2017 Wilkes County
Comprehensive Transportation Plan

2017 Wilkes County
Comprehensive Transportation Plan

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N.C. Department of Transportation

In Cooperation with: Wilkes County
Town of Wilkesboro
Town of North Wilkesboro
Town of Ronda
High Country Rural Planning Organization

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Executive Summary

In January of 2015, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Wilkes County initiated a study to cooperatively develop the Wilkes Comprehensive Transportation Plan (CTP), which includes the towns of Wilkesboro, North Wilkesboro, and Ronda. 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 2017. Descriptive information and definitions for designations 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 Wilkes County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

- **Proposed North Wilkesboro Bypass (TIP Project R-0616):** Construct a four lane divided road on new location from the NC 268 (Elkin Highway) / NC 18 (Sparta Road) intersection to US 421 at Dancy Road (SR 1323). Additionally, Dancy Road (SR 1323) from US 421 to Winkler Mill Road (SR 1322) should be widened to a four lane divided boulevard as a part of this project.

- **NC 16:** Widen to a four lane boulevard from US 421 to Pleasant Home Church Road (SR 1315).

- **NC 18 / NC 268 (Second Street):** Widen to five lanes from US 421 Business / NC 115 to the NC 18 / NC 268 split.

- **NC 115:** Widen to a three lanes from US 421 to NC 18.

- **Proposed Industrial Park Connector:** Construct an eastern bypass partially on new location from Old State Highway 60 (SR 2318) to River / Liberty Grove Church Road (SR 2333) with a new crossing of the Yadkin River.

- **NC 268 (Elkin Highway) (TIP Project R-3309):** Modernize and widen roadway from Airport Road (SR 1966) to the Elkin Bypass

- **Traphill Road (SR 1002)**: New transit service to the Traphill community. Potential stops may include the Wilkes County Airport, Traphill Elementary School, Mountain View Elementary School, North Wilkes High School, Traphill Library, or the Traphill Fire Department.

- **Reddies River Multi-use Path:** Construction of a multi-use path bridge connecting the existing greenways on the east and west banks of the Reddies River north of the existing US 421 Business / D Street bridge

Adopted by:

Wilkes County
Date: September 19, 2017

Town of Wilkesboro
Date: September 11, 2017

Town of North Wilkesboro
Date: September 5, 2017

Town of Ronda
Date: September 12, 2017

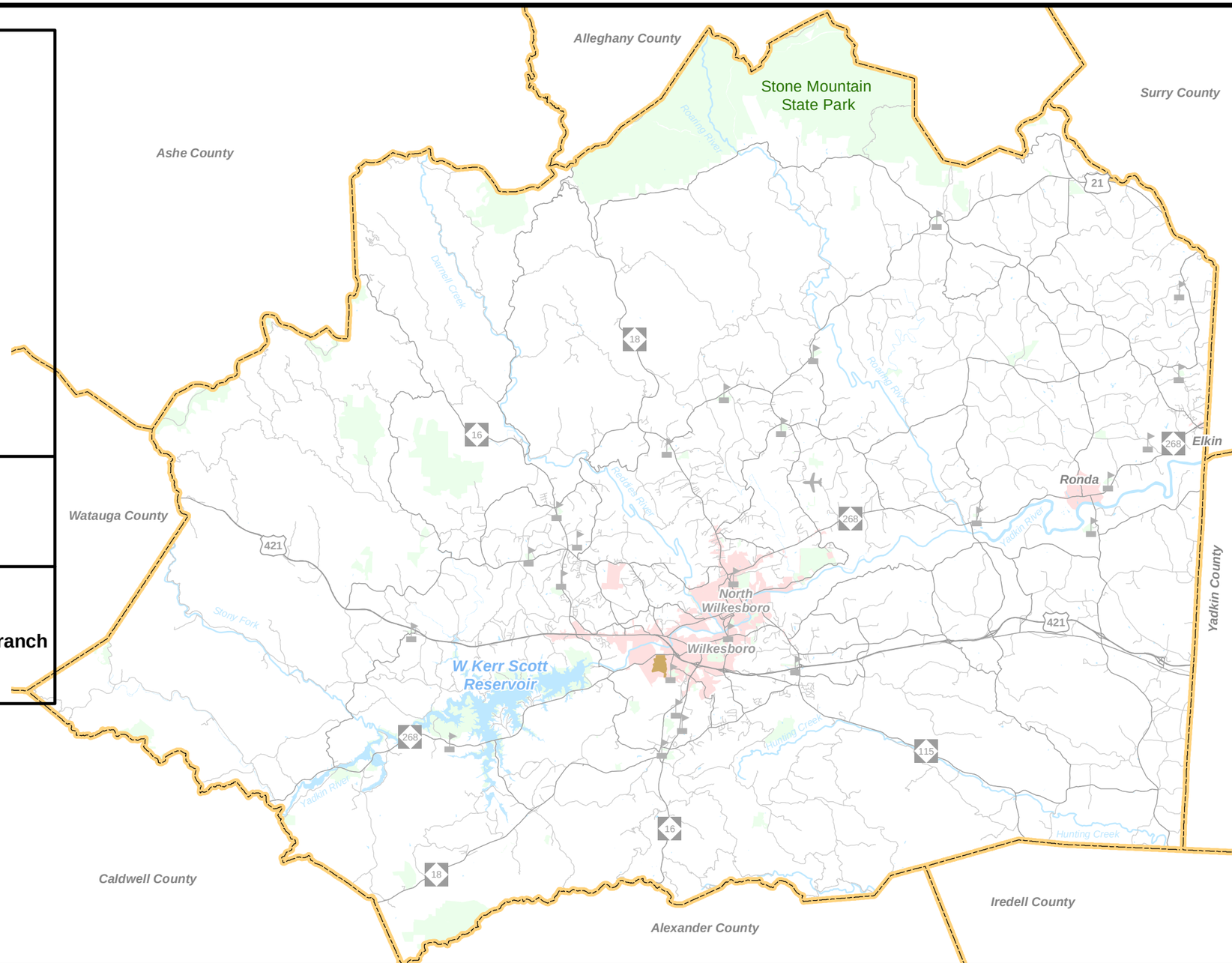
NCDOT
Date: November 2, 2017

Endorsed by:

High Country RPO
Date: December 20, 2017

Recommended by:

Transportation Planning Branch
Date: October 6, 2017



Sheet 1 Adoption Sheet
Sheet 2 Highway Map
Sheet 3 Public Transportation and Rail Map
Sheet 4 Bicycle Map
Sheet 5 Pedestrian Map

Legend

- Roads
- Rivers and Streams
- Schools
- County Boundary
- Municipal Boundary
- Public Land
- Wilkes Community College

0 2 4 6 8 Miles

N W E S

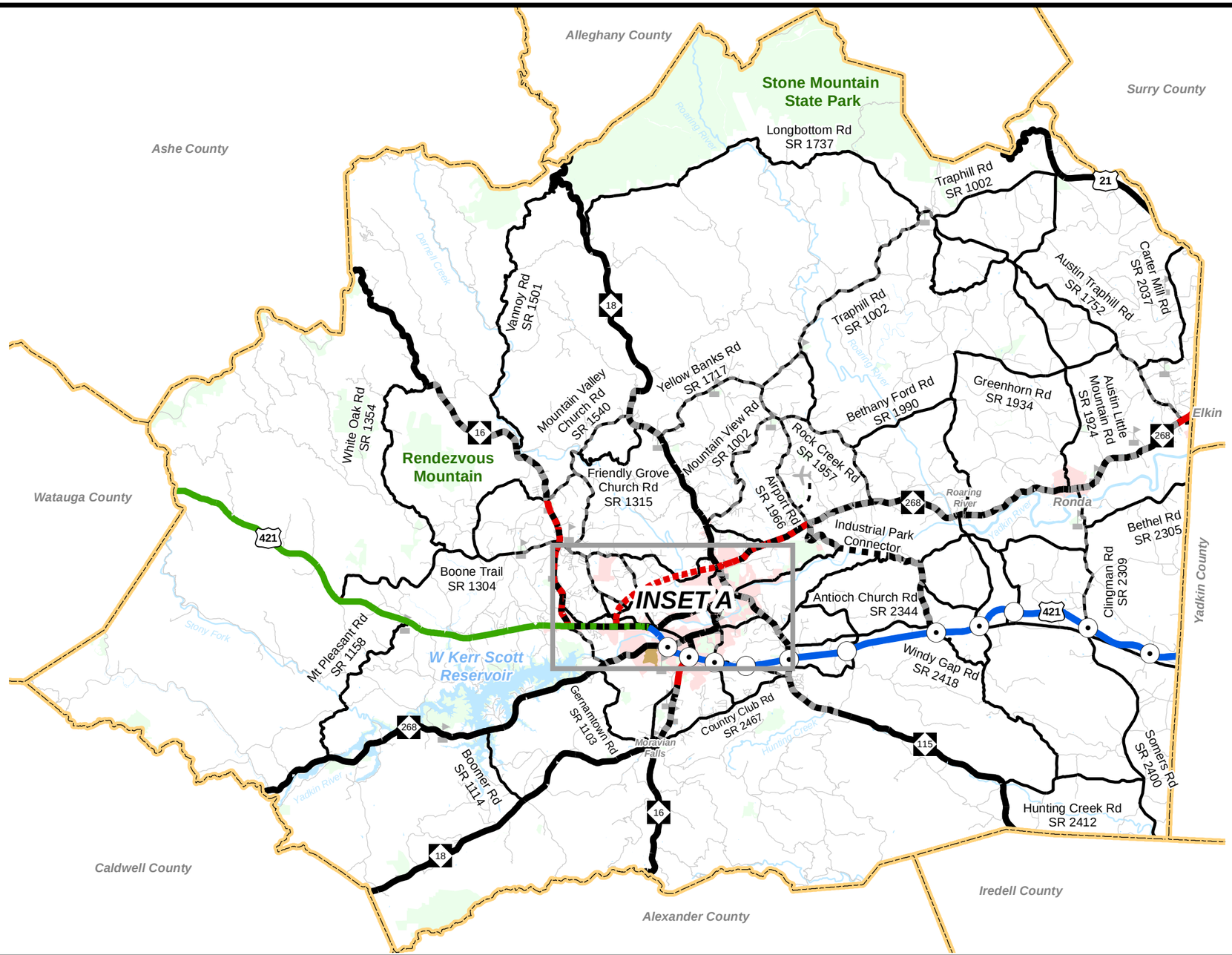
Sheet 1 of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Adoption Sheet

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



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

0 2 4 6 8 Miles

N W E S

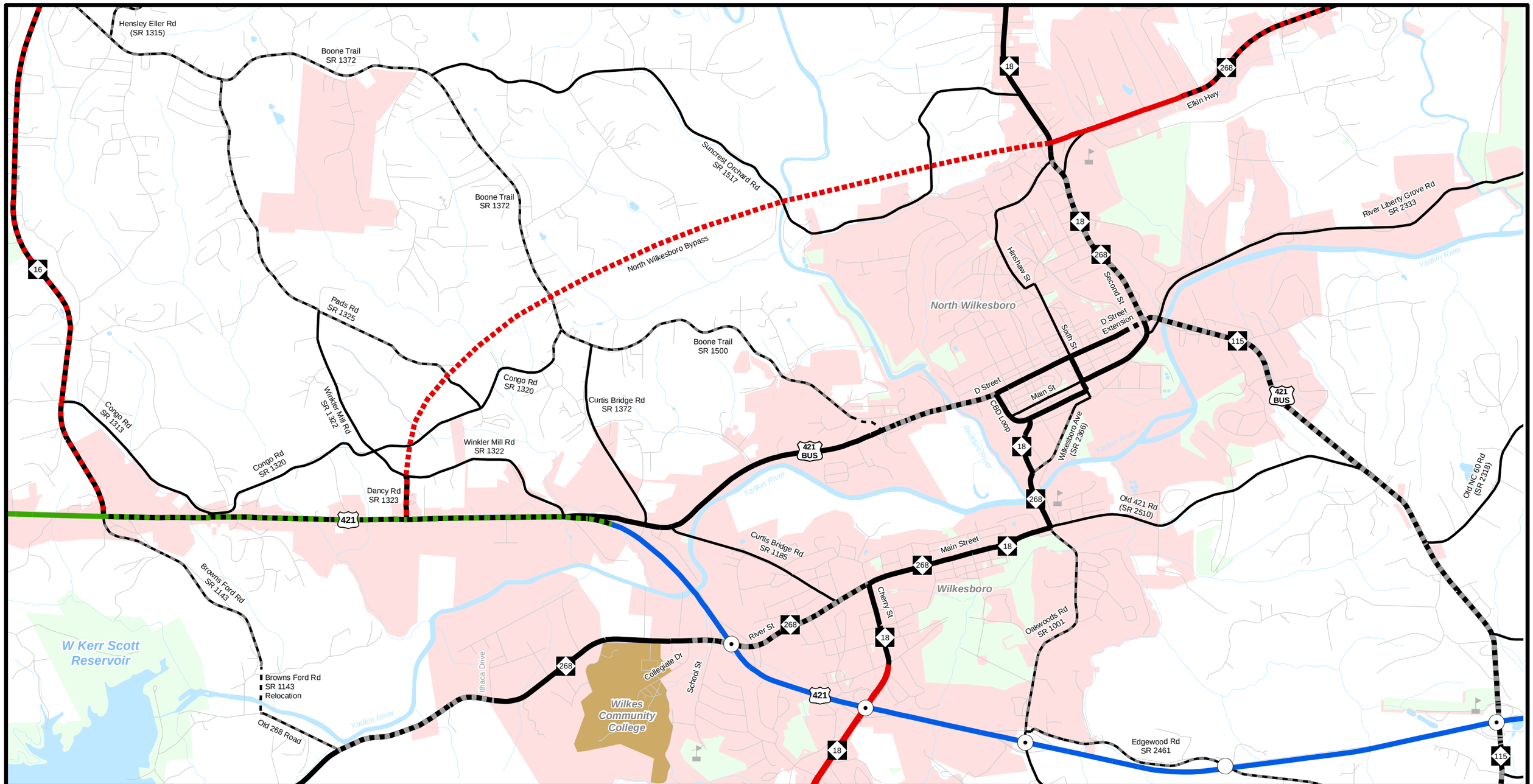
Sheet 2 of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Highway Map

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



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

0 0.25 0.5 0.75 1 Miles

N W E S

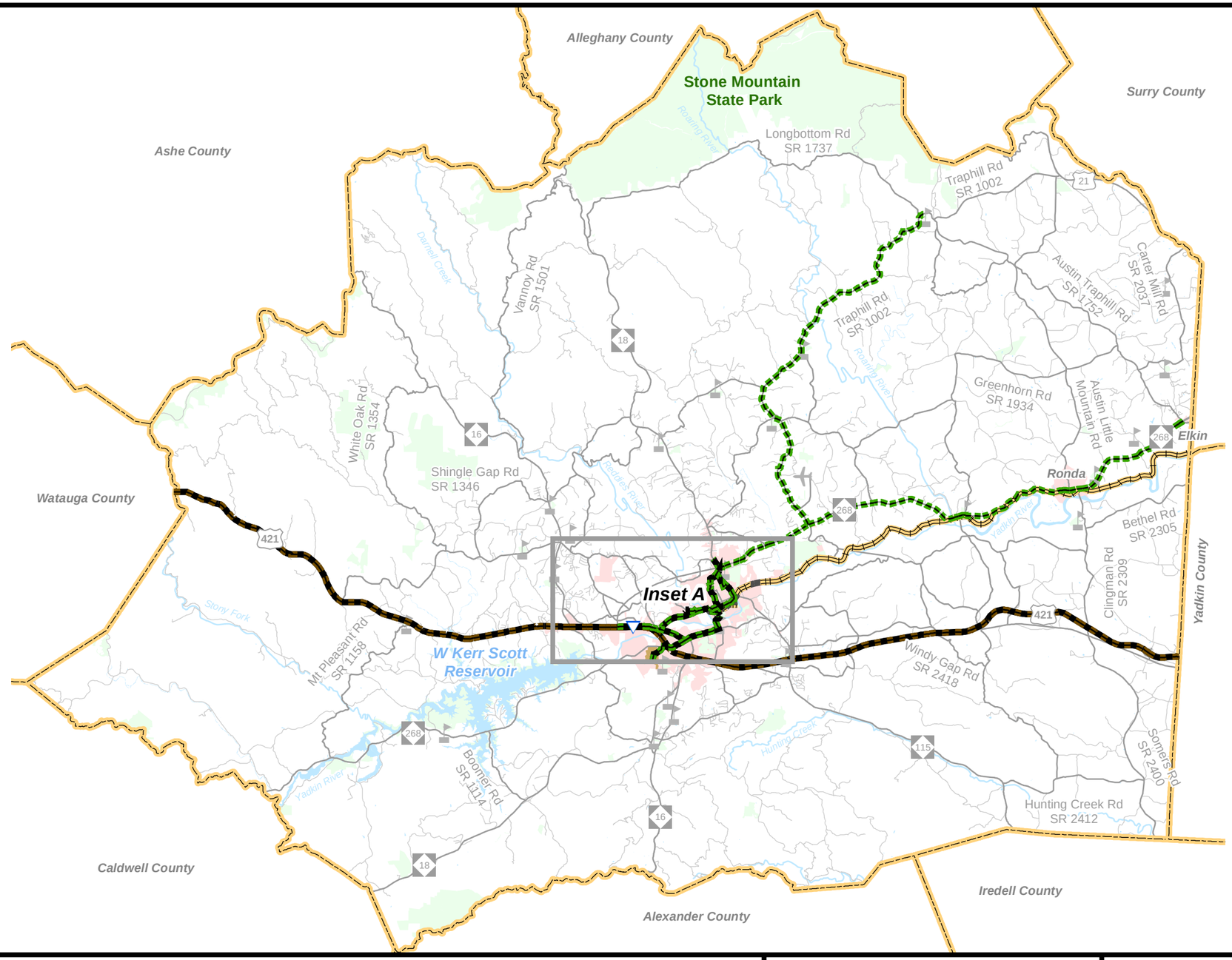
Sheet 2A of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Highway Map
Inset A

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



Bus Routes
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Multimodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

0 2 4 6 8 Miles

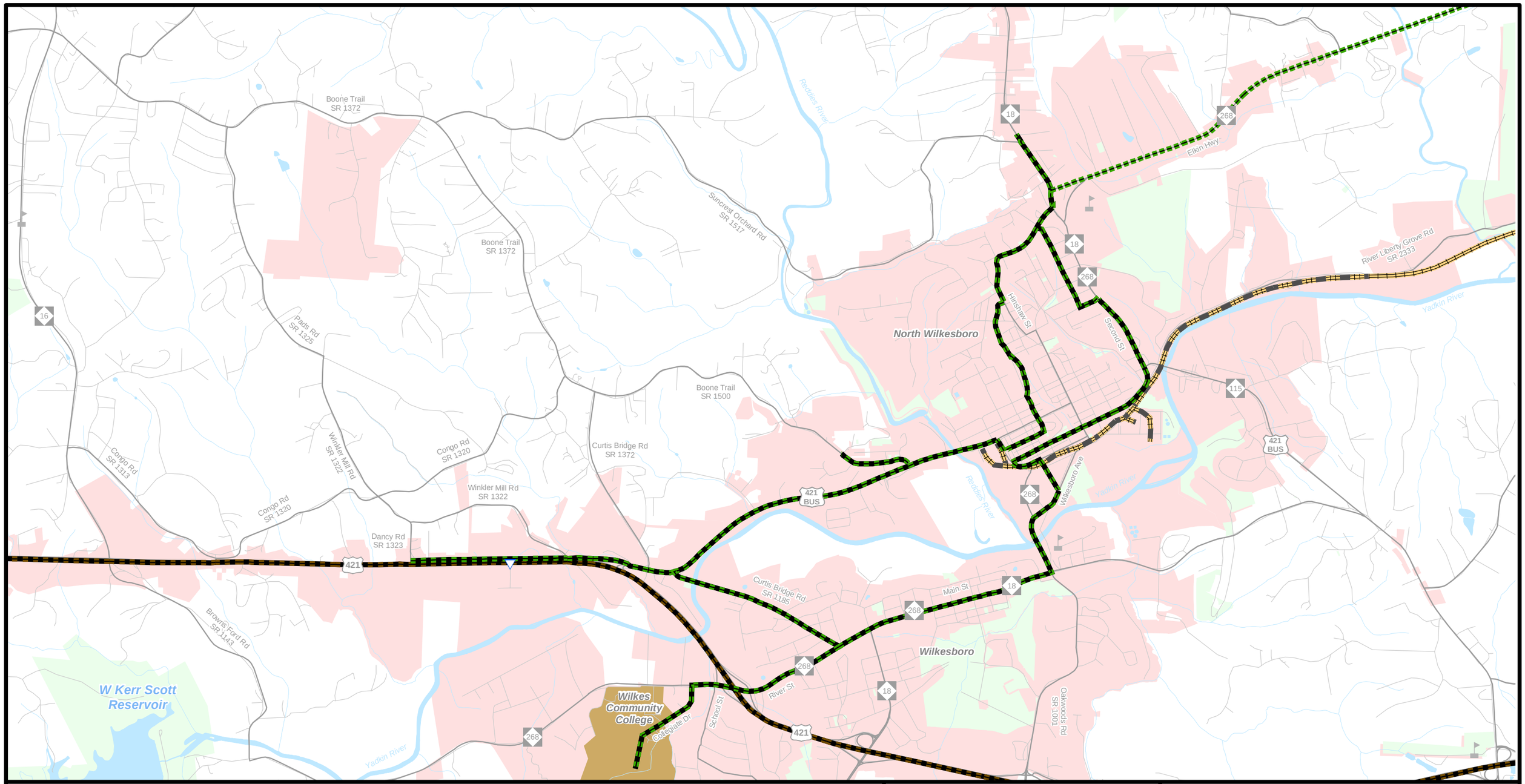
N W E S

Sheet 3 of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Public Transportation and Rail Map

Wilkes County Comprehensive Transportation Plan

Plan Date: September 21, 2016



Bus Routes
- Existing
- Needs Improvement
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Multimodal Connector
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

0 0.25 0.5 0.75 1 Miles

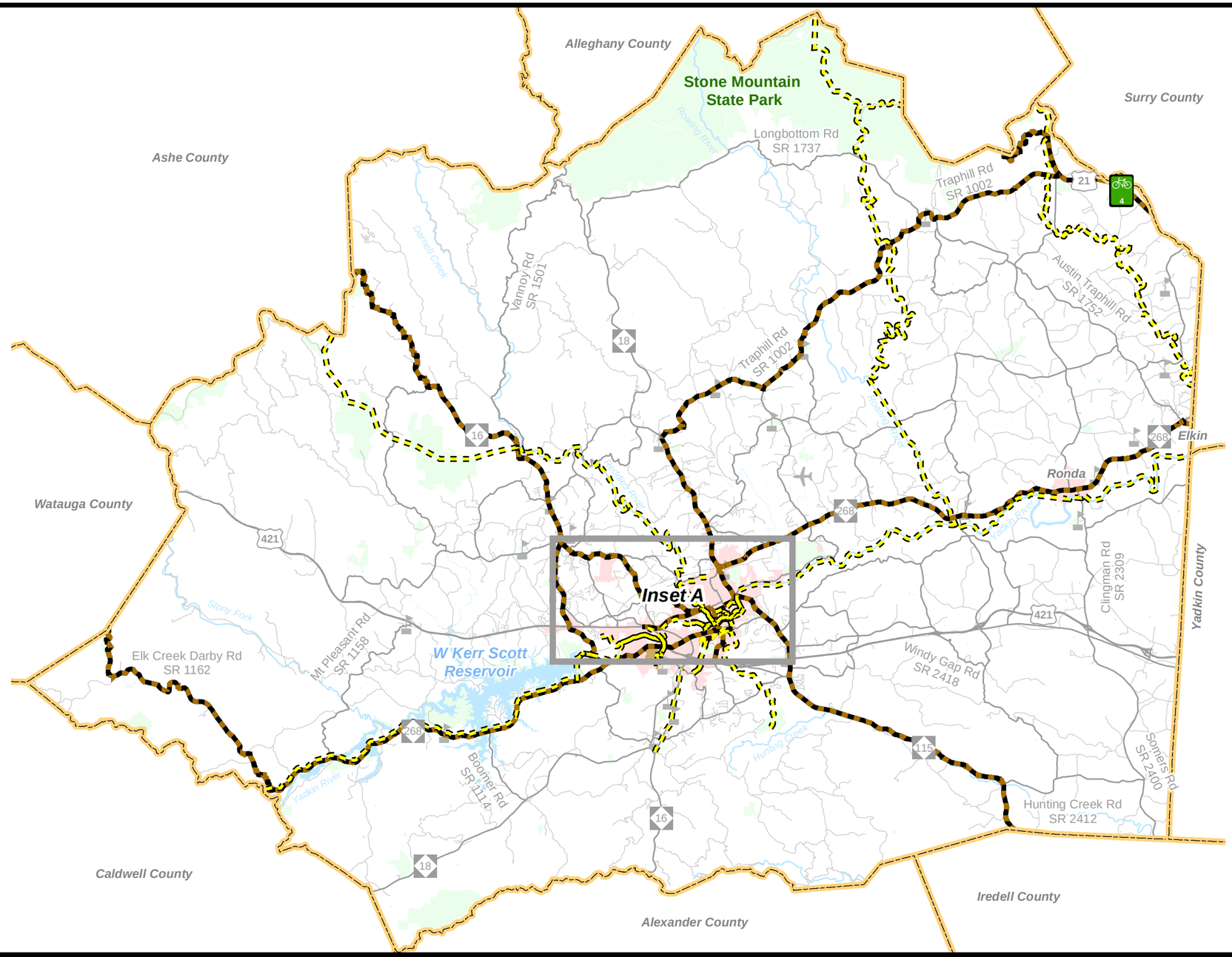
N W E S

Sheet 3A of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Public Transportation and Rail Map Inset A

Wilkes County Comprehensive Transportation Plan

Plan Date: September 21, 2016



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

0 2 4 6 8 Miles

N W E S

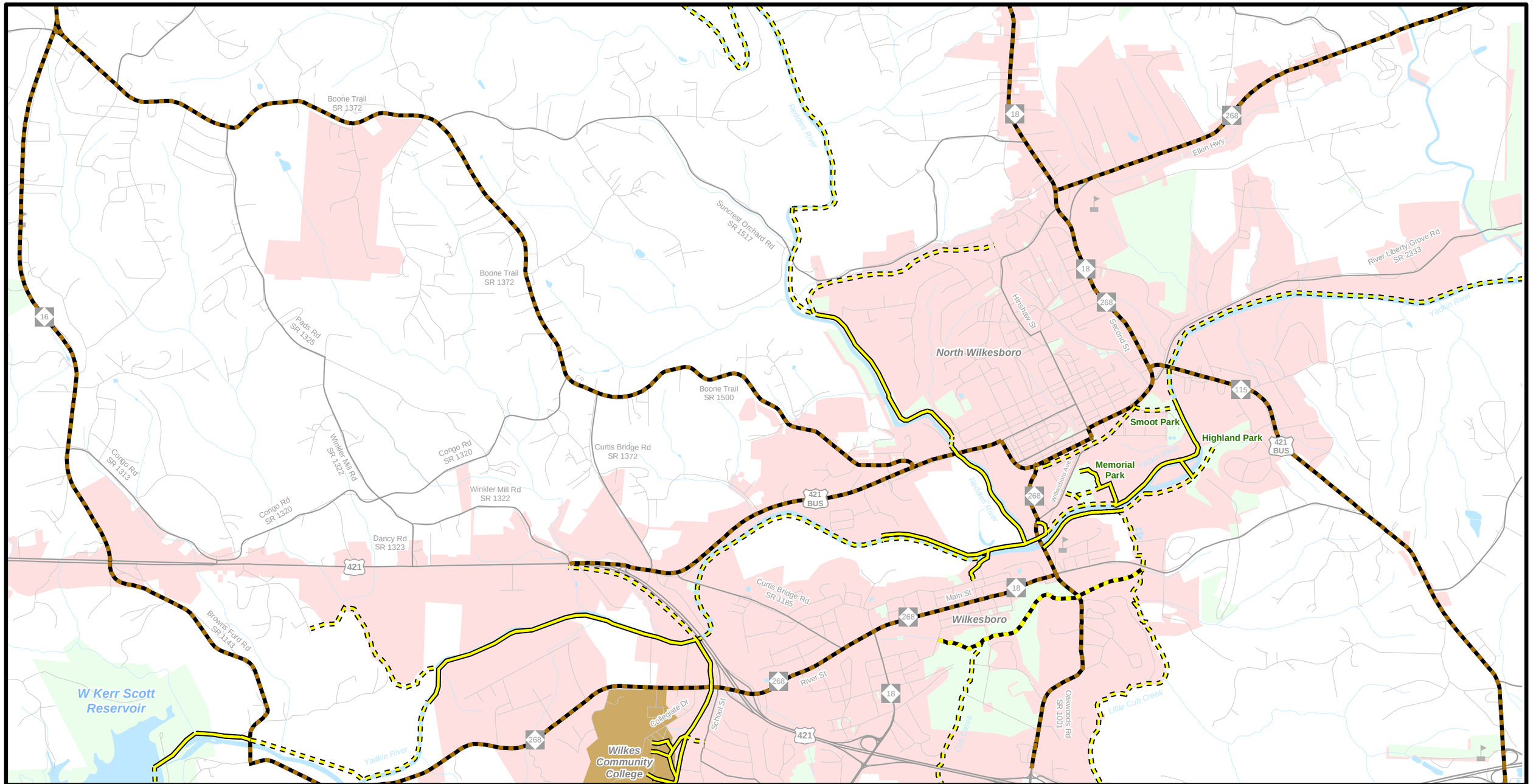
Sheet 4 of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Bicycle Map

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



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

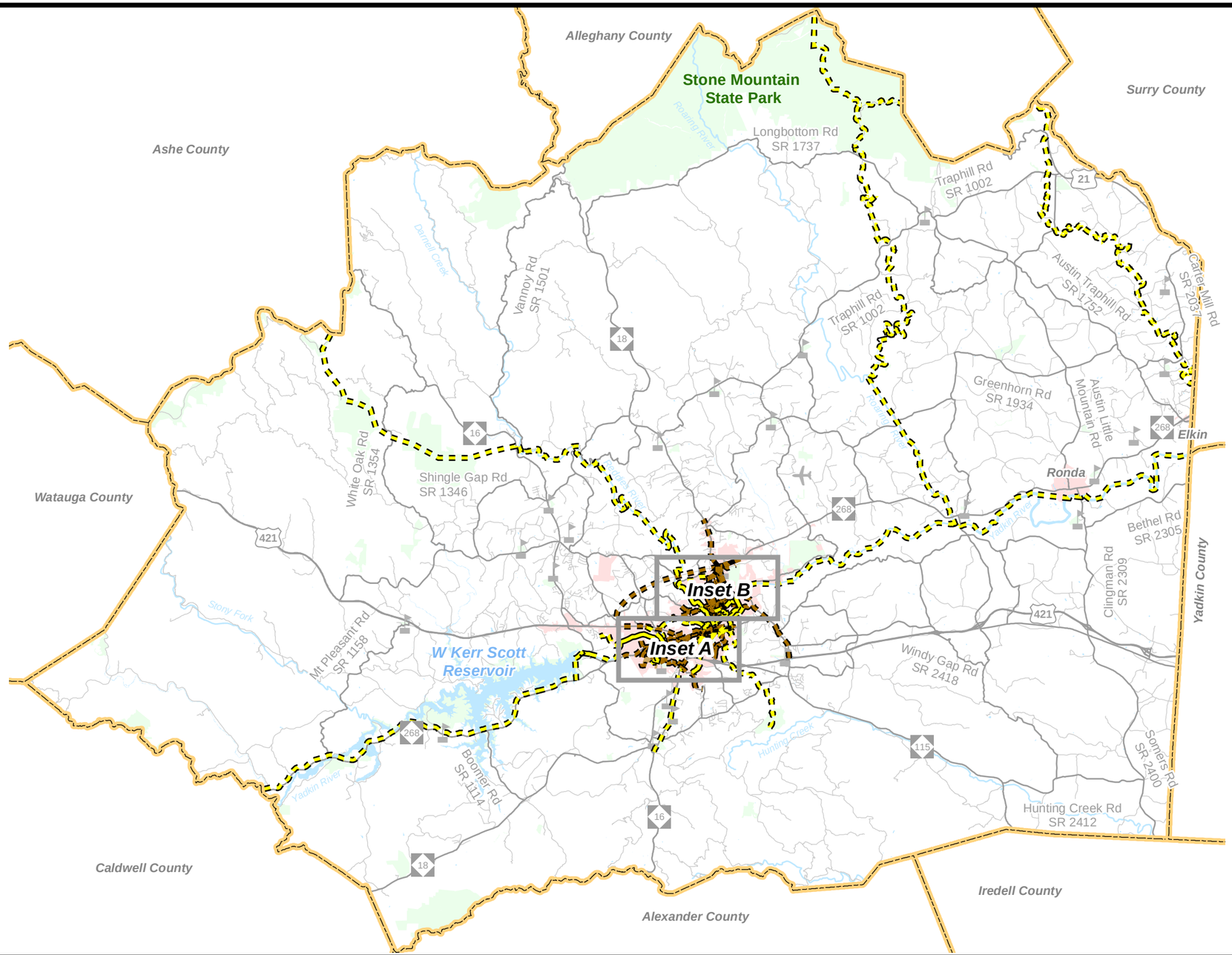
0 0.25 0.5 0.75 1 Miles

N W E S

Sheet 4A of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Bicycle Map
Inset A
Wilkes County
Comprehensive Transportation Plan

Plan Date: September 21, 2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 2 4 6 8 Miles

N W E S

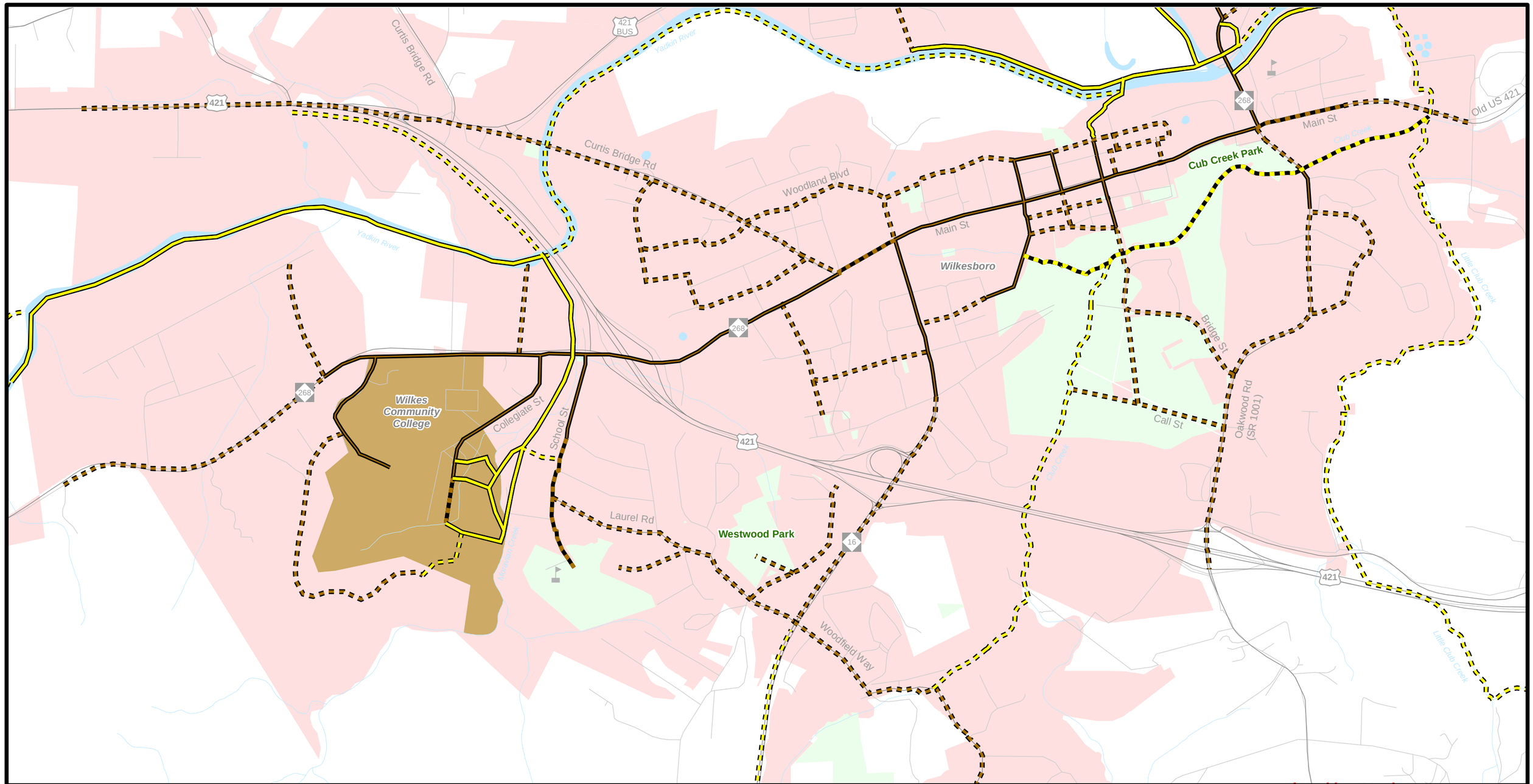
Sheet 5 of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Pedestrian Map

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.25 0.5 Miles

N W E S

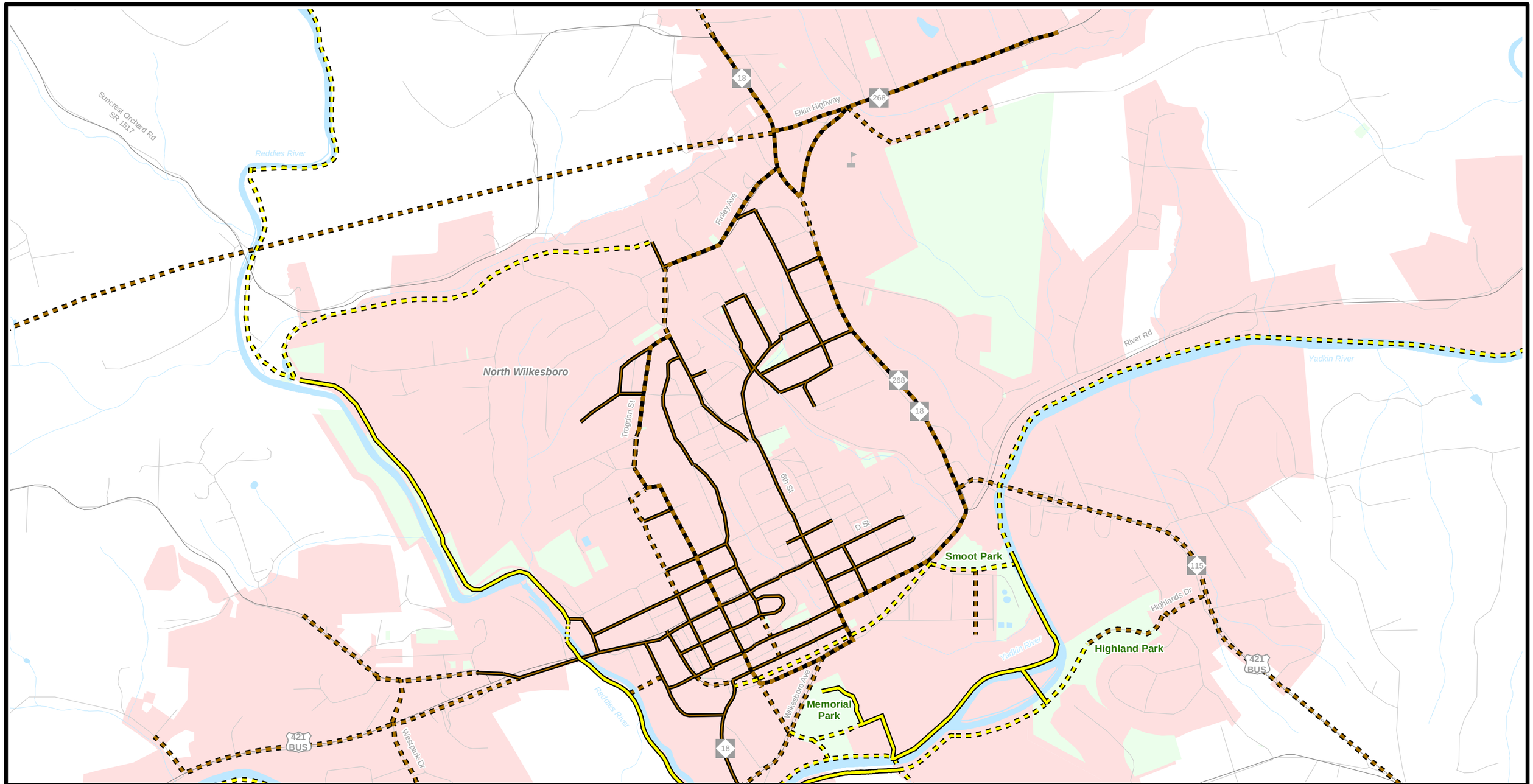
Sheet 5A of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Pedestrian Map
Inset A

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

0 0.25 0.5 Miles

N W E S

Sheet 5B of 5
Base map date: August 4, 2015
Refer to CTP document for more details

Pedestrian Map
Inset B

Wilkes County

Comprehensive Transportation Plan

Plan Date: September 21, 2016

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 Transportation Corridors (STC)[1] adopted by the Board of Transportation on March 4, 2015. The STC identify a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link

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

critical centers of economic activity to international air and sea ports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network should be cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network should be done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution should be sought.

