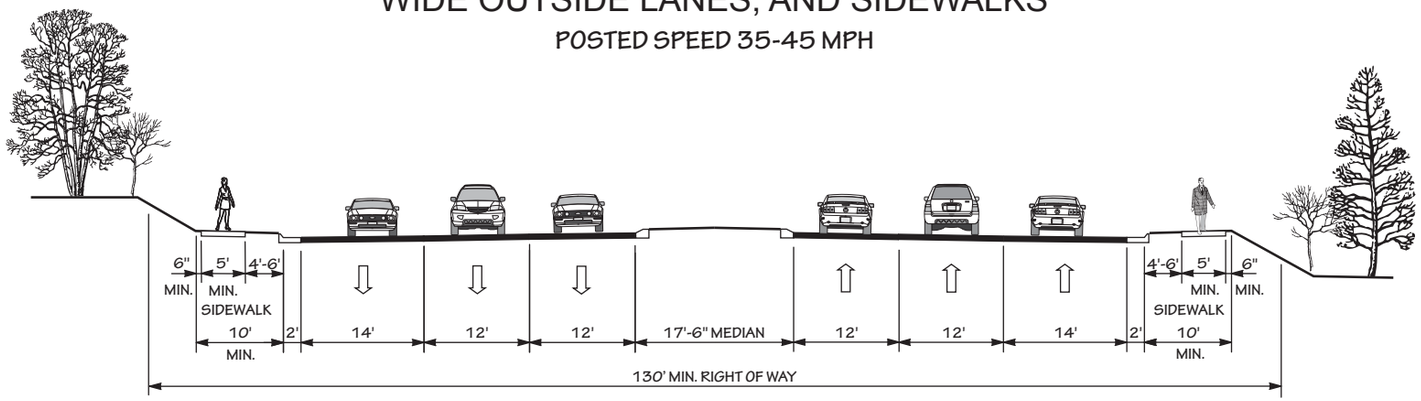
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6E 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH



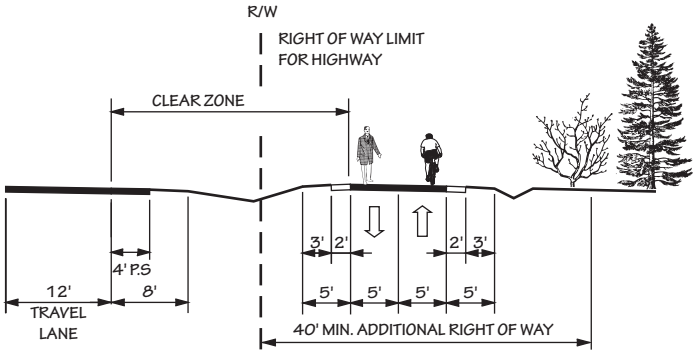
6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

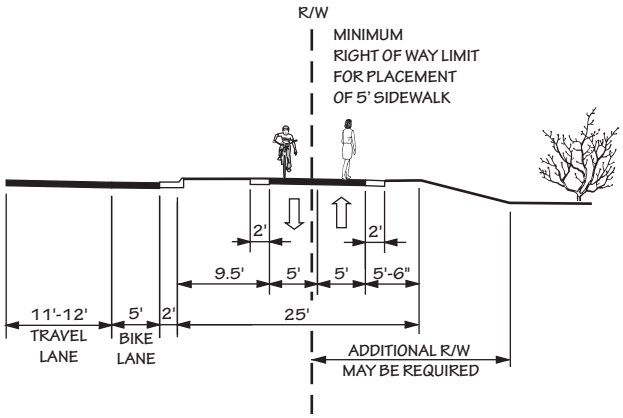
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

Revised 05/05/2014

Appendix E
Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 8.

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 8 - Level of Service Illustrations

Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F
Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as federal and state funds become available.

