

II. Recommendations

This report documents the development of the Macon County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in Macon County. Refer to Appendix I for documentation of project alternatives and scenarios that were studied, but are not included in the adopted CTP.

Unaddressed Deficiencies

The following deficiencies were identified during the development of the CTP, but they remain unaddressed. The capacity deficiency along NC 28, from Harrison Avenue along Main Street and Porter Street to Palmer Street (SR 1442) was left unaddressed due to the recent relocation of NC 28 from Harrison Avenue to Riverview Street (SR 1462) and the new Depot Street Extension (SR 1729). Traffic patterns in the area are changing and may address the deficiency. Therefore this facility will be reanalyzed during the next CTP update.

The capacity deficiency along US 441 BUS from Lakeside Drive (SR 1324) to Riverview Street (SR 1462) / Depot Street (SR 1729) was deferred to the next CTP update. This facility is expected to be 7% over capacity in 2035 and is one of the limited crossings on the Little Tennessee River in the area. There are several other projects in the CTP that would positively impact congestion along this route. Two projects provide for additional bridges over the river, one to the north and one to the south. It was decided that these projects should not be tied to congestion relief along US 441 Bus at this time because they originate in the 2008 Franklin Main Street Program to improve connectivity and mobility around town. See MACO0028-H and MACO0029-H for more information. The other project expected to have impacts to US 441 Bus is TIP Project B-5125. This replacement of the eastbound bridge also includes a relocation of the sidewalk to eliminate two road crossings for the Franklin Greenway. Improved pedestrian and bicyclist movement across the river may also provide relief to the forecasted volumes. See MACO0001-M for more information.

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 Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Macon 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 Southwestern RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

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 (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element.

HIGHWAY

**US 23-441 (Georgia Road)
Proposed Improvements from US 64 to Prentiss
Bridge Road (SR 1649)**

ID No. MAC0001-H

**Last updated on:
10/25/2010**

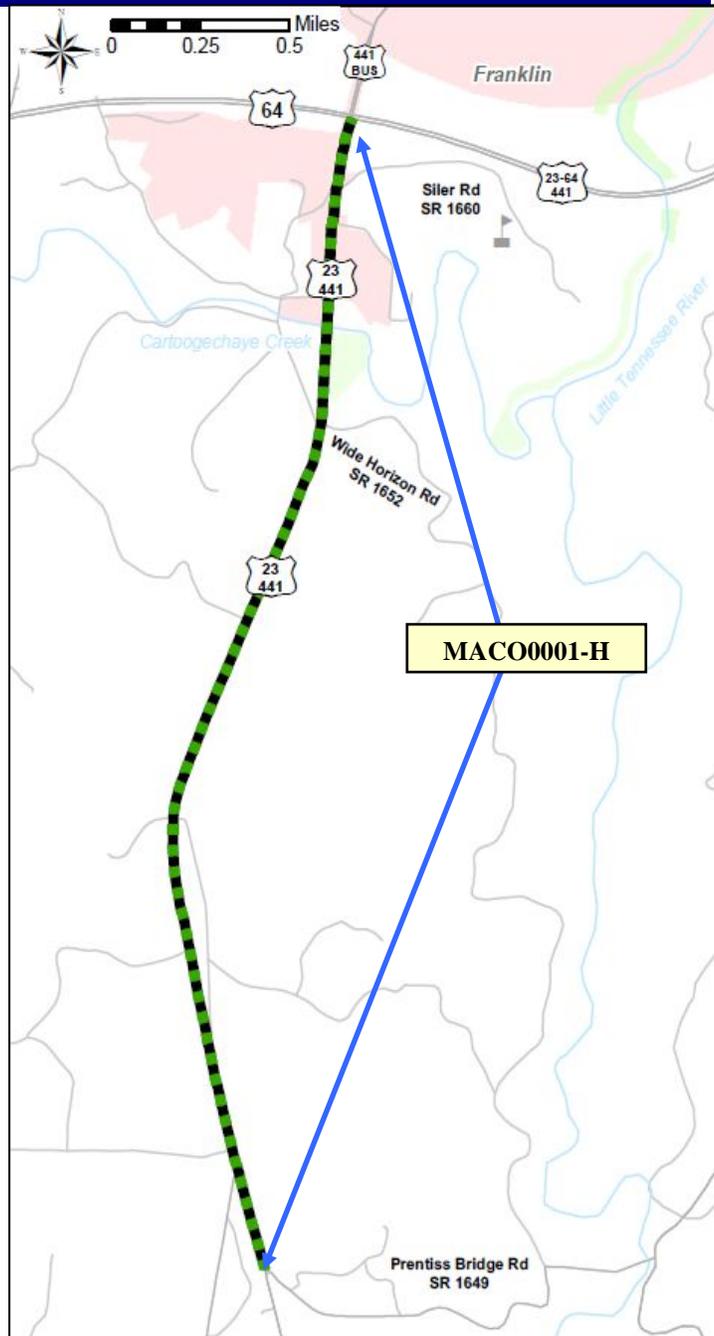
IDENTIFIED PROBLEM

Existing US 23-441 is not operating at acceptable mobility and access levels. The purpose of this project is to obtain a Level of Service (LOS) D on the facility. The secondary goal is to improve safety.

Justification of Need

US 23-441 is currently a 5 lane facility. While congestion is not yet an issue, mobility is compromised by the numerous driveway cuts, unsignalized left turns and density of traffic signals. Additionally four high crash intersections were identified along this facility between US 64 and Wide Horizon Road (SR 1652).

- Allman Drive (SR 1687) is unsignalized and experienced 11 crashes with a severity index of 4.36.
- Siler Road (SR 1660) is a signalized intersection and experienced 11 crashes with a severity index of 3.02. It was also identified specifically in the G&O Survey.
- The Lowes Hardware driveway (Franklin Plaza) is signalized, and only experienced 6 crashes, but had a severity index of 5.93.
- The combined ramps from US 64 are signalized and had 11 crashes, a fatality, and a severity index of 11.93.



A look at this stretch of US 23-441 as a whole reveals 73 crashes took place from June 1, 2007 to May 31, 2010. The majority of these were “Rear End” or “Left Turn” accident

types. No intersections between Wide Horizon Road and Prentiss Bridge Road were identified as high crash intersections. Refer to Appendix F for a detailed crash analysis.

Community Vision and Problem History

Part of the Vision Statement developed for the Macon County CTP was to “Ensure Georgia Road [US 23-441] remains attractive for future business growth while maintaining mobility.”

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP proposes improving this section of road to at least boulevard standards. This would be accomplished by removing the center turn lane and installing a median. Additionally, local support exists for replacing some or all of the signals with a “super-street” design. These improvements can serve as a stepping stone to achieving the Strategic Highway Corridor (SHC) Vision for all of US 23-441 to be an expressway. See MACO0009-H for further details.

Relationship to Land Use

The entire project has dense commercial development. Major features include restaurants, Lowes Hardware, the UPS Store, the Fun Factory, the Macon County Fair Grounds, the Smokey Mountain Center for the Performing Arts, and via spur roads, a K-Mart, Macon Early College, and the Macon County Library.

Multi-modal Considerations

Macon County Transit operates a fixed route bus service along US 23-441. Pedestrian facilities exist from US 441 Bus to Belden Circle (SR 1152) but need upgrading. See MACO00010-P for details. From Belden Circle to Wide Horizon Road (SR 1652), new pedestrian facilities are recommended. See MACO0002-P for details. US 23-441 does not currently accommodate bicyclist. State Bicycle Route 32 crosses US 23-441 along Wide Horizon Road. Improvements are recommended from Wide Horizon Road to Siler Road to provide access to Macon Early College. See MACO0002-B and MACO0037-B for details.

Public/ Stakeholder Involvement

During the Goals & Objectives (G&O) survey for this CTP, US 23-441, known as “441 south” and “Georgia Road,” was the highest mentioned problem location for the county. Respondents expressed the problems along US 23-441 using the following terminology: bottle neck, too many red lights, too many access roads, congested, unsafe, too many people trying to turn, too many lanes, it sets people up for accidents, not easy to maneuver, consider a median, middle turn lane is too dangerous, extremely dangerous, terrible, stop and go, crazy, disaster, gridlock, and ingress and egress are tragedies waiting to happen.