In the development of this plan, travel demand was projected from 2014 to 2040 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by Wilkes County Commissioners (February 2, 2015), Wilkesboro Town Council (September 14, 2015), North Wilkesboro Town Council (October 22, 2015), and Ronda Town Council (March 8, 2015). Refer to Appendix G 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 volumes in Figure 3 are 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 2016 – 2025 State 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;

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

- 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;
- 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

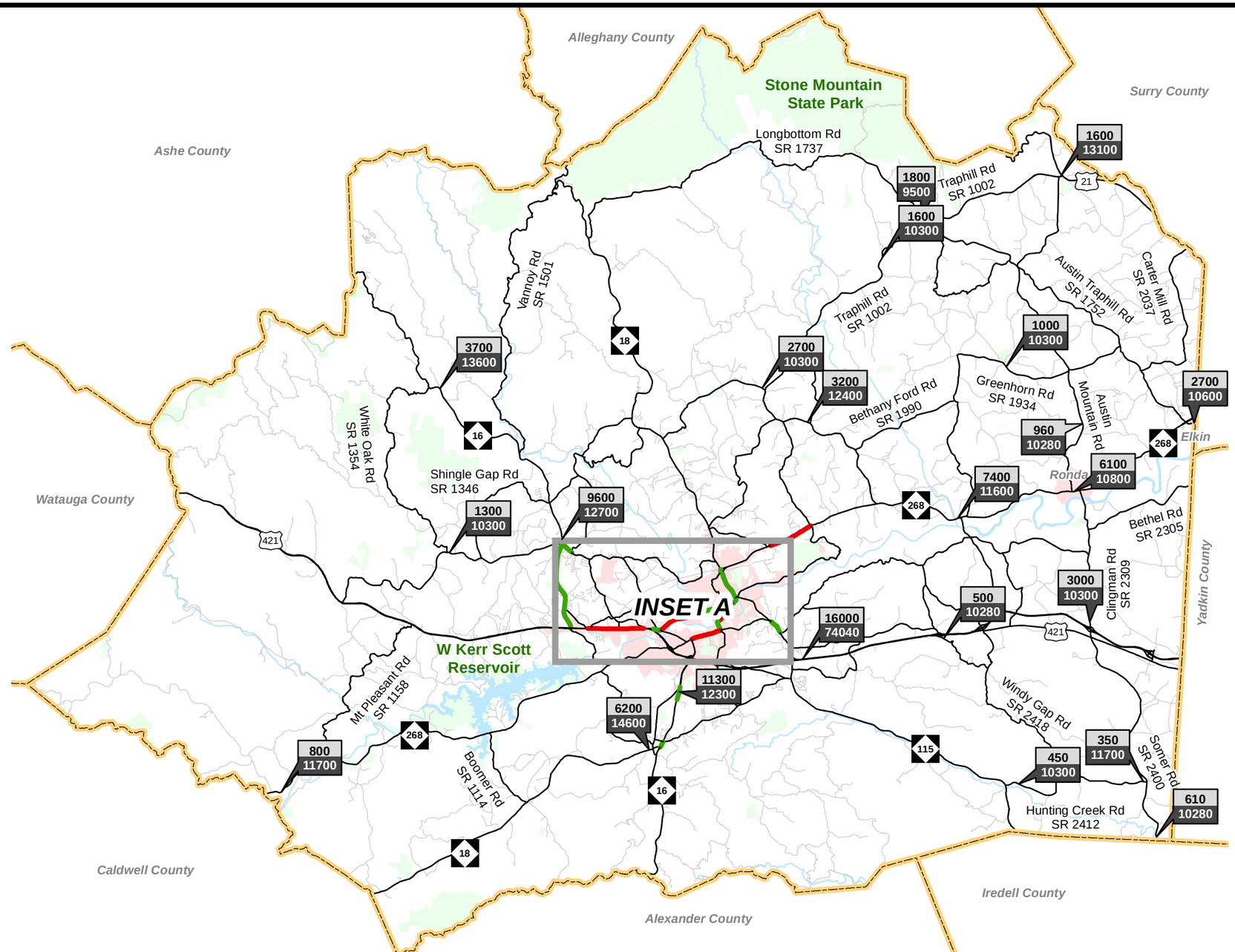
Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety 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 Wilkes County CTP occurred between January 1, 2007 and December 31, 2011. During this period, a total of fifty-three intersections and one hundred and thirty-four 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. Thirty-nine deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, three are scheduled for replacement in the 2016 – 2025 TIP. Additionally, seven 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 3 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.



Legend

2014 Volumes
2014 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- County Boundary
- Rivers and Streams
- Other Roads
- Schools
- Municipal Boundary
- Public Land

0 2 4 6 8 Miles

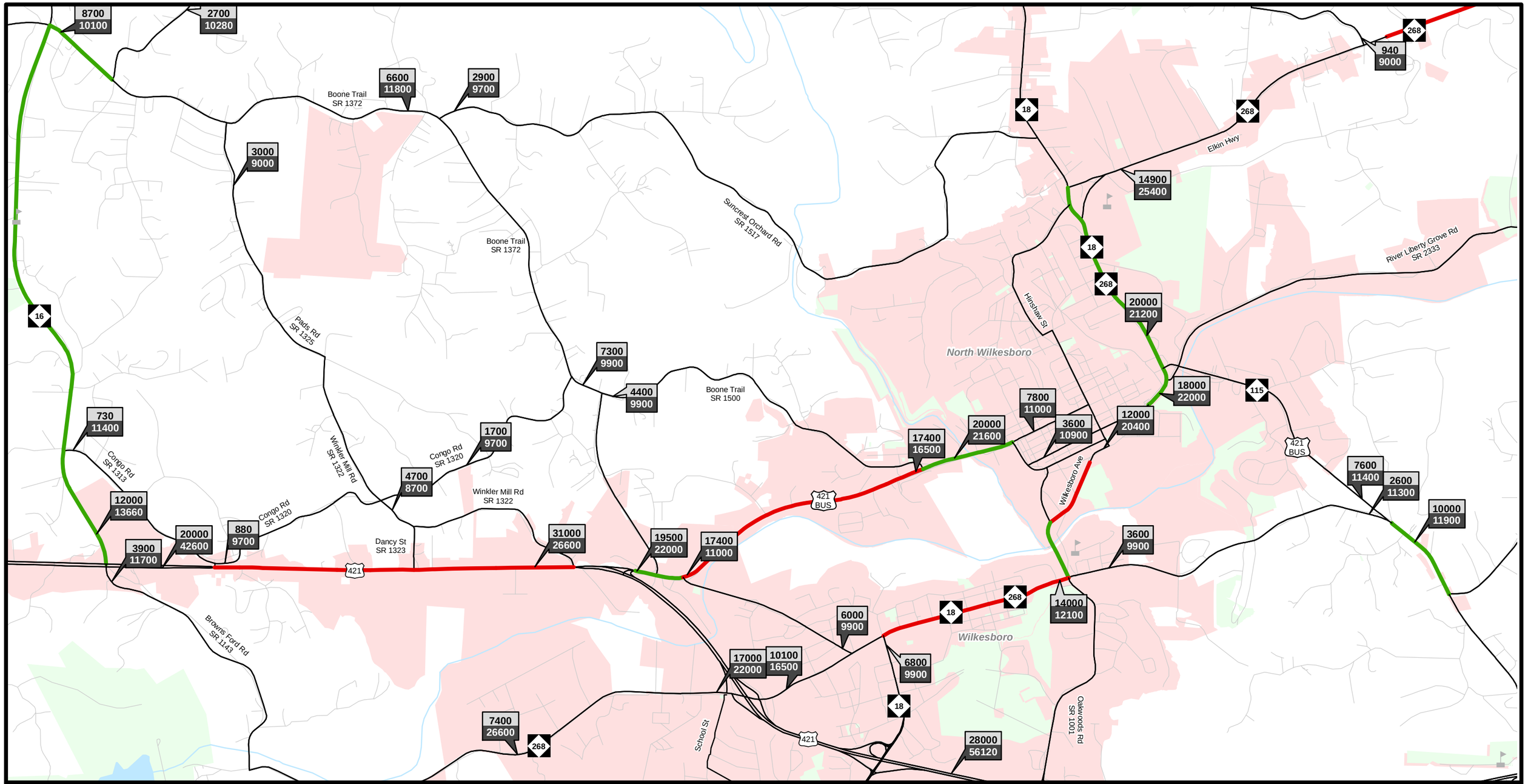
Figure 2

Sheet 1 of 2
Existing Network
Base map date: August 4, 2015

2014 Volumes and Capacity Deficiencies

Wilkes County

Comprehensive Transportation Plan



Legend

2014 Volumes
2014 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- County Boundary
- Rivers and Streams
- Other Roads
- Schools
- Municipal Boundary
- Public Land

0 0.25 0.5 0.75 1 Miles

INSET A

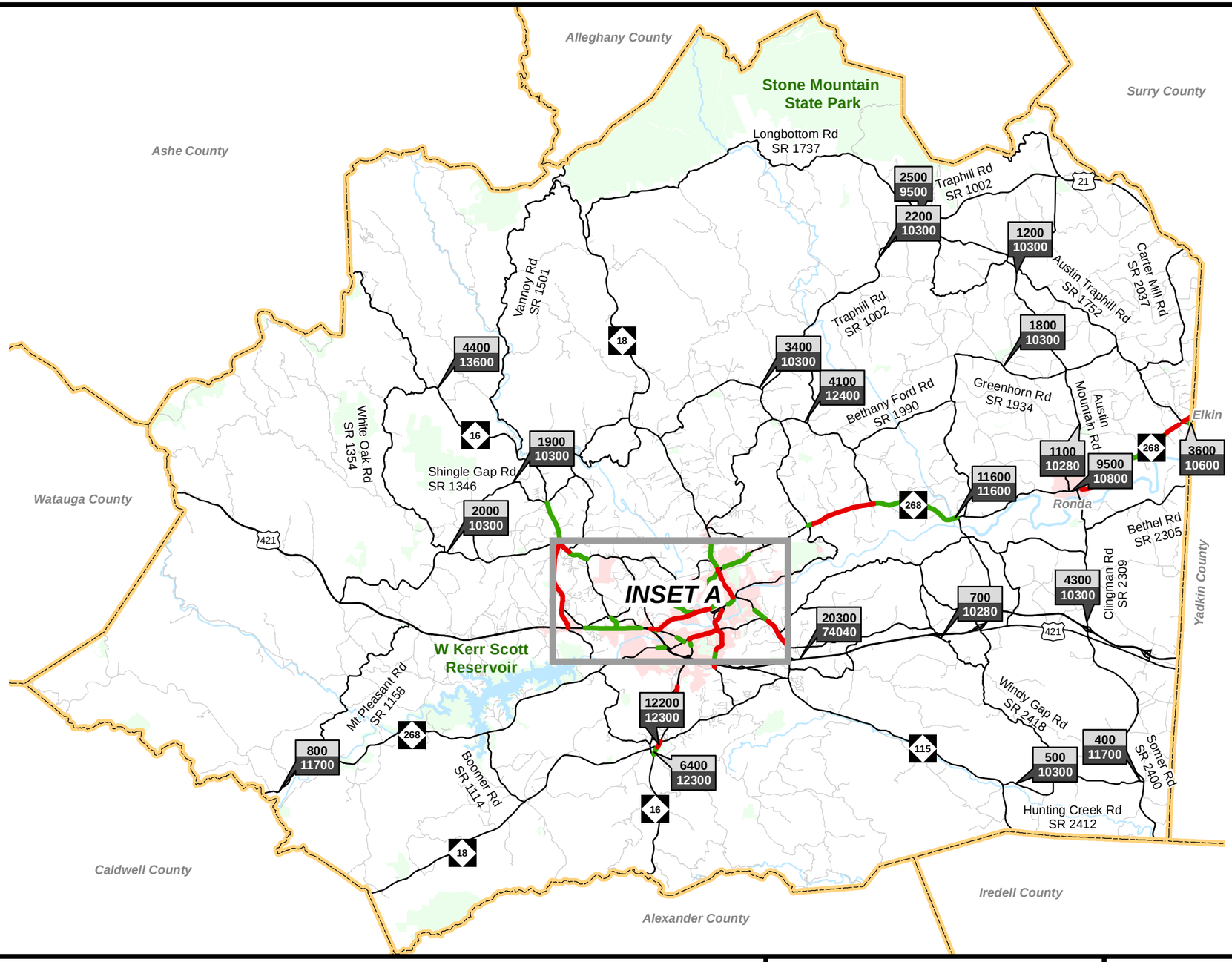
Figure 2

Sheet 2 of 2
Existing Network
Base map date: August 4, 2015

N W E S

2014 Volumes and Capacity Deficiencies

Wilkes County
Comprehensive Transportation Plan



Legend

2040 Volumes
2014 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- County Boundary
- Rivers and Streams
- Other Roads
- Schools
- Municipal Boundary
- Public Land

0 2 4 6 8 Miles

Figure 3

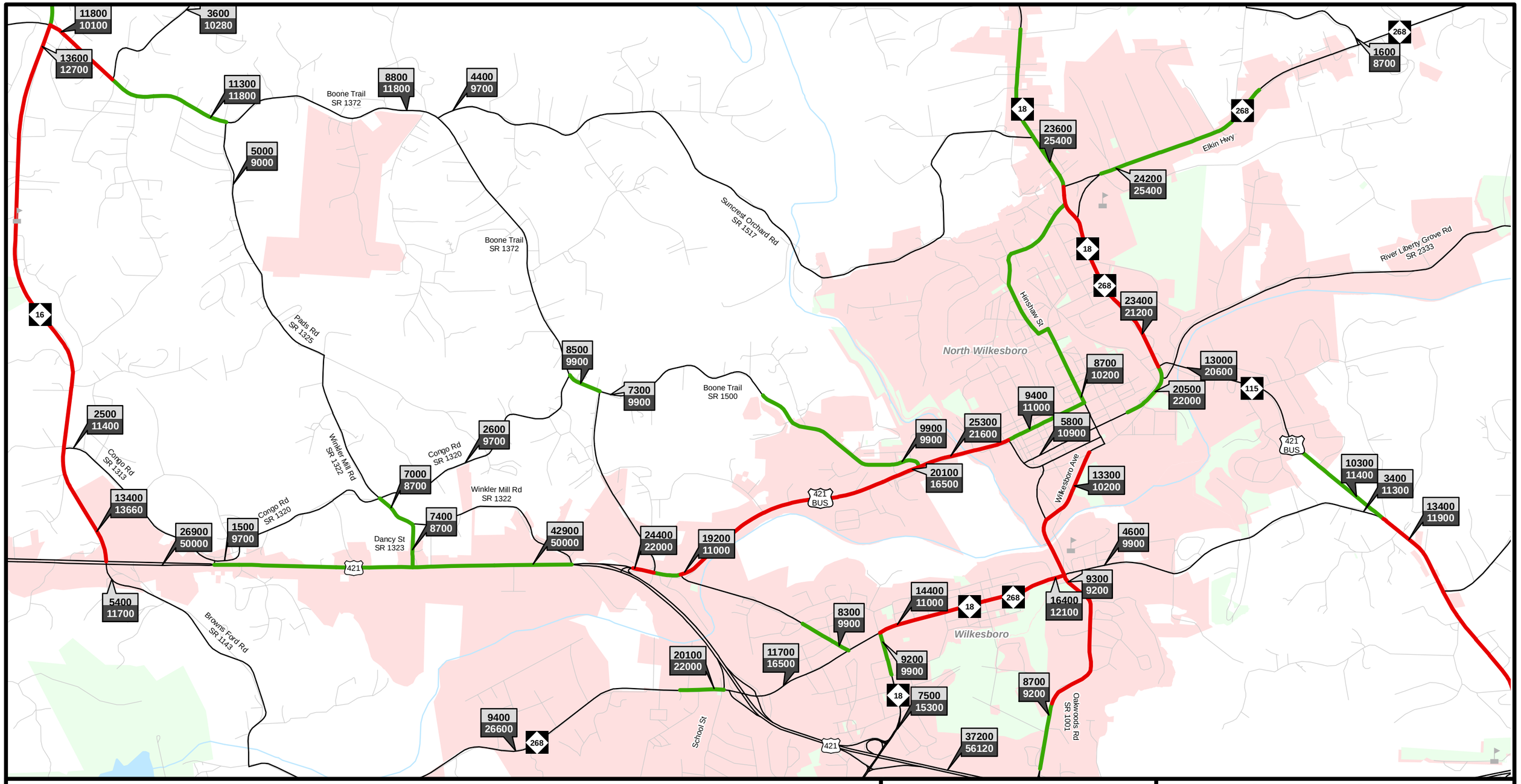
Sheet 1 of 2
Existing Network
Base map date: August 4, 2015

N W E S

2040 Volumes and Capacity Deficiencies - Existing Plus Committed Projects

Wilkes County

Comprehensive Transportation Plan



Legend

2040 Volumes
2014 Capacity

- Near Capacity
- Over Capacity
- Network Roads
- County Boundary
- Rivers and Streams
- Other Roads
- Schools
- Municipal Boundary
- Public Land

0 0.25 0.5 0.75 1 Miles

INSET A

Figure 3

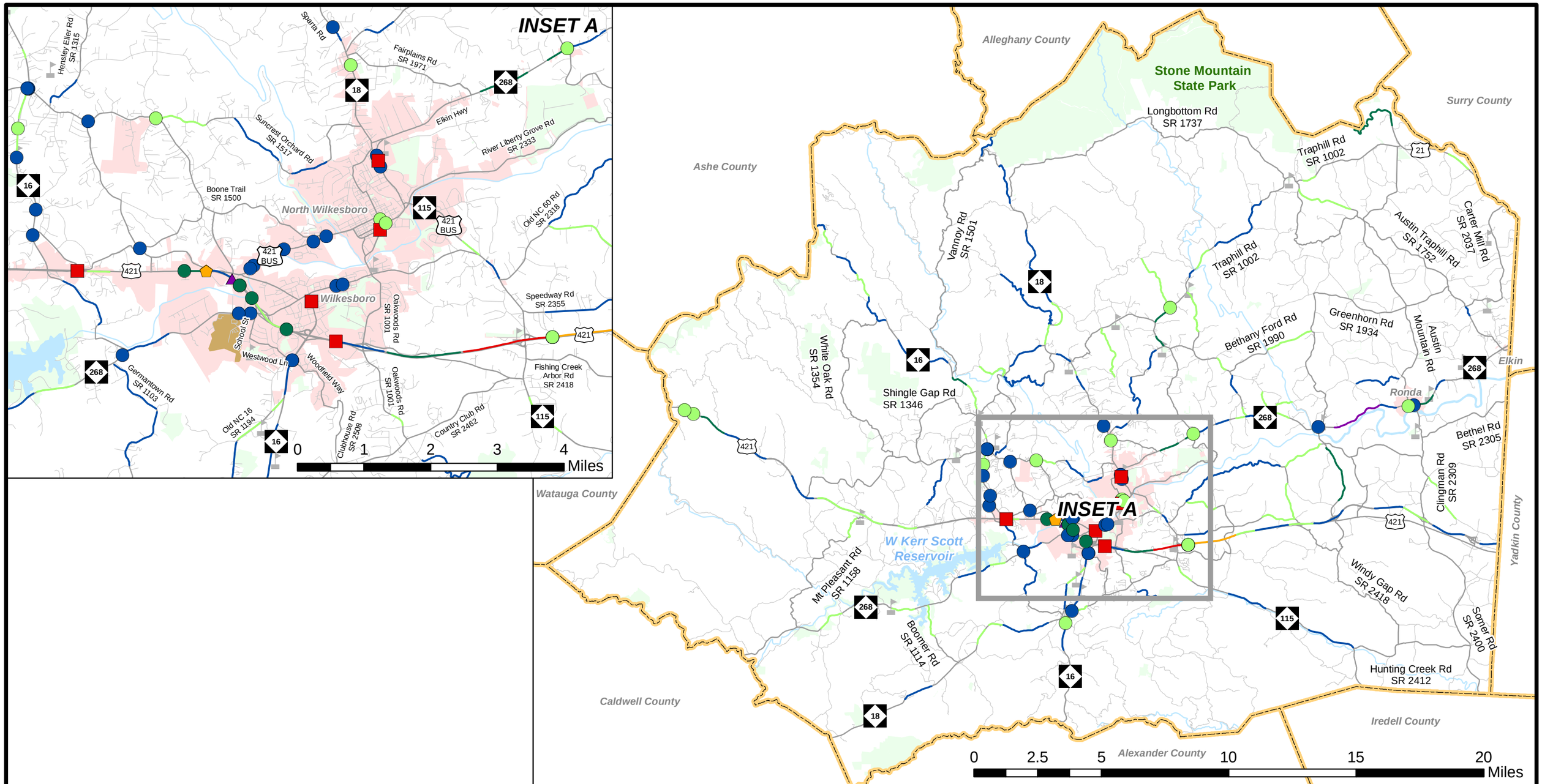
Sheet 2 of 2
Existing Network
Base map date: August 4, 2015

N W E S

2040 Volumes and Capacity Deficiencies - Existing Plus Committed Projects

Wilkes County

Comprehensive Transportation Plan



Legend

- Schools
- Network Roads
- Other Roads
- Rivers and Streams
- Water Bodies
- Municipal Boundaries
- Public Land
- Wilkes Community College
- County Boundaries

INTERSECTIONS

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

SECTIONS

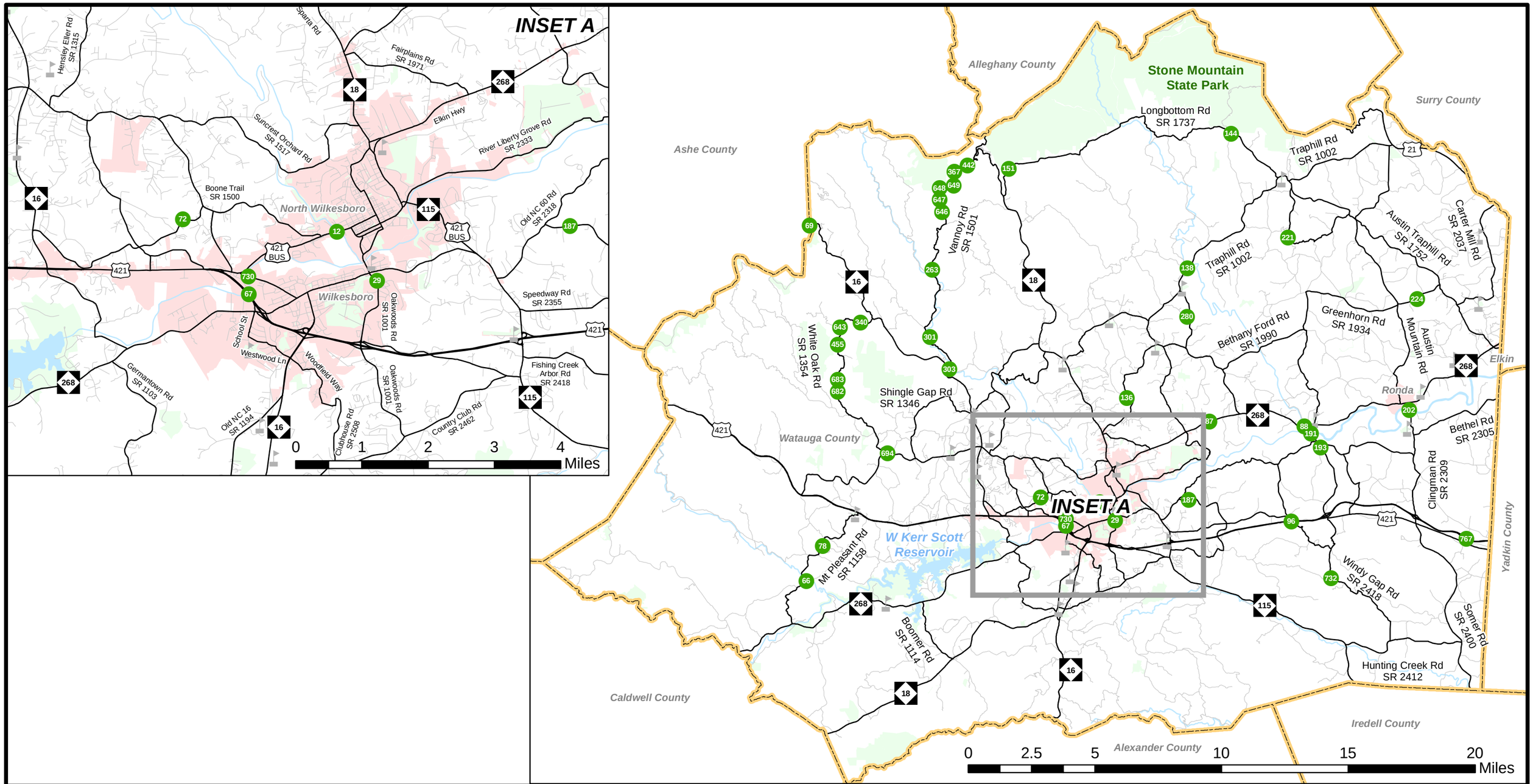
- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

Figure 4

Sheet 1 of 1
Base map date: August 4, 2015

High Frequency Crash Locations (2007-2011)

Wilkes County Comprehensive Transportation Plan



Legend

- Deficient Bridge (# Map Index)
- Schools
- County Boundary
- Network Roads
- Other Roads
- Rivers and Streams
- Municipal Boundary
- Public Land

Figure 5

Sheet 1 of 1
Base map date: August 4, 2015

Deficient Bridges

Wilkes County

Comprehensive Transportation Plan

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 station 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 Wilkes Transportation Authority[3] (WTA) currently operates demand response services in the county. Out-of-county services are provided by the Mountaineer Express. One fixed route is operated by WTA. Known as the "Wilkes Express," this downtown circulator serves both the municipalities of Wilkesboro and North Wilkesboro (as shown on Figure 1 Sheet 3) and has several "Must Call" stops which only have pick-up when needed (not shown on Figure 1). All recommendations for public transportation were coordinated with the local governments

[3] For more information on the Wilkes Transportation Authority, go to: *http://www.wta1.org/.*

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

Rail

Today North Carolina has over 3,200 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 short lines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. A single rail line exists in Wilkes County. It follows the Yadkin River and connects North Wilkesboro and Ronda in Wilkes County to Elkin in Surry County. Operated by Yadkin Valley Railroad (YVRR), the K Line runs from the county line to the Lowes distribution center on River Liberty Grove Church Road (SR 2333), and serves destinations in Ronda and Roaring River. There is heavy switching activity in the area surrounding Roaring River, as many as 16 movements per day. The remander of the K Line has between 0-6 movements per day. Currently, trains within the Wilkes County area operate with maximum speeds of 25 mph. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

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 Yadkin River Greenway Council plan, High Country Bike Plan (2014), and the High Country Regional Trails Plan were utilized in the development of these elements of the CTP. These plans include and support regionally significant Overmountain Victory National Historic Trail and the Mountains to Sea State Park Trail. 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 2014 Wilkes County Growth Management Plan[4] was used to meet this requirement.

Land use refers to the physical patterns of activities and functions within an area. Travel 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.

[4]For more information on 2014 Wilkes County Growth Management Plan, go to: http://wilkescounty.net/wp-content/uploads/2011/10/WC.Growth.Management.Plan.pdf

- 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.

Existing commercial land uses in Wilkes County are clustered within the towns of Wilkesboro and North Wilkesboro, with emphasis along US 421, NC 18, and NC 268. The majority of the rural parts of the county are residential with industrial areas -- mainly agriculture and livestock related -- disbursed across the whole.

The highest projected population growth rates in Wilkes County are in areas surrounding the current municipalities, as well as NC 16 South, and the Traphill unincorporated area. For employment, the highest projected increases are in similar areas to population and along NC 268 (Elkin Highway).

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 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.

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

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 Wilkes County are shown in Figure 6 and are shown in bold text in Table 1.

Table 1 – Environmental Features

- **24k Hydro Lines**
- **303D Streams**
- **Airport Boundaries**
- Anadromous Fish Spawning Areas
- APNEP - Submerged Aquatic Vegetation
- Beach and Waterfront Access
- Benthic Habitat
- **Bicycle Routes**
- Boating Access
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- Critical Habitat for Threatened and Endangered Species
- **Emergency Operation Centers**
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points & polygons)**
- Hazardous Waste Facilities
- **High Quality Waters and Outstanding Resource Water Management**
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- **Hospitals**
- **Hydrography - 1:24,000-scale (polygons)**
- **Landscape Habitat Indicator Guilds (LHIGs)**
- **Managed Areas**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance
- **NCDOT Maintained Mitigation Sites**
- **Railroads (1:24,000)**
- **Recreation Projects - Land and Water Conservation Fund**
- **Regional Trails**
- **Sanitary Sewer Systems - Treatment Plants**
- **Schools (Public & Non-Public)**
- **Significant Natural Heritage Areas**
- **State Natural and Scenic Rivers**
- **State Parks**
- **Target Local Watersheds - EEP**
- **Trout Streams (DWQ)**
- **Trout Waters WRC (arcs & polygons)**
- Unique Wetlands
- **Water Distribution Systems – Pumping Stations, Tanks & Treatment Plants**
- **Water Supply Watersheds**

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

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 Wilkes County Board of Commissioners in January 2015 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 Wilkes County Comprehensive Transportation Plan Steering Committee, which included a representative from the county, each municipality, county transit agency, chamber of commerce, 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 listing of committee members.

The public involvement process included holding four public drop-in sessions in Wilkes County to present the proposed CTP to the public and solicit comments.

- East Wilkes High School – September 26, 2016
- West Wilkes High School – September 27, 2016
- North Wilkes High School – October 3, 2016
- Wilkes Central High School – October 7, 2016

Three comment forms were submitted during the sessions.

A public hearing was held on September 5, 2017 during the North Wilkesboro Town Council meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

A public hearing was held on September 11, 2017 during the Wilkesboro Town Council meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

A public hearing was held on September 12, 2017 during the Ronda Town Council meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

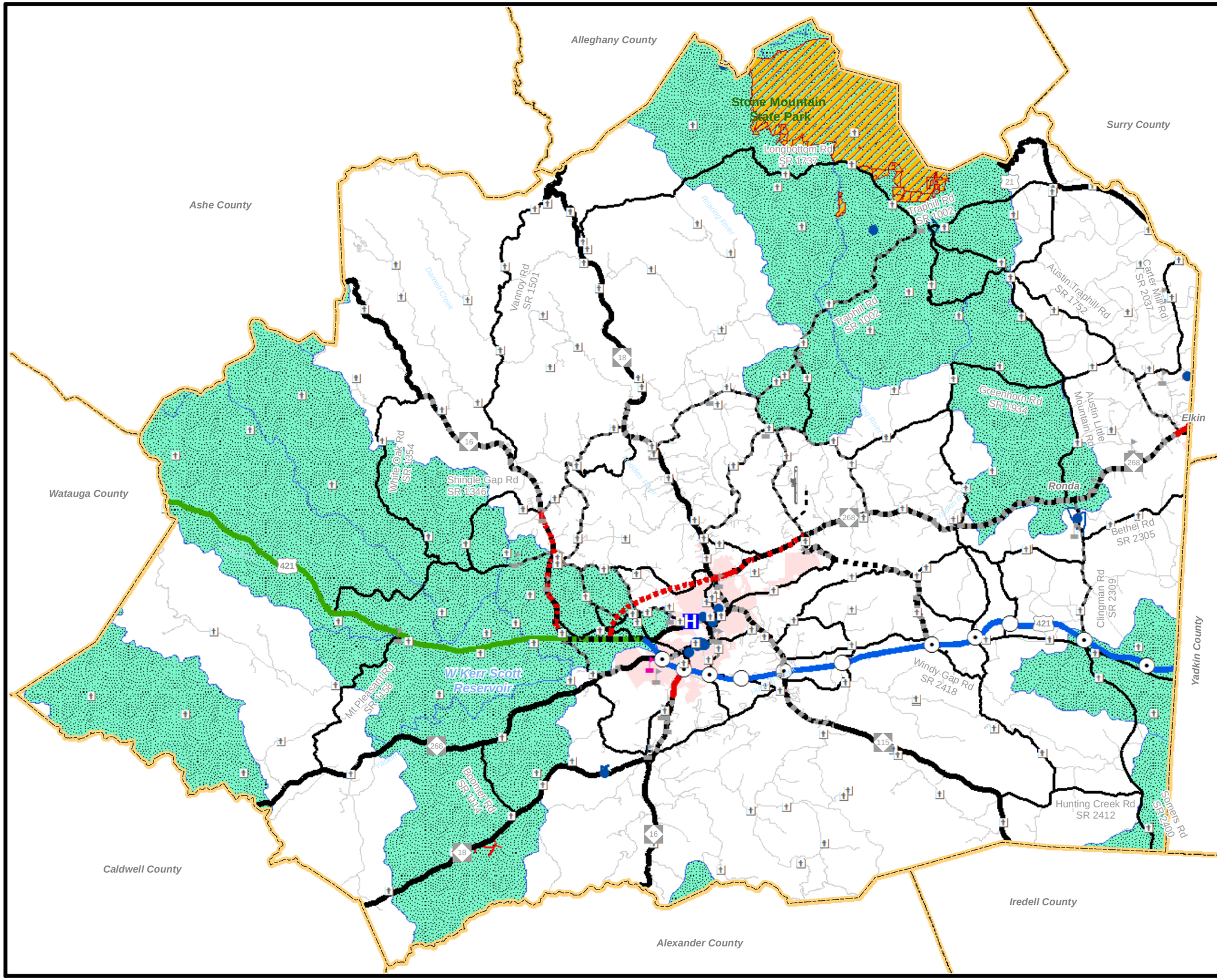
A public hearing was held on September 19, 2017 during the Wilkes County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The High Country RPO endorsed the CTP on December 20, 2017. The North Carolina Department of Transportation mutually adopted the Wilkes County CTP on November 2 2017.

