

**TENTATIVE AGENDA & MEETING NOTICE
BOARD OF COUNTY COMMISSIONERS**

**TUESDAY, MARCH 19, 2013
5:30 P.M.**

**WATAUGA COUNTY ADMINISTRATION BUILDING
COMMISSIONERS' BOARD ROOM**

TIME	#	TOPIC	PRESENTER	PAGE
5:30	1	CALL REGULAR MEETING TO ORDER		
	2	APPROVAL OF MINUTES: February 22 & 23, 2013, Special Meeting Minutes March 4, 2013, Special Meeting Minutes March 5, 2013, Regular Meeting March 5, 2013, Closed Session		1
	3	APPROVAL OF THE MARCH 19, 2013 AGENDA		15
5:35	4	BOARD OF EDUCATION REQUEST FOR LOTTERY FUNDS	MS. LY MARZE	17
5:40	5	PROPOSED AUDIT CONTRACT FOR FY 2013	MS. KATHY BROWN	21
5:45	6	PRESENTATION OF THE PROPOSED 2013 WATAUGA COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP)	MR. PHIL TREW & NC DOT REPRESENTATIVES	35
5:50	7	REQUEST FOR SUPPORT OF THE DELAYED HARVEST FISHERY	MR. KEVIN HINNING	167
5:55	8	COOPERATIVE EXTENSION MATTERS		
	A.	Presentation of Amended Watauga County Farmland Preservation Plan	MR. JIM HAMILTON	173
	B.	Amendments to the Watauga County Voluntary Farmland Preservation Program Ordinance	MR. KELLY COFFEY	195
6:00	9	REQUEST FOR ACCEPTANCE OF NC SENIOR MEDICARE PATROL GRANT/CONTRACT	MS. ANGIE BOITNOTTE	211
6:05	10	ECONOMIC DEVELOPMENT COMMISSION (EDC) FUNDING RECOMMENDATION	MR. JOE FURMAN & ARHS REPRESENTATIVES	235
6:10	11	MISCELLANEOUS ADMINISTRATIVE MATTERS	MR. DERON GEOUQUE	
	A.	Proposed Community Pride Week Proclamation		239
	B.	Boards & Commissions		243
	C.	Announcements		247
6:15	12	PUBLIC COMMENT		250
7:15	13	BREAK		250
7:20	14	CLOSED SESSION Attorney/Client Matters – G. S. 143-318.11(a)(3) Economic Development – G. S. 143-318.11(a)(4)		250
7:30	15	ADJOURN		

AGENDA ITEM 2:

APPROVAL OF MINUTES:

February 22 & 23, 2013, Special Meeting Minutes

March 4, 2013, Special Meeting Minutes

March 5, 2013, Regular Meeting

March 5, 2013, Closed Session

DRAFT**MINUTES**

**WATAUGA COUNTY BOARD OF COMMISSIONERS
SPECIAL MEETING, FRIDAY, FEBRUARY 22, 2013 &
SATURDAY, FEBRUARY 23, 2013**

The Watauga County Board of Commissioners held a special meeting on Friday, February 22, 2013, and Saturday, February 23, 2013, in order to conduct a retreat to review goals and objectives for the County. The meetings were held in the Commissioners' Board Room located in the Watauga County Administration Building, Boone, North Carolina.

PRESENT: Nathan Miller, Chairman
David Blust, Vice-Chairman
Billy Kennedy, Commissioner
John Welch, Commissioner
Perry Yates, Commissioner
Deron Geouque, County Manager
Margaret Pierce, Finance Director

Chairman Miller called the meeting to order on Friday, February 22, 2013, at 12:30 P.M., welcoming those in attendance.

The following topics were discussed:

LUNCH & OPENING REMARKS

MR. DERON GEOUQUE

FY 2013 REVIEW AND DISCUSSION OF 2014 BUDGET

MS. MARGARET PIERCE

- A. Revenues
- B. Expenditures
- C. Funding of Non-County Departments
- D. Debt Service Report
- E. Budget Calendar

SCHOOL BOARD FUNDING ISSUES

- A. Schools' Capital Improvement Plan
- B. FY 2014 Funding Needs

YMCA DISCUSSION

MR. BOB CONKLIN

TOURISM DEVELOPMENT AUTHORITY (TDA)

MR. MATT VINCENT & MR. WRIGHT TILLEY

HEALTH DEPARTMENT MATTERS

MS. BETH LOVETTE

LANDFILL ENERGY PROJECTS DISCUSSION

MS. LISA DOTY & MR. GED MOODY

- A. Report on Recycling and Methane to Electricity Project
- B. Review of Solar Energy Project

CALDWELL COMMUNITY COLLEGE & TECHNICAL INSTITUTE

DR. KENNETH BOHAM

TAX MATTERS

MR. LARRY WARREN

- A. Revaluation Update
- B. Motor Vehicle Billing

REVIEW OF CURRENT CAPITAL IMPROVEMENT PLAN (CIP)

MR. DERON GEOUQUE

- A. Current CIP Status Report
- B. Pool Status Report
- C. Future Projects for Consideration

A recess was declared at 5:30 P.M. The meeting reconvened on Saturday, February 23, 2013, at 9:00 A.M.

WATAUGA COMMUNITY HOUSING TRUST REPORT

MR. SCOTT EGGERS

ECONOMIC DEVELOPMENT MATTERS

MR. KEITH HONEYCUTT & MR. JOE FURMAN

- A. Economic Development Commission (EDC) Report/Discussion
- B. Appalachian Enterprise Center (AEC)

PLANNING AND INSPECTIONS MATTERS

MR. JOE FURMAN

- A. Watershed Regulations
- B. Update on Greenway Projects

EMS REPORT/DISCUSSION

MR. CRAIG SULLIVAN

CONSOLIDATED DISPATCH

MR. JEFF VIRGINIA

MISCELLANEOUS & COMMISSIONER MATTERS

MR. DERON GEOUQUE

- A. A Policy to Provide Preference to Local Vendors in Purchasing of Equipment and Supplies
- B. A Policy for Naming County Facilities
- C. Consolidated Department of Social Services (DSS) Board
- D. State Issues
- E. Commissioners Matters

The County Manager concluded the retreat by reviewing the issues addressed and seeking direction from the Board for Fiscal Year 2014.

Chairman Miller adjourned the meeting at 11:45 A.M.

VOTE: Aye-5
Nay-0

Nathan A. Miller, Chairman

ATTEST:

Deron Geouque, County Manager

DRAFT**MINUTES**

**WATAUGA COUNTY BOARD OF COMMISSIONERS
SPECIAL MEETING – INTERGOVERNMENTAL RETREAT
MONDAY, MARCH 4, 2013**

The Watauga County Board of Commissioners attended a special meeting on Monday, March 4, 2013, in the 5th Floor Lobby of the Appalachian Athletic Center on the campus of Appalachian State University, Boone, NC. The Intergovernmental Retreat agenda included presentations focused on High Country United Way's Vision Council process including reports from the Education, Health, and Income Councils. Those present were: Chairman Miller, Commissioner Kennedy, Commissioner Welch, Commissioner Yates, County Manager Deron Geouque, Clerk to the Board Anita Fogle, and Planning & Inspections and Economic Development Director Joe Furman. Others present were as follows:

- Appalachian State University Representatives: Clark Maddux, Todd Mortensen, Greg Lovins, and Susan McCracken.
- Town of Blowing Rock Representatives: Jim Steele, J. B. Lawrence, Scott Hildebran, Doug Matheson, and Sharon Greene
- Town of Boone Representatives: Rennie Brantz, Lynne Mason, and Kim Brown.
- Town of Seven Devils Representatives: Ed Evans, Larry Fontaine, Kay Ehlinger and Brad Lambert.
- High Country Council of Governments Representatives: Phil Trew.
- High Country United Way: Dick Jones, Gary Childers, Linda Slade, Nancy Reigel, Alice Salthouse, Bryan Belcher, Susan Jones, and Melissa Phillips (also representing Mayland Community College).
- Others: Kellen Moore, Watauga Democrat.

Mr. Phil Trew, High Country Council of Governments, called the joint meeting to order at 5:10 P.M. by welcoming everyone and calling for introductions.

After dinner was served, Mr. Trew introduced Ms. Nancy Riegel with the High Country United Way who gave a report included the following:

- High Country United Way (HCUW) wanted to change the way of funds were allocated to service agencies – shift from funding direct services to focusing on funding projects based on outcomes
- Used Buncombe County's recent process as guidance
- In September 2011, HCUW organized stakeholders to determine community focus
- Process covered Watauga and Avery Counties
- Three focus areas were determined – health, income, education
- Councils were formed to address each focus area
- Each council followed the same process – create vision, identify barriers, identify needed improvements, develop strategies to obtain improvements
- In 2013, 30% of HCUW funding will go to projects with community impact
- In 2014, 60% of HCUW funding will go to projects with community impact
- In 2015, 90% of HCUW funding will go to projects with community impact
- Each year, 10% of funding is reserved for emergency relief

Mr. Bryan Belcher and Ms. Alice Salthouse gave a report from the Health Council which included the following highlights:

- Health Council established three priorities:
 - Create an environment that supports health
 - Provide needed healthcare and resources
 - Reduce substance abuse
- 23% of Watauga County residents have no health insurance
- Working to establish a full-time Farmers Market
- Working on Project Lazarus (a prescription drug abuse prevention program)

Ms. Susan Jones, Mr. Joe Furman, and Ms. Lynne Mason gave a report from the Income Council which included the following highlights:

- Income Council wants to address both income of citizens, and cost of living
- Income Council established three priorities:
 - Create affordable housing
 - Attract, obtain, and maintain diverse industries
 - Create sufficient affordable healthcare
- Watauga Community Housing Trust has been established as a non-profit to provide “workforce” housing
- A Housing Summit is being planned for early Summer 2013
- The Watauga County Economic Development Commission’s Annual Economic Development Summit is scheduled for April 17, 2013 in Blowing Rock

Dr. Dick Jones, Mr. Gary Childers, and Ms. Melissa Phillips’ gave a report from the Education Council which included the following highlights:

- Education Council established three priorities:
 - Expand non-traditional education opportunities
 - Increase/change perception of value of education
 - Increase collaboration to align resources
- Watauga County has a 15% dropout rate
- Education Council is not using (lack of) funding as an excuse for educational barriers
- Availability/cost of childcare is barrier to adult education

Mr. Trew stated that the date and time for the next Intergovernmental Retreat would be announced when scheduled.

The meeting was adjourned at 6:55 P.M.

Nathan A. Miller, Chairman

ATTEST:

Anita J. Fogle, Clerk to the Board

DRAFT**MINUTES****WATAUGA COUNTY BOARD OF COMMISSIONERS
TUESDAY, MARCH 5, 2013**

The Watauga County Board of Commissioners held a regular meeting on Tuesday, March 5, 2013, at 8:30 A.M. in the Commissioners' Board Room of the Watauga County Administration Building, Boone, North Carolina.

PRESENT: Nathan Miller, Chairman
David Blust, Vice-Chairman
Billy Kennedy, Commissioner
John Welch, Commissioner
Perry Yates, Commissioner
Stacy Eggers, IV, County Attorney
Deron Geouque, County Manager
Anita J. Fogle, Clerk to the Board

Chairman Miller called the meeting to order at 8:34 A.M.

Vice-Chairman Blust opened the meeting with a prayer and Commissioner Yates led the Pledge of Allegiance.

APPROVAL OF MINUTES

Chairman Miller called for additions and/or corrections to the February 19, 2013, regular meeting and closed session minutes.

Commissioner Yates, seconded by Commissioner Welch, moved to approve the February 19, 2013, regular meeting minutes as presented.

VOTE: Aye-5
Nay-0

Commissioner Yates, seconded by Commissioner Welch, moved to approve the February 19, 2013, closed session meeting minutes as presented.

VOTE: Aye-5
Nay-0

APPROVAL OF AGENDA

Chairman Miller called for additions and/or corrections to the March 5, 2013, agenda.

County Manager Geouque requested to add consideration of serving as a project sponsor with the Emergency Watershed Protection Program which offered assistance for property damage caused by the January 2013 heavy rains and flooding in western North Carolina.

Commissioner Kennedy, seconded by Vice-Chairman Blust, moved to approve the March 5, 2013, agenda as amended.

VOTE: Aye-5
Nay-0

SHERIFF'S OFFICE MATTERS

A. Vehicle Bid Award Requests

Sheriff Hagaman stated that on February 5, 2013, the Board awarded vehicle bids from Boone Ford in the amount of \$99,357.20 for four (4) Ford all-wheel drive police interceptor sedans. Prior to Board approval, Captain Redmon contacted Boone Ford to insure there was not an error in their bid as the price was lower than state contract price and received confirmation the specifications and price were correct. However, Boone Ford later contacted Captain Redmon and informed him that they were unable to honor the bid as the price provided was for another vehicle and not the vehicles specified by the Sheriff's Office. Captain Redmon then solicited additional bids for the specified vehicles. In an effort to save money two (2) Ford all-wheel drive police interceptor sedans and two (2) Ford interceptor SUVs were bid. The following bids were received:

Vendor	Interceptor Sedan	Interceptor SUV	Total
Boone Ford	\$26,343.68	\$25,499.68	\$103,386.72
Ashe County Ford	\$26,376.68	\$25,594.68	\$103,943.72
NC State Contract - Capital Ford	\$26,005.00	\$25,146.00	\$102,302.00

Capital Ford (State Contractor Vendor) was the lowest responsive bidder at \$102,302 plus \$3,181.06 for taxes and tags for a total amount of \$105,483.06, a difference of \$6,125.86 compared to the previous bid. Adequate funds have been budgeted to cover the cost of the vehicles. An additional bid award request for the needed equipment and installation thereof will be presented at a future meeting.

Commissioner Kennedy, seconded by Commissioner Yates, moved to accept the low bid from Capital Ford in the amount of 102,302 plus \$3,181.06 for taxes and tags for a total amount of \$105,483.06 for the two (2) interceptor sedans and the two (2) interceptor SUVs.

VOTE: Aye-5
Nay-0

B. Request for Declaration of Surplus and Sale – WCSO K-9

The Sheriff presented a request to declare "Rex," a K-9 police dog as surplus and to sell it to its handler, Deputy Aaron Billings. The Sheriff has indicated that, due to its age and health issues, the dog is no longer of use to the Sheriff's Office. General Statutes allow for the dog to be sold for a negotiated price by order of the Board of Commissioners. In order for staff to carry out the order, the Board must adopt a resolution and advertise the sale for ten days prior to the sale. The

Sheriff requested that the dog be declared surplus and sold for a fee of \$1.00 to its handler, Deputy Aaron Billings. Since the K-9 has been trained for duty, it would be best for an experienced handler to have ownership.

Vice-Chairman Blust, seconded by Commissioner Kennedy, moved to adopt the resolution, direct staff to advertise the sale for ten days, declare the K-9 known as "Rex" surplus, and approve the sale of "Rex" to Deputy Aaron Billings for a fee of \$1.00.

VOTE: Aye-5
Nay-0

REQUEST TO USE HUMAN SERVICES CENTER PARKING LOT FOR CAR SHOW

Mr. Jerry Dotson requested permission for the High Country Classics Car Club to utilize the Human Services Center Parking Lot for their 9th Annual High Country Classic Car Show. The funds generated from this event would be used to benefit local charities. Mr. Dotson requested use of the parking lot and the bathrooms adjacent to the recreational fields. The car show was scheduled for Saturday, June 15, 2013.

County Manager Geouque recommended the Board charge \$200 to cover the cost of staff to clean, open, and close the bathroom facilities at the Human Services Center.

Commissioner Welch, seconded by Commissioner Yates, moved to approve the High Country Classics Car Club use of the Human Services Center parking lot and bathrooms on Saturday, June 15, 2013, for their 9th Annual High Country Classic Car Show.

VOTE: Aye-5
Nay-0

EMERGENCY WATERSHED PROTECTION ASSISTANCE FOR DAMAGE CAUSED BY JANUARY 2013 HEAVY RAIN AND FLOODING IN WESTERN NORTH CAROLINA

Mr. Brian Chatham, Soil and Water Conservation Technician, shared information regarding an Emergency Watershed Protection (EWP) Program which offered assistance to residence of Western North Carolina who suffered damage from the January 2013 heavy rains and flooding. The EWP was administered by the United States Department of Agriculture Natural Resources Conservation Service (NRCS) and assistance was delivered through a project sponsor defined as a legal subdivision of the State, such as a State agency, County, City, Town, Soil and Water Conservation District, or an Indian Tribe or a Tribal organization. The project sponsor was responsible for providing land rights to do repair work; securing necessary permits; furnishing the local cost share (25%); accomplishing the installation of work; and performing any necessary operation and maintenance. Mr. Chatham stated that other Counties serving as project sponsors were requiring the landowners to fund the twenty-five percent (25%) cost share. Mr. Chatham shared a sample letter and requested approval to send the written request for assistance to the NRCS State Conservationist by the deadline date of April 1, 2013, which would allow the County to serve as a project sponsor.

Vice-Chairman Blust, seconded by Commissioner Kennedy, moved to approve the submission of the written request to the Natural Resources Conservation Service with the particular projects to be determined and contingent upon the landowners paying the 25% local project cost share.

VOTE: Aye-5
Nay-0

PROJECT ON AGING MATTERS

A. Request to Appoint the Home & Community Care Block Grant Advisory Committee and Lead Agency

Ms. Angie Boitnotte stated that each year the Board was required to appoint a lead agency and advisory committee to make recommendations on how to best expend the County's allocation from the Home and Community Care Block Grant (H&CCBG) funds. H&CCBG funds were established by the Older American's Act and were administered by the North Carolina Division of Aging. The following were recommended for appointment to the committee: Anita Davie, Jim Atkinson, Mike Birkmire, Linda Bretz, Murray Hawkinson, Margie Mansure, Christy Pruess, Pam Rush, Sara Shoemaker, Pat Coley, Becky Councill, Sherry Harmon, Gail Hawkinson, Dick Oehser, Bob Parker, Dr. Ed Rosenberg, and Betty Wyse. Commissioner Kennedy was appointed to serve on this Committee at the December 3, 2012, Board of Commissioners meeting.

Commissioner Kennedy, seconded by Vice-Chairman Blust, moved to appoint the Watauga County Project on Aging as the Lead Agency for Home and Community Care Block Grant funds.

VOTE: Aye-5
Nay-0

Vice-Chairman Blust, seconded by Commissioner Welch, moved to appoint Anita Davie, Jim Atkinson, Mike Birkmire, Linda Bretz, Murray Hawkinson, Margie Mansure, Christy Pruess, Pam Rush, Sara Shoemaker, Pat Coley, Becky Councill, Sherry Harmon, Gail Hawkinson, Dick Oehser, Bob Parker, Dr. Ed Rosenberg, and Betty Wyse to the Home and Community Care Block Grant Advisory Committee.

VOTE: Aye-5
Nay-0

B. North Carolina Senior Tar Heel Legislature (STHL) Appointment Requests

Ms. Boitnotte presented recommendations for appointments to the North Carolina Senior Tar Heel Legislature (STHL). The STHL is comprised of a delegate and an alternate representing each County in the State. Ms. Pat Coley, the current delegate, and Dr. Ed Rosenberg, the current alternate, were both interested in continuing to serve in their current roles.

Commissioner Kennedy, seconded by Vice-Chairman Blust, moved to reappoint Ms. Pat Coley as the Watauga County Delegate and Dr. Ed Rosenberg as the Watauga County Alternate on the North Carolina Senior Tar Heel Legislature.

VOTE: Aye-5
Nay-0

PROPOSED RESOLUTION ADOPTING THE REGIONAL MITIGATION PLAN

At the Board’s last meeting approval was given to the High Country Regional Mitigation Plan. Mr. Steve Sudderth, Fire Marshal, will present a resolution that is required to also be adopted in addition to the actual plan.

Commissioner Welch, seconded by Commissioner Yates, moved to adopt the resolution as presented by Mr. Sudderth.

VOTE: Aye-5
Nay-0

TAX MATTERS

A. Monthly Collections Report

Tax Administrator Larry Warren presented the Tax Collections Report for the month of February 2013. This report was presented for information only and, therefore, no action was required.

B. Refunds and Releases

Mr. Warren presented the following Refunds and Releases for February 2013 for Board approval:

TO BE TYPED IN MINUTE BOOK

Commissioner Kennedy, seconded by Vice-Chairman Blust, moved to approve the Refunds and Releases Report for February 2013, as presented.

VOTE: Aye-5
Nay-0

BUDGET AMENDMENTS

Ms. Margaret Pierce, Finance Director, reviewed the following budget amendments:

Account #	Description	Debit	Credit
103300-341701	HAVA Grant		\$5,768
104170-435200	HAVA Grant	\$5,768	

The amendment recognized the receipt of HAVA grant funds to assist in offsetting additional coding costs for the 2012 second primary and the November general election. Acceptance of the grant funding was approved at the January 15, 2013, Board meeting.

Account #	Description	Debit	Credit
103839-386000	Rents		\$4,650
104920-449902	AEC Office Expenditures	\$4,650	

The amendment recognized additional rental income due to a change in management at the Appalachian Enterprise Center (AEC) and associated expenditures to be offset by the additional rent received.

Commissioner Yates, seconded by Commissioner Welch, moved to approve the budget amendments as presented by Ms. Pierce.

VOTE: Aye-5
Nay-0

MISCELLANEOUS ADMINISTRATIVE MATTERS

A. Proposed Resolution Requesting DOT Revisit the Justus Road Bridge Enhancement Project

County Manager Geouque presented a proposed resolution requesting the North Carolina Department of Transportation consider other alternatives and options in addressing the bridge and road improvements with regards to its impact on Maverick Farms. The County Manager pointed out that the date in parenthesis under the fourth “whereas” was mistyped and should be 2011 not 2013.

Commissioner Kennedy, seconded by Commissioner Welch, moved to adopt the resolution as presented with the corrected date change.

VOTE: Aye-5
Nay-0

Chairman Miller directed the County Manager to send a signed copy of the resolution to the Department of Transportation and Maverick Farms.

B. Sanitation Out-of-State Travel Request

County Manager Geouque stated that Ms. Lisa Doty, Watauga County Recycling Coordinator, had requested permission to attend the Carolina Recycling Association Annual Conference in Myrtle Beach, SC. Ms. Doty had applied for and received a scholarship to cover the cost of the registration and meals, therefore, County funds were only required for the hotel.

Commissioner Kennedy, seconded by Vice-Chairman Blust, moved to approve the out-of-state travel request as presented.

VOTE: Aye-5
Nay-0

C. Boards & Commissions

County Manager Geouque stated that two terms on the Watauga County Tourism Development Authority (WCTDA) expired at the end of February 2013. Mr. Tony Gray and Ms. Lisa Martin were willing to continue to serve if so appointed. Mr. Rob Holton, Mr. David Barker, Ms. Victoria Smith, Ms. Marcia Greene, Ms. Linda Walker, Ms. Sonya Garland, and Mr. Lenny Cottom have also expressed interest in serving.

Votes were taken by written ballot with each Commissioner to vote for two people. Following is the tally of votes: Tony Gray (3 votes), Rob Holton (1 vote), David Barker (2 votes), Victoria Smith, Marcia Greene, Linda Walker, Sonya Garland (3 votes), Lisa Martin, Lenny Cottom (1 vote). Therefore, by the results of the written ballot, Tony Gray was reappointed and Sonya Garland was appointed to the Watauga County Tourism Development Authority with both terms set to expire on February 29, 2016.

County Manager Geouque stated that each Commissioner nominated a representative to the Watauga County Planning Board whose term would run concurrent with their term. Planning Board members must live within the appointing Commissioners District and action must be taken by the entire Board of Commissioners to make these appointments.

Commissioners Kennedy and Welch tabled their nominations.

D. Announcements

County Manager Geouque made the following announcements:

- The Board is invited to attend the Cooperative Extension's Annual "Report to the People" luncheon which is scheduled for Tuesday, March 5, 2013, at the Watauga County Agricultural Conference Center at 11:45 A.M.
- The 2013 Watauga County Economic Development Summit is scheduled for Wednesday, April 17, 2013, from 1:00 to 5:00 P.M. at the Blowing Rock Art and History Museum in Downtown Blowing Rock.
- The Manager's FY 2014 Recommended Budget will be presented to the Board at the May 7, 2013, regular meeting with a public hearing to be held at the May 21, 2014, Board meeting. The County Manager requested dates be set to hold budget work sessions after the presentation of the Recommended Budget and prior to the public hearing.

By consensus, the Board scheduled special meetings on Thursday, May 9, and Friday, May 10, with both beginning at 4:00 P.M. for the purpose of reviewing the Manager's Recommended Budget.

PUBLIC COMMENT

There was no public comment.

CLOSED SESSION

At 9:21 A.M., Commissioner Yates, seconded by Commissioner Welch, moved to enter Closed Session to discuss Attorney/Client Matters, per G. S. 143-318.11(a)(3) and Economic Development, per G. S. 143-318.11(a)(4).

VOTE: Aye-5
Nay-0

Commissioner Kennedy, seconded by Commissioner Yates, moved to resume the open meeting at 9:55 A.M.

VOTE: Aye-5
Nay-0

ADJOURN

Commissioner Welch, seconded by Vice-Chairman Blust, moved to adjourn the meeting at 9:55 A.M.

VOTE: Aye-5
Nay-0

Nathan A. Miller, Chairman

ATTEST:

Anita J. Fogle, Clerk to the Board

AGENDA ITEM 3:

APPROVAL OF THE MARCH 19, 2013, AGENDA

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AGENDA ITEM 4:

BOARD OF EDUCATION REQUEST FOR LOTTERY FUNDS

MANAGER’S COMMENTS:

Ms. Ly Marze, Finance Director for Watauga County Schools, will request funds from the Education Lottery Fund. The funds will be utilized to repair the issues at the Valle Crucis Elementary School. \$85,000 will be used to replace decking and shingles and the remaining will be for engineering and construction management of the project. The total project cost is approximately \$201,000.

Board approval is required to disburse and approve the requested funding.

Anita.Fogle

From: Ly Marze <marzel@watauga.k12.nc.us>
Sent: Wednesday, March 13, 2013 11:17 AM
To: Anita.Fogle
Subject: VC Basement Lottery Application

Anita,

We request the approval of the County Commissioners for the Valle Crucis basement renovation lottery application as submitted.

Following is a cut and paste of what Dennis Ray provided the Board of Education at our February meeting.

"Valle Crucis Basement: While inspecting the basement we noticed deterioration of some of the support beams in the foundation. I meet with a structural engineer on Saturday August 11, 2012 to inspect the foundation. We had to move two classrooms due to structural problems. The engineer developed a temporary shoring plan and we completed this work on August 29, 2012. Mr. Williams (engineer) approved the work and issued an "Engineer Stamped" letter allowing us to re-open the two classrooms. The work we did this summer was only a temporary repair and we will need to address a permanent solution this winter so that work can begin when the school year is complete. The architect and structural engineer submitted two courses of action to fix the basement problems. The first course of action (plan A) would be to continue the repairs we made this summer replacing rotting timbers with new timbers. Plan A cost is \$97,415, and would take two months to complete. The second course of action (Plan B) would be to fill the basement with gravel and concrete and making the structure a slab on grade type building. Plan B cost is \$374,376, and would take three months to complete. Based on cost and time I recommend that we adopt plan A. When the structure settled it caused minor damage to the roof deck which will also need to be repaired. Replacing the damaged decking and replacing the shingles will cost an additional \$85,000. With additional engineering and construction management costs I anticipate this project will cost \$201,000. This project needs to be expedited so that work can begin as soon as the school year is complete to ensure we have time to complete the project prior to the start of the 2013-2014 school year."

Let me know if you need anything else.

Thank you,

Ly

--

Ly Marze
 Director of Finance
 Watauga County Schools
 175 Pioneer Trail
 PO Box 1790
 Boone, NC 28607
 828-264-7190 (Phone)
 828-268-2323 (Fax)

www.watauga.k12.nc.us

Note: All email correspondence to and from this address is subject to public review under the North Carolina public records law. As a result, messages may be monitored by and disclosed to third parties.

In compliance with federal law, Watauga County Schools administers all education programs, employment activities and admissions without discrimination against any person on the basis of gender, race, color, religion, national origin, age or disability.

**APPLICATION
PUBLIC SCHOOL BUILDING CAPITAL FUND
NORTH CAROLINA EDUCATION LOTTERY**

Approved: _____

Date: _____

County: Watauga County

Contact Person: Ly Marze

LEA: Watauga County Schools

Title: Finance Officer

Address: PO Box 1790, Boone, NC 28607

Phone: 828-264-7190

Project Title: Valle Crucis - Basement Renovation

Location: 2998 Broadstone Rd, Sugar Grove, NC 28679

Type of Facility: K-8 School

North Carolina General Statutes, Chapter 18C, provides that a portion of the proceeds of the North Carolina State Lottery Fund be transferred to the Public School Building Capital Fund in accordance with G.S. 115C-546.2. Further, G.S. 115C-546.2 (d) has been amended to include the following:

- (3) No county shall have to provide matching funds...
- (4) A county may use monies in this Fund to pay for school construction projects in local school administrative units and to retire indebtedness incurred for school construction projects.
- (5) A county may not use monies in this Fund to pay for school technology needs.

As used in this section, "Public School Buildings" shall include only facilities for individual schools that are used for instructional and related purposes, and does not include central administration, maintenance, or other facilities. **Applications must be submitted within one year following the date of final payment to the Contractor or Vendor.**

Short description of Construction Project: Renovation of basement crawl space area; replacing timbers in the foundation and associated roof deck repair

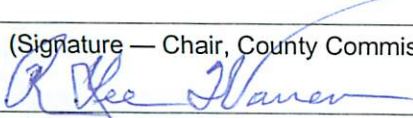
Estimated Costs:

Purchase of Land	_____	\$	_____
Planning and Design Services	_____		_____
New Construction	_____		_____
Additions / Renovations	_____		201,000.00
Repair	_____		_____
Debt Payment / Bond Payment	_____		_____
TOTAL	_____	\$	201,000.00

Estimated Project Beginning Date: June 2013 Est. Project Completion Date: August 2013

We, the undersigned, agree to submit a statement of state monies expended for this project within 60 days following completion of the project.

The County Commissioners and the Board of Education do hereby jointly request approval of the above project, and request release of \$ 201,000.00 from the Public School Building Capital Fund (Lottery Distribution). We certify that the project herein described is within the parameters of G.S. 115C-546.

(Signature — Chair, County Commissioners) 	(Date) <u>3/12/13</u>
(Signature — Chair, Board of Education)	(Date)

AGENDA ITEM 5:

PROPOSED AUDIT CONTRACT FOR FY 2013

MANAGER'S COMMENTS:

Enclosed in your packets is a copy of the contract from Bryce Holder, CPA, PA, for conducting the FY 2013 financial audit. Ms. Brown will be available to answer questions. \$42,400 will be for audit services and \$3,000 will be for the statement review and preparation.

Board approval is requested to accept Bryce Holder CPA's contract for the Fiscal Year 2013 audit in the amount of \$45,400.

