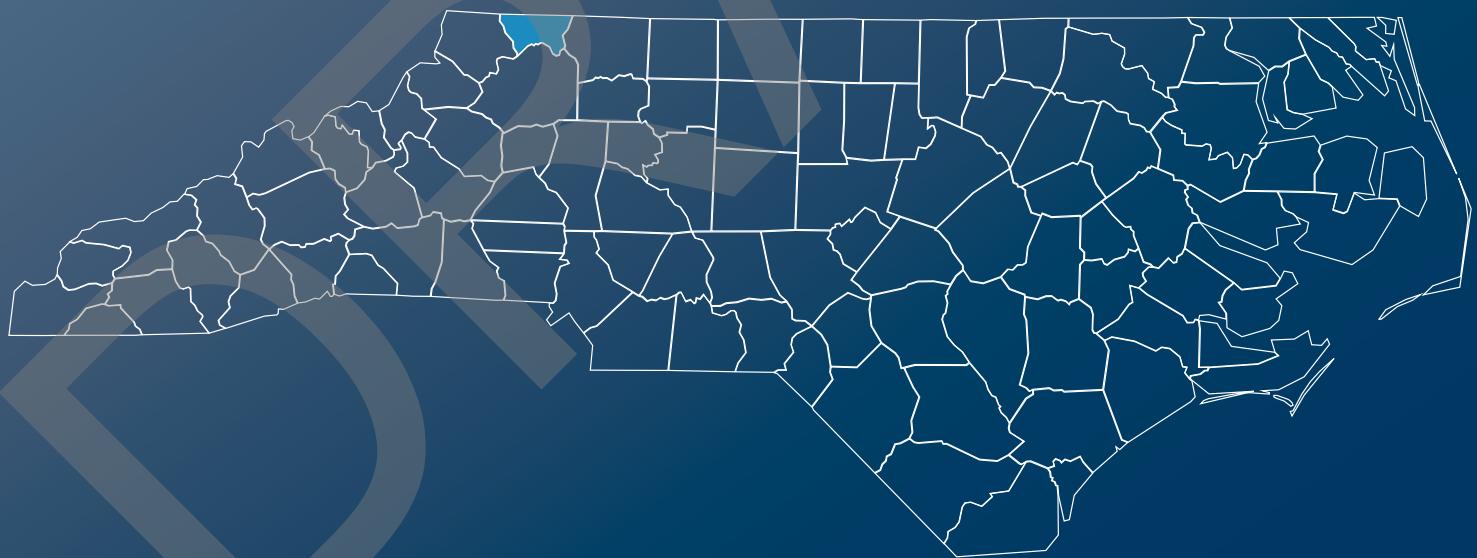


ALLEGHANY COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



NOVEMBER 2025

ACKNOWLEDGEMENTS

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

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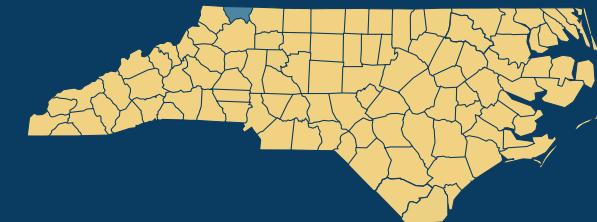
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[Click here to view Appendix](#)

EXECUTIVE SUMMARY

In 2024, the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Alleghany County, Town of Sparta, and the High Country Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Alleghany County.



The Alleghany County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 25-30 year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports, rail, and ferries, play significant roles in moving people and freight in North Carolina and in the CTP.

The Alleghany County CTP was adopted locally and by the North Carolina Board of Transportation in TBD.

This plan does not cover routine maintenance or minor operations issues. Refer to the [Contact Information Appendix](#) for contact information on these types of issues.

VISION

"Alleghany County envisions "a multimodal transportation plan that improves the safety and accessibility of the transportation system, ensures and improves connectivity for all modes of transportation, minimizing impacts to the human and natural environment, while enhancing the economic viability within the county and the region."

- Vision statement from the Alleghany County CTP Steering Committee

PLAN GOALS

- 🎯 Enhance pedestrian safety and upgrade sidewalks to ADA standards in the Sparta area.
- 🎯 Create a safe and inviting environment for pedestrian travel and provide off-road trails.
- 🎯 Improve sidewalk connectivity, provide more pedestrian signals and crosswalks.
- 🎯 Correct intersection sight distance and access problems.
- 🎯 Provide bicycle accommodation on routes with high bicycle traffic.
- 🎯 Improve roads which are travelled by large trucks.
- 🎯 Widen shoulders on steep and narrow roads.
- 🎯 Connect to other transit systems for longer distance bus travel.
- 🎯 Provide access to affordable transportation for those without cars.
- 🎯 Minimize the impact of the transportation system to homes and businesses.
- 🎯 Retain character of downtown area
- 🎯 Facilitate the movement of freight into and out of the county

STUDY APPROACH

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

ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Steering committee members	Total survey respondents	Survey comments	Draft plan presentations to Alleghany County CTP officials
26	164	120	February 3, 2025

Demographics

68.2% of respondents were age 45 and older.
 89.26% of respondents were Caucasian.
 81% of respondents own a home in Alleghany County.
 96% of respondents describe themselves as full-time residents.

ROADS: Respondents ranked 1.86 to 2.91 out of 5 that they feel the roads in Alleghany County are good compared to it is easy to move throughout Alleghany County without a car, respectively.

Respondents ranked 3.66 to 4.48 out of 5 that they willing to live with traffic during the busiest (peak) hours and high tourism months compared to favoring widening roads or adding more lanes to meet traffic demands, respectively.

PEDESTRIAN: Respondents ranked 3.15 to 3.63 out of 5 that they should have more sidewalks, multi-use paths/greenways, and crosswalks to be able to connect to their likelihood and willingness to use for important destinations, respectively.

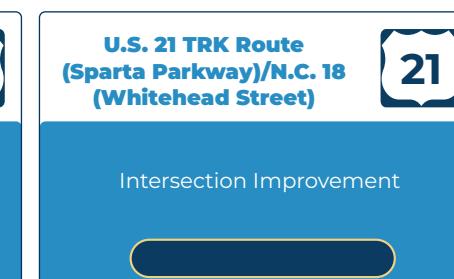
BICYCLE: Respondents ranked a 3.66 out of 5 that they prefer to ride a bike on a multi-use path/greenway or a path outside the road than to ride on the road to 3.16 out of 5 Bike lanes or paved shoulders should be included on roads where feasible.

PUBLIC TRANSPORTATION: Respondents ranked 2.75 out of 5 that Alleghany County should expand public transportation routes, stops and hours of service compared to 1.98 out of 5 that they are not likely to use public transportation unless they are connected to important destinations, respectively.

See [Chapter 2](#) for more on this topic.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Alleghany County CTP. They are not listed in any priority order and more information can be found in [Chapter 3](#) and in [Appendix X](#).



PROJECT PROPOSALS

There are proposals for intersection improvements, multimodal facilities, and to upgrade 8 highway facilities in Alleghany County. Refer to the CTP maps/ lists in [Project Proposals Appendix](#) for more details.

APPROVALS

This information will be added after mutual adoption.

Chapter ONE

Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT, the High Country Rural Planning Organization, Town of Sparta with the support of Alleghany County Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This should be used by 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. The CTP process is designed to provide useful information into the project development process.

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



STUDY GOALS AND OBJECTIVES

PROVIDE A SAFER TRANSPORTATION SYSTEM

Strive to reduce crashes among all modes and promote safe driving behaviors through speed enforcement, medians and other tools that allow for safe and reliable travel.

ENHANCE PEDESTRIAN SAFETY

and upgrade sidewalks to ADA standards in the Sparta area.

CREATE A SAFE AND INVITING ENVIRONMENT

for pedestrian travel and provide off-road trails.

IMPROVE SIDEWALK CONNECTIVITY

Provide more pedestrian signals and crosswalks.

CORRECT INTERSECTION SIGHT DISTANCE AND ACCESS PROBLEMS

Distance and access problems.

PROVIDE BICYCLE ACCOMMODATION

on bicycle accommodation on routes with high bicycle traffic.

IMPROVE ROADS

which are travelled by large trucks.

WIDEN SHOULDERS

on steep and narrow roads.

CONNECT TO OTHER TRANSIT SYSTEMS

for longer distance bus travel. Provide access to affordable transportation for those without cars. steep and narrow roads.

MINIMIZE THE IMPACT

of the transportation system to homes and businesses.

RETAIN CHARACTER

of downtown area.

FACILITATE THE MOVEMENT

of freight into and out of the county.

The Measures of Effectiveness are detailed in [Public Involvement Appendix](#).

CTP PROCESS SUMMARY

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

WINTER/SPRING 2024

Began analyzing existing conditions and initiate committee meetings and public outreach through the public input survey;

SUMMER 2024

Continued public outreach, review existing conditions, and reviewed survey results.

STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Alleghany County CTP. See the [Appendices](#) for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

[Complete Streets](#)

[Multimodal Statewide Freight Plan](#)

[N.C. Planning Facility Type](#)

[N.C. General Statute 136-66.2](#)

[N.C. Moves 2050 Plan](#)

[Statewide Logistics Plan](#)

[Strategic Transportation Corridors](#)

[Strategic Transportation Investments](#)

[Title VI in Public Involvement](#)

[Great Trails State Plan](#)

LOCAL POLICIES AND PLANS

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

[2012 Alleghany County CTP](#)

[May 2022 Town of Sparta Comprehensive Land Use Plan](#)

[2024 Alleghany County Strategic Plan](#)

[2014 High County Bike Plan](#)

THIS PLAN FEATURES:

A thorough analysis of current conditions and public feedback regarding various modes of transportation.

A list of recommendations.

Supporting documentation of the plan, study process, and recommendations.

A recommended comprehensive transportation network for Alleghany County.



Chapter TWO

Existing and Future Conditions

This chapter summarizes the current and future conditions of the transportation system in the Alleghany County CTP with consideration of public involvement.

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

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

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

PUBLIC, COMMUNITY, STAKEHOLDER INVOLVEMENT SUMMARY

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

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

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Alleghany County Steering Committee, the HCRPO, and Interagency Protocol contacts. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth in the [Socio-Economic Data Appendix](#). The responses received from the Interagency Protocol contacts revealed that there were no major concerns submitted during this study. A full summary of public outreach can be found in [Public Involvement Appendix](#).

COMMUNITY UNDERSTANDING

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

TYPES OF PUBLIC INVOLVEMENT USED

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

The steering committee was involved during the process using:

- Committee meetings
- E-mail and phone
- Surveys

The public was involved using:

- Study website
- Facebook notices
- Surveys (English and Spanish, online, paper)
- Coverage in local newspapers
- School system outreach
- Public Meetings
- Draft and final plan presentations

More information can be found in [Public Involvement Appendix](#).

WHAT WE HEARD



Highways

- Need to stop large semi-trucks from turning from Highway 18 onto Highway 21-Main Street at this intersection
- Congestion from school traffic (an extra lane could prevent this)
- Sparta - Require trucks to use bypass roads if not in downtown area



Bicycle & Pedestrian

- Sparta - Use bike lanes
- A greenway (multiuse path) around the town would be wonderful. Somewhere you can walk/bike and be in nature.
- Lack of sidewalks to schools, hospital, library, and parks
- Make pedestrian crossings more safe with signage

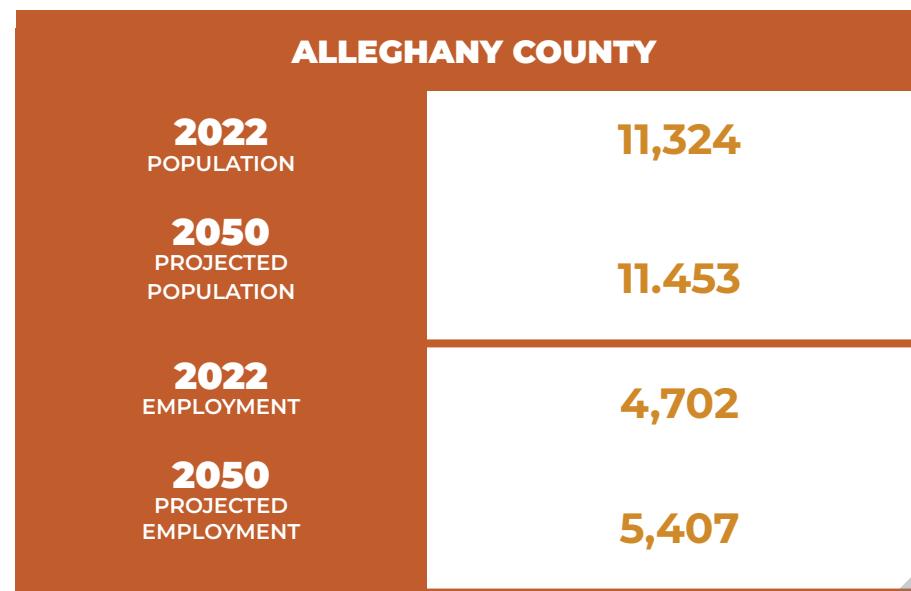


Public Transit

- Lack of public transportation, (needed for seniors)
- Alleghany in Motion is a great service although limited

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2022 to 2050. Growth in Alleghany County is expected to occur in the vicinity of Sparta, Glade, Piney Creek, and along the US 221 corridor, on the eastern end, inside the Sparta town limits. Growth is expected to be higher within the Extra-Territorial Jurisdiction (ETJ). They are also experiencing more construction in the Piney Creek area.



More information can be found in [Socio-Economic Data Appendix](#) about the methodology that was used to project the population and employment to 2050.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The 2024 Alleghany County Strategic Plan, adopted in 2024, meets that requirement.

TRANSPORTATION NETWORK SUMMARY

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

The following table shows specific highlights, and not a comprehensive list, of the transportation network. More detail, if applicable, can be found elsewhere in this chapter.

Primary North-South Roadways

U.S. 21/221, N.C. 113/18

Primary East-West Roadways

U.S. 21/221, N.C. 18/93

Strategic Transportation Corridors

N/A

Public Transportation Services (Demand Response)

Alleghany In Motion (AIM)

Fixed Route Bus

N/A

General Aviation Airports

N/A

Park and Ride Lots

N/A

Railroads (Freight)

N/A

Railroads (Passenger)

N/A

Primary Freight Movement

U.S. 21 and N.C.18

Sidewalks

Most located in and near downtown Sparta

Bicycle Lanes

N/A

Statewide Bicycle Routes

N.C. 4 travelling along U.S. 21

Greenways

N/A

Ferries

N/A

Each mode of travel covered by a comprehensive transportation plan has been independently analyzed for both current and forecast conditions.

HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

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

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2024-2033 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction.

Key highway capacity deficiencies for the Alleghany County CTP

📍 **There are no roadways approaching or over capacity**

2022 (base year) – Near capacity
2022 – Over capacity

📍 **There are no roadways approaching or over capacity**

2050 (future year) – Near capacity
2050 – Over capacity

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

Planning Level Intersection Assessment

Roadway intersections in Alleghany County were assessed using a high level of analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to [Transportation Planning Analysis Data Appendix](#) for definitions of any terms.

The major intersections identified for improvement in the CTP are:

- 📍 **U.S. 21 TRK (Sparta Parkway) and Grandview Dr**
- 📍 **U.S. 21 TRK (Sparta Parkway) and N.C. 18**
- 📍 **U.S. 221 and N.C. 113**

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The locations in Alleghany County which occurred between January 1, 2018, and December 31, 2022, are shown on [Figure 5](#). The CTP Steering Committee reviewed [Figure 5](#) and commented that Alleghany County crash incidents along U.S. 21 and N.C. 18 which should be alleviated with the recent improvements along this corridor.

Three intersections were identified during the development of this CTP and recommended for

improvements: U.S. 21 TRK (Sparta Parkway) and Grandview Dr; U.S. 21 TRK (Sparta Parkway) and N.C. 18; U.S. 221 and N.C. 113.

[Figure 11](#) shows bicycle crash locations and [Figure 12](#) show pedestrian crash locations.

Since safety concerns often need more immediate addressing than long range projects identified during a CTP, all public comments concerning safety received during the development of the Alleghany County CTP were shared with NCDOT Division 11 for review and consideration.

More discussion of Traffic Crashes can be found in [Transportation Multimodal Analysis Appendix](#).

Bridge Deficiency Assessment

There are 32 structurally deficient and functionally obsolete bridges that were identified. Of these, three are scheduled for improvements in the 2024-2033 State Transportation Improvement Program.

Refer to [Transportation Multimodal Analysis Appendix](#) for more detailed bridge deficiency information.



BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

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

The N.C. 4 Bike Route runs through Alleghany County from Yadkin County to the North Carolina State line. In Alleghany County, existing sidewalks are concentrated in the downtown areas. There are a few gaps in between sidewalk segments and other segments do not extend all the way to desired destinations. The Sparta Streetscape plan, the 2024 Sparta Walk Audit Report, and the 2012 Alleghany County CTP.

Refer to [Multimodal Analysis Appendix](#) if needed.



GOODS MOVEMENT / FREIGHT

Major generators of goods in the Alleghany County CTP were identified, along with their proximity to nearby major roadways. There are no rail services in Alleghany County.