Environmental Features Map

Wilkes County

Comprehensive Transportation Plan



Legend

- Churches And Cemeteries
- Colleges and Universities
- Schools
- Schools Non-public
- Hospitals
- Historic Resources Sites
- Airport Boundary
- Historic Resources Areas
- NCDOT Maintained Mitigation Sites
- State Parks
- Target Local Watersheds - EEP

Figure 6

0 1 2 4 6 Miles

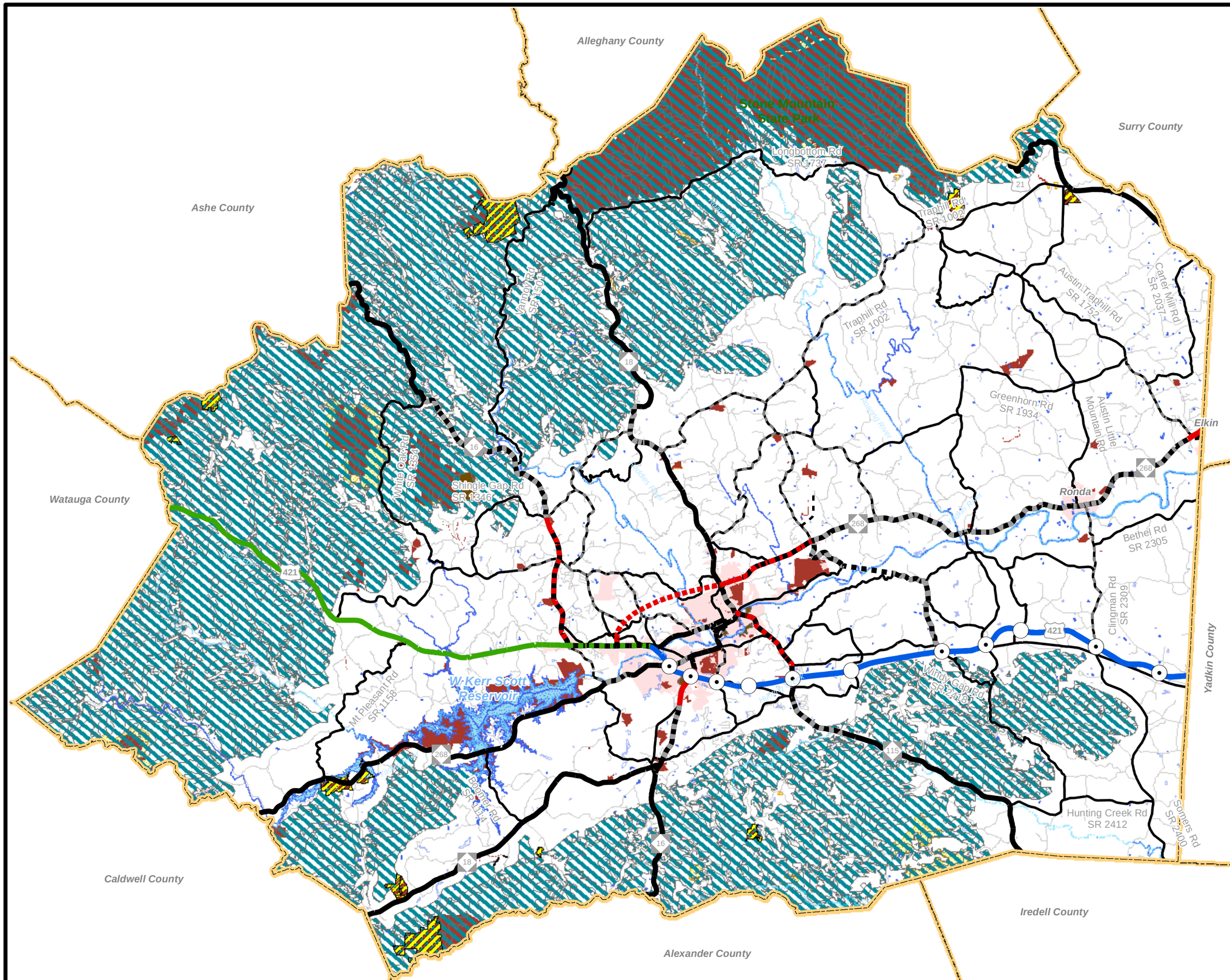
N W E S

Sheet 1 of 4
Map Date: August 4, 2015

Environmental Features Map

Wilkes County

Comprehensive Transportation Plan



Legend

- 24k Hydro Lines
- Conservation Tax Credit Prop.
- Hydrography Areas
- Land & Water Conservation Funds
- Landscape Habitat Indicator Guilds
- Managed Areas
- National Wetland Inventory
- Significant Natural Heritage Areas
- Unique Wetlands

Figure 6

0 1 2 4 6 Miles

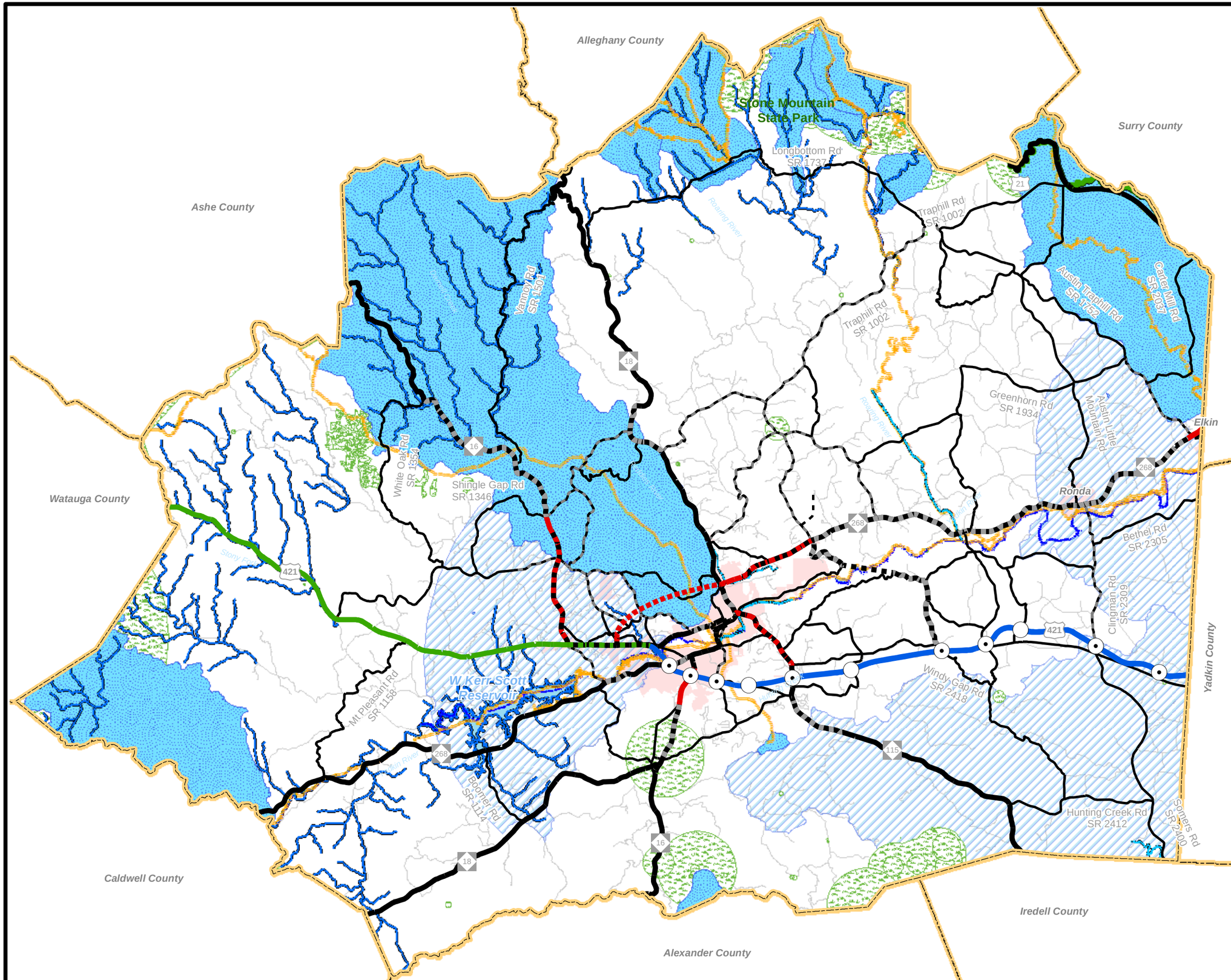
N W E S

Sheet 2 of 4
Map Date: August 4, 2015

Environmental Features Map

Wilkes County

Comprehensive Transportation Plan



Legend

- 303D Streams
- Bicycle Routes
- Regional Trails
- State Natural and Scenic Rivers
- Trout Streams DWQ
- High Quality Waters
- Natural Heritage Element Occurence
- Trout Waters WRC
- Water Supply Watersheds
- County Boundaries
- Municipal Boundaries

Figure 6

0 1 2 4 6 Miles

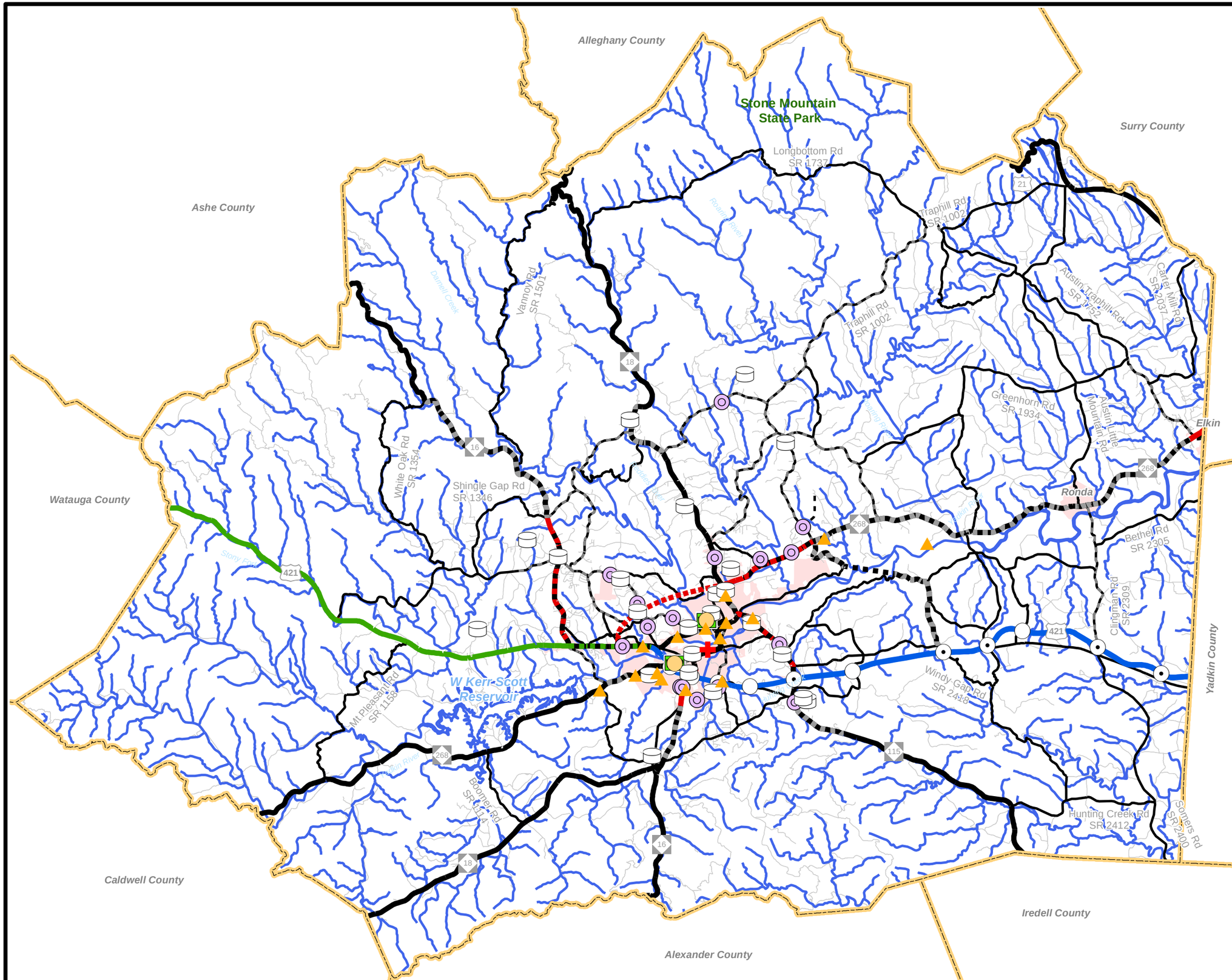
N W E S

Sheet 3 of 4
Map Date: August 4, 2015

Environmental Features Map

Wilkes County

Comprehensive Transportation Plan



Legend

- Emergency Operation Centers
- Hazardous Substance Disposal Sites
- Sewer Treatment Plants
- Water Distribution Tanks
- Water Distribution Treatment Plants
- Water Distribution Pumping Stations
- Trout Waters WRC
- County Boundaries
- Municipal Boundaries

Figure 6

0 1 2 4 6 Miles

N W E S

Sheet 4 of 4
Map Date: August 4, 2015

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Wilkes County Comprehensive Transportation Plan (CTP) as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets[1]" 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 to the High Country RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for

[1] For more information on Complete Streets, go to: *http://www.completestreetsnc.org/*

contact information for regional prioritization and funding. Local governments should 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[1] (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP should be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

2.2 Problem Statements

Problem statements describe the transportation system deficiencies identified during the CTP process and recommend improvements to alleviate the deficiencies. 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.

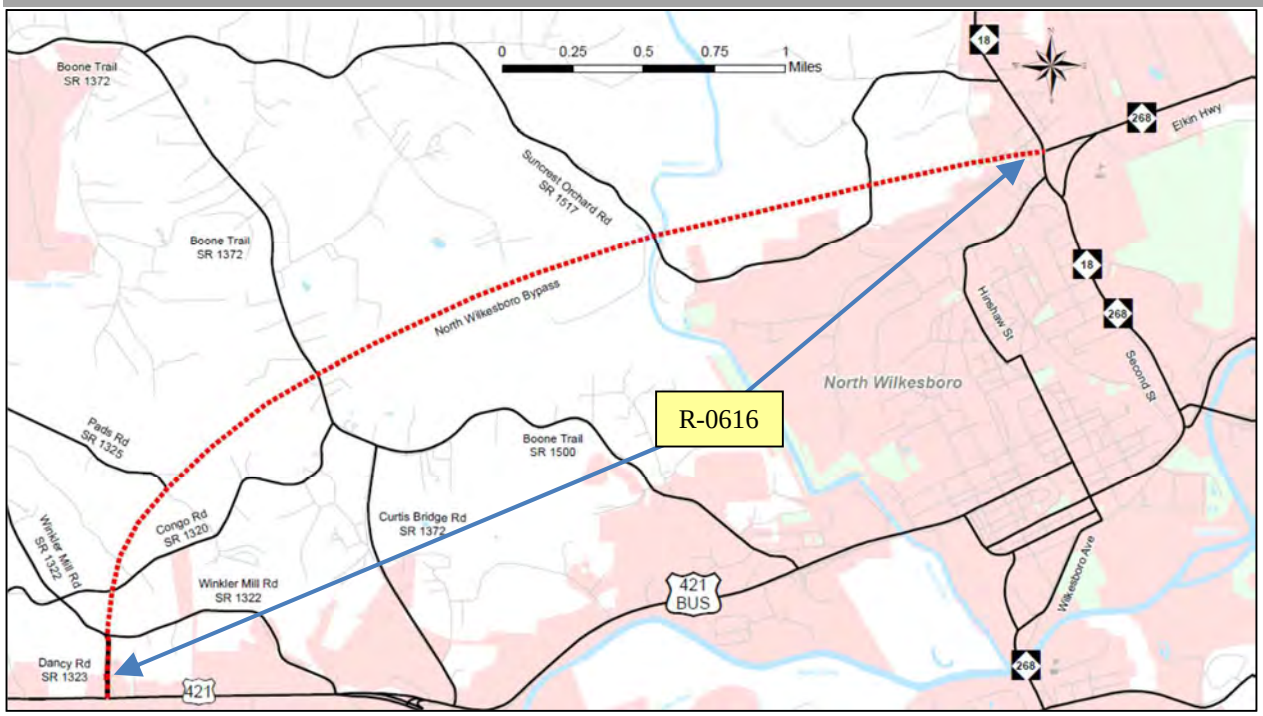
[1] *For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

HIGHWAY

Proposed North Wilkesboro Bypass
From NC 18/NC 268 intersection to US 421

TIP No.: R-0616

Last updated: 7/7/2016



Identified Problem

There are currently a limited number of river crossings that connect northern Wilkes County to the commercial areas on US 421. The primary purpose of this project is to help relieve the already congested routes through the towns of Wilkesboro and North Wilkesboro and the surrounding neighborhoods such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

The current traffic flows from high growth[1] residential, commercial, and industrial areas in northeastern Wilkes County to commercial areas and high mobility facilities west of Wilkesboro are hindered by congestion. The ability to relieve traffic congestion on existing downtown streets is limited due to development. Aside from US 421 in the south, no other high speed facilities cross the Reddies River and the Yadkin River. Neighborhood roads such as Suncrest Orchard Road (SR 1517), Boone Trail (SR 1500), and Hinshaw Street are experiencing spill over traffic from the congested facilities creating an undesirable mix of through and local traffic. During the Goals and Objectives survey (see Appendix H)

[1] See Appendix G: Socio-Economic Data Forecasting Methodology for details

these facilities were both identified as local cut through routes, as well as trouble spots for trucks and speeding.

The 2014 traffic volumes at key locations detailed below are near or over capacity and without improvement are projected to be over capacity by 2040 based on a LOS D.

Section	2014 AADT[1]	2040 AADT	2014 Capacity[2]
US 421 Business (D Street) at Reddies River Bridge	20,000	24,300	21,600
NC 18 / NC 268 (Wilkesboro Avenue) at Yadkin River Bridge	23,000	29,100	25,400
NC 18 (East Main Street) in downtown Wilkesboro	14,000	15,700	12,100
NC 18 / NC 268 (Second Street) in North Wilkesboro	20,000	23,000	21,200

Community Vision and Problem History

The US 421 commercial area extends from US 421 Business / Curtis Bridge Road (SR 1185) in the east to NC 16 in the west. It has many large anchor stores and is a well-recognized landmark along the US 421 corridor because it is at the end of the fully controlled access portion of US 421, where it transitions to a multilane highway. The importance of accessing this district was well documented by the public through the Goals and Objectives survey as well as by the CTP Steering Committee. The key challenge is the approach from the north and north-east portion of the county. Citizens either must travel through both towns, with a dense road network and many traffic signals, or venture south and east to gain access to US 421, an option also burdened by the scarcity of river crossings, see WILK0005-H.

CTP Project Proposal

Project Description and Overview

The CTP proposes constructing a four lane divided road mostly on new location from the NC 268 (Elkin Highway) / NC 18 (Sparta Road) intersection to US 421 at Dancy Road (SR 1323). Existing Dancy Road (SR 1323) from US 421 to Winkler Mill Road (SR 1322) would be widened to a four lane divided boulevard as a part of this project. The estimated cost for this project is $76 million[3].

From 2007 through 2011, twelve intersections along bypassed routes were identified as having 4 or more crashes, with three intersections exceeding 30 crashes. Additionally,

[1]Annual Average Daily Traffic (AADT) given in vehicles per day (vpd)
[2]Existing capacity based on a LOS D
[3]Cited from the 2014 NCDOT project prioritization analysis. For more information on prioritization, go to: *https://www.ncdot.gov/performance/reform/prioritization/*

there are intermittent sections along US 421 from Dancy Street (SR 1323) to US 421 Businesses that experienced between 10 and 29 crashes during this time.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of Hazardous Substance Disposal Sites, Water Distribution Tanks, Water Pumping Stations, Regional Trails, Trout Streams DWQ, Trout Waters WRC, High Quality Waters, Water Supply Watersheds, 303D Streams, 24k Hydro Lines, Hydrography Areas, Managed Areas, National Wetland Inventory, and Target Local Watersheds - EEP. The proposed project also includes a new crossing of the Reddies River near Suncrest Orchard Road (SR 1517) if the current crossing is not integrated into the design.

The proposed bypass passes through residential developments which may have impacts to homes. At either termini there are commercial land uses that may be impacted. The worse impacts on the west side should be mitigated by using a portion of Dancy Road (SR 1323), but other alternatives were considered from Curtis Bridge Road (SR 1372) in the east to NC 16 in the west. See Appendix I for further details on the alternatives studied.

Relationship to Land Use

Existing NC 18 / NC 268 run concurrently through North Wilkesboro and the Central Business District (CBD) of Wilkesboro. They separate at a major employer, Tyson Foods, between the Wilkesboro CBD and US 421. The characteristic of the facilities include narrow setbacks, on street parking, and low speed limits. Through North Wilkesboro, NC 18 / NC 268 uses a variety of streets ranging from five lane Wilkesboro Avenue, three lane Wilkesboro Boulevard, two lane CBD Loop, 6th Street, four lane B Street, and 2nd Street.

US 421 Business enters the project area from the east concurrent with NC 115 at 2nd Street in North Wilkesboro before passing through the CBD using a series of one way roads before crossing the Reddies River: CBD Loop, B Street, D Street, and 6th Street. US 421 Business then passes in front of Wilkes Regional Medical Center and the former West Park shopping center which is now a health complex.

Current land use along the proposed project is sparse residential anchored by strong commercial and industrial developments at the southern and northern termini respectively. The corridor is not currently developing in such a way as to generate changes in future land use. The termini ends are developing quickly but development along the majority of the proposal is moderate, see growth maps in Appendix G for further details. The CTP vision is that the new facility would be access controlled to prevent the type of developement that has led to a lack of mobility on current corridors. A boulevard designation should provide sufficient access control.

Linkages to Other Plans and Proposed Project History
A bypass for North Wilkesboro was first identified in the 1960s and was included the 1975 and 1993 Thoroughfare Plans. Alternative analysis was conducted for the 1993 Thoroughfare and while dated should be a starting point for future study. The 1993 Thoroughfare Plan continued the proposed facility south of US 421 to NC 268 making it a complete alternative to NC 268 through Wilkesboro and North Wilkesboro.

Other projects in the CTP were developed with the completion of this bypass in mind including the following:

- WILK0007-H: US 421 Business from Boone Trail (SR 1500) to NC 18
- WILK0003-H: NC 268 (River Street) in Wilkesboro
- WILK0001-H: NC 16 from US 421 to Pleasant Home Church Road (SR 1315)
- WILK0004-H: NC 18 / NC 268 (Wilkesboro Avenue)
- WILK0002-H: NC 18 / NC 268 (Second Street).

The proposed bypass avoids major widenings to US 421 Business (D Street) and NC 18 / NC 268 (Second Street).

On the Federal Functional Classification System: NC 16, NC 18, and NC 268 are classified as minor arterials, and US 421 is classified as a major arterial.

Multi-modal Considerations
The CTP - in concurrence with the “Comprehensive Pedestrian Plan” for the Town of North Wilkesboro - includes recommendations for pedestrian facilities along the proposed project. Since the proposal starts in one municipality, passes through the county and arrives in another, arranging the cost share and anticipating the future preference of the three governments will require close coordination with all parties.

Bicycle accommodations are not recommended along the proposed project because of its high speed nature.

Public/ Stakeholder Involvement
A Goals and Objectives survey was conducted for the CTP in the fall of 2015. When asked about transportation goals and about challenges, seven citizens identified the bypass of North Wilkesboro as a concern either as a citizen avoiding downtown and using neighborhood roads as cut through routes or as residents on those roads. Likewise, when the CTP committee finalized their Goals and Objectives for the plan they included objectives to:

- “Identify bottlenecks and possible solutions”
- “Improve the availability of alternative routes”
- “Investigate service of suburb-to-suburb traffic flows”

US 421, TIP No. U-5312

US 421 from US 421 Business to NC 16 is currently over capacity. The 2016 – 2025 Transportation Improvement Program (TIP) included project U-5312 that is intended to address this deficiency. The TIP project includes conversion of this section of US 421 to a superstreet with the construction of a bus turn out. This turn out would allow passengers to transfer between the Mountaineer Express and the Wilkes Express and is shown on Figure 1, Sheet 3 as a multimodal connection. This project is currently scheduled for right-of-way in state fiscal year 2018 and construction in 2020 in the 2016 – 2025 TIP. For additional information about this project, including the Purpose and Need, contact the NCDOT Division 11 Office.

US 421 Business (D Street Extension), Local ID: WILK0027-H

Through North Wilkesboro, US 421 Business follows a variety of facilities with variable cross sections, including 2nd Street, B Street, 6th Street, CBD Loop, and D Street. Improvements are needed to enhance mobility and operations.

Existing conditions for facilities along the US 421 Business corridor are as follows:

Facility	Section (From – To)	Lanes	Speed Limit[1]
2nd Street	D Street to River Liberty Grove Church Road (SR 2333)	4 – 11 foot lanes (undivided)	35
Main Street	River Liberty Grove Church Road (SR 2333) to Chestnut Street	5 – 12 foot lanes (undivided)	35
	Chestnut Street to 6th Street	4 – 10 foot lanes (undivided)	
6th Street	Main Street to D Street	2 – 12 foot lanes	25
D Street	6th Street to CBD Loop	2 – 12 foot lanes	35

[1] *Speed Limit given in miles per hour (mph)*

Mobility can be improved for the US 421 Business corridor by providing a short connector of approximately 400 feet from its current terminus near 3rd Street to 2nd Street (NC 18/268) to align with Statesville Road (US 421 Business/NC 115). US 421 Business would then continue on D Street to 6th Street, where it would rejoin the current alignment. This new extension is estimated to divert approximately 7,000 vpd from B Street and an additional 3,000 vpd from other local routes for a total estimated 2040 traffic volume of 10,000 vpd.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of historic resource sites, churches and cemeteries, 303D streams, regional trails, state natural and scenic rivers, trout waters (WRC), and 24k hydro lines. The human environment along D Street from 3rd Street to 6th Street is residential. The road has wide lanes, large setbacks, and is estimated to have low traffic volumes, but no traffic counts are currently available.

While the CTP does not propose changing the physical characteristics of the existing D Street as part of this proposal, the nature of the road would change with the additional

volume of traffic. Additional public involvement is recommended to gauge impacts to the community before selection of this proposal for prioritization.

NC 16, Local ID: WILK0001-H

NC 16 from US 421 to Pleasant Home Church Road (SR 1315) is projected to be near or over capacity by 2040. Improvements are needed to address this deficiency.

NC 16 from US 421 to Boone Trail (SR 1372) has two 12 foot lanes and a speed limit of 45 mph. The 2014 AADT ranges from 10,400 to 12,000 vehicles per day (vpd), compared to a LOS D capacity of 13,700 vpd. The estimated 2040 traffic volume ranges from 13,900 to 14,400 vpd. NC 16 from Boone Trail (SR 1372) to Pleasant Home Church Road (SR 1315) has two 12 foot lanes and a speed limit of 45 mph. The 2014 AADT is 9,600 to 12,000 vpd, compared to a LOS D capacity of 12,700 vpd. The estimated 2040 traffic volume is 12,600 vpd. The mix of traffic includes residential, commercial, and high amounts of school traffic serving West Wilkes High School, Millers Creek Elementary, West Wilkes Middle School, and Millers Creek Christian School. NC 16 is classified as a principal arterial on the Federal Functional Classification System.

A three lane cross section at this location was determined to be an unreasonable solution during the CTP Process do to inadequate capacity. Based on the land use projections documented in Appendix G, NC 16 was identified as having a suburban land use, with the portion south of Congo Road (SR 1313) urbanizing by 2040. The LOS D capacity of 14,300 vpd for such a proposal would not satisfactorily carry the projected traffic.

The CTP proposes improving NC 16 to a four lane divided cross section from US 421 to Pleasant Home Church Road (SR 1315). According to the 2014 round of NCDOT project prioritization the preliminary cost estimate for this proposal is $68 million[1].

NC 18 / NC 268 (Second Street), Local ID: WILK0002-H

NC 18 / NC 268 (Second Street) from US 421 Business / NC 115 to the NC 18 / NC 268 split is projected to be near or over capacity by 2040 and, was identified by the community as a candidate for upgrading to improve mobility and operations. NC 18 has four 11 foot lanes, no median, and a speed limit of 35 miles per hour. The 2014 AADT is 20,000 vehicles per day (vpd), compared to a LOS D capacity of 21,200 vpd. The estimated 2040 traffic volume is 23,000 vpd. TIP project R-0616 is estimated to divert approximated 5,000 vpd from NC 18. The capacity deficiency thus removed, the CTP committee decided to focus on improving operations. To minimize right-of-way impacts and concerns over the proximity of a stream bed, the CTP committee chose to recommend a five lane cross section.

[1] Cited from the 2014 NCDOT project prioritization analysis. For more information on prioritization, go to: *https://www.ncdot.gov/performance/reform/prioritization/*

NC 115, TIP No. R-5759

NC 115 from US 421 to NC 18 is projected to be over capacity by 2040. Improvements are needed to address this deficiency.

NC 115 from US 421 to the North Wilkesboro town limits has two 10 foot lanes and a speed limit of 45 mph. The 2014 AADT range is 6,900 to 10,000 vehicles per day (vpd), compared to a LOS D capacity of 11,400 to 11,900 vpd. The estimated 2040 traffic volume range is 12,200 to 15,300 vpd. NC 115 from the North Wilkesboro town limits to NC 18 has four 10 foot lanes (undivided) and a speed limit of 35 mph. The 2014 AADT is 10,000 vpd, compared to a LOS D capacity of 20,600 vpd. The estimated 2040 traffic volume is 15,300 vpd. NC 115 is classified as a minor arterial on the Federal Functional Classification System.

To address the anticipated capacity deficiency, the CTP proposes improving NC 115 to a three lane cross section from US 421 to NC 18. This proposal is anticipated to indirectly improve the congestion on other nearby facilities, including the deficiency on Oakwood Road. See R-5772 for further details.

Sidewalk improvements from NC 18 (2nd Street) to north of Old State Highway 60 (SR 2318) are recommended in the Town of North Wilkesboro's Comprehensive Pedestrian Plan (2009). The CTP complements that plan with the recommendation that sidewalks be included along the entire project to better serve CC Wright Elementary School. Since the proposal starts in one municipality and ends in the county, arranging the cost share and anticipating the future preference of the two governments will require close coordination with all parties.

NC 268 (River Street), Local ID: WILK0003-H

Currently NC 268 (River Street) from west of Collegiate Drive to NC 18 (Cherry Street) varies in cross-section from three to five lanes, which is limiting mobility along the corridor. Improvements are needed to address this deficiency.

The cross-section along NC 268 (River Street) varies as follows:

Section	# Lanes
West of Collegiate Drive	5 - 12 foot lanes
Collegiate Drive to School Street / US 421 Ramps	4 - 12 foot lanes; undivided with double left turn in the westbound direction
Between US 421 Ramps	5 - 12 foot lanes
US 421 to Wilkes Street	3 - 11 foot lanes; one westbound lane and two east bound lanes;
Wilkes Street to NC 18 (Cherry Street)	4 - 11 foot lanes; undivided

The CTP proposes a study of operational improvements and potential for reconfiguration of lanes along this corridor. The committee discussed a wide variety of improvements such as intersection improvements, intersection realignments, lane reconfigurations, and pedestrian improvements.

NC 268 (Elkin Highway), TIP No. R-3309

NC 268 (Elkin Highway) from Airport Road (SR 1966) to the Elkin Bypass is projected to have isolated capacity issues by 2040, and currently has isolated narrow lanes, a history of crashes, limited sight distance, lack of turn lanes, and variable speed limits. Further, it was identified as a candidate for upgrading to NCDOT design standards during the development of the CTP. The 2016 – 2025 Transportation Improvement Program (TIP) includes project R-3309 that is intended to address these deficiencies.

NC 268 serves as a major commuting route in the region, connection Wilkesboro, North Wilkesboro, and Ronda in Wilkes County with Elkin, Jonesville, and I-77 in Surry and Yadkin Counties. NC 268 is currently a two lane facility with 10 to 12 foot lanes with a speed limit of 35 to 55 mph. Roadway characteristics along with 2007-2011 crash information are presented in the table below.

Section	Speed Limit (mph)	Lane Width (ft)	# Crashes
Airport Road to Rock Creek Road	55	11	4-19
Rock Creek Road to Arbor Grove Church Road	55	10	10-19
Arbor Grove Church Road to Abtco Road	55	12	4-9
Abtco Road to Roaring River Road	45	12	-
Roaring River Road to White Planes Road	35	12	-
White Planes Road to Peacock Road	40	10	-
Peacock Road to Immanuel Lane	55	10	40-49
Immanuel Lane to Ronda Town Limits	45	10	10-19
Ronda Town Limits to Main Street	35	12	4-19
Main Street to Clingman Road	35	10	
Clingman Road to Ronda Town Limits	45	10	20-29
Ronda Town Limits to Big Bend Road	50	10	10-19
Big Bend Road to Elkin Bypass	55	12	-

Results from the Goals and Objectives survey conducted for the Wilkes County CTP showed NC 268 as a top concern with 25% of respondents indicating it was their most used route, second only to the US 421 commercial district at 45%. The CTP Steering Committee identified NC 268 as a key focus area for the “Provide a safe transportation system” goal.

The CTP proposes improving NC 268, by holistically evaluating the corridor for modernization. Because of the various deficiencies along the corridor, no single typical

cross section or treatment will be appropriate and each segment will need to have a custom approach. The R-3309 project directly connects to TIP Project R-2603, which is to multilane NC 268 from Shaver Street to Airport Road (SR 1966).

This project is currently scheduled for right-of-way in 2022 and to begin construction in 2024 in the 2016 – 2025 TIP. The preliminary cost estimate for this proposal is $126 million.

NC 268 (Elkin Highway), TIP No. R-2603

NC 268 (Elkin Highway) from Airport Road (SR 1966) to the NC 18 is projected to be over capacity by 2040. The 2016 – 2025 Transportation Improvement Program (TIP) includes project R-2603 that is intended to address this deficiency. This project includes widening the existing facility to four or five lanes and constructing sidewalks from NC 18 to Shaver Street. This project is currently under construction with an anticipated completion date of March 2020. For additional information about this project, contact the NCDOT Division 11 Office.

Wilkesboro Avenue (NC 18 / NC 268 / SR 2366), Local ID: WILK0004-H

Wilkesboro Avenue (NC 18 / NC 268 / SR 2366) from NC 18 / NC 268 (East Main Street) to Cherry Street in North Wilkesboro is projected to be over capacity by 2040. Improvements are needed to address this deficiency.