BRYCE HOLDER, CPA, P.A.***CERTIFIED PUBLIC ACCOUNTANT******820 STATE FARM ROAD, SUITE F******BOONE, NORTH CAROLINA 28607******TELEPHONE (828) 264-3595******TOLL FREE (800) 456-3595***

BRYCE HOLDER, CPA
 KATHLEEN R. BROWN, CPA
 ELISABETH C. REES, CPA
 MISTY WATSON, CPA

MAILING ADDRESS:
 POST OFFICE BOX 1908
 BOONE, NORTH CAROLINA 28607
 FAX (828) 264-3586

March 5, 2013

County Commissioners
 Watauga County
 Boone, NC 28607

We are pleased to confirm our understanding of the services we are to provide for Watauga County for the year ended June 30, 2013. We will audit the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information, which collectively comprise the basic financial statements, of Watauga County as of and for the year ended June 30, 2013. Accounting standards generally accepted in the United States provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Watauga County's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Watauga County's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

1. Management discussion and analysis.
2. Budgetary comparison schedules.
3. GASB-required supplementary pension information.

We have also been engaged to report on supplementary information other than RSI that accompanies Watauga County's basic financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the basic financial statements as a whole:

1. Schedule of expenditures of federal and State awards.
2. Individual fund statements.
3. Supporting schedules and statistical data.

Management is responsible for establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met and that there is reasonable assurance that government programs are administered in compliance with compliance requirements. You are also responsible for the selection and application of accounting principles; for the fair presentation in the financial statements of the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of Watauga County and the respective changes in financial position and, where applicable, cash flows in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grants agreements.

Management is also responsible for making all financial records and related information available to us and ensuring that management and financial information is reliable and properly recorded. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, (2) additional information that we may request for the purpose of the audit, and (3) unrestricted access to persons within the government whom we determine it necessary to obtain audit evidence.

Your responsibilities also include identifying significant vendor relationships in which the vendor has the responsibility for program compliance and for the accuracy and completeness of that information. Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud or illegal acts affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the entity complies with applicable laws, regulations, contracts, agreements, and grants. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on the reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan. The summary of prior audit findings should be available for our review on August 31, 2013.

You are responsible for preparation of the schedule of expenditures of federal and State awards in conformity with OMB Circular A-133. You agree to include our report in the schedule of expenditures of federal and State awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. You also agree to [include the audited financial statements with any presentation of the schedule of expenditures of federal and State awards that includes our report thereon OR make the audited financial statements readily available to intended users of the schedule of expenditures of federal and State awards no later than the date the schedule of expenditures of federal and State awards is issued with our report thereon]. Your responsibilities include acknowledging to us in written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal and State awards in accordance with OMB Circular A-133; (2) that you believe the schedule of expenditures of federal and State awards, including its form and content, is fairly presented in accordance with OMB Circular A-133; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

You are also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles. You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. You also agree to [include the audited financial statements with any presentation of the supplementary information that includes our report thereon OR make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon]. Your responsibilities include acknowledging to us in written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) that you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions of interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishment and maintenance of a process for tracking the status of audit findings and recommendations. Management is also responsible for indentifying for us previous financial audits, attestation engagements, performance audits or other studies related to the objectives discussed in the Audit Objectives of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, and the timing and format for providing that information.

Audit Procedures - General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriations of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements, or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to matters that might arise during any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will also require certain written representations from you about the financial statements and related matters.

Audit Procedures - Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed will be less in scope that would be necessary to render an opinion on the internal control, and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133, we will perform tests of controls to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements, applicable to each major federal and State award programs. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weakness. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and OMB Circular A-133.

Audit Procedures - Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of Watauga County's compliance with provisions of applicable laws, regulations, contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to major programs. Our procedures will consist of test of transactions and other applicable procedures described in the *OMB Circular A-133 Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of Watauga County's major programs. The purpose of those procedures will be to express an opinion on Watauga County's compliance with requirements applicable to major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any invoices selected by us for testing.

At the conclusion of the engagement we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. It is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal and State awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the designated federal clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditor's report or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audit.

The audit documentation for this engagement is the property of Bryce Holder, C.P.A., P.A., and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to a federal or State agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to audit documentation will be provided under the supervision of Bryce Holder, C.P.A., P.A. personnel. Furthermore, upon request we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release or for any additional period requested by grantor agencies. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting the audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit in May 2013, and to issue our reports no later than October 31, 2013. Kathy Brown is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them. Our fee for these services will be based on the actual time spent at an hourly rate of \$56.00 plus other out-of-pocket costs (such as report reproduction, typing, postage, travel, copies, telephones, etc.) except that we agree that our gross fee, including expenses, will not exceed \$45,400. We also agree that if the financial statements have not been submitted to the Local Government Commission by October 31, 2013, through no fault of Watauga County or discretely presented component unit, Watauga County may charge a penalty of \$100 per day until the financial statements are submitted. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 90 days or more overdue and may not be resumed until your account is paid in full. The above fee is based on anticipated cooperation from your personnel, the assumption that unexpected circumstances will not be encountered during the audit, and the management has met its deadlines as agreed to by both parties. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2010 peer review report accompanies this letter.

We appreciate the opportunity to be of service to you and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Sincerely,



Bryce Holder, C.P.A., P.A.

Response:

This letter correctly sets forth the understanding of Watauga County.

By: _____
Nathan Miller

Title: Chairman, Watauga County Board of Commissioners

Date: _____

LGC-205 (Rev. 2012)

CONTRACT TO AUDIT ACCOUNTS

Of WATAUGA COUNTY

Governmental Unit

On this 5TH day of MARCH, 2013, BRYCE HOLDER, CPA, PA

Auditor

PO BOX 1908 BOONE NC 28607

Mailing Address

_____ , hereinafter referred to as

the Auditor, and COUNTY COMMISSIONERS of WATAUGA COUNTY , hereinafter referred

Governing Board

Governmental Unit

to as the Governmental Unit, agree as follows:

1. The Auditor shall audit all statements and disclosures required by generally accepted accounting principles and additional required legal statements and disclosures of all funds and/or divisions of the Governmental Unit for the period beginning JULY 1, 2012, and ending JUNE 30, 2013. The non-major combining, and individual fund statements and schedules shall be subjected to the auditing procedures applied in the audit of the basic financial statements and an opinion will be rendered in relation to (as applicable) the governmental activities, the business-type activities, the aggregate discretely presented component units, each major governmental and enterprise fund, and the aggregate remaining fund information (non-major government and enterprise funds, the internal service fund type, and the fiduciary fund types).
2. At a minimum, the Auditor shall conduct his/her audit and render his/her report in accordance with generally accepted auditing standards. The Auditor shall perform the audit in accordance with *Government Auditing Standards* if required by the State Single Audit Implementation Act, as codified in G.S. 159-34. If required by OMB Circular A-133 and the State Single Audit Implementation Act, the auditor shall perform a Single Audit. This audit and all associated workpapers may be subject to review by Federal and State agencies in accordance with Federal and State laws, including the staffs of the Office of State Auditor (OSA) and the LGC. If the audit and/or workpapers are found in this review to be substandard, the results of the review may be forwarded to the North Carolina State Board of CPA Examiners.
3. This contract contemplates an unqualified opinion being rendered. If financial statements are not prepared in accordance with generally accepted accounting principles (GAAP), or the statements fail to include all disclosures required by GAAP, please provide an explanation for that departure from GAAP in an attachment.
4. This contract contemplates an unqualified opinion being rendered. The audit shall include such tests of the accounting records and such other auditing procedures as are considered by the Auditor to be necessary in the circumstances. Any limitations or restrictions in scope which would lead to a qualification should be fully explained in an attachment to this contract
5. If this audit engagement is subject to the standards for audit as defined in *Government Auditing Standards*, July 2007 revisions, issued by the Comptroller General of the United States, then by accepting this engagement, the Auditor warrants that he has met the requirements for a peer review and continuing education as specified in *Government Auditing Standards*. The Auditor agrees to provide a copy of their most recent peer review report regardless of the date of the prior peer review report to the Governmental Unit and the Secretary of the Local Government Commission prior to the execution of the audit contract. (See Item 22) If the audit firm received a peer review rating other than pass, the auditor shall not contract with any Local Government Units without first contacting the Secretary of the Local Government Commission for a peer review analysis that may result in additional contractual requirements.

If the audit engagement is not subject to *Government Accounting Standards*, the Auditor shall provide an explanation as to why in an attachment.

6. It is agreed that time is of the essence in this contract. All audits are to be performed and the report of audit submitted to the SLGFD within four months of fiscal year end. Audit report is due on: OCTOBER 31, 2013. If it becomes necessary to amend this due date or the audit fee, an amended contract along with a written explanation of the delay must be submitted to the Secretary of the Local Government Commission for approval.
7. It is agreed that generally accepted auditing standards include a review of the Governmental Unit's systems of internal control and accounting as the systems relate to accountability of funds, adherence to budget requirements, and adherence to law requirements. In addition, the Auditor will make a written report, which may or may not be a part of the written report of audit, to the Governing Board setting forth his findings, together with his recommendations for improvement. That written report must include all matters defined as "significant deficiencies and material weaknesses" in AU 325 of the *AICPA Professional Standards*. The Auditor shall file a copy of that report with the Secretary of the Local Government Commission.
8. All local government and public authority contracts for audit or audit-related work require the approval of the Secretary of the Local Government Commission. This includes annual or special audits, agreed upon procedures related to Internal Control, bookkeeping or other assistance necessary to prepare the Unit's records for audit, financial statement preparation, any finance-related investigations, or any other audit-related work in the State of North Carolina. Invoices for services rendered under these contracts shall not be paid by the Governmental Unit until the invoice has been approved by the Secretary of the Local Government Commission. (This also includes any progress billings.) [G.S. 159-34 and 115C-447] The process for invoice approval has changed. All invoices for Audit work must be submitted by email in PDF format to the Secretary of the Local Government Commission for approval. The invoices must be emailed to: lge.invoices@nctreasurer.com

Email Subject line should read "unit name – invoice. The PDF invoice marked approved with approval date will be returned by email to the Auditor for them to present to the Local Government Unit for payment. Approval is not required on contracts and invoices for system improvements and similar services of a non-auditing nature.

9. In consideration of the satisfactory performance of the provisions of this agreement, the Governmental Unit shall pay to the Auditor, upon approval by the Secretary of the Local Government Commission, the following fee, which includes any cost the Auditor may incur from work paper or peer reviews or any other quality assurance program required by third parties (Federal and State grantor and oversight agencies or other organizations) as required under the Federal and State Single Audit Acts:

Year-end bookkeeping assistance – [*For audits subject to Government Auditing Standards, this is limited to bookkeeping services permitted by revised Independence Standards*] N/A

Audit AT OUR STANDARD GOVERNMENTAL BILLING RATES NOT TO EXCEED \$42,400

Preparation of the annual financial statements AT OUR STANDARD GOVERNMENTAL BILLING RATES NOT TO EXCEED \$3000

Prior to submission of the completed audited financial report, applicable compliance reports and amended contract (if required) auditors may submit invoices for approval for services rendered, not to exceed 75% of the total of the stated fees above. If the current contracted fee is not fixed in total, invoices for services rendered may be approved for up to 75% of the prior year audit fee. The 75% cap for interim invoice approval for this audit contract is \$ 34,050

10. The auditor working with a local governmental unit that has outstanding revenue bonds will include in the notes to the audited financial statements, whether or not required by the revenue bond documents, a calculation demonstrating compliance with the revenue bond rate covenant. Additionally, the auditor should be aware that any other bond compliance statements or additional reports required in the authorizing bond documents need to be submitted to the Local Government Commission simultaneously with the local government's audited financial statements unless otherwise specified in the bond documents.
11. After completing the audit, the Auditor shall submit to the Governing Board a written report of audit. This report shall include but not be limited to the following information: (a) Management's Discussion and Analysis, (b) the financial statements and notes of the governmental unit and all of its component units prepared in accordance with generally accepted accounting principles, (c) supplementary information requested by the client or required for full disclosure under the law, and (d) the Auditor's opinion on the material presented. The Auditor shall furnish the required number of copies of the report of audit to the Governing Board as soon as practical after the close of the accounting period.
12. If the audit firm is required by the NC CPA Board or the Secretary of the Local Government Commission to have a pre-issuance review of their audit work, there must be a statement added to the engagement letter specifying the pre-issuance review including a statement that the Unit of Government will not be billed for the pre-issuance review. The pre-issuance review must be performed prior to the completed Audit being submitted to the Local Government Commission. The pre-issuance report must accompany the audit report upon submission to the Local Government Commission.
13. The Auditor shall electronically submit the report of audit to the Local Government Commission when (or prior to) submitting the invoice for services rendered. The report of audit, as filed with the Secretary of the Local Government Commission, becomes a matter of public record for inspection and review in the offices of the Secretary by any interested parties. Any subsequent revisions to these reports must be sent to the Secretary of the Local Government Commission. These audited financial statements are used in the preparation of Official Statements for debt offerings (the auditors' opinion is not included), by municipal bond rating services, to fulfill secondary market disclosure requirements of the Securities and Exchange Commission, and other lawful purposes of the government, without subsequent consent of the auditor. If it is determined by the Local Government Commission that corrections need to be made to the unit's financial statements they should be provided within three days of notification unless, another time frame is agreed to by the Local Government Commission.

The Local Government Commission's process for submitting contracts, audit reports and Invoices are subject to change. Auditors should use the submission process in effect at the time of submission.

In addition, if the North Carolina Office of the State Auditor designates certain programs to be audited as major programs, a turnaround document and a representation letter addressed to the State Auditor shall be submitted to the Local Government Commission.

14. Should circumstances disclosed by the audit call for a more detailed investigation by the Auditor than necessary under ordinary circumstances, the Auditor shall inform the Governing Board in writing of the need for such additional investigation and the additional compensation required therefore. Upon approval by the Secretary of the Local Government Commission, this agreement may be varied or changed to include the increased time and/or compensation as may be agreed upon by the Governing Board and the Auditor.
15. If an approved contract needs to be varied or changed for any reason, the change must be made in writing, signed and dated by all parties and pre-audited if the change includes a change in audit fee. This document and a written explanation of the change must be submitted by email in PDF format to the Secretary of the Local Government Commission for approval. The portal address to upload your amended contract and Letter of explanation documents is <http://nctreasurer.slgfd.leapfile.net> No change shall be effective unless approved by the Secretary of the Local Government Commission, the Governing Board, and the Auditor.

- 16. Whenever the Auditor uses an engagement letter with the client, Item 17 is to be completed by referencing the engagement letter and attaching a copy of the engagement letter to the contract to incorporate the engagement letter into the contract. In case of conflict between the terms of the engagement letter and the terms of this contract, the terms of this contract will control. Engagement letter terms are deemed to be void unless the conflicting terms of this contract are specifically deleted in Item 22 of this contract. Engagement letters containing indemnification clauses will not be approved by the Local Government Commission.
- 17. Special provisions should be limited. Please list any special provisions in an attachment.
- 18. A separate contract should not be made for each division to be audited or report to be submitted. A separate contract must be executed for each component unit which is a local government and for which a separate audit report is issued.
- 19. The contract must be executed, pre-audited, physically signed by all parties and submitted in PDF format including unit and auditor signatures to the Secretary of the Local Government Commission. The current portal address to upload your contractual documents is <http://nctreasurer.slgfd.leapfile.net> Electronic signatures are not accepted at this time. Included with this contract are instructions to submit contracts and invoices for approval as of March 5, 2012. These instructions are subject to change. Please check the NC Treasurer's web site at www.nctreasurer.com for the most recent instructions.
- 20. The contract is not valid until it is approved by the Local Government Commission. The staff of the Local Government Commission shall notify the unit and auditor of contract approval by email. The audit should not be started before the contract is approved.
- 21. There are no other agreements between the parties hereto and no other agreements relative hereto that shall be enforceable unless entered into in accordance with the procedure set out herein and approved by the Secretary of the Local Government Commission.
- 22. All of the above paragraphs are understood and shall apply to this agreement, except the following numbered paragraphs shall be deleted: (See Item 16.)
- 23. All communications regarding Audit contract requests for modification or official approvals will be sent to the email Addresses provided in the following areas.

Audit Firm Signature:

Firm BRYCE HOLDER, CPA, PA

By KATHLEEN R. BROWN

(Please type or print name)



(Signature of authorized audit firm representative)

Email Address of Audit Firm:

kathy@bryceholdercpa.com

Date 3/7/13

Unit Signatures:

By NATHAN MILLER, CHAIR

(Please type or print name and title)

(Signature of Mavor/Chairperson of governing board)

Date _____

Date Governing Body Approved Audit Contract - G.S. 159-34(a)

Unit Signatures (continued):

By _____
(Chair of Audit Committee- please type or print name)

N/A

(Signature of Audit Committee Chairperson)

Date _____
(If unit has no audit committee, this section should be marked "N/A.")

This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act or by the School Budget and Fiscal Control Act. Additionally, the following date is the date this audit contract was approved by the governing body.

MARGARET PIERCE

Governmental Unit Finance Officer (Please type or print name)

(Signature)

Email Address of Finance Officer

margaret.pierce@watgov.org

Date _____
(Preaudit Certificate must be dated.)

SAMUEL A. BOYCE, PARTNER
BOBBIE W. FURR, PARTNER

SANDY P. NEWELL, CPA
JO ELLEN B. LOY, CPA
DAVID E. BOYCE, CPA
CHERYL W. GAZALEH, CPA
DAWN E. DEES, CPA

SYSTEM REVIEW REPORT

November 8, 2010

To Bryce Holder, CPA, PA and the
Peer Review Committee of the North Carolina
Association of Certified Public Accountants

We have reviewed system of quality control for the accounting and auditing practice of Bryce Holder, CPA, PA (the firm) in effect for the year ended May 31, 2010. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants. The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review. The nature, objectives, scope, limitations of, and the procedures performed in a System Review are described in the standards at www.aicpa.org/prsummary.

As required by the standards, engagements selected for review included engagements performed under the Governmental Auditing Standards and audits of employee benefit plans.

We noted the following deficiency during our review:

1. Deficiency - Professional standards and the firm's quality control policies require the firm to perform and document appropriate audit procedures on all audits. On one audit of an employee benefit plan certain industry specific audit procedures were not performed. The firm has subsequently performed the omitted procedures to support the opinion on the reports issued. This is a repeat finding from a prior peer review.

Recommendation – The firm attributes the omitted procedures to reliance on the third party administrator's SAS70 report on their internal controls in areas which it did not apply. We recommend the firm apply consultation considerations during the audit planning to assure that all audit procedures are properly completed and documented.

In our opinion, except for the deficiencies described above, the system of quality control for the accounting and auditing practice of Bryce Holder, CPA, PA in effect for the year ended May 31, 2010, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency* or *fail*. Bryce Holder, CPA, PA has received a peer review rating of *pass with deficiency*.

Boyce, Furr & Company, LLP
BOYCE, FURR & COMPANY, LLP

BRYCE HOLDER, CPA, P.A.

031913 BCC Meeting

***CERTIFIED PUBLIC ACCOUNTANT
820 STATE FARM ROAD, SUITE F
BOONE, NORTH CAROLINA 28607
TELEPHONE (828) 264-3595***

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November 29, 2010

North Carolina Association of Certified Public Accountants
AICPA Peer Review Program
PO Box 80188
Raleigh, NC 27623

Ladies and Gentlemen:

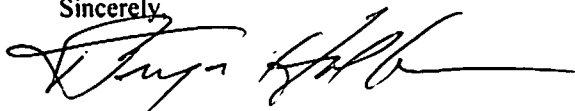
This letter represents our response to the report and letter of comments issued in connection with our firm's review of its system of quality control for the year ended May 31, 2010.

Engagement Performance

We have performed the omitted procedures as referenced in the report. We have stressed to our auditing staff the importance of applying consultant considerations when planning audit procedures.

We believe these actions are responsive to the findings of the review.

Sincerely,



Bryce Holder, CPA, PA

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AGENDA ITEM 6:**PRESENTATION OF THE PROPOSED 2013 WATAUGA COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP)****MANAGER'S COMMENTS:**

Mr. Phil Trew, High Country Council of Governments Planning Director, and representatives from the North Carolina Department of Transportation will present background and details of the Watauga County Comprehensive Transportation Plan (CTP). The presentation will highlight the major points of interest. The report is for information only and Mr. Trew will be returning to the Board in April for formal adoption. The Board may wish to inquire from Mr. Trew if there is a need for a public hearing prior to the Board's formal adoption. It is my understanding that two (2) drop-in sessions were conducted by NCDOT with one being held at the Commissioners Board Room and the other at the High Country Council of Governments Office.

No action is required at this time.



DRAFT
2013 Watauga County
Comprehensive Transportation Plan



DRAFT

2013 Watauga County Comprehensive Transportation Plan

Prepared by:

Daniel Sellers, EIT, Project Engineer
Pam Cook, PE, Mountains Planning Group Supervisor
Transportation Planning Branch
N.C. Department of Transportation

In Cooperation with:

Watauga County
Town of Boone
Town of Blowing Rock
Town of Seven Devils
Town of Beech Mountain
High Country Rural Planning Organization

Published: July 2013

Pam Cook, PE
Mountains Planning Group Supervisor

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Executive Summary

In March of 2010, the Transportation Planning Branch of the North Carolina Department of Transportation and Watauga County initiated a study to cooperatively develop the Watauga County Comprehensive Transportation Plan (CTP), which includes Boone, Blowing Rock, Seven Devils, and Beech Mountain. This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by NCDOT in 2013. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of Watauga County, its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Watauga County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

HIGHWAY

- **US 221, TIP No. R-2915:** The CTP proposes widening US 221 from US 421 in Deep Gap to NC 88 in Ashe County to a four lane boulevard.
- **US 321-421, TIP No. R-2615:** The CTP proposes improving US 321-421 from the NC 105 BYP to US 321 at Vilas to a four lane divided, partially controlled access facility.
- **US 421 Bypass, TIP No. U-2703:** The CTP proposes a bypass south of Boone to relieve congestion on US 421, US 321 and NC 105 in Boone. This project would work in conjunction with other projects to reduce the mixed traffic on King Street, to improve linkage to major facilities, to improve traffic flow along major facilities, and to improve safety.
- **NC 105, TIP No. R-2566:** The CTP proposes widening NC 105 from the NC 105 BYP (SR 1107) to Avery County to a four lane facility with a median.
- **NC 105 BYP (SR 1107), Local ID WATA0002-H:** The CTP proposes widening the NC 105 BYP (SR 1107) from NC 105 to US 321-421 to a three lane facility.

- **NC 194, Local ID WATA0003-H:** The CTP proposes widening NC 194 from US 221-421 to Howards Creek Road (SR 1306) to a four lane boulevard.

PUBLIC TRANSPORTATION & RAIL

- **US 321, WATA0001-T:** The CTP proposes a new bus route between Boone and Blowing Rock utilizing US 321.
- **Park-and-Ride:** The CTP proposes seven new park-and-ride locations along major routes.

BICYCLE/PEDESTRIAN

- **Middle Fork Greenway, Local ID WATA0001-M:** The CTP proposes a new multi-use path between Boone and Blowing Rock parallel to US 321.

DRAFT

Adopted by:

Watauga County
Date:

Town of Boone
Date:

Town of Blowing Rock
Date:

Town of Seven Devils
Date:

Town of Beech Mountain
Date:

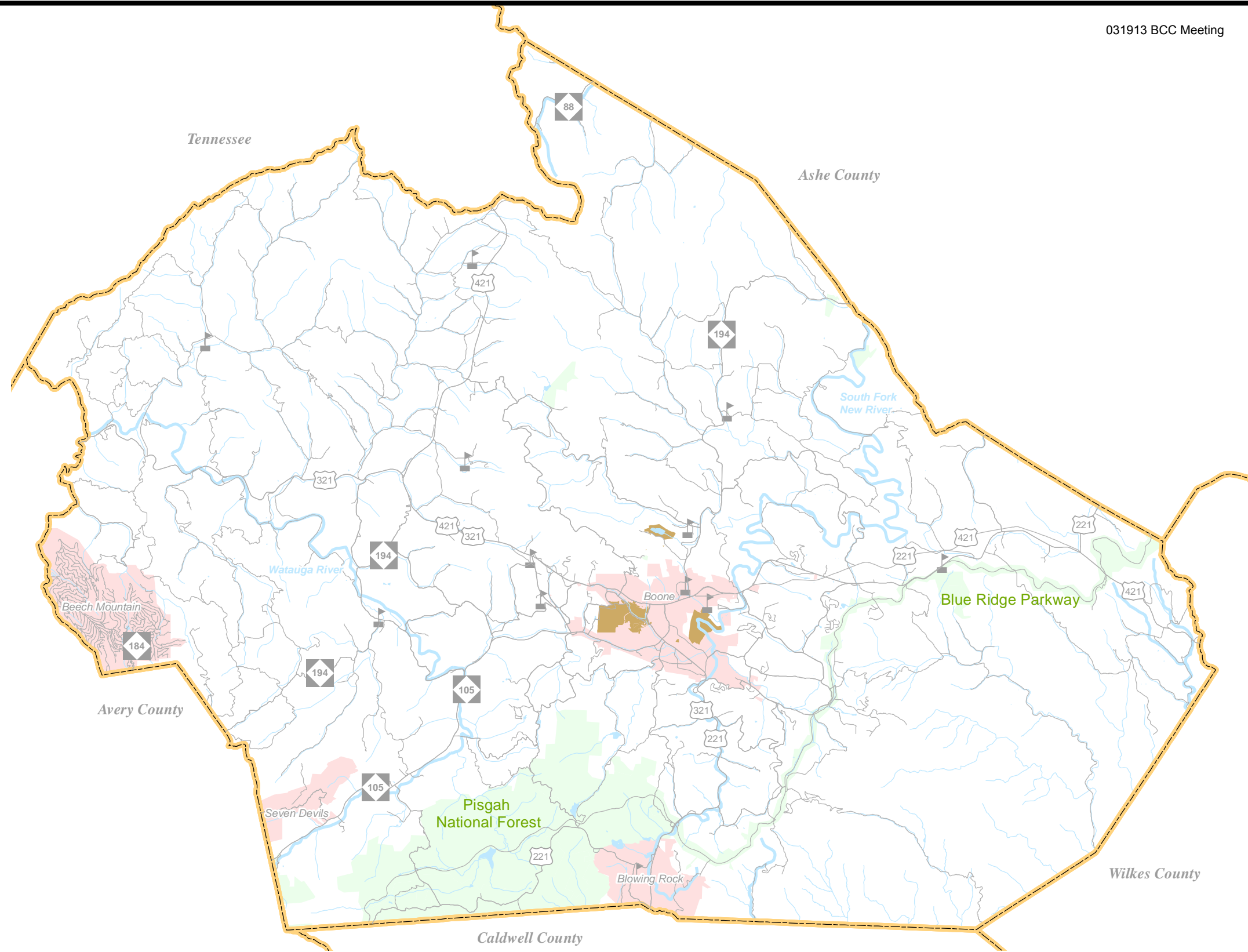
NCDOT
Date:

Endorsed by:

High Country RPO
Date:

Recommended by:

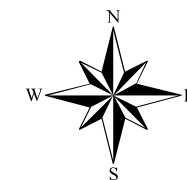
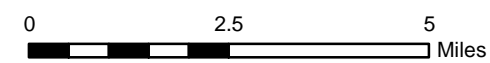
Transportation Planning Branch
Date:



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

Legend

- Roads
- Rivers and Streams
- Schools
- County Boundary
- Municipal Boundary
- Conservation Land
- Appalachian State University

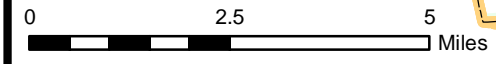
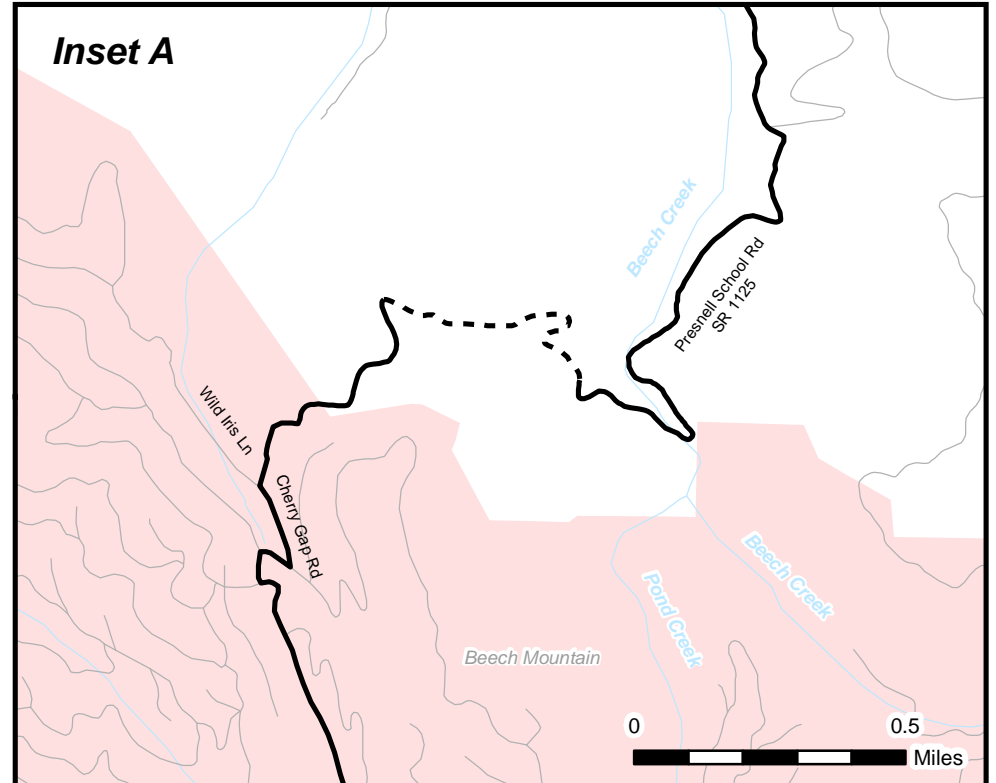
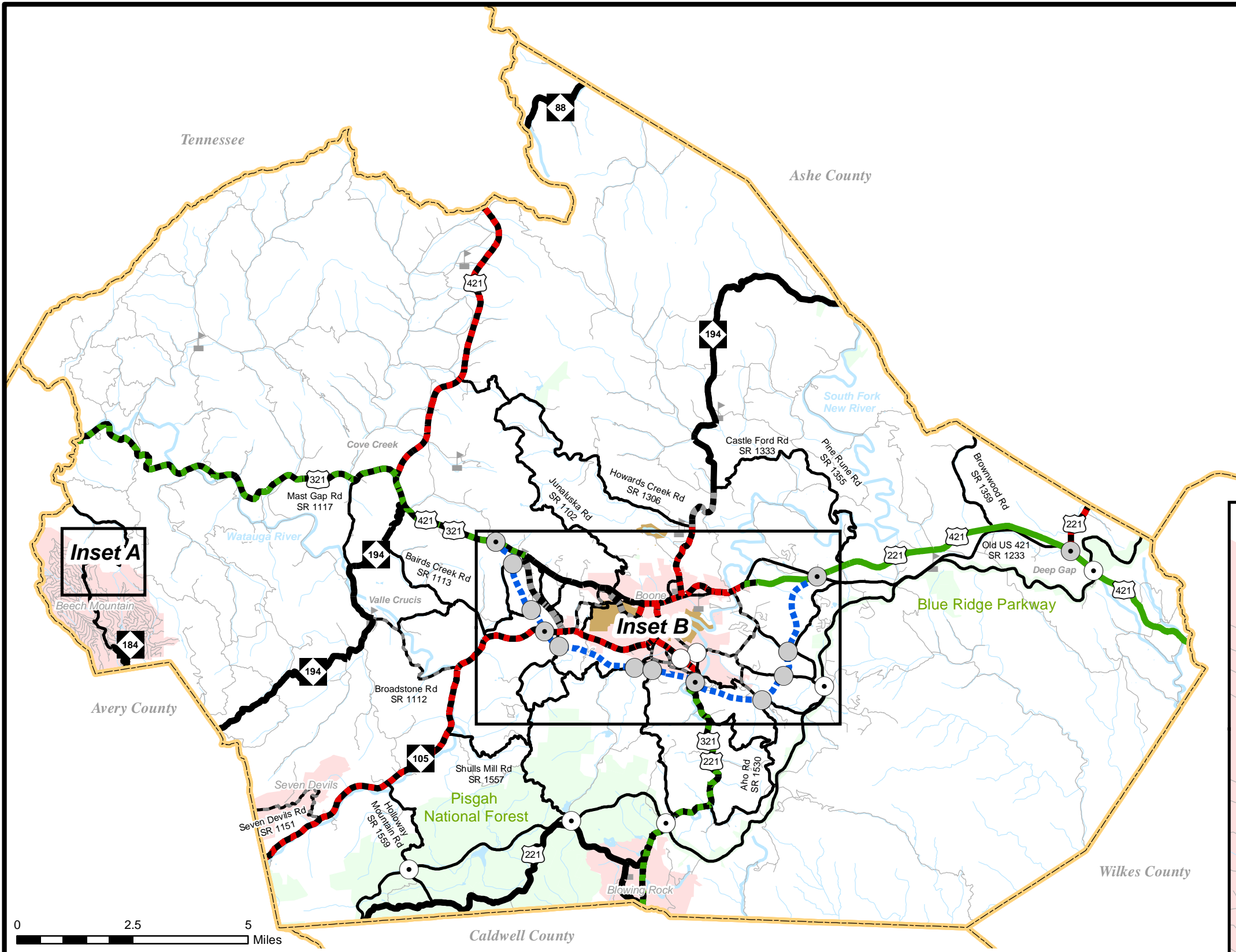