A bridge is considered deficient if it is either structurally deficient (SD) or functionally obsolete (FO). Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to qualify for federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges located on roads evaluated as a part of the CTP are listed in Table 4. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 4 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	(Local ID)
2	Farmington Road (SR 1716)	Turner Creek	SD	
10	Watkins Road (SR 1710)	South Deep Creek	SD	B-4686
11	Watkins Road (SR 1710)	Harmon Creek	SD	
23	Hamptonville Road (SR 1102)	North Hunting Creek	FO	
29	US 21 Business	I-77	SD	YADK0014-H
35	NC 67	Yadkin River	FO & SD	YADK0027-H
37	US 601	Creek	FO	YADK0026-H
59	US 21 Business	Jonesville Creek	FO	B-4979
61	Hoots Road (SR 1150)	South Deep Creek	SD	
69	US 421 NBL	US 601	FO & SD	
82	US 421 NBL	Watkins Road (SR 1710)	FO & SD	
88	US 421 NBL	North Deep Creek	FO	
90	Speer Bridge Road (SR 1711)	US 421	FO & SD	
102	Dinkins Bottoms Road (SR 1570)	US 421	SD	
107	Center Road (SR 1331)	I-77	FO	YADK0015-H
109	Country Club Road (SR 1502)	North Deep Creek	FO & SD	
114	I-77 Northbound Lane	NC 67	FO & SD	
115	I-77 Southbound Lane	NC 67	FO	
154	Myers Road (SR 1508)	North Deep Creek	FO & SD	
175	Old 421 Road (SR 1314)	Myers Creek	FO	
177	Old 421 Road (SR 1314)	South Deep Creek	FO & SD	
186	Old 421 Road (SR 1605)	Yadkin River	FO & SD	YADK0024-H
213	US 601	North Deep Creek	SD	YADK0026-H
220	Reavis Road (SR 1141)	US 421	FO	

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Yadkin County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns.

For the Yadkin County CTP, travel demand was projected from 2012 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2011. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2011 Yadkin County Land Use Plan[1], the 2025 Yadkinville Land Development Plan[2] (2005) and the 2010 Jonesville Land Use Plan were used and are illustrated in Figures 9.

Below is a description of the methodology used in the analysis.

Population Projections

Population data is listed in the Table 5 below with the future information projected by the North Carolina Office of State Budget and Management. The 1980, 1990, 2000 and 2010 data represents Census Data for Yadkin County.

Using the known data, a growth rate was determined with the formula:

$$F = P\,(1+r)^N \text{ where:}$$

F = Future Population P = Present Population
r = Rate of Growth N = Number of Years

Table 5 – Population Data

Location	1980	1990	2000	2010	2012	2020	2030	2040
Yadkin County	28,439	30,488	36,251	38,401	38,235	40,365**	42,424**	44,588**
North Carolina	5,880,096	6,656,987	8,082,261	9,535,483	9,843,000	10,616,077*	11,631,895*	

* Projections by the North Carolina State Data Center
** Projections provided by the NCDOT Transportation Planning Branch

[1] *To view the 2011 Yadkin County Land Use Plan, go to: http://www.yadkincountync.gov/.*
[2] *To view the 2025 Yadkinville Land Development Plan, go to: http://www.yadkinville.org.*

Employment

Future employment conditions within Yadkin County were approved by the CTP Steering Committee. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Employment totals, listed in Table 6, were based on information from the North Carolina Department of Commerce's Labor and Economics Division. Initial distribution for the area was achieved with the help of GIS data provided by Yadkin County Department of Planning. Countywide 2020, 2030 and 2040 employment totals were based on applying the average population-employment ratio of 2000, 2010 and 2012.

2012 Employment = 9920
2012 Population = 38,235
Employment to Population (emp/pop) = 0.2595

Table 6 – Employment Data

Year	Population	Employment/Population Ratio	Employment
2000	36,351	.2842	10,304
2010	38,401	.2364	9078
2012	38,235	.2595	9920
2020	40,365	.2600	10,494
2030	42,424	.2625	11,136
2040	44,588	.2650	11,815