Wilkesboro Avenue (NC 18 / NC 268) is classified as a minor arterial on the Federal Functional Classification System. Wilkesboro Avenue (SR 2366) from Wilkesboro Boulevard (NC 18 / NC 268) to Cherry Street is classified as a local street. The roadway characteristics along these facilities are as follows:

Section	# Lanes	Speed Limit (mph)	2014 AADT[1] (vpd)	2040 AADT (vpd)	2012 Capacity[2] (vpd)
Oakwoods Road (SR 1001) to Wilkesboro Boulevard (NC 18 / NC 268)	5 – 12 foot lanes, includes center turn lane	35	23,000	29,100	25,400
Wilkesboro Boulevard (NC 18 / NC 268) to Cherry Street	2 - 12 foot lanes (undivided)	35	11,000	13,300	12,900

[1] *Annual Average Daily Traffic (AADT) given in vehicles per day (vpd)*
[2] *Existing capacity based on a LOS D*

The implementation of other parallel projects, such as TIP Projects R-0616 and R-5759, will need to be considered before final design as they will have an impact on future traffic projections. With the implementation of other proposals, traffic estimates for Wilkesboro Avenue (NC 18 / NC 268) drop to 22,800 vpd and for Wilkesboro Avenue (SR 2366) to 9,600 vpd.

Wilkesboro Avenue serves as the primary route between the towns of Wilkesboro and North Wilkesboro. In conjunction with Oakwoods Road (SR 1001), it serves as a gateway

into both communities. As such improvements to this corridor should be in keeping with the gateway improvements to Oakwoods Road (SR 1001), see R-5772 and FS-0711B[1].

To address the anticipated capacity deficiency, the CTP proposes improving Wilkesboro Avenue to a three lane cross section from Wilkesboro Boulevard (NC 18 / NC 268) to Cherry Street in North Wilkesboro. Sidewalk accommodations are recommended from Wilkesboro Boulevard (NC 18 / NC 268) to Cherry Street to provide access to Memorial Park and improve connectivity with the Yadkin River Greenway. Improvements to Wilkesboro Avenue (NC 18 / NC 268) from Oakwoods Road (SR 1001) to Wilkesboro Boulevard (NC 18 / NC 268) will be contingent on the implementation of other projects.

Additionally, the division has expressed a desire to take advantage of any improvements in the area to provide curb and gutter, as well as improved storm water management. Likewise, when the CTP committee finalized their Goals and Objectives for the plan they included objectives that "funds should be spent to reduce overall maintenance cost" and that "roads should not flood in mild rain events."

Proposed Industrial Park Connector, Local ID: R-4744 and Proposed Airpark Access Road, TIP No. WILK0005-H:

Two potential key economic drivers in Wilkes County, the Wilkes County Airport and the Wilkes County Industrial Park, are currently difficult to access from the primary highway corridor of US 421. These facilities are located northeast of the towns of Wilkesboro and North Wilkesboro along NC 268, and serviced by Airport Road (SR 1966) and River / Liberty Grove Church Road (SR 2333), respectively.

Though the behavior of individual trucks cannot be predicted, the most likely ways to currently access the industrial park and airport from US 421 are by using US 421 Business and traveling on NC 268 (Second Street / Elkin Highway) to Liberty Grove Church Road (SR 2333). This goes west from Exit 282 to North Wilkesboro, north through a commercial area on NC 268 (Second Street), back east on NC 268 (Elkin Highway), and finally back south using Liberty Grove Church Road (SR 2333).

In order to address the accessibility concern and to improve connectivity in the surrounding area, the CTP proposes constructing a new facility to provide a new crossing of the Yadkin River and improving the existing alternative routes as describe below.

Proposed Industrial Park Connector, TIP No. R-4744:

Construct an eastern bypass partially on new location from Old State Highway 60 (SR 2318) to River / Liberty Grove Church Road (SR 2333) with a new crossing of the Yadkin River. This new facility is recommended to be constructed as a 2 lane major thoroughfare with 12 foot lanes. The proposed project also includes improving the following existing facilities to 12 foot lanes and improving alignments and intersections:

[1] For more information on this feasibility study, go to: *https://connect.ncdot.gov/projects/planning/Pages/FeasibilityStudyDocuments.aspx*.

- River / Liberty Grove Church Road (SR 2333) from NC 268 to a new crossing of the Yadkin River;
- Old State Highway 60 (SR 2318) from a new crossing of the Yadkin River to Antioch Church Road (SR 2344);
- Antioch Church Road (SR 2344) from Old State Highway 60 (SR 2318) to Old US 421 Road; and
- Old US 421 Road / Speedway Road (SR 1517) from Antioch Church Road (SR 2344) to US 421 at Exit 277.

This new corridor would cut the travel distance between Exit 277 and the Industrial Park from approximately 13 miles to 5.5 miles, remove some heavy-truck trips from downtown North Wilkesboro, and forgo the traffic signals in town. This would provide a new river crossing approximately half way between Roaring River Road (SR 2324) and US 421 Business / NC 115 improving the general connectivity of eastern Wilkes County.

Proposed Airpark Access Road, Local ID: WILK0005-H:
An expansion of the Wilkes County Airport to the east is planned with the establishment of the Wilkes Business Airpark. To facilitate the development for this 100+ acre site, a suitable access road is desired. There were two feasible proposals developed during the CTP, either widening Johnson Road (SR 1984) which currently has 8 foot lanes or constructing a new facility such as a spur off Airport Road (SR 1966) north of Jim McCarter Road. Improving Johnson Road (SR 1984) would impact the existing residential development, while the new location facility would have the tradeoff of crossing a runway approach. The new location is the alternative shown on the CTP.

Proposed Edgewood Road (SR 2461) Improvements
During the development of the CTP, it was announced that a major employer, Samaritan's Purse, would be moving some of their operations from their location in Watauga County, NC to Edgewood Road (SR 2461) in Wilkesboro. This led to a request on April 6, 2017 from both the Town of Wilkesboro and Wilkes County for the evaluation of a new interchange at the existing US 421-Edgewood Road (SR 2461) grade separation in order to improve access and operations to accommodate the anticipated economic growth in the area.

After considering the close proximity of the Oakwoods Road (SR 1001), NC 115, and NCDOT Rest Area interchanges, a new interchange at this location was *determined to be an unreasonable solution during the CTP process due to the inadequate distance between the existing interchanges and the potential impacts. Refer to Appendix I for more detail regarding the analysis that was done for this project.* A potential interchange at this location may be reevaluated in subsequent updates to the CTP to determine if any changes have occurred that would justify the project. To address the expressed concerns over access and operations, the CTP proposes the following three improvements for this area.

Edgewood Road (SR 2461), Local ID: WILK0026-H

While Edgewood Road (SR 2461) is not expected to exceed capacity in 2040, it has two 9 to 11 foot lanes and was identified as a candidate for upgrading to NCDOT design standards. The CTP proposes improving Edgewood Road (SR 2461) from NC 115 to Oakwoods Road (SR 1001) to 12 foot lanes. NCDOT Division 11 has a scheduled resurfacing of Edgewood Road (SR 2461), which may provide the opportunity to pave some of the unpaved shoulder. However, major work, such as moving the drainage ditches, would require funding through the State Transportation Improvement Program (STIP).

NC 115, Local ID: WILK0028-H

While NC 115 is not expected to exceed capacity in 2040, it has two 9 foot lanes and was identified as a candidate for upgrading to NCDOT design standards. The CTP proposes improving NC 115 from US 421 to Edgewood Road (SR 2461) to 12 foot lanes. Opportunities also exist to make intersection upgrades, such as installing roundabouts, at Edgewood Road (SR 2462) and the US 421 ramps to improve the flow of traffic. This project would connect to other proposals for NC 115 in the CTP. See R-5759 and WILK0011-H for further details.

Intersection of US 421, Oakwoods Road (SR 1001), and Edgewood Road (SR 2461), TIP No. R-5755

The existing US 421 westbound off ramp currently has two way traffic for a short part of its length creating a semi-five-way intersection between Oakwoods Road (SR 1001), the US 421 Ramp, and Edgewood Road (SR 2461). TIP Project R-5755 is intended to improve operations at this intersection by replacing the existing intersection with a roundabout making Edgewood Road (SR 2461) directly accessible from Oakwoods Road (SR 1001). This project will interact with the planned Oakwoods Road (SR 1001) improvements, TIP No. R-5772.

OTHER WIDENING 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 locally and submitted to NCDOT's Strategic Planning Office for prioritization (reference Appendix A for contact information).

As transportation needs throughout the state exceed available funding, it is imperative that the local planning area pursue funding for priority projects. Projects should be prioritized locally, submitted to the High Country RPO for regional prioritization, and then submitted to NCDOT. Local governments may use the CTP to guide development and protect corridors for the recommended projects until funding is available for construction.

- **US 421 Business, Local ID: WILK0007-H:** From Boone Trail (SR 1500) to NC 18 (CBD Loop), opportunity to restripe after completion of R-0616
- **NC 16, Local ID: WILK0008-H:** From Moravian Falls Road (SR 1194) to W Brocktown Road (SR 2483)
- **NC 16, Local ID: WILK0009-H:** From Pleasant Home Church Road (SR 1315) to White Oak Road (SR 1354)
- **NC 18, Local ID: WILK0010-H:** From Yellow Banks Road (SR 1717) to 0.9 miles north of Mountain Valley Church Road (SR 1540)
- **NC 268, Local ID: WILK0012-H:** From Old 268 Road to Ithaca Drive
- **Airport Road (SR 1966), Local ID: WILK0013-H:** From NC 268 to Rock Creek Road (SR 1957)
- **Austin Traphill Road (SR 1752), Local ID: WILK0014-H:** From Greenhorn Road (SR 1934) to NC 268
- **Boone Trail (SR 1500), Local ID: WILK0015-H:** From Arbor Grove Church Road (SR 1315) to US 421 Business, and realign the intersection of Boone Trail at US 421 Business with West Park Drive
- **Browns Ford Road (SR 1143) / Old 268 Road, Local ID: WILK0016-H:** From US 421 to NC 268, partially on new location to straighten curves at Yadkin River crossing
- **Clingman Road (SR 2309), Local ID: WILK0017-H:** From US 421 To NC 268
- **Friendly Grove Church Road (SR 1315) / Hensley Eller Road (SR 1315), Local ID: WILK0018-H:** From Boone Trail (SR 1372) to Mountain Valley Church Road (SR 1540)
- **Mountain Valley Church Road (SR 1540), Local ID: WILK0019-H:** From NC 18 (Sparta Road) to Friendly Grove Church Road (SR1315)
- **Mountain View Road (SR 1002), Local ID: WILK0020-H:** From NC 18 (Sparta Road) to Traphill Road (SR 1002)
- **Oakwoods Road (1001), TIP No. R-5772:** From US 421 to NC 18 / NC 268 Main Street. This project is currently scheduled for right-of-way in 2022 and to begin construction in 2024 in the 2016 – 2025 TIP. The preliminary cost estimate for this proposal is $19 million.
- **Pads Road (SR 1325), Local ID: WILK0021-H:** From the proposed North Wilkesboro Bypass (TIP Project R-0616) to Boone Trail (SR 1372)
- **Pleasant Home Church Road (SR 1315), Local ID: WILES0022-H:** From NC 16 to Friendly Grove Church Road / Mountain Valley Church Road (SR 1540)
- **Rock Creek Road (SR 1957), Local ID: WILK0023-H:** From Mountain View Road (SR 1002) to NC 268
- **Traphill Road (SR 1002), Local ID: WILK0024-H:** From Austin Traphill Road (SR 1752) to Mountain View Road (SR 1002)
- **Yellow Banks Road (SR 1713 /1716 /1717), Local ID: WILK0025-H:** From NC 18 (Sparta Road) to Traphill Road (SR 1002)

PUBLIC TRANSPORTATION AND RAIL

The transit element of the Wilkes County CTP is shown in Figure 1, Sheet 3. The Wilkes Transportation Authority (WTA) currently operates demand response services in the county. Out of county services are provided by the Mountaineer Express. One fixed route is operated by WTA. Known as the "Wilkes Express," this downtown circulator serves both Wilkesboro and North Wilkesboro and has several "Must Call" stops which only have pick up when needed (not shown on Figure 1). This route currently takes over an hour to serve and WTA wishes to reduce this service time. The completion of the US 421 superstreet improvements (TIP Project U-5312) will benefit several properties along US 421, such as Covington Way Apartments, where there was a desire to service but access is currently a limiting factor. TIP Project U-5312 will also include construction of a bus turn out. It is expected that this turn out would allow passengers to transfer between the Mountaineer Express and the Wilkes Express. The location is shown on the map as a multimodal connection.

During the development of the CTP, new routes were identified as strategic new expansions for WTA as detailed below.

- **Local ID: WILK0001-T:** Along NC 268 to serve Hope Ministries and the towns of Ronda and Elkin
- **Local ID: WILK0002-T:** Service to the Traphill community using Traphill Road (SR 1002). Potential stops may include the Wilkes County Airport, Traphill Elementary School, Mountain View Elementary School, North Wilkes High School, Traphill Library, or Traphill Fire Department.
- **Local ID: WILK0003-T:** Out of county services provided by the Mountaineer Express connect Wilkes County with the regional hubs of Boone and Greensboro. The east/west route (from Boone to North Wilkesboro, Hamptonville, Winston-Salem, and Greensboro) is projected to need additional service capacity by 2040. Coordination will be needed as bus and rail services expand to provide optimal transfer times.

BICYCLE

The bicycle element of the Wilkes County CTP is shown in Figure 1, Sheet 4. The Yadkin River Greenway Council plan, the High Country Bike Plan (2014)[1], and the High Country Regional Trails Plan (2008) were utilized in the development of the CTP. The information from these plans was incorporated into the CTP and additional projects were recommended during the development of the CTP.

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:

[1] The High Country Bike Plan can be found at: *http://www.regiond.org/LONGRANGE.html.*

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

- **NC 268, Local ID: WILK0001-B:** This proposal is present in both the High Country Bike Plan (2014) as an on-road improvement and the High Country Regional Trails Plan, as a part of the Overmountain Victory National Historic Trail. The CTP committee considered if a multi-use path would be able to serve both visions for the corridor but decided to include both proposals as a part of the CTP. Bicycle accommodations are recommended on NC 268 from Elk Creek Road (SR 1162) to YMCA Boulevard where NC 268 transitions to a five lane cross section. See WILK0001-M for the proposed trail improvements.

- **Oakwoods Road (SR 1001), TIP No. R-5772:** From US 421 to NC 18 / NC 268

Multi-Use Path Facilities:
Multi-use paths are facilities physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way. Multi-use paths include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian traffic. Multi-use paths from the Yadkin River Greenway Council plan, and the High Country Regional Trails Plan (2008) were incorporated into the CTP. Additionally, the following multi-use path projects were identified to serve the needs of Wilkes County.

- **NC 268, Local ID: WILK0001-M:** This proposal is present in both the High Country Bike Plan (2014) as an on-road improvement and the High Country Regional Trails Plan, as a part of the Overmountain Victory National Historic Trail. The CTP committee considered if a multi-use path would be able to serve both visions for the corridor but decided to include both proposals as a part of the CTP. A multi-use path is recommended from Caldwell County to the W Kerr Scott Reservoir entrance at Reservoir Road (SR 1178) where it will connect to the Yakin River Greenway. See WILK0001-B for the proposed on-road improvements.

- **Reddies River, Local ID: WILK0002-M:** This proposal is to close the network gap present at the US 421 Business bridge over the Reddies River. The Yadkin River Greenway runs along the west bank of the river south of the bridge and to the east of the river on the north side. The existing bridge has a five lane cross section with adjacent sidewalks. Current north bound users of the greenway pass under the bridge and find themselves in a private parking lot, currently a CVS. They then must navigate to US 421 Business by traveling west, away from the river. Pedestrians may access the north side sidewalk, but bikers should make a left turn across traffic, travel about 650 feet, turn left again onto 13th Street, and travel north about 1,000 feet to rejoin the greenway. However, it is hypothesized that some may ride against the flow of traffic on the sidewalk.

The CTP proposes construction of a multi-use path bridge connecting the current trail ends. Alternatives considered include both a bridge south of US 421 Business and one north, as well as the replacement of the existing road bridge with one that accommodated a separated trail on the north side. *The option of replacing the existing US 421 Business bridge as a standalone trail project was determined to be an unreasonable*[1] *solution during the CTP process because of the anticipated cost. However, considering the bridge replacement cycle, this may be an option if other funding is unavailable. The multiuse path bridge options were determined to be reasonable.* While an option south of the bridge was considered to have a shorter span and thus be less expensive, the challenge of connecting to 13th Street would still exist. This would also underutilize the existing path under the US 421 Business bridge. Therefore, a northern option was selected as the preferred alternative for the CTP.

- **NC 16, Local ID: WILK0003-M:** From Woodland Way to Moravian Falls
- **New Location, Local ID: WILK0004-M:** From School Street to the greenway on other side of Moravian Creek

PEDESTRIAN

The pedestrian element of the Wilkes County CTP is shown on Figure 1, Sheet 5. The Wilkesboro Comprehensive Pedestrian Plan (2007), the North Wilkesboro Comprehensive Pedestrian Plan (2015) and the High Country Regional Trail Plan (2008)[2] were utilized in the development of the pedestrian element of the CTP. The information from these plans was incorporated into the CTP. Additionally, the following sidewalk projects were recommended during the development of the CTP.

North Wilkesboro

- **Highlands Drive, Local ID: WILK0001-P:** From US 421 Business / NC 115 to Highlands Park
- **Wilkesboro Avenue, Local ID**: **WILK0003-P:** From NC 18 / NC 268 to Cherry Street for access to Memorial Park

Wilkesboro

- **NC 16 / NC 18, Local ID: WILK0004-P:** From Westwood Park to Corporation Street
- **Oakwood Road (SR 1001), Local ID: R-5772:** From Call Street to the US 421 interchange

[1] Unreasonable – A proposed project is determined to be unreasonable if it: Fails to meet the community's vision; Fails to address the transportation deficiency; or, has an unacceptable level of impacts to the natural or human environment.

[2] The High Country Regional Trails Plan can be found at: *http://www.regiond.org/LONGRANGE.html.*

APPENDICES

Appendix A
Resources and Contacts

Local Planning Organization

High County Rural Planning Organization (*http://www.regiond.org/TRANSPORT.html)*
Contact the RPO for information on long-range multi-modal planning services.
468 New Market Boulevard. Boone, NC 28607 (828) 265-5434

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)*
P. O. Box 250
801 Statesville Road 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.*

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

	1535 Mail Service Center Raleigh, NC 27699 (919) 707-2500
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 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT Road Characteristics data. 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 Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume 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 2016 - 2025 Transportation Improvement Program (TIP). The '2040 Volume with CTP' is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume 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 for the given mode 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.

- **Proposals for 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, P= pedestrian, and M= multi-use path).

CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 421	County Line	Dennyville Rd (SR 2402)	Wilkes County	1.7	48	4 D	12	225	35	74,000	14,000	14,900	14,900	74,040	ADQ	225	F	T
	US 421	Dennyville Rd (SR 2402)	Clingman Rd (SR 2309)	Wilkes County	1.5	48	4 D	12	155	65	74,000	14,000	15,100	15,100	74,040	ADQ	155	F	T
	US 421	Clingman Rd (SR 2309)	Red white and Blue (SR 1001)	Wilkes County	3.3	48	4 D	12	165	65	74,000	6,300	7,800	7,500	74,040	ADQ	165	F	T
	US 421	Red white and Blue (SR 1001)	Speedway Rd (SR 2355)	Wilkes County	0.9	48	4 D	12	165	65	74,000	8,900	11,200	10,000	74,040	ADQ	165	F	T
	US 421	Speedway Rd (SR 2355)	NC 115	Wilkes County	4.4	48	4 D	12	165	65	74,000	16,000	20,300	19,300	74,040	ADQ	165	F	T
	US 421	NC 115	Oakwoods Rd (SR 1001)	North Wilkesboro	1.9	48	4 D	12	130	65	74,000	21,800	28,400	27,000	74,040	ADQ	130	F	T
	US 421	Oakwoods Rd (SR 1001)	NC 18 (Cherry St)	North Wilkesboro	0.7	48	4 D	12	130	55	56,100	28,000	37,200	34,300	56,120	ADQ	130	F	T
	US 421	NC 18 (Cherry St)	NC 268	North Wilkesboro	0.4	48	4 D	12	130	55	56,100	29,900	40,400	38,300	56,120	ADQ	130	F	T
	US 421	NC 268	Yadkin River	Wilkesboro	0.3	48	4 D	12	115	55	66,800	33,200	42,500	43,700	66,800	ADQ	115	F	T
	US 421	Yadkin River	Curtis Bridge Rd (SR 1185)	Wilkesboro	0.4	48	4 D	12	260	45	66,800	33,200	42,500	43,700	66,800	ADQ	260	E	T M
U-5312	US 421	Curtis Bridge Rd (SR 1185)	Winker Mill Rd	Wilkesboro	0.1	48	4	12	200	45	66,800	33,200	42,500	43,700	66,800	4 A	200	E	T M P
U-5312	US 421	Winker Mill Rd	Dancy Rd (SR 1323)	Wilkesboro	0.8	60	5	12	200	45	26,600	31,000	42,900	41,200	50,000	4 D	200	E	T M P
U-5312	US 421	Dancy Rd (SR 1323)	Zion Hill Church Rd (SR 1321)	Wilkesboro	0.3	60	5	12	100	45	26,600	31,000	42,900	39,000	50,000	4 D	110	E	T M P
U-5312	US 421	Zion Hill Church Rd (SR 1321)	Congo Rd (SR 1320)	Wilkesboro	0.5	60	5	12	100	50	40,520	20,000	26,900	29,500	50,000	4 D	110	E	T
U-5312	US 421	Congo Rd (SR 1320)	NC 16	Wilkesboro	0.6	48	4	12	100	50	40,520	20,000	26,900	29,500	50,000	4 D	110	E	T
	US 421	NC 16	Minton Rd (SR 1147)	Wilkes County	0.4	48	4 D	12	100	50	43,720	13,000	20,500	21,000	43,720	ADQ	100	E	T
	US 421	Minton Rd (SR 1147)	N. Recreation Rd (SR 1145)	Wilkes County	0.7	48	4 D	12	100	55	43,720	13,000	20,500	21,000	43,720	ADQ	100	E	T
	US 421	N. Recreation Rd (SR 1145)	Mt Poleasant Rd (SR 1154)	Wilkes County	2.1	48	4 D	12	100	55	44,600	12,000	19,000	19,500	44,600	ADQ	100	E	T
	US 421	Mt Poleasant Rd (SR 1154)	Boone Trail Rd (SR 1304)	Wilkes County	4.5	48	4 D	12	100	55	44,600	8,300	13,500	13,900	44,600	ADQ	100	E	T
	US 421	Boone Trail Rd (SR 1304)	SR 1389	Wilkes County	5.3	48	4 D	12	200	55	30,200	8,900	15,100	15,100	30,200	ADQ	200	E	T

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 421	SR 1389	Chestnut Rd (SR 1173)	Wilkes County	1.5	48	4 D	12	200	55	30,200	8,900	15,100	15,100	30,200	ADQ	200	E	T
	US 421	Chestnut Rd (SR 1173)	Fletchers Cove Rd (SR 1361)	Wilkes County	1.1	48	4 D	12	200	35	30,200	8,900	15,100	15,100	30,200	ADQ	200	E	T
R-5759	US 421 BUS	US 421	Speedway Rd (SR 2355)	North Wilkesboro	0.4	20	2	10	60	45	11,900	8,600	11,300	10,100	13,800	3 C	80	Maj	B P
R-5759	US 421 BUS	Speedway Rd (SR 2355)	Old US 421	North Wilkesboro	1.0	20	2	10	60	45	11,900	10,000	13,400	11,500	13,800	3 C	80	Maj	B P
R-5759	US 421 BUS	Old US 421	Highland Dr	North Wilkesboro	1.5	40	2	10	60	45	11,400	7,600	10,300	9,000	13,800	3 C	80	Maj	B P
R-5759	US 421 BUS	Highland Dr	NC 18 / NC 268 (B ST)	North Wilkesboro	1.1	40	4	10	60	35	11,400	10,000	13,000	12,300	12,900	3 C	80	Maj	B P
	US 421 BUS / NC 18 / NC 268 / B Street	US 421 BUS / NC 115 / Second St	Chestnut St	North Wilkesboro	0.3	60	5	12	60	35	27,800	18,000	20,500	14,500	27,800	ADQ	60	Maj	T B P
	US 421 BUS / NC 18 / NC 268 / B Street	Chestnut St	Speed Limit Change	North Wilkesboro	0.2	42	4	10	60	35	20,600	10,900	12,400	6,200	20,600	ADQ	60	Maj	T B P
	US 421 BUS / NC 18 / NC 268 / B Street	Speed Limit Change	Sixth St	North Wilkesboro	0.2	42	4	10	60	25	20,500	10,900	12,400	5,900	20,500	ADQ	60	Maj	T B P
	US 421 BUS (Sixth ST)	B ST	D ST	North Wilkesboro	0.1	36	2	12	60	25	10,200	4,200	5,500	4,100	10,200	ADQ	60	Maj	
	US 421 BUS (D ST)	B ST	CBD Loop	North Wilkesboro	0.4	36	2	12	60	35	11,000	7,800	9,400	5,200	11,000	ADQ	60	Maj	
WILK0007-H	US 421 BUS (D ST)	CBD Loop	Boone Trail Rd (SR 1304)	North Wilkesboro	0.5	45	5	9	80	35	21,600	20,000	25,300	16,400	24,300	5 A	100	Maj	T B
	US 421 BUS	Boone Trail Rd (SR 1304)	Old Brickyard Rd (SR 1509)	North Wilkesboro	0.8	36	3	12	100	35	16,500	17,400	20,100	15,700	16,500	ADQ	100	Maj	T B P
	US 421 BUS	Old Brickyard Rd (SR 1509)	Curtis Bridge Rd (SR 1185)	North Wilkesboro	0.2	36	3	12	100	35	16,500	17,400	19,200	**17,400**	16,500	ADQ	100	Maj	T B
	US 421 BUS	Curtis Bridge Rd (SR 1185)	Old NC 16	North Wilkesboro	0.3	48	4 D	12	100	35	22,000	17,400	19,200	19,600	22,000	ADQ	100	Maj	T B P
	US 421 BUS	Old NC 16	US 421	North Wilkesboro	0.1	48	4 D	12	100	35	22,000	19,500	24,400	19,300	22,000	ADQ	100	Maj	T B P
	NC 16	County Line	Lowe Creek Rd (SR 2488)	Wilkes County	2.1	24	3	12	100	55	18,200	4,400	5,000	5,000	18,200	ADQ	100	Maj	
	NC 16	Lowe Creek Rd (SR 2488)	Moravian Mill Rd (SR 1190)	Wilkes County	0.9	24	2	12	100	55	14,600	6,200	7,500	7,500	14,600	ADQ	100	Maj	

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0008-H	NC 16	Moravian Mill Rd (SR 1190)	W Brocktwon Rd (SR 2483)	Wilkes County	1.2	24	2	12	100	45	14,600	6,200	7,500	7,500	14,600	2 A	60	Maj	
	NC 16	W Brocktwon Rd (SR 2483)	NC 18	Wilkes County	0.3	22	2	11	100	45	12,300	5,600	6,400	6,500	12,300	ADQ	100	Maj	
	NC 16 / NC 18	NC 18	Country Club Rd (SR 2467)	Wilkes County	0.2	22	2	11	100	45	12,300	10,000	12,200	11,800	12,300	ADQ	100	Maj	M
	NC 16 / NC 18	Country Club Rd (SR 2467)	Knollwood Dr (SR 2534)	Wilkes County	1.4	22	2	11	100	45	12,300	10,000	12,200	11,800	12,300	ADQ	100	Maj	M
	NC 16 / NC 18	Knollwood Dr (SR 2534)	Old NC 18	Wilkes County	0.5	22	2	11	100	45	12,300	11,300	13,600	**13,700**	12,300	ADQ	100	Maj	M
	NC 16 / NC 18	Old NC 18	Westwood Ln (SR 2507)	Wilkes County	0.6	48	4 D	12	105	45	41,200	19,000	24,300	24,100	41,200	ADQ	105	B	M
	NC 16 / NC 18	Westwood Ln (SR 2507)	US 421 / NC 18	Wilkes County	0.3	48	4 D	12	105	45	41,200	19,000	24,300	24,100	41,200	ADQ	105	B	P
	NC 16	NC 18	Browns Ford Rd (SR 1143)	Conccurent with US 421															
WILK0001-H	NC 16	US 421 / Browns Ford Rd (SR 1143)	Congo Rd (SR 1320)	Wilkes County	0.6	24	2	12	150	50	13,100	12,000	13,400	16,900	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Congo Rd (SR 1320)	Remington St (SR 1451)	Wilkes County	0.9	24	2	12	150	50	12,700	10,400	13,600	13,900	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Remington St (SR 1451)	Rudd Mill Rd (SR 1317)	Wilkes County	1.1	24	2	12	150	50	12,700	10,400	13,600	13,900	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Rudd Mill Rd (SR 1317)	Boone Trail Rd (SR 1304)	Wilkes County	0.3	24	2	12	150	45	12,700	10,400	13,600	13,900	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Boone Trail Rd (SR 1304)	Elledge Ln (SR 1555)	Wilkes County	0.5	24	2	12	70	45	12,700	9,600	12,300	12,500	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Elledge Ln (SR 1555)	Arbor Grove Church Rd (SR 1368)	Wilkes County	0.5	24	2	12	70	45	12,700	9,600	12,300	12,500	40,500	4 E	120	Maj	B
WILK0001-H	NC 16	Arbor Grove Church Rd (SR 1368)	Pleasant Home Church Rd (SR 1315)	Wilkes County	0.4	24	2	12	60	35	12,700	9,600	12,300	12,500	40,500	4 E	120	Maj	B
WILK0009-H	NC 16	Pleasant Home Church Rd (SR 1315)	Green Bumgarner Rd (SR 1505)	Wilkes County	0.9	20	2	10	60	45	12,700	9,600	4,500	4,500	14,600	2B	60	Maj	B
WILK0009-H	NC 16	Green Bumgarner Rd (SR 1505)	Old NC 16	Wilkes County	1.2	20	2	10	60	45	13,600	3,800	4,500	4,500	14,600	2B	60	Maj	B
WILK0009-H	NC 16	Old NC 16	Eller Mountain Rd	Wilkes County	2.0	20	2	10	70	45	13,600	3,800	4,500	4,500	14,600	2B	60	Maj	B
WILK0009-H	NC 16	Eller Mountain Rd	Berrys Branch Rd (SR 1561)	Wilkes County	1.5	20	2	10	60	45	13,600	3,700	4,400	4,400	14,600	2B	60	Maj	B
WILK0009-H	NC 16	Berrys Branch Rd (SR 1561)	White Oak Rd (SR 1354)	Wilkes County	0.7	18	2	10	60	45	13,600	3,700	4,400	4,400	14,600	2B	60	Maj	B

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	NC 16	White Oak Rd (SR 1354)	Old Campground Rd (SR 1357)	Wilkes County	0.9	20	2	10	60	45	13,600	3,700	4,400	3,800	13,600	ADQ	60	Maj	B
	NC 16	Old Campground Rd (SR 1357)	Piney Ridge Rd (SR 1581)	Wilkes County	3.0	20	2	10	60	45	13,600	3,200	3,800	3,800	13,600	ADQ	60	Maj	B
	NC 16	Piney Ridge Rd (SR 1581)	County Line	Wilkes County	1.3	20	2	10	60	45	13,600	3,200	3,800	3,800	13,600	ADQ	60	Maj	B
	NC 18	County Line	Boomer Rd (SR 1114)	Wilkes County	6.0	24	2	12	100	55	12,100	4,100	4,100	4,100	12,100	ADQ	100	Maj	
	NC 18	Boomer Rd (SR 1114)	Speed Limit Change	Wilkes County	4.3	24	2	12	100	55	12,100	4,900	6,600	6,000	12,100	ADQ	100	Maj	
	NC 18	Speed Limit Change	Moravian Falls Rd (SR 1108)	Wilkes County	0.7	24	2	12	100	45	12,200	6,200	8,300	7,700	12,200	ADQ	100	Maj	
	NC 18	Moravian Falls Rd (SR 1108)	NC 16	Wilkes County	0.7	24	2	12	100	45	12,200	4,700	6,200	5,700	12,200	ADQ	100	Maj	
	NC 18	NC 16	US 421 / Cherry St	Concurrent with NC 16															
	NC 18 / Cherry St	US 421	Corperation St (SR	Wilkesboro	0.3	58	2	12	230	35	14,000	5,800	7,500	6,900	14,000	ADQ	230	Maj	P
	NC 18 / Cherry St	Corperation St (SR	NC 268 / Main Street	Wilkesboro	0.4	22	2	11	230	35	9,900	6,800	9,200	8,300	9,900	ADQ	230	Maj	
	NC 18 / NC 268 / Main Street	Cherry St	Woodland Blvd	Wilkesboro	0.4	45	2	12	0	35	11,100	13,100	14,400	**12,900**	11,100	ADQ	0	Maj	T B
	NC 18 / NC 268 / Main Street	Woodland Blvd	Oakwoods Rd (SR 1001)	Wilkesboro	0.6	43	2	12	0	20	11,000	14,000	16,400	**13,500**	11,000	ADQ	0	Maj	T B
	NC 18 / NC 268 / Wilkesboro Ave	Oakwoods Rd (SR 1001)	Wilkesboro Ave (SR 2366)	Wilkesboro / North Wilkesboro	0.2	24	2	12	100	35	25,400	23,000	29,000	22,900	25,400	ADQ	100	Maj	T B
	NC 18 / NC 268 / Wilkesboro Blvd	Wilkesboro Ave (SR 2366)	C B D Loop	North Wilkesboro	0.3	36	3	12	0	25	16,500	4,100	5,500	3,000	16,500	ADQ	0	Maj	B
	NC 18 / NC 268 / C B D Loop	C B D Loop	Sixth St	North Wilkesboro	0.3	38	2	12	60	35	11,000	1,900	2,200	900	11,000	ADQ	60	Maj	B
	NC 18 / NC 268 / Sixth Street	C B D Loop	B ST	North Wilkesboro	0.1	38	2	12	60	35	11,000	5,500	6,600	2,300	11,000	ADQ	60	Maj	B P
	NC 18 / NC 268 / B Street	Sixth St	US 421 BUS / NC 115 / Second St	Conccurent with US 421 BUS															
WILK0002-H	NC 18 / NC 268 / Second Street	US 421 BUS	Boston Ave	North Wilkesboro	0.6	44	4	11	60	35	21,200	20,000	23,400	18,500	25,400	5 A	100	Maj	T B P
WILK0002-H	NC 18 / NC 268 / Second Street	Boston Ave	Elkin Hwy	North Wilkesboro	0.2	48	4	12	60	35	21,200	20,000	23,400	18,500	25,400	5 A	100	Maj	T B P

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0002-H	NC 18 / NC 268 / Second Street	Elkin Hwy	Finley Ave	North Wilkesboro	0.1	44	4	11	60	35	21,200	18,400	21,400	20,400	22,000	5 A	100	Maj	B P
WILK0002-H	NC 18 / NC 268 / Second Street	Finley Ave	NC 268 (Elkin Highway)	North Wilkesboro	0.1	48	4	12	90	35	21,200	18,400	21,400	20,400	22,000	5 A	100	Maj	T B P
	NC 18	NC 268 (Elkin Highway)	Sunset Crest Orchard Rd (SR 1517)	Wilkes County	0.3	12	5	60	90	35	25,400	18,000	23,600	23,700	25,400	ADQ	90	Maj	T B P
	NC 18	Sunset Crest Orchard Rd (SR 1517)	Fairplains Rd (SR 1971)	Wilkes County	1.1	12	5	60	90	35	25,400	14,000	16,700	18,000	25,400	ADQ	90	Maj	B P
	NC 18	Fairplains Rd (SR 1971)	Fankey Rd (SR 1700)	Wilkes County	0.4	12	5	60	90	45	27,600	12,700	16,400	17,300	27,600	ADQ	90	Maj	B
	NC 18	Fankey Rd (SR 1700)	Briar Creek Dr (SR 1651)	Wilkes County	1.5	18	2	9	90	45	10,500	8,500	10,900	11,800	13800	ADQ	90	Maj	B
	NC 18	Briar Creek Dr (SR 1651)	Yellow Banks Rd (SR 1717)	Wilkes County	1.4	18	2	9	90	45	11,400	5,700	7,100	7,500	13800	ADQ	90	Maj	B
WILK0010-H	NC 18	Yellow Banks Rd (SR 1717)	Mountain Valley Church Rd (SR 1541)	Wilkes County	1.3	18	2	9	90	45	13,100	4,000	5,400	4,900	14600	2 B	60	Maj	
	NC 18	Mountain Valley Church Rd (SR 1541)	Mulberry Rd (SR 1722)	Wilkes County	2.1	20	2	10	90	45	13,600	2,500	3,100	2,800	14600	ADQ	90	Maj	
	NC 18	Mulberry Rd (SR 1722)	Longbottom Rd (SR 1728)	Wilkes County	4.4	20	2	10	60	45	13,600	1,600	1,800	1,800	13600	ADQ	60	Maj	
	NC 18	Longbottom Rd (SR 1728)	Vannoy Rd (SR 1501)	Wilkes County	2.9	20	2	10	60	45	13,600	1,000	1,100	1,100	13600	ADQ	60	Maj	
	NC 18	Vannoy Rd (SR 1501)	County Line	Wilkes County	1.4	20	2	10	60	45	13,600	1,000	1,100	1,100	13600	ADQ	60	Maj	
R-5759	NC 115	NC 18 / NC 268 / Second St	US 421	Concurrent with US 421 Bus															
WILK0028-H	NC 115	US 421	Fishing Creek Arbor Rd (SR 2518)	Wilkes County	0.2	18	2	9	60	45	12,700	6,800	8,700	8,100	12,700	2 B	60	Maj	B
WILK0028-H	NC 115	Fishing Creek Arbor Rd (SR 2518)	Edgewood Rd (SR 2461)	Wilkes County	0.3	20	2	10	60	45	12,700	6,800	8,700	8,100	12,700	2 B	60	Maj	B
WILK0011-H	NC 115	Edgewood Rd (SR 2461)	Colony Dr (SR 2520)	Wilkes County	0.3	20	2	10	60	45	11,700	3,900	4,400	4,400	12,100	2 B	60	Maj	B
WILK0011-H	NC 115	Colony Dr (SR 2520)	Fishing Creek Rd (SR 2340)	Wilkes County	2.3	20	2	10	60	55	11,700	3,900	4,400	4,400	12,100	2 A	60	Maj	B
	NC 115	115 Quarry Rd (SR 2473)	Lewis Church Rd (SR 2428)	Wilkes County	3.5	20	2	10	60	55	11,700	2,800	3,100	3,100	11,700	ADQ	60	Maj	B