US 64 – NC 28

Proposed Improvements US 23-441 to Buck Creek Road (SR 1538)

ID No. MACO0002-H

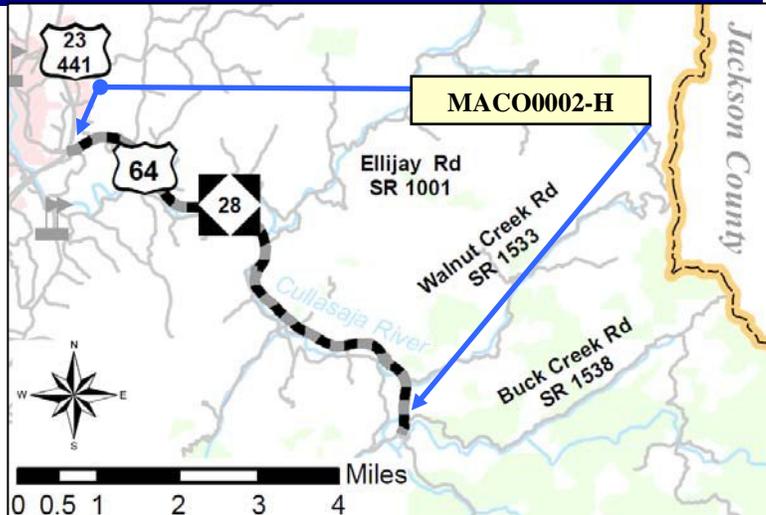
Last updated on:
10/25/2010

IDENTIFIED PROBLEM

Existing US 64 – NC 28 is projected to be over capacity in 2035. The purpose of this project is to maintain a Level of Service (LOS) D on the facility.

Justification of Need

US 64 connects Franklin to Highlands in southeast Macon County. It serves as a through route, as well as providing access to Ellijay Road (SR 1001), Walnut Creek Road (SR 1533), and, until 2010, Cullasaja Elementary School. Current volumes on US 64 are approximately 11,000 vpd and in 2035 will range from 18,900 vpd near US 23-441 to 16,900 vpd near Ellijay Road (SR 1001) compared to a capacity of 15,800 vpd. In the spring of 2010 Cullasaja Elementary School was closed and its classes relocated to other schools. Even with the closing of Cullasaja Elementary School, this facility is projected to be over capacity.



Community Vision and Problem History

The 1995 Franklin Thoroughfare Plan identified US 64 from US 23 to Bethel Church Road (SR 1517) as over capacity in the design year of 2020, and the 1997 Macon County Thoroughfare Plan identified US 64 from Bethel Church Road to Ellijay Road (SR 1001) as over capacity in the design year of 2025. At that time, a 5 lane alternative was opposed by the County Commissioners who thought a 3 lane configuration would be sufficient. Relative to this CTP, an alternative to use a cross section with more than 2 lanes is not deemed acceptable to the community.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP proposal would improve the roadway to 12-foot lanes from the US 23-64 bypass of Franklin to Buck Creek Road (SR 1536). This alternative was chosen over a major widening because of local preference. While not fully relieving traffic congestion, it was deemed acceptable to pursue minor upgrades that could serve as a stepping stone to meeting future needs if future CTP revisions continue to identify US 64 – NC 28 as a deficiency.

Natural & Human Environmental Context

Based on available GIS data, the project is in the vicinity of natural heritage sites. They are Wounded Darter (*Etheostoma vulneratum* – G3/S2 Vulnerable/ Imperiled) two sightings 100 and 225ft from the project, Olive Darter (*Percina squamata* – G3/S2 Vulnerable/ Imperiled) 500ft from the project, and Little Tennessee River Crayfish (*Cambarus Georgiae* G1/SC - Critically Imperiled/Special Concern) two sightings 50 and 100ft from the project. The project also runs along side or crosses the Cullasaja River, a designated trout stream, and is adjacent to two US Forest Service parcels.

Relationship to Land Use Plans

Development along US 64 – NC 28 is sparse. Commercial development is present alongside the road with residential access primarily provided by cross roads.

Linkages to Other Plans and Proposed Project History

US 64 – NC 28 is a Minor Arterial on the Federal Functional Classification System, and this stretch of US 64 – NC 28 is on the statewide tier of the North Carolina Multimodal Investment Network (NCMIN). US 64 – NC 28 is designated as a Major Thoroughfare in the Strategic Highway Corridor (SHC) Vision plan adopted by NCDOT. The 1995 Franklin Thoroughfare Plan identified US 64 from US 23 to Bethel Church Road (SR 1517) as over capacity in the design year of 2020 and recommended widening to a 5 lane cross section. The 1997 Macon County Thoroughfare Plan identified US 64 from Bethel Church Road to Ellijay Road (SR 1001) as recommended to be widened to a 5 lane cross section. That plan also recommended widening US 64 from Ellijay Road to Jackson County to 24 feet. Projects to add left turn lanes at future developments were recommended in the 1997 plan as a way to “delay the need to widen” US 64 – NC 28.

Multi-modal Considerations

Macon County Transit operates a subscription route that utilizes US 64 – NC 28 from Franklin to the old Cullasaja Elementary School, at the intersection with Ellijay Road (SR 1001), and other nearby destinations. The old school grounds serve as a proposed new location for a park-and-ride lot. Macon County Transit would like to extend service down US 64 – NC 28 to Buck Creek Road and eventually to the Town of Highlands. See MACO0001-T for more information on the transit recommendations. This area is also identified in the Macon County CTP as needing improvements to the bicycle facilities. The current shoulder ranges from 2 to 6 ft in width and is unpaved south of Rogers Road (SR 1560). This section of US 64 – NC 28 is used by a combination of state designated bike routes numbers 2, 33, and 37 for its entire length.

Public/ Stakeholder Involvement

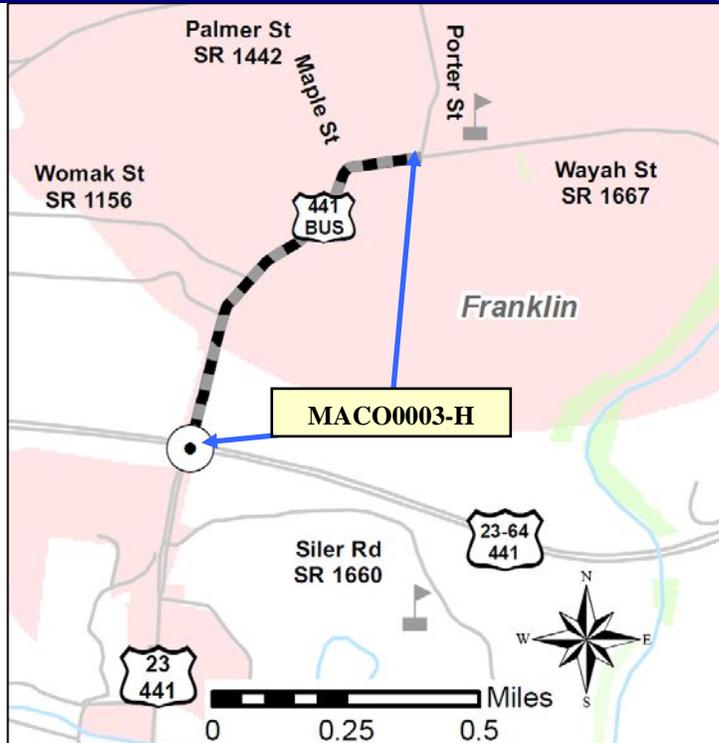
The Goals & Objectives (G&O) survey identified US 64 between Franklin and Highlands repeatedly. Issues include the lack of turn out lanes/bulbs for slow traffic, large volume of trucks, seasonal congestion, narrow winding turns, blind curves, congestion, improper passing, and poor signing. There was also public support for prohibiting trucks from taking the road through the gorge. This recommendation does not include the gorge because improvements were not deemed feasible. See project MACO0005-H, Buck Creek Road (SR 1538) for more details.