Based on the data, most truck freight movement used the following roadways:

📍 U.S. 21

📍 N.C. 18

There are no highways in the Alleghany County part of the Primary Highway Freight System (PHFS). These facilities are based on freight tonnage and value, truck traffic, access factors and network connectivity. During the CTP process the need to efficiently move freight was considered, along with the interaction with other modes of travel. Most freight generators were clustered along U.S. 21 and N.C. 18.

Refer to [Freight Appendix](#) if needed.

PUBLIC TRANSPORTATION ANALYSIS SUMMARY

Alleghany County Transit has a public transportation service available throughout the county and out of county. Alleghany in Motion (AIM) is the public transportation system for Alleghany County. All services provided are demand response including subscription routes for local health and human service agencies.

AIM provides transportation for elderly and disabled, public, and medical transportation including approved Medicaid appointments. Employment transportation is provided in Alleghany County only.

The vision for the future of AIM is to provide services to all transit riders and improve the efficiency of the transit system through emerging technology, seamless transportation, and expansion of services. Long range expansions to the transit system being explored includes a seasonal route for the Town of Sparta.

Refer to [Multimodal Analysis Appendix](#) if needed.



Urban Transportation
(provide both rural and urban transportation)

None

Rural Transportation
(provide both local and rural transportation)

Deviated-fixed route and Demand-response services

Regional Transportation
(Operate in multiple areas of the state and connect multiple municipalities and counties)

None

Intercity Transportation
(Greyhound and Amtrak)

None

AIRPORTS

The Ashe County Airport is a public airport located 27.8 miles from downtown Sparta. The CTP project proposals were developed to ensure adequate transportation facilities provide access to the airports currently and in the future through the deficiency analysis. It operates from 8 a.m. to dusk with after-hours service available upon request. The table below shows airports near municipalities in this CTP.



Type of Airport	Name	Location	Distance
Public General Airport	Ashe County Airport	Jefferson, N.C.	27.8 miles
General Aviation, Corporate Aircraft, Air Charter Services, and Cargo	Winston-Salem Airport	Winston-Salem, N.C.	86 miles
Closest Passenger & International Service Airport	Piedmont Triad International Airport	Greensboro, N.C.	90 miles
Passenger & International Service Airport	Charlotte Douglas International Airport	Charlotte, N.C.	105 miles

Additional airport information, if needed.



Chapter THREE

CTP Project Proposals

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



Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in [Public Involvement Appendix](#).

NCDOT PROJECT DELIVERY PROCESS

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

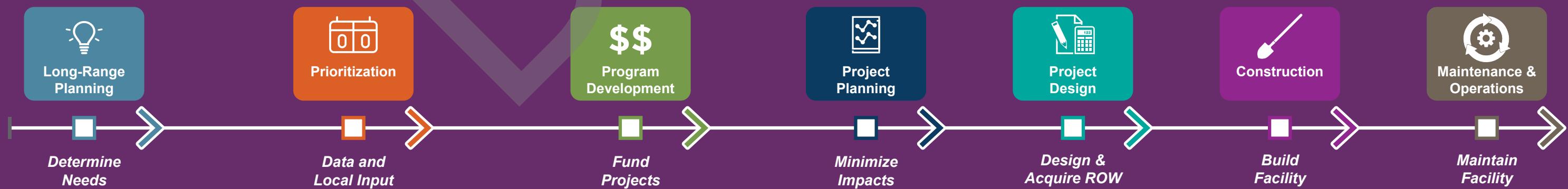
Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. The process includes getting feedback from the public and analyzing how a proposed project might affect people living and working in the area, along with its environmental impact.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

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



NCDOT PROJECT DELIVERY PROCESS



CTP PROJECT RECOMMENDATIONS

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

While the CTP does recommend possible solutions, called project recommendations, it may not represent the final location or cross-section and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

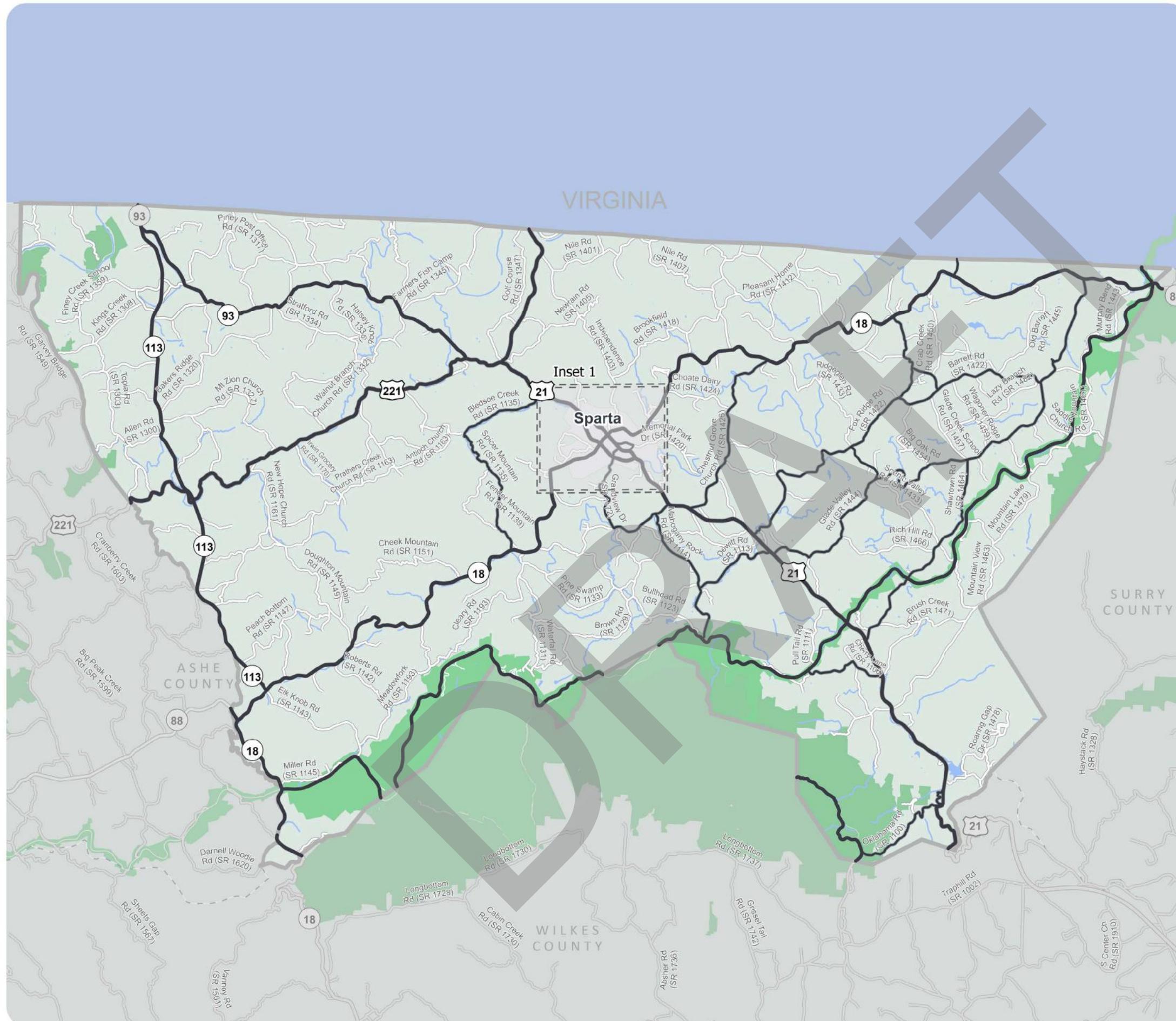
The list shown below is not in any priority order.

CTP MAPS

The mutually adopted Alleghany County CTP Maps are found in [Figure 1](#). Definitions of terms on these maps can be found in [Definition and Resources Appendix](#). The maps included are:

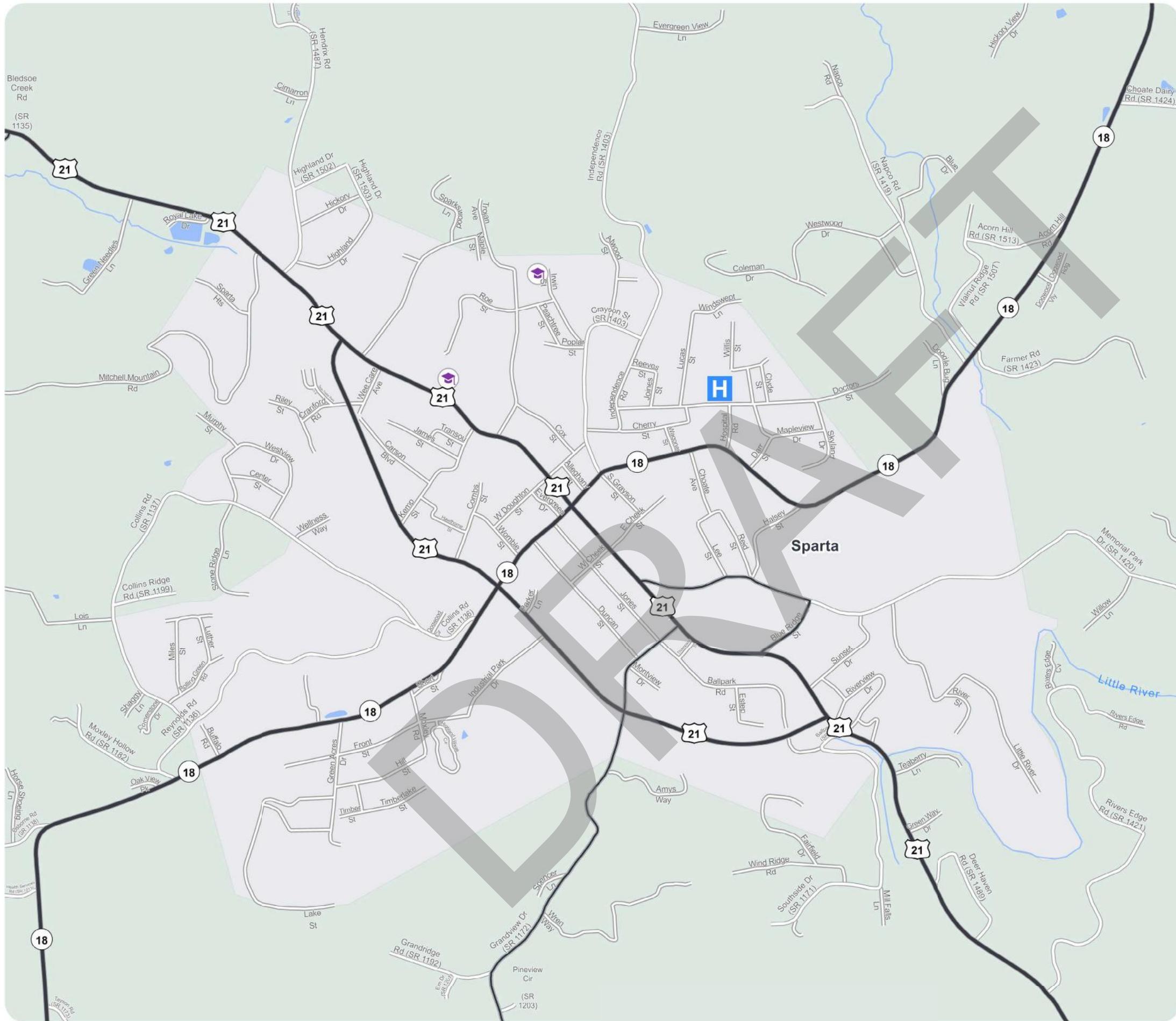
- 1 Facility Types and Control of Access
- 2 Highway Recommendations
- 3 Public Transportation Recommendations
- 4 Bicycle / Pedestrian Recommendations

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



FACILITY TYPES
Facility classifications for mobility and control of access planning through 2050





FACILITY TYPES

Facility classifications for mobility and control of access planning through 2050



ALLEGHANY COUNTY

Comprehensive Transportation Plan

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

	Planned on Existing	Planned on New Location
Freeway	=====	=====
Expressway (Multilane Divided)	=====	=====
Boulevard (Multilane Divided)	=====	=====
Major Thoroughfare (Multilane Undivided)	=====	=====
Major Thoroughfare (2 Lane)	=====	=====
Minor Thoroughfare	=====	=====

Other Features

Studied Roads

MPO Boundary

High Country REO



Full report at:
<https://tinyurl.com/AlleghanyCounty>

Sheet 1 of 1

Base map date: September 30, 2023

Legal Disclaimer

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

RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025

**HIGHWAY
RECOMMENDATIONS**
Proposals that address identified needs through 2050



ALLEGHANY COUNTY

Comprehensive Transportation Plan

Highway Features

Proposal ID #	Recommended On Existing	Recommended New Location
#	—	—
#	—	—
#	—	—
#	—	—
Access Management / Operations (e.g., add median)	—	—
Modernization (e.g., widen lanes, add turn lanes)	—	—
Other (e.g., safety, economic development)	—	—
Interchange	#	□
Bridge / Overpass	#	○
Intersection	#	△

Other Features

Studied Roads	
MPO Boundary	
High Country RPO	



Full report at:
<https://tinyurl.com/AlleghanyCounty>

0 0.5 1 2 3 4 Miles

Sheet 2 of 4

Base map date: September 21, 2023

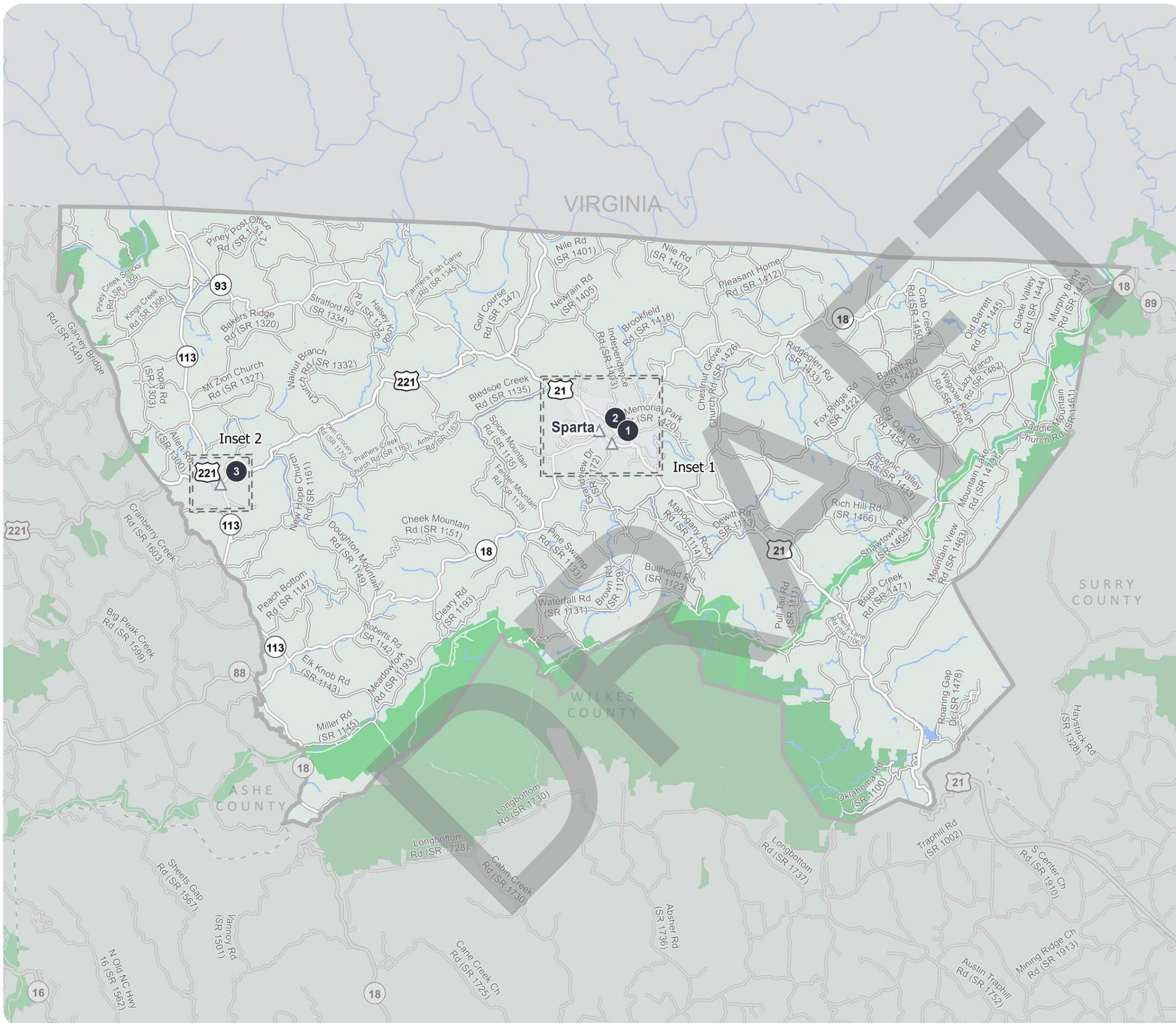
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RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

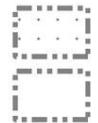


ALLEGHANY COUNTY INSET 1 AND INSET 2

Comprehensive Transportation Plan Highway Features

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

Other Features
Studied Roads



MPO Boundary

RPO Boundary



Full report at:

<https://tinyurl.com/AlleghanyCounty>

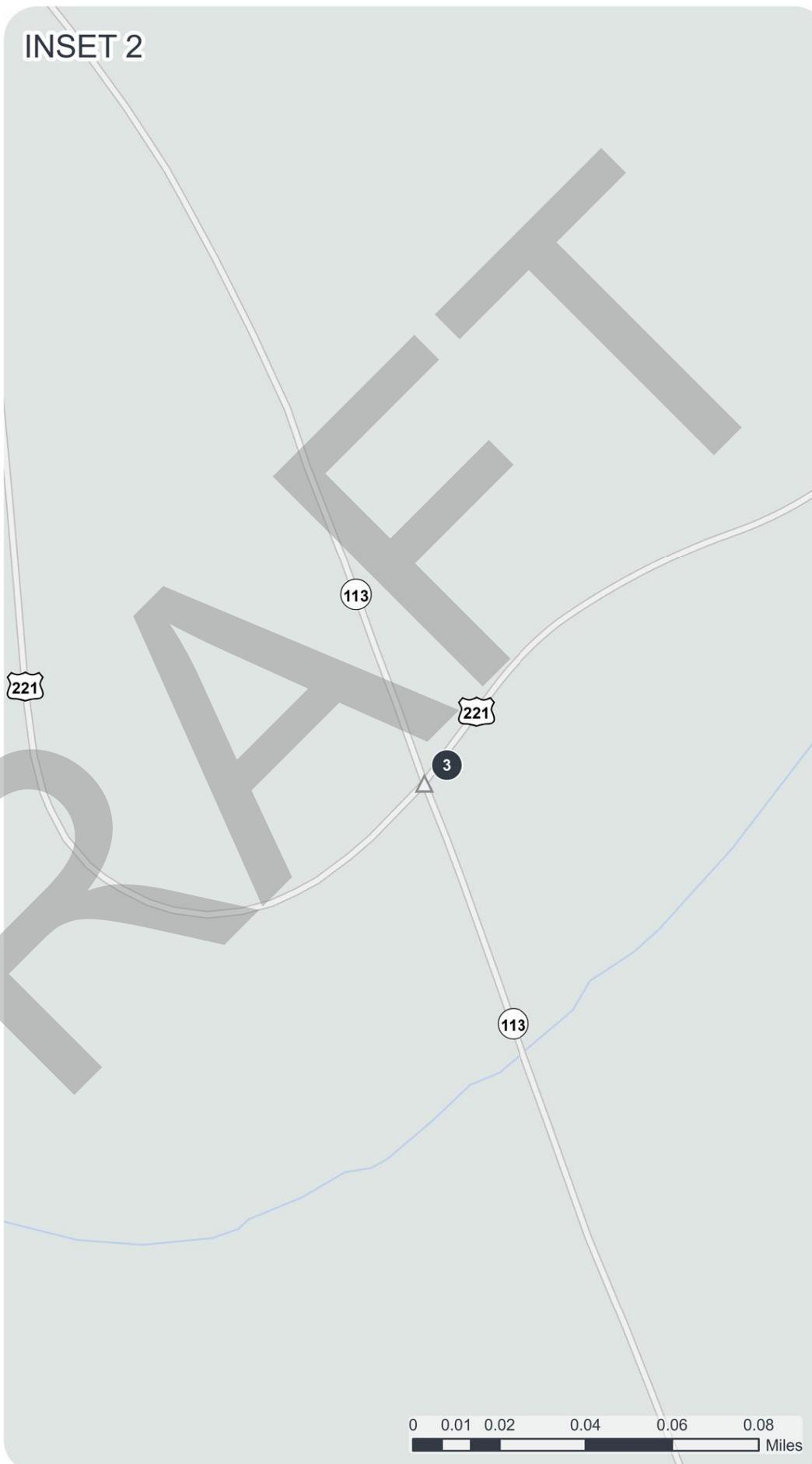
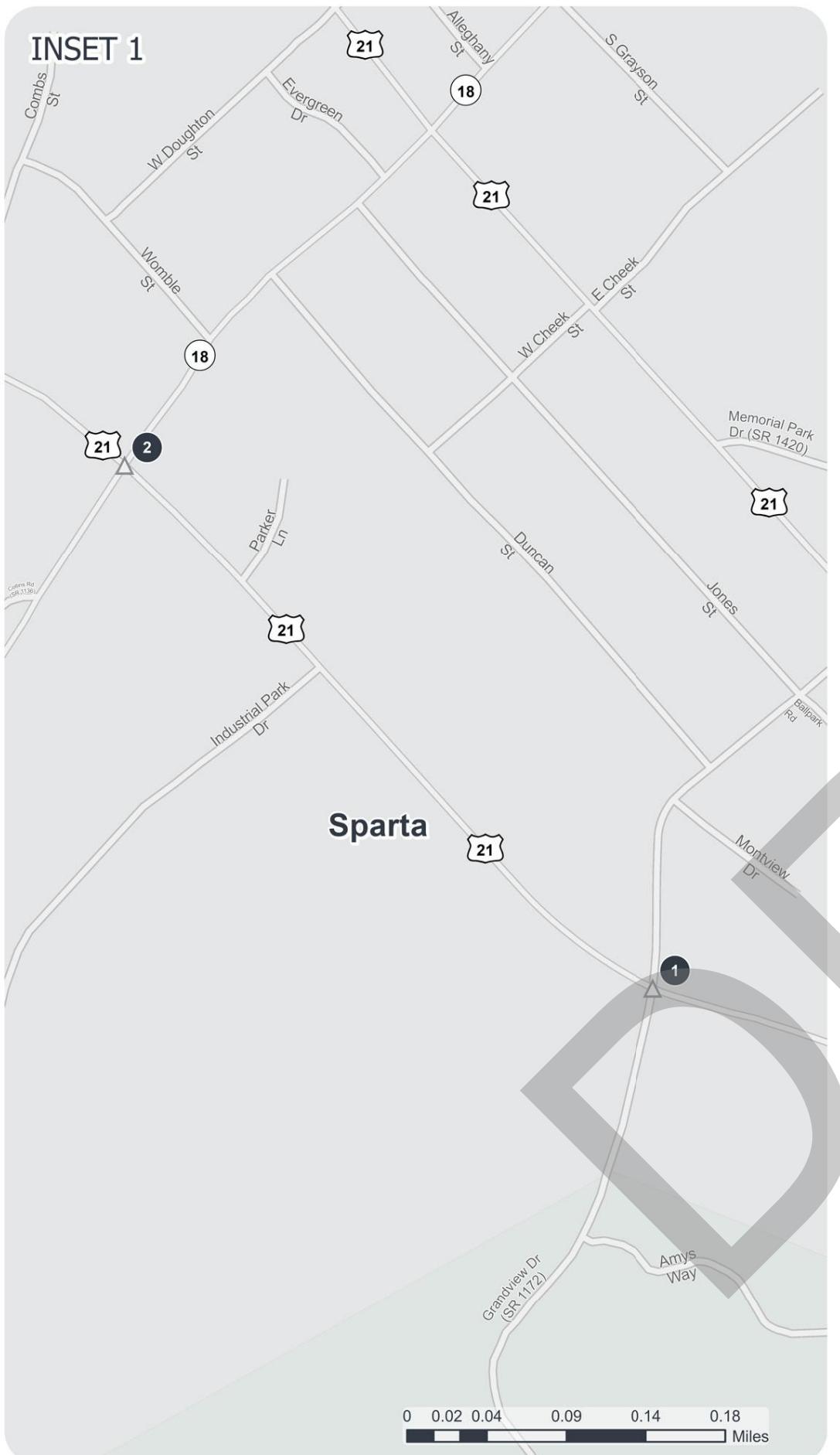
Sheet 2A of 4
INSET A

Base map date: October 02, 2019

Legal Disclaimer

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RECOMMENDED
WORKING COPY
Plan Date: January 03, 2025





Alleghany County Highway Recommendations

1

US 21 (Sparta Parkway)/Grandview Dr (SR 1172) Intersection Improvement:

0.0 miles

Intersection Improvement

2

US 21 (Sparta Parkway)/NC 18 (Whitehead Street) Intersection Improvement:

0.0 miles

Intersection Improvement

3

US 221/NC 113 Intersection Improvement:

0.0 miles

Intersection Improvement

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



**PUBLIC TRANSPORTATION
AND RAIL RECOMMENDATIONS**
Proposals that address identified needs through 2050



ALLEGHANY COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#	—
Regional Bus Corridors	#	—
Rural Fixed Bus Corridors	#	—
Fixed Guideway	#	—
Amtrak / Freight Route	#	—
Current Railroad	#	—
Transit Facility	#	—
Park and Ride Lot	#	—
Amtrak Station	#	—
Intermodal Terminal	#	—
MPO Boundary		
High Country RPO		
Studied Roads		
Denotes Highway Incidental	★	
State of North Carolina Department of Transportation		
Full report at:	https://tinyurl.com/AlleghanyCounty	
0 0.5 1 2 3 4	Miles	