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	NC 115	Lewis Church Rd (SR 2428)	Hunting Creek Rd (SR 2412)	Wilkes County	2.0	20	2	10	60	55	11,700	2,800	3,100	3,100	11,700	ADQ	60	Maj	B
	NC 115	Hunting Creek Rd (SR 2412)	Old Salisbury Rd (SR 2425)	Wilkes County	0.8	20	2	10	60	55	11,700	1,900	2,000	2,000	11,700	ADQ	60	Maj	B
	NC 115	Old Salisbury Rd (SR 2425)	County Line	Wilkes County	1.7	20	2	10	60	55	11,700	1,900	2,000	2,000	11,700	ADQ	60	Maj	B
	NC 268	County line	Bill Horton Rd (SR 1161)	Wilkes County	1.3	20	2	10	100	55	11,700	800	800	800	11,700	ADQ	100	Maj	B M
	NC 268	Bill Horton Rd (SR 1161)	Champion Rd (SR 1135)	Wilkes County	1.4	20	2	10	100	55	11,700	1,200	1,400	1,400	11,700	ADQ	100	Maj	B M
	NC 268	Champion Rd (SR 1135)	Foster Payne Rd (SR 1131)	Wilkes County	2.1	20	2	10	100	55	11,700	1,200	1,400	1,400	11,700	ADQ	100	Maj	B M
	NC 268	Foster Payne Rd (SR 1131)	Boomer Ferguson School Rd (SR 1180)	Wilkes County	2.6	20	2	10	100	55	12,100	1,800	2,100	2,100	12,100	ADQ	100	Maj	B M
	NC 268	Boomer Ferguson School Rd (SR 1180)	Boomer Rd (SR 1114)	Wilkes County	1.2	24	2	12	100	55	12,100	1,800	2,100	2,100	12,100	ADQ	100	Maj	B M
	NC 268	Boomer Rd (SR 1114)	Jim Caudill Rd (SR 1179)	Wilkes County	0.5	24	2	12	60	55	12,100	3,000	3,700	4,300	12,100	ADQ	60	Maj	B M
	NC 268	Jim Caudill Rd (SR 1179)	Jess Walsh Rd (SR 1141)	Wilkes County	1.3	24	2	12	60	55	12,100	3,000	3,700	4,300	12,100	ADQ	60	Maj	B M
	NC 268	Jess Walsh Rd (SR 1141)	Berry Mtn Dr (SR 1209)	Wilkes County	2.1	24	2	12	60	55	12,100	4,600	5,700	6,300	12,100	ADQ	60	Maj	B M
	NC 268	Berry Mtn Dr (SR 1209)	German town Rd (SR 1103)	Wilkes County	0.5	24	2	12	60	55	12,100	4,600	5,700	6,300	12,100	ADQ	60	Maj	B
	NC 268	German town Rd (SR 1103)	Old NC 268	Wilkes County	0.3	24	2	12	60	55	12,100	4,600	5,700	6,300	12,100	ADQ	60	Maj	B
WILK0012-H	NC 268	Old NC 268	YMCA Blvd	Wilkes County	0.6	20	2	10	100	55	26,600	7,400	9,400	9,200	26600	2 E	60	Maj	B
WILK0012-H	NC 268	YMCA Blvd	Ithaca Dr	Wilkesboro	0.2	20	2	10	100	45	26,600	7,400	9,400	9,200	26600	2 E	60	Maj	B P
	NC 268	Ithaca Dr	Stokes St	Wilkesboro	0.7	48	4	12	100	45	26,600	17,000	20,100	19,700	26600	ADQ	100	Maj	B P
	NC 268	Stokes St	Collegiate Dr (SR 1198)	Wilkesboro	0.3	48	4	12	100	45	22,000	17,000	20,100	19,700	22000	ADQ	100	Maj	B
WILK0003-H	NC 268	Collegiate Dr (SR 1198)	US 421	Wilkesboro	0.4	48	4	12	100	35	22,000	17,000	20,100	19,700	22000	3 C	80	Maj	T B
WILK0003-H	NC 268	US 421	Spring St	Wilkesboro	0.3	36	3	12	100	35	16,500	10,100	11,700	10,400	16,500	3 C	80	Maj	T B
WILK0003-H	NC 268	Spring St	Wilkes St (SR 2380)	Wilkesboro	0.1	36	3	12	100	35	21,200	14,000	15,200	13,700	21,200	3 C	80	Maj	T B
WILK0003-H	NC 268	Wilkes St (SR 2380)	NC 18 / Cherry St	Wilkesboro	0.3	44	4	11	100	35	21,200	14,000	15,200	13,700	21,200	3 C	80	Maj	T B P
	NC 268 / NC 18	NC 18 / Cherry St	US 421 BUS / B Street	Concurrent with NC 18															

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	NC 268 / NC 18	US 421 BUS / B Street	US 421 BUS / NC 115	Concurrent with US 421 BUS															
WILK0002-H	NC 268 / NC 18	US 421 BUS / NC 115	NC 268 / Elkin Highway	Concurrent with NC 18															
	NC 268 / Elkin Highway (North-South)	NC 18	Flint Hill Rd (SR 2334)	North Wilkesboro	0.2	48	4	12	100	35	20,400	11,000	14,300	11,500	20400	4 C	110	Maj	T B P
	NC 268 / Elkin Highway (East-West)	NC 18	Flint Hill Rd (SR 2334)	North Wilkesboro	0.2	48	4	12	100	35	22,000	5,400	12,400	18,700	22000	4 C	110	Maj	T B P
R-2603	NC 268 / Elkin Highway	Flint Hill Rd (SR 2334)	Legion Dr (SR 1979)	North Wilkesboro	0.5	60	5	12	100	35	25,400	14,900	24,200	27,700	29900	5 A	110	Maj	T B P
R-2603	NC 268 / Elkin Highway	Legion Dr (SR 1979)	Fairplains Rd (SR 1971)	North Wilkesboro	0.4	24	2	12	100	35	25,400	14,900	24,200	27,700	29900	5 A	110	Maj	T B
R-2603	NC 268 / Elkin Highway	Fairplains Rd (SR 1971)	Gryder St (SR 1982)	North Wilkesboro	0.3	24	2	12	100	45	25,400	14,900	24,200	27,700	41400	4 C	110	Maj	T B
R-2603	NC 268 / Elkin Highway	Gryder St (SR 1982)	Aaron Call Rd (SR 1983)	North Wilkesboro	0.3	24	2	12	100	45	25,400	14,900	24,200	27,700	41400	4 C	110	Maj	T B
R-2603	NC 268 / Elkin Highway	Aaron Call Rd (SR 1983)	Flint Hill Rd (SR 2334)	North Wilkesboro	0.1	20	2	10	100	55	11,700	12,000	18,100	21,100	44600	4 C	110	Maj	T B
R-2603	NC 268 / Elkin Highway	Flint Hill Rd (SR 2334)	Beaumont Poplar St (SR 2086)	North Wilkesboro	1.1	20	2	10	100	55	11,700	12,000	18,100	21,100	44600	4 C	110	Maj	T B
R-2603	NC 268 / Elkin Highway	Beaumont Poplar St (SR 2086)	Airport Rd (SR 1966)	Wilkes County	0.4	22	2	11	100	55	11,700	12,000	18,100	21,100	44600	4 C	110	Maj	T B
R-3309	NC 268 / Elkin Highway	Airport Rd (SR 1966)	Johnson Rd (SR 1984)	Wilkes County	0.7	22	2	11	100	55	12,100	8,900	13,400	14,700	44600	4 C	110	Maj	T B
R-3309	NC 268 / Elkin Highway	Johnson Rd (SR 1984)	Rock Creek Rd (SR 1957)	Wilkes County	1.5	22	2	11	100	55	12,100	8,900	13,400	14,700	44600	4 C	110	Maj	T B
R-3309	NC 268 / Elkin Highway	Rock Creek Rd (SR 1957)	Rock Creek Church Rd (SR 1989)	Wilkes County	1.2	20	2	10	100	55	11,700	6,800	10,500	10,800	12100	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Rock Creek Church Rd (SR 1989)	Abtco Rd (SR 2353)	Wilkes County	1.1	24	2	12	100	55	11,600	7,400	11,600	10,800	11600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Abtco Rd (SR 2353)	Roaring River Rd (SR 2327)	Wilkes County	0.7	24	2	12	100	45	11,600	7,400	11,600	10,700	11600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Roaring River Rd (SR 2327)	White Plains Rd (SR 1990)	Wilkes County	0.2	24	2	12	60	35	11,600	7,400	11,600	10,700	11600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	White Plains Rd (SR 1990)	N Ridge Rd (SR 2015)	Wilkes County	2.5	20	2	10	60	55	13,600	5,800	9,200	9,900	14600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	N Ridge Rd (SR 2015)	N Hoots rd (SR 2014)	Wilkes County	1.2	20	2	10	60	45	13,600	5,300	8,200	8,900	14600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	N Hoots rd (SR 2014)	Clingman rd (SR 2303)	Wilkes County	0.3	20	2	10	60	35	10,800	6,100	9,500	10,000	11600	2 A	60	Maj	T B

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
R-3309	NC 268 / Elkin Highway	Clingman rd (SR 2303)	Factory St	Wilkes County	0.2	20	2	10	60	35	10,800	6,900	11,900	**12,100**	11600	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Factory St	Brandon Rd	Wilkes County	0.3	20	2	10	60	45	10,800	6,900	11,900	12,100	14900	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Brandon Rd	Macedonia Church Rd (SR 2018)	Wilkes County	2.0	20	2	10	60	50	13,860	6,700	11,900	12,100	14900	2 A	60	Maj	T B
R-3309	NC 268 / Elkin Highway	Macedonia Church Rd (SR 2018)	Austin Traphill Rd (SR 2026)	Wilkes County	1.6	24	2	12	60	55	12,100	7,200	12,900	13,000	15100	2 A	60	Maj	T B
	NC 268 / Elkin Highway	Austin Traphill Rd (SR 2026)	Marley Ford Rd (SR 1150)	Wilkes County	0.4	48	4 D	12	60	35	30,600	10,300	18,000	18,000	30600	ADQ	60	B	T B
	Aaron Call Rd (SR 1983)	Elkin Hwy	Fairplains Rd (SR 1971)	Wilkes county	0.7	16	2	8	0	35	8,700	940	1,600	1,500	8,700	ADQ	0	Min	
WILK0013-H	Airport Rd (SR 1966)	NC 268 / Elkin Hwy	Wood Wallace Dr (SR 2139)	Wilkes County	1.9	16	2	8	0	55	10,280	4,400	6,300	6,900	12100	2 A	60	Min	T
WILK0013-H	Airport Rd (SR 1966)	Wood Wallace Dr (SR 2139)	Dav Rd (SR 1968)	Wilkes County	1.7	18	2	9	0	55	10,300	3,800	5,500	6,000	12100	2 A	60	Min	T
WILK0013-H	Airport Rd (SR 1966)	Dav Rd (SR 968)	Rock Creek (SR 1957)	Wilkes County	0.3	18	2	9	0	55	10,300	2,800	4,100	4,600	12100	2 A	60	Min	T
R-4744	Antioch Church Rd (SR 2344)	Speedway Rd (SR 2355)	Ranse Staley Rd (SR 2325)	Wilkes County	1.5	16	2	8	0	55	10,280	820	1,100	2,400	12,100	2 A	60	Maj	
R-4744	Antioch Church Rd (SR 2344)	Ranse Staley Rd (SR 2325)	Old NC 60 (SR 2318)	Wilkes County	0.9	16	2	8	0	55	10,300	730	1,000	2,700	12,100	2 A	60	Maj	
	Austin Little Mountain Rd (SR 1924)	N Hoots Rd (SR 2014)	Little Elkins Church Rd (SR 2021)	Wilkes County	1.1	16	2	8	0	55	10,300	1,100	1,400	1,300	10,300	ADQ	0	Min	
	Austin Little Mountain Rd (SR 1924)	Little Elkins Church Rd (SR 2021)	Luffman Rd (SR 2024)	Wilkes County	1.0	16	2	8	0	55	10,300	960	1,100	1,000	10,300	ADQ	0	Min	
	Austin Little Mountain Rd (SR 1924)	Luffman Rd (SR 2024)	GreenHorn Rd (SR 1931)	Wilkes County	1.0	16	2	8	0	55	10,300	1,100	1,300	1,200	10,300	ADQ	0	Min	
	Austin Little Mountain Rd (SR 1924)	GreenHorn Rd (SR 1931)	Gentry Rd (SR 1929)	Wilkes County	1.5	18	2	9	60	55	10,300	900	1,100	900	10,300	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Austin Little Mountain Rd (SR 1924)	Gentry Rd (SR 1929)	Spicer Rd (SR 2065)	Wilkes County	1.6	18	2	9	60	55	10,300	900	1,000	800	10,300	ADQ	60	Min	
	Austin Little Mountain Rd (SR 1924)	Spicer Rd (SR 2065)	Austin Traphill Rd (SR 1752)	Wilkes County	0.9	18	2	9	60	55	10,300	900	1,200	1,000	10,300	ADQ	60	Min	
	Austin Traphill Rd (SR 1749)	Traphill Rd (SR 1002)	Swaringen Rd (SR 1752)	Wilkes County	2.7	20	2	10	0	55	11,700	800	1,100	1,000	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	Swaringen Rd (SR 1752)	King Billings Rd (SR 1935)	Wilkes County	0.4	20	2	10	0	55	11,700	900	1,200	1,100	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	King Billings Rd (SR 1935)	Roaring Gap Church Rd (SR 1753)	Wilkes County	0.4	20	2	10	0	55	11,700	1,000	1,400	1,300	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	Roaring Gap Church Rd (SR 1753)	Old Pine Rd (SR 1925)	Wilkes County	1.5	20	2	10	0	55	11,700	900	1,200	1,100	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	Old Pine Rd (SR 1925)	Murray Rd (SR 2026)	Wilkes County	2.9	20	2	10	0	55	11,700	1,600	2,200	2,100	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	Murray Rd (SR 2026)	0.09 N of Greenhorn Rd (SR 1931)	Wilkes County	0.3	20	2	10	0	45	11,700	1,600	2,200	2,100	11700	ADQ	0	Min	
	Austin Traphill Rd (SR 1752)	0.09 N of Greenhorn Rd (SR 1931)	Greenhorn Rd (SR 1931)	Wilkes County	0.1	24	2	12	0	45	13,600	2,700	3,700	3,600	14600	ADQ	0	Min	
WILK0014-H	Austin Traphill Rd (SR 1752)	Greenhorn Rd (SR 1931)	Johnny Couch Rd (SR 2028)	Wilkes County	0.5	20	2	10	0	45	13,600	2,700	3,700	3,600	14600	2 B	0	Min	
WILK0014-H	Austin Traphill Rd (SR 1752)	Johnny Couch Rd (SR 2028)	CB Eller School Rd (SR 2046)	Wilkes County	0.6	18	2	9	0	45	13,600	2,700	3,700	3,600	14600	2 B	0	Min	
WILK0014-H	Austin Traphill Rd (SR 1752)	CB Eller School Rd (SR 2046)	Little Elkins Church Rd (SR 2021)	Wilkes County	0.6	18	2	9	0	45	13,100	3,700	4,900	4,900	14600	2 B	0	Min	
WILK0014-H	Austin Traphill Rd (SR 1752)	Little Elkins Church Rd (SR 2021)	Big Oak Rd (SR 2062)	Wilkes County	0.8	18	2	9	60	45	13,100	4,500	6,100	6,000	14600	2 B	60	Min	
WILK0014-H	Austin Traphill Rd (SR 1752)	Big Oak Rd (SR 2062)	Elkin Hwy	Wilkes County	0.9	18	2	9	60	45	9,500	5,100	7,000	6,900	10600	2 B	60	Min	
	B St	6th St	9th St	North Wilkesboro	0.3	24	2	12	60	25	10,900	4,300	6,300	2,600	10,900	ADQ	60	Min	
	B St	9th St	NC 18	North Wilkesboro	0.2	24	2	12	60	25	10,900	3,600	5,800	1,600	10,900	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Bauguess Mill Rd (SR 1937)	N Lomax Rd (SR 1934)	Billings Hill Church Rd (SR 1939)	Wilkes County	1.1	16	2	8	0	55	11,700	200	300	300	11700	ADQ	0	Min	
	Berry Ln (SR 2323)	Wilkes Yadkin Rd (SR 2576)	Mathis Mills Rd (SR 2318)	Wilkes County	1.4	20	2	10	60	55	11,700	200	300	200	11700	ADQ	60	Min	
	Bethany Ford Rd (SR 1990)	Rock Creek Rd (SR 1957)	Evergreen Ln (SR 2003)	Wilkes County	1.1	18	2	9	100	35	10,300	1,800	3,100	3,100	10300	ADQ	100	Min	
	Bethany Ford Rd (SR 1990)	Evergreen Ln (SR 2003)	Greenhorn Rd (SR 1999)	Wilkes County	0.7	18	2	9	100	35	10,300	1,800	3,100	3,100	10300	ADQ	100	Min	
	Bethany Ford Rd (SR 1990)	Greenhorn Rd (SR 1999)	Ruritan Rd (SR 1534)	Wilkes County	1.9	20	2	10	100	35	11,700	790	1,600	1,500	11700	ADQ	100	Min	
	Bethel Rd (SR 2305)	Clingman Rd (SR 2309)	Chatham Rd (SR 2304)	Wilkes County	1.2	16	2	8	0	55	10,300	740	800	800	10,300	ADQ	0	Min	
	Bethel Rd (SR 2305)	Chatham Rd (SR 2304)	Bagely Springs Rd (SR 2311)	Wilkes County	0.9	16	2	8	0	55	10,300	740	800	800	10,300	ADQ	0	Min	
	Bethel Rd (SR 2305)	Bagely Springs Rd (SR 2311)	N River Ridge Rd (SR 2306)	Wilkes County	1.9	18	2	9	60	55	10,300	950	1,000	1,000	10,300	ADQ	60	Min	
	Bethel Rd (SR 2305)	N River Ridge Rd (SR 2306)	county line	Wilkes County	0.8	24	2	10	60	35	10,300	950	1,000	1,000	10,300	ADQ	60	Min	
	Billings Hill Church Rd (SR 1939)	Austin Traphill Rd (SR 1752)	R.C. Rd (SR 1938)	Wilkes County	0.9	16	2	8	60	55	10,300	200	200	200	10,300	ADQ	60	Min	
	Billings Hill Church Rd (SR 1939)	R.C. Rd (SR 1938)	Brewer Hill Rd (SR 1943)	Wilkes County	0.8	16	2	8	60	55	10,300	200	200	200	10,300	ADQ	60	Min	
	Billings Hill Church Rd (SR 1939)	Brewer Hill Rd (SR 1943)	Bauguess Mill Rd (SR 1937)	Wilkes County	0.9	18	2	9	60	55	10,300	200	200	200	10,300	ADQ	60	Min	
	Boomer Rd (SR 1114)	NC 268	Walsh Rd (SR 1119)	Wilkes County	1.4	20	2	10	0	55	11,700	1,500	1,900	2,500	11,700	ADQ	0	Min	
	Boomer Rd (SR 1114)	Walsh Rd (SR 1119)	NC 18	Wilkes County	1.4	20	2	10	0	55	11,700	1,600	2,000	2,600	11,700	ADQ	0	Min	
	Boone Trl Rd (SR 1304)	US 421	Blackburn Hollow Rd (SR 1306)	Wilkes County	2.8	18	2	9	0	55	10,300	400	700	600	10300	ADQ	0	Min	
	Boone Trl Rd (SR 1304)	Blackburn Hollow Rd (SR 1306)	Parsonville Rd (SR 1300)	Wilkes County	2.5	20	2	10	0	55	10,300	1,300	700	600	10300	ADQ	0	Min	
	Boone Trl Rd (SR 1304)	Parsonville Rd (SR 1300)	Purlear Rd (SR 1346)	Wilkes County	1.2	18	2	9	0	55	10,300	1,300	2,000	1,100	10300	ADQ	0	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Boone Trl Rd (SR 1304)	Purlear Rd (SR 1346)	Arbor Grove Church Road (SR 1315)	Wilkes County	1.3	20	2	10	0	55	10,300	1,300	2,000	1,400	15100	ADQ	0	Min	
WILK0015-H	Boone Trl Rd (SR 1304)	Arbor Grove Church Road (SR 1315)	NC 16	Wilkes County	1.5	20	2	10	0	55	14,100	7,200	9,700	8,900	15100	2 A	60	Min	
WILK0015-H	Boone Trl Rd (SR 1304)	NC 16	Hensley Eller Rd (SR 1315)	Wilkes County	0.4	22	2	11	60	35	10,100	8,700	11,800	10,800	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	Hensley Eller Rd (SR 1315)	.23 East of Hensley Eller Rd (SR 1315)	Wilkes County	0.2	22	2	11	60	35	11,800	8,200	11,300	9,700	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	.23 East of Hensley Eller Rd (SR 1315)	Pads Rd (SR 1325)	Wilkes County	0.4	22	2	11	60	45	11,800	8,200	11,300	9,700	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	Pads Rd (SR 1325)	S. Oakgrove Ext (SR 1552)	Wilkes County	1.1	22	2	11	60	45	11,800	6,600	8,800	7,700	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	S. Oakgrove Ext (SR 1552)	Staley Ln (SR 1334)	Wilkes County	0.5	22	2	11	60	35	11,800	5,400	6,300	4,600	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	Staley Ln (SR 1334)	Proposed North Wilkesboro Bypass	Wilkes County	0.8	22	2	11	60	35	11,800	5,400	6,300	4,600	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1304)	Proposed North Wilkesboro Bypass	Congo Rd (SR 1320)	Wilkes County	0.2	22	2	11	60	35	11,800	5,400	6,300	9,500	12200	2 A	60	Min	B
WILK0015-H	Boone Trl Rd (SR 1500)	Congo Rd (SR 1320)	Curtis Bridge Rd (SR 1185)	North Wilkesboro	0.2	22	2	11	60	35	9,900	7,300	8,500	12,000	12100	2 A	60	Min	**B**
WILK0015-H	Boone Trl Rd (SR 1500)	Curtis Bridge Rd (SR 1185)	Friendship Cross St (SR 1505)	North Wilkesboro	1.0	22	2	11	0	35	9,900	4,400	7,300	4,300	12100	2 A	60	Min	**B**
WILK0015-H	Boone Trl Rd (SR 1500)	Friendship Cross St (SR 1505)	US 421 Bus	North Wilkesboro	0.9	22	2	11	0	35	9,900	5,900	9,900	4,400	12100	2 A	60	Min	T B P
	Brocktown Rd (SR 2483)	NC 16	NC 18	Wilkes County	0.2	24	2	12	0	45	11,800	700	1,000	900	11800	ADQ	0	Min	
WILK0016-H	Browns Ford Rd (SR 1143)	NC 16	Old Browns Ford (SR 1234)	Wilkes County	0.3	20	2	10	60	55	11,700	3,900	5,400	6,300	12100	2 A	60	Min	
WILK0016-H	Browns Ford Rd (SR 1143)	Old Browns Ford (SR 1234)	NC 268	Wilkes County	1.8	20	2	10	60	55	11,700	3,900	5,400	6,300	12100	2 A	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Carter Mill Rd (SR 2044)	CB Eller School Rd (SR 2049)	Pleasant Ridge Rd (SR 2037)	Wilkes County	0.9	20	2	10	60	55	11,700	1,600	2,000	2,000	11700	ADQ	60	Min	
	CBD Loop	US 421 BUS / B Street	NC 18 / NC 268	North Wilkesboro	0.2	62	4	12	0	35	22,000	8,000	10,800	5,100	22000	ADQ	0	Maj	B P
	CBD Loop	NC 18 / NC 268	Sixth Street	Concurrent with NC 18 / NC 268															
	CB Eller School Rd (SR 2049)	Austin Traphill Rd (SR 1749)	Cool Springs ChurchRd (SR 2029)	Wilkes County	0.6	18	2	9	60	45	10,300	590	800	800	10300	ADQ	60	Min	
	CB Eller School Rd (SR 2049)	Cool Springs ChurchRd (SR 2029)	Carter Mill Rd (SR 2044)	Wilkes County	0.2	18	2	9	60	55	10,300	590	800	800	10300	ADQ	60	Min	
	Champion Rd (SR 1135)	NC 268	Gladys Fork Rd (SR 1159)	Wilkes County	2.0	18	2	9	0	55	10,300	550	600	600	10,300	ADQ	0	Min	
	Champion Rd (SR 1135)	Gladys Fork Rd (SR 1159)	Conley Shumaker Rd (SR 1158)	Wilkes County	0.6	18	2	9	0	55	10,300	550	600	600	10,300	ADQ	0	Min	
	Charity Church Rd (SR 1347)	NC 16	Shingle Gap Rd (SR 1346)	Wilkes County	1.3	20	2	10	60	55	14,100	2,200	2,300	2,000	14100	ADQ	60	Min	
	Cherry St	Wilkesboro Ave	6th St	North Wilkesboro	0.1	24	2	12	50	35	20,400	12,000	14,500	11,300	20400	ADQ	50	Min	P
WILK0017-H	Clingman Rd (SR 2309)	US 421	Mathis Mill Rd (SR 2318)	Wilkes County	1.0	18	2	9	0	55	10,300	3,000	4,300	3,600	12100	2 A	60	Min	
WILK0017-H	Clingman Rd (SR 2309)	Mathis Mill Rd (SR 2318)	Old 60 Hwy (SR 2303)	Wilkes County	0.7	18	2	9	0	55	10,300	2,000	2,900	2,200	12100	2 A	60	Min	
WILK0017-H	Clingman Rd (SR 2303)	Old 60 Hwy (SR 2303)	Old NC 60 (SR 2321)	Wilkes County	0.8	18	2	9	60	55	10,300	3,500	5,300	4,600	12100	2 A	60	Min	
WILK0017-H	Clingman Rd (SR 2303)	Old NC 60 (SR 2321)	Bethel Rd (SR 2305)	Wilkes County	0.8	18	2	9	60	55	10,300	3,500	5,300	4,600	12100	2 A	60	Min	
WILK0017-H	Clingman Rd (SR 2303)	Bethel Rd (SR 2305)	Chatham Rd (SR 2304)	Wilkes County	0.9	18	2	9	60	55	10,300	2,900	4,200	3,400	12100	2 A	60	Min	
WILK0017-H	Clingman Rd (SR 2303)	Chatham Rd (SR 2304)	Elkin Hwy	Wilkes County	0.5	18	2	9	60	55	10,300	2,900	4,200	3,400	12100	2 A	60	Min	
	Congo Rd (SR 1313)	NC 16	US 421	Wilkes County	1.0	20	2	10	60	45	10,900	700	2,500	1,100	10900	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Congo Rd (SR 1320)	Congo Rd (SR 1313)	Buck Rd (SR 1319)	Wilkes County	0.1	20	2	10	60	35	9,500	900	1,500	800	9500	ADQ	60	Min	
	Congo Rd (SR 1320)	Buck Rd (SR 1319)	Zion Hill Church Rd (SR 1321)	Wilkes County	0.6	20	2	10	60	35	9,500	800	1,300	700	9500	ADQ	60	Min	
	Congo Rd (SR 1320)	Zion Hill Church Rd (SR 1321)	Winkler Mill Rd (SR 1322)	Wilkes County	0.3	20	2	10	60	35	9,500	800	1,300	700	9500	ADQ	60	Min	
	Congo Rd (SR 1320)	Winkler Mill Rd (SR 1322)	Crysel Rd (SR 1330)	Wilkes County	1.1	20	2	10	0	35	9,500	1,700	2,600	1,600	9500	ADQ	0	Min	
	Congo Rd (SR 1320)	Crysel Rd (SR 1330)	Boone Trl Rd (SR 1500)	Wilkes County	0.2	20	2	10	0	35	9,500	1,800	2,500	1,700	9500	ADQ	0	Min	
	Conley Shumaker Rd (SR 1158)	Champion Rd (SR 1135)	Mt Pleasant Rd (SR 1155)	Wilkes County	1.2	16	2	8	0	55	10300	500	600	600	10300	ADQ	0	Min	
	Country Club Rd (SR 2467)	Old NC 18 (SR 1194)	Hawkins Rd (SR 2470)	Wilkes County	0.1	24	2	12	0	45	12,200	1,400	2,100	2,100	12,200	ADQ	0	Min	
	Country Club Rd (SR 2467)	Hawkins Rd (SR 2470)	NC 16	Wilkes County	0.2	24	2	12	0	45	12,200	1,200	1,800	1,800	12,200	ADQ	0	Min	
	Country Club Rd (SR 2467)	NC 16	Partridge Ln (SR 2468)	Wilkes County	1.5	18	2	9	0	45	12,200	2,200	3,500	3,000	12,200	ADQ	0	Min	
	Country Club Rd (SR 2467)	Partridge Ln (SR 2468)	Oakwoods Rd (SR 1001)	Wilkes County	1.3	18	2	9	0	45	11,000	1,600	2,500	2,000	11,000	ADQ	0	Min	
	Country Club Rd Ext (SR 2462)	Oakwoods Rd (SR 1001)	Ancient Oaks Dr (SR 2575)	Wilkes County	1.4	18	2	9	0	45	11,000	1,800	2,700	2,100	11,000	ADQ	0	Min	
	Country Club Rd Ext (SR 2462)	Ancient Oaks Dr (SR 2575)	Edgewood Dr (SR 2461)	Wilkes County	0.5	18	2	9	0	45	11,000	1,600	2,400	1,800	11,000	ADQ	0	Min	
	Curtis Bridge Rd (SR 1185)	NC 268	Westview Dr	Wilkesboro	0.3	22	2	11	0	35	9,900	6,000	8,300	8,400	9,900	ADQ	0	Min	T P
	Curtis Bridge Rd (SR 1185)	Westview Dr	US 421 BUS	Wilkesboro	0.7	22	2	11	0	35	9,900	5,200	7,000	7,300	9,900	ADQ	0	Min	T P
	Curtis Bridge Rd (SR 1372)	US 421 BUS	New Brickyard Rd (SR 1510)	Wilkesboro	0.3	22	2	11	60	35	9,900	5,800	6,800	5,600	9,900	ADQ	60	Min	
	Curtis Bridge Rd (SR 1372)	New Brickyard Rd (SR 1510)	Union Methodist Church Rd (SR 1329)	Wilkesboro	0.5	22	2	11	60	45	9,900	5,800	6,800	5,600	9,900	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Curtis Bridge Rd (SR 1372)	Union Methodist Church Rd (SR 1329)	Boone Trl Rd (SR 1500)	Wilkesboro	0.3	22	2	11	60	45	11,300	4,800	6,500	8,600	11,300	ADQ	60	Min	
R-0616	Dancy Rd (SR 1323)	US 421	Winkler Mill Rd (SR 1322)	Wilkesboro	0.2	16	2	8	60	35	8,700	3,600	7,400	20,700	41200	4 C	110	Min	
	Dennyville Rd (SR 2314)	Wilkes Yadkin Rd (SR 2576)	Old 60 Hwy (SR 2303)	Wilkes County	0.4	24	2	12	0	55	12,100	200	300	300	12100	ADQ	0	Min	
WILK0026-H	Edgewood Rd (SR 2461)	NC 115	Country Club Rd Ext (SR 2462)	Wilkes County	0.2	18	2	9	60	45	11,000	2,200	3,300	2,700	12,200	2 B	60	Min	
WILK0026-H	Edgewood Rd (SR 2461)	Country Club Rd Ext (SR 2462)	SR 2561	Wilkes County	0.3	18	2	9	60	45	11,800	1,000	1,400	1,400	12,200	2 B	60	Min	
WILK0026-H	Edgewood Rd (SR 2461)	SR 2561	Edgewood Mill Rd (SR 2533)	Wilkes County	1.2	18	2	9	60	45	11,800	1,000	1,300	1,300	12,200	2 B	60	Min	
WILK0026-H	Edgewood Rd (SR 2461)	Edgewood Mill Rd (SR 2533)	Oakwoods Rd (SR 1001)	Wilkes County	0.8	22	2	11	60	45	11,800	1,000	1,300	1,300	12,200	2 B	60	Min	
	Fairplains Rd (SR 1971)	NC 18 / Sparta Rd	Gentry St (SR 2069)	Wilkes County	0.2	16	2	8	0	35	9,000	1,900	3,100	3,000	8700	ADQ	0	Min	
	Fairplains Rd (SR 1971)	Gentry St (SR 2069)	Reynolds Ave (SR 1973)	Wilkes County	0.4	16	2	8	0	35	9,000	1,900	3,100	3,000	8700	ADQ	0	Min	
	Fairplains Rd (SR 1971)	Reynolds Ave (SR 1973)	Aaron Call Rd (SR 1983)	Wilkes County	0.9	16	2	8	0	35	9,000	1,900	3,100	3,000	8700	ADQ	0	Min	
	Fishing Creek Arbor Rd (SR 2518)	NC 115	Ben Mill Rd (SR 2441)	Wilkes County	1.8	18	2	9	60	45	10,300	1,300	1,700	1,700	10,300	ADQ	60	Min	
	Fishing Creek Arbor Rd (SR 2518)	Ben Mill Rd (SR 2441)	Fishing Creek Rd (SR 2340)	Wilkes County	0.6	18	2	9	60	45	10,300	1,300	1,700	1,700	10,300	ADQ	60	Min	
	Fishing Creek Rd (SR 2340)	Fishing Creek Rd (SR 2340)	Speedway Rd (SR 2355)	Wilkes County	2.5	18	2	9	60	55	10,300	370	400	400	10,300	ADQ	60	Min	
	Fishing Creek Rd (SR 2340)	Speedway Rd (SR 2355)	Shew Rdige Mission Rd (SR 2342)	Wilkes County	0.9	18	2	9	60	55	10,300	970	1,100	1,000	10,300	ADQ	60	Min	
	Fishing Creek Rd (SR 2340)	Shew Rdige Mission Rd (SR 2342)	Parks Ridge Rd (SR 2341)	Wilkes County	0.3	18	2	9	60	55	10,300	890	1,100	1,200	10,300	ADQ	60	Min	
	Fishing Creek Rd (SR 2340)	Parks Ridge Rd (SR 2341)	Old NC 60 Rd (SR 2318)	Wilkes County	1.4	18	2	9	60	55	10,300	890	1,100	1,200	10,300	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0018-H	Friendly Grove Church Rd (SR 1315)	Pleasant Home Church Rd (SR 1315)	Hensley Eller Rd (SR 1315)	Wilkes County	2.1	16	2	8	60	55	10,280	1,800	2,500	1,600	12100	2 A	60	Min	
	Germantown Rd (SR 1103)	NC 268	Poplar Grove Rd (SR 1210)	Wilkes County	1.0	18	2	9	60	55	10,300	1,100	1,600	1,600	10,300	ADQ	60	Min	
	Germantown Rd (SR 1103)	Poplar Grove Rd (SR 1210)	Moravian Kilby Rd (SR 1105)	Wilkes County	1.7	18	2	9	60	55	10,300	1,100	1,600	1,600	10,300	ADQ	60	Min	
	Germantown Rd (SR 1103)	Moravian Kilby Rd (SR 1105)	Old NC 18 (SR 1186)	Wilkes County	1.5	18	2	9	60	55	10,300	880	1,400	1,100	10,300	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Ruritan Rd (SR 1534)	Lomax Rd (SR 1934)	Wilkes County	1.4	18	2	9	60	55	10,300	920	1,500	1,400	10,300	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Lomax Rd (SR 1934)	Byrd Rd (SR 1933)	Wilkes County	0.2	18	2	9	60	55	10,300	920	1,500	1,400	10,300	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Byrd Rd (SR 1933)	LomaxRd (SR 1934)	Wilkes County	0.5	18	2	9	60	55	10,300	1,000	1,800	1,700	10,300	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Lomax Rd (SR 1934)	Edwards Key Rd (SR 1932)	Wilkes County	1.1	20	2	10	60	55	11,700	710	1,300	1,200	11,700	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Edwards Key Rd (SR 1932)	Austin Little Mountain Rd (SR 1924)	Wilkes County	0.7	20	2	10	60	55	11,700	710	1,300	1,200	11,700	ADQ	60	Min	
	Greenhron Rd (SR 1931)	Austin Little Mountain Rd (SR 1924)	Austin Traphill Rd (SR 2026)	Wilkes County	1.9	20	2	10	60	55	11,700	1,000	1,400	1,400	11,700	ADQ	60	Min	
WILK0018-H	Hensley Eller (SR 1315)	Boone Trail (SR 1372)	Friendly Grove Church Rd (SR 1315)	Wilkes County	0.8	16	2	8	60	55	10,280	2,700	3,600	2,700	12100	2 A	60	Min	
	Hoots Rd (SR 2014)	NC 268 (Elkin Hwy)	Oak St	Wilkes County	0.5	20	2	10	0	35	11,700	920	1,100	1,000	11700	ADQ	0	Min	
	Hoots Rd (SR 2014)	Oak St	Cemetery St	Wilkes County	0.3	20	2	10	0	35	11,700	920	1,100	1,100	11700	ADQ	0	Min	
	Hoots Rd (SR 2014)	Cemetery St	Austin Little Mountain Rd (SR 1924)	Wilkes County	0.5	20	2	10	0	35	11,700	970	1,200	1,100	11700	ADQ	0	Min	
	Hunting Creek (SR 2412)	NC 115	Jarvis Store Rd (SR 2422)	Wilkes County	2.2	18	2	9	60	55	10,300	450	500	500	10,300	ADQ	60	Min	
	Hunting Creek (SR 2412)	Jarvis Store Rd (SR 2422)	Somers Rd (SR 2400)	Wilkes County	2.9	18	2	9	60	55	11,700	350	400	400	11,700	ADQ	60	Min	