Sheet 1 of 5
Base map date: October 4, 2010
Refer to CTP document for more details

**Adoption Sheet
Watauga County**

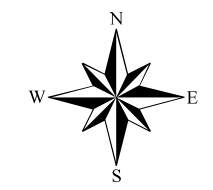
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**Comprehensive
Transportation Plan**

Plan Date: August 2, 2012



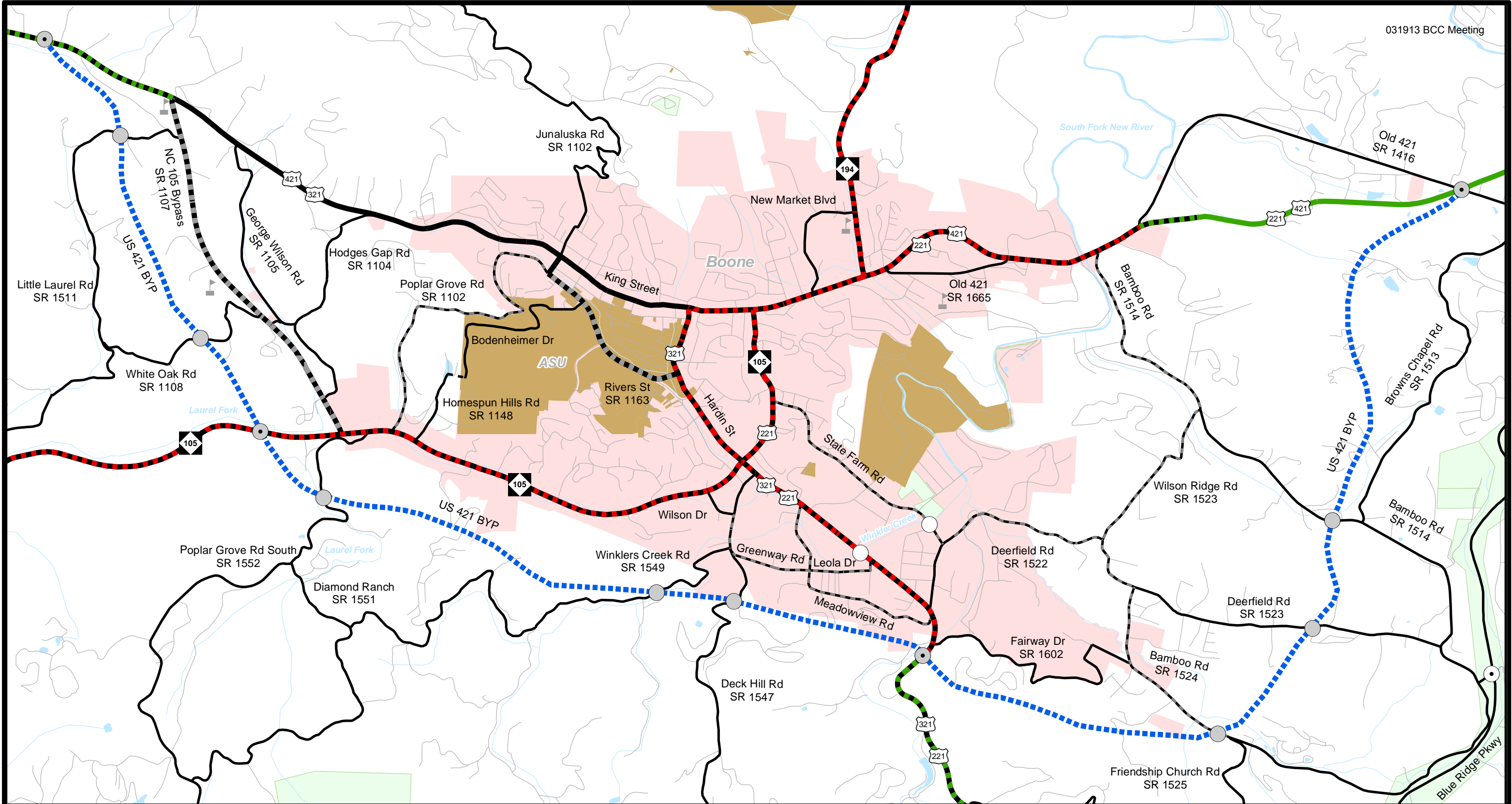
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Sheet 2 of 5
Base map date: October 4, 2010
Refer to CTP document for more details



Highway Map
Watauga County
DRAFT
Comprehensive
Transportation Plan

Plan Date: August 2, 2012



Freeways
 Existing
 Needs Improvement
 Recommended

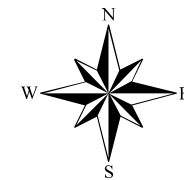
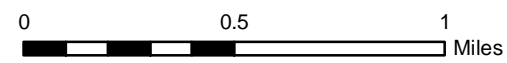
Boulevards
 Existing
 Needs Improvement
 Recommended

Minor Thoroughfares
 Existing
 Needs Improvement
 Recommended

Expressways
 Existing
 Needs Improvement
 Recommended

Other Major Thoroughfares
 Existing
 Needs Improvement
 Recommended

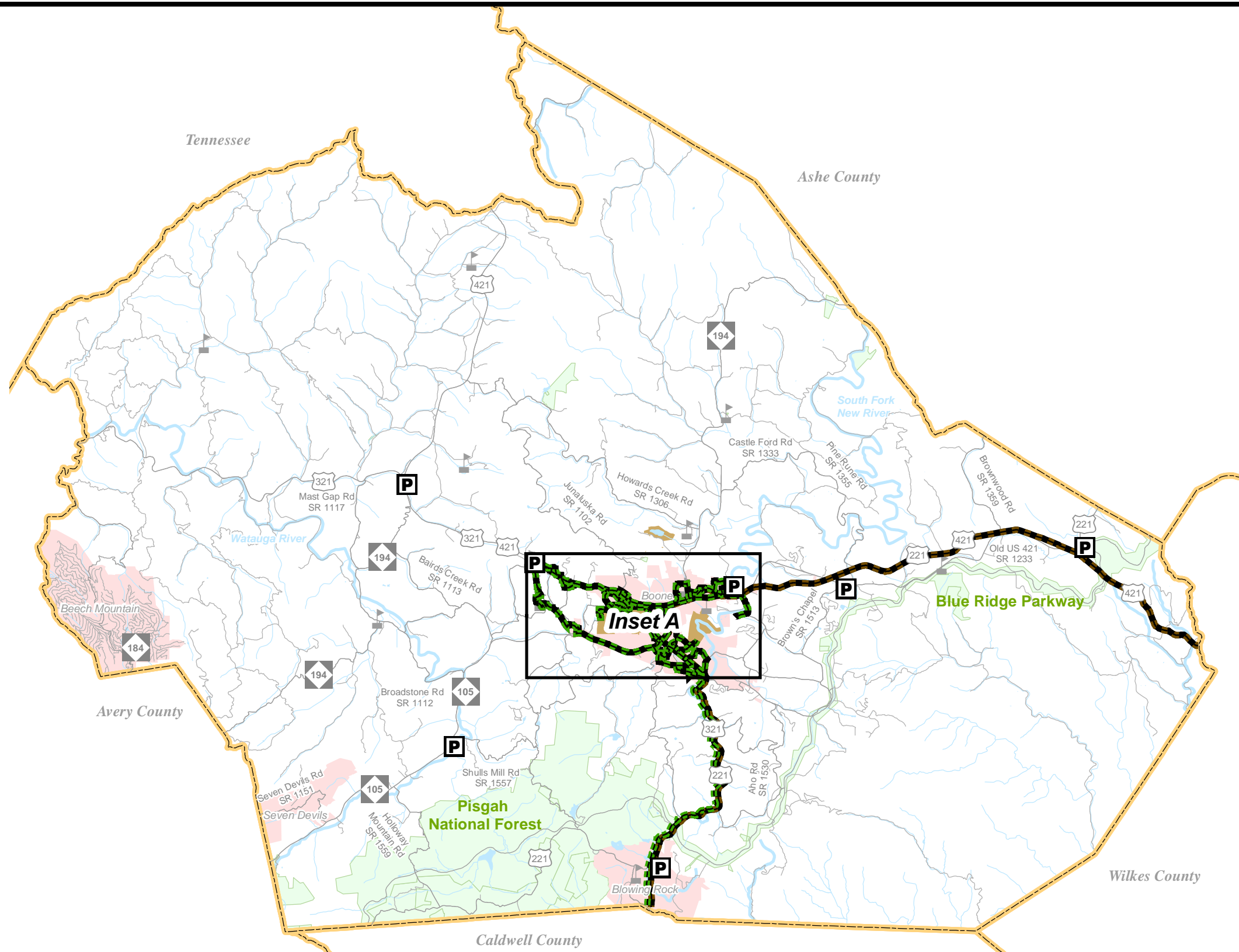
Existing Interchange
 Proposed Interchange
 Existing Grade Separation
 Proposed Grade Separation



Sheet 2A of 5
 Base map date: October 4, 2010
 Refer to CTP document for more details

**Highway Map
 Inset B
 Watauga County
 DRAFT
 Comprehensive
 Transportation Plan**

Plan Date: August 2, 2012



Bus Routes

- Existing
- Needs Improvement
- Recommended

Fixed Guideway

- Existing
- Needs Improvement
- Recommended

Operational Strategies

- Existing
- Needs Improvement
- Recommended

Rail Corridor

- Active
- Inactive
- Recommended

High Speed Rail Corridor

- Existing
- Recommended

Rail Stops

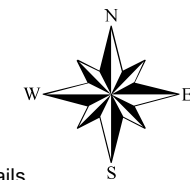
- Existing
- Recommended

Intermodal Connector

- Existing
- Recommended

Park and Ride Lot

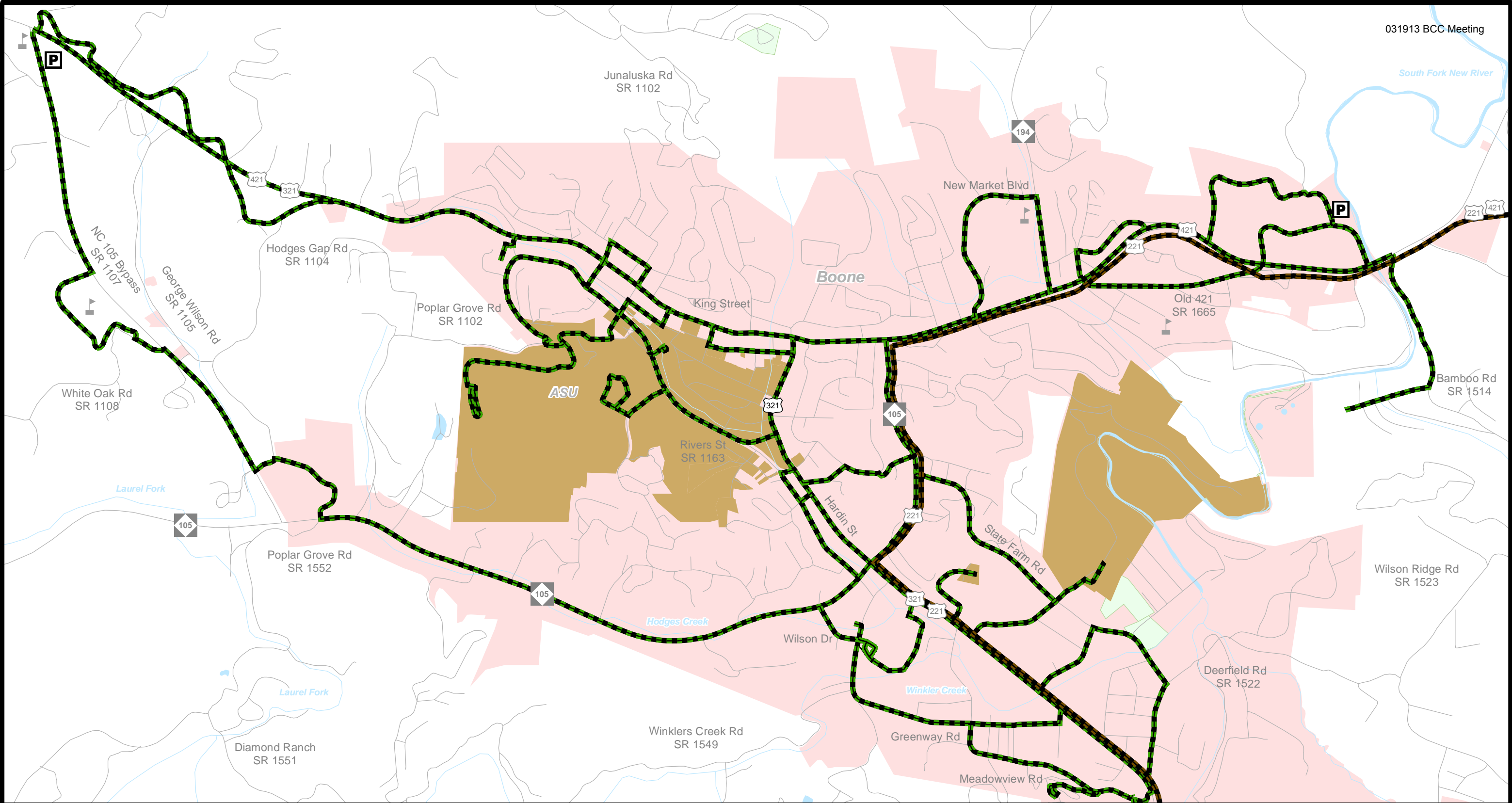
- Existing
- Recommended



Sheet 3 of 5
Base map date: October 4, 2010
Refer to CTP document for more details

**Public Transportation
and Rail Map
Watauga County
DRAFT
Comprehensive
Transportation Plan**

Plan Date: August 2, 2012



Bus Routes

- Existing
- Needs Improvement
- Recommended

Fixed Guideway

- Existing
- Needs Improvement
- Recommended

Operational Strategies

- Existing
- Needs Improvement
- Recommended

Rail Corridor

- Active
- Inactive
- Recommended

High Speed Rail Corridor

- Existing
- Recommended

Rail Stops

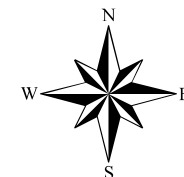
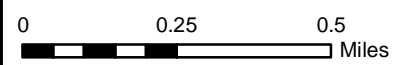
- Existing
- Recommended

Intermodal Connector

- Existing
- Recommended

Park and Ride Lot

- Existing
- Recommended

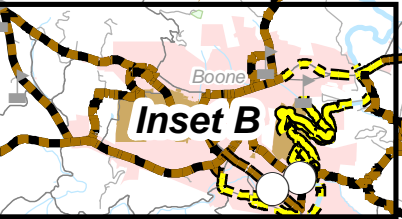
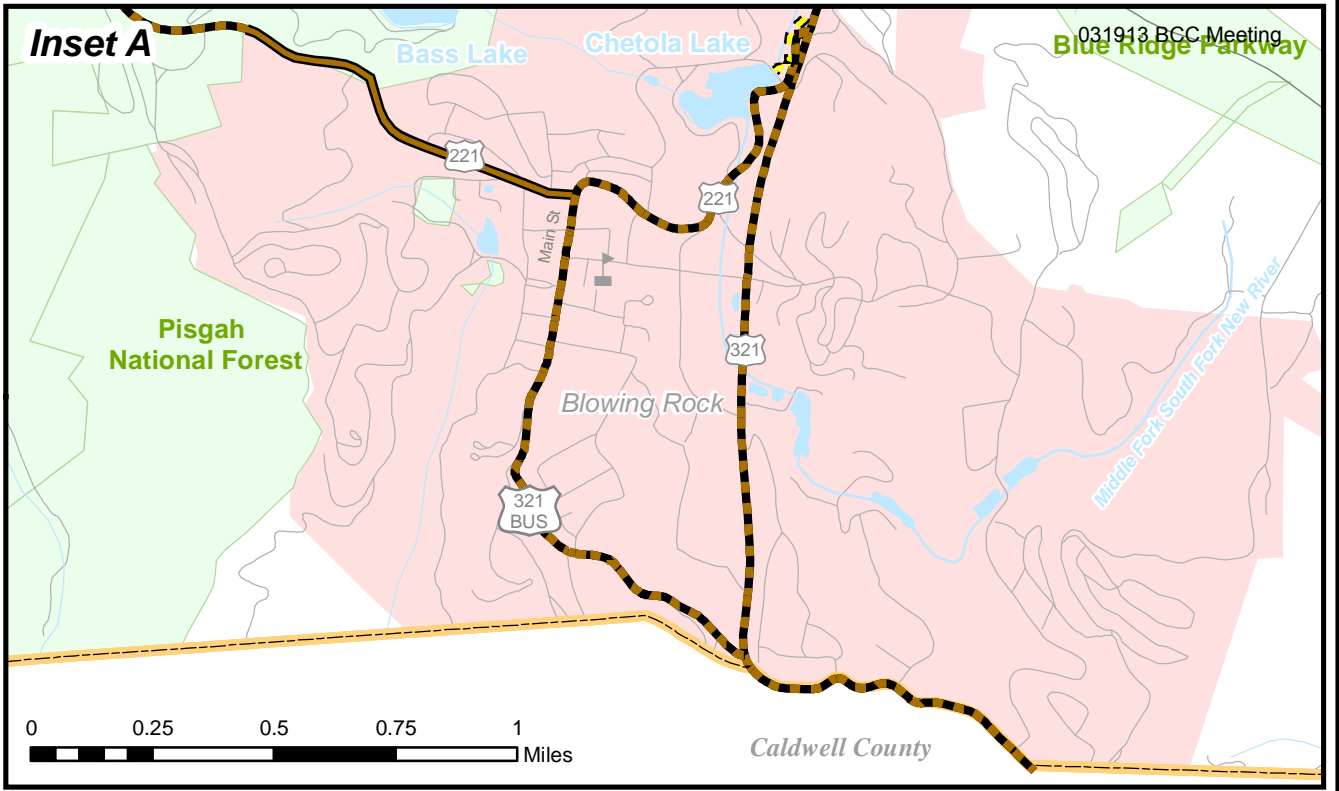
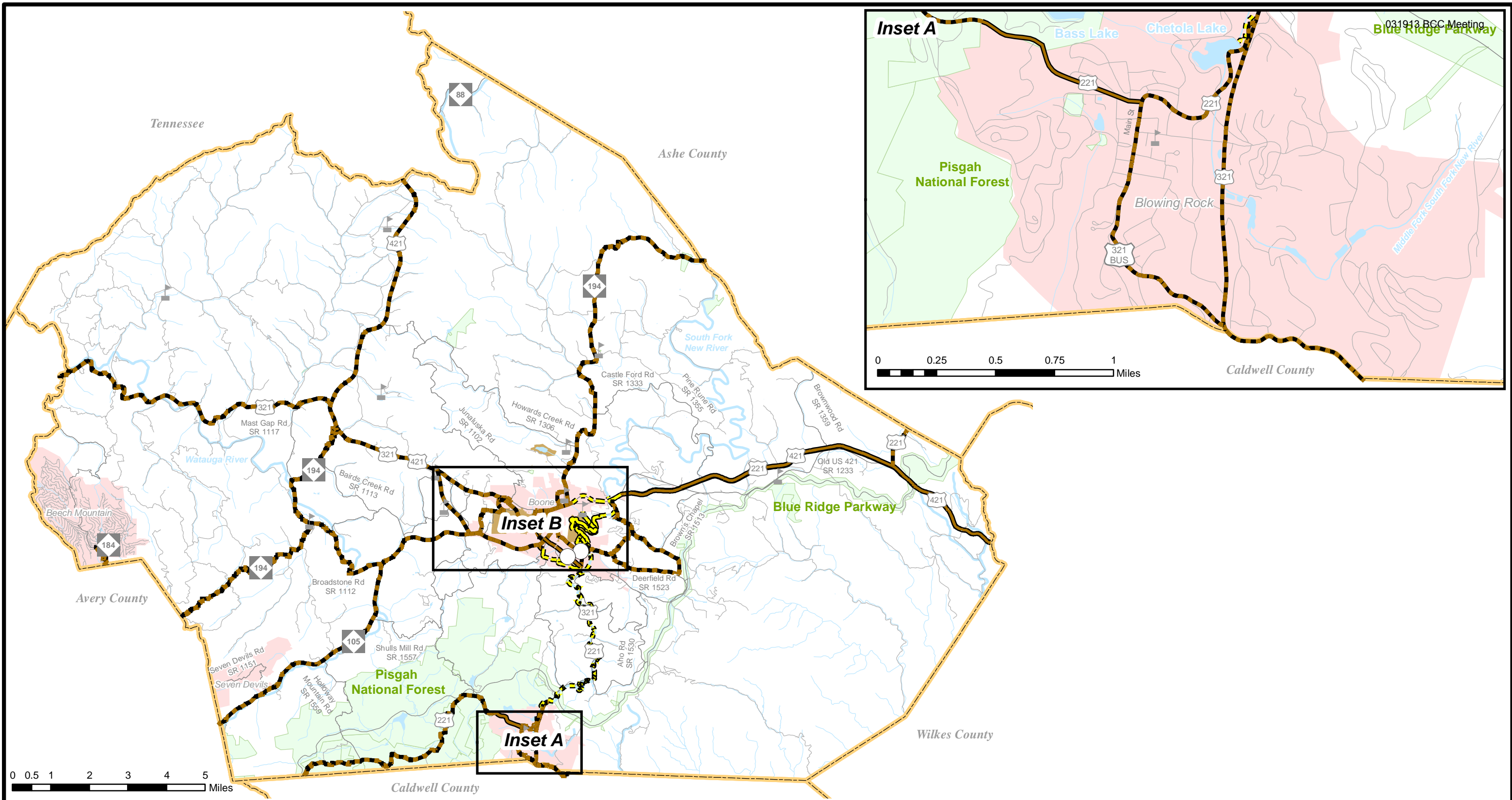


Public Transportation and Rail Map - Inset A Watauga County

DRAFT
Comprehensive
Transportation Plan

Plan Date: August 2, 2012

Sheet 3A of 5
Base map date: October 4, 2012
Refer to CTP document for more details



Legend	
On Road	Off Road
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Multi-Use Paths	
Existing	
Needs Improvement	
Recommended	
Existing Interchange	Existing Interchange
Proposed Interchange	Proposed Interchange
Existing Grade Separation	Existing Grade Separation
Proposed Grade Separation	Proposed Grade Separation

Sheet 4 of 5
Base map date: October 4, 2010
Refer to CTP document for more details

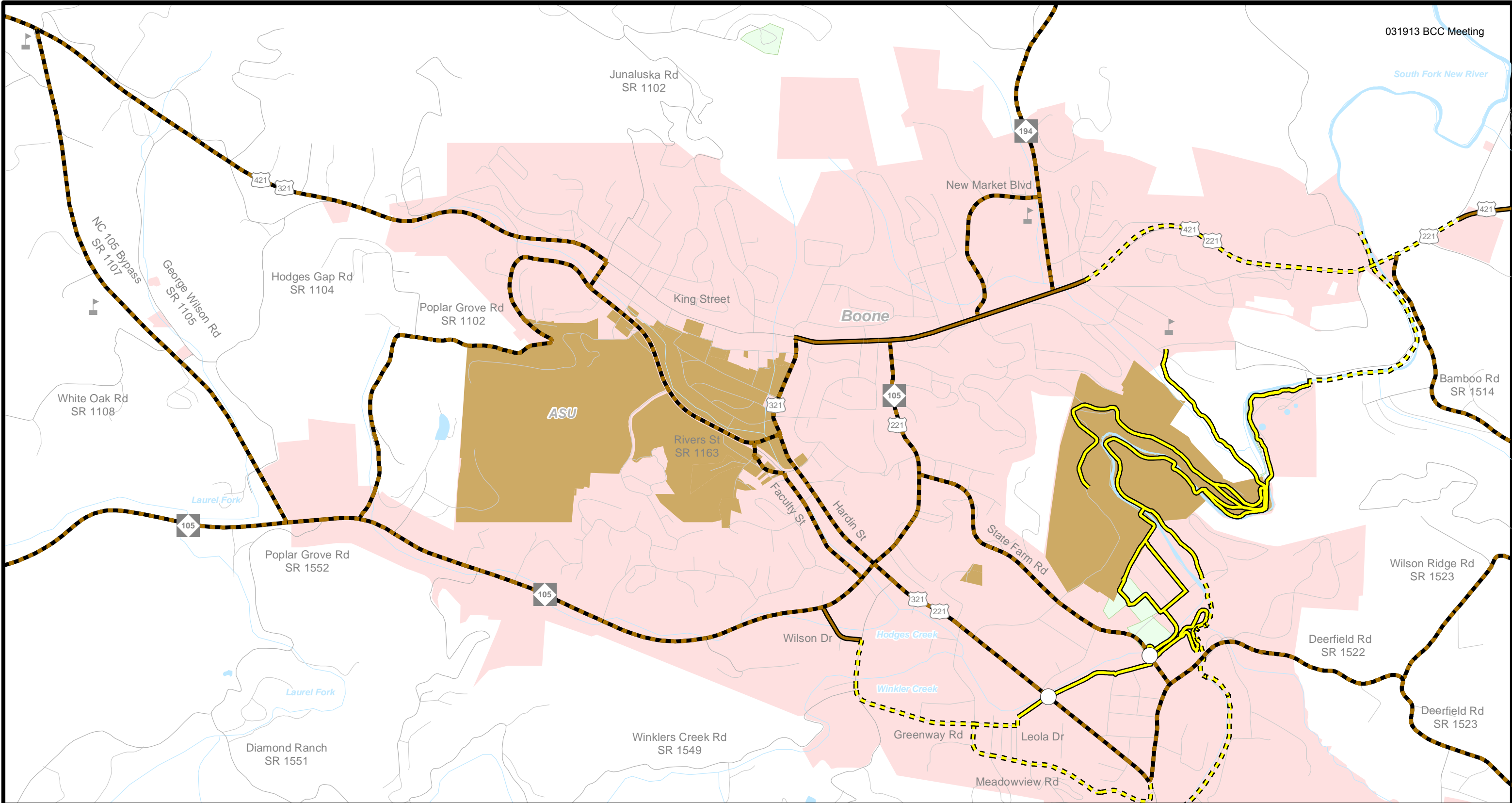
Bicycle Map

Watauga County

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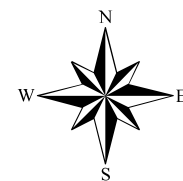
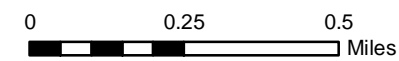
Comprehensive Transportation Plan

Plan Date: August 2, 2012



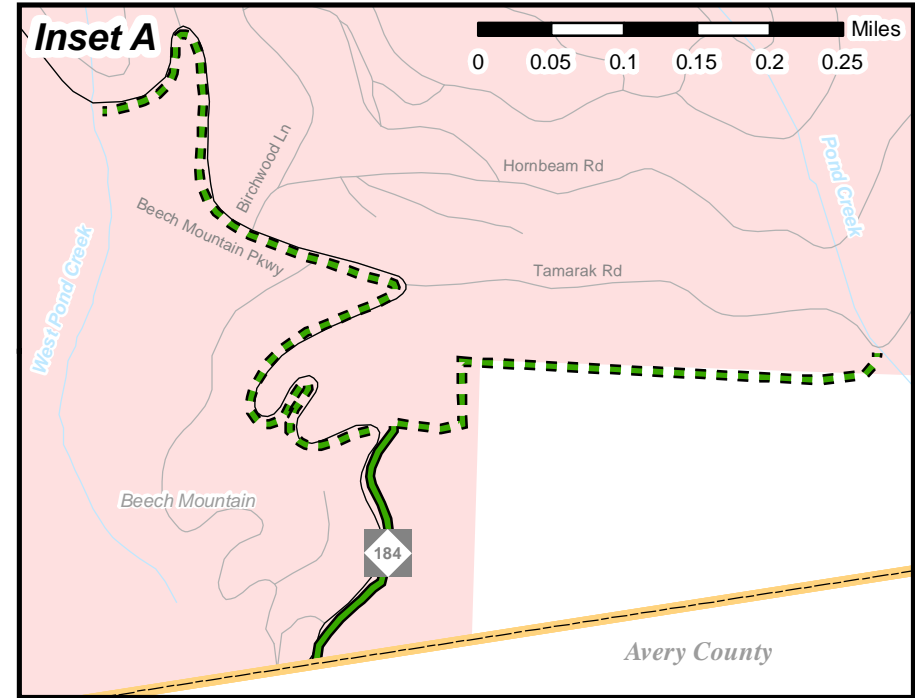
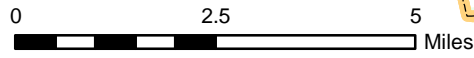
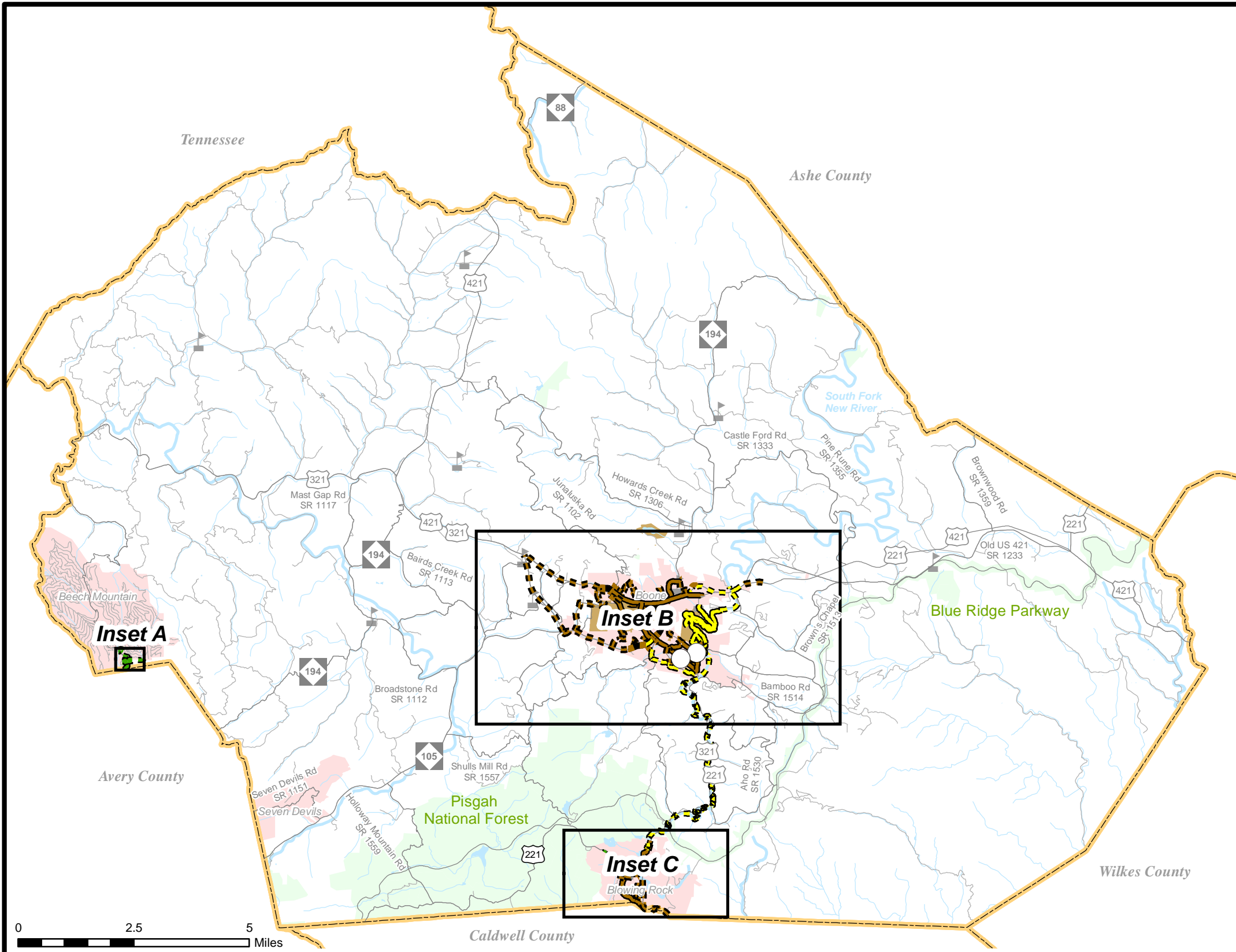
Legend