IDENTIFIED PROBLEM

Existing US 441 Bus is projected to be over capacity by 2035. The primary purpose of this project is to maintain a Level of Service (LOS) D on US 441 Bus.

Justification of Need

US 441 Bus is a four-lane facility from US 23-441 northward. It quickly narrows to two lanes before Womack Street (SR 1156). It continues past Maple Street before turning down Porter Street at the high school. The existing four-lane serves current and future traffic volumes, but the two-lane section from west of Womack Street to Porter Street is nearing its capacity of 14,100 vehicles per day (vpd) and is expected to exceed capacity in 2035 with volumes of 17,500 vpd.



The current traffic flow at two of the intersections along US 441 Bus is not primarily in a through motion. Instead, at the intersection of US 441 Bus and Maple Street, traffic is primarily moving between the southern and eastern legs. Similarly, the intersection of US 441 Bus, Porter Street, and Wayah Street features heavy movement between the western and northern legs. In support of the CTP, the Congestion Management group of NCDOT conducted an intersection study of these two intersections. That study, SP-2010-43, concluded that both intersections would be operating at LOS F on at least one approach in 2035 without improvements. For further information about Levels of Service (LOS) see Appendix E.

Community Vision and Problem History

This roadway is an important access route into the Town of Franklin and is designated a “Potential Gateway” in the 2008 Franklin Main Street Program. Improvements for this stretch of US 441 Bus were identified in the 1995 Franklin Thoroughfare due to capacity issues. The CTP Committee’s opinion is that widening would be costly in terms of the impacts to the human environment leading to the “do nothing” alternative for the roadway with only intersection improvements to improve flow. Additionally, the local desire for a solution prompted to the aforementioned intersection study.

CTP PROJECT PROPOSAL

Project Description and Overview

It is proposed that intersection improvements be made along US 441 Bus to improve traffic flow through three intersections. Improvements would start at US 23-64-441 and include the intersections with Womack Street, Maple Street, and Porter Street-Wayah Street. According to the Congestion Management study, the worst leg of the US 441 Business/Wayah Street and Porter Street intersection can be improved to LOS C in 2035 by utilizing a roundabout (traffic circle), and the worst leg of the US 441 Business/Wayah Street and Maple Street intersection can be improved to LOS D in 2035. These intersections are currently operating at LOS D and F respectfully.

Natural & Human Environmental Context

Based on available GIS data, the project is approximately 1000 ft from a sighting of New England Cottontail (*Sylvilagus transitionalis* G4 - Apparently Secure).

Relationship to Land Use Plans

The surrounding land use includes low density commercial and residential development. The northern intersection with Porter Street and Wayah Street is in the immediate vicinity of the Chamber of Commerce office, Smokey Mountain Pet Supply, and Franklin High School. The intersection with Maple Street features Resurrection Lutheran Church and Saint Francis of Assisi Catholic Church. Other development, while sparse, does not include large setbacks.

Linkages to Other Plans and Proposed Project History

US 441 Bus is a Minor Arterial on the Federal Functional Classification System, and is on the regional tier of the North Carolina Multimodal Investment Network (NCMIN). This stretch of US 441 Bus was identified in the 1995 Franklin Thoroughfare Plan as needing improvements due to capacity issues. The thoroughfare plan then recommended the facility be upgraded to include 12 ft lanes, turning lanes at Womack Street and Maple Street, as well as a center turn lane from Maple Street to Porter Street. In addition, the plan recommended a reconfiguration of the lanes between Porter Street and Harrison Avenue, which has been implemented.

Multi-modal Considerations

Macon County Transit operates both a fixed route bus circulator in Franklin and subscription routes that utilize US 441 Bus. This area is also identified in the Macon County CTP for improvements to the pedestrian facilities because it serves as the connection between downtown Franklin and the shopping centers along US 23-441.

Public/ Stakeholder Involvement

Resulting from the Goals & Objectives (G&O) survey, US 23-441 south of US 64 and downtown Franklin were identified as locations people went out of their way to avoid. This project terminates to the north and south of those areas. The intersection at Porter Street was also identified in regards to school traffic and congestion.

NC 28 – Highlands Road

Proposed improvements from US 441 to US 441 Bus

ID No. MACO0004-H

Last updated on:
10/25/2010

IDENTIFIED PROBLEM

Existing NC 28 is projected to be over capacity by 2035. The primary purpose of this project is to maintain a Level of Service (LOS) D on NC 28 – Highlands Road.

Justification of Need

Highlands Road currently serves as a major access route in eastern Franklin. The southern end of this segment ties into US 23-441 via an interchange. It then proceeds out from the city limits to southeast Macon County. The northern intersection with US 441 Bus is at the end of the downtown one-way pair. It serves through

traffic and traffic going to the businesses along the facility. The northern segment, from US 441 Bus to Crane Circle, has a four-lane cross section, and the majority of the roadway southward is a three-lane facility. The capacity of the three-lane portion is 16,100 vpd, and the projected 2035 volume is 17,000.

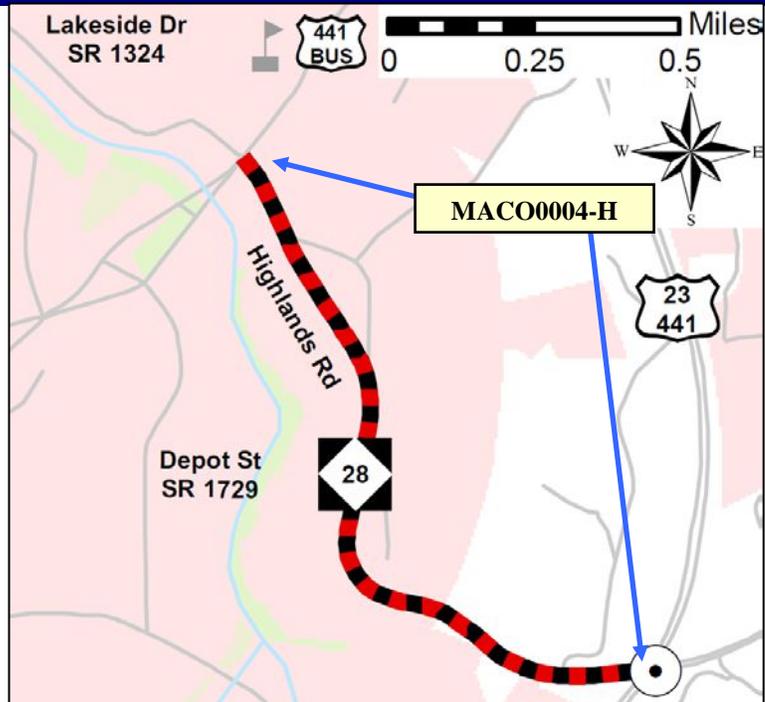
Community Vision and Problem History

During the development of this CTP, the Town of Franklin expressed a desire to widen NC 28 to a 4-lane divided boulevard. This roadway is an important access route into the Town of Franklin and designated a “Potential Gateway” in the 2008 Franklin Main Street Program. In that plan, access management controls were proposed along the entire stretch of NC 28 within the town limits including shrinking the number of driveway access points to 25 proposed locations. The 1995 Town of Franklin Thoroughfare Plan identified this segment of road as deficient in the design year of 2020.

CTP PROJECT PROPOSAL

Project Description and Overview

It is proposed that NC 28 – Highlands Road be widened to a 4-lane divided boulevard with limited control of access. The improved capacity of 31,900 vpd would be able to handle current and projected traffic volumes.



Natural & Human Environmental Context

Based on available GIS data, the project is approximately 450 ft from a sighting of Hellbender (*Cryptobranchus alleganiensis* G3/S3 – Vulnerable). It is also parallel to the Little Tennessee River and Cullasaja River with minimum distances of 500 and 1000 ft respectfully.

Relationship to Land Use Plans

Development along this facility is dense commercial land use. It includes shopping, restaurants, a car dealership, a bike shop, the flea market, and the Bi-Lo shopping center. The Bi-Lo shopping center is a major traffic generator and has one-way stop control access to NC 28.