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Jarvis Store Rd (SR 2422)	Hunting Creek (SR 2412)	S Windy Gap Rd (SR 2418)	Wilkes County	0.8	20	2	10	0	55	11,700	100	200	300	11,700	ADQ	0	Min	
	King Billings Rd (SR 1935)	N Lomax Rd (SR 1934)	Austin Traphill Rd (SR 2026)	Wilkes County	1.2	18	2	9	60	55	10,300	400	500	500	10300	ADQ	60	Min	
	Lomax Rd (SR 1934)	Baugess Mill Rd (SR 1937)	King Billings Rd (SR 1935)	Wilkes County	0.9	20	2	10	60	55	11,700	200	300	300	11700	ADQ	60	Min	
	Longbottom Rd (SR 1728)	NC 18 (Sparta Rd)	Longbottom Rd (SR 1730)	Wilkes County	2.2	20	2	10	60	55	11,700	300	300	300	11,700	ADQ	60	Min	
	Longbottom Rd (SR 1728)	Longbottom Rd (SR 1730)	Moxley Rd (SR1735)	Wilkes County	4.8	18	2	9	60	55	11,700	300	300	300	11,700	ADQ	60	Min	
	Longbottom Rd (SR 1728)	Moxley Rd (SR 1735)	Traphill Brown Rd (SR 1741)	Wilkes County	3.8	20	2	10	60	55	11,700	200	400	400	11,700	ADQ	60	Min	
	Longbottom Rd (SR 1728)	Traphill Brown Rd (SR 1741)	Traphill Rd (SR 1002)	Wilkes County	1.7	20	2	10	60	55	11,700	700	800	800	11,700	ADQ	60	Min	
	Mathis Farm Rd (SR 2325)	Windy Gap Rd (SR 2418)	Jarvis Mountain Rd (SR 2438)	Wilkes County	1.2	20	2	10	60	55	10,300	200	300	300	10,300	ADQ	60	Min	
	Mathis Farm Rd (SR 2325)	Jarvis Mountain Rd (SR 2438)	Wilkes Yadkin RD (SR 2576)	Wilkes County	0.4	18	2	9	60	55	10,300	200	300	300	10,300	ADQ	60	Min	
	Mathis Mills Rd (SR 2318)	Old NC 60 (SR 2321)	Berry Ln (SR 2323)	Wilkes County	1.5	20	2	10	60	55	10,300	200	300	300	10,300	ADQ	60	Min	
	Moravian Falls (SR 1194)	NC 18	Germantown Rd (SR 1103)	Wilkes County	0.2	22	2	11	0	45	11,800	2,100	3,400	3,200	11800	ADQ	0	Min	
WILK0019-H	Mountain Valley Church Rd (SR 1540 / 1541)	Friendly Grove Church Road (SR1315)	Cora Caudill Rd (SR 1540)	Wilkes County	1.0	18	2	9	60	35	10,300	2,100	3,200	1,900	10600	2 B	60	Min	
WILK0019-H	Mountain Valley Church Rd (SR 1540 / 1541)	Cora Caudill Rd (SR 1540)	Kilby Bridge Rd (SR 1544)	Wilkes County	1.0	18	2	9	60	35	10,300	2,100	3,200	2,100	10600	2 B	60	Min	
WILK0019-H	Mountain Valley Church Rd (SR 1540 / 1541)	Kilby Bridge Rd (SR 1544)	NC 18 / Sparta Rd	Wilkes County	0.5	18	2	9	60	45	11,700	2,100	3,200	2,100	10600	2 B	60	Min	
WILK0020-H	Mountain View Rd (SR 1002)	NC 18 / Sparta Rd	Caudill Rd (SR 1701)	Wilkes County	1.2	18	2	9	0	45	13,100	4,400	4,500	4,900	14600	2 B	60	Min	
WILK0020-H	Mountain View Rd (SR 1002)	Caudill Rd (SR 1701)	Rhoades Dr (SR 1798)	Wilkes County	2.2	18	2	9	0	45	13,100	2,700	2,600	2,800	14600	2 B	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0020-H	Mountain View Rd (SR 1002)	Rhoades Dr (SR 1798)	Brewer Rd (SR 1708)	Wilkes County	1.7	18	2	9	0	45	13,100	2,000	1,700	1,900	14600	2 B	60	Min	
WILK0020-H	Mountain View Rd (SR 1002)	Brewer Rd (SR 1708)	Traphill Rd (SR 1002)	Wilkes County	0.3	18	2	9	0	45	9,500	2,600	2,200	2,300	10600	2 B	60	Min	
	Mt Pleasant Rd (SR 1154)	Conley Shumaker Rd (SR 1158)	Caroll Town Rd (SR 1196)	Wilkes County	1.8	16	2	8	0	55	10300	580	800	800	10300	ADQ	0	Min	
	Mt Pleasant Rd (SR 1154)	Caroll Town Rd (SR 1196)	West Wilkes Medical Center Rd	Wilkes County	1.5	16	2	8	0	55	10300	860	1,100	1,100	10300	ADQ	0	Min	
	New Browns Field Rd (SR 1143)	NC 16	Browns Field Rd (SR 1143)	Wilkes County	0.3	20	2	10	60	55	11,700	3,900	5,400	6,300	12100	ADQ	60	Min	
	Oak Ridge Church Rd (SR 1952)	Traphill Rd (SR 1002)	Roope Bridge Rd (SR 1955)	Wilkes County	1.8	20	2	10	60	55	11,700	480	700	600	11700	ADQ	60	Min	
	Oak Ridge Church Rd (SR 1952)	Roope Bridge Rd (SR 1955)	Rock Creek Rd (SR 1957)	Wilkes County	0.8	20	2	10	60	55	11,700	1,100	1,500	1,500	11700	ADQ	60	Min	
R-5772	Oakwoods Rd (SR 1001)	NC 18	Bridge St (SR 2460)	Wilkes County	0.8	18	2	9	60	35	9,200	6,600	9,300	6,100	10200	2 I	85	Min	B P
R-5772	Oakwoods Rd (SR 1001)	Bridge St (SR 2460)	US 421	Wilkes County	0.4	18	2	9	60	35	9,200	6,400	8,700	6,200	11300	2 B	60	Min	B P
	Oakwoods Rd (SR 1001)	US 421	Sleepy Ave (SR 2463)	Wilkes County	0.6	18	2	9	60	35	12,600	5,800	7,800	7,800	12600	ADQ	60	Min	
	Oakwoods Rd (SR 1001)	Sleepy Ave (SR 2463)	Country Club Rd (SR 2467)	Wilkes County	1.1	18	2	9	60	35	9,400	3,000	3,700	3,700	9200	ADQ	60	Min	
	Old NC 16 (SR 1562)	NC 16	Vannoy Rd (SR 1570)	Wilkes County	2.3	20	2	10	60	55	-	-	-	-	-	ADQ	60	Min	
	Old NC 18 (SR 1729)	NC 16	Country Club Rd (SR 2467)	Wilkes County	1.8	22	2	11	0	45	11,800	3,500	5,100	4,900	11800	ADQ	0	Min	
	Old NC 18 (SR 1729)	Country Club Rd (SR 2467)	Germantown Rd (SR 1103)	Wilkes County	0.2	22	2	11	0	45	11,800	2,400	4,100	3,900	11800	ADQ	0	Min	
	Old NC 60 (SR 2318)	US 421 BUS / NC 115	Fishing Creek Rd (SR 2340)	Wilkes County	1.2	18	2	9	0	45	13,100	2,500	3,400	2,700	13,100	ADQ	0	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Old NC 60 (SR 2318)	Fishing Creek Rd (SR 2340)	Proposed Industrial Park Connector	Wilkes County	2.0	16	2	8	0	55	10,280	250	400	1,700	12100	ADQ	0	Min	
R-4744	Old NC 60 (SR 2318)	Proposed Industrial Park Connector	Antioch Church Rd (SR 2344)	Wilkes County	2.7	16	2	8	0	55	10,280	250	400	2,100	12100	2 A	60	Maj	
	Old NC 60 (SR 2318)	Antioch Church Rd (SR 2344)	Roaring River Rd (SR 2327)	Wilkes County	2.1	16	2	8	0	55	10300	700	1,000	1,700	10300	ADQ	0	Min	
	Old NC 60 (SR 2318)	Roaring River Rd (SR 2327)	Dr. Beale Farm Rd (SR 2322)	Wilkes County	1.9	20	2	10	60	55	11,700	280	500	500	11700	ADQ	60	Min	
	Old NC 60 (SR 2318)	Dr. Beale Farm Rd (SR 2322)	Clingman Rd (SR 2303)	Wilkes County	2.5	20	2	10	60	55	11,700	500	400	400	11700	ADQ	60	Min	
	Old US 421 (SR 2510)	US 421 BUS	Park Rd (SR 2540)	North Wilkesboro	0.4	22	2	11	60	45	11,300	2,600	3,400	2,800	11,300	2B	60	Min	
	Old US 421 (SR 2510)	Park Rd (SR 2540)	Old 60 Redding Rd SR (2452)	North Wilkesboro	0.3	22	2	11	60	45	11,300	2,600	3,400	2,800	11,300	2B	60	Min	
	Old US 421 (SR 2510)	Old 60 Redding Rd SR (2452)	Greenhill Rd (SR 2557)	North Wilkesboro	0.5	22	2	11	100	45	11,300	2,600	3,400	2,800	11,300	2B	60	Min	
	Old US 421 (SR 2510)	Greenhill Rd (SR 2557)	Oakwoods Rd (SR 1001)	North Wilkesboro	0.5	22	2	11	100	35	9,900	3,600	4,600	3,800	9,900	2E	60	Min	
WILK0021-H	Pads Rd (SR 1325)	Boone Trl (SR 1372)	Winekr Mill Rd (SR 1322)	Wilkes County	1.4	16	2	8	0	35	9,000	3,000	5,000	4,000	10600	2 B	60	Min	
	Parsonville Rd (SR 1300)	White Oak Rd (SR 1354)	Boone Trl (SR 1372)	Wilkes County	2.7	18	2	9	0	55	10,300	500	500	600	10300	ADQ	0	Min	
WILES0022-H	Pleasant Home Church Rd (SR 1315)	NC 16	Mountain Valley Church Rd (SR 1540)	Wilkes County	1.3	20	2	10	60	35	11,700	2,400	4,100	3,800	12100	2 B	60	Min	
WILES0022-H	Pleasant Home Church Rd (SR 1315)	Mountain Valley Church Rd (SR 1540)	Friendly Grove Church Rd (SR 1315)	Wilkes County	0.3	18	2	9	60	55	10,300	1,000	1,400	500	12100	2 A	60	Min	
	Pleasant Ridge Rd (SR 2037)	Carter Mill Rd (SR 2044)	Murray Rd (SR 2036)	Wilkes County	2.8	16	2	8	0	55	10300	500	600	600	10300	ADQ	0	Min	
	Pleasant Ridge Rd (SR 2037)	Murray Rd (SR 2036)	County Line	Wilkes County	1.2	20	2	10	0	55	11,700	1,100	1,300	1,300	11,700	ADQ	0	Min	
	Purlear Rd (SR 1346)	Boone Trl (SR 1372)	Shingle Gap Rd (SR 1346)	Wilkes County	0.7	16	2	8	60	55	10300	1,100	1,800	1,500	10300	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Red White And Blue Rd (SR 2324)	Old NC 60 (SR 2318)	Ruth Linney Rd (SR 2326)	Wilkes County	0.4	22	2	11	60	55	12,100	2,300	2,900	1,000	12100	ADQ	60	Min	
	Red White And Blue Rd (SR 2324)	Ruth Linney Rd (SR 2326)	US 421	Wilkes County	3.0	20	2	10	60	55	12,100	2,500	3,100	2,000	12100	ADQ	60	Min	
	River Liberty Grove Rd (SR 2333)	US 421 Bus	Proposed Industrial Park Connector	Wilkes County	3.5	20	2	10	0	45	10,200	1,500	2,200	1,100	10,200	ADQ	0	Min	
R-4744	River Liberty Grove Rd (SR 2333)	Proposed Industrial Park Connector	NC 268 / Elkin Hwy	Wilkes County	2.1	22	2	11	60	45	14,100	1,000	1,300	1,800	14600	2 B	60	Maj	
	Roaring Gap Church Rd (SR 1924)	Austin Traphill Rd (SR 1752)	Half Mile Rd (SR 1924)	Wilkes County	1.0	20	2	10	60	55	11,700	1,200	1,500	1,400	11,700	ADQ	60	Min	
	Roaring Gap Church Rd (SR 1924)	Half Mile Rd (SR 1924)	Roaring Gap Church Rd (SR 1753)	Wilkes County	1.0	20	2	10	60	55	11,700	690	800	700	11,700	ADQ	60	Min	
	Roaring Gap Church Rd (SR 1924)	Roaring Gap Church Rd (SR 1753)	Traphill Rd (SR 1002)	Wilkes County	1.7	20	2	10	60	55	11,700	200	300	200	11,700	ADQ	60	Min	
	Roaring River Rd (SR 2327)	NC 268 (Elkin Hwy)	Old NC 60 (SR 2318)	Wilkes County	0.7	22	2	11	60	55	12,100	3,700	5,100	4,000	12100	ADQ	60	Min	
	Rock Creek Rd (SR 1957)	Traphill Rd (SR 1002)	Airport Rd (SR 1966)	Wilkes County	0.3	18	2	9	0	35	9,500	4,800	6,800	6,900	10600	ADQ	0	Min	
WILK0023-H	Rock Creek Rd (SR 1957)	Airport Rd (SR 1966)	Oak Ridge Church Rd (SR 1952)	Wilkes County	0.9	16	2	8	0	45	12,400	3,200	4,100	3,900	14600	2 B	60	Min	
WILK0023-H	Rock Creek Rd (SR 1957)	Oak Ridge Church Rd (SR 1952)	Bethany Ford Rd (SR 1990)	Wilkes County	1.9	16	2	8	0	45	12,400	3,700	4,600	4,300	14600	2 B	60	Min	
WILK0023-H	Rock Creek Rd (SR 1957)	Bethany Ford Rd (SR 1990)	Stone Brewer Rd (SR 1988)	Wilkes County	1.0	16	2	8	0	45	12,400	4,200	5,600	5,700	14600	2 B	60	Min	
WILK0023-H	Rock Creek Rd (SR 1957)	Stone Brewer Rd (SR 1988)	NC 268 / Elkin Hwy	Wilkes County	1.0	16	2	8	0	45	12,400	5,300	7,000	7,200	14600	2 B	60	Min	
	Ruritan Rd (SR 2002)	Greenhorn Rd (SR 1999)	Bethany Ford Rd (SR 1990)	Wilkes County	1.5	20	2	10	0	55	11,700	1,000	1,600	1,500	11700	ADQ	0	Min	
	Ruritan Rd (SR 2002)	Bethany Ford Rd (SR 1990)	Whte Plains Rd (SR 1990)	Wilkes County	3.1	20	2	10	60	55	11,700	360	500	400	11700	ADQ	60	Min	

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Shingle Gap Rd (SR 1346)	Purlear Rd (SR 1346)	Charity Church Rd (SR 1347)	Wilkes County	0.6	16	2	8	60	55	10,300	600	1,900	1,600	10300	ADQ	60	Min	
	Sixth St	Cherry St	NC 18	North Wilkesboro	0.1	24	2	12	60	35	11,000	5,500	6,600	2,300	11,000	ADQ	60	Min	P
	Sixth St	NC 18	B St	Concurrent with NC 18															
	Sixth St	B St	D St	Concurrent with US 421 Bus															
	Sixth St	D St	J St	North Wilkesboro	0.4	24	2	12	60	35	10,200	5,300	8,700	3,000	10,200	ADQ	60	Min	
	Somers Rd (SR 2400)	Wilkes Yadkin Rd (SR 2576)	Ingle Hollow Rd (SR 2434)	Wilkes County	0.7	20	2	10	100	55	12,100	1,100	1,300	1,300	12,100	ADQ	100	Min	
	Somers Rd (SR 2400)	Ingle Hollow Rd (SR 2434)	Mitchel Mill Rd (SR 2416)	Wilkes County	3.5	20	2	10	100	55	11,700	790	900	900	11,700	ADQ	100	Min	
	Somers Rd (SR 2400)	Mitchel Mill Rd (SR 2416)	Hunting Creek Rd (SR 2412)	Wilkes County	1.6	20	2	10	0	55	11,700	450	500	500	11,700	ADQ	0	Min	
	Somers Rd (SR 2400)	Hunting Creek Rd (SR 2412)	County Line	Wilkes County	2.2	16	2	8	0	55	10,300	610	600	600	10,300	ADQ	0	Min	
	Speedway Rd (SR 2355)	US 421 Bus	Fishing Creek Rd (2340)	Wilkes County	2.4	20	2	10	0	55	13,100	3,600	4,700	4,600	14100	ADQ	0	Min	
	Speedway Rd (SR 2355)	Fishing Creek Rd (2340)	Antioch Church Rd (SR 2344)	Wilkes County	2.7	20	2	10	0	55	11,700	1,300	1,600	1,500	11700	ADQ	0	Min	
R-4744	Speedway Rd (SR 2355)	Antioch Church Rd (SR 2344)	US 421	Wilkes County	0.2	20	2	10	100	55	11,700	1,100	1,400	2,600	12100	2 A	60	Maj	
	Suncrest Orchard Road (SR 1517)	Boone Trl (SR 1372)	Suncrest Sunset Rd (SR 1517)	Wilkes County	3.2	20	2	10	0	35	9,700	2,900	4,400	2,500	9700	ADQ	0	Min	
	Suncrest Orchard Road (SR 1517)	Boone Trl (SR 1372)	Suncrest Sunset Rd (SR 1517)	Wilkes County	0.8	20	2	10	0	35	9,700	3,100	5,000	1,300	9700	ADQ	0	Min	
WILK0024-H	Traphill Rd (SR 1002)	Rock Creek Rd (SR 1957)	Huie Rd (SR 1711)	Wilkes County	0.6	18	2	9	0	35	9,500	5,400	6,400	6,700	10600	2 B	60	Min	T
WILK0024-H	Traphill Rd (SR 1002)	Huie Rd (SR 1711)	Yellow Banks Rd (SR 1713)	Wilkes County	0.5	18	2	9	0	45	13,100	4,000	4,700	5,000	14600	2 B	60	Min	T
WILK0024-H	Traphill Rd (SR 1002)	Yellow Banks Rd (SR 1713)	Absher Rd (SR 1736)	Wilkes County	4.0	18	2	9	0	55	10,300	2,300	2,900	3,000	12100	2 A	60	Min	T B
WILK0024-H	Traphill Rd (SR 1002)	Absher Rd (SR 1736)	Grissel Trail Rd (SR 1742)	Wilkes County	2.4	18	2	9	0	55	10,300	1,600	2,200	2,300	12100	2 A	60	Min	T B
WILK0024-H	Traphill Rd (SR 1002)	Grissel Trail Rd (SR 1742)	Longbottom Rd (SR 1737)	Wilkes County	2.0	18	2	9	0	35	9,500	1,800	2,500	2,600	10600	2 B	60	Min	T B

HIGHWAY																			
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0024-H	Traphill Rd (SR 1002)	Longbottom Rd (SR 1737)	Asustin Traphill Rd (SR 1749)	Wilkes County	0.6	18	2	9	0	35	9,500	1,700	2,300	2,400	10600	2 B	60	Min	B
	Traphill Rd (SR 1002)	Asustin Traphill Rd (SR 1749)	Swaringen Rd (SR 1752)	Wilkes County	1.7	24	2	12	130	45	14,600	1,300	1,700	1,800	14600	ADQ	130	Min	B
	Traphill Rd (SR 1002)	Swaringen Rd (SR 1752)	US 21	Wilkes County	2.8	18	2	9	130	45	13,100	1,600	1,900	1,900	13100	ADQ	130	Min	B
	Vannoy Rd (SR 1567)	Old NC 16 (SR 1559)	NC 18 (Sparta Rd)	Wilkes County	9.8	16	2	8	60	55	11,700	600	700	600	11700	ADQ	60	Min	
	White Plains Rd (SR 1990)	NC 268 (Elkin Hwy)	W.O.Blackburn Rd (SR 1997)	Wilkes County	0.7	16	2	8	0	55	10,300	1,400	1,800	1,700	10,300	ADQ	0	Min	
	White Plains Rd (SR 1990)	W.O.Blackburn Rd (SR 1997)	Ruritan Rd (SR 2001)	Wilkes County	0.7	16	2	8	0	55	10,300	1,200	1,600	1,500	10,300	ADQ	0	Min	
	Wilkes Yadkin Rd (SR 2576)	Mathis Farm Rd (SR 2325)	Berry Ln (SR 2323)	Wilkes County	0.9	24	2	12	150	55	12,100	1,000	1,300	1,400	12,100	ADQ	150	Min	
	Wilkes Yadkin Rd (SR 2576)	Berry Ln (SR 2323)	Somers Rd (SR 2400)	Wilkes County	2.4	24	2	12	150	55	12,100	600	800	700	12,100	ADQ	150	Min	
	Wilkes Yadkin Rd (SR 2576)	Somers Rd (SR 2400)	Dennyville Rd (SR 2314)	Wilkes County	2.1	24	2	12	150	55	12,100	600	700	700	12,100	ADQ	150	Min	
	Wilkes Yadkin Rd (SR 2576)	Dennyville Rd (SR 2314)	County Line	Wilkes County	1.7	24	2	12	150	55	12,100	200	300	300	12,100	ADQ	150	Min	
WILK0004-H	Wilkesboro Ave (SR 2366)	NC 18	Cherry St (SR 2366)	North Wilkesboro	0.5	24	2	12	60	35	10,200	11,000	13,300	10,100	11300	2 B	60	Min	T P
	Windy Gap Rd (SR 2325)	US 421	Mathis Farm Rd (SR 2325)	Wilkes County	2.2	18	2	9	60	55	11,700	500	600	800	11700	ADQ	60	Min	
	Windy Gap Rd (SR 2325)	Mathis Farm Rd (SR 2325)	S Windy Gap (SR 2418)	Wilkes County	1.2	20	2	10	60	55	11,700	200	300	400	11700	ADQ	60	Min	
	Windy Gap Rd (SR 2418)	Windy Gap Rd (SR 2325)	Jarvis Store Rd (SR 2422)	Wilkes County	3.3	20	2	10	60	55	11,700	100	200	300	11700	ADQ	60	Min	
	Windy Ridge Rd (SR 1540)	NC 18 (Sparta Rd)	Cora Caudill Rd (SR 1540)	Wilkes County	1.5	20	2	10	60	45	11,700	400	600	600	11700	ADQ	60	Min	
	Winkler Mill Rd (SR 1322)	US 421	Dancy Rd (SR 1323)	Wilkesboro	1.0	20	2	10	60	35	9,500	2,000	1,100	1,200	9,500	ADQ	60	Min	
	Winkler Mill Rd (SR 1322)	Dancy Rd (SR 1323)	Congo Rd (SR 1320)	Wilkesboro	0.2	16	2	8	0	35	8,700	4,700	7,000	4,300	8,700	ADQ	0	Min	
	Winkler Mill Rd (SR 1322)	Congo Rd (SR 1320)	Pads Rd (SR 1325)	Wilkesboro	0.8	16	2	8	0	35	9,000	2,900	4,600	3,700	9,000	ADQ	0	Min	

HIGHWAY																				
Local ID	Facility	Section		Jurisdiction	Dist. (mi)	2014 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
		From	To			Total Width (ft)	Lanes	Lane Width (ft)	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2014 Volume	2040 Volume E+C	2040 Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
WILK0025-H	Yellow Banks Rd (SR 1717)	NC 18 / Sparta Rd	Haymeadow Rd (SR 1707)	Wilkes County	3.0	18	2	9	60	55	10,300	2,000	2,400	2,400	12100	2 A	60	Min	B
WILK0025-H	Yellow Banks Rd (SR 1717)	Haymeadow Rd (SR 1707)	Traphill Rd (SR 1002)	Wilkes County	1.5	18	2	9	100	55	10,300	2,700	3,400	3,100	12100	2 A	60	Min	B

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 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:

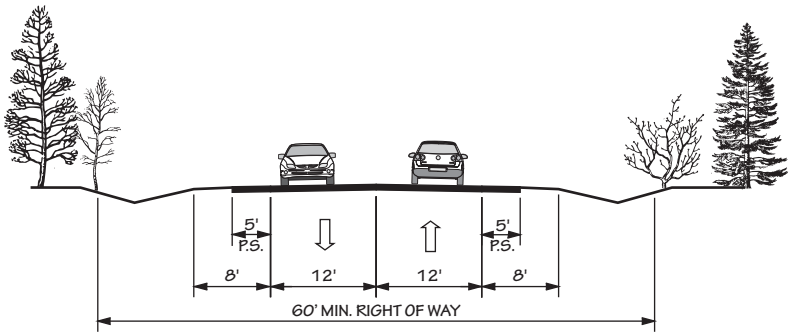
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment,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

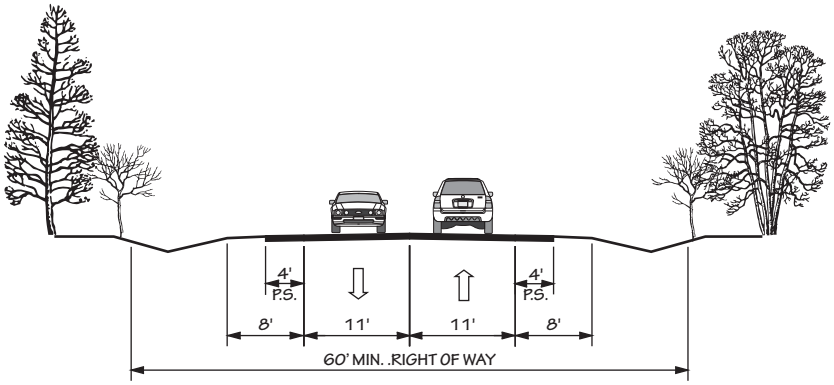
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

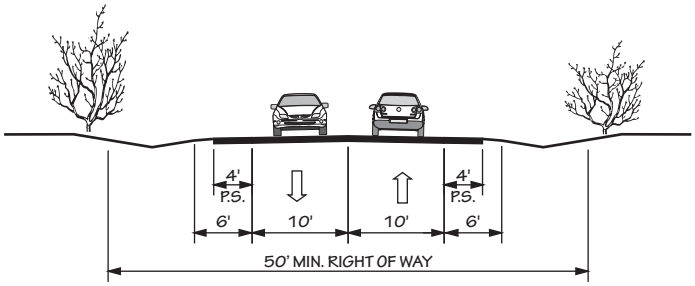
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



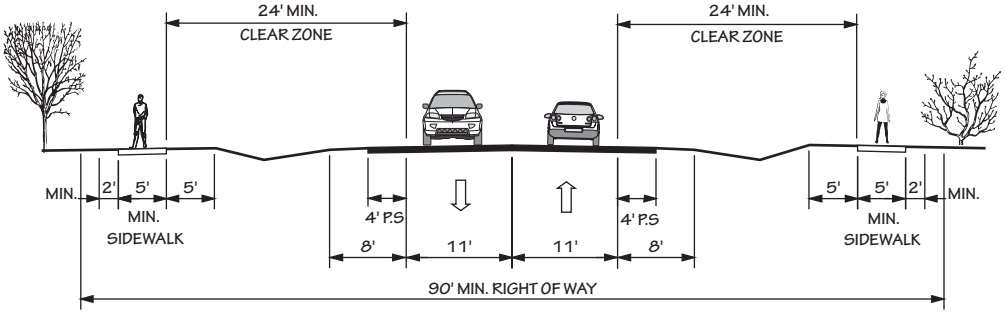
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

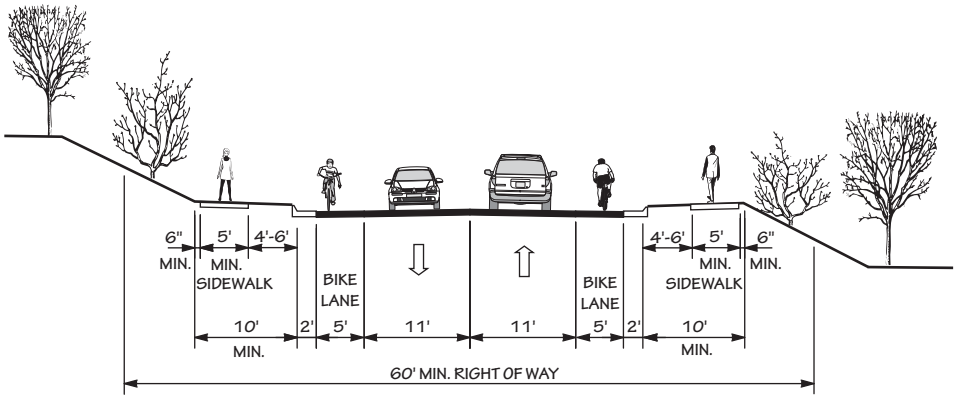
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

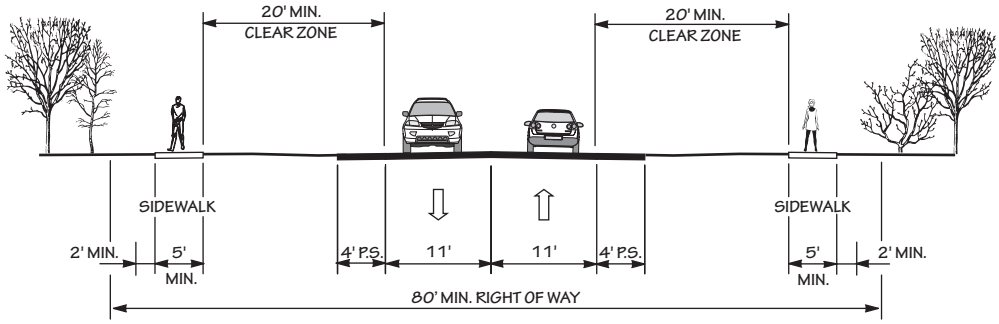
2E



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

POSTED SPEED 25-45 MPH

2F



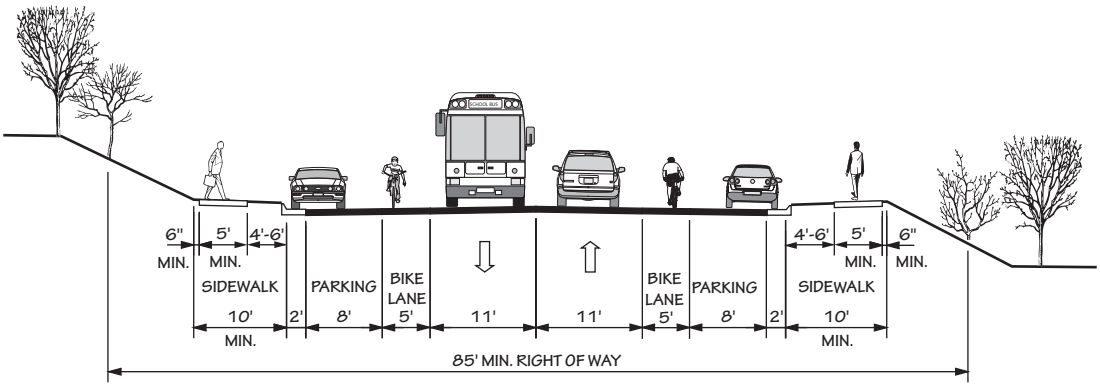
2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

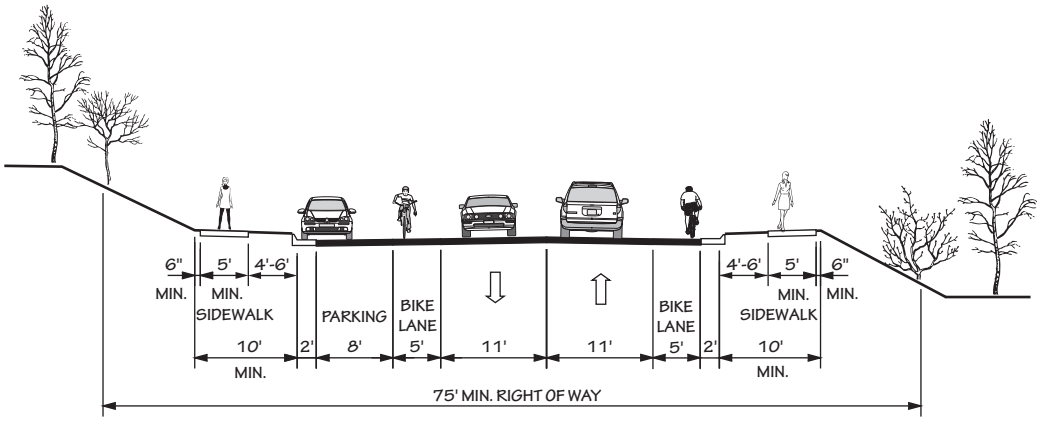
2G



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

POSTED SPEED 25-45 MPH

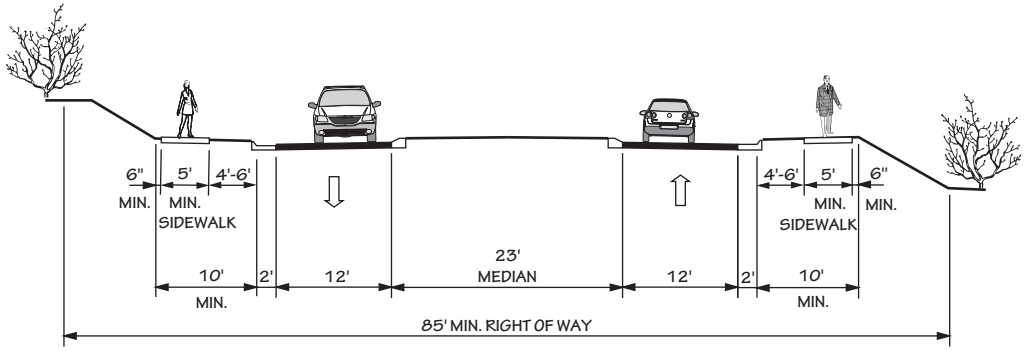
2H



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

POSTED SPEED 25-45 MPH

2I



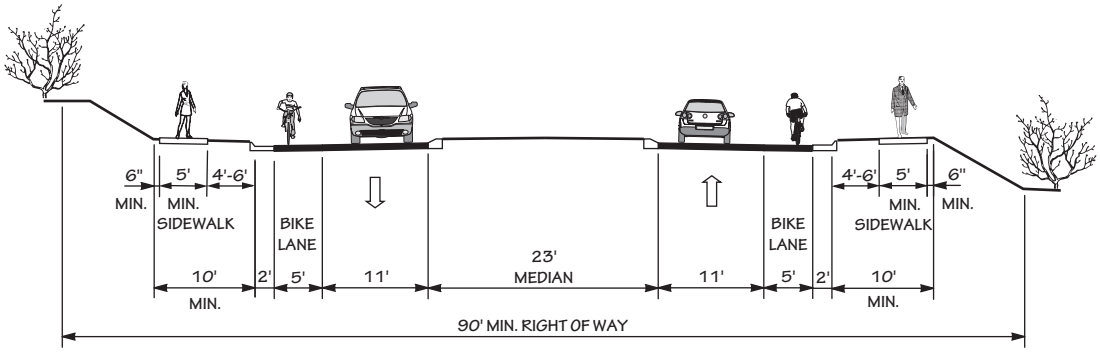
2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