Yadkin County
Future Land Use

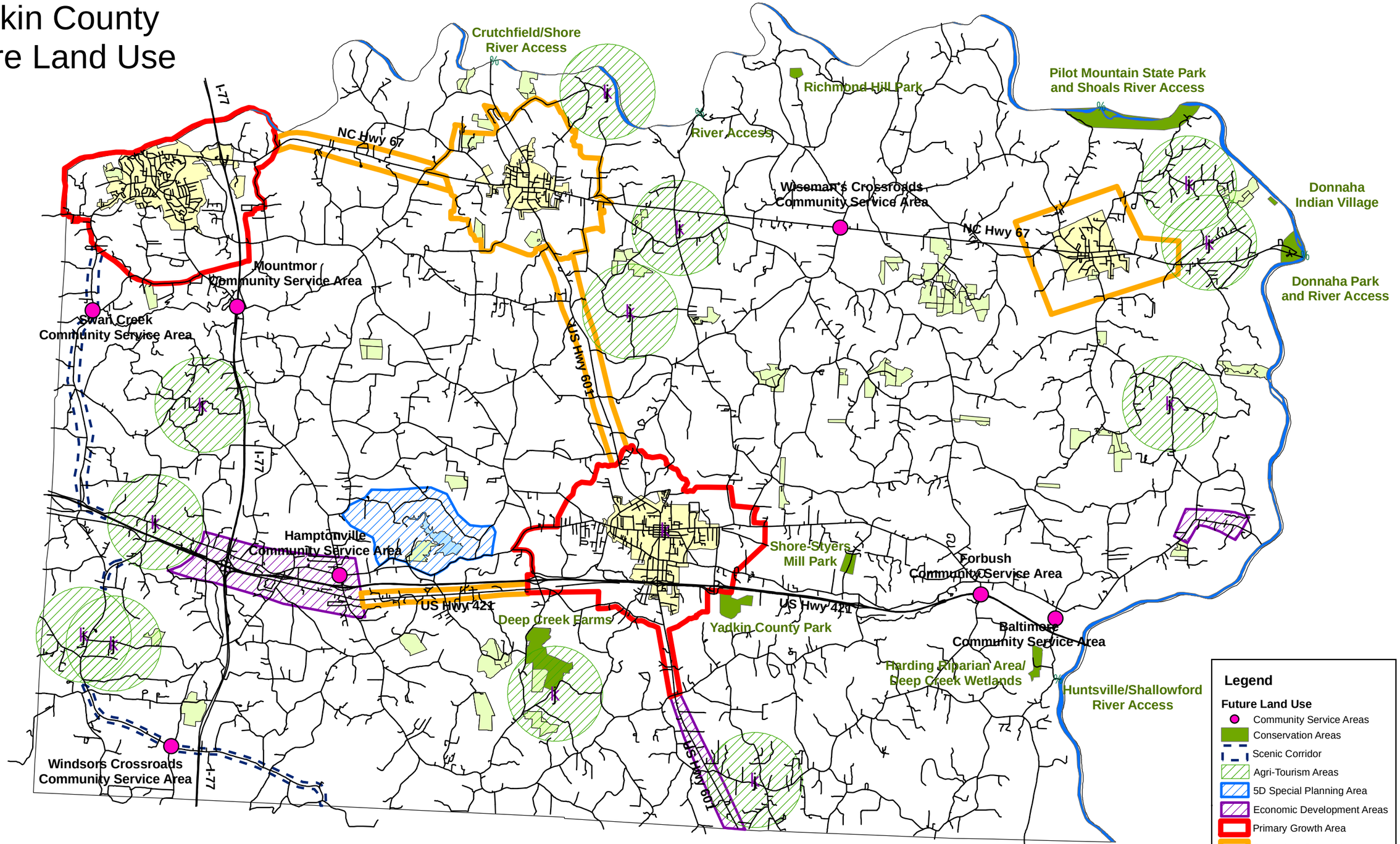


FIGURE 9
Sheet 1 of 3

Town of Yadkinville
Land Use Map

Projection: Stateplane

0 0.25 0.5 Miles

0 1,200 2,400 4,800 Feet

1 inch equals 2,500 feet

Northwest Piedmont Council of Governments

Sources:

The information contained on this site is furnished by government and private industry sources and is believed to be accurate but accuracy is not guaranteed. Mapping information is a representation of various data sources and is not a substitute for information that would result from an accurate land survey or engineer. The information provided herein does not replace information that may be obtained by consulting the information's official source. In no event shall Northwest Piedmont Council of Government s be liable for any damages, direct or consequential, from the use of the information contained on this site. Source data acquired by the counties and municipalities within Region H (Forsyth, Stokes, Surry, Yadkin, and Davie County), US and States Census Bureau, United States Geological Survey (USGS), North Carolina Department of Transportation, and Northwest Piedmont Council of Government s.