Linkages to Other Plans and Proposed Project History

NC 28 – Highlands Road is a Minor Arterial on the Federal Functional Classification System, and this section of NC 28 is on the regional tier of the North Carolina Multimodal Investment Network (NCOMIN). The 1995 Franklin Thoroughfare Plan proposed to widen this roadway to a 12 ft section with shoulders to accommodate congestion and bicyclist.

Multi-modal Considerations

Macon County Transit operates both a fixed route bus circulator in Franklin and subscription routes that utilize NC 28. This area is also identified in the Macon County CTP as needing improvements to the pedestrian and bicycle facilities. The southern end of this project ties into bike route 37 while the northern one ties into bike route 30. The 2008 Franklin Main Street Plan includes recommendations for attached sidewalks and bike facilities. Beside the flea market there is also access to the Franklin Greenway.

Public/ Stakeholder Involvement

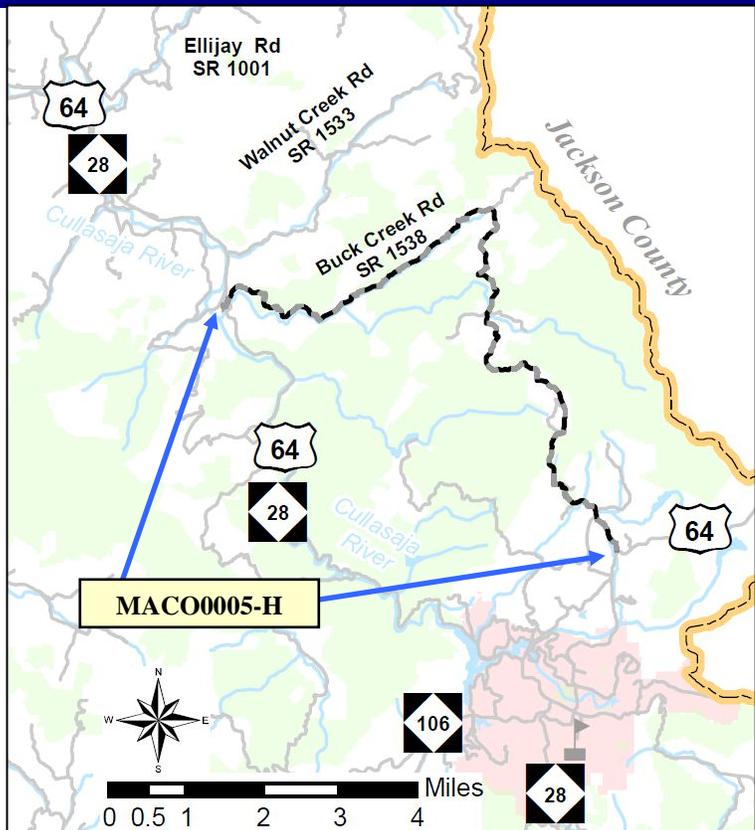
Resulting from the Goals & Objectives (G&O) survey, the ability to make a left out of the Bi-Lo shopping center was identified as a major problem. It is currently unsignalized, and many respondents requested a signal.

IDENTIFIED PROBLEM

The purpose of this project is to maintain mobility at a Level of Service (LOS) D between the Towns of Franklin and Highlands. The primary existing route between the towns, US 64 – NC 28, is projected to be near capacity in 2035, and improvement alternatives are limited.

Justification of Need

US 64 connects Franklin to Highlands in southeast Macon County. The section between Buck Creek Road and the Town of Highlands passes through the Cullasaja Gorge. That segment of road is 18 ft wide with no shoulder. In some locations, it has between a 25 and 90 degree cross slope. Additionally, two truck prohibitions exist for US 64 – NC 28. First, trucks with a gross vehicle weight in excess of 20,000 lbs. are prohibited from using US 23-441 east of Franklin to Jackson County for through trips. Second, no truck or trailer combinations with more than 4 axles can use US 23-441 between Walnut Creek Road (SR 1533) and NC 106 in Highlands.



The alternative to taking US 64 – NC 28 through the gorge is to take Buck Creek Road (SR 1538) over the mountain. Buck Creek Road is 18 ft wide with 2 to 4 ft unpaved shoulders. It currently operates below capacity with only 3,600 vpd using the facility. This is projected to increase to 5,000 vpd in 2035. The capacity of this road is 11,700 vpd.

Community Vision and Problem History

The 1997 Macon County Thoroughfare Plan recommended widening US 64 from Ellijay Road to Jackson County to a width of 24 feet. Buck Creek Road was not evaluated at that time. Community input through the G&O Survey identified US 64 through to Cullasaja Gorge as a problem area. Respondents also highlighted truck traffic.

CTP PROJECT PROPOSAL

Project Description and Overview

A TIP project, R-3623, is already underway to improve the first mile of Buck Creek Road from US 64 – NC 28. Division 14 expects to improve the roadway to 10 foot lanes with a 4 to 6 foot unpaved shoulder. Physical constraints may also require retaining walls. The CTP proposes extending these improvements to the entire facility between US 64 – NC 28 and US 64. For additional information about the current TIP project, please contact NCDOT's Division 14 Construction Engineer.

Natural & Human Environmental Context

Based on available GIS data, the project is approximately 10 ft from Timber Rattlesnake (*Crotalus horridus* G4/SC - Globally Secure but of Special Concern in North Carolina), 125 ft from a sighting of Little Tennessee River Crayfish (*Cambarus georgiae* G1/SC – Critically imperiled / Special Concern), 250 ft from Waterfan Lichen (*Hydrothyria venosa* G3/S3 – Vulnerable), Liverwort (*Cephaloziella spinicaulis* G3/S1 - Imperiled / Critically Imperiled), and a Rich Cove Forest, 300 ft from Southern Dung Moss (*Splachnum pennsylvanicum* G4/SH Globally Secure and Occurred in North Carolina historically), 350 ft from Dwarf Apple Moss (*Bartramidula wilsonii* G4/S1 – Globally Secure but Critically imperiled in North Carolina), and 450 ft from a High elevation granitic dome.

The portion of the project north of Cold Mountain Road (SR 1538) is parallel to the Buck Creek and Little Buck Creek trout streams. South of Cold Mountain Road the project crosses three streams all classified as trout streams and two serve as water supply sources for the Town of Highlands. The project also passes the Walking Fern Cover Registered Historic Area, runs parallel to the Cold Mountain US Forest Service Preserve, passes through approximately 2 miles of watershed, the southern 4,000 ft are within the Highlands Conservancy priority area, and the project passes through the Nantahala National Forest 5 times for approximately 4 miles of roadway.

Relationship to Land Use Plans

Development along this facility is sparse wooden residential. The majority of development is not on Buck Creek Road directly but on spur roads servicing it. The southern end of the project enters development related to the Town of Highlands including the Buck Creek Convention Center, Chestnut Hill Senior Living, and terminates at US 64 near the Highlands Cashiers Hospital.

Linkages to Other Plans and Proposed Project History

Buck Creek Road is not classified on either the Federal Functional Classification System or the North Carolina Multimodal Investment Network (NCMIN). The 1997 Macon Thoroughfare Plan analyzed Buck Creek Road and found it adequate.

Multi-modal Considerations

Macon County Transit does not currently operate a bus route between Franklin and Highlands. Project MACO0001-T aims to satisfy the need for such a route. At the

direction of Macon County Transit, the Buck Creek Road alternative was identified as preferable to US 64. Buck Creek Road is also identified as bike route 37 but no improvements were recommended because of the low volume.

Public/ Stakeholder Involvement

Buck Creek Road was identified five times in the Goals & Objectives (G&O) survey. Respondents were concerned with safety and maintenance along the facility.