Sheet 3 of 4

Base map date: September 21, 2023

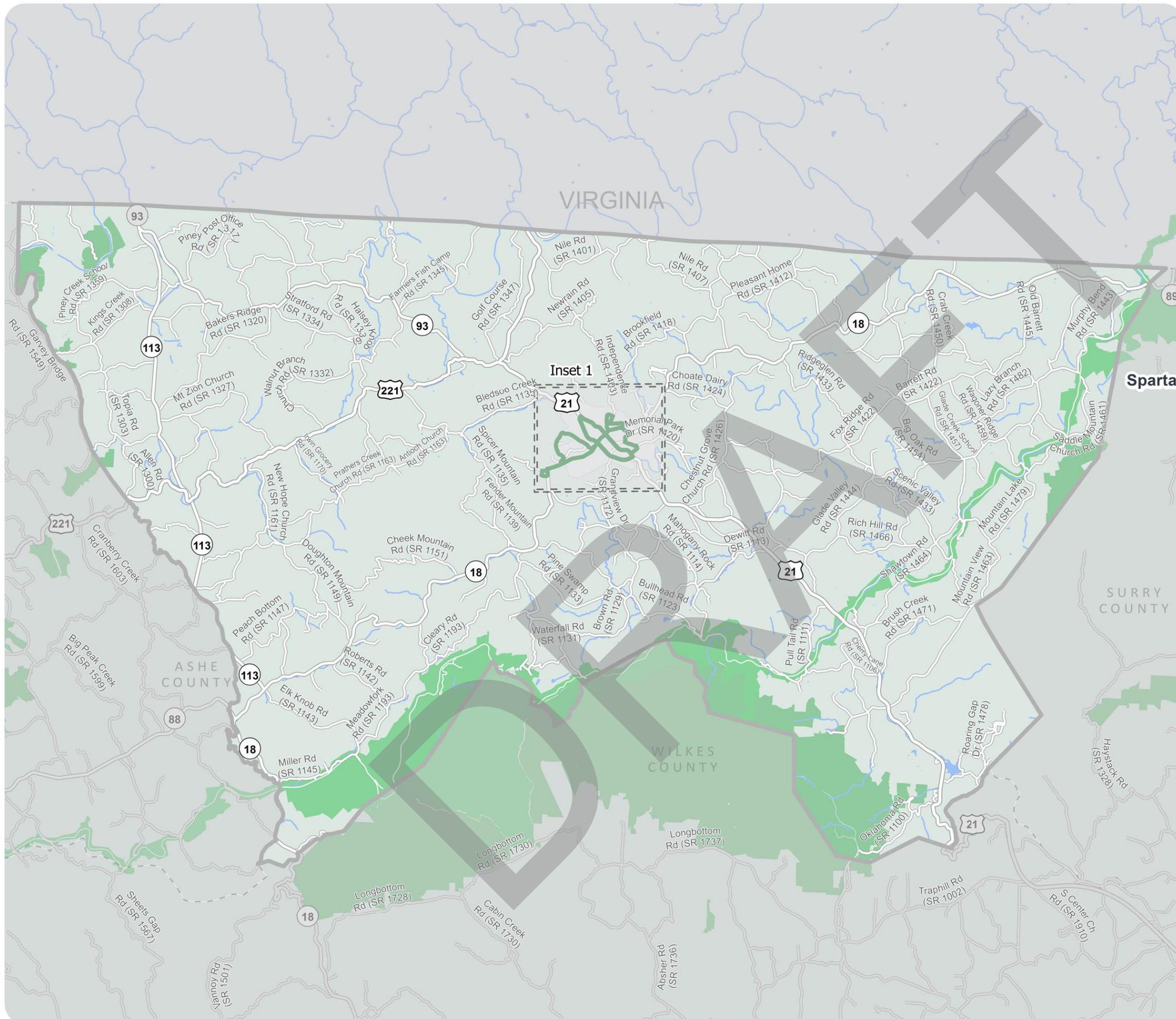
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RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050



ALLEGHANY COUNTY

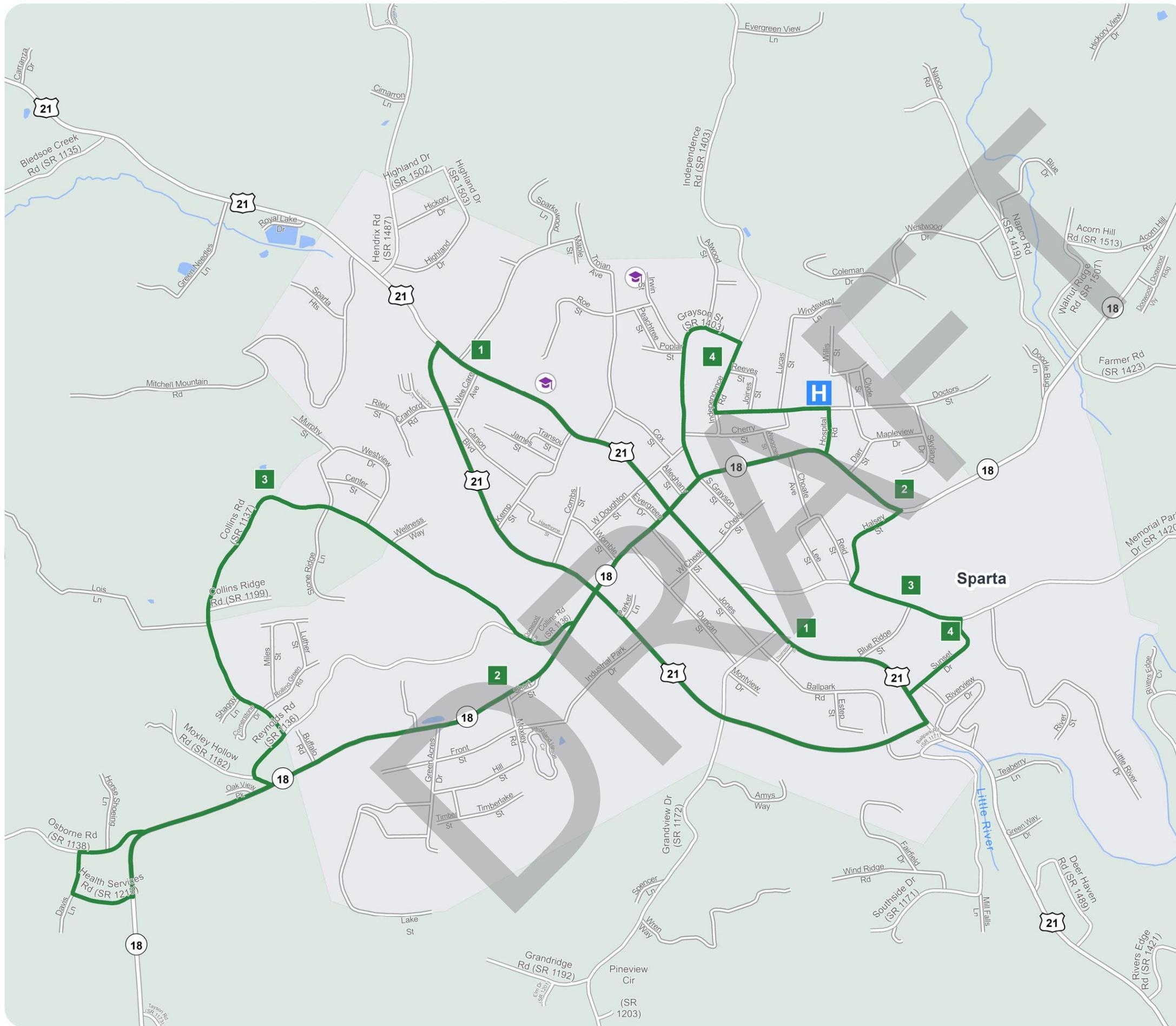
Comprehensive Transportation Plan

Public Transportation and Rail Features

Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#	—
Regional Bus Corridors	#	—
Rural Fixed Bus Corridors	#	—
Fixed Guideway	#	—
Amtrak / Freight Route	#	—
Current Railroad	#	—
Transit Facility	#	—
Park and Ride Lot	#	—
Amtrak Station	#	—
Intermodal Terminal	#	—
MPO Boundary	—	—
High Country RPO	—	—
Studied Roads	—	—
Denotes Highway Incidental	★	—

Full report at:
<https://tinyurl.com/AlleghanyCounty>

0 0.05 0.1 0.2 0.3 0.4 Miles



Sheet 3 of 4

Base map date: September 21, 2023

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RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025



Alleghany County Public Transportation and Rail Recommendations

1

Alleghany In Motion Deviated Fixed-Corridor:

3.21 miles

Deviated Fixed-Route proposed along U.S. 21

2

Alleghany In Motion Deviated Fixed-Corridor:

2.31 miles

Deviated Fixed-Route proposed along N.C. 18

3

Alleghany In Motion Deviated Fixed-Corridor:

2.86 miles

Deviated Fixed-Route proposed along State Roads

4

Alleghany In Motion Deviated Fixed-Corridor:

1.05 miles

Deviated Fixed-Route proposed along Local Roads

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



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ALLEGHANY COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

Proposal ID #	Existing	Recommended New Location
Bicycle	Yellow line	Orange line
Pedestrian	Blue line	Dark blue line
Bicycle and Pedestrian	Green line	Dark green line
Multiuse Path	Yellow line	Dark yellow line
Bicycle and Pedestrian Bridge	Black dot	Open circle
Denotes Highway Incidental	Star	

Other Features

- Studied Roads
- MPO Boundary
- High Country RPO



Full report at:
<https://tinyurl.com/AlleghanyCounty>

0 0.5 1 2 3 4 Miles

Sheet 4 of 4

Base map date: September 21, 2023

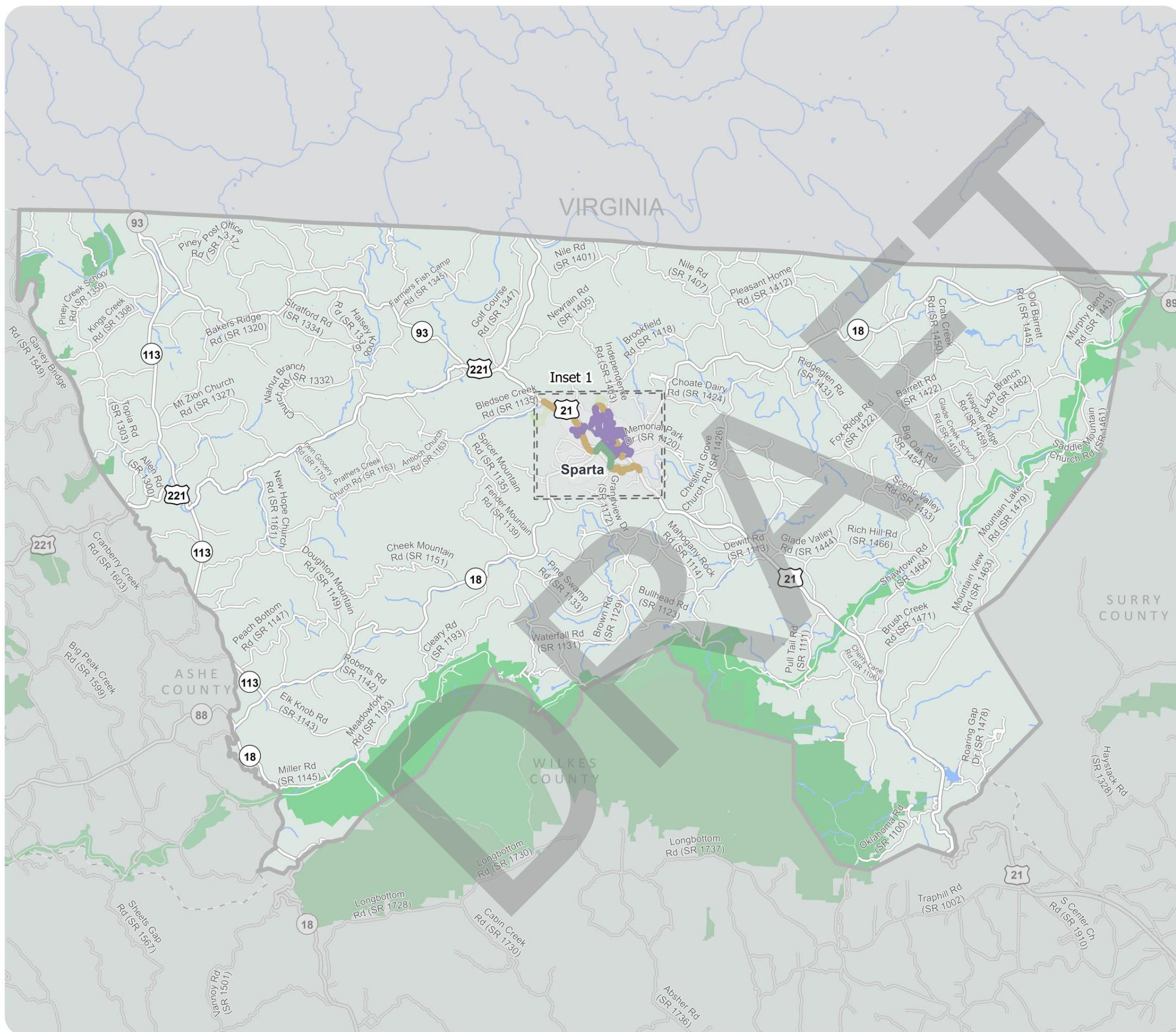
Legal Disclaimer

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RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050



ALLEGHANY COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

Proposal ID #	Existing	Recommended New Location
Bicycle	—	—
Pedestrian	—	—
Bicycle and Pedestrian	—	—
Multiuse Path	—	—
Bicycle and Pedestrian Bridge	#	—
Denotes Highway Incidental	○	●
★	★	★

Other Features

- Studied Roads
- MPO Boundary
- High Country RPO



Full report at:
<https://tinyurl.com/AlleghanyCounty>

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 4 of 4

Base map date: September 21, 2023

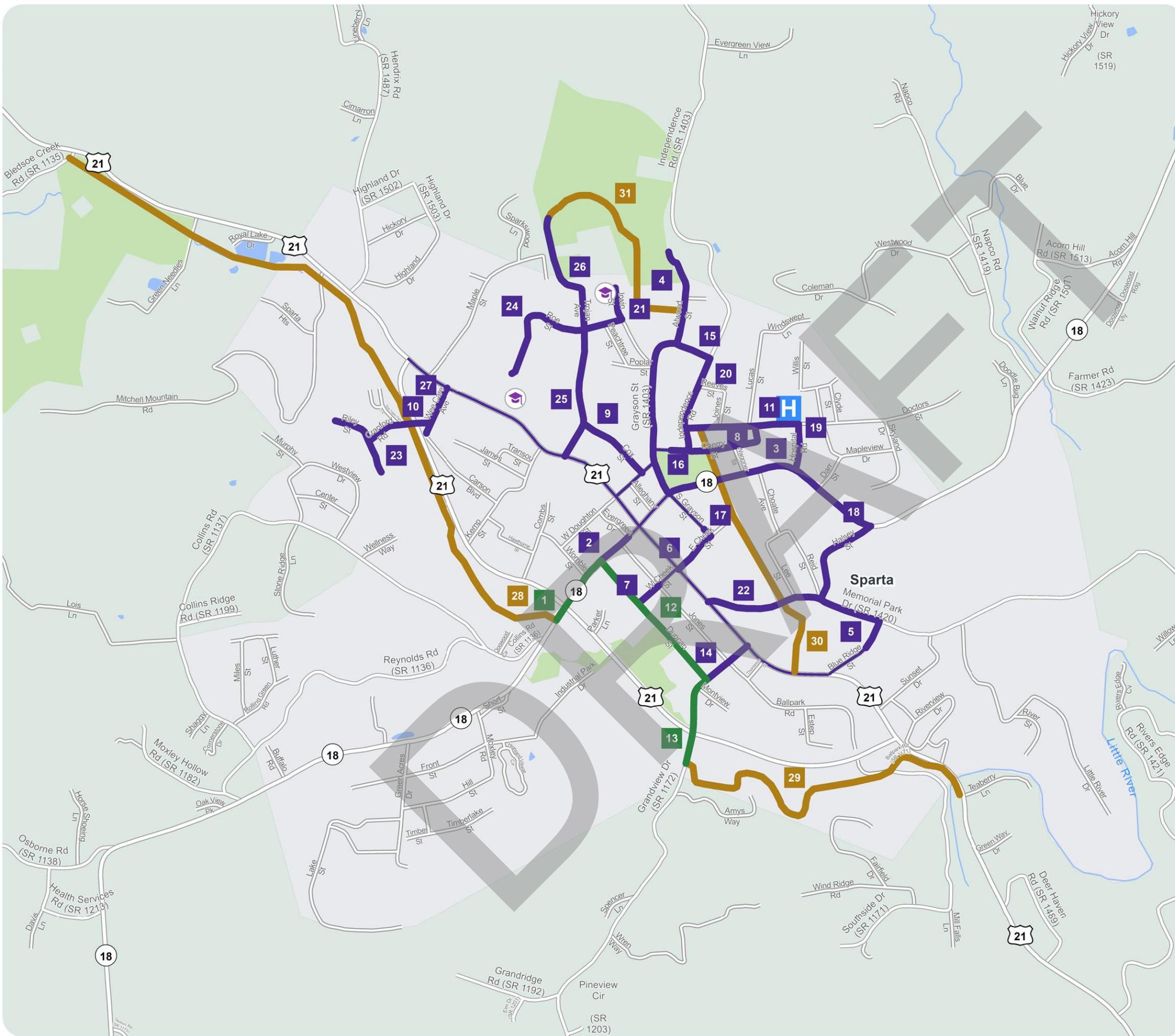
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RECOMMENDED

WORKING COPY

Plan Date: January 03, 2025



Allegany County Bicycle and Pedestrian Recommendations

1

NC 18 (Whitehead St) Shared Lane Recommendation:

From 200ft south of U.S. 21-TRK (Sparta Parkway) to Duncan St | 0.18 miles

This project recommends shared lane to accommodate bikers along the facility.