Cartographic design & digital compilation by Northwest Piedmont Council of Government s

Using: ArcMap in ArcInfo 9.x
Projection: Stateplane
Units: Feet
Datum: NAD83
Zone: North Carolina (3200)
Date Created: 7/9/2005

Legend

- Roads
- Watershed Boundary
- ETJ
- Town Boundary

LandUse

- Central Business
- General Commercial
- High Density Residential
- Industrial
- Low Density Residential
- Moderate Density Residential
- Parks, Recreation, & Conservation Areas

HAIRE RD
HARRISON RD
SHUGART'S MILL RD
COUNTRY CLUB RD
LONG FARM RD
MYRTLE LN
GRIFFIN RD
NORTHRIDGE DR
COBBINS MILL RD
SEQUOIA TRL
MYERS RD
SUGARTOWN RD
LEXUS LN
MONICO LN
COX MILL RD
BOOGER SWAMP RD
MACKIE RD
UNION CROSS CHURCH RD
UNNAMED
CENTER RD
ERNIES TRL
NORTH STATE ST
LOCUST ST
WOODRIDGE LN
MYER RD
BONAVID DR
N LEE ST
BEECH ST
HICKORY ST
WINDSOR AVE
W MAIN ST
TRUMAN ST
E HEMLOCK ST
OLD US 421 HWY
US OLD 421 HWY W
VESTAL ST
W CHERRY ST
FLEMING RD
DUDLEY ST
WILSON ST
E BIRCH ST
FRED HINSHAW RD
HENRY ST
W LEE AVE
ADAMS ST
TAFT ST
E TAYLOR ST
BILLY REYNOLDS RD
FORD ST
MEADOWBROOK DR
US 601 HWY
POLK ST
PROGRESS LN
ISAAC DR
LINCOLN ST
COLLIDGE ST
UNIFI INDUSTRIAL RD
KEATON DR
BLUE DAN LN
EPHRAM TR
CAROLINA AVE
MAIZE DR
SHACKTOWN RD
BEAMER RD
REAVIS RD
BILLY REYNOLDS RD
US 421 HWY
MEMORIAL RD
HOOTS RD
MCKINLEY RD
BRIARCLIFF RD
ASH ST
POLLYWOOD LN
LITTLE BIG HORN TRL
BUTLER RD
WALNUT AVE
FAITH LN
HOOTS RD
MISTY HOLLOW RD
BETHEL CHURCH RD
RUDY RD
R CHAPMAN DR
DUSTY TRL
South Deep Creek
NEELIE RD
South Deep Creek
GOSPEL WAY CHURCH RD
MAHANEY ROCK RD
SMITH-ALANA DR
HELTON RD
NEELIE RD
MARTIN RD
OLD STAGE RD