Depot Street (SR 1729)

Proposed Improvements from US 441 Bus to Wayah Street (SR 1667)

ID No. MACO0006-H

Last updated on:
10/25/2010

IDENTIFIED PROBLEM

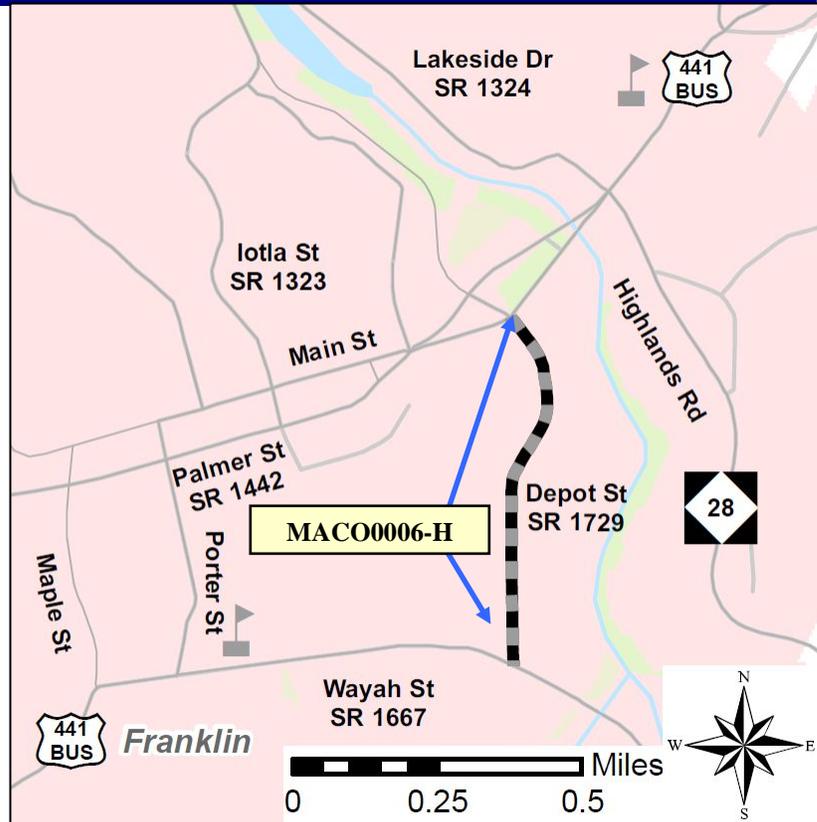
Existing Depot Street is projected to be over capacity in 2035. The purpose of this project is to maintain mobility on the facility.

Justification of Need

Depot Street is a two-lane, 20 foot wide, 35 mile per hour (mph) facility. It has a large number of driveway access points along it. The capacity is 13,600 vpd. Approximately 16,900 vehicles per day are projected in 2035.

Development along Depot Street is dense. As traffic volumes increase, mobility will suffer because opportunities for left turns will decrease.

Congestion was recognized as unavoidable due to limited construction options relative to the land use.



Community Vision and Problem History

The 2008 Franklin Main Street Program identified the need for access management and driveway removal on Depot Street. It also identified a desire for new attached sidewalks and new crosswalks. The 1995 Town of Franklin Thoroughfare Plan identified this segment of road as needing widening to accommodate bicycles and meet design goals.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP proposal of three-lane widening would require expanding NCDOT right-of-way (ROW) to 80ft from 60ft. The improved traffic flow would provide a capacity of 15,400 vpd, lower than the projected volume of 16,900 vpd. The center turn lane would remove vehicles waiting to make left turns. Through traffic would benefit without compromising access to the existing development. This improvement when combined with the recommendations from the Franklin Main Street Program is expected to preserve mobility at a level acceptable to the town.

Improvements tested that would also relieve congestion to a level of service (LOS) D would require more ROW and were deemed too costly in terms of the human environment impacts. With the proposed improvement, congestion would be held to 7% over capacity compared to 25% over capacity without improvement. Refer to Appendix H for more information on the alternatives studied.

Natural & Human Environmental Context

Based on available GIS data, the project is along the western edge of a Prehistoric and Historic Archeology Site.

Relationship to Land Use

The entire project has dense commercial and industrial development. This strip development contains several large traffic generators such as the US Post Office and the Franklin Press. Industrial sites include Nantahala Lumber which runs half the length of the project and the Franklin Machine Company.

Linkages to Other Plans and Proposed Project History

Depot Street is a Collector on the Federal Functional Classification System and is on the subregional tier of the North Carolina Multimodal Investment Network (NCMIN). The 1995 Franklin Thoroughfare Plan proposed widening Depot Street to a 24 ft section with shoulders to accommodate bicyclist and to enhance the functional design.

Multi-modal Considerations

Macon County Transit operates both a fixed route bus service circulator in Franklin and subscription routes that utilize Depot Street. This area is also identified in the Macon County CTP as needing improvements to the pedestrian facilities. State designated bike route number 2, "Mountain to the Sea" uses this section of Depot Street.

Public/ Stakeholder Involvement

Resulting from the Goals & Objectives (G&O) survey, respondents expressed the following problems along Depot Street: speeding traffic, narrow lanes, and a lack of sidewalks. Other respondents stated the road was a problem area without giving details. Both the northern intersection with Porter Street (US 441 Bus) and the southern intersection with Wayah Street were identified as problems. The Congestion Management Group of NCDOT conducted an intersection study of the southern intersection to evaluate the impacts of different intersection treatments. That study, SP-2010-48, concluded that the intersection would be operating at LOS F on at least one approach in 2035 without improvements and recommended installing a single lane roundabout.

**Wells Grove Road (SR 1667)
Proposed Improvements from Wayah Street (SR
1667) to Clarks Chapel Road (SR 1665)**

ID No. MAC0007-H

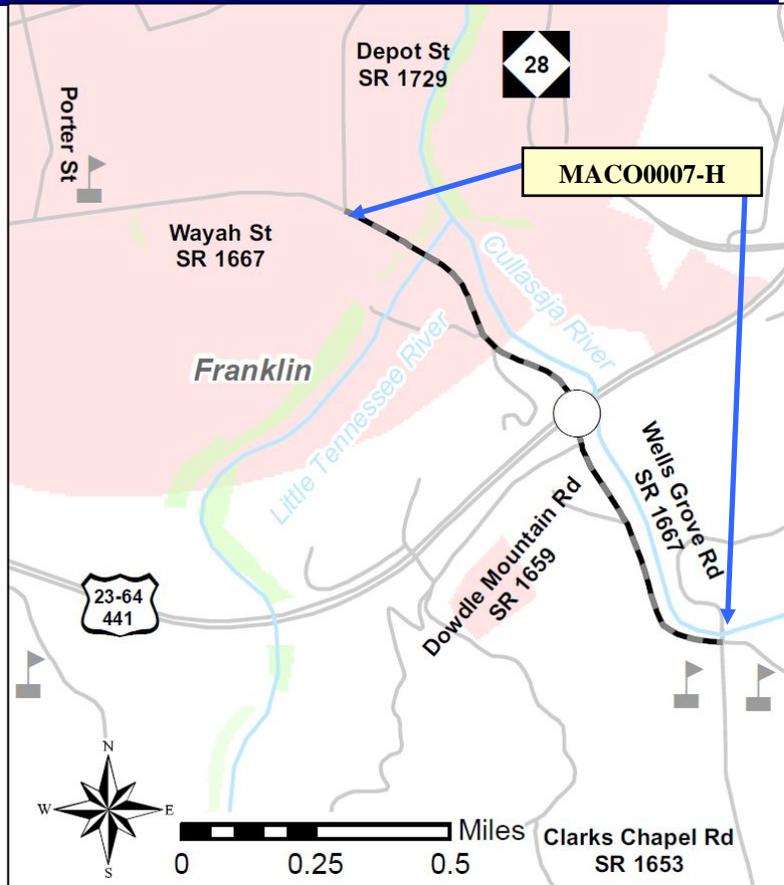
**Last updated on:
10/25/2010**

IDENTIFIED PROBLEM

Existing Wells Grove Road is projected to be at capacity in 2035. The primary purpose of improving Wells Grove Road is to maintain a Level of Service (LOS) D.

Justification of Need

Currently Wells Grove Road is a collector that serves the area south of Franklin, including Macon County Middle School. It is two-lanes, each of which is 9 feet wide, and has a posted speed limit of 45 mph. This facility has a capacity of 9,100 vpd. 2010 traffic is currently only 5,200 vpd but is expected to climb to 9,100 vpd in 2035. This expected growth does not include the relocation of some Cullasaja Elementary School classes to Mountain View Intermediate or the newly planned Walmart, both of which are expected to worsen the projected capacity deficiency.