On Road		Off Road		Multi-Use Paths			
	Existing		Existing		Existing		Existing Interchange
	Needs Improvement		Needs Improvement		Needs Improvement		Proposed Interchange
	Recommended		Recommended		Recommended		Existing Grade Separation
							Proposed Grade Separation



Sheet 4A of 5
 Base map date: October 4, 2010
 Refer to CTP document for more details

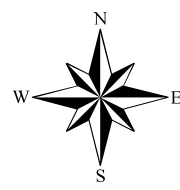
Bicycle Map
Inset B
Watauga County
DRAFT
Comprehensive
Transportation Plan
 Plan Date: August 2, 2012



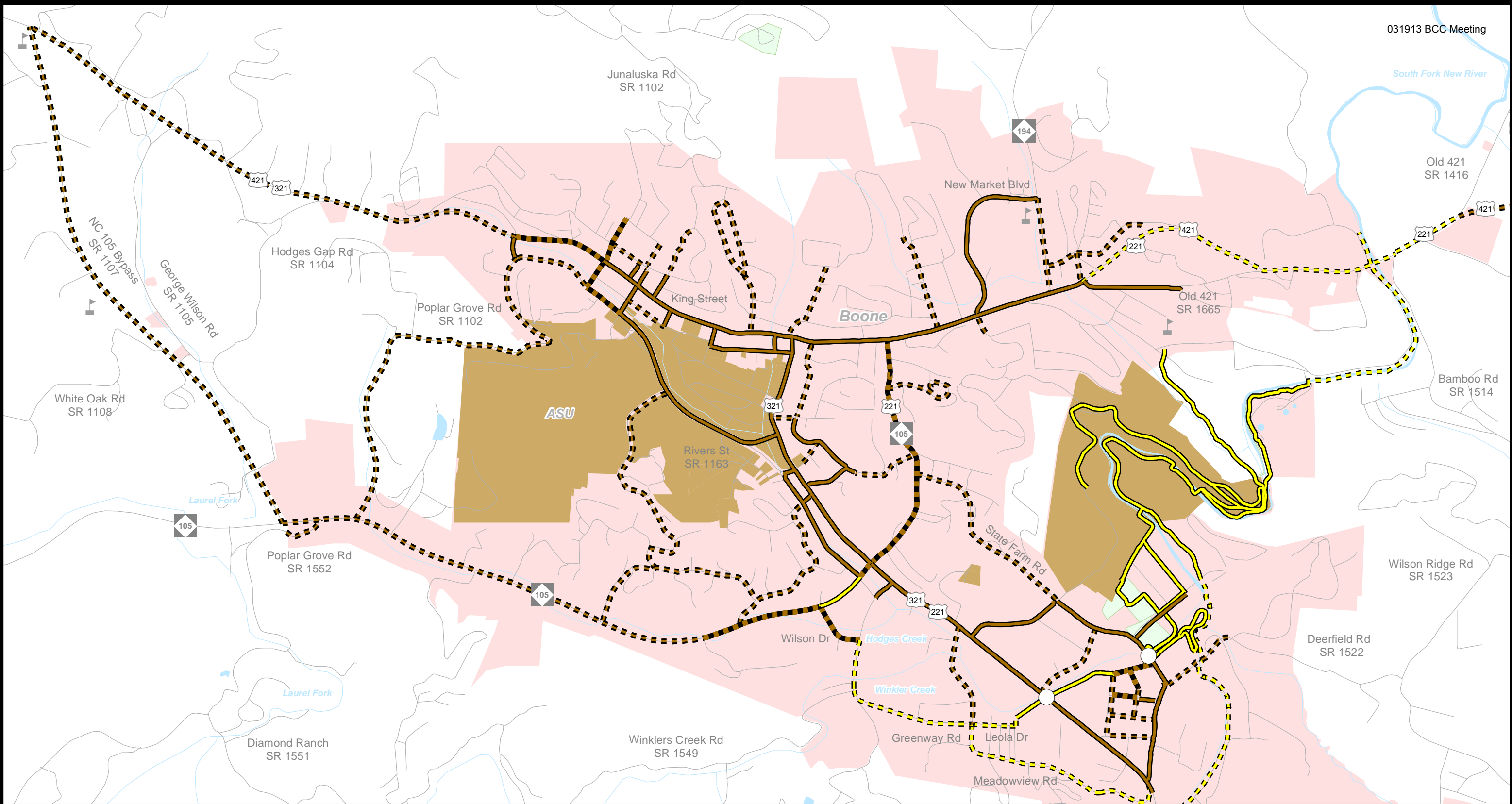
Legend

On Road		Off Road		Multi-Use Paths			
	Existing		Existing		Existing		Existing Interchange
	Needs Improvement		Needs Improvement		Needs Improvement		Proposed Interchange
	Recommended		Recommended		Recommended		Existing Grade Separation
							Proposed Grade Separation

Sheet 5 of 5
 Base map date: October 4, 2010
 Refer to CTP document for more details

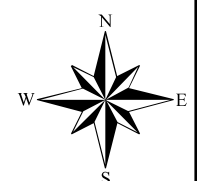
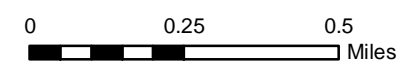


Pedestrian Map
Watauga County
DRAFT
Comprehensive
Transportation Plan
 Plan Date: August 2, 2012



Legend

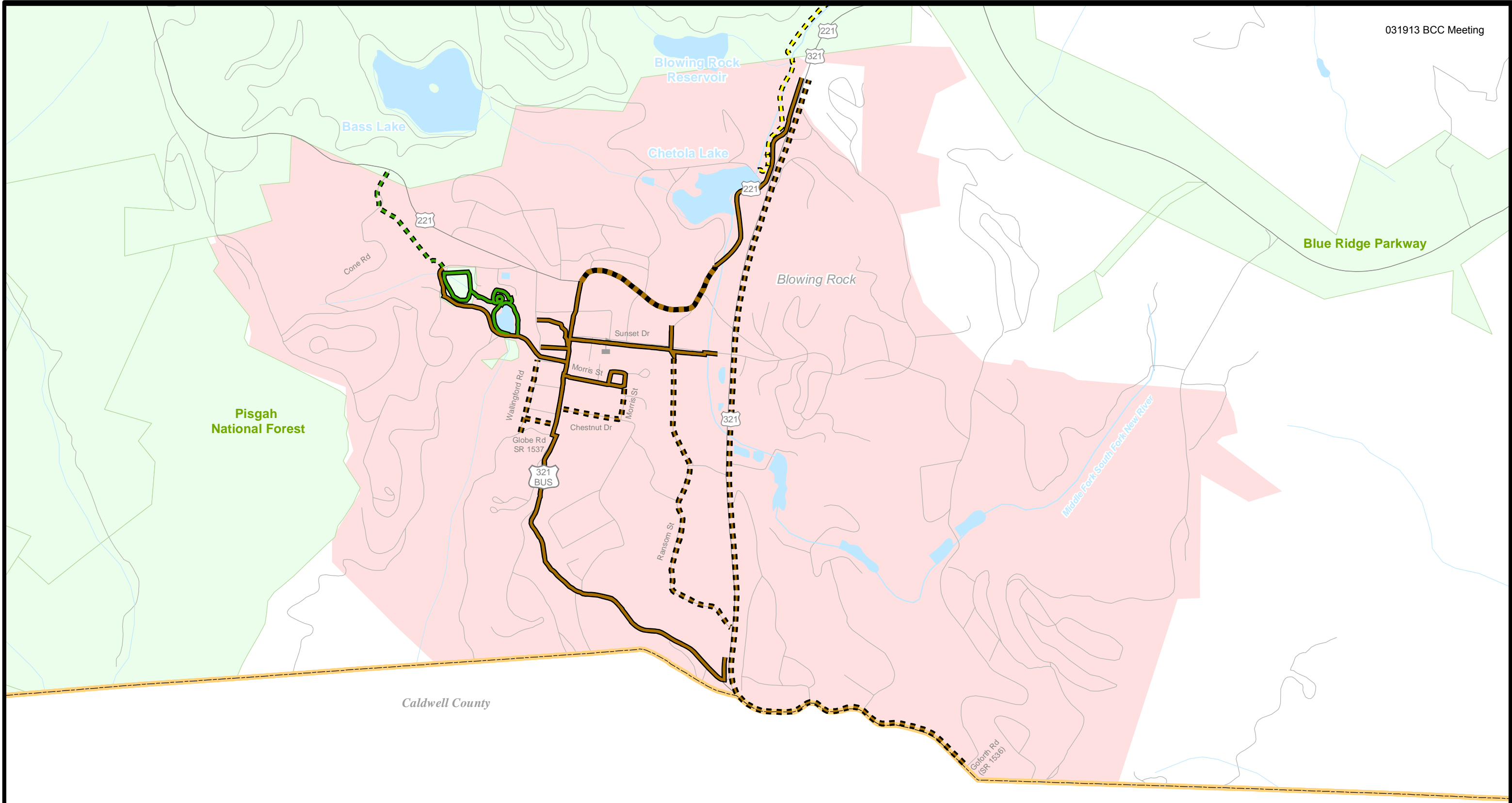
On Road		Off Road		Multi-Use Paths			
	Existing		Existing		Existing		Existing Interchange
	Needs Improvement		Needs Improvement		Needs Improvement		Proposed Interchange
	Recommended		Recommended		Recommended		Existing Grade Separation
							Proposed Grade Separation



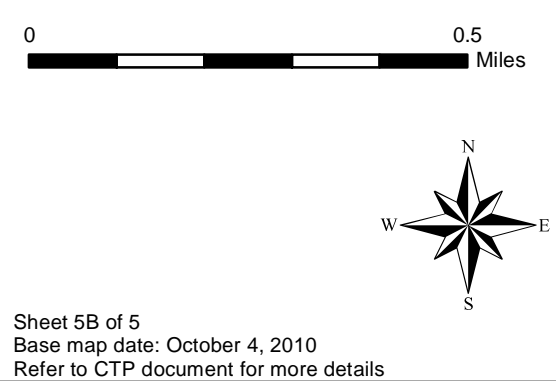
Pedestrian Map
Inset B
Watauga County
DRAFT
Comprehensive
Transportation Plan

Sheet 5A of 5
 Base map date: October 4, 2010
 Refer to CTP document for more details

Plan Date: August 2, 2012



On Road		Off Road		Multi-Use Paths			
	Existing		Existing		Existing		Existing Interchange
	Needs Improvement		Needs Improvement		Needs Improvement		Proposed Interchange
	Recommended		Recommended		Recommended		Existing Grade Separation
							Proposed Grade Separation



Pedestrian Map
Inset C
Watauga County
DRAFT
Comprehensive
Transportation Plan
 Plan Date: August 2, 2012

I. Analysis of the Existing and Future Transportation System

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

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

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

Analysis Methodology and Data Requirements

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

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

Roadway System Analysis

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

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan¹ adopted by the Board of Transportation on September 2, 2004. The SHC Vision Plan is

¹ For more information on the SHC Vision Plan, go to: <http://www.ncdot.gov/doh/preconstruct/tpb/SHC/>.

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

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

In the development of this plan, travel demand was projected from 2010 to 2040 using both a travel demand model and a trend line analysis. A travel demand model for the Boone urban area was developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Outside of the urban area travel demand was projected using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2010. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Watauga County Commissioners (November 1, 2011), Boone Town Council (November 15, 2011), Blowing Rock Town Council (November 15, 2011), Seven Devils Town Council (November 14, 2011), and Beech Mountain Town Council (November 15, 2011). Refer to Appendix I for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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

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

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

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

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

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

Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Watauga County CTP for crashes occurring in the planning area between January 1, 2006 and December 31, 2008. During this period, a total of seventy-three locations that experienced ten or more crashes and/or had a severity average greater than that of the state’s severity for an injury crash (8.4). These locations are illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

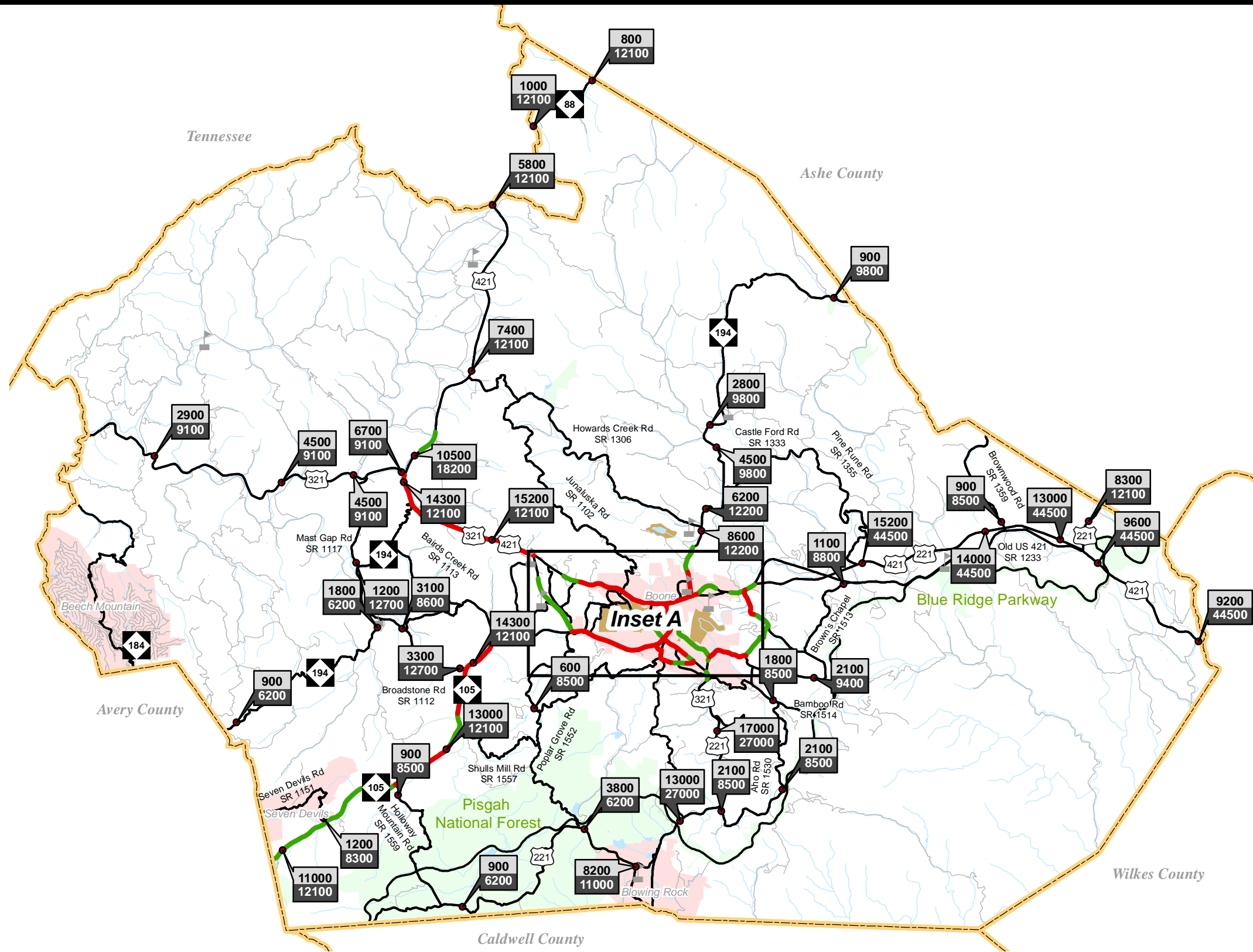
Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as federal and state funds become available. Nineteen deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, three are scheduled for replacement in the 2012 – 2018 State Transportation Improvement Program² (STIP/TIP). Additionally, one other occurs along roadways recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 5 in Appendix G gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix G for more detailed bridge deficiency information.

DRAFT

² For more information on the STIP, go to: <https://connect.ncdot.gov/projects/planning/Pages/default.aspx>



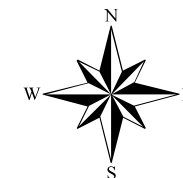
Legend

- | | | |
|---------------|--------------------|------------------------------|
| 2010 Volumes | County Boundary | Municipal Boundary |
| 2010 Capacity | Rivers and Streams | Conservation Land |
| Near Capacity | Other Roads | Appalachian State University |
| Over Capacity | Schools | |
| Network Roads | | |



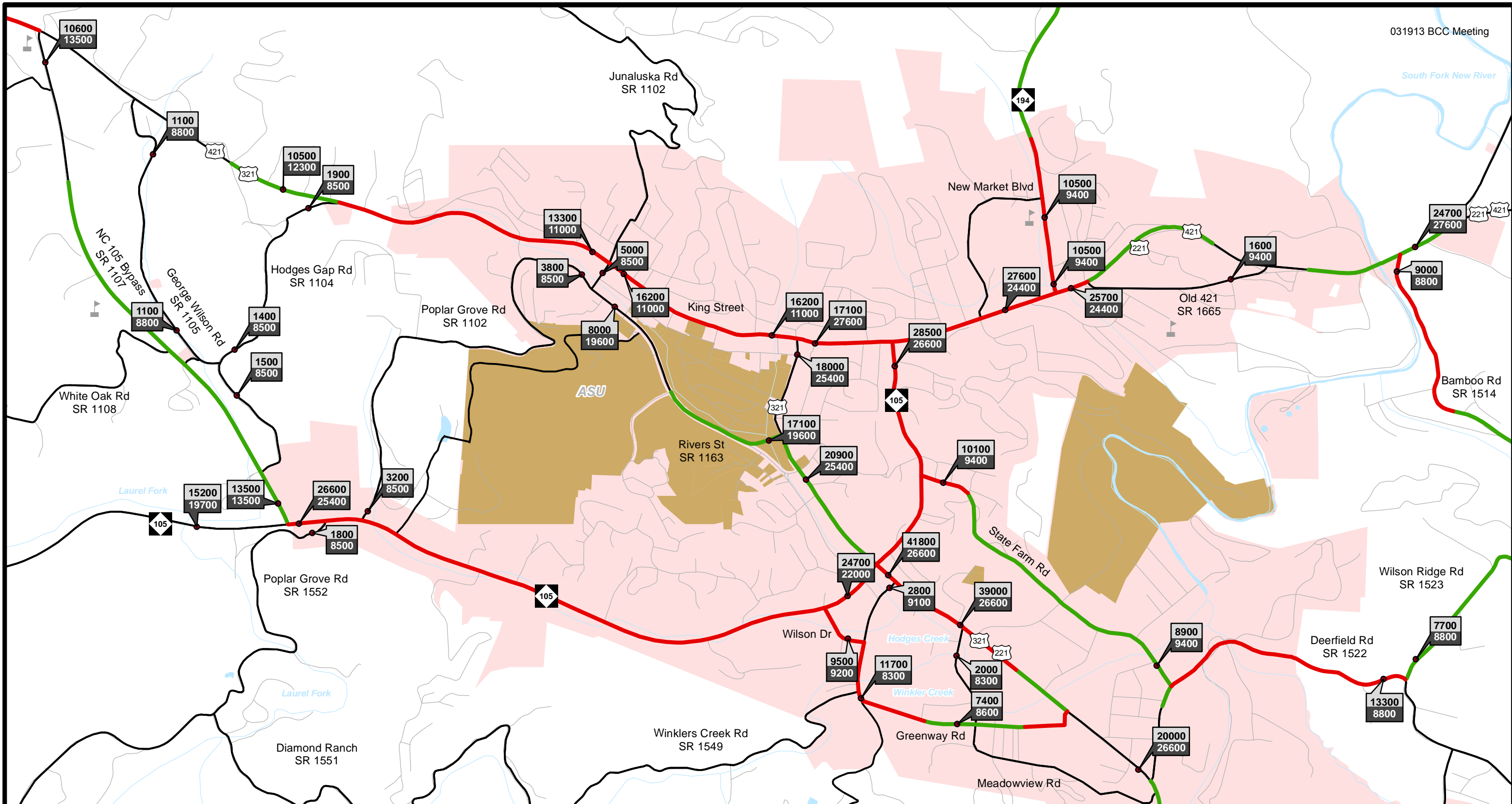
Figure 2

Sheet 1 of 2
Existing Network
Base map date: October 4, 2010



2010 Volumes and Capacity Deficiencies

**Watauga County
Comprehensive
Transportation Plan**



Legend

- | | | |
|---------------|--------------------|------------------------------|
| 2010 Volumes | County Boundary | Municipal Boundary |
| 2010 Capacity | Rivers and Streams | Conservation Land |
| Near Capacity | Other Roads | Appalachian State University |
| Over Capacity | Schools | |
| Network Roads | | |

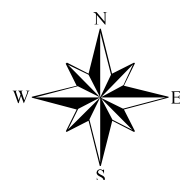
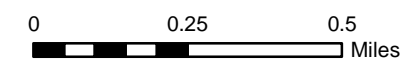
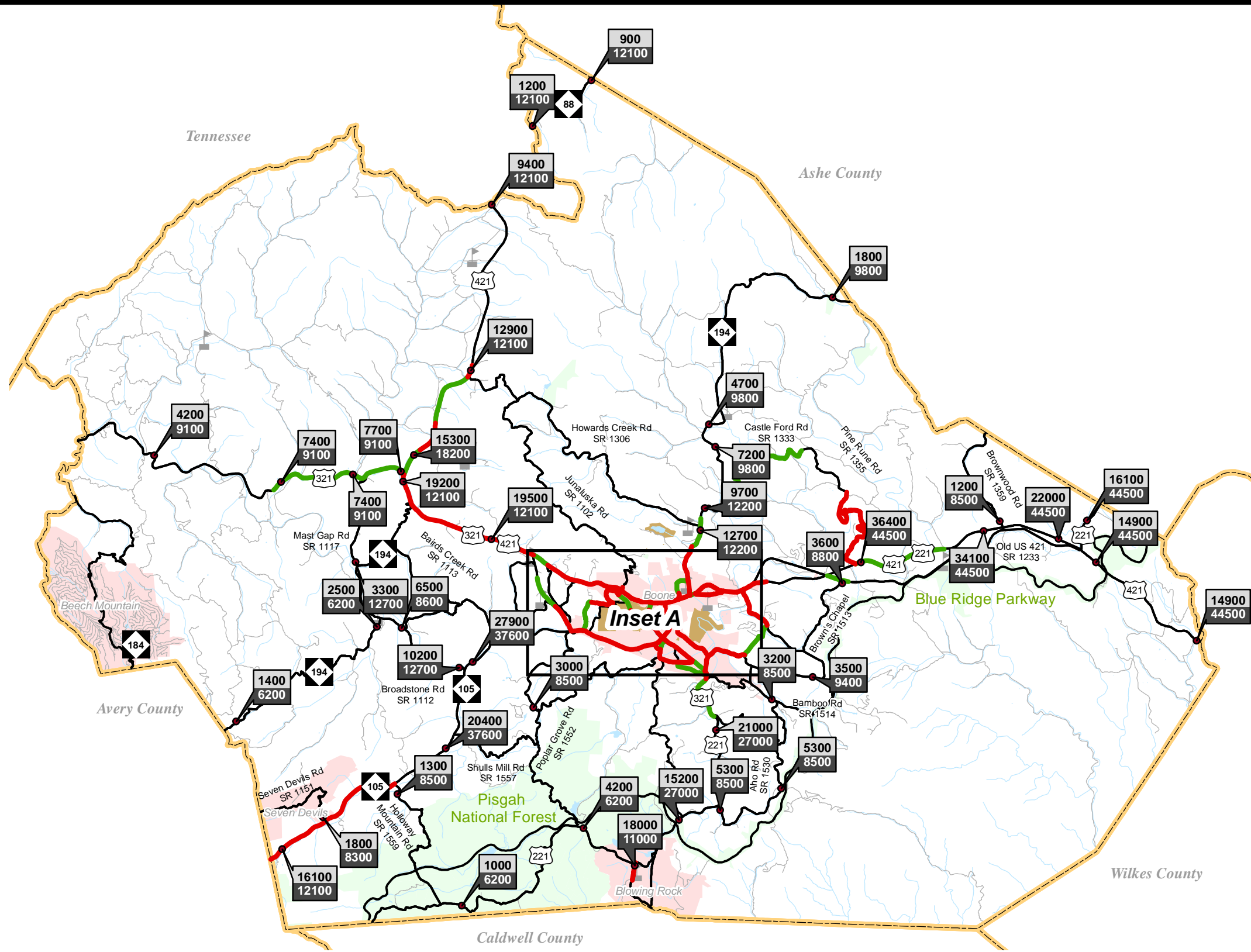


Figure 2

Sheet 2 of 2
Existing Network
Base map date: October 4, 2010

2010 Volumes and Capacity Deficiencies Inset A

Watauga County Comprehensive Transportation Plan



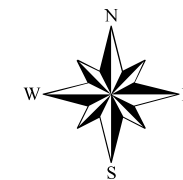
Legend

- | | | |
|---------------|--------------------|------------------------------|
| 2040 Volumes | County Boundary | Municipal Boundary |
| 2010 Capacity | Rivers and Streams | Conservation Land |
| Near Capacity | Other Roads | Appalachian State University |
| Over Capacity | Schools | |
| Network Roads | | |



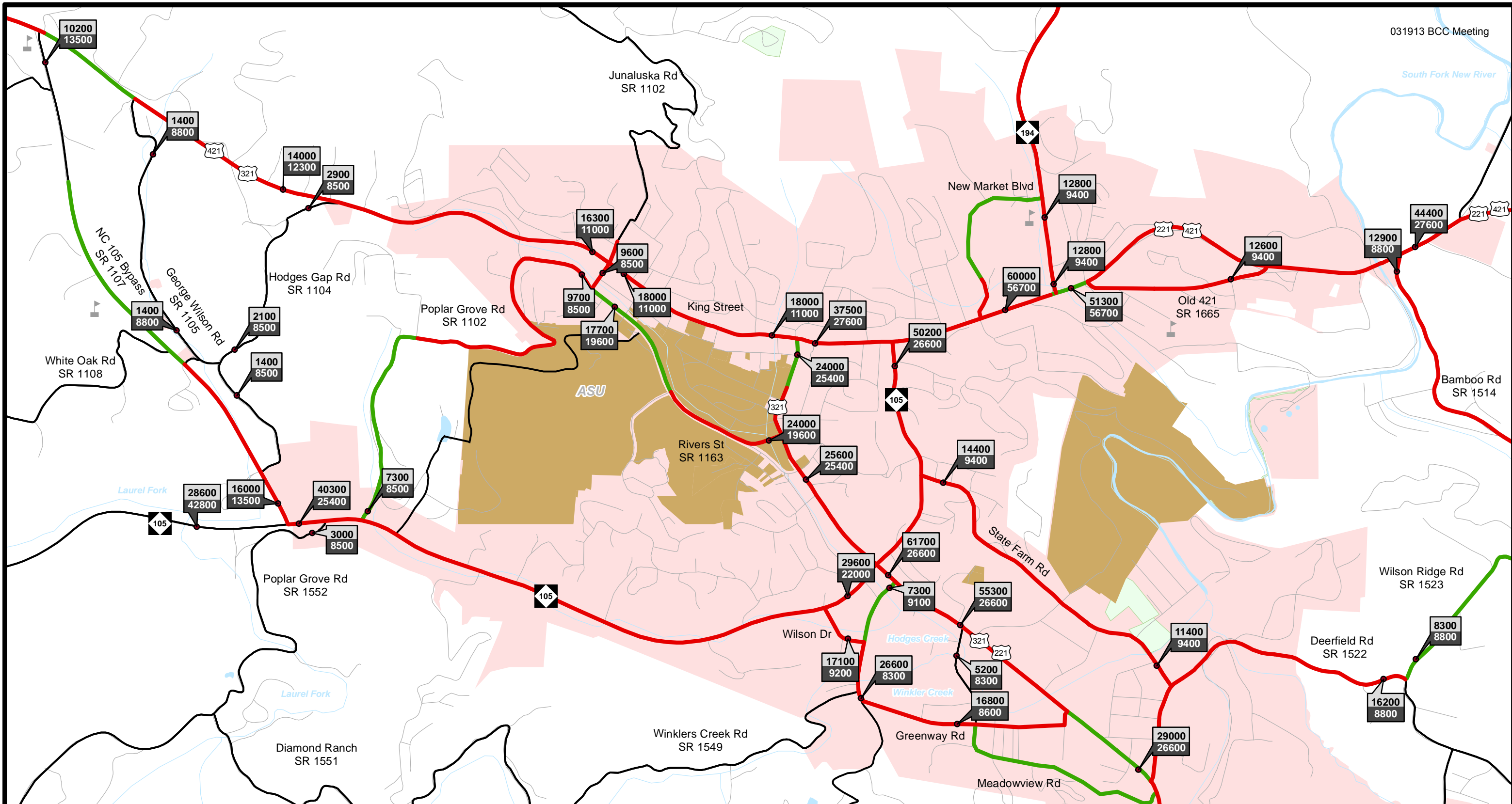
Figure 3

Sheet 1 of 2
Existing Plus Committed Network
Base map date: October 4, 2010



2040 Volumes and Capacity Deficiencies

**Watauga County
Comprehensive
Transportation Plan**



Legend

- | | | |
|---|---|---|
| 2040 Volumes | County Boundary | Municipal Boundary |
| 2010 Capacity | Rivers and Streams | Conservation Land |
| Near Capacity | Other Roads | Appalachian State University |
| Over Capacity | Schools | |
| Network Roads | | |