FIGURE 9
Sheet 2 of 3

Figure 9

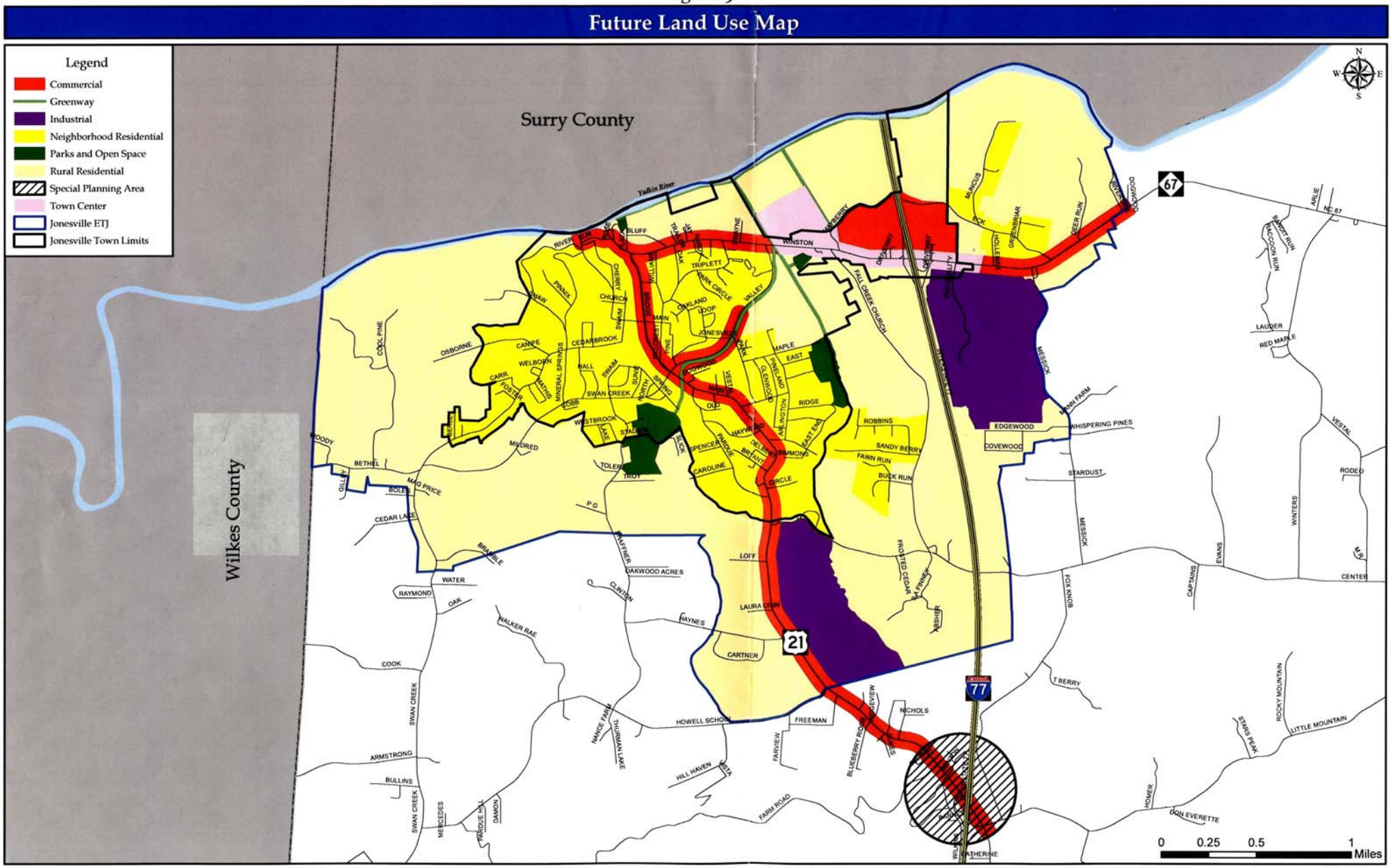


FIGURE 9
Sheet 3 of 3

Appendix H
Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Yadkin County CTP is given below.

- Marc Allred – Northwest Piedmont Rural Planning Organization
- Kevin Austin – Yadkin County Commissioner, Chairman
- Tom Bastable – County Resident
- Scott Buffkin – Jonesville Town Manager
- Aaron Church, Yadkin County Manager
- Hubert Gregory – Mayor, Town of Yadkinville
- Gilbert Hemric – Yadkin County Commissioner
- Rusty Hunter – Mayor, Town of Boonville
- Dean Ledbetter – Division Planning Engineer, NCDOT Division 11
- David Moxley – Yadkin County Commissioner, Vice Chairman
- Christopher Ong – Yadkinville Town Manager
- Michael Poston – Yadkin County Planning & Development Director
- Daniel Tulbert – County Resident
- Christina Walsh - Northwest Piedmont Rural Planning Organization Coordinator
- David Moxley – Yadkin County Commissioner, Vice Chairman
- Marion Weldon – Yadkin County Commissioner
- Frank Zachary – Yadkin County Commissioner

CTP Vision, Goals, and Objectives

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down

the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Vision Statement:
To provide an efficient transportation system throughout Yadkin County without regards to jurisdictional boundaries to ensure continued and enhanced quality of life through safe and sufficient transportation.

Goals & Objectives:

- Insure the integrity of the existing transportation system by encouraging planned and strategic development.
- Encourage right of way preservation to ensure expansion of the existing system and future roadway projects.
- Coordinate transportation and improvement needs between multiple jurisdictions.
- Provide means to identifying and prioritizing transportation system needs on a local and regional scale.
- Enhance and expand services for alternative modes of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.
- Acknowledge ways to improve safety and congestion as well as programs to educate the public on traffic safety.
- Recognize a sustainable transportation infrastructure linking the planning area with surrounding metropolitan areas including Greensboro, Winston Salem, and other areas.
- Educate the public on general transportation issues as well as alternative forms of transportation.

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Yadkin County G & O survey is given below.