In support of the CTP, Congestion Management conducted an intersection study for Wells Grove Road - Clarks Chapel Road and Wells Grove Road – Depot Street. That study, SP-2010-48, concluded that both intersections would be operating at LOS F on at least one approach in 2035 without improvements.

Community Vision and Problem History

The 1995 Franklin Thoroughfare Plan identified Wells Grove Road as both a state and county bike route. At that time no capacity deficiency was identified, but the facility was recommended for widening to 12 foot lanes and paved shoulders to “improve functional design and enhance the safety” on Wells Grove Road.

CTP PROJECT PROPOSAL

Project Description and Overview

The CTP recommendation is to widen Wells Grove Road (SR 1667) to full 12 foot lanes. Accommodations for bicyclist should also be included as this facility is part of the state designated bike route, "Mountain to the Sea." Intersection improvements at Dowdle Mountain Road (SR 1659), Clarks Chapel Road (SR 1665), and Wayah Street (SR 1667) – Depot Street (SR 1729) are also recommended. See MACON0006-H for more information about Depot Street.

Natural & Human Environmental Context

Based on available GIS data, the project is approximately 200 ft from sightings of Little Tennessee River Crayfish (*Cambarus georgiae* G1/SC - Critically Imperiled/ Special Concern) and Spottfin Chub (*Cyprinella monacha* G2/S1 – Imperiled/ Critically Imperiled). This project also runs beside the Cullasaja River/Elijay Creek Aquatic Habitat for most of its length with less than 100ft of separation, and is within the 100 year floor plain of the Cullasaja River.

Relationship to Land Use Plans

Development along Wells Grove Road is primarily residential with two major exceptions. A Wal-Mart has frontage property along Wells Grove Road, but access is provided by Dowdle Mountain Road. Wells Grove Road provides access to Mountain View Intermediate and the Macon County Middle School which is also designated as an emergency shelter.

Linkages to Other Plans and Proposed Project History

Wells Grove Road is an Urban Collector / Rural Minor Collector on the Federal Functional Classification System. This stretch of NC 28 is on the subregional tier of the North Carolina Multimodal Investment Network (NCMIN). The 1995 Franklin Thoroughfare Plan proposed widening Wells Grove Road to a 24 ft section with shoulders to accommodate bicyclist and to enhance the functional design.

Multi-modal Considerations

Macon County Transit operates a subscription route that utilizes Wells Grove Road. A fixed route also uses the northern stretch from Depot Street (1729) to Ulco Drive which is a distance of approximately 600 feet. This area is also identified in the Macon County CTP as needing improvements to the pedestrian facilities. State designated bike route number 2, "Mountain to the Sea" uses this section of Wells Grove Road.

Public/ Stakeholder Involvement

From the Goals & Objectives (G&O) survey, the southern end of Wells Grove Road, around Macon Middle School and Mountain View Intermediate was described as "extremely busy," "dangerous," and "a disaster." Also expressed was the difficulty of traveling during school hours because of the lack of alternatives.

US 19, Local ID: MACO0008-H

Existing US 19 from Cherokee County to Swain County has two 10 foot wide lanes, unpaved shoulders, and a speed limit of 35 mph. Current volumes and capacity are 4,100 vpd and 10,600 vpd respectfully. With an estimated 2035 traffic volume of 5,400 vpd, US 19 will not have capacity problems. However, US 19 has steep slopes in Macon County with over 69% of total length rating above 4.5 percent grade and 62% of the roadway is rated above 6.5 percent grade. The CTP proposes widening US 19 to 12 foot lanes and at least a 4 foot paved shoulder. Consideration should also be given to truck climbing lanes as US 19 is a designated truck route.

US 23-441, Local ID: MACO0009-H

Based on North Carolina's vision for mobility and connectivity, US 23-441 from Jackson County to Georgia does not meet the future mobility and connectivity needs in western North Carolina and into Georgia.

This facility is intended to provide mobility in Macon County and, ultimately, connectivity between Atlanta, GA and Asheville, NC. US 23-441 is part of the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and most recently updated on July 10, 2008. A portion of this facility currently operates as an expressway, and the remaining is proposed to be upgraded to an expressway. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility and connectivity.

US 64, Local ID: MACO0010-H

Based on North Carolina's vision for mobility and connectivity, US 64 through Macon County does not meet the future mobility and connectivity needs in western North Carolina and into Tennessee.

This facility is intended to provide mobility in Macon County and, ultimately, connectivity between Chattanooga, TN and Hendersonville, NC. US 64 is part of the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and most recently updated on July 10, 2008. From Clay County to West Old Murphy Road (SR 1448), the existing facility is a major thoroughfare and is proposed to be upgraded to a boulevard. From Buck Creek Road (SR 1538) to Jackson County, the existing facility is a major thoroughfare and is proposed to remain as a major thoroughfare with future improvements as needed. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility and connectivity.

NC 28, TIP No. R-2408B

Currently NC 28 is a two-lane facility with 10 foot lanes. The 2010 volumes of 7,000-8,600 vehicles per day (vpd) are not over capacity, but the 2035 projected volume of 13,600 vpd would exceed the existing capacity of 11,700 vpd. A TIP project, R-2408B, is currently underway to address this deficiency. This project will improve the roadway to 12 foot lanes with a 4 foot shoulder. For additional information about the Purpose and Need for TIP R-2408B, please contact NCDOT's Project Development and Environmental Analysis Branch (PDEA).

In August 2010, NC 28 received a Scenic Byway designation from the Board of Transportation, and therefore may see additional unforeseen growth not anticipated in this CTP. These changes would be captured in the next CTP update.

NC 106, Local ID: MACO00011-H

Existing NC 106 is projected to be near or over capacity in 2035. The purpose of this project is to maintain a Level of Service (LOS) D on NC 106. From US 64 to the Georgia State Line, NC 106 is a 2 lane, 18ft facility with a capacity of 11,700 vpd. Current traffic demand ranges from 5,800 to 8,900 vpd. Future traffic demand will range between 8,400 – 9,700 vpd outside Highlands and will be near capacity. Within the town limits future volumes will range between 13,500 and 15,400 vpd in 2035. The 2009 Downtown Highlands Parking and Circulation study identified NC 106 as a gateway location. As such, the recommended improvements were “a combination of wayfinding signage and island separator[s].” That study also identified the NC 106 intersections with Spring Street and US 64 – NC 28 as having a LOS C in 2030. The CTP proposes improving NC 106 to 12 foot lane widths with 4 foot paved shoulders where possible.

Cat Creek Road (SR 1513), Local ID: MACO0012-H

Cat Creek Road (SR 1513) from US 23-441 to Rabbit Creek Road (SR 1504) is a two lane facility with 9 foot wide lanes, 3 foot unpaved shoulders, and a 35 mph speed limit. While not expected to have capacity problems in the future, truck traffic was identified as a concern by the CTP committee. The CTP recommends widening to a 10 foot lane width and paved shoulders to address design concerns.

Hicks Road (SR 1545), Local ID: MACO0013-H

Hicks Road (SR 1513) from US 64-NC 28 to US 64 is a two lane facility with 9 foot wide lanes, 2 or 4 foot unpaved shoulders, and a 30 mph speed limit. While not expected to have capacity problems in the future, this road serves as an alternative route around the Town of Highlands and was recommended in the 1997 Highlands Thoroughfare Plan to be widened to 10 foot lanes to “improve the functional design and improve the safety of” the road. The CTP recommends widening to a 10 foot lane width and paved shoulders to address design concerns.

lotla Church Road (SR 1372), Local ID MACO0014-H

lotla Church Road from NC 28 to Burnington Rd (SR 1372) services the Macon County Airport, and is the location of the former lotla Elementary School campus which is being rebuilt at the time of the CTP. The current facility has 2 lanes each 9 feet in width, 3 foot unpaved shoulders, and a 35 mph speed limit. While not expected to have capacity problems in the future, school traffic was identified as a concern by the CTP committee. The CTP recommends widening to a 10 foot lane width and paved shoulders to address design concerns.