2

NC 18 (Whitehead St) Sidewalk Recommendation:

From Duncan St to Evergreen Dr | 0.09 miles

This project recommends pedestrian accommodations along the facility.

3

NC 18 (Whitehead St) Sidewalk Recommendation:

From Grayson St (SR 1403) to Hasley St | 0.53 miles

This project recommends pedestrian accommodations along the facility.

4

Atwood St Sidewalk Recommendation:

From Grayson St (SR 1403) to Dead End | 0.23 miles

This project recommends pedestrian accommodations along the facility.

5

Blue Ridge St Sidewalk Recommendation:

From 569 ft. South of Memorial Park Dr (SR 1420) to Memorial Park Dr (SR 1420) | 0.07 miles

This project recommends pedestrian accommodations along the facility.

6

E Cheek St Sidewalk Recommendation:

From U.S. 21 to S Grayson St (SR 1403) | 0.11 miles

This project recommends pedestrian accommodations along the facility.

7

W Cheek St Sidewalk Recommendation:

From Jones St to Duncan St | 0.13 miles

This project recommends pedestrian accommodations along the facility.

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



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



Cherry St Sidewalk Recommendation:

From Grayson St (SR 1403) to Doctors St | 0.24 miles

This project recommends pedestrian accommodations along the facility.

Cox St Sidewalk Recommendation:

From Trojan Ave to E Doughton St | 0.18 miles

This project recommends pedestrian accommodations along the facility.

Cranford Rd Sidewalk Recommendation:

From Wee Care Ave to Riley St | 0.16 miles

This project recommends pedestrian accommodations along the facility.

Doctors St sidewalk Recommendation:

From Independence Rd to Hospital Rd | 0.27 miles

This project recommends pedestrian accommodations along the facility.

Duncan St Shared Lane Recommendation:

From N.C. 18 (Whitehead St) to Grandview Dr (SR 1172) | 0.37 miles

This project recommends shared lane to accommodate bikers along the facility.

Duncan St Sidewalk Recommendation:

From N.C. 18 (Whitehead St) to Grandview Dr (SR 1172) | 0.37 miles

This project recommends pedestrian accommodations along the facility.

Grandview Dr (SR 1172) Shared lane Recommendation:

From Duncan St to 387 ft South of U.S. 21- TRK (Sparta Parkway) | 0.21 miles

This project recommends shared lane to accommodate bikers along the facility.

Grandview Dr (SR 1172) Sidewalk Recommendation:

From Duncan St to 387 ft South of U.S. 21- TRK (Sparta Parkway) | 0.21 miles

This project recommends pedestrian accommodations along the facility.

14

Grandview Dr (SR 1172) Sidewalk Recommendation: *From Duncan St to US 21 | 0.12 miles*

This project recommends pedestrian accommodations along the facility.

15

Grayson St Sidewalk Recommendation: *Independence Rd to 317 Ft North of Cherry St | 0.31 miles*

This project recommends pedestrian accommodations along the facility.

16

Grayson St Sidewalk Recommendation: *From 317 Ft North of Cherry St to N.C. 18 | 0.17 miles*

This project recommends pedestrian accommodations along the facility.

17

S Grayson St Sidewalk Recommendation: *From 120 ft. NW of E Cheek St to E Cheek St | 0.02 miles*

This project recommends pedestrian accommodations along the facility.

18

Halsey St Sidewalk Recommendation : *From NC 18 to Memorial Park Dr (SR 1420) | 0.24 miles*

This project recommends pedestrian accommodations along the facility.

19

Hospital Rd Sidewalk Recommendation: *From Doctors St to NC 18 (Whitehead St) | 0.11 miles*

This project recommends pedestrian accommodations along the facility.

20

Independence Rd Sidewalk Recommendation : *From Cherry St to Grayson St (SR 1403) | 0.23 miles*

This project recommends pedestrian accommodations along the facility.

21

Irwin St Sidewalk Recommendation: *From Roe St to Dead- End | 0.08 miles*

This project recommends pedestrian accommodations along the facility.

22

Memorial Park Dr Sidewalk Recommendation: *From US 21 to Blue Ridge St | 0.42 miles*

This project recommends pedestrian accommodations along the facility.

23

Riley St Sidewalk Recommendation: *Dead- End to Dead-End | 0.18 miles*

This project recommends pedestrian accommodations along the facility.

24

Roe St Sidewalk Recommendations : *From Irwin St to Dead End | 0.37 miles*

This project recommends pedestrian accommodations along the facility.

25

Trojan Ave Sidewalk Recommendation : *From US 21(Main St) to Roe St | 0.31 miles*

This project recommends pedestrian accommodations along the facility.

26

Trojan Ave Sidewalk Recommendation : *From Roe St to MUP | 0.3 miles*

This project recommends pedestrian accommodations along the facility.

27

Wee Care Ave Sidewalk Recommendation : *From US 21 to Cranford Rd | 0.12 miles*

This project recommends pedestrian accommodations along the facility.

28

Bledsoe Creek MUP:*From Justice Carlisle Higgins Fairgrounds and Agricultural Center to NC 18 | 1.71 miles*

This project recommends multiuse path accommodations along the facility.

29

Bledsoe Creek MUP 2 :*Grandview Dr (SR 1172) to Little River | 0.85 miles*

This project recommends multiuse path accommodations along the facility.



30

Crouse Park MUP:*From US 21 (Main St) to Doctors St | 0.64 miles*

This project recommends multiuse path accommodations along the facility.

31

Sam Brown Park MUP :*From Atwood St to Trojan Ave | 0.54 miles*

This project recommends multiuse path accommodations along the facility.

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

CTP APPROVALS

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

The below table shows all the areas that adopted or endorsed the Alleghany County CTP.

Area	Dates	Type
The Town of Sparta	February 4, 2025	Adoption
Alleghany County	February 3, 2025	Adoption
High Country Rural Planning Organization	March 19, 2025	Endorsement
N.C. Board of Transportation	November 6, 2025	Adoption

Adoption and endorsement resolutions are available in [Approval/Resolutions Appendix](#).

UNADDRESSED DEFICIENCIES

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

They are:

- Three highway network roads that are below standard
 - U.S. 221, N.C. 113, N.C. 93, N.C. 18, Glade Valley Road (SR 1444), Grandview Drive (SR 1172), and Pine Swamp Road (SR 1122).
 - There is a need to widen the above highway roads to address issues involving school buses, trucks and semi-trucks that have experienced sideview mirror crashes. There are vehicles that have sideview mirrors that extend past the regular extents.
- There is congestion along U.S. 21 (Main St) entering the Sparta Elementary School during peak hour drop-off and pick-up time.
 - During peak hours of pick-ups and drop-offs for students, congestion has extended along US 21 (Main Street), blocking the lane used for regular vehicular/modal traffic. Drivers along US 21 (Main Street) have been observed using the center turning lane as a passing lane to go around the congestion.

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

OTHER COMMUNITY INTERESTS

Occasionally, a Comprehensive Transportation Plan cannot satisfy all the varied needs of a community. This section identifies any local desires that did not meet the criteria to achieve a recommendation, or local interests that are outside of the scope of the plan.

They are:

- The Town of Sparta is very concerned about trucks on U.S. 21 (Main Street) that travel through the town headed to N.C. 18. The volume of trucks, combined with the existing and projected traffic, do not warrant a recommendation. The truck volumes in this area may be monitored.
- The Town of Sparta desires crosswalks, pedestrian signals, and ADA sidewalk ramps in their downtown area, based on information in the 2024 Sparta Final Walk Audit Report. These design considerations are beyond the scope of a CTP.
- The Town of Sparta and Alleghany County is very concerned about the intersection of U.S. 21 TRK (Sparta Parkway) and N.C. 18, that has had several crashes during the past several years, including one fatality in December 2015. These concerns have been forwarded to NCDOT Division 11 office. They have indicated that the intersection is being studied for possible improvements.

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

DISCLAIMER

This report documents the work of the Alleghany County Comprehensive Transportation Plan study. The N.C. Department of Transportation and any of the adopting/endorsing organizations of Alleghany County Comprehensive Transportation Plan:

- Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
- Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
- Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

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

DRAFT