Yadkin County Transportation Survey Results				
How important are the following transportation goals?				
Answer Options	**Not Important**	**Important**	**Very Important**	**Response Count**
Increase Public Transportation Options	49	65	48	162
Faster Automobile Travel Times	75	57	30	162
Preserve Community and Rural Character	20	70	72	162
Protect the Environment	19	75	68	162
Support Economic Growth	19	56	87	162
Improve Services for Special Needs	26	81	55	162
Increased Transportation Mode Choices. (More and/or safer opportunities to bike or walk to destinations instead of driving)	56	62	44	162
			answered question	**162**
			skipped question	**0**

Please select which of the following methods you agree with, for increasing a road's efficiency.				
Answer Options		**Agree**	**Disagree**	**Response Count**
Building additional travel lanes		113	49	162
Making improvements to intersection such as better traffic signal timing, adding guard rails, creating roundabouts		130	32	162
Controlling the frequency and locations of driveways and cross streets that access the road		106	56	162
			answered question	**162**
			skipped question	**0**

Are you concerned with safety or crash problems at any specific locations?				
Answer Options			**Response Percent**	**Response Count**
No			46.3%	75
Yes, Please describe the location, including the road name or intersection			53.7%	87
			answered question	**162**
			skipped question	**0**

Is truck traffic a problem in Yadkin County?				
Answer Options			**Response Percent**	**Response Count**
No			83.6%	133
Yes. Please describe the location, including the road name or intersection.			16.4%	26
			answered question	**159**
			skipped question	**3**

When traveling in your area, do you find that you often have to go out of your way to get to your destination because: A direct route does not exist or the most direct route is too congested?				
Answer Options			**Response Percent**	**Response Count**
No			79.9%	127
Yes, Please give examples			20.1%	32
			answered question	**159**
			skipped question	**3**

What are the key Transportation Issues facing Yadkin County?				
Answer Options				**Response Count**
				94
			answered question	**94**
			skipped question	**68**

To what areas would you like to have improved access?				
Answer Options			**Response Percent**	**Response Count**
Winston-Salem			61.1%	69
Greensboro			11.5%	13
Wilkes County			15.9%	18
Surry County			44.2%	50
Other			26.5%	30
			answered question	**113**
			skipped question	**49**

What roads would you most like to have improved access				
Answer Options			**Response Percent**	**Response Count**
US 421			35.0%	41
US 601			45.3%	53
NC 67			52.1%	61
Old 421			24.8%	29
US 421			3.4%	4
Other (please specify)			23.1%	27
			answered question	**117**
			skipped question	**45**

Are there areas where you would like to see sidewalks constructed or improved?				
Answer Options			**Response Percent**	**Response Count**
No			73.6%	117
Yes. Please describe where.			26.4%	42
			answered question	**159**
			skipped question	**3**

Would you use off-road trails or greenways for walking or bicycling?				
Answer Options			**Response Percent**	**Response Count**
No.			61.6%	98
Yes. Please describe where.			38.4%	61
			answered question	**159**
			skipped question	**3**

Would you use on-road bicycle facilities, such as bicycle lanes or wide shoulders?				
Answer Options			**Response Percent**	**Response Count**
No.			69.8%	111
Yes. Please describe where.			30.2%	48
			answered question	**159**
			skipped question	**3**

We would like to know about your walking habits. For each purpose or destination below, please indicate how frequently you walk.				
Answer Options	**Regularly**	**Occasionally**	**Never**	**Response Count**
Fitness/Exercise	73	63	22	158
Get to School	1	2	151	154
Get to Work	4	10	141	155
Get to Park and Ride Lot	6	12	135	153
Shopping/Errands	34	23	100	157
Restaurants	26	29	101	156
Entertainment	11	33	112	156
Other	15	19	62	96
			answered question	**158**
			skipped question	**4**

Would you use park-and-ride lots? (A park-and-ride lot is a parking area where you can leave your car and take public transportation or carpool to your destination.)				
Answer Options			**Response Percent**	**Response Count**
Yes.			32.3%	51
No.			67.7%	107
			answered question	**158**
			skipped question	**4**

Please answer 'yes' or 'no' if you would use each service listed below				
Answer Options		**Yes**	**No**	**Response Count**
Bus Service to Charlotte		50	108	158
Bus Service to the Triad		34	124	158
Bus Service to Statesville		27	131	158
Bus Service to Boone		33	125	158
Amtrak /Passenger Rail service		67	91	158
			answered question	**158**
			skipped question	**4**