Old Murphy Road (SR 1442), Local ID: MACO0015-H

Existing Old Murphy Road (SR 1442) from Palmer Street to Sloan Road (SR 1175) has a pair of 10 foot wide lanes and a speed limit of 35 mph. Current volumes and capacity are 9,400 vpd and 15,800 vpd respectfully. The estimated 2035 volume is 15,300 vpd. To preserve a LOS D on Old Murphy Road, the CTP proposes improving to 12 foot lane widths with 4 foot paved shoulders.

Rabbit Creek Road (SR 1504), Local ID: MACO0016-H

Rabbit Creek Road from US 23-441 to Cat Creek Road (SR 1513) is a two lane facility with 9 foot wide lanes, 3-5 foot unpaved shoulders, and a 35 mph speed limit. While not expected to have capacity problems in the future, truck traffic was identified as a concern by the CTP committee. The CTP recommends widening to a 10 foot lane width and paved shoulders to address design concerns.

Siler Road (SR 1660), TIP No. R-4748

Currently, crossings of the Little Tennessee River around Franklin are limited to bridges on US 23-64-441, US 441 Bus, and Wayah Street (SR 1667). The US 441 Bus bridge is currently approaching capacity and is projected to exceed capacity in 2035. A TIP project, R-4748, is already underway to address this deficiency. The CTP recommendation is to extend Siler Road approximately 4,000 ft to Dowdle Mountain Road. The new facility is proposed to have 12 foot lane widths. For additional information about the Purpose and Need for TIP R-4748, please refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch (PDEA).

Siler Road (SR 1660) Local ID: MACO0017-H

Existing Siler Road (SR 1660) from US 23-441 to Macon Early College has two 10 foot wide lanes and a speed limit of 35 mph. TIP Project R-4748 is expanding Siler Road to Dowdle Mountain Road (SR 1659). This new facility will have 12 foot lanes. To preserve mobility on Siler Road the CTP proposes improving to 12 foot lane widths. Accommodations for bicycles and pedestrians should also be provided. See MACO0037-B and MACO0001-P

Sloan Road (SR 1175), Local ID: MACO0018-H

Existing Sloan Road (SR 1442) from Old Murphy Road (SR 1442) to US 64 has two 10 foot wide lanes and a speed limit of 35 mph. Current volumes and capacity are 5,000 vpd and 9,400 vpd respectfully. Sloan Road will be approaching capacity in 2035 with an estimated volume of 8,100 vpd. To preserve a LOS D on Sloan Road, the CTP proposes improving to 12 foot lane widths with 4 foot shoulders.

OTHER IMPROVMENTS

The following projects within the Town of Franklin's Extraterritorial Jurisdiction (ETJ) were identified at a planning level as potential targets for upgrading to current NCDOT design standards. These efforts should be coordinated through NCDOT's Highway Division 14 offices.

- **MACO0019-H:** Wayah Street (SR 1667) from US 441 BUS to Wells Grove Road (SR 1667)
- **MACO0020-H:** Womack Street (SR 1156) from US 441 BUS to Old Murphy Road (SR 1442)
- **MACO0021-H:** Main Street and Palmer Street from Porter Street to Depot Street
- **MACO0022-H:** Lakeside Drive (SR 1324) from US 441 BUS to Lake Emory Road (SR 1325)
- **MACO0023-H:** Lake Emory Road (SR 1325) from US 441 BUS to Lakeside Drive (SR 1324)
- **MACO0024-H:** Porter Street from Wayah Street (SR 1667) to Palmer Street

MINOR CONNECTORS

The 2008 Franklin Main Street Program identified several opportunities for new road locations. Some were to increase land access for development and others would be to improve traffic flow in town. The recommendations below are parallel to facilities identified in the CTP as having capacity deficiencies and have been incorporated into the CTP to increase connectivity and mobility.

- **MACO0025-H:** Depot Street Extension from Depot Street (SR 1729) to US 23-64-441 opposite Dowdle Mountain Road (SR 1659)
- **MACO0026-H:** Belleview Park Road Extension from Belleview Park Road (SR 1703) to Wells Grove Road (SR 1667)
- **MACO0027-H:** Wayah Street Extension from Wayah Street (SR 1667) to NC 28 – Highlands Road see MACO0002-H
- **MACO0028-H:** From NC 28-Highlands Road to US 23-441
- **MACO0029-H:** From NC 28-Riverview Street to Lakeside Drive (SR 1324) for more information see MACO0004-H
- **MACO0030-H:** From Iotla Street (SR 1323) to Main Street-US 441 Bus
- **MACO0031-H:** From Main Street to Palmer Street opposite Harrison Avenue

PUBLIC TRANSPORTATION AND RAIL

The Transit Element of the Macon County Comprehensive Transportation Plan is shown in Figure 1, Sheets 3 and 3A. Macon County Transit currently operates fixed and subscription bus routes in the county and provides out of county services as well. In accordance with the CTP vision of developing a multi-modal transportation plan, two new routes were identified as strategic new expansions for Macon County Transit.

- **MACO0001-T:** New bus route between the Town of Franklin and the Town of Highlands utilizing US 64 – NC 28 and Buck Creek Road (SR 1536).

- **MACO0002-T:** New bus route between the Town of Franklin and the Nantahala community utilizing Wayah Road (SR 1310).

Additionally, six locations were identified as potential park and ride lots. Two were constructed with 2009 American Recovery and Reinvestment Act funds during the CTP process. The other four are located at the following intersections:

- **MACO0003-T:** NC 28 and Sanderstown Road (SR 1335)
- **MACO0004-T:** US 23-441 and Coweeta Church Road (SR 1115)
- **MACO0005-T:** Wayah Road (SR 1310) and Junaluska Road (SR 1401)
- **MACO0006-T:** Ellijay Road (SR 1001) and US 64 – NC 28, possibly on the old Cullasaja Elementary School property

BICYCLE

The Bicycle Element of the Macon County Comprehensive Transportation Plan is shown in Figure 1, Sheet 4. In accordance with American Association of State Highway and Transportation officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

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

New Facilities:

- **MACO0001-B:** Siler Road (SR 1660) from Macon Early College to Dowdle Mountain Road (SR 1659). See R-4748 for details.

Improvement to Existing Facilities:

- **MACO0002-B:** US 23-441 from Wide Horizon Road (SR 1652) to Siler Road (SR 1660)
- **MACO0003-B:** US 64 – NC 28 from US 23-441 to Hicks Road (SR 1545)
- **MACO0004-B:** US 441 Bus from Lakeside Drive (SR 1324) to Wayah Road (SR 1667) Both Directions
- **MACO0005-B:** NC 28 from US 441 Bus – Main Street to Swain County
- **MACO0006-B:** NC 28 from US 441 Bus – Main Street to US 23-441
- **MACO0007-B:** NC 106 from the Georgia State Line to US 64
- **MACO0008-B:** Southards Road (SR 1133) from Skeenah Road (SR 1128) to US 64, also known as Alison Creek Road.
- **MACO0009-B:** West Dills Creek Road (SR 1303) from Southards Road (SR 1133) to W Old Murphy Road (SR 1448).