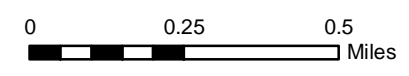
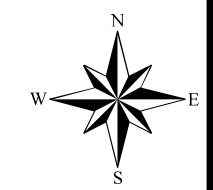


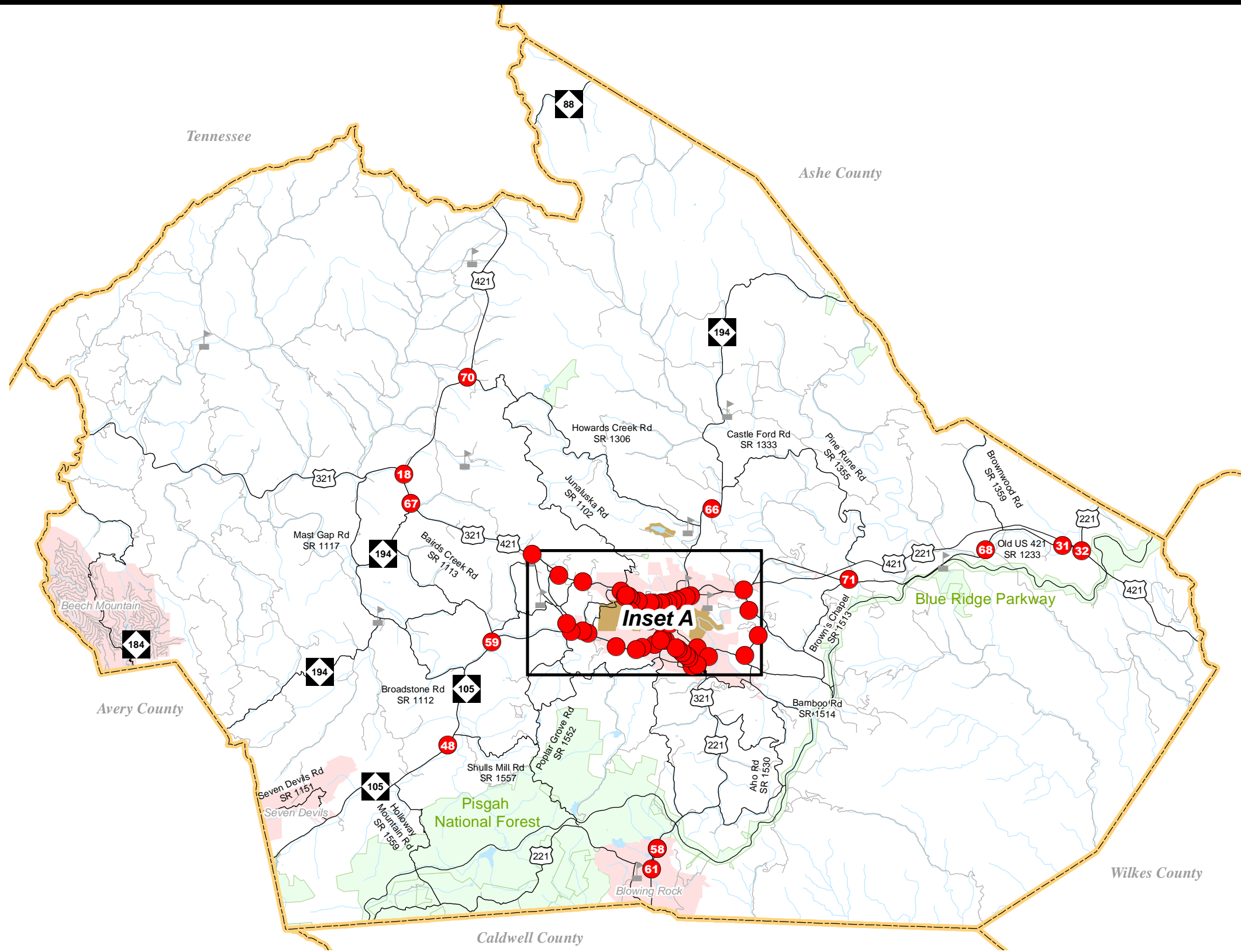
Figure 3

Sheet 2 of 2
 Existing Plus Committed Network
 Base map date: October 4, 2010



2040 Volumes and Capacity Deficiencies Inset A

Watauga County Comprehensive Transportation Plan



Legend




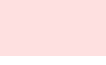
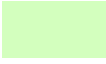

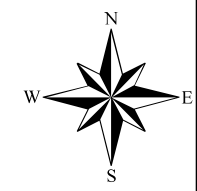
-  Crash Locations (# Map Index)
-  Schools
-  County Boundary
- Network Roads
- Other Roads
- Rivers and Streams
-  Municipal Boundary
-  Conservation Land
-  Appalachian State University



Figure 4

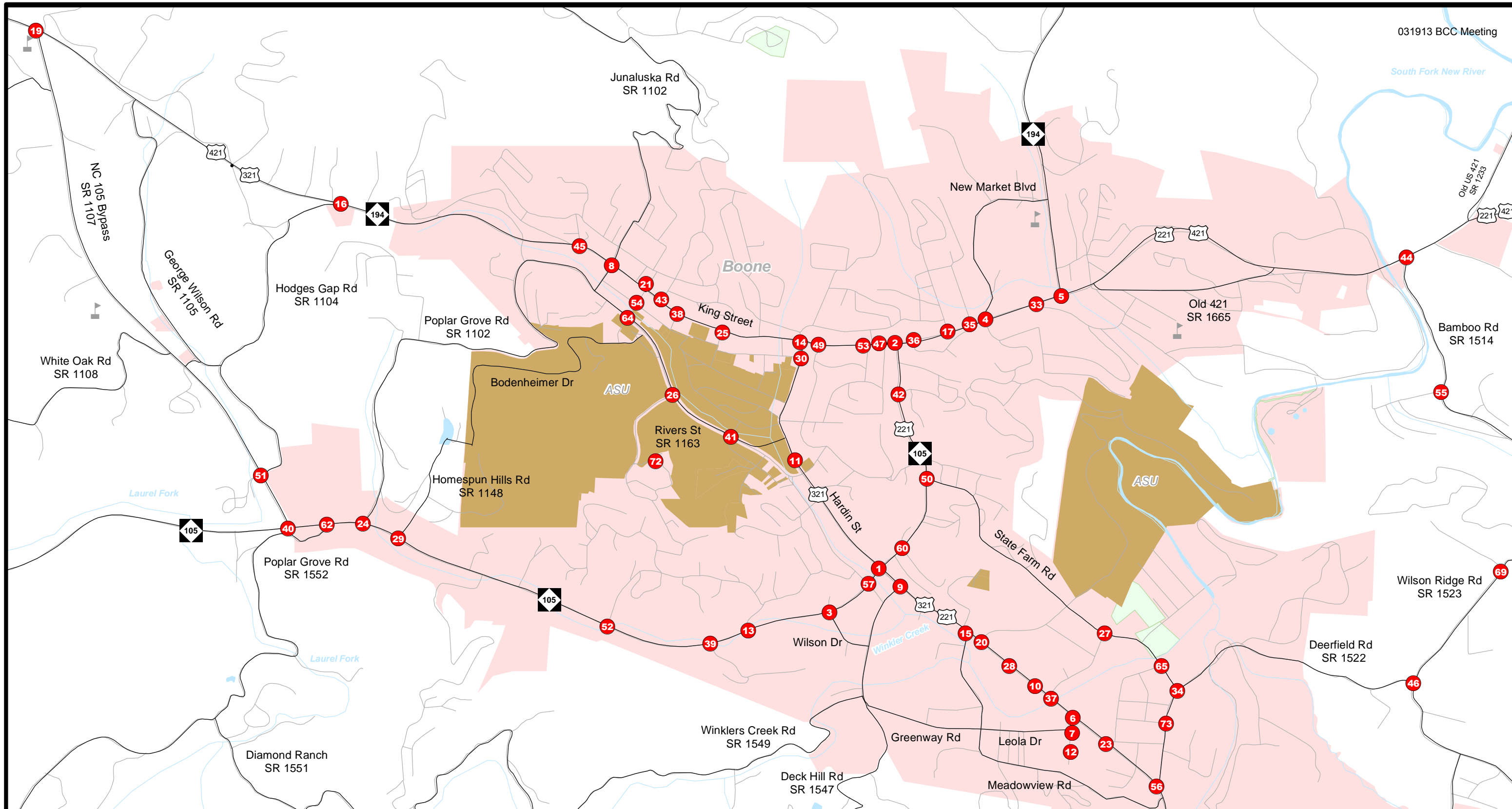
Sheet 1 of 2
 Base map date: October 4, 2010
 Refer to Appendix F for more details



Crash Locations

(January 1, 2006 and December 31, 2008)

Watauga County Comprehensive Transportation Plan



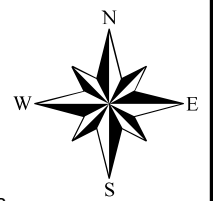
Legend

- Crash Locations (# Map Index)
- Schools
- County Boundary
- Network Roads
- Other Roads
- Rivers and Streams
- Municipal Boundary
- Conservation Land
- Appalachian State University

0 0.25 0.5 Miles

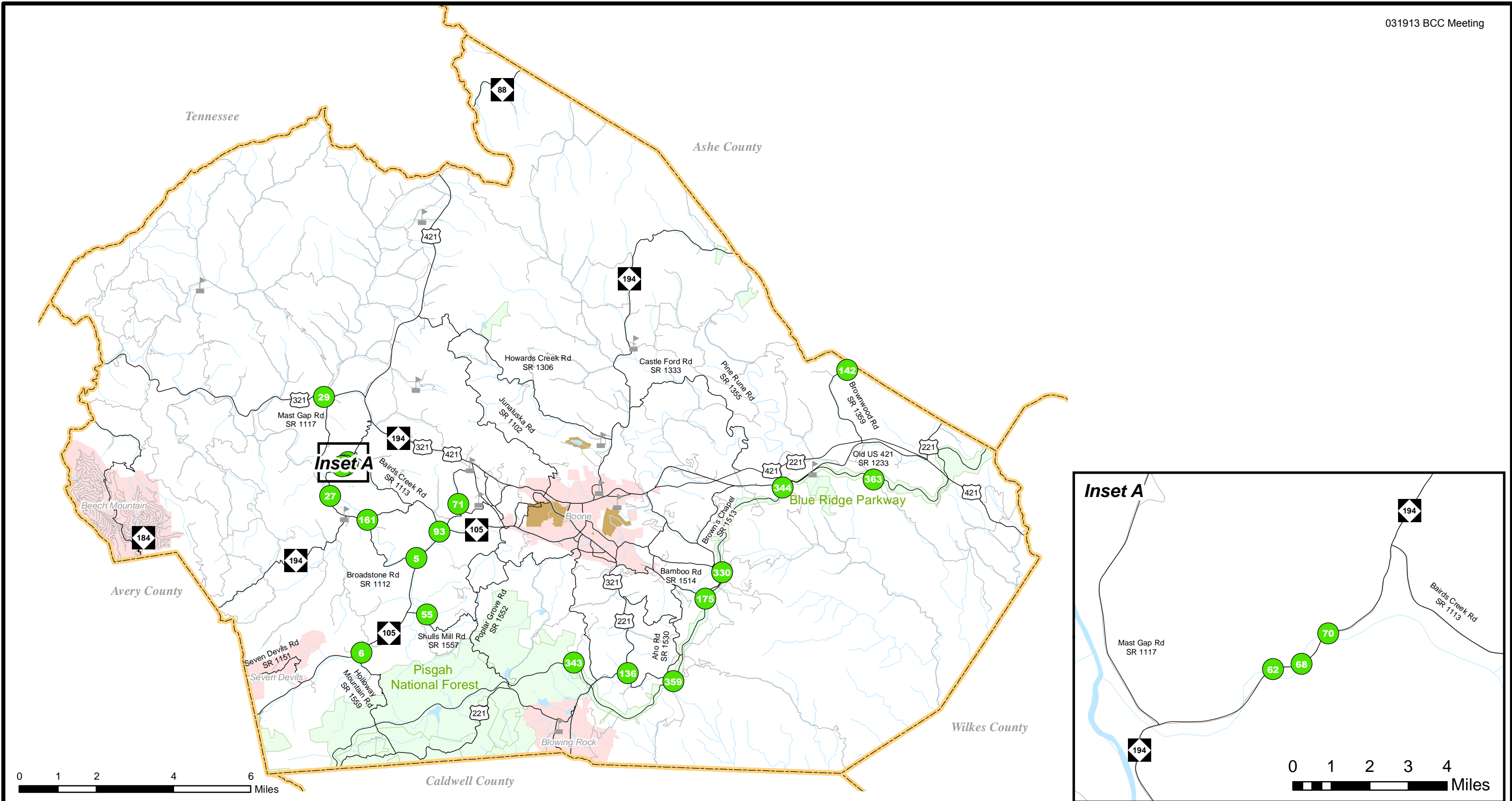
Figure 4

Sheet 2 of 2
 Base map date: October 4, 2010
 Refer to Appendix F for more details



**Crash Locations
 Inset A**
 (January 1, 2006 and December 31, 2008)

Watauga County Comprehensive Transportation Plan

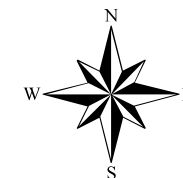


Legend

- # Deficient Bridge (# Map Index)
- Network Roads
- Municipal Boundary
- Conservation Land
- Appalachian State University
- Schools
- Other Roads
- Rivers and Streams
- County Boundary

Figure 5

Sheet 1 of 1
 Base map date: October 4, 2010
 Refer to Appendix G for more details



Deficient Bridges

**Watauga County
 Comprehensive
 Transportation Plan**

Public Transportation and Rail

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

Public Transportation

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

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

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. AppalCART³ is the primary transit provider in the county. It operates a free fixed route service in downtown Boone that has approximately 100,000 boardings per month. AppalCART also operates an on demand service for the rest of the county. Out of county bus service is also available through the Mountaineer Express which connects to nearby major urban centers like Hickory/Charlotte and Winston-Salem/Greensboro. All recommendations for public

³ For more information, visit: <http://appalcart.com/>.

transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by a partnership between NCDOT and Amtrak. Amtrak currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 893,000 passengers in 2011.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. The only rail line in the county is the Tweetsie Rail Road. This rail line is a closed loop, recreation facility and therefore was not included in the transportation analysis.

Bicycles & Pedestrians

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

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

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

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

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The "Walk Boone 2011" and the 2010 Town of Beech Mountain Streetscape Plan were utilized in the development of these elements of the CTP. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information for the Division of Bicycle and Pedestrian Transportation.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the Citizens Plan for Watauga⁴ (2010) and the Boone 2030 Land Use Plan⁵ (2009) were used to meet this requirement. The future land development plans are illustrated in Figure 6.

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

- **Residential**: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- **Commercial**: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments,

⁴ The 2010 Citizens Plan for Watauga can be viewed at:
http://www.wataugacounty.org/main/App_Pages/Dept/Planning/citizensplan.aspx

⁵ The 2009 Boone 2030 Land Use Plan can be viewed at:
<http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

- **Industrial:** Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- **Public:** Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- **Agricultural:** Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- **Mixed Use:** Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements. The majority of growth in Watauga County is expected to occur in the vicinity of Boone and along the US 421 corridor to Deep Gap. For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix I.

Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act⁶ (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, efforts were made to minimize potential impacts to these features utilizing the best available data. Any potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Watauga County are shown in Figure 7 and highlighted in Tables 1 and 2.

⁶ For more information on NEPA, go to: <http://ceq.hss.doe.gov/>.

Table 1 – Environmental Features

- | | |
|---|---|
| <ul style="list-style-type: none"> • Airport Boundaries • Anadromous Fish Spawning Areas • Beach Access Sites • Bike Routes (NCDOT) • Coastal Marinas • Colleges and Universities • Conservation Tax Credit Properties • Emergency Operation Centers • Federal Land Ownership • Fisheries Nursery Areas • Geology (including Dikes and Faults) • Hazardous Substance Disposal Sites • Hazardous Waste Facilities • High Quality Water and Outstanding Resource Water Management Zones • Hospital Locations • Hydrography (1:24,000 scale) • Land Trust Priority Areas • Natural Heritage Element Occurrences • National Wetlands Inventory | <ul style="list-style-type: none"> • North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS) • Paddle Trails – Coastal Plain • Railroads (1:24,000 scale) • Recreation Projects – Land and Water Conservation Fund • Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants • Schools – Public and Non-Public • Shellfish Strata • Significant Natural Heritage Areas • State Parks • Submersed Rooted Vasculars • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Waters (WRC) • Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells • Water Supply Watersheds • Wild and Scenic Rivers |
|---|---|

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

Table 2 – Restricted Environmental Features

- | | |
|---|--|
| <ul style="list-style-type: none"> • Archaeological Sites • Historic National Register Districts • Historic National Register Structures | <ul style="list-style-type: none"> • Macrosite Boundaries • Managed Areas • Megasite Boundaries |
|---|--|

Public Involvement

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

A meeting was held with the Watauga County Board of Commissioners in August 2010 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

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

The public involvement process included holding a public drop-in session in Watauga County to present the transportation deficiencies and to solicit ideas for addressing the deficiencies. The meeting was held on April 12, 2012 at the Watauga County Courthouse. Four comment forms were submitted during this session.

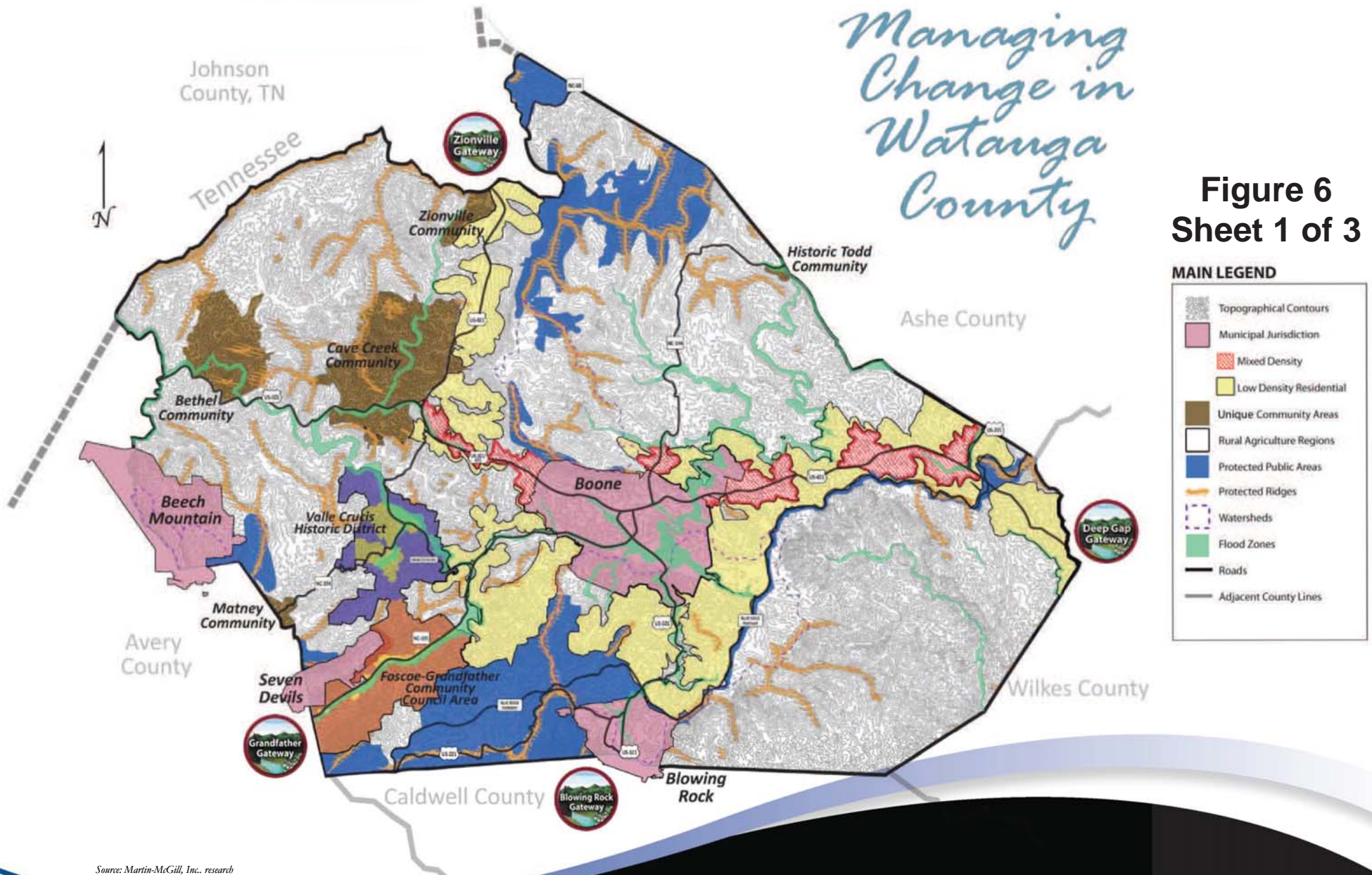
A second public drop-in session was held on November 8, 2012 at the High Country Council of Governments building. The purpose of this session was to present the proposed Comprehensive Transportation Plan to the public and solicit comments. Through survey responses and emails, 157 comments were received after this session.

A public hearing was held on **DATE** during the Watauga County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. **The CTP was adopted during this meeting.**

The High Country RPO endorsed the CTP on **DATE**. The North Carolina Department of Transportation mutually adopted the Watauga County CTP on **DATE**.

Managing Change in Watanga County

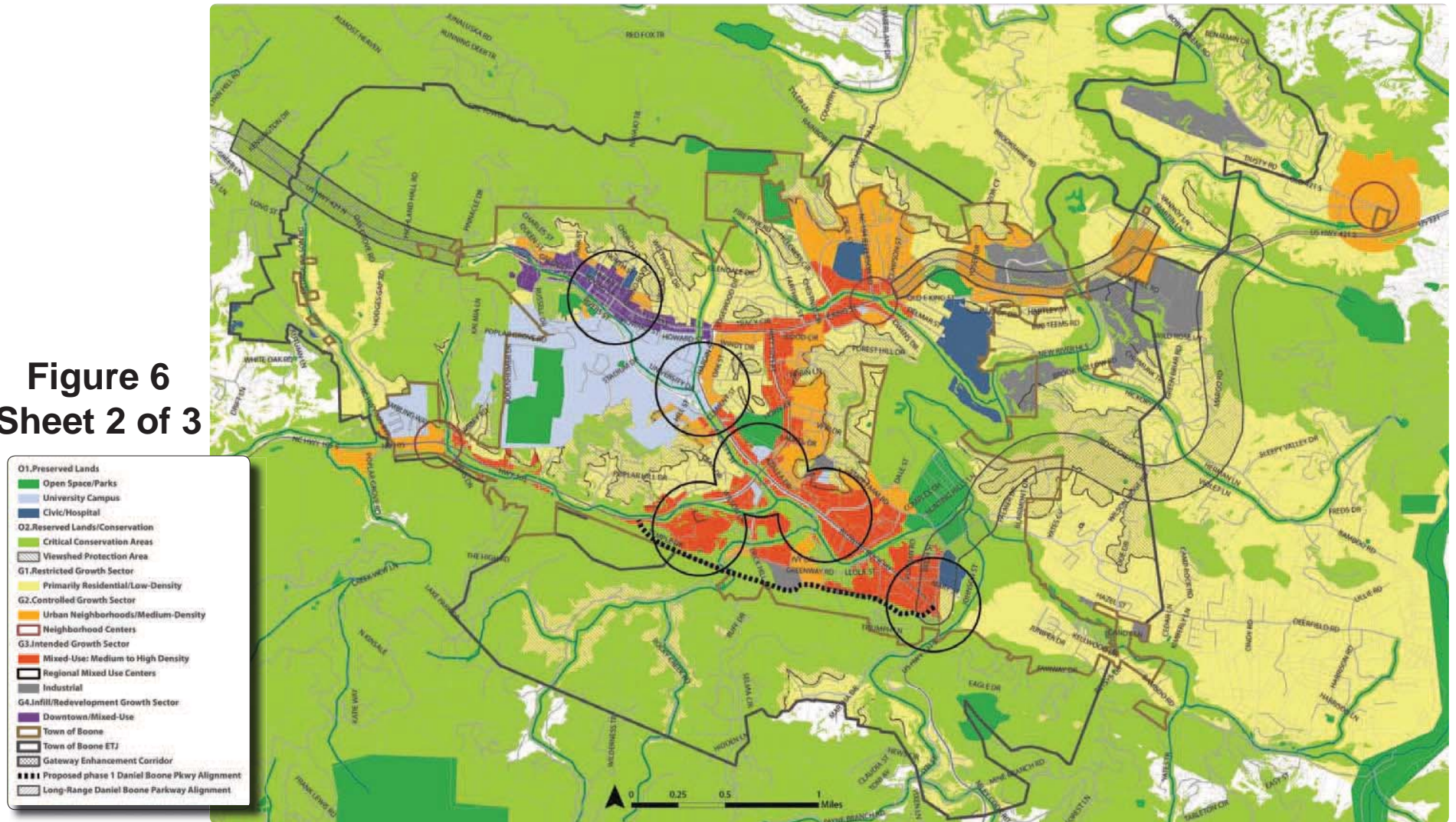
Figure 6
Sheet 1 of 3



Source: Martin-McGill, Inc., research

THE FRAMEWORK PLAN

Figure 6
Sheet 2 of 3



THE BOONE 2030 LAND USE PLAN ADOPTED OCTOBER 2009
Boone, North Carolina

4: The Framework Plan

THE FRAMEWORK PLAN: TOWN LIMITS

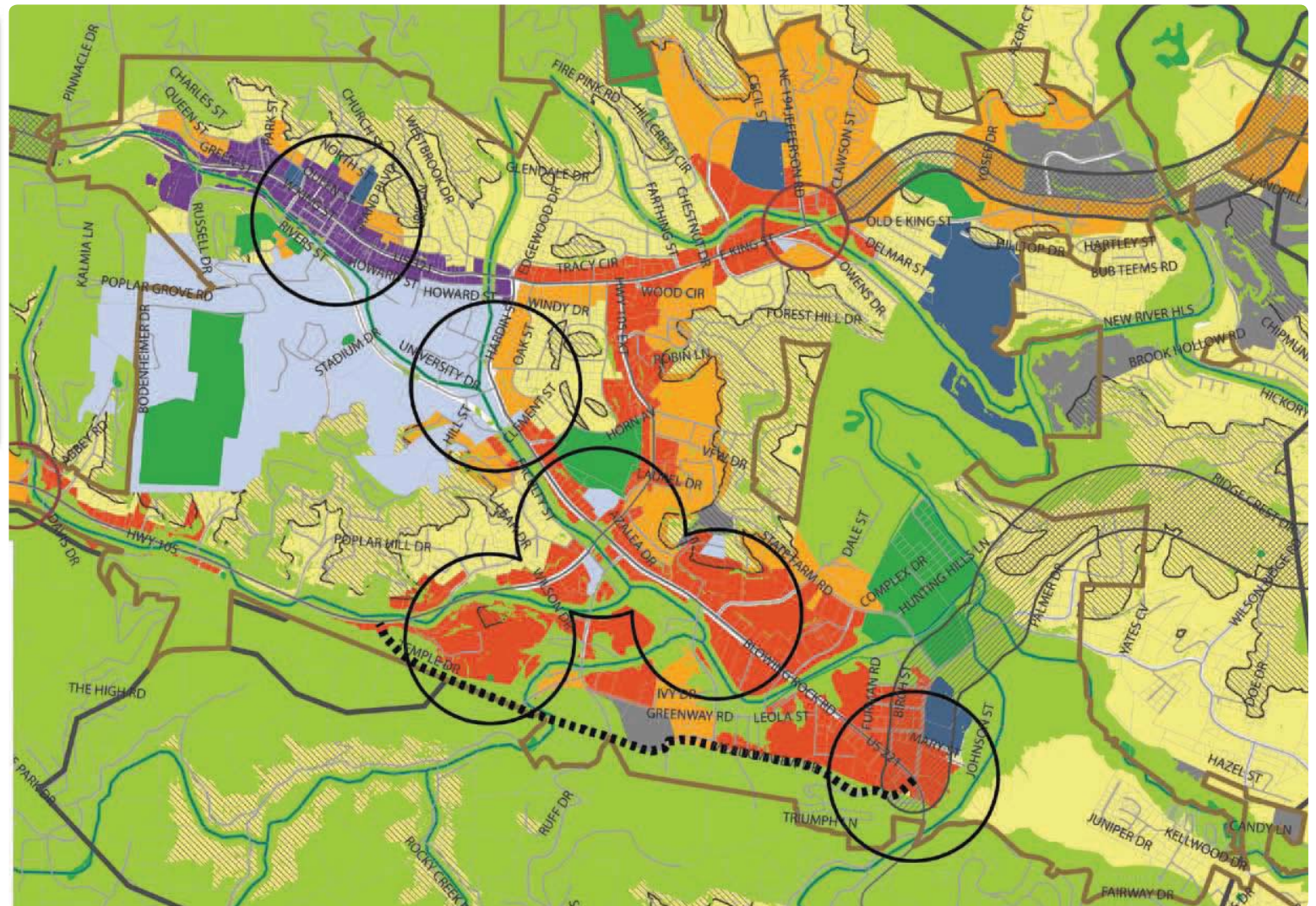
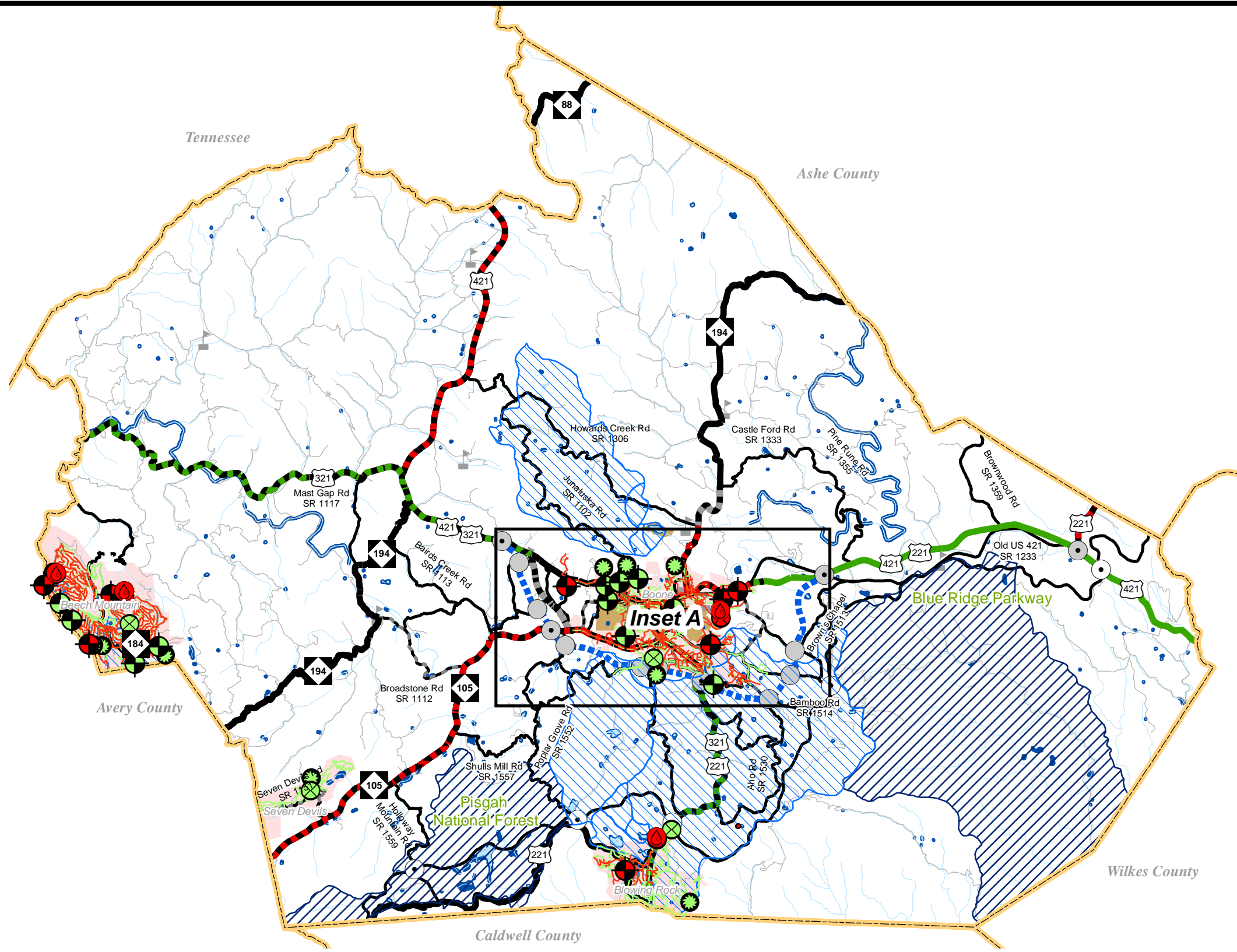