Would you use Bus Service to another location?				
Answer Options			**Response Percent**	**Response Count**
No			83.5%	132
Yes, please list desired locations for service			16.5%	26
			answered question	**158**
			skipped question	**4**

What is your age?				
Answer Options			**Response Percent**	**Response Count**
Under 18			0.0%	0
18 - 24			0.6%	1
25 - 34			5.2%	8
35 - 44			7.7%	12
45 - 55			32.9%	51
55 - 64			26.5%	41
65 - 74			18.1%	28
Over 75			9.0%	14
			answered question	**155**
			skipped question	**7**

How would you classify your race?				
Answer Options			**Response Percent**	**Response Count**
White			94.8%	145
Black			2.0%	3
Native American			0.7%	1
Hispanic			0.7%	1
Asian			0.0%	0
Other			2.0%	3
			answered question	**153**
			skipped question	**9**

How many people, including yourself, live in your household?				
Answer Options			**Response Percent**	**Response Count**
1			16.3%	25
2			53.6%	82
3			15.0%	23
4			9.8%	15
5			3.9%	6
6			0.7%	1
7			0.0%	0
8 or more			0.7%	1
			answered question	**153**
			skipped question	**9**

What was your household income last year?				
Answer Options			**Response Percent**	**Response Count**
Less than $19,600			9.2%	12
$19,601 - $39-199			15.4%	20
$39,200 - $ 49,999			10.8%	14
$50,000 - $70,000			18.5%	24
More than $70,000			38.5%	50
Don't Know			7.7%	10
			answered question	**130**
			skipped question	**32**

What is your Zip Code?				
Answer Options			**Response Percent**	**Response Count**
27055			34.2%	53
27011			13.5%	21
27018			29.0%	45
28689			1.3%	2
27020			5.2%	8
Other (please specify)			16.8%	26
			answered question	**155**
			skipped question	**7**

Where did you hear about this survey?				
Answer Options			Response Percent	Response Count
Government Building			16.1%	25
Church			0.0%	0
Newsletter			0.6%	1
Private Business			0.0%	0
Newspaper			3.9%	6
Other (please specify)			79.4%	123
			answered question	155
			skipped question	7

Public Meetings

Brief summaries of public meetings held within the planning area are given below.

Public Workshop #1 at the Yadkinville Town Hall

The first public workshop took place at the Yadkinville Town Hall on October 11, 2012 from 4:30-6:30 pm. This workshop introduced the Draft CTP maps to the public, as well as what could be expected of the final plan. Seven citizens were in attendance. They were given the opportunity to look over the maps and give additional feedback if anything needed to be added, removed, or changed. There were a few comments given in reference to the Buck Shoals Rd (SR 1103) area, as well as pictures for visual aids. Comments were addressed by the recommended improvement to the facility in the CTP. Refer to Chapter 2 of this report for more information.

Public Workshop #2 at the Yadkinville Town Hall

The second public workshop took place at the Yadkinville Town Hall on April 30, 2013 from 5:00-7:00 pm. This workshop presented the revised Draft CTP maps to the public and approximately nine citizens were in attendance. Additional feedback was solicited for additions and/or revisions. There were a few comments given in reference to the Boonville area. The information was forwarded to the local NCDOT Division Office for follow up.

Public Workshop #3 at the Yadkinville Town Hall

The third public workshop took place at the Yadkinville Town Hall on August 26, 2014 from 5:00-7:00 pm. This workshop showed the CTP draft maps to the public, approximately eleven citizens were in attendance. We went over the latest adjustments from previous local meeting. There were a few comments given in reference to the round-a-bouts.

Adoption Meetings

The CTP was adopted by local officials during the following meetings:

- Jonesville Town Council Meeting – October 6, 2014
- Boonville Town Council Meeting – October 7, 2014

- East Bend Town Council Meeting – October 13, 2014
- Yadkinville Town Council Meeting – November 3, 2014
- Yadkin County Board of Commissioner's Meeting – November 17, 2014

The Northwest Piedmont RPO endorsed the CTP on December 17, 2014. The North Carolina Department of Transportation mutually adopted the Yadkin County CTP on January 8, 2015.