- **MACO0010-B:** W Old Murphy Road (SR 1448) from Southards Road (SR 1133) to Skeenah Road (SR 1128).
- **MACO0011-B:** Mullbery (SR 1104) from the Georgia State Line to US 23-441
- **MACO0012-B:** SR 1629 (Sam Corn Road - Perryman Cabe Road - River Valley Road) from the Georgia State Line to Middle Creek Road (SR 1635)
- **MACO0013-B:** Middle Creek Road (SR 1635) from US 23-441 to Perryman Cabe Road (SR 1629)
- **MACO0014-B:** Windy Ridge Road (SR 1684) from Perryman Cabe Road (SR 1629) to Tessentee Rd (SR 1636)
- **MACO0015-B:** Joe Bradley Road (SR 1632) from Perryman Cabe Road (SR 1629) to US 23-441
- **MACO0016-B:** Tessentee Road (SR 1636) from US 23-441 east to end of state maintenance.
- **MACO0017-B:** Brown Road (SR 1633) from US 23-441 to Joe Bradley Road (SR 1632)
- **MACO0018-B:** Brown Road (SR 1633) from US 23-441 to Joe Bradley Road (SR 1632)
- **MACO0019-B:** Hickory Knoll Road (SR 1653) from Tessentee Road (SR 1636) to Clarks Chapel Road (SR 1653)
- **MACO0020-B:** Clarks Chapel Road (SR 1653) from Hickory Knoll Road (SR 1653) to Prentiss Bridge Road (SR 1649)
- **MACO0021-B:** Prentiss Bridge Road (SR 1649) from Clarks Chapel Road (SR 1653) to Wide Horizon Drive (SR 1652)
- **MACO0022-B:** Riverside Road (SR 1644) from Hickory Knoll Road (SR 1653) to US 23-441
- **MACO0023-B:** Fulcher Road (SR 1655) from Clarks Chapel Road (SR 1653) to Clarks Chapel Road (SR 1653) Loop
- **MACO0024-B:** Frazier Road (SR 1656) from Fulcher Road (SR 1655) to Clarks Chapel Road (SR 1653)
- **MACO0025-B:** Pete McCoy Road (SR 1653) from Clarks Chapel Road (SR 1653) to Clarks Chapel Road (SR 1653) Loop
- **MACO0026-B:** Dowdle Mountain Road (SR 1659) from Clarks Chapel Road (SR 1653) to Wells Grove Road (SR 1667)
- **MACO0027-B:** C R Cabe Road (SR 1661) from Dowdle Mountain Road (SR 1659) to Dowdle Mountain Road (SR 1659) Loop
- **MACO0028-B:** Coweeta Lab Road (SR 1659) from US 23-441 to Ball Creek Road
- **MACO0029-B:** Coweeta Church Road (SR 1115) from Coweeta Lab Road (SR 1659) to US 23-441
- **MACO0030-B:** Bell Road (SR 1121) from Coweeta Church Road (SR 1115) to Pine Road (SR 1123)
- **MACO0031-B:** Pine Road (SR 1123) from Bell Road (SR 1121) to Bates Branch Road
- **MACO0032-B:** Addington Branch Road (SR 1122) from Coweeta Church Road (SR 1115) to South Skeenah Road (SR 1127)

- **MACO0033-B:** Skeenah Road (SR 1128) from Addington Branch Road (SR 1122) to South Skeenah Road (SR 1127)
- **MACO0034-B:** Stamey Mountain Road (SR 1134) from South Skeenah Road (SR 1127) to Belle Dondle Road (SR 1135)
- **MACO0035-B:** Belle Dondle Road (SR 1135) from Middle Skeenah Road to US 23-441
- **MACO0036-B:** Union School Road (SR 1136) from Middle Skeenah Road to Addington Branch Road (SR 1122)
- **MACO0037-B:** Siler Road (SR 1660) from US 23-441 to Macon Early College
- **MACO0038-B:** Olive Hill Road (SR 1387) from Airport Road (SR 1434) to Middle Burningtown Road
- **MACO0039-B:** Salder Mountain Road (SR 1372) from Burningtown Road (SR 1372) to Rose Creek Road (SR 1372)
- **MACO0040-B:** Onion Mountain Road (SR 1521) from Rabbit Creek Road (SR 1504) to Ellijay Road (SR 1001)
- **MACO0041-B:** Little Ellijay Road (SR 1528) from Walnut Creek Road (SR 1533) to Ellijay Road (SR 1001)
- **MACO0042-B:** Walnut Creek Road (SR 1533) from Little Ellijay Road (SR 1528) to US 64 – NC 28
- **MACO0043-B:** Cheney Lane (SR 1543) from Buck Creek Road (SR 1538) to Flat Mountain Road (SR 1544)
- **MACO0044-B:** Flat Mountain Road (SR 1544) from Cheney Lane (SR 1543) to US 64
- **MACO0045-B:** Horse Cover Road (SR 1603) from Fifth Street to US 64
- **MACO0046-B:** River Road (SR 1672) from US 64 – NC 28 to US 64 – NC 28 Loop
- **MACO0047-B:** Depot Street (SR 1729) from US 441 Bus to US 441 BUS
- **MACO0048-B:** Cat Creek Road (SR 1513) from US 23-441 to Saunders Road (SR 1516)
- **MACO0049-B:** Ferguson Road (SR 1507) from Rabbit Creek Road (SR 1504) to Saunders Road (SR 1516)
- **MACO0050-B:** Cart Slagle Road from Wayah Road (SR 1310) to US 64
- **MACO0051-B:** John Teague Road from Wide Horizon Drive (SR 1652) to US 64
- **MACO0052-B:** Bates Branch Road from Pine Road (SR 1123) to Addington Branch Road (SR 1122)
- **MACO0053-B:** Middle Skeenah Road from Belle Dondle Road (SR 1135) to Addington Branch Road (SR 1122)
- **MACO0054-B:** Middle Burningtown Road from Olive Hill Road (SR 1387) to Burningtown Road (SR 1372)
- **MACO0055-B:** Fifth Street from Horse Cover Road (SR 1603) to Highlands School
- **MACO0056-B:** Harrison Ave from US 441 Bus to Wind Gap Road (SR 1321)

PEDESTRIAN

Both the Town of Franklin and the Town of Highlands have existing plans that cover the pedestrian element. The Town of Franklin has the 2009 Franklin Main Street Program conducted by Wilbur Smiths Associates. This plan was confined to the central business district (CBD) of Franklin. The 2008 Town of Highlands Master Sidewalk Plan was also limited to the CBD. The Cowee Community has also received grant funds to improve the sidewalks around their school. The information from these pedestrian plans was incorporated into the CTP then built upon.

New Facilities:

- **MACO0001-P (Franklin):** Siler Road (SR 1660) from US 23-441 to Dowdle Mountain Road (SR 1659)
- **MACO0002-P (Franklin):** US 23-441 from Belden Circle (SR 1152) to Wide Horizon Road (SR 1652)
- **MACO0003-P (Franklin):** Dowdle Mountain Road (SR 1659) from Wells Grove Road (SR 1667) to Wiley Brown Road (SR 1662)
- **MACO0004-P (Franklin):** Wells Grove Road (SR 1667) from Dowdle Mountain Road (SR 1659) to Clarks Chapel Road (SR 1653)
- **MACO0005-P (Franklin):** A western loop including West Palmer Street (SR 1442), Old Murphy Road (SR 1442), Sloan Road (SR 1153), Carolina Drive (SR 1463), Roller Mill Road (SR 1154), and Orchard View Drive.
- **MACO0006-P (Franklin):** Lakeside Drive (SR 1324) from US 441 Bus to Lake Emory Road (SR 1324) and Lake Emory Road from Lakeside Drive to US 441 Bus.
- **MACO0007-P (Franklin):** Watauga Street and Dan Street from Lakeside Drive (SR 1324) to US 4421 Bus.
- **MACO0008-P (Highlands):** Oak Street from US 64 – NC 28 to First Street

Improvement to Existing Facilities:

- **MACO0009-P (Franklin):** US 441 BUS from Womack Street (SR 1156) to US 23-441
- **MACO0010-P (Franklin):** US 23-441 from US 441 Bus to Belden Circle (SR 1152)
- **MACO0011-P (Franklin):** US 441 BUS from NC 28 – Highlands Road to Dan Street
- **MACO0012-P (Franklin):** Wells Grove Road (SR 1667) from Depot Street (SR 1729) to Dowdle Mountain Road (SR 1659)

MULTIMODEL

Little Tennessee Greenway, Local ID: MACO0001-M

The Little Tennessee Greenway runs from Suli March at the intersection of Riverview Street (1462) and Arthur Drake Road in the north 4.7 miles to the Cartoogachaye Creek in the south. Currently the Greenway must cross the Little Tennessee River at US 421 Bus. The crossing includes a temporary trail, ramp, and two road crossings. A bridge replacement project B-5125 will address the issues directly related to it, but additional improvements will be needed from the south end of Morris Trace to the north end of the Old Airport Trail to maintain and improve connectivity and mobility.