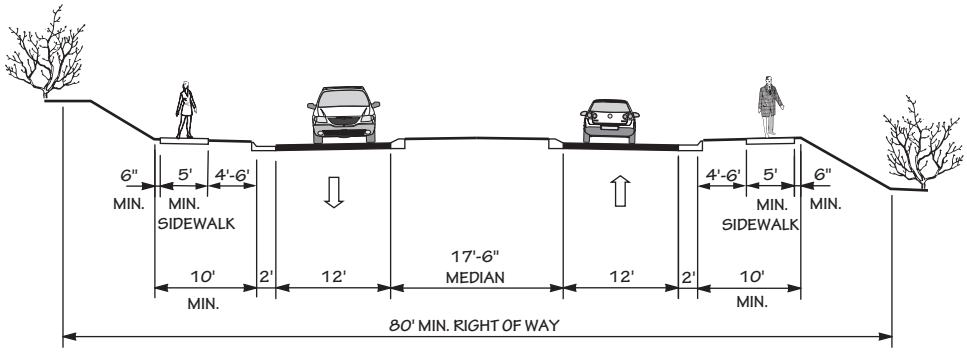
2J



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

POSTED SPEED 25-45 MPH

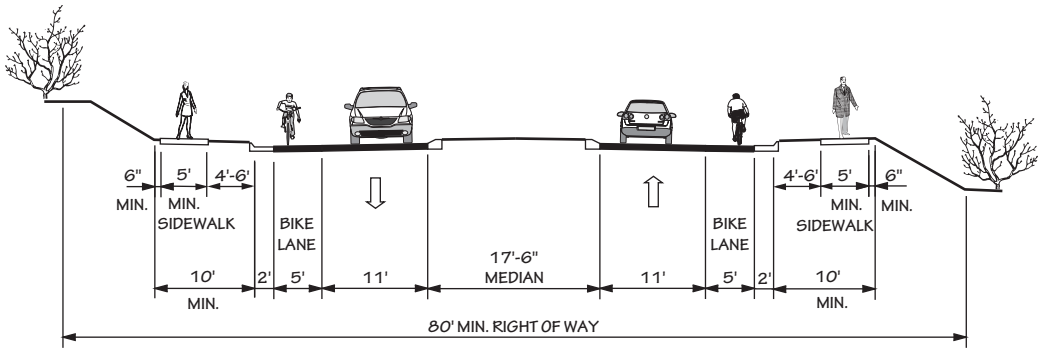
2K



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

POSTED SPEED 25-45 MPH

2L



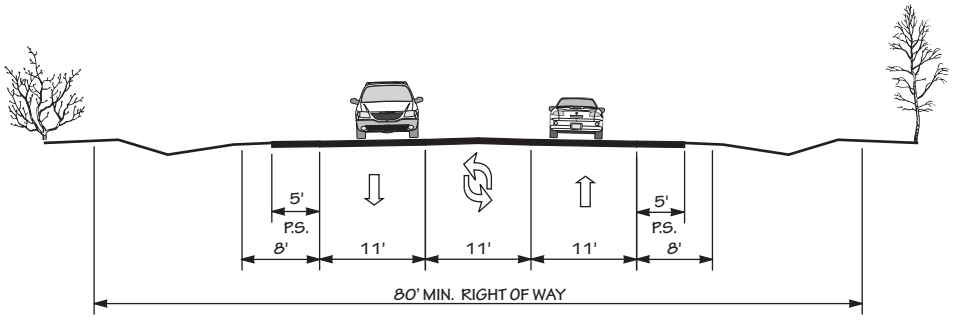
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

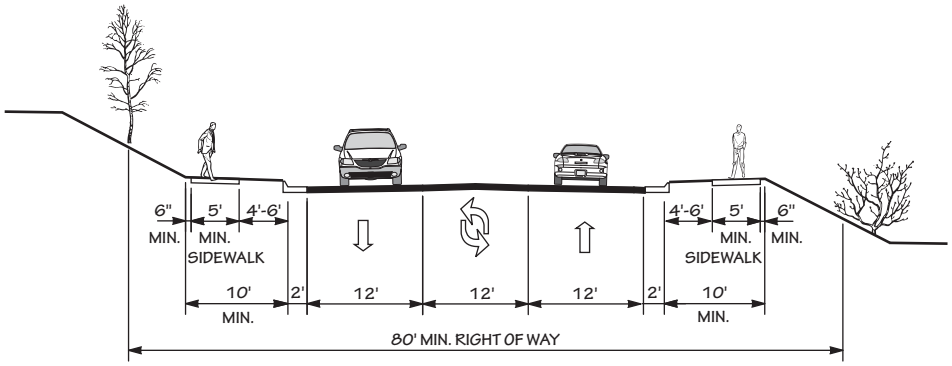
3A



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

POSTED SPEED 25-55 MPH

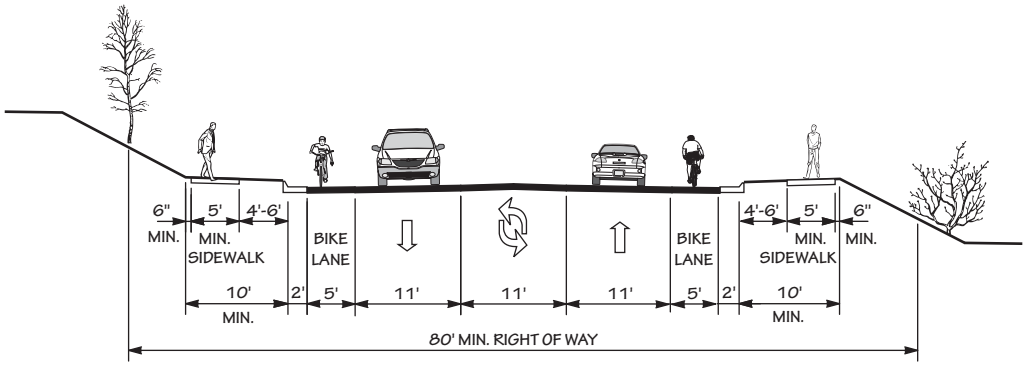
3B



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

POSTED SPEED 25-45 MPH

3C

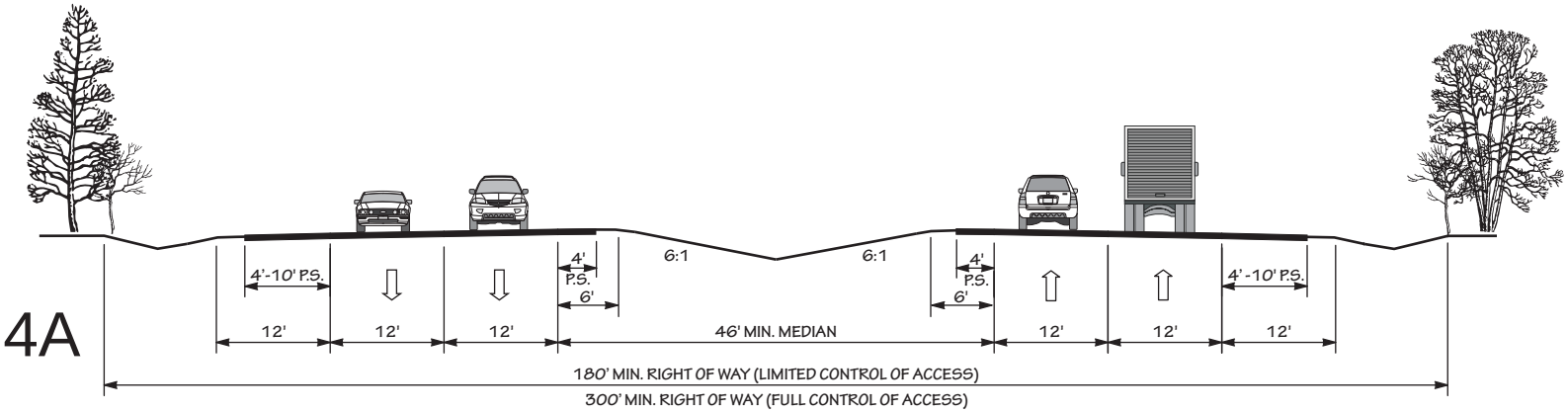


2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

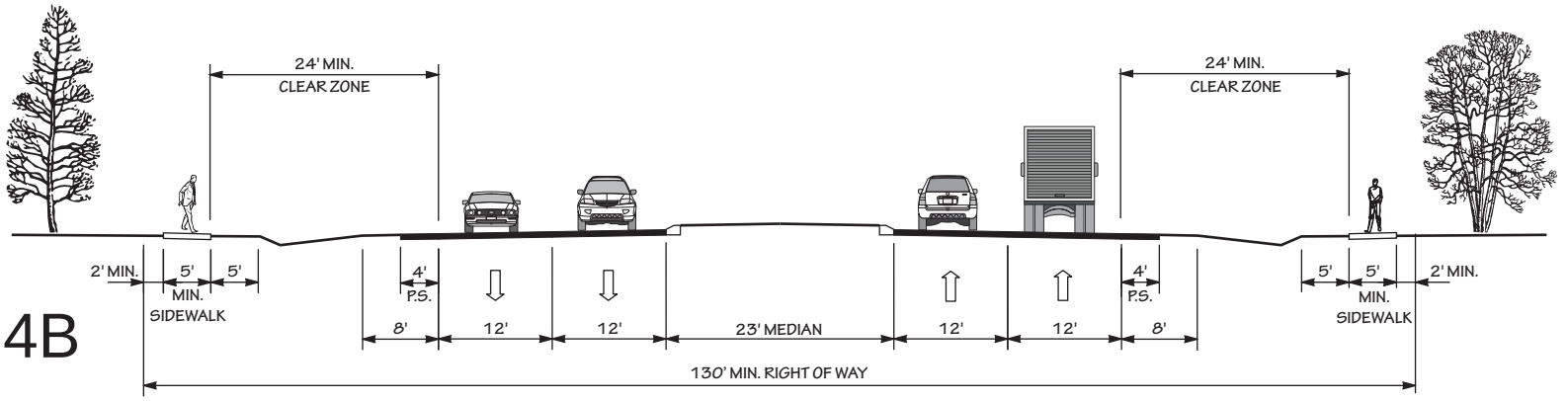
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



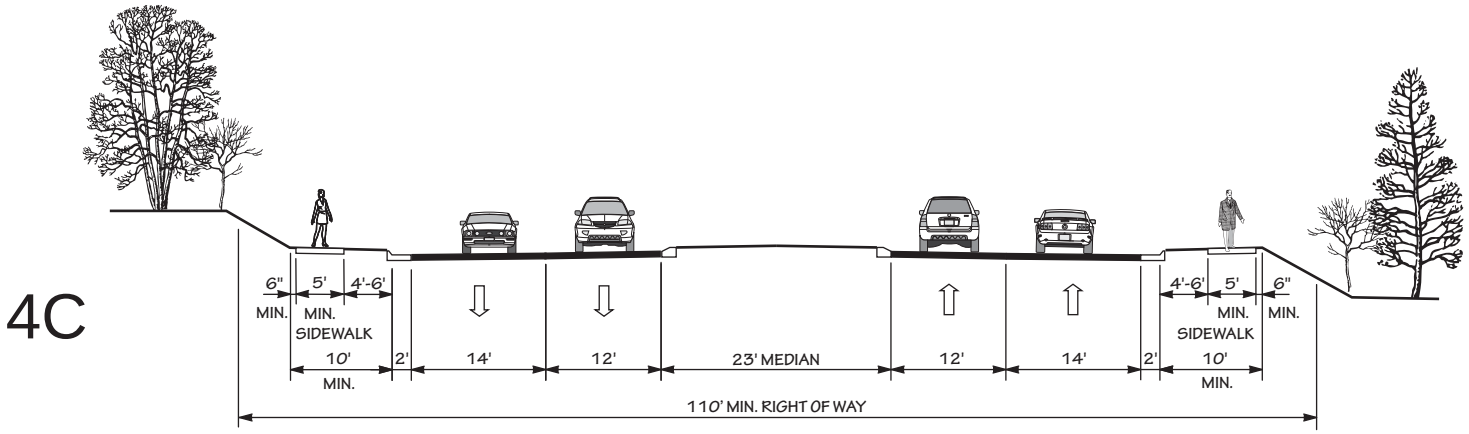
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



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

POSTED SPEED 35-55 MPH



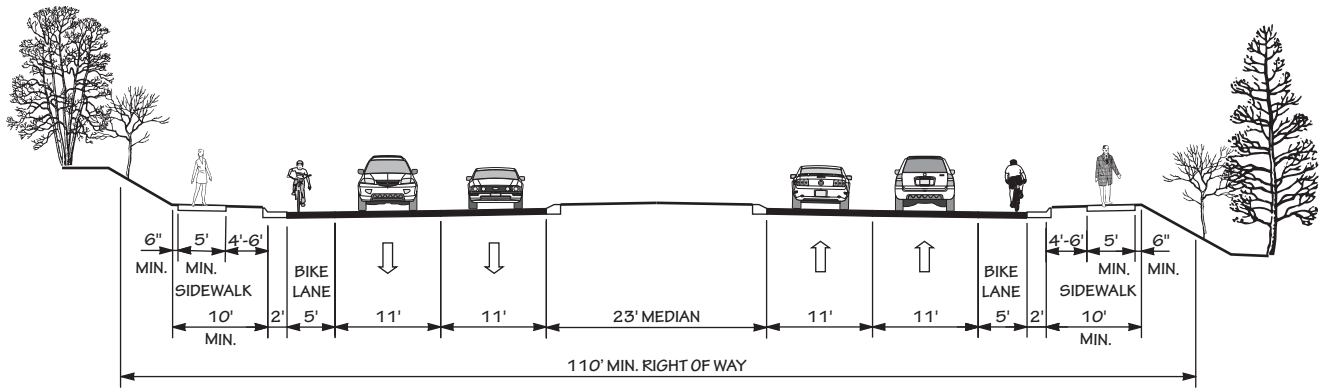
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

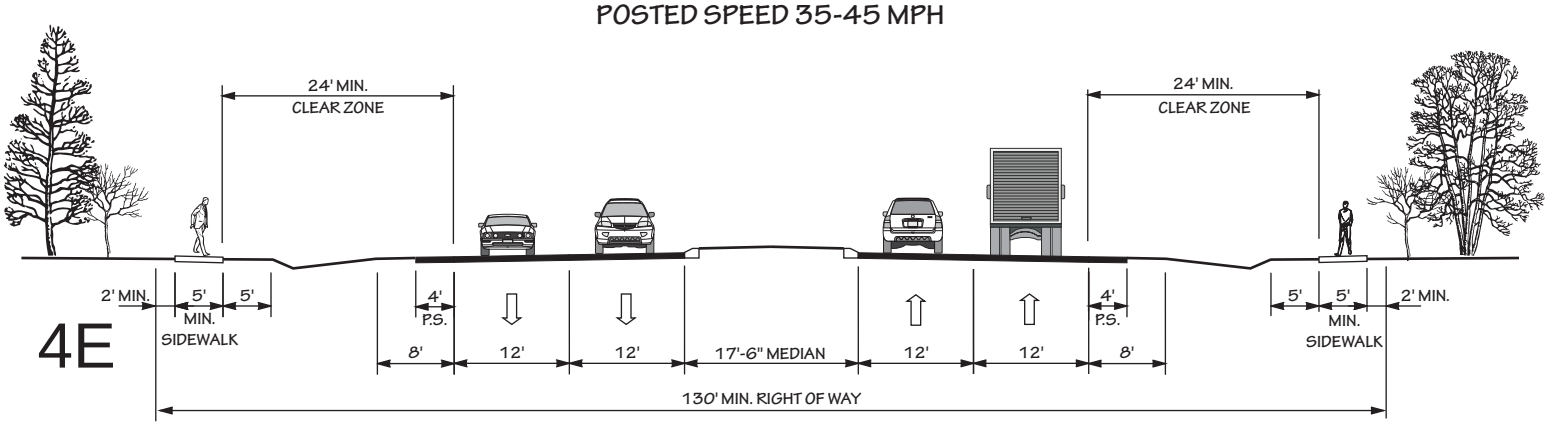
4D



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

POSTED SPEED 35-45 MPH

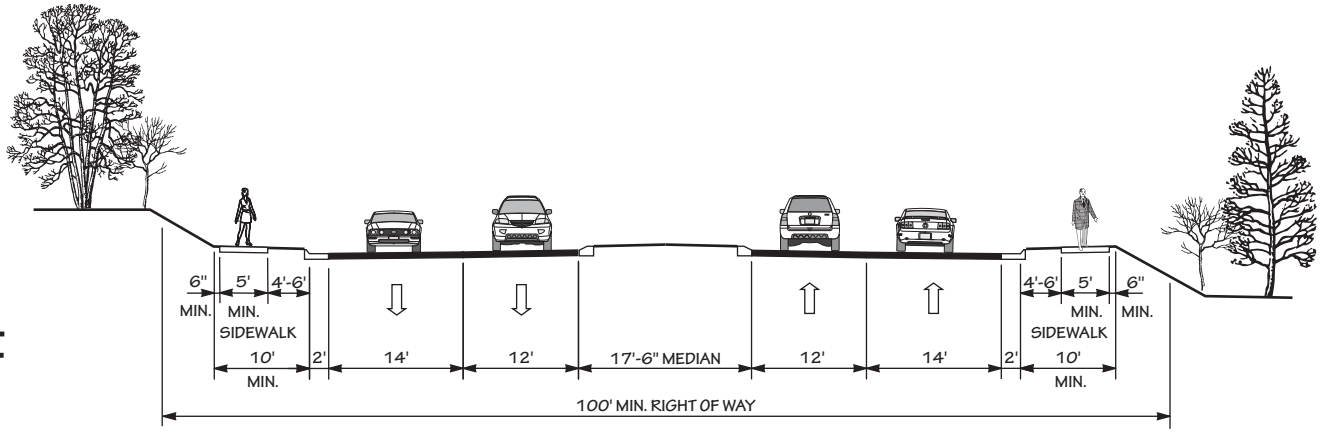
4E



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

POSTED SPEED 35-55 MPH

4F



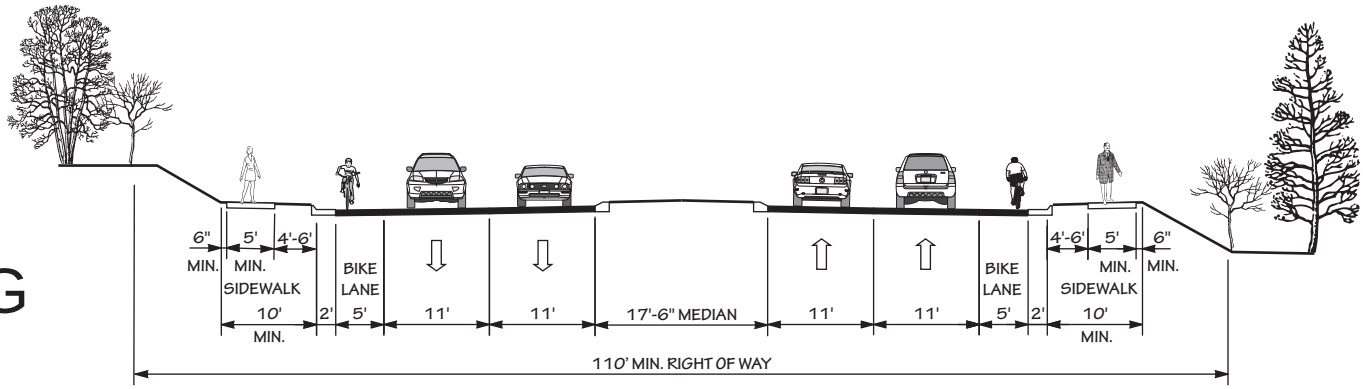
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

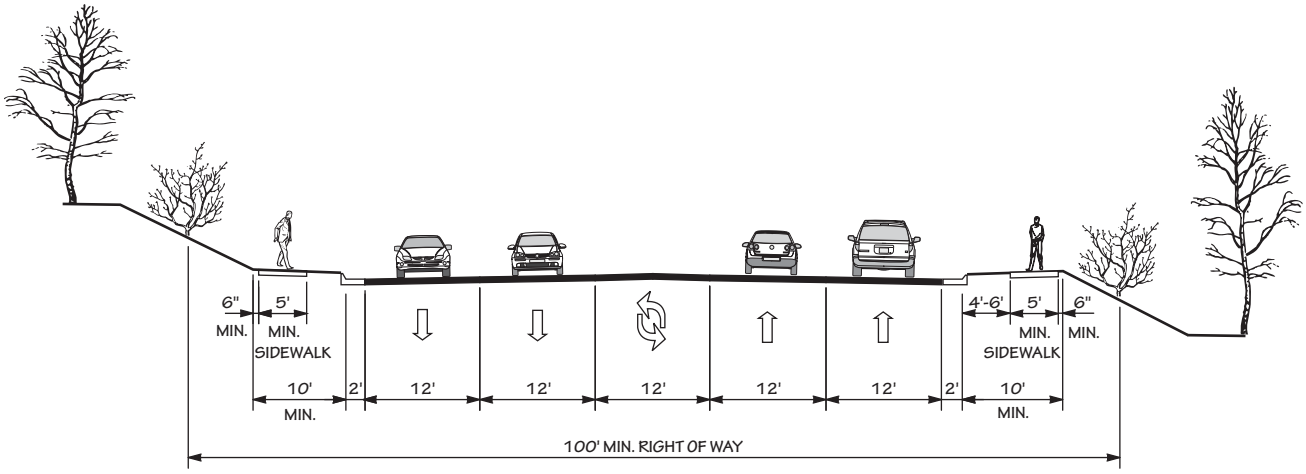
4G



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

POSTED SPEED 35-45 MPH

5A

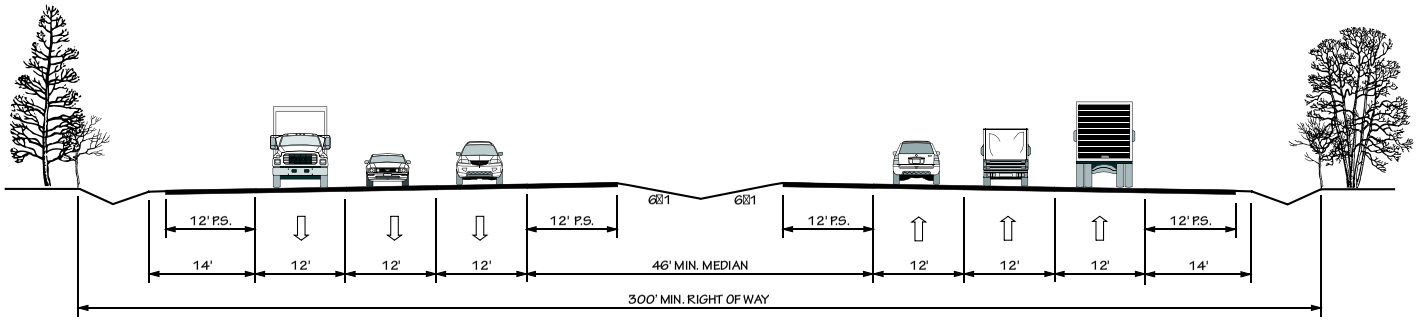


4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

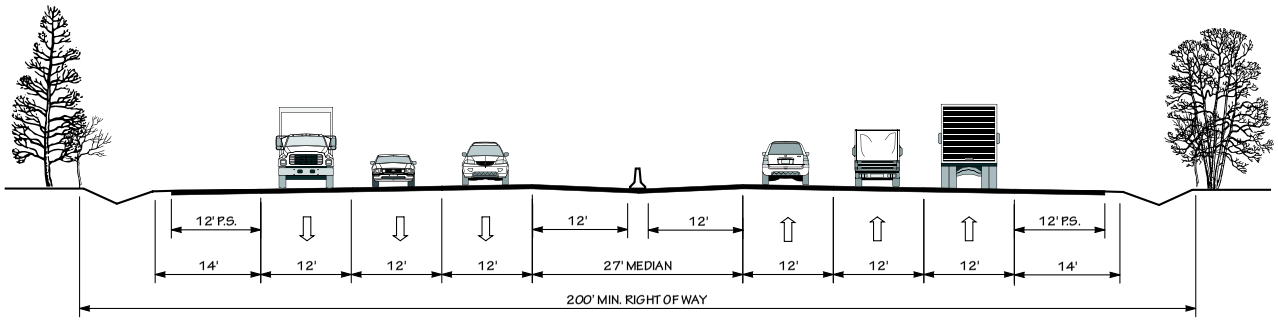
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 45-70 MPH

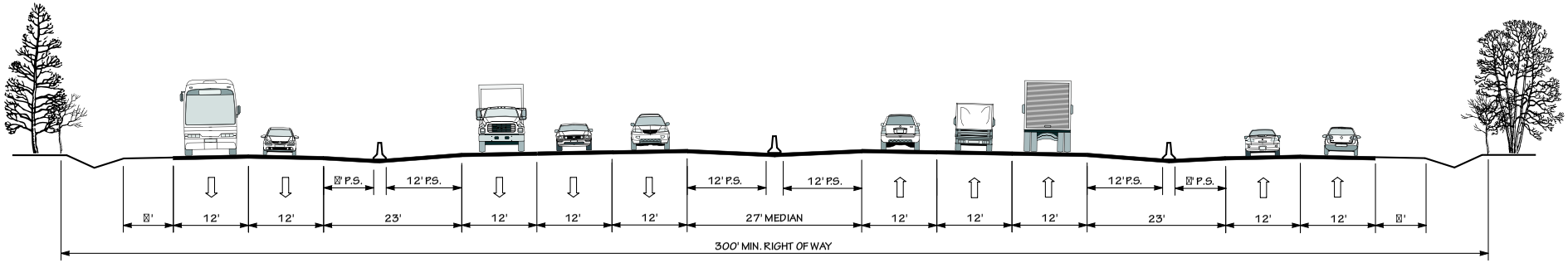


6B 6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

Revised 05/05/2014

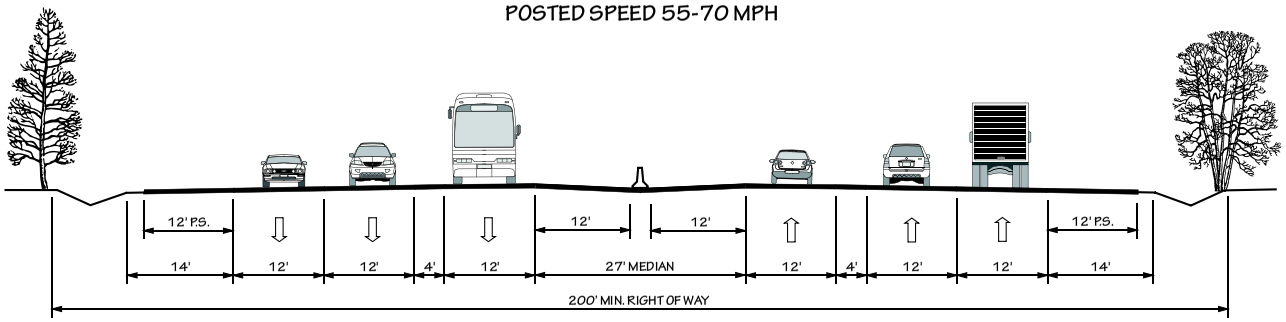
"TYPICAL" HIGHWAY CROSS SECTIONS



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



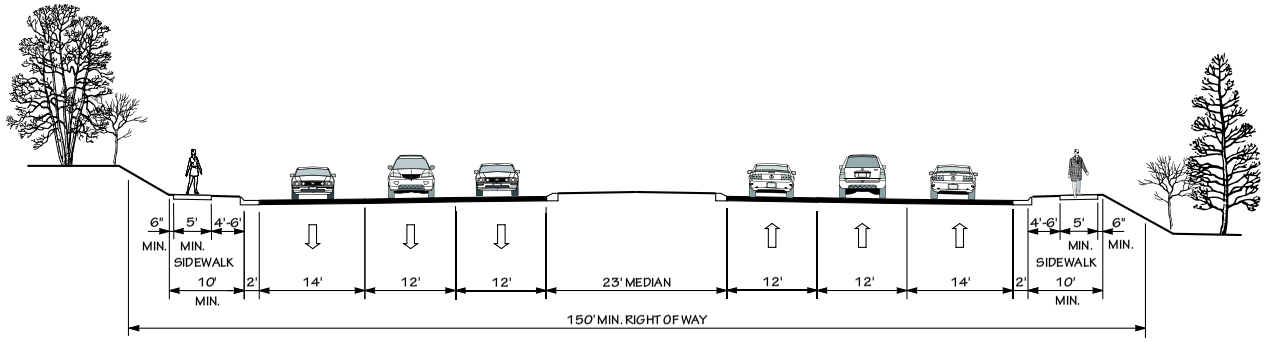
6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

6D

POSTED SPEED 55-70 MPH

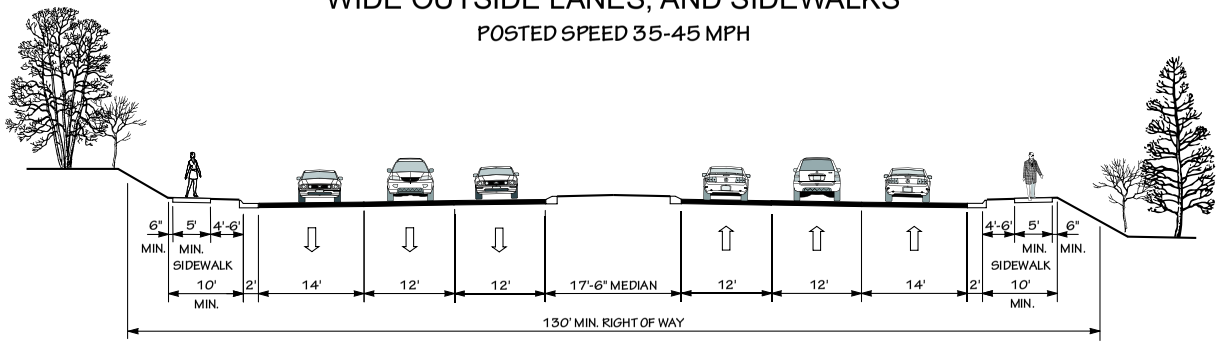
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



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

POSTED SPEED 35-45 MPH

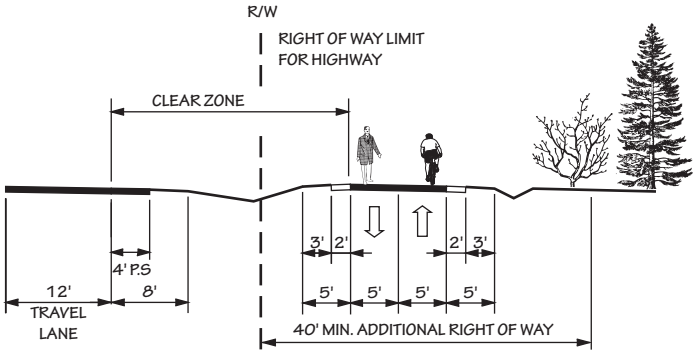


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

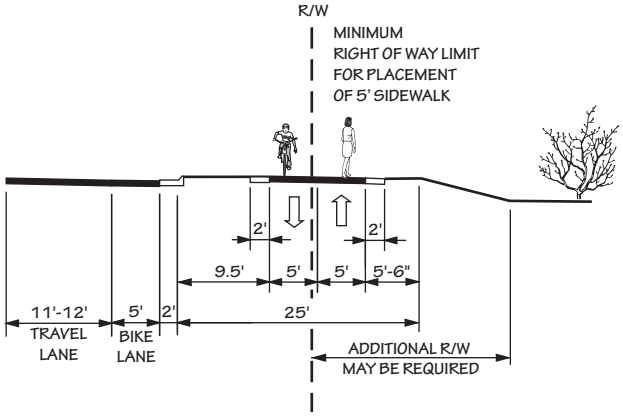
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

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 3. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 3 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
12	US 421 Business	Reddies River	FO	
29	Oakwoods Road (SR 1001)	Cub Creek	FO	R-5772
66	Champion Road (SR 1135)	Stony Fork Creek	FO	
67	US 421 (Northbound Lanes)	Yadkin River	FO	
69	Blue Ridge Parkway	NC 16	FO	
72	Congo Road (SR 1320)	Tucker Hole Creek	FO	
78	Champion Mount Pleasant Road (SR 1155)	Naked Creek	FO	
87	NC 268	Rock Creek	SD	R-3309
88	NC 268	Roaring River	FO	R-3309
96	Windy Gap Road (SR 2433)	US 421	SD & FO	
136	Mountain View Road (SR 1002)	Mulberry Creek	FO	WILK0020-H
138	Traphill Road (SR 1002)	Roaring River	FO	WILK0024-H
144	Longbottom Road (SR 1737)	East Prong Roaring River	SD & FO	
151	Longbottom Road (SR 1728)	Dungeon Creek	SD	
187	Fishing Creek Road (SR 2340)	Fishing Creek	SD & FO	
191	Roaring River Road (SR 2327)	Yadkin River	FO	
193	Red White and Blue Road (SR 2324)	Briars Creek	SD & FO	
202	Clingman Road (SR 2303)	Yadkin River	FO	WILK0017-H
221	Billings Hill Church Road (SR 1939)	Sparks Creek	FO	
224	Greenhorn Road (SR 1931)	Little Elkin Creek	SD	
263	Vannoy Road (SR 1567)	North Fork Reddies River	FO	

280	Oak Ridge Church Road (SR 1952)	Wolf Branch	SD & FO	
301	Old NC 16 (SR 1559)	North Fork Reddies River	SD	
303	Old NC 16 (SR 1559)	Reddies River	SD & FO	
340	White Oak (SR 1355)	S. Fork Reddies River	SD & FO	
367	Vannoy Road (SR 1501)	North Fork Reddies River	SD	
442	Vannoy Road (SR 1501)	North Fork Reddies River	SD & FO	
455	White Oak (SR 1354)	White Oak Creek	FO	
643	White Oak (SR 1354)	UT To Old Taylor Branch	FO	
646	Vannoy Road (SR 1501)	North Fork Reddies River	FO	
647	Vannoy Road (SR 1501)	North Fork Reddies River	SD & FO	
648	Vannoy Road (SR 1501)	North Fork Reddies River	FO	
649	Vannoy Road (SR 1501)	N. Fork Reddies River	FO	
682	White Oak (SR 1354)	Huffman Branch	FO	
683	White Oak (SR 1354)	Huffman Branch	FO	
694	White Oak (SR 1354)	N. Prong Lewis Fork Creek	FO	
730	Curtis Bridge Road (SR 1185)	Yadkin River	FO	
732	Windy Gap Road (SR 2418)	Clercy Branch	SD & FO	
767	US 421 (Southbound Lanes)	Dennyville Road (SR 2402)	FO	

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.

DRAFT

Figure 8 - Level of Service Illustrations

Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Wilkes County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. For Wilkes County a travel demand was projected from 2014 to 2040 using a computerized travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment. These inputs are available from sources like the U.S. Census Bureau for the year 2010, but data for 2040 is also required.

The Wilkes County CTP Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. This data was endorsed by the CTP Committee on August 5, 2015. The established future growth rates were endorsed by the Wilkes County Commissioners (February 2, 2015), Wilkesboro Town Council (September 14, 2015), North Wilkesboro Town Council (October 22, 2015), and Ronda Town Council (March 8, 2015). The adopted data is presented in Table 4 below.