Figure 6
Sheet 3 of 3



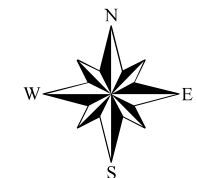
Legend

- | | | | |
|--------------------|----------------------------------|---------------------------------------|-----------------------------|
| County Boundary | Sewer Systems - Discharges | Water Distribution - Tanks | Trout Streams |
| Municipal Boundary | Sewer Systems - Pumps | Water Distribution - Pumps | Water Bodies |
| Roads | Sewer Systems - Treatment Plants | Water Distribution - Treatment Plants | Wetlands |
| Schools | Sewer Systems - Pipes | Water Distribution - Pipes | Water Supply Watersheds |
| | Hazard Substance Disposal Sites | | Outstanding Resource Waters |



Figure 7

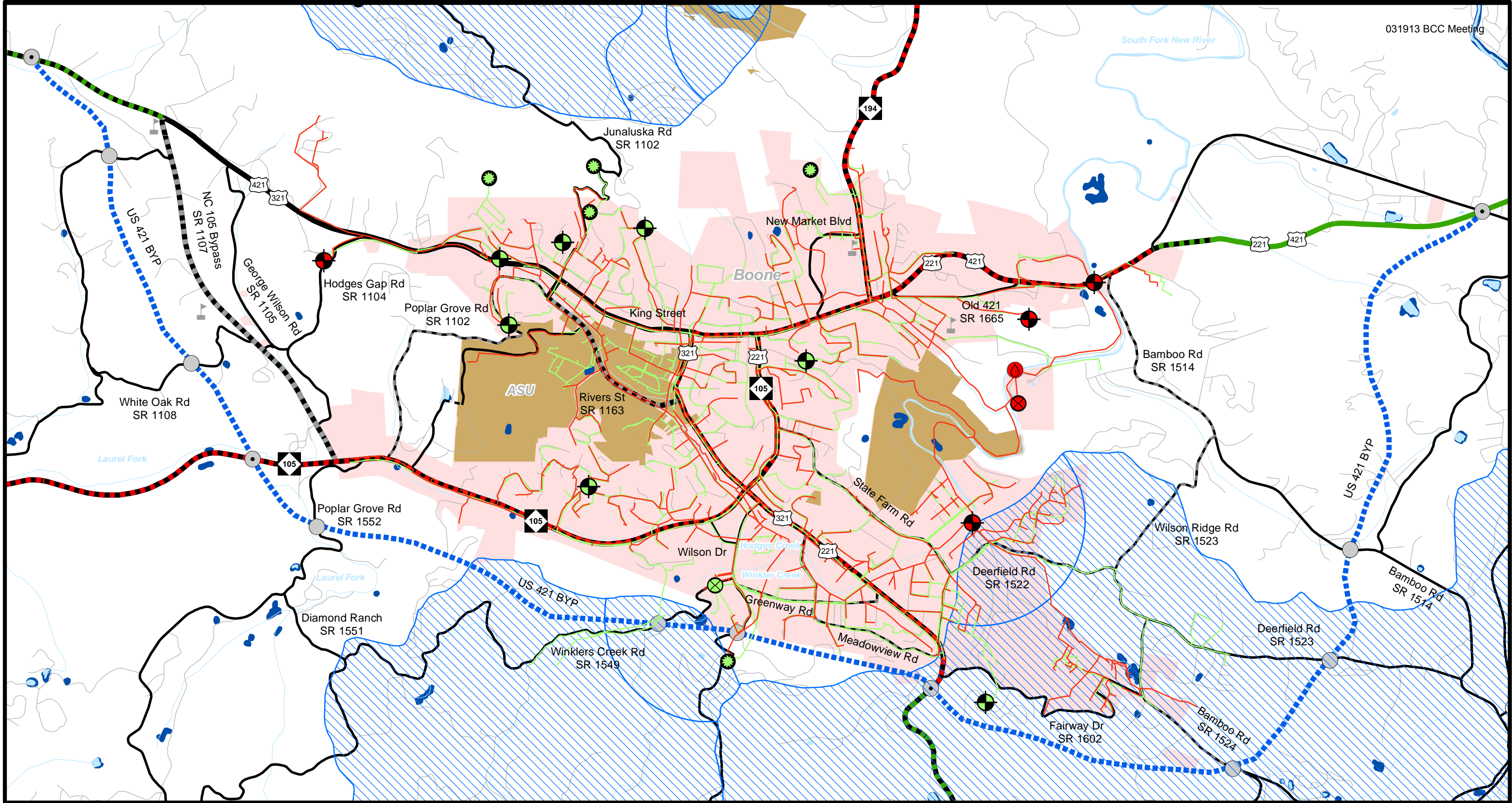
Sheet 1 of 4
Base map date: October 4, 2010



Environmental Features

Watauga County

**Comprehensive
Transportation Plan**



Legend

- | | | | |
|--------------------|----------------------------------|---------------------------------------|-----------------------------|
| County Boundary | Sewer Systems - Discharges | Water Distribution - Pumps | Trout Streams |
| Municipal Boundary | Sewer Systems - Pumps | Water Distribution - Treatment Plants | Water Bodies |
| Roads | Sewer Systems - Treatment Plants | Water Distribution - Tanks | Wetlands |
| Schools | Sewer Systems - Pipes | Water Distribution - Pipes | Water Supply Watersheds |
| | Hazard Substance Disposal Sites | | Outstanding Resource Waters |

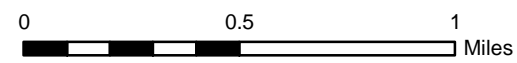
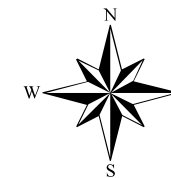


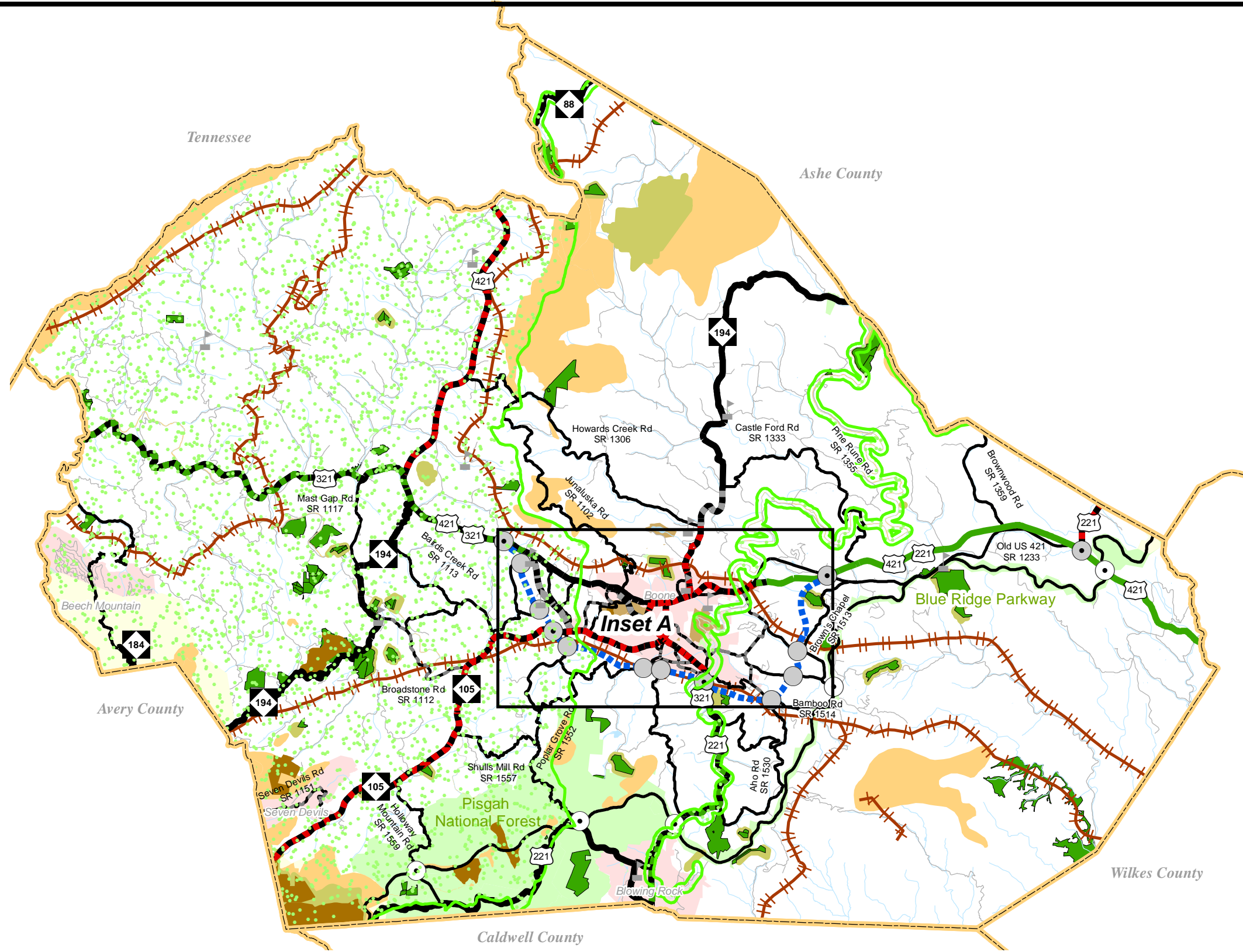
Figure 7

Sheet 2 of 4
Base map date: October 4, 2010



Environmental Features

**Watauga County
Comprehensive
Transportation Plan**



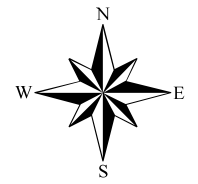
Legend

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|--------------------|--------------------------------------|------------------------------------|
| County Boundary | Dedicated and Registered Areas | Lands Managed For Conservation |
| Municipal Boundary | Natural Heritage Areas | Land Trust Conservation Properties |
| Fault Lines | Natural Heritage Element Occurrences | Conservation Tax Credit Properties |
| Roads | Land Trust Priority Areas | |



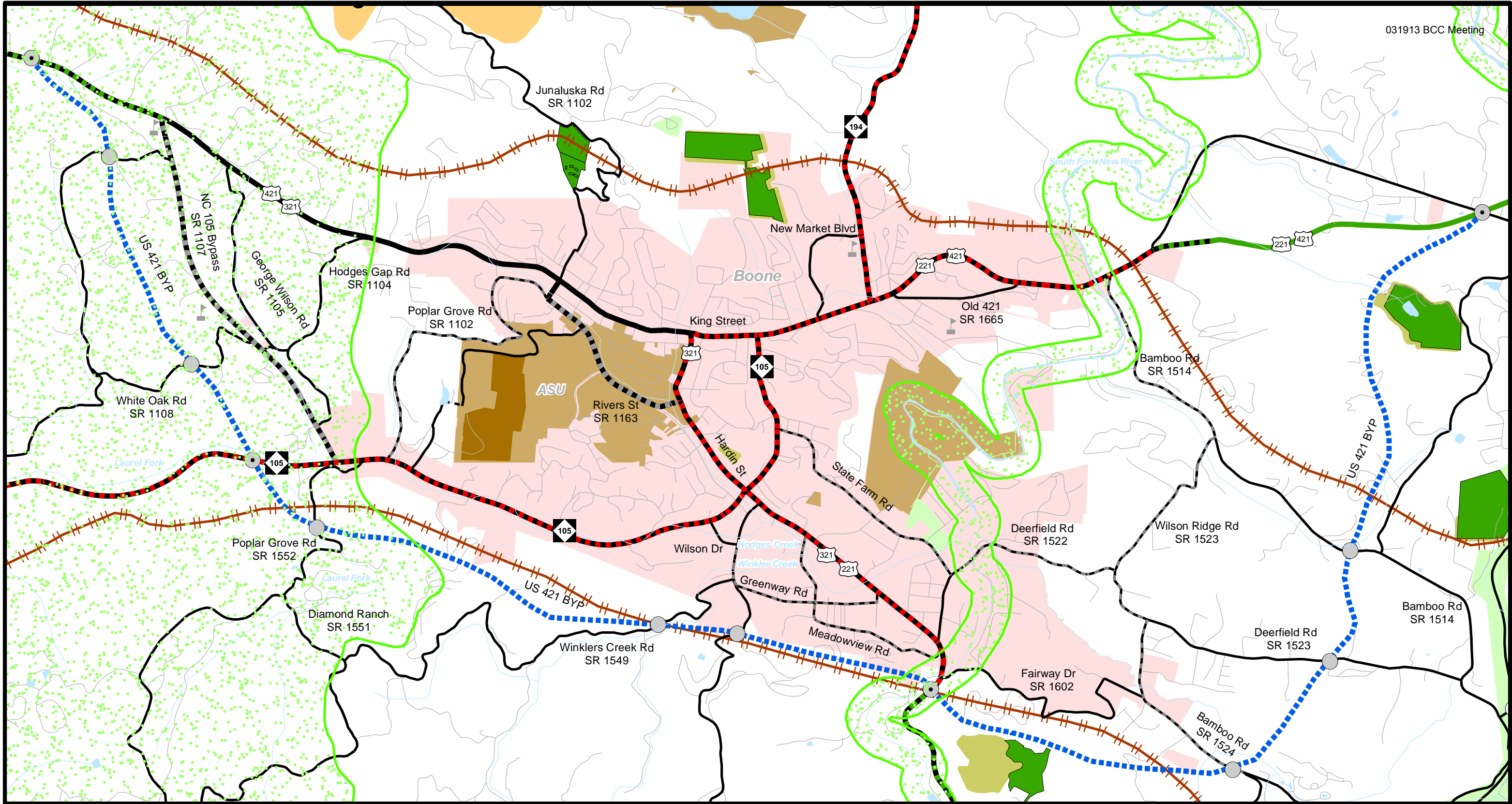
Figure 7

Sheet 3 of 4
Base map date: October 4, 2010



Environmental Features

**Watauga County
Comprehensive
Transportation Plan**



Legend

- | | | |
|--------------------|--------------------------------------|------------------------------------|
| County Boundary | Dedicated and Registered Areas | Lands Managed For Conservation |
| Municipal Boundary | Natural Heritage Areas | Land Trust Conservation Properties |
| Fault Lines | Natural Heritage Element Occurrences | Conservation Tax Credit Properties |
| Roads | Land Trust Priority Areas | |

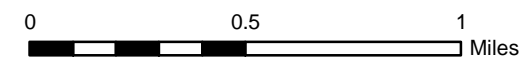
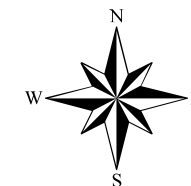


Figure 7

Sheet 4 of 4
Base map date: October 4, 2010



Environmental Features

**Watauga County
Comprehensive
Transportation Plan**

II. Recommendations

This chapter presents recommendations for each mode of transportation in the 2013 Watauga County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C. Refer to Appendix J 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.

- US 321-421 (King Street) from US 321 (Hardin Street) to Hodges Gap Road (SR 1104) in downtown Boone is currently over capacity. Because of physical constraints, no method of improvement was found to be acceptable to Boone at this time. Central business district storefront development prevents any additions to the current pavement width. While the existing pavement width would be sufficient to provide four travel lanes, Boone prefers to keep the existing arrangement of two 12 foot travel lanes and roadside parking.
- US 321 BUS from US 221 to Globe Road (SR 1537) in downtown Blowing Rock is projected to be over capacity by 2040. Because of physical constraints, no method of improvement was found to be acceptable to Blowing Rock at this time. Central business district storefront development prevents any additions to the current pavement width. While the existing pavement width would be sufficient to provide four travel lanes, Blowing Rock prefers to keep the existing arrangement of two 12 foot travel lanes and roadside parking.
- A small section of Deerfield Road (SR 1522) is projected to be over capacity by 2040. This section begins at the intersection with State Farm Road, and extends 250 feet to the northeast. The primary cause of this congestion is the reduced capacity resulting from a 25 mph speed limit around Watauga County Hospital. At this time, locals prefer to maintain the speed limit zone.
- Seven Devils is located in southwest Watauga County and has an elevation of 3,944 feet. The only access point to Seven Devils from the surrounding road network is via Seven Devils Road (SR 1151). In recent years there has been growing concern about wild fires in the area. In the event that Seven Devils Road (SR 1151) is closed because of wild fire or other natural disaster, an alternative access route between Seven Devils and the surrounding road network would be needed. Two possible locations for such a route were studied as part of this CTP; however, neither proved feasible at this time. Additional study is required to select an appropriate alternative.

Implementation

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

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the High Country RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information for regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local 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 Act¹ (NEPA) or the North Carolina State Environmental Policy Act² (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. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

¹ For more information on NEPA, [visit: http://ceq.hss.doe.gov/](http://ceq.hss.doe.gov/)

² For more information on SEPA, [visit: http://www.doa.nc.gov/clearing/faq.aspx](http://www.doa.nc.gov/clearing/faq.aspx)

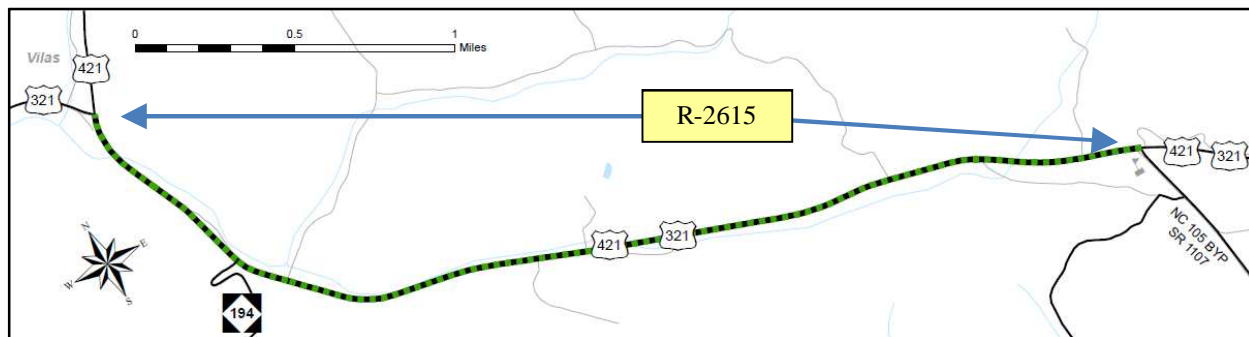
HIGHWAY

US 321-421

Proposed Improvements from US 321 at Vilas to NC 105 BYP (SR 1107)

Local ID: R-2615

Last updated: 9/7/2012



Identified Problem

US 321-421 is currently over capacity and is projected to remain over capacity in 2040 from NC 105 BYP (SR 1107) to US 321 in Vilas. The purpose of this project is to relieve congestion on the existing facility and to accommodate projected traffic volumes in order to maintain a Level of Service (LOS) D on the facility.

Justification of Need

US 321-421 is the primary route between Boone and the western portions of the county. It is currently a two lane facility with a speed limit of 55 miles per hour (mph). Lane widths vary from 11 to 12 feet. The facility is currently over capacity with an Average Annual Daily Traffic (AADT) volume of 15,200 vehicles per day (vpd), compared to a LOS D capacity of 12,100 vpd. Approximately 19,500 vpd are projected in 2040.

Community Vision and Problem History

US 321-421 is designated an economic “Gateway” in the 2010 Citizens Plan for Watauga³. The plan describes the aesthetic quality of such facilities as “vitally important to the economic future of the community.” US 321-421 was identified as being over capacity in the 2002 Watauga County Thoroughfare Plan.

CTP Project Proposal

Project Description and Overview

The CTP proposes improving this section of US 321-421 to a boulevard. This would be accomplished by widening to four lanes, adding a median, and 4 foot paved shoulders to accommodate bicycles. These improvements can serve as a stepping stone to achieving the Strategic Highway Corridor (SHC) vision for US 321-421 to be an expressway.

³ The 2010 Citizens Plan for Watauga can be viewed at:

http://www.wataugacounty.org/main/App_Pages/Dept/Planning/citizensplan.aspx

Additionally, from 2006 through 2008 the intersection of US 321 and US 421 experienced 21 crashes with an average severity of 4.29, compared to the state's average of 4.73 for the same period.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of the following environmental features: trout streams and a land trust priority area.

Relationship to Land Use

Current land use is low density rural. There are some roadside shops along the route. Residential developments are not directly off US 321-421 but are instead accessed from cross streets. The 2010 Citizens Plan for Watauga proposes mixed use development along US 321-421. The plan also identifies Cove Creek at the western end of the project as a historic community.

Linkages to Other Plans and Proposed Project History

US 321-421 is classified as a principal arterial on the Federal Functional Classification System, and this stretch of US 321-421 is on the statewide tier of the North Carolina Multimodal Investment Network⁴ (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need. Additionally, US 321-421 is designated as an expressway on NCDOT's SHC Vision Plan.

The 2002 Thoroughfare Plan for Watauga County identified US 321-421 as over capacity and recommended widening US 321-421 to four lanes. This improvement (R-2615) has been in the TIP as an unfunded intrastate project since the 1990-1996 TIP.

The 2010 Citizens Plan for Watauga identified the widening of US 321-421 as one of five priority projects.

Multi-modal Considerations

Bicycle accommodations are recommended along the entire facility and will improve access to Cove Creek Elementary School.

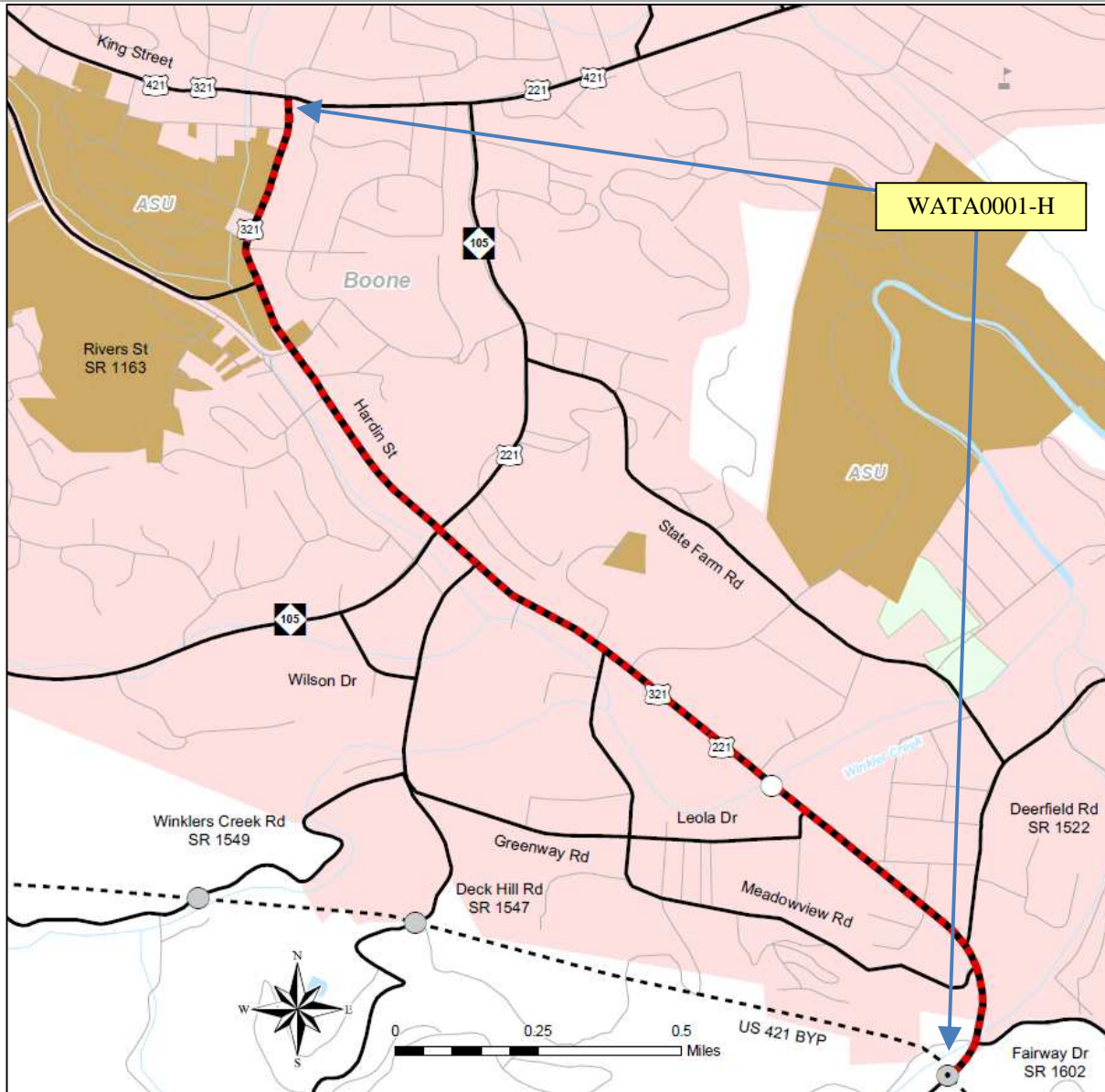
Public/ Stakeholder Involvement

Results from the Goals & Objectives (G&O) survey conducted for this CTP revealed that US 321-421 was the most identified area described as commonly used, and was also repeatedly identified as "difficult to access." However, respondents often did not specify which portion of US 421 was the target of those responses. Either US 321 or US 421 between Boone and Tennessee was specifically identified 65 times as a commonly used facility. This section of US 321-421 was also identified as a "transportation challenge," as "difficult to access," and as a route avoided because of congestion. Comments received from the public workshop on November 8, 2012 included support for bike accommodations along this facility.

⁴ For more information on NCMIN, visit: <http://www.ncdot.gov/performance/reform/NCMINmaps/>

**US 321 (Hardin Street / Blowing Rock Road)
Proposed Improvements from US 421 (King Street) to
the proposed US 421 BYP**

**Local ID: WATA0001-H
Last updated: 9/7/2012**



Identified Problem

US 321 is projected to be near or over capacity in 2040 from US 421 (King Street) to the proposed US 421 BYP. The purpose of this project is to accommodate projected traffic volumes in order to maintain a Level of Service (LOS) D on the facility.

Justification of Need

Existing US 321 from US 421 (King Street) in Boone to Fairway Drive (SR 1602) has four 12 foot wide through lanes, a speed limit of 35 mph, and a center turn lane. From Fairway Drive (SR 1602) to the proposed US 421 BYP, US 321 changes to a 4 lane undivided cross section. The 2010 Average Annual Daily Traffic (AADT) volume ranges

from 18,000 vehicles per day (vpd) north of NC 105 to 41,800 vpd south of NC 105, compared to a LOS D capacity of 25,400 vpd and 26,600 vpd respectively. Approximately 24,000 to 61,700 vpd are projected in 2040.

Community Vision and Problem History

The Boone 2030 Land Use Plan (2009)⁵ identified US 321, and especially the intersection with NC 105, as the “worst” traffic congestion in Boone. The plan proposed a multi-prong approach to addressing the issues. The 1991 Boone Thoroughfare Plan identified US 321 from Fairway Drive (SR 1602) to NC 105 as having a “serious capacity problem”, defined as a volume to capacity ratio over 1.25 and from NC 105 to near Rivers Street (SR 1163) as over capacity.

CTP Project Proposal

Project Description and Overview

The CTP proposes converting US 321 to a boulevard by removing the center turn lane, providing a median, and bicycle accommodations.

Additionally, from 2006 through 2008, thirteen intersections along this corridor were identified as having 10 or more crashes, none of which had a severity index above the state’s average of 8.4 for an injury crash. There are an additional four high crash locations along cross streets in the vicinity. Refer to Appendix F for more detailed information on these locations.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of trout streams, water distribution pipes, sewer system pipes, and water supply watershed. The proposed project also crosses within a land trust priority area.

Relationship to Land Use

Current land use along US 321 is primarily business. Being within the Boone city limits, land along US 321 has high density and continues to develop. Five of the top twenty employers in the county have direct access to US 321 with an additional two within half a mile. These five employers are Appalachian State University (ASU), Belk Inc. (located in Boone Mall), A F Bank, Lowe’s Home Centers Inc., and Wal-Mart Stores Inc. The other two nearby are the International Resistance Company on Greenway Road and Watauga Medical Center on Deerfield Road (SR 1522). After the development and approval of socio-economic data for the CTP, the International Resistance Company began the process of closing its facility. This change will be reflected in future CTP updates.

⁵ The 2009 Boone 2030 Land Use Plan can be viewed at:
<http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

The Boone 2030 Land Use Plan (2009) categorizes future land use along US 321 as either “Mixed Use: Medium to High Density” development or as belonging to ASU, and identifies four “Regional Mixed Use Centers” along this section of US 321.

Linkages to Other Plans and Proposed Project History

While the Boone 2030 Land Use Plan (2009) recommended a non-typical cross section to address the capacity deficiency, many of the characteristics of the cross section align with NCDOT’s criteria of a boulevard. Some of the overlapping characteristics include dividing the facility with a raised median and limiting or consolidating driveway access. The primary difference is that the Boone 2030 Plan (2009) proposes utilizing 4 thru lanes and additional low speed parallel lanes (effectively service roads) while the CTP proposes utilizing U-turn bulbs. The 1991 Boone Thoroughfare Plan identified US 321 as over capacity, but thought a solution of a proposed “US 421 bypass and a widening [of] State Farm Road should be adequate to the design year” of 2020.

Future congestion on US 321 will be highly dependent on the impacts of the proposed US 421 BYP, whether using new location or utilizing parts of existing facilities. See U-2703 for more information.

US 321 is classified as a principal arterial on the Federal Functional Classification System from the proposed US 421 BYP to NC 105 and as a minor arterial from NC 105 to US 421 (King Street). This stretch of US 321 is on the statewide tier of the North Carolina Multimodal Investment Network⁶ (NCMIN). Statewide tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly serve a mobility need.

Multi-modal Considerations

AppalCART operates a fixed route bus service along US 321. Pedestrian facilities currently exist along US 321, and no improvements are recommended. Bicycle accommodations are also recommended along the entire project.

Public/ Stakeholder Involvement

Results from the Goals & Objectives (G&O) survey conducted for this CTP revealed that US 321, known as “Blowing Rock Road,” was the most identified “often used facility for the county”. It was also the second most identified area described as “difficult to access” after King Street.

⁶ For more information on NCMIN, visit: <http://www.ncdot.gov/performance/reform/NCMINmaps/>

**NC 105 BYP (SR 1107)
Proposed Improvements from NC 105 to US 321-421**

Local ID: WATA0002-H

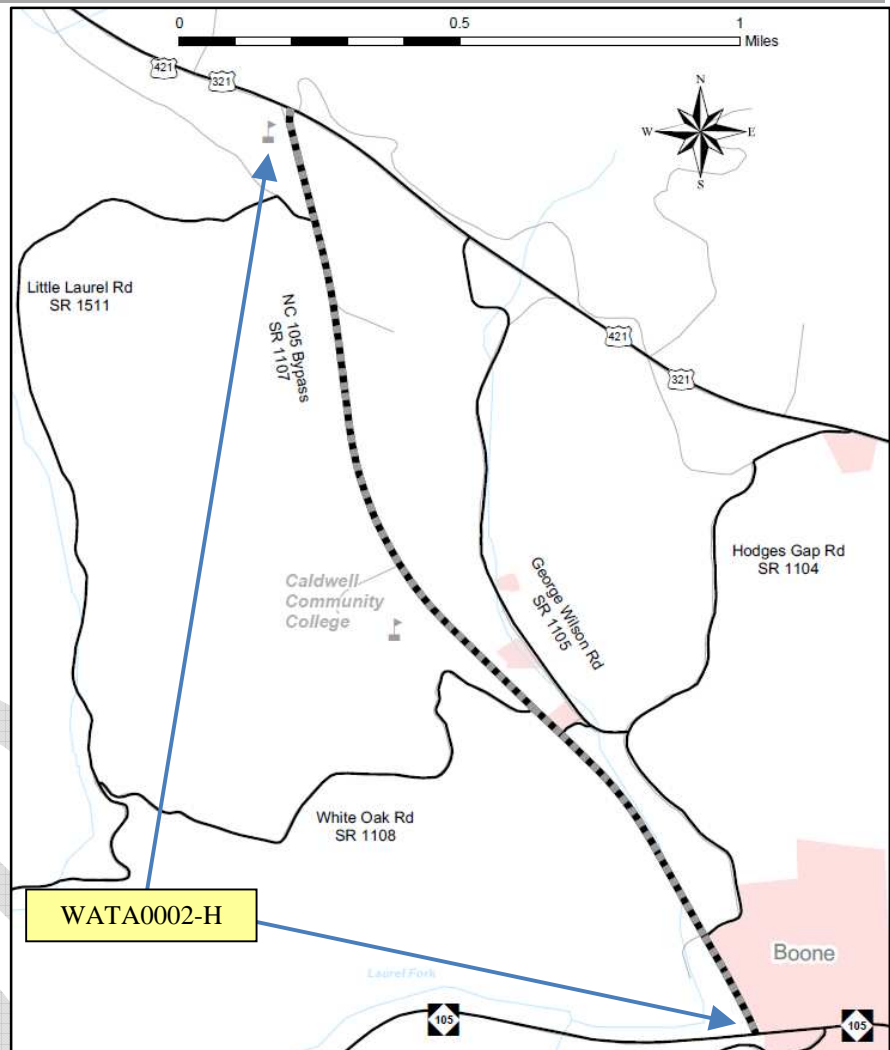
Last updated: 9/7/2012

Identified Problem

NC 105 BYP (SR 1107) is projected to be near or over capacity in 2040 from NC 105 to Caldwell Community College. The purpose of this project is to accommodate projected traffic volumes in order to maintain a Level of Service (LOS) D on the facility.

Justification of Need

NC 105 BYP (SR 1107) from NC 105 to US 321-421 has two 12 foot lanes and a speed limit of 55 miles per hour (mph). The 2010 Annual Average Daily Traffic (AADT) volume ranges from 10,600 to 13,500 vpd, and has a capacity of 13,500 vpd (LOS D). The estimated 2040 traffic volume ranges from 10,200 to 16,000 vpd.



Community Vision and Problem History

The 1991 Boone Thoroughfare Plan identified NC 105 BYP (SR 1107) as having a “serious capacity problem” defined as a volume to capacity ratio over 1.25 in the forecasted year of 2020.

CTP Project Proposal

Project Description and Overview

The CTP proposes improving NC 105 BYP (SR 1107) to a three lane major thoroughfare with 4 foot paved shoulders to accommodate bicycles.

Additionally, from 2006 through 2008, three intersections along this corridor were identified as having 10 or more crashes or had a severity index above the state's average of 8.4 for an injury crash. Those intersections included: US 321-421, Hodges Gap Road (SR 1104) and NC 105. Refer to Appendix F for more detailed information on these locations.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of trout streams and Caldwell Community College. It is also within a land trust priority area.

Relationship to Land Use

Current land use along NC 105 BYP (SR 1107) is a mixture of business and residential. Being at the edge of the Boone Extraterritorial Jurisdiction (ETJ), NC 105 BYP (SR 1107) is low density but is experiencing development. The southern intersection of NC 105 BYP (SR 1107) and NC 105 is dominated by University Highlands Apartments which provides housing for students attending Appalachian State University. Caldwell Community College is just north of White Oak Road (SR 1106). Mary's Montessori School is located at the northern intersection of NC 105 BYP (SR 1107) and US 321-421. There are also three churches in the vicinity; Westview Baptist Church, Alliance Bible Fellowship, and Bibleway Baptist Church.

The 2010 Citizens Plan for Watauga⁷ identified "Key Community Services" along NC 105 BYP (SR 1107) including Caldwell Community College. The plan also proposes mixed use development along NC 105 BYP (SR 1107), from the Boone ETJ to US 321-421. The Boone 2030 Land Use Plan (2009) categorizes future land use along NC 105 BYP (SR 1107) as "Primary Residential" and "Low Density" development.

Linkages to Other Plans and Proposed Project History

The Boone 2030 Land Use Plan⁸ (2009) recommended widening NC 105 BYP (SR 1107) to a "three-lane alignment with spot medians." The 1991 Boone Thoroughfare Plan identified NC 105 BYP (SR 1107) as part of the then planned alignment for the US 421 BYP; as such, it was recommended to be widened to a 5 lane cross section. The CTP's project proposal is based on a planning horizon year of 2040, further than previous plans. Future congestion on NC 105 BYP (SR 1107) will be highly dependent on the impacts of the proposed US 421 BYP, whether using new location or utilizing parts of existing facilities. See U-2703⁹ for more information. Level of Service on NC 105 BYP (SR 1107) is also impacted by the signal with US 321-421 and the corresponding TIP project, R-2615.

⁷ The 2010 Citizens Plan for Watauga can be viewed at:
http://www.wataugacounty.org/main/App_Pages/Dept/Planning/citizensplan.aspx

⁸ The 2009 Boone 2030 Land Use Plan can be viewed at:
<http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

⁹ The U-2703 project website can be viewed at:
<http://www.ncdot.gov/doh/preconstruct/tpb/planning/DanielBooneStudy.html>

This stretch of NC 105 BYP (SR 1107) is on the subregional tier of the North Carolina Multimodal Investment Network¹⁰ (NCMIN). Subregional tier facilities serve localized movements. They provide more of an access function than mobility, and are of a higher interest to cities and counties than the state.

Multi-modal Considerations

AppalCART operates a fixed route bus service along NC 105 BYP (SR 1107). Pedestrian facilities are recommended from NC 105 to US 321-421. Bicycle accommodations are also recommended from NC 105 to US 321-421 to improve access to Caldwell Community College.

Public/ Stakeholder Involvement

NC 105 BYP (SR 1107) serves Caldwell Community College which was identified in the 2010 Citizens Plan for Watauga as a “Key Community Service” and subsequently included in the CTP’s Goals and Objectives as a key “Activity Center.” One of the objectives established for the CTP stated the preference for road designs that promote multimodal services, interconnectivity, and accessibility to “Activity Centers.” NC 105 BYP (SR 1107) from NC 105 to US 321-421 is recommended to have highway, transit, pedestrian, and bicycle improvements.

¹⁰ For more information on NCMIN, visit: <http://www.ncdot.gov/performance/reform/NCMINmaps/>

NC 194**Proposed Improvements from US 221-421 to
Howards Creek Road (SR 1306)****Local ID: WATA0003-H****Last updated: 9/7/2012****Identified Problem**

NC 194 is currently near or over capacity and is projected to be over capacity in 2040 from US 221-421 to Howards Creek Road (SR 1306). The purpose of this project is to accommodate projected traffic volumes in order to maintain a Level of Service (LOS) D on the facility.

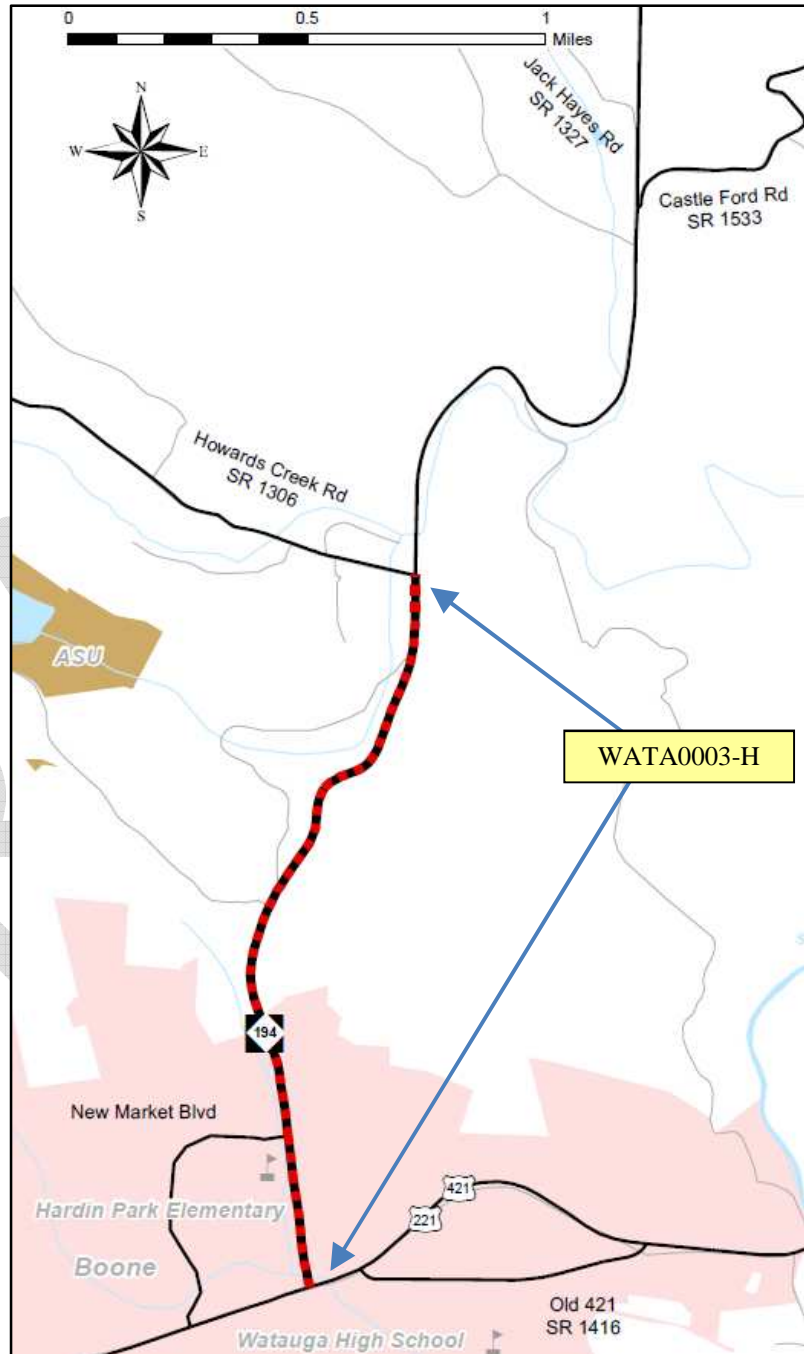
Justification of Need

Within the Boone municipal limits, NC 194 is a two lane facility with a speed limit of 35 miles per hour (mph), lane widths of 10 feet, an Average Annual Daily Traffic (AADT) volume of 10,500 vehicles per day (vpd) and a capacity (LOS D) of 9,400 vpd.

Outside the Boone municipal limits, NC 194 is a two lane facility with a speed limit of 55 mph, lane widths of 9 feet, an AADT volume of 8,600 vpd and a capacity (LOS D) of 12,200 vpd. NC 194 is the primary route between Boone and the northern portions of the county. Approximately 12,800 vpd are projected in 2040.

Community Vision and Problem History

The 2010 Citizens Plan for Watauga identified the widening of NC 194 as one of five priority projects. The 2002 Thoroughfare Plan for Watauga County projected NC 194 from the Boone Planning Area Boundary (PAB) to Jack Hayes Road (SR 1327) to be over capacity by 2030. The 1991 Boone Thoroughfare Plan identified NC 194 as being



“slightly over capacity” in 1990 and having a “serious capacity problem,” defined as a volume to capacity ratio over 1.25 in the forecasted year of 2020.

CTP Project Proposal

Project Description and Overview

The CTP proposes improving this section of NC 194 to a boulevard. This would be accomplished by widening to four lanes and adding a median. Bicycle and pedestrian accommodations are also recommended along the proposed project.

Additionally, from 2006 through 2008 the intersection of NC 194 and US 221-421 experienced 38 crashes with an average severity of 2.9, compared to the state’s average of 4.73 for the same period.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of the following: natural heritage sites, natural heritage element occurrences, trout streams, Hardin Park Elementary School, water distribution pipes and sewer systems pipes.

Relationship to Land Use

Current land use varies from medium density development at the NC 194 and US 221-421 intersection to low density rural development north of the Boone town limits. The development at the corner of NC 194 and US 221-321 is anchored by a Big Lots and includes restaurants, a cinema, a bank, and other strip development. Further north at the intersection of NC 194 and New Market Boulevard is Hardin Park Elementary School which has driveway access to both roads. At the northern end of the project, the intersection of NC 194 and Howards Creek Road (SR 1306), is an NCDOT depot and district office. Just off NC 194 on Howards Creek Road (SR 1306), is Mountain Pathways School. The outstanding balance of land with access to NC 194 is primarily residential in nature. The 2010 Citizens Plan for Watauga¹¹ identified the “Key Community Services” along NC 194 as Hardin Park Elementary School and Mountain Pathways School. The plan proposes mixed use development along NC 194 from the Boone Extraterritorial Jurisdiction (ETJ) to Howards Creek Road (SR 1306). According to the Boone 2030 Land Use Plan (2009)¹², future land use on the south end of NC 194 is categorized as “Urban Residential” and “Mixed-Use” development.

Linkages to Other Plans and Proposed Project History

NC 194 is a major collector on the Federal Functional Classification System, and is on the regional tier of the North Carolina Multimodal Investment Network¹³ (NCMIN).

¹¹ The 2010 Citizens Plan for Watauga can be viewed at:

http://www.wataugacounty.org/main/App_Pages/Dept/Planning/citizensplan.aspx

¹² The 2009 Boone 2030 Land Use Plan can be viewed at:

<http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

¹³ For more information on NCMIN, visit: <http://www.ncdot.gov/performance/reform/NCMINmaps/>

Regional tier facilities can serve statewide transportation, but they usually connect major population centers and provide a more localized function including land access.

The 2010 Citizens Plan for Watauga identified the widening of NC 194 as one of five priority projects. The 2002 Watauga County Thoroughfare Plan recommended widening NC 194 to a four lane divided cross section from US 221-421 to Howards Creek Road (SR 1306) and widening to a three lane cross section north of Howards Creek Road (SR 1306) to Jack Hayes Road (SR 1327). For this CTP, the section of the project from Howards Creek Road (SR 1306) to Jack Hayes Road (SR 1327) has been replaced with a new project (WATA0015-H) to widen to 12 foot lanes and 4 foot paved shoulders from Howards Creek Road (SR 1306) to Castle Ford Road (SR 1333).

Multi-modal Considerations

AppalCART operates a fixed route bus service along NC 194 from US 221-421 to New Market Boulevard. Pedestrian facilities are recommended from US 221-421 to New Market Boulevard to improve access to Hardin Park Elementary School. NC 194 does not currently accommodate bicycles. Bicycle accommodations are recommended from US 221-421 to Ashe County to improve access to Hardin Park Elementary School and Green Valley Elementary School.

Public/ Stakeholder Involvement

Results from the Goals & Objectives (G&O) survey conducted for this CTP revealed that NC 194 was the fifth most identified “often used facility for the county”.

US 221, TIP No. R-2915

US 221 from US 421 in Deep Gap to NC 88 in Ashe County is projected to be over or near capacity in the Ashe County section. Please see the 2010 Ashe County CTP for more details. The 2012 – 2018 Transportation Improvement Program (TIP) includes project R-2915 that is intended to address this deficiency.

The TIP project includes widening US 221 to a four lane boulevard with bicycle accommodations. This project is currently scheduled for construction in 2015 according to the 2012-2018 TIP. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA) or visit the project website.

US 321, TIP No. R-5016

US 321 from Avery County to US 421 in Vilas does not meet the future mobility needs in western North Carolina and into Tennessee. This facility is intended to provide mobility in Watauga County and, ultimately, connectivity between Johnson City, TN and Gastonia, NC. Additionally, US 321 from US 421 in Vilas to Rominger Road (SR 1121) is projected to be near capacity by 2040.

US 321 is designated as an expressway on NCDOT's the Strategic Highway Corridor (SHC) Vision Plan adopted on September 2, 2004. US 321 is a two lane facility with a speed limit of 55 miles per hour (mph), and lane widths of 11 feet, except for the Cove Creek community where it has a 35 mph speed limit. The 2010 Annual Average Daily Traffic (AADT) volume ranges from 2,900 to 6,700 vpd, and has a capacity of 9,100 vpd (LOS D). The estimated 2040 traffic volume ranges from 4,200 to 7,700 vpd. Additionally, from 2006 through 2008 the intersection of US 321 and US 421 experienced 21 crashes with an average severity of 4.29, compared to the state's average of 4.73 for the same period.

US 321 from Avery County to US 421 in Vilas is recommended to be upgraded to an expressway with bicycle accommodations. As development occurs along this corridor every effort should be made to limit access in order to maintain mobility. R-5016 is currently unfunded in the 2012 – 2018 Transportation Improvement Program (TIP) and is scheduled for reprioritization by NCDOT's Strategic Prioritization Office of Transportation (SPOT) – refer to Appendix A for contact information.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of trout streams, wetlands, and natural heritage areas. Additionally, NCDOT's Structures Management Unit has identified bridge #29 over Cove Creek as functionally obsolete.

The 2002 Watauga County Thoroughfare Plan recommended widening US 321 from Vilas to Avery County to two 12 foot lanes.

US 321-221, Local ID: WATA0004-H

US 321-221 from the proposed US 421 BYP south of Boone to US 221 north of Blowing Rock does not meet the future mobility needs in western North Carolina and into Tennessee. This facility is intended to provide mobility in Watauga County and, ultimately, connectivity between Johnson City, TN and Gastonia, NC. Additionally, a portion of this facility between the proposed US 421 BYP and Niley Cook Road (SR 1532) will be near capacity by 2040.

US 321-221 is designated as an expressway on the Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008. US 321-221 between the proposed US 421 BYP south of Boone to US 221 north of Blowing Rock is currently a four lane undivided facility with 11 foot lanes. The 2010 Annual Average Daily Traffic (AADT) volume is 18,100 vpd, and capacity is 26,200 vpd (LOS D). The estimated 2040 volume is 22,800 vpd. Additionally, from 2006 through 2008 the intersection of US 321-221 and US 321 BUS (Main Street) experienced 10 crashes with an average severity of 1.00, compared to the state's average of 4.73 for the same period. The intersection of US 321-221 and Payne Branch Road (SR 1541) experienced 5 crashes and had a severity index of 19.12, above the state's average of 8.4 for an injury crash.

This section of US 321-221 is recommended 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.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of water supply watershed, water treatment plants, sewer system discharge points, sewer treatment plants, sewer systems water distribution pipes, trout streams, lakes, wetlands, land trust priority areas, land trust conservation properties, lands managed for conservation, and conservation tax credit properties.

The 2002 Watauga County Thoroughfare Plan did not previously identify US 321-221 between Boone city limits and Blowing Rock as needing improvements.

US 321, TIP No. R-2237

US 321 from US 221 north of Blowing Rock to Caldwell County does not meet the future mobility needs in western North Carolina and into Tennessee. This facility is intended to provide mobility in Watauga County and, ultimately, connectivity between Johnson City, TN and Gastonia, NC. The 2012 – 2018 TIP includes project R-2237 that is intended to address this problem.

US 321 is designated as an expressway on NCDOT's Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008. TIP project R-2237 includes widening US 321 to multi-lanes. This project is currently under construction and is scheduled to be complete in 2015. For additional

information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA).

US 421 Bypass, TIP No. U-2703

Currently, US 421, US 321, and NC 105 in Boone experience congestion. This is a result of the mix of through traffic trying to connect between NC 105 to the southwest and US 421 to the east and heavy traffic to destinations downtown (King Street) and along US 321, TIP project U-2703, the proposed US 421 Bypass, is intended to address this deficiency.

The proposed project includes constructing a bypass south of Boone. The proposed bypass is recommended as a multi-lane, divided facility. The Strategic Highway Corridor (SHC) Vision Plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008 identifies the proposed bypass as a freeway. The Boone 2030 Land Use Plan¹⁴ (2009), identifies the proposed bypass as a "two-lane parkway with a design speed of 40 mph, with recreational parking (such as pull-offs for views), and bike lanes/shoulders."

NCDOT issued a report in August 2008 documenting a study which followed the National Environmental Policy Act (NEPA)/ Section 404 of the Clean Water Act Interagency Merger Process. This study, "Pre-TIP Study Report US 421 Improvements TIP Project U-2703¹⁵," reached concurrence on the first two points (Purpose and Need, and Alternatives to be Carried Forward for Detailed Study). The report identifies these four primary purposes for the project:

- "Reduce the mixed use of US 421 (King Street) through downtown Boone by local and through traffic
- Improve system linkage for US 421 and other major facilities
- Improve traffic flow along US 421 and other major facilities
- Improve safety along US 421"

For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA) or visit NCDOT's project website for the study.

During the development of this CTP, several additional alternatives were evaluated at the request of the locals. Refer to Appendix J for detailed information on the additional alternatives evaluated. The location selected for recommendation in the CTP combines alternatives 3 and 4 from the Pre-TIP study, and then modifies them slightly based on currently available GIS data.

¹⁴ The 2009 Boone 2030 Land Use Plan can be viewed at:

<http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

¹⁵ The study report can be viewed at: <http://www.ncdot.gov/doh/preconstruct/tpb/planning/DanielBooneStudy.html>.

US 421, TIP No. U-4020

US 421 (King Street) from NC 194 to US 321 (Hardin Street) is currently over capacity. The 2012 – 2018 Transportation Improvement Program (TIP) included project U-4020 that is intended to address this deficiency.

The TIP project includes widening this section of US 421 (King Street) to a four to six lane boulevard with bicycle and pedestrian accommodations. This project was under construction when the CTP was started, and was completed prior to the adoption of the CTP. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA) or visit the project website¹⁶.

US 421, Local ID: WATA0005-H

US 421 from US 321 in Vilas to Tater Hill Road (SR 1306) is projected to be near or over capacity by 2040. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

US 421 has two 12 foot lanes and a speed limit of 55 mph from US 321 in Vilas to Tater Hill Road (SR 1306). Portions of the facility also have a climbing lane. The 2010 AADT ranges from 7,400 to 10,500 vpd, compared to a LOS D capacity of 12,100 to 18,200 vpd. The estimated 2040 traffic volume is 12,900 to 15,300 vpd. Additionally, from 2006 through 2008 the intersection of US 321 and US 421 experienced 21 crashes with an average severity of 4.29, compared to the state's average of 4.73 for the same period. The intersection of US 421 and Tater Hill Road (SR 1306) experienced 1 crash and had a severity index above the state's average 8.4 for an injury crash.

The CTP proposes widening US 421 to a four lane boulevard with bicycle accommodations from US 321 in Vilas to Tennessee. The CTP Committee also recommended and intends to pursue the inclusion of US 421 from US 321 in Vilas to Tennessee as a boulevard on NCDOT's SHC Vision Plan.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of trout streams and wetlands.

The 2002 Thoroughfare Plan for Watauga County identified US 421 as over capacity and recommended widening US 421 to four lanes from the Boone Planning Area Boundary (PAB) to Tennessee. This improvement (R-2615) has been in the TIP as an unfunded intrastate project since the 1990-1996 TIP. In the 2007-2013 TIP, the project limits for R-2615 changed to no longer include this portion of US 421.

US 421, Local ID: WATA0006-H

US 421 from the end of the existing divided section east of Old US 421 (SR 1416) to NC 194 is projected to be over capacity by 2040. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

¹⁶ The U-4020 project website can be viewed at: <http://www.ncdot.gov/projects/US421Widening/>.

US 421 from the end of the existing divided section east of Old US 421 (SR 1416) to NC 194 is a five lane undivided facility with four 12 foot thru lanes, a speed limit of 45 mph, and a center turn lane. The 2010 AADT volume ranges from 24,700 to 25,700 vpd, compared to a LOS D capacity of 27,600 vpd. The estimated range of 2040 traffic volume is 44,400 to 51,300 vpd. Additionally, from 2006 through 2008 the intersection of NC 194 and US 221-421 experienced 38 crashes with an average severity of 2.9, compared to the state's average of 4.73 for the same period.

The CTP proposes improving US 421 to a boulevard from NC 194 to Old 421 (SR 1416) and to an expressway from Old 421 (SR 1416) to the end of the existing divided section by removing the center turn lane and providing a median.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of sewer system pipes, sewer system pumps, water distribution pipes, trout streams, wetlands, and land trust priority areas. The 1991 Boone Thoroughfare Plan recommended improving US 421 from NC 194 to the proposed US 421 BYP from 2 to 5 lanes. In that plan the proposed US 421 BYP tied in at approximately Bamboo Road (SR 1514). From the proposed US 421 BYP to the Planning Area Boundary (PAB), the 1991 Boone Thoroughfare Plan proposed widening to a 4 lane divided cross section.

NC 105, Local ID: WATA0007-H

NC 105 from NC 105 BYP (SR 1107) to US 221-421 is currently over capacity. Improvements are needed to relieve existing congestion and to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

NC 105 from NC 105 BYP (SR 1107) to US 221-421 is a five lane facility with four 12 foot thru lanes and a speed limit of 35 mph. This stretch of NC 105 has a center turn lane except for the portion between US 321 and Dogwood Road. The 2010 AADT volume ranges from 24,700 to 28,500 vpd, compared to a LOS D capacity of 22,000 to 26,600 vpd. The estimated range of 2040 traffic volume is 29,600 to 50,200 vpd. Additionally, from 2006 through 2008, fourteen intersections along this corridor were identified as having 10 or more crashes or had a severity index above the state's average of 8.4 for an injury crash. Refer to Appendix F for more detailed information on these locations.

The CTP proposes improving this section of NC 105 to a boulevard by removing the center turn lane, providing a median, and bicycle accommodations.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of water distribution pipes, sewer system pipes, trout streams, and land trust priority areas. The 1991 Boone Thoroughfare Plan recommended improving NC 105 to a 5 lane cross section. This improvement has been completed.

NC 105, TIP No. R-2566

NC 105 from NC 105 BYP (SR 1107) to Linville in Avery County is projected to be over capacity by 2040. TIP project R-2566 is intended to address this deficiency. The TIP project includes widening NC 105 to a four lane boulevard with bicycle accommodations. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch (PDEA) or visit the project website¹⁷.

Bamboo Road (SR 1514), Local ID: WATA0008-H

Bamboo Road (SR 1514) from Wilson Ridge Road (SR 1523) to US 221-421 is currently over capacity. Improvements are needed to relieve existing congestion and to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

Bamboo Road (SR 1514) from Wilson Ridge Road (SR 1523) to US 221-421 has two 10 foot lanes and a speed limit of 35 mph. The 2010 AADT along this facility is 9,000 vpd compared to a LOS D capacity of 8,800 vpd. The estimated 2040 traffic volume is 12,900 vpd. Additionally, from 2006 through 2008, three intersections along this corridor were identified as having 10 or more crashes or had a severity index above the state's average of 8.4 for an injury crash. Those intersections included: US 221-421, Brookhollow Road (SR 1614), and Wilson Ridge Road (SR 1523). Refer to Appendix F for more detailed information on these locations.

In 2009, NCDOT Division 11 contracted Rummel, Klepper & Kahl, LLP (RK&K) to study the possibility of corridor improvements along Wilson Ridge Road (SR 1523), Deerfield Road (SR 1522), and Bamboo Road (SR 1514). Several alignment and intersection alternatives were studied, but no final recommendation was made.

The CTP proposes widening Bamboo Road (SR 1514) to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles. Additionally, intersection improvements are recommended at Wilson Ridge Road (SR 1523). Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of sewer system pipes, sewer system pumps, water distribution pipes, trout streams, and land trust priority areas.

The 1991 Boone Thoroughfare Plan did not recommend any improvements to Bamboo Road (SR 1514).

Deerfield Road (SR 1522), Local ID: WATA0009-H

Deerfield Road (SR 1522) from State Farm Road to Bamboo Road (SR 1524) is currently over capacity. Improvements are needed to relieve existing congestion and to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

Deerfield Road (SR 1522) from State Farm Road to Bamboo Road (SR 1524) has two 10 foot lanes and a speed limit of 35 mph. The 2010 AADT along this facility is 13,300 vpd compared to a LOS D capacity of 8,800 vpd. The estimated 2040 traffic volume is

¹⁷ The R-2566 project website can be viewed at: <http://www.ncdot.gov/projects/nc105widening/>.

16,200 vpd. Additionally, from 2006 through 2008 the intersections of Deerfield Road (SR 1522) with State Farm Road and Wilson Ridge Road (SR 1523) experienced 15 and 12 crashes, respectively, with average severities of 2.93 and 3.96, compared to the state's 4.73 average for the same period.

In 2009, NCDOT Division 11 contracted Rummel, Klepper & Kahl, LLP (RK&K) to study the possibility of corridor improvements along Wilson Ridge Road (SR 1523), Deerfield Road (SR 1522), and Bamboo Road (SR 1514). Several alignment and intersection alternatives were studied, but no final recommendation was made.

The CTP proposes widening Deerfield Road (SR 1522) to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles from State Farm Road to Bamboo Road (SR 1524). Additionally, intersection improvements are recommended at Wilson Ridge Road (SR 1523).

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of sewer system pump, sewer system pipes, water distribution pipes, trout streams, water supply watershed, wetlands, and land trust priority areas.

The 1991 Boone Thoroughfare Plan recommended improving Deerfield Road (SR 1522) from State Farm Road to Bamboo Road (SR 1524) to a 4 lane, undivided cross section.

Poplar Grove Road Bypass, Local ID: WATA0010-H

At the request of Appalachian State University (ASU), Division 11 has begun an investigation into a new location facility connecting Homespun Hills Road (SR 1148) and Bodenheimer Drive west of ASU. This would require a minimum of 200 feet on new location to connect the two facilities creating a route parallel to Poplar Grove Road (SR 1102). Making this connection will open up a new access point between ASU and NC 105.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of lakes and wetlands. Land use in the vicinity is either residential along Homespun Hills Road (SR 1148) or institutional (ASU) along Bodenheimer Drive.

For more information about this project, please contact the NCDOT's Highway Division 11 office.

Presnell School Road (SR 1125) Extension, Local ID: WATA0011-H

Beech Mountain is the highest town in the eastern United States with an elevation of 5,506 feet. The only paved access point to Beech Mountain from the surrounding road network is via NC 184. In recent years there has been growing concern about wild fires in the area. In the event that NC 184 is closed because of wild fires or other natural disasters, an alternative access route between Beech Mountain and the surrounding network is desired for emergency purposes.

The CTP proposes extending Presnell School Road (SR 1125) to Cherry Gap Road in Beech Mountain. This new location facility would be 2 lanes. The proposed new location would attempt to utilize an existing local road bed. There is an unpaved facility (Buckeye Creek Road) connecting to Beech Mountain through Avery County. Buckeye Creek Road is a locally maintained facility in Watauga County and is SR 1312 in Avery County. Presnell School Road (SR 1125) was chosen as the preferred alternative because of the added benefits of a third connection.

Based on a planning level environmental assessment using available GIS data, the proposed project is contained in a land trust priority area.

According to the 2010 Citizens Plan for Watauga there is also a protected ridge line in the area including Egg Knob. The 2002 Watauga County Thoroughfare Plan did not previously identify any similar improvements.

Seven Devils Road (SR 1151), Local ID: WATA0012-H

Seven Devils is located in southwest Watauga County and has an elevation of 3,944 feet. The only access point to Seven Devils from the surrounding network is via Seven Devils Road (SR 1151). In recent years there has been growing concern about wild fires in the area. In the event that Seven Devils Road (SR 1151) is closed because of wild fires or other natural disasters, an alternative access route between Seven Devils and the surrounding network is desired for emergency purposes

Two new location facilities were evaluated during the course of the CTP. However neither proved adequately feasible to include in the plan. The first was a connection from western Seven Devils to Arnett Road (SR 1338) in Avery County. This facility has already been built but was not allowed to open due to a court injunction. This alternative was rejected for the CTP because of legal concerns over the court injunction. The second alternative was to connect eastern Seven Devils to Justus Road (SR 1137). This alternative would involve Rhobo Lane a private neighborhood road. This alternative was rejected because Rhobo Lane is not up to secondary road standards, and therefore not eligible for the Secondary Road Program. There was also a concern about the single property that would have to be purchased within Seven Devils to complete the facility. Further study is needed to select a location for the facility. The new facility is recommended to be constructed as a 2 lane minor thoroughfare.

Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline existing Seven Devils Road (SR 1151) of land trust priority areas, water distribution pipes, and a water distribution treatment plant. According to the 2010 Citizens Plan for Watauga there is also the Foscoe-Grandfather Mountain Community Council Area in the vicinity.

The 2002 Watauga County Thoroughfare Plan did not previously identify any similar improvements.

State Farm Road, Local ID: WATA0013-H

State Farm Road from NC 105 to Deerfield Road (SR 1522) is projected to be over capacity by 2040. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

State Farm Road from NC 105 to Deerfield Road (SR 1522) has two 12 foot lanes and a speed limit of 35 mph. The 2010 AADT volume ranges from 10,600 to 8,900 vpd, compared to a LOS D capacity of 9,400 vpd. The estimated range of 2040 traffic volume is 11,400 to 14,400 vpd. Additionally, from 2006 through 2008, three intersections along this corridor were identified as having 10 or more crashes or had a severity index above the state's average of 8.4 for an injury crash. Those intersections included: NC 105, Deerfield Road (SR 1523) and Boone Heights Drive. Refer to Appendix F for more detailed information on these locations.

The CTP proposes improving State Farm Road to a three lane cross section with 4 foot paved shoulders to accommodate bicycles. Based on a planning level environmental assessment using available GIS data, the proposed project is in the vicinity (300ft from centerline) of sewer system pipes, water distribution pipes, trout streams, water supply watershed, lands managed for conservation, and land trust priority areas.

The 1991 Boone Thoroughfare Plan recommended improving State Farm Road from Deerfield Road (SR 1522) US 221 to a 5 lane cross section.

Wilson Ridge Road (SR 1523), Local ID: WATA0014-H

Wilson Ridge Road (SR 1523) from Deerfield Road (SR 1522) to Bamboo Road (SR 1514) is projected to be near capacity by 2040. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D on the facility.

Wilson Ridge Road (SR 1523) from Deerfield Road (SR 1522) to Bamboo Road (SR 1514) has two 10 foot lanes and a speed limit of 35 mph. The 2010 AADT along this facility is 7,700 vpd compared to a LOS D capacity of 8,800 vpd. The estimated 2040 traffic volume is 8,300 vpd. Additionally, from 2006 through 2008, two intersections along this corridor were identified as having 10 or more crashes or had a severity index above the state's average of 8.4 for an injury crash. Those intersections were with Deerfield Road (SR 1523) and Hickory Lane (SR 1626). Refer to Appendix F for more detailed information on these locations.

In 2009, NCDOT Division 11 contracted Rummel, Klepper & Kahl, LLP (RK&K) to study the possibility of corridor improvements along Wilson Ridge Road (SR 1523), Deerfield Road (SR 1522), and Bamboo Road (SR 1514). Several alignment and intersection alternatives were studied, but no final recommendation was made.

The CTP proposes widening Wilson Ridge Road (SR 1523) to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles. Additionally, intersection improvements are recommended at Deerfield Road (SR 1522) and Bamboo Road (SR 1514). Based on a planning level environmental assessment using available GIS data, the proposed

project is in the vicinity (300ft from centerline) of water distribution pipes, wetlands, trout streams, and water supply watershed.

The 1991 Boone Thoroughfare Plan recommended improving Wilson Ridge Road (SR 1523) from Deerfield Road (SR 1522) to Bamboo Road (SR 1514) to 12 foot lanes.

MINOR WIDENING IMPROVEMENTS

The following facilities within Watauga County do not have capacity issues, but were identified as candidates for upgrading to NCDOT design standards. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 11 office.

- **WATA0015-H:** NC 194 from Howards Creek Road (SR 1306) to Castle Ford Road (SR 1333) – Widen to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles.
- **WATA0016-H:** Bamboo Road (SR 1524) from Deerfield Road (SR 1523) to Friendship Church Road (SR 1525) – Widen to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles.
- **WATA0017-H:** Broadstone Road (SR 1112) from NC 194 to NC 105 – Widen to 12 foot lanes with 4 foot paved shoulders to accommodate bicycles.
- **WATA0018-H:** Greenway Road from Winklers Creek Road (SR 1549) to Leola Drive – Widen to 12 foot lanes.
- **WATA0019-H:** Meadowview Drive from US 221-321 to US 221-321 – Widen to 12 foot lanes.
- **WATA0020-H:** Leola Drive from Greenway Road to US 321 – Widen to 12 foot lanes.
- **WATA0021-H:** Poplar Grove Road (SR 1102) from Rivers Street (SR 1163) to NC 105 – Widen to 12 foot lanes.
- **WATA0022-H:** Rivers Street (SR 1163) from Poplar Grove Road (SR 1102) to US 321 (Hardin Street) – Widen to 12 foot lanes.
- **WATA0023-H:** Winklers Creek Road (SR 1547) from Greenway Road to Wilson Drive – Widen to 12 foot lanes.

PUBLIC TRANSPORTATION AND RAIL

The transit element of the Watauga County CTP is shown in Figure 1, Sheets 3 and 3A. AppalCART currently operates fixed bus routes in the county. Out of county services are provided by the Mountaineer Express. During the development of the CTP, one new route was identified as a strategic new expansion for AppalCART. This is in addition to improving and expanding all current routes to keep pace with demand. Current strategies being explored by AppalCART include increasing the number of buses per route, providing reverse route services, and expanding operational hours to include more weekends and evenings. Please refer to the 2011 AppalCART Community Transportation Service Plan¹⁸ (CTSP) for more details.

- **WATA0001-T:** New bus route between Boone and Blowing Rock utilizing US 321

¹⁸ The 2011 AppalCART CTSP can be viewed at: <http://www.ncdot.gov/nctransit/download/CTSP/AppalCART.pdf>.

Additionally, seven locations were identified for potential park and ride lots. They are proposed at the following intersections:

- **WATA0002-T:** US 221 and US 321 in Blowing Rock
- **WATA0003-T:** US 221-421 and Brookshire Road (SR 1328)
- **WATA0004-T:** US 321 and US 421 in Vilas
- **WATA0005-T:** US 321-421 and NC 105 BYP (SR 1107)
- **WATA0006-T:** US 421 and Old US 421 in Rutherford
- **WATA0007-T:** US 421 and US 221 in Deep Gap
- **WATA0008-T:** NC 105 and Shulls Mill Road (SR 1557) in Foscoe

Out of county services provided by the Mountaineer Express connect Boone with the regional hubs of Charlotte, and Greensboro. Both the East/West and the North/South routes are projected to need additional service capacity by 2040.

- **WATA0009-T:** From Boone to Lenoir, Hickory, Lincolnton, Gastonia, and Charlotte
- **WATA0010-T:** From Boone to North Wilkesboro, Hamptonville, Winston-Salem, and Greensboro

BICYCLE

The bicycle element of the Watauga County CTP is shown in Figure 1, Sheets 4 and 4A. 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 foot bike lanes or 14 foot outside lanes.
- Shoulder sections require a minimum 4 foot paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54 inch railings.

Improvement to Existing Facilities:

- **WATA0001-B:** US 221 from Caldwell County to Blowing Rock municipal limits
- **WATA0002-B:** US 221 from US 321 Bus to US 321
- **R-2915:** US 221 from Ashe County to US 421
- **R-2237:** US 321 from Caldwell County to US 221
- **R-5016:** US 321 from Avery County to US 421 in Vilas
- **WATA0001-H:** US 321 from US 421 to Deerfield Road (SR 1522)
- **R-2615:** US 321-421 from Vilas to NC 105 BYP (SR 1107)
- **WATA0003-B:** US 321-421 from NC 105 BYP (SR 1107) to Junaluska Road (SR 1102)
- **WATA0004-B:** US 321 BUS from US 321 to US 221
- **WATA0005-H:** US 421 from Tennessee to US 321 in Vilas
- **R-2566:** NC 105 from Avery County to NC 105 BYP

- **WATA0007-H:** NC 105 from NC 105 BYP (SR 1107) to US 221-421
- **WATA0002-H:** NC 105 BYP (SR 1107) from US 321-421 to NC 105
- **WATA0005-B:** NC 184 from Beech Mountain to Avery County
- **WATA0003-H:** NC 194 from US 221-421 to Howards Creek Road (SR 1306)
- **WATA0015-H:** NC 194 from Howards Creek Road (SR 1306) to Castle Ford Road (SR 1333)
- **WATA0006-B:** NC 194 from Castle Ford Road (SR 1333) to Ashe County
- **WATA0007-B:** NC 194 from US 321-421 to Avery County
- **WATA0008-H:** Bamboo Road (SR 1514) from US 221-421 to Wilson Ridge Road (SR 1323)
- **WATA0008-B:** Bamboo Road (SR 1514) from Wilson Ridge Road (SR 1323) to Deerfield Road (SR 1522)
- **WATA0017-H:** Broadstone Road (SR 1112) from NC 194 to NC 105
- **WATA0009-B:** Deerfield Road (SR 1522) from US 221-321 (Blowing Rock Road) to State Farm Road.
- **WATA0009-H:** Deerfield Road (SR 1522) from State Farm Road to Bamboo Road (SR 1524)
- **WATA0010-B:** Deerfield Road (SR 1523) from to Bamboo Road (SR 1514) to Bamboo Road (SR 1524).
- **WATA0011-B:** Faculty Street, from NC 105 to Holmes Drive
- **WATA0012-B:** Hill Street from Holmes Drive to Rivers Street (SR 1163)
- **WATA0013-B:** Holmes Drive from Faculty Street to Hill Street
- **WATA0014-B:** New Market Boulevard from NC 194 to US 221-421
- **WATA0021-H:** Poplar Grove Road (SR 1102) from NC 105 to Rivers Street (SR 1163)
- **WATA0022-H:** Rivers Street (SR 1163) from Poplar Grove Road (SR 1102) to US 321
- **WATA0013-H:** State Farm Road from NC 105 to Deerfield Road (SR 1522)
- **WATA0015-B:** Water Street from Poplar Grove Road (SR 1102) at Rivers Street (SR 1163) to US 321-421 at Junaluska Road (SR 1102)
- **WATA0014-H:** Wilson Ridge Road (SR 1523) from Deerfield Road (SR 1522) to Bamboo Road (SR 1514)

Multi-Use Path Facilities:

Multi-use paths are facilities physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way. Multi-use paths include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian traffic. Multi-use paths from the Boone pedestrian plan, Walk Boone 2011, were incorporated into the CTP. Additionally, the following multi-use path project was identified to serve the needs of Watauga County.

- **Middle Fork Greenway, Local ID: WATA0001-M**

The envisioned Middle Fork Greenway would run between Boone and Blowing Rock, a distance of about 6.5 miles. The greenway would connect the existing Boone Greenway with Shoppes on the Parkway at the intersection of US 221 and US 321 in Blowing Rock. The Middle Fork River is part of the headwaters of the New River and as such is important to watershed, trout streams, and wetlands found in the vicinity. Watauga County Pathways¹⁹ is a non-profit organization working towards the preservation and eventual construction of this corridor.

PEDESTRIAN

Boone has an existing pedestrian plan entitled "Walk Boone 2011" that was utilized in the development of the pedestrian element of the CTP. The Walk Boone 2011 plan was cooperatively developed by Boone and NCDOT's Division of Bicycle and Pedestrian Transportation. The Town of Beech Mountain Streetscape Plan was developed in 2010. The information from these pedestrian plans was incorporated into the CTP. Additionally, the following projects were recommended during the development of the CTP.

New Facilities:

- **R-2237 (Blowing Rock):** US 321 from US 221 to Goforth Road (SR 1536)
- **WATA0001-P (Blowing Rock):** Chestnut Drive from US 321 BUS (Main Street) to Morris Street
- **WATA0002-P (Blowing Rock):** Chestnut Street from Wallingford Road to US 321 BUS (Main Street)
- **WATA0003-P (Blowing Rock):** Morris Street from Chestnut Drive to Morris Street
- **WATA0004-P (Blowing Rock):** Ransom Street from Sunset Drive to US 321
- **WATA0005-P (Blowing Rock):** Wallingford Road from Laurel Lane to Globe Road (SR 1537)
- **WATA0006-P (Boone):** US 321-421 from NC 105 BYP (SR 1107) to Boone municipal limits
- **WATA0002-H (Boone):** NC 105 BYP (SR 1107) from NC 105 to US 321-421
- **WATA0021-H (Boone):** Poplar Grove Road (SR 1102) from NC 105 to Water Street

Improvement to Existing Facilities:

- **WATA0007-P (Blowing Rock):** US 221 from US 321 BUS to Chetola Lake Drive

New Off Road Facilities:

- **WATA0008-P (Blowing Rock):** from Clark Street at Old Stable Lane to US 221 at Cone Road (SR 1571) opposite the Bass Lake parking lot

¹⁹ For more information on Watauga County Pathways, visit: <http://highcountrypathways.org/>.

APPENDICES

Appendix A Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

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

1-877-DOT-4YOU (1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

Secretary of Transportation

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800

<http://www.ncdot.org/about/leadership/secretary.html>

Board of Transportation

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

<http://www.ncdot.gov/about/board/>

Highway Division

801 Statesville Rd North Wilkesboro, NC 28659 (336) 667-9111

<http://www.ncdot.gov/doh/operations/division11/>

Contact the:

- Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.
- Division Construction Engineer for information concerning major roadway improvements under construction.
- Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings, and crash history.
- Division Operations Engineer for information concerning facility operations.
- Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.
- District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

PO Box 1460

Boone, NC 28607

(828) 265-5380

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services.

1554 Mail Service Center Raleigh, NC 27699-1554 (919) 707-0900
<http://www.ncdot.gov/doh/preconstruct/tpb/>

High Country Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

468 New Market Blvd Boone, NC 28607 (828) 265-5434
<http://www.regiond.org/rpo.htm>

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-4740
<http://www.ncdot.gov/performance/reform/prioritization/>

Project Development & Environmental Analysis (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center Raleigh, NC 27699-1548 (919) 707-6000
<http://www.ncdot.gov/doh/preconstruct/pe/>

Secondary Roads Unit

Contact the Secondary Roads Unit for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center Raleigh, NC 27699-1535 (919) 707-2500
<http://www.ncdot.gov/doh/operations/secondaryroads/>

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies, and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534 (919) 707-4610
<http://www.ncdot.org/planning/development/>

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550 (919) 707-4670
<http://www.ncdot.org/transit/nctransit/>

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553 (919) 707-4700
<http://www.bytrain.org/>

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center Raleigh, NC 27699-1552 (919) 707-2600
<http://www.ncdot.gov/transit/bicycle/>

Structures Management Unit

Contact the Structures Management Unit for information on bridge management throughout the state.

1581 Mail Service Center Raleigh, NC 27699-1581 (919) 707-6400
http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

Contact the Roadway Design Unit for information regarding design plans and proposals for road and bridge projects throughout the state.

1582 Mail Service Center Raleigh, NC 27699-1582 (919) 707-6200
<http://www.ncdot.org/doh/preconstruct/highway/roadway/>

Other State Government OfficesDepartment of Commerce – Division of Community Assistance

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

<http://www.nccommerce.com/en/CommunityServices/>

Appendix B

Comprehensive Transportation Plan Definitions

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

Highway Map

For visual depiction of facility types for the following CTP classification, visit <http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/>.

Facility Type Definitions

- **Freeways**

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

- **Expressways**

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

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- **Boulevards**

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

- **Other Major Thoroughfares**

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

- **Minor Thoroughfares**

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

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

Other Highway Map Definitions

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

Public Transportation and Rail Map

Bus Routes – The primary fixed route bus system for the area. Does not include demand response systems.

- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail,

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

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
 - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
 - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
 - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
 - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
 - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.
- **Existing Grade Separation** – Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

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

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

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

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

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

Appendix C

CTP Inventory and Recommendations

Assumptions/ Notes:

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

- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

Table 3 - CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																		
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
	US 221	Caldwell County to Shulls Mill Rd (SR 1556)	Watauga County	6.4	18	2	60	55	6200	500	1000	1000	6200	ADQ	60	Maj	Reg	B
	US 221	Shulls Mill Rd (SR 1556) to US 321 BUS	Blowing Rock	1.6	24	2	150	35	11600	2000	4200	4200	11600	ADQ	150	Maj	Reg	B
	US 221	US 321 BUS to US 321	Blowing Rock	0.8	24	2	60	35	11600	4500	7600	7600	11600	ADQ	60	Maj	Reg	B
	US 221	US 321 to NC 105	Concurrent with US 321															
	US 221	NC 105 to US 421	Concurrent with NC 105															
	US 221	US 421 to US 221 (Deep Gap)	Concurrent with US 421															
R-2915	US 221	US 421 to Ashe County	Watauga County	1.1	20	2	50	55	12100	8600	16100	16100	44500	4 B	150	B	Reg	B
R-5016	US 321	Avery County to Phillip's Branch Rd (SR 1211)	Watauga County	6.6	22	2	100	55	9100	4500	7400	7400	58800	4 A	180	E	Sta	B
R-5016	US 321	Phillip's Branch Rd (SR 1211) to US 421	Watauga County	2.2	22	2	100	55	12100	6700	12100	9600	58800	4 A	180	E	Sta	B
R-2615	US 321 - US 421	US 421 to Ward-Greene Rd (SR 1177)	Watauga County	2.9	22	2	100	55	12100	15200	12100	25900	58800	4 A	180	E	Sta	B
R-2615	US 321 - US 421	Ward-Greene Rd (SR 1177) to US 421 BYP	Watauga County	2.9	24	2	100	55	12100	15200	12100	25900	58800	4 A	180	E	Sta	B
R-2615	US 321 - US 421	US 421 BYP to NC 105 BYP	Watauga County	0.7	24	2	100	55	15100	15200	18800	15000	58800	4 A	100	Maj	Reg	B
	US 321 - US 421	NC 105 BYP to Boone Town Limits	Watauga County	1.2	22	2	100	45	12300	10500	14600	10600	12300	ADQ	100	Maj	Reg	B
	US 321 - US 421	Boone Town Limits to Speed Limit Change	Boone	0.6	22	2	100	45	12300	12900	18300	13900	11000	ADQ	100	Maj	Reg	B
	US 321 - US 421	Speed Limit Change to Water St (SR 1102)	Boone	0.3	18	2	100	35	9900	12700	17700	13900	9900	ADQ	100	Maj	Reg	B
	US 321 - US 421	Water St (SR 1102) to US 321	Boone	0.7	24	2	0	20	11000	16200	24900	17000	11000	ADQ	0	Maj	Reg	
WATA0001-H	US 321	US 421 (King St) to River St (SR 1163)	Boone	0.3	60	5	60	35	25400	18000	28800	20200	50000	4 D	110	B	Reg	B
WATA0001-H	US 321	River St (SR 1163) to NC 105	Boone	0.5	60	5	60	35	25400	22400	30600	30900	50000	4 D	110	B	Reg	B
WATA0001-H	US 321 - US 221	NC 105 to Boone Heights Dr	Boone	0.4	60	5	100	35	26600	41800	61700	45700	50000	4 D	110	B	Reg	
WATA0001-H	US 321 - US 221	Boone Heights Dr to Deerfield Dr (SR 1522)	Boone	0.4	60	5	100	35	26600	20000	26400	45400	50000	4 D	110	B	Reg	
WATA0001-H	US 321 - US 221	Deerfield Dr (SR 1522) to US 421 BYP	Boone	0.2	60	5	150	45	26600	20000	26000	29100	50000	4 D	110	B	Reg	
WATA0004-H	US 321 - US 221	US 421 BYP to Niley Cook Rd (SR 1523)	Watauga County	0.9	44	4	150	45	24800	18100	22800	24900	27000	4 B	110	E	Reg	

HIGHWAY																			
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes		
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)	
					(ft)	lanes													
WATA0004-H	US 321 - US 221	Niley Cook Rd (SR 1523) to Edmisten Rd (SR 1547)	Watauga County	3.0	44	4	150	55	27000	17100	21000	23400	27000	4 B	110	E	Reg		
WATA0004-H	US 321 - US 221	Edmisten Rd (SR 1547) to US 221	Watauga County	0.4	48	4	150	55	27000	15100	17000	17000	27000	4 B	110	E	Reg		
R-2237	US 321	US 221 to Avery County	Blowing Rock	1.8	24	2	100	35	11600	14000	15200	15200	27000	4 B	110	E	Reg		
WATA0005-H	US 421	Tennessee to Howards Creek Rd-Tater Hill Rd (SR 1306)	Watauga County	4.2	24	2	150	55	12100	7400	12900	12900	44500	4 A	180	B	Reg	B	
WATA0005-H	US 421	Howards Creek Rd-Tater Hill Rd (SR 1306) to beginning 3-lane	Watauga County	2.1	24	2	150	55	12100	7700	11600	12900	44500	4 A	180	B	Reg	B	
WATA0005-H	US 421	Beginning of 3-lane to US 321	Watauga County	0.6	36	3	150	55	18150	10500	14900	17500	44500	4 A	180	B	Reg	B	
	US 421	US 321 to US 321 (Hardin Street)	Concurrent with US 321																
U-4020	US 421	US 321 (Hardin St) to NC 105	Boone	0.3	24	2	100	35	11000	17100	41600	28600	28100	4 D	110	B	Reg	B	
U-4020	US 421 - US 221	NC 105 to NC 194	Boone	0.3	48	4	60	35	24400	27600	64500	49900	56700	6 B	150	B	Reg	B	
WATA0006-H	US 421 - US 221	NC 194 to King St (SR 1665)	Boone	0.8	48	4	60	45	26600	25700	51300	38100	38100	4 D	110	B	Reg	B M	
WATA0006-H	US 421 - US 221	King Street (SR 1665) to Old 421 (SR 1416)	Boone	0.7	48	5	180	45	27600	24700	45300	34300	41400	4 D	110	B	Reg	B M	
WATA0006-H	US 421 - US 221	Old 421 (SR 1416) to Begin Expressway	Watauga County	0.3	48	5	200	45	27600	19100	35000	22700	41400	4 D	110	E	Reg	B M	
	US 421 - US 221	Begin Expressway to US 421 BYP	Watauga County	1.3	48	4D	200	55	43800	17800	32200	22700	43800	ADQ	200	E	Reg		
	US 421 - US 221	US 421 BYP to US 221	Watauga County	5.5	48	4D	200	55	44500	15200	36400	36400	44500	ADQ	200	E	Sta		
	US 421	US 221 to Wilkes County	Watauga County	3.4	60	5	200	55	44500	8300	14900	14900	44500	ADQ	200	E	Sta		
	US 321 BUS	US 321 to Johns River Rd (SR 1537)	Blowing Rock	0.9	24	2	60	35	11600	3300	2600	2600	11600	ADQ	60	Maj	Reg	B	
	US 321 BUS	Johns River Rd (SR 1537) to US 221	Blowing Rock	0.4	24	2	60	20	11000	8200	18000	18000	11000	ADQ	60	Maj	Reg	B	
U-2703	US 421 BYP	US 421 to US 321	Watauga County	4.8	--	--	--	--	--	--	--	19400	58800	4 A	250	F	Sta		
U-2703	US 421 BYP	US 321 to NC 105	Watauga County	3.6	--	--	--	--	--	--	--	21700	58800	4 A	250	F	Sta		
U-2703	US 421 BYP	NC 105 to US 421	Watauga County	2.3	--	--	--	--	--	--	--	9400	58800	4 A	250	F	Sta		

HIGHWAY																		
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
R-2566	NC 105	Avery County to Shulls Mill Rd (SR 1556)	Watauga County	4.8	22	2	100	55	12100	12400	20400	20400	37600	4 B	110	B	Sta	B
R-2566	NC 105	Shulls Mill Rd (SR 1556) to Bairds Creek Rd (SR 1113)	Watauga County	1.7	24	2	100	55	12100	12400	19600	20400	37600	4 B	110	B	Sta	B
R-2566	NC 105	Bairds Creek Rd (SR 1113) to US 421 BYP	Watauga County	1.4	36	3	100	45	19700	15200	28600	26000	42800	4 B	110	B	Sta	B
R-2566	NC 105	US 421 BYP to NC 105 BYP	Watauga County	1.4	36	3	100	45	19700	15200	28600	16800	42800	4 B	110	B	Reg	B
WATA0007-H	NC 105	NC 105 BYP to End 5-lane	Boone	0.7	60	5	105	35	25400	28700	40300	26700	38100	4 D	110	B	Reg	B
WATA0007-H	NC 105	End 5-lane to US 321/221	Boone	1.4	48	4	105	35	22000	25700	33300	28800	38100	4 D	110	B	Reg	B
WATA0007-H	NC 105 - US 221	US 321 to US 421	Boone	0.8	60	5	100	35	25400	36700	53100	33200	38100	4 D	110	B	Reg	B
WATA0002-H	NC 105 BYP (SR 1107)	US 321-421 to NC 105	Watauga County	1.8	24	2	100	55	13500	13500	16000	15900	15900	3 B	80	Maj	Reg	B P
	NC 184	Avery County to Beech Mountain	Beech Mountain	1.0	22	2	60	35	9100	2500	2500	2500	9100	ADQ	60	Maj	Reg	B
	NC 194	Avery County to Broadstone Rd (SR 1112)	Watauga County	5.3	18	2	60	55	6200	1800	2500	2400	6200	ADQ	60	Maj	Reg	B
	NC 194	Broadstone Rd (SR 1112) to US 321/421	Watauga County	3.3	18	2	60	55	9800	1700	3400	2800	9800	ADQ	60	Maj	Reg	B
	NC 194	US 321/421 to US 321 (Hardin St)	Concurrent with US 321															
	NC 194	US 321 (Hardin St) to NC 194	Concurrent with US 421															
WATA0003-H	NC 194	US 421 to Boone Town Limits	Boone	0.3	20	2	60	35	9400	10500	13700	18600	23400	4 D	110	B	Reg	B
WATA0003-H	NC 194	Boone Town Limits to Howards Creek Rd (SR 1306)	Watauga County	1.1	18	2	60	55	12100	9200	13200	14300	31100	4 D	110	B	Reg	B
WATA0015-H	NC 194	Howards Creek Rd (SR 1306) to Castle Ford Road (SR 1335)	Watauga County	1.2	18	2	60	55	12100	6200	9600	9400	12100	2 A	60	Maj	Reg	B
	NC 194	Castle Ford Road (SR 1335) to Ashe County	Watauga County	7.9	18	2	60	55	9800	4500	7200	7200	9800	ADQ	60	Maj	Reg	B
	Aho Rd (SR 1530)	US 321 to Blue Ridge Pkwy	Watauga County	2.4	18	2	60	55	8500	2100	5200	3400	8500	ADQ	60	Min	Loc	
WATA0016-H	Bamboo Rd (SR 1524)	Deerfield Rd (SR 1523) to Fairway Dr (SR 1602)	Watauga County	0.3	18	2	0	35	8500	2800	4500	5900	8500	2 C	50	Min	Loc	

HIGHWAY																		
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
WATA0016-H	Bamboo Rd (SR 1524)	Fairway Dr (SR 1602) to Friendship Church Road (SR 1525)	Watauga County	0.5	18	2	0	55	8500	3300	4500	2500	8500	2 A	60	Min	Loc	
	Bamboo Rd (SR 1524)	Friendship Church Road (SR 1525) to Deerfield Rd (SR 1523)	Watauga County	1.6	18	2	60	55	8500	1800	4400	3500	8500	ADQ	60	Min	Loc	
	Bamboo Rd (SR 1514)	Deerfield Rd (SR 1523) to Browns Chapel Rd (SR 1513)	Watauga County	0.9	16	2	60	55	8000	1700	4600	1700	8000	ADQ	60	Min	Loc	B
	Bamboo Rd (SR 1514)	Browns Chapel Rd (SR 1513) to Wilson Ridge Rd (SR 1523)	Watauga County	1.0	20	2	60	45	10600	2800	4800	3800	10600	ADQ	60	Min	Loc	B
WATA0008-H	Bamboo Rd (SR 1514)	Wilson Ridge Rd (SR 1523) to US 221-421	Watauga County	1.0	20	2	60	35	8800	9000	12800	11500	10600	2 A	60	Min	Loc	B
	Bairds Creek Rd (SR 1113)	NC 194 to Dewitt Barnett Rd (SR 1114)	Watauga County	2.4	18	2	60	55	8500	400	1800	900	8500	ADQ	60	Min	Loc	
	Bairds Creek