Table 4 – Socio-Economic Data

Year	2014	2040	Compound Annual Growth Rate
Population	69,890	85,000	0.76%
Employment	30,000	42,500	1.30%

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

Population

Population counts and projections through the year 2030 were taken from the 2014 Wilkes County Growth Management Plan. By comparing the 2010 value and the 2015 estimate and data from the Office of State Budget and Management the CTP Committee reached consensus on a 2014 estimate of 69,890. The 2040 population was projected by analyzing available data from the Office of State Budget and Management (OSBM) and the Growth Management Plan. Total projected population in 2040 is 85,000.

The CTP steering committee identified areas in Wilkes County that would experience growth rates higher and lower than the county average. These are displayed in Figure 10 titled “Population Growth Map 2014-2040.” Growth rates for each intensity category are shown in Table 5. The areas in category “Medium” are those areas expected to grow at the same rate as the county average.

Employment

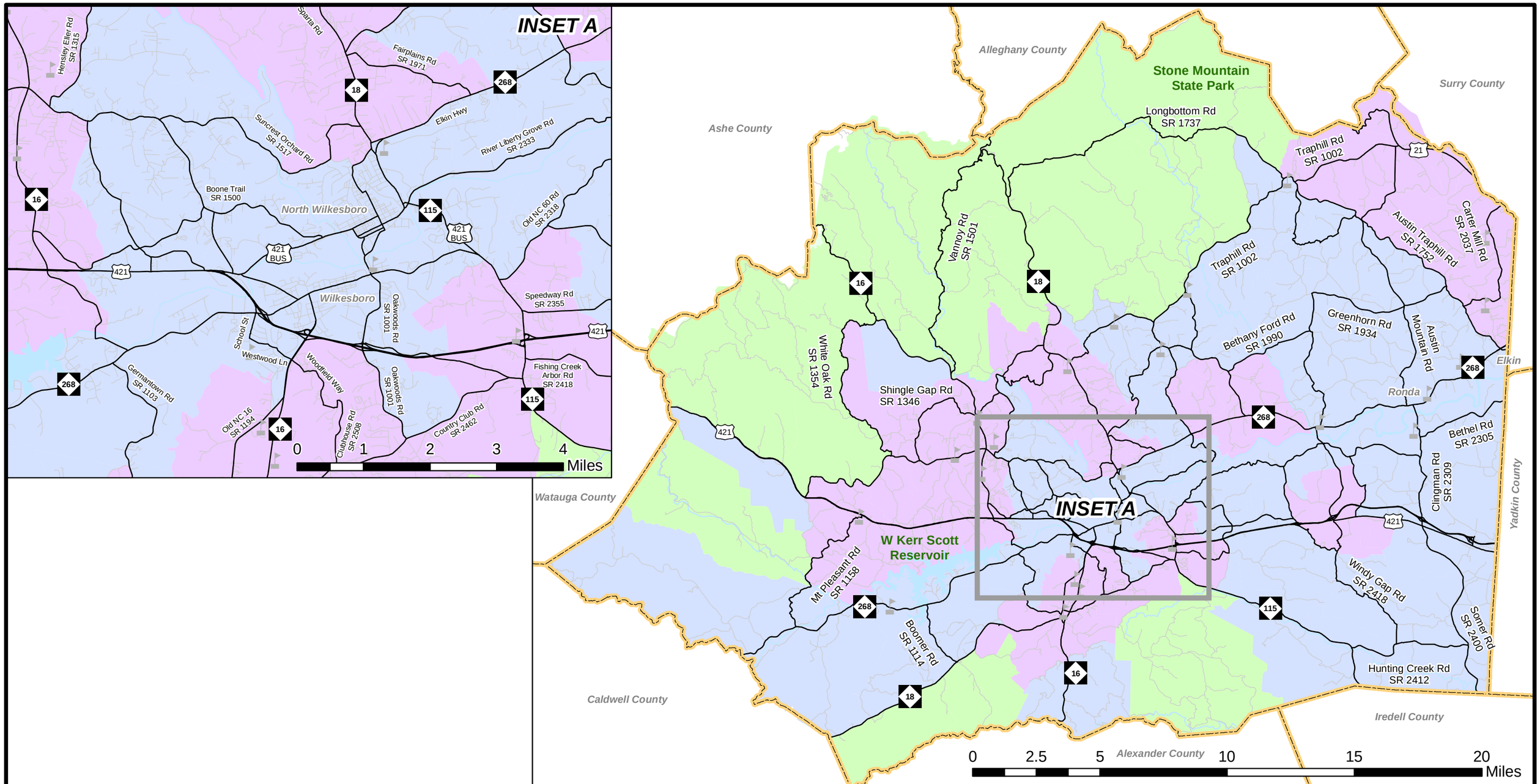
Because of the natural volatility of employment statistics, the CTP Committee analyzed the last five years of data from the Bureau of Economic Analysis to establish a base value to plan from. The estimated county employment in 2014 was 30,000.

Future employment conditions within Wilkes County were obtained from the CTP steering committee input and discussions. 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 will be accounted for in projected traffic volumes. Total projected employment in 2040 is 42,500.

The CTP steering committee identified areas in Wilkes County that would experience growth rates higher and lower than the county average. These are displayed in Figure 11 titled "Employment Growth Map 2014-2040." Growth rates for each intensity category are shown in Table 5. The areas in category "Medium" are those areas expected to grow at the same rate as the county average.

Table 5 – Compound Annual Growth Rate 2014-2040

Projection	Population	Employment
High	1.00%	2.85%
Medium	0.76%	1.30%
Low	0.50%	1.00%



Legend

High	Network Roads	Schools
Medium	Other Roads	County Boundaries
Low	Rivers and Streams	

Figure 10

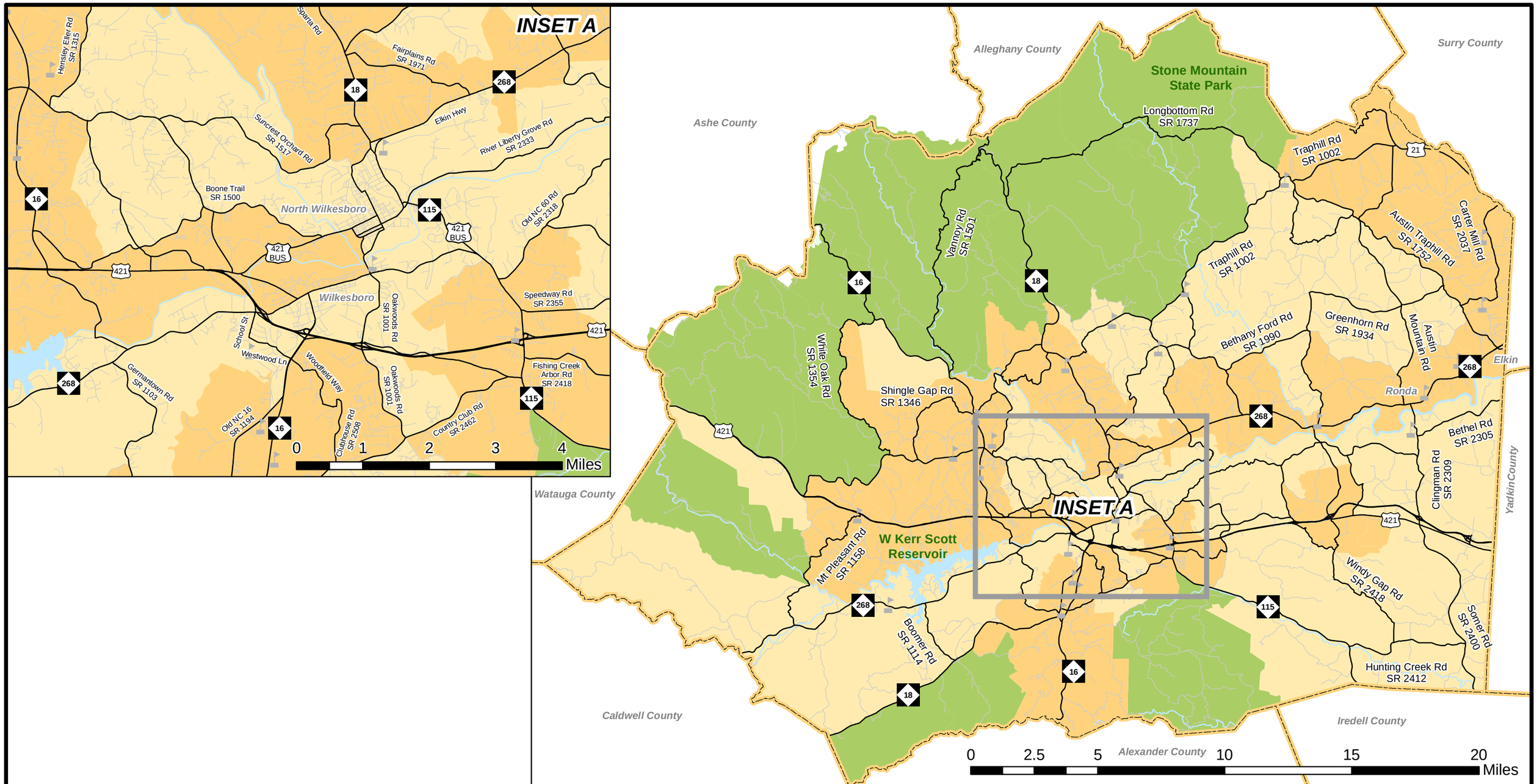
Sheet 1 of 1
Base map date: August 4, 2015

N W E S

Population Growth Map (2014-2040)

Wilkes County

Comprehensive Transportation Plan



Legend

High		Network Roads		Schools	
Medium		Rivers and Streams		County Boundaries	
Low		Other Roads			

Figure 11

Sheet 1 of 1
Base map date: August 4, 2015

Employment Growth Map (2014-2040)

Wilkes County

Comprehensive Transportation Plan

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 list 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. The steering committee list for the Wilkes County CTP is given below.

- Robert Johnson, North Wilkesboro Mayor
- Mike Norwood, Wilkes Transportation Authority Director
- Dan Little, Wilkes Economic Development Corporation President
- Eric Barker, Wilkes County Schools Director of Transportation
- Armando Limon, Wilkes County Health Department
- R.G. Absher, Yadkin River Greenway
- Linda Cheek, Wilkes Chamber of Commerce President
- John Cothren, Wilkes Extension Agent
- Bruce Eilert, Business Owner
- Ginger Schaffer, Wilkes Community College
- Greg Minton, Wilkes County Commissioner
- Eric Morrison, Wilkes County EMS Director
- Bob Johnson, Tyson Foods
- Luther Parks, Duke Power
- Mike Inscore, Wilkesboro Mayor
- Maria Soots, Town of Ronda
- Gary D. Blevins, Wilkes County Commissioner
- Stony Carter, East Wilkes Representative
- Randy Whittington, Tyson Foods

CTP Vision, Goals, Objectives and MOEs

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:
Wilkes County desires a safe, efficient, well-connected, multi-modal transportation system that supports the economy of Wilkes County and its diverse population, while being cost effective, affordable, and well maintained.

Goals & Objectives:

Goal: Provide a safe transportation system

- Objective – Identify the 20 intersections with highest crash severity, and propose treatments
- Objective – Separate bicycles and pedestrians from motor vehicles whenever possible
- Objective – Widen steep, narrow roads that have a history of crashes where narrow lane width is a primary factor
- Objective – Provide safe access to transit facilities (i.e. bus shelters)
- Objective – Provide safe access roads to schools
- Objective – Identify opportunities and locations for signage review
    - Measure -- NC 268 shall be a focus area

Goal: Provide an efficient transportation system

- Objective – Add, improve, and enhance connections for improved emergency service accessibility
- Objective – Identify bottlenecks and possible solutions
- Objective – Improve the availability of alternative routes
- Objective – Plan for rapidly growing areas
- Objective – Identify characteristics of congestion (Hours, Safety, Law Enforcement, Traffic Signals, Flow, and Access)

Goal: Provide a well-connected transportation system

- Objective – Add, improve, and enhance connections for improved emergency service accessibility
- Objective – Gaps in systems (unpaved roads, sidewalks)
- Objective – Investigate service of suburb-to-suburb traffic flows
    - Measure – Committee identified areas of concern (Round Hill Church Road, 800 miles of private roads)

Goal: Provide facilities that accommodate all modes of transportation

- Objective – Sidewalks to connect residential areas to schools and to the downtown area within municipal boundaries
- Objective – Provide and improve bicycle/pedestrian (sidewalk, bike lanes, wide shoulders, multi-use path) facilities between **key destinations**
- Objective – Better connect multiple modes of transportation (i.e. provide bike racks and shelters at strategic locations)
- Objective – Provide access to alternative modes of transportation for traditionally auto dependent populations

    - Measure – Committee identified areas of concern (Round Hill Church Road, 800 miles of private roads)
    - Measure – Improve ADA compatibility, crosswalks, and greenways

Goal: Provide a transportation system that supports economic development opportunities

- Objective – network should connect goods and services, enhance commerce, and serve as an economic driver
- Objective – Sidewalks to connect residential areas to schools and to the downtown area within municipal boundaries
- Objective – Provide and improve bicycle/pedestrian (sidewalk, bike lanes, wide shoulders, multi-use path) facilities between **key destinations**

    - Measure – Consider the variety of commerce purposes and users (Work, Commute, Shop, School, Health Care, Religion, Citizens, Tourist, EMS, Forestry, and Agriculture)

Goal: Provide a transportation network that serves a diverse population

- Objective – Ease navigation for residents and visitors through the strategic location and increased quality of road signs
- Objective – Provide access and effective means of transportation services for people with low income, who are disadvantaged, disabled, elderly residents, or do not own a car
- Objective – Provide access and effective means of transportation services for people living in all corners of the county regardless of geographic location
- Objective – Provide access and effective means of transportation services for users of all modes of transportation

Goal: Provide a transportation network that is cost effective

- Objective – Existing and future land uses should be considered
- Objective – Funds should be spent on long term solutions instead of short term solutions
- Objective – Collect and document good data which is needed to address existing and future problems to transportation network
- Objective – Stop throwing money at problems

Goal: Provide a transportation network that is affordable

- Objective – Funds should be spent on long term solutions instead of short term solutions
- Objective – Stop throwing money at problems
- Objective – Plan ahead to reduce cost
- Objective – Transportation projects should not compromise the natural or human environment

Goal: Provide a transportation network that is well maintained

- Objective – Funds should be spent to reduce overall maintenance cost
- Objective – Roads should not flood in mild rain events

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 Wilkes County G & O survey is given below.

- Most responses to the survey came from municipal areas (North Wilkesboro & Wilkesboro)
- The majority of survey respondents described themselves as full time residents
- The main destinations of the typical daily commute are the towns of North Wilkesboro and Wilkesboro
- A majority of survey respondents indicated that they commute in Wilkes County by car/carpool
- The most common daily commute in Wilkes County is approximately six to ten miles or eleven to fifteen minutes long
- Transportation for economic growth was identified as most important among respondents
- Transportation mode choice was identified as least important among respondents
- Routes identified as most concerning include US 421 in Wilkesboro, US 421 to Watauga County, and NC 268 to Surry County
- Maintaining the existing road network was identified by survey respondents as to where NCDOT should be spending money
- Survey respondents indicated that they do not typically go out of their way to get to their destination due to congestion issues

The Steering Committee took note that most survey respondents indicated that they do not go out of their way to get to their destination. Congestion on D Street was mentioned as an example of congestion. The Steering Committee also noted that cut through traffic is an issue and mentioned 6th, 8th, 9th, and 10th Streets as examples. In addition the Trogden neighborhood was also impacted by cut through traffic. The Steering Committee stated that the survey response was not representative throughout the county.

Wilkes County CTP 2015

1. Please provide the zip code of your local residence in Wilkes County.		
Answer Options	**Response Percent**	**Response Count**
28606	0.7%	2
28621	1.0%	3
28624	1.0%	3
28635	5.2%	16
28649	1.3%	4
28651	11.7%	36
28654	4.9%	15
28659	31.9%	98
28665	4.6%	14
28669	3.3%	10
28670	3.3%	10
28676	0.0%	0
28683	0.3%	1
28685	1.0%	3
28697	30.0%	92
Other or you live outside Wilkes County:		7
	Answered Question	**307**
	Skipped Question	**9**

2. Regarding Wilkes County, which would you describe yourself as? (Check all that apply)		
Answer Options	**Response Percent**	**Response Count**
Resident (Full Time)	95.9%	302
Resident (Part Time)	1.3%	4
Student	0.3%	1
Visitor / Tourist	0.3%	1
Inbound Commuter	4.8%	15
Outbound Commuter	2.9%	9
	Answered Question	**315**
	Skipped Question	**1**

3. On average, how many months do you spend in Wilkes County each year?		
Answer Options	**Response Percent**	**Response Count**
Less than 1 month per year	0.3%	1
1 to 3 months per year	0.6%	2
3 to 6 months per year	0.0%	0
6 to 9 months per year	0.0%	0
9 to 12 months per year	5.1%	16
I am a fulltime resident	93.9%	295
	Answered Question	**314**
	Skipped Question	**2**

4. On a normal day, approximately how much of your travel takes place within Wilkes County?		
Answer Options	**Response Percent**	**Response Count**
Very Little	2.9%	9
25%	3.9%	12
50%	6.1%	19
75%	20.1%	62
100%	67.0%	207
	Answered Question	**309**
	Skipped Question	**7**

5. Please select the destination of your typical daily commute (work, school, or shopping).		
Answer Options	**Response Percent**	**Response Count**
Town of Wilkesboro	45.5%	141
Town of North Wilkesboro	30.3%	94
Town of Ronda	1.3%	4
Town of Elkin	2.6%	8
Rural Wilkes County	2.3%	7
Tennessee	0.0%	0
Virginia	0.0%	0
Unemployed / Does not apply	2.3%	7
Alexander County	0.3%	1
Alleghany County	0.0%	0
Ashe County	0.3%	1
Caldwell County	0.0%	0
Iredell County	0.6%	2
Surry County	0.6%	2
Yadkin County	0.0%	0
Watauga County	1.3%	4

Winston-Salem / Triad	1.3%	4
Cricket	0.3%	1
Fairplains	0.6%	2
Hays	1.0%	3
Millers Creek	2.9%	9
Moravian Falls	1.3%	4
Mulberry	0.6%	2
Pleasant Hill	0.0%	0
Other (Please describe)	4.5%	14
	Answered Question	**310**
	Skipped Question	**6**

6. How do you typically commute in Wilkes County?		
Answer Options	**Response Percent**	**Response Count**
Walk	0.0%	0
Bicycle	0.0%	0
Car / Carpool	97.4%	301
Transit Bus (Wilkes Transportation Authority)	1.0%	3
Private Service (Carolina Mobility / Coach America)	1.6%	5
	Answered Question	**309**
	Skipped Question	**7**

7. Approximately how far is your daily commute in Wilkes County?								
Answer Options	**Less than Five**	**Six to Ten**	**Eleven to Fifteen**	**Sixteen to Twenty**	**Twenty to Thirty**	**Thirty to Forty**	**More than Forty**	**Response Count**
Miles	66	82	54	31	35	7	11	286
Minutes	25	46	50	36	40	22	8	227
							Answered Question	**307**
							Skipped Question	**9**

8. Rate each of the transportation system goals from 1-Not Important to 5-Very Important.						
Answer Options	**1-Not Important**	**2-Less Important**	**3-Neutral**	**4-Important**	**5-Very Important**	**Response Count**
Service to Elderly and Disabled	9	13	36	104	150	312
Consistent Travel Times	6	14	41	151	94	306
Reduced Congestion	4	16	41	111	132	304
Transportation Mode Choice (Walking, Biking)	40	36	87	85	56	304

Expand Public Transit Options	29	31	78	88	83	309
Economic Growth	3	5	27	84	190	309
Expand Tractor-Trailer Access	38	34	114	73	47	306
Environmental Protection	13	13	63	107	112	308
Eliminate Through Traffic from Neighborhoods	27	41	81	88	69	306
Regional Connectivity (Out-of-County)	13	7	61	103	121	305
Other ideas or comments?						35
					Answered Question	**314**
					Skipped Question	**2**

9. Of the choices in the previous question (number 8), which is the single Most Important to you, and single Least Important to you?		
	Most Important	**Least Important**
Service of Elderly and Disabled Needs	61	8
Consistent Travel Times	16	16
Reduce Congestion	56	17
Expand Public Transit	25	30
Economic Growth	92	4
Eliminate Through Traffic from Neighborhoods	11	67
Expand Tractor-Trailer Access	1	18
Environmental Protection	8	26
Transportation Mode Choice (Walking and Biking)	15	68
Regional Connectivity	18	24
Response Count	**303**	**278**

10. When traveling in your area, do you often desire to go out of your way to get to your destination because the most direct route is too slow? If yes, please list specific locations of problems and alternate routes taken.		
Answer Options	**Response Percent**	**Response Count**
No	66.5%	206
Yes (describe)	33.5%	104
	Answered Question	**310**
	Skipped Question	**6**

11. What routes in Wilkes County concern you the most?

Answer Options	Response Percent	Response Count
NC 18 from Burke County to county center	4.2%	12
NC 18 through the county center	15.4%	44
NC 18 from North county center to Alleghany County	14.0%	40
NC 16 from Alexander County to county center	4.9%	14
NC 16 through the county center	11.9%	34
NC 16 from county center to Ashe County	11.9%	34
NC 115 from Iredell County to county center	12.6%	36
NC 268 from Caldwell County to county center	2.8%	8
NC 268 through county center	18.2%	52
NC 268 from county center to Surry County	27.3%	78
US 421 from Yadkin County to county center	4.2%	12
US 421 through county center	47.2%	135
US 421 from county center to Watauga County	25.2%	72
US 21	2.4%	7
Other (please specify)		22
	Answered Question	**286**
	Skipped Question	**30**

12. What are the key transportation challenges you face in Wilkes County?	
Answer Options	Response Count
	219
Answered Question	**219**
Skipped Question	**97**

This free response question's top two responses were concerning Traffic (41) and Congestion (44). Access to the Wal-Mart (22) on US 421 (20), and Public Transportation (13) were also recurring themes.

13. What destinations in Wilkes County are difficult to access?	
Answer Options	Response Count
	192
Answered Question	**192**
Skipped Question	**124**

This free response question's top responses were concerning the business district (35) of US 421 (19) including access to the Wal-Mart (11) and Lowes (9). Getting through downtown Wilkesboro or North Wilkesboro (29) was also of concern.

14. Are there areas where you would like to see sidewalks constructed or improved?		
Answer Options	**Response Percent**	**Response Count**
No	62.0%	173
Yes (please specify)	38.0%	106
	Answered Question	**279**
	Skipped Question	**37**

This free response question's top responses was downtown Wilkesboro or North Wilkesboro (30).

15. Are there locations you would like to see served (or better served) by public transit? (Wilkes Transportation Authority, Taxi, etc.)		
Answer Options	**Response Percent**	**Response Count**
No	61.5%	169
Yes (please specify)	38.5%	106
	Answered Question	**275**
	Skipped Question	**41**

16. Should the Department of Transportation be spending more or less money on the following?						
Answer Options	**1 Much Less**	**2 Less**	**3 Same**	**4 More**	**5 Much More**	**Response Count**
Maintaining existing residential roads/streets	1	6	104	125	68	304
Building new major roads	18	26	98	94	58	294
Maintaining major streets, roads, and highways	0	5	85	139	77	306
Paving unpaved roads	22	38	101	77	63	301
Creating or expanding bus service	34	39	102	65	59	299
Expanding carpooling or vanpooling programs	36	58	117	63	27	301
Building new sidewalks	33	39	123	60	43	298
Building new bike lanes	51	51	89	59	53	303
Building new greenways	36	40	107	59	56	298
Providing streetlights	13	25	112	89	60	299
Providing signage	13	24	140	77	45	299
Other (please specify)						24
					Answered Question	**306**
					Skipped Question	**10**

17. How did you find out about the survey?		
Answer Options	**Response Percent**	**Response Count**
Newspaper	8.9%	23
Radio	0.4%	1
Word of Mouth	8.1%	21
Internet	16.2%	42
E-mail	52.5%	136
Social Media	7.7%	20
Library / Hospital	0.0%	0
Government Office	9.7%	25
School Handout	0.0%	0
Other (please specify)		63
	Answered Question	**259**
	Skipped Question	**57**

18. Any other comments or suggestions you would like to share with us?	
Answer Options	**Response Count**
	89
Answered Question	**89**
Skipped Question	**227**

This free response question gathered a broad range of responses. A running theme was the broad disappointment in decision makers in either building something unneeded, or not addressing what the responder wanted. A second theme was frustration with US 421 business district, See R-0616 for details.

Public Meetings

Listed below are four public involvement drop in sessions that were held to present the proposed CTP to the public and solicit comments on the draft plan. Approximately ten citizens came out to participate, and three comment forms were submitted during the sessions. One was in support of the bypass, one proposed an alternative location for the bypass, and one wanted a dirt road paved. The outreach for the CTP also generated outreach to the RPO and Division who were able to directly answer CTP and non-CTP questions for the public.

- East Wilkes High School: September 26, 2016 from 5-7 PM
- West Wilkes High School: September 27, 2016 from 5-7 PM
- North Wilkes High School: October 3, 2016 from 5-7 PM
- Wilkes Central High School: October 7, 2016 from 5-7 PM

Public Hearings

The following public hearings were held for the adoption of the Watauga County CTP. The purpose of the meetings was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during these meetings.

Date	Jurisdiction	Meeting
September 5, 2017	North Wilkesboro	Town Council
September 11, 2017	Wilkesboro	Town Council
September 12, 2017	Ronda	Town Council
September 19, 2017	Wilkes County	County Commissioners

TOWN OF WILKESBORO

"Where the Mountains Begin"

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April 6, 2017

David Graham
Transportation Planner
High Country Council of Governments
468 New Market Blvd.
Boone, NC 28607

Reference: Proposed Wilkes CTP

Dear David:

I am writing this letter on behalf of the Wilkesboro Town Council concerning the proposed Wilkes County Comprehensive Transportation Plan. After reviewing the plan, we first want to commend the committee charged with its development. We believe that they have captured the existing needs for transportation improvements in our county. They have also done an outstanding job looking to the future transportation needs of the county.

With that said, the town has been in discussions with Samaritans Purse concerning their development of a future campus on 150 acres of property just east of the current Wilkesboro town limits. Based on our discussions with senior management at SP, it looks like there will be a large warehousing component on the campus. This warehousing along with the expected employee count could put a significant burden on the local road system in and around their facilities.

With this new information that has become available after the development of the proposed plan, we would like for consideration to add a potential project to the CTP. The Samaritans Purse campus will have direct access to Edgewood Road (SR 2461) near the US 421 overpass. We are requesting to add an interchange at this overpass to the CTP. As Samaritans Purse develops this campus, direct access to US 421 will be important to their operations.

Please let me know what else needs to be done for us to add this important project to the CTP prior to its final adoption.

Sincerely,

Kenneth Noland
Town Manager

MIKE INSCORE
Mayor

KENNETH D. NOLAND
Town Manager
townmanager@wilkesboronc.org

JAMES K. BYRD
Town Clerk

RUSSELL F. FERREE
J. GARY JOHNSON
CLAUDE ANDREW "ANDY" SOOTS
Council Members

JIMMY HAYES
Mayor Pro Tem

JOHN C. YATES
County Manager

ANTHONY R. TRIPLETT
County Attorney

SARAH D. CALL
County Clerk

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Chairman

GARY D. BLEVINS
Vice Chairman

G. KEITH ELMORE
DAVID. D GAMBILL, JR.
EDDIE D. SETTLE

April 6, 2017

Mr. David Graham
Transportation Planner
High Country Council of Governments
468 New Market Blvd.
Boone, NC 28607

RE: Proposed Wilkes County Comprehensive Transportation Plan (CTP)

Dear David:

I am writing this letter on behalf of the Wilkes County Board of Commissioners regarding the proposed Wilkes County Comprehensive Transportation Plan. The plan has been reviewed and we want to thank you and the CTP Committee as they did a good job in capturing the existing needs for transportation improvements in Wilkes County. The CTP Committee also did a great job looking to the future transportation needs of Wilkes County as well.

We have been recently informed that the Town of Wilkesboro has been in discussions with Samaritans Purse concerning their development of a future campus on 150 acres of property just west of the current Town of Wilkesboro city limits. Based on this discussion, it looks like there will be a warehousing component on the campus. This warehousing along with the expected employee count could place a significant burden on the local road system in and around their facilities.

With this new information that has become available after the development of the proposed plan, we would like for consideration to add a potential project to the CTP. The Samaritans Purse campus will have direct access to Edgewood Road (SR 2461) near the US Hwy. 421 overpass. We are requesting to add an interchange at this overpass to the CTP plan. As Samaritans Purse develops this campus, direct access to US Hwy. 421 will be important to their operations.

Please let us know what else needs to be done to add this important project to the CTP Plan prior to its final adoption.

Sincerely,

John C. Yates

John C. Yates

JCY/sdc

Appendix I
Alternative Analysis Methodology

During the development of the Wilkes County CTP, it was announced that a major employer, Samaritan's Purse, would be moving some of their operations from their location in Watauga County, NC to Edgewood Road (SR 2461) near Wilkesboro. This led to a request on April 6, 2017 from both the Town of Wilkesboro and Wilkes County for the evaluation of a new interchange at the existing US 421-Edgewood Road (SR 2461) grade separation in order to improve access and operations to accommodate the anticipated economic growth in the area.

After considering the close proximity of the Oakwoods Road (SR 1001), NC 115, and Wilkes County Rest Area interchanges, a new interchange at this location was *determined to be an unreasonable solution during the CTP process due to the inadequate distance between the existing interchanges and the potential impacts.* A potential interchange at this location may be reevaluated in subsequent updates to the CTP to determine if any changes have occurred that would justify the project. To address the expressed concerns over access and operations, the CTP proposes three improvements for this area. Refer to Chapter 2 for more details regarding the selected proposals.

Interchange at US 421 and Edgewood Road (SR 2461)

The evaluation of a new interchange and the Samaritan's Purse development involved analyzing an alternative socioeconomic (SE) data projection scenario from that endorsed by the local governing bodies in 2016, see Appendix G.

Endorsed Scenario

The CTP technical analysis was completed using a Travel Demand Model (TDM) developed and endorsed, before the announcement of the Samaritan's Purse development. Since the TDM did not include Samaritan's Purse, alternative methods of analysis were required. The original US 421 and Edgewood Road (SR 2461) projections, shown below, were modified using site-specific trip generation.

US 421 between NC 115 and Oakwoods Road (SR 1001) is a four lane divided freeway with 12 foot lanes. The 2014 Annual Average Daily Traffic (AADT) is 21,800 vehicles per day (vpd), compared to a LOS D capacity of 74,000 vpd. The TDM-based estimated 2040 traffic volume is 28,400 vpd.

Edgewood Road (SR 2461) currently has 9 foot lanes on the northern section and 11 foot lanes on the southern section. It is functionally parallel to US 421, connecting Oakwoods Road (SR 1001) and NC 115. Proposal WILK0026-H will improve the northern section to 12 foot lanes. The 2014 AADT ranges from 1,000 to 2,200 vpd, compared to a LOS D capacity of 11,800 vpd. The TDM-based estimated 2040 traffic volume ranges from 1,300 to 3,300 vpd.

Alternative Scenario

The Samaritan's Purse development is not fully planned at this time and details. A letter from Ken Noland, Wilkesboro Town Manager, date March 13, 2015, indicates the build out of the site would be "over 1,000 employees" and grow by 100 employees per year. In addition, the 150 acre tract will contain a warehouse for global distribution. The approximate size of the development is 200,000 square feet of office space and 125,000 square feet of warehouse. The Institute of Transportation Engineers Trip Generation Manual, 7th Edition, 2003 (ITE) was used to estimate trips that may be generated at this location. Results indicate that an additional 1,600-2,300 vpd would be expected from the office space. Warehouse trips were likewise estimated at 300-600 vpd. ITE does not differentiate truck volumes. Information from the CTP Committee indicated Samaritan's Purse estimates their truckloads at 500 vpd, which is in line with the warehouse trips.

In total, the estimate is that the current plans for the site could add an additional 2,900 vpd to Edgewood Road (SR 2461), 500 vpd of which would be truck trips. This estimate should be considered with caution as Samaritan's Purse is still acquiring property and a draft site plan has three future expansion areas labeled. Nonetheless, this is used by the CTP as the short term build out. To project a scenario for continued build out to 2040, the CTP assumes a continued 100 employee per year growth rate, as stated in the 2015 letter. This results in an additional 8,800 vpd in 2040. No changes in truck traffic were assumed. Actual build out will vary.

Evaluation of Need

Assuming the initial phase of the Samaritan's Purse development is completed by 2018, the modified scenario for Edgewood Road (SR 2461) is as follows. The 2018 AADT would be 3,600 vpd on the northern section and 3,000 on the southern section, compared to a LOS D capacity of 11,800 vpd. The estimated 2040 traffic volume would be 7,700 vpd on the northern section and 5,100 vpd on the southern section. With the implementation of WILK0028-H, widening to 12 foot lanes, Edgewood Road (SR 2461) will have a LOS D capacity of 12,200 vpd.

Because of the location of Edgewood Road (SR 2461) to the rest of the network, traffic would dissipate quickly. The only other facilities to see changes of more than 500 vpd in projected traffic volumes would be:

Facility	Section	2040 Change in Traffic Volume
US 421	US 421 BUS to Oakwoods Road (SR 1001)	500 - 2,500 vpd
	Oakwoods Road (SR 1001) to NC 115	(500 vpd)
	NC 115 to Mathis Farm Road (SR 2325)	500 - 1,000 vpd
NC 115	Edgewood Road (SR 2461) to US 421	2,000 vpd
Oakwoods Road (SR 1001)	Edgewood Road (SR 2461) to NC 18 / NC 268 / Main Street	500 - 1,000 vpd

Without any improvements, the existing facilities would accommodate the projected travel volumes associated with the Samaritan's Purse development.

Conclusion
The inclusion of a new interchange at US 421 and Edgewood Road (SR 2461) cannot be justified at this time. This determination could be reevaluated if Samaritan's Purse provides documentation of an unmet transportation need in the future. If growth in the area changes the development characteristics, the Wilkes County Growth Management Plan (2014) should be updated to reflect the new land use. An update to the CTP may be requested at that time.

No planning level cost estimate was prepared for this proposal because of project complexities, which are expected to drive up the cost. This includes the current skew of the grade separation, proximity to the NCDOT Rest Area, and Edgewood Road's current bend back towards US 421, which limits spacing for ramps. All of these could result in a need to move the bridge and/or realigning Edgewood Road (SR 2461) to avoid adverse impacts. Future study is needed to assess future design alternatives.

Potential Impacts

Natural & Human Environmental Context
Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300 feet from intersection) of National Wetlands Inventory resources. Because of the possible need to realign Edgewood Road (SR 2461) in this area, a second larger vicinity (3,000 feet from intersection) was considered. It contains Regional Trails, Trout Waters WRC, and Unique Wetlands.

The proposed interchange is in the vicinity of the NCDOT Rest Area. The rest area is accessible from US 421 westbound and serves as a visitor center for the region. The return ramp onto US 421 ends its taper only 230 feet from the existing bridge edge. This close proximity will require detailed study to determine appropriate locations for any new ramps for the Edgewood Road (SR 2461) interchange. Alternative ramp locations will be limited by the existing skew, residential development, and limited space between Edgewood Road (SR 2461) and US 421.

Relationship to Land Use
Current land use along the proposed project is sparse residential. The eastern and western termini of Edgewood Road (SR 2461) have some commercial developments. The Wilkes County Growth Management Plan (2014) did not include the Samaritan's Purse development and had that area listed as "undeveloped" in 2030. Since the Growth Management Plan served as the basis for the CTP 2040 land use projections, it is neither included in the endorsed SE data, nor the travel demand model. Likewise, secondary development around the location, such as restaurants and other retail, are not included. At the current location in Watauga County, Samaritan's Purse provides a cafeteria for their workers, making this type of secondary development less likely than a comparable situation.

Multi-modal Considerations

Because of Edgewood Road's relatively low development density and current location outside of the Wilkesboro town limits, no bicycle or pedestrian accommodations are considered. Likewise US 421 is a fully controlled of access facility and does not permit non-motorized use. If additional improvements to Edgewood Road (SR 2641) above and beyond WILK0026-H become warranted in the future, bicycle and pedestrian accommodations should be reevaluated. Edgewood Road (SR 2461) provides a more direct connection between Wilkesboro and points on NC 115 to the southwest. In the wider vicinity, a Regional Trail was identified. This proposed new Multi-Use Trail follows the Little Cub Creek and crosses US 421 at the related bridge west of the proposed interchange location. The trail continues south connecting to greenspace along Hunting Creek.

Public / Stakeholder Involvement

Neither the Goals and Objectives survey conducted for the CTP in the fall of 2015, nor the public outreach related to the plan resulted in comments for this proposal. During review of the Draft CTP by the local governments, letters were prepared and submitted to NCDOT. They are attached in Appendix H. NCDOT met with the CTP steering committee on May 23, 2017 to present alternatives to an interchange at this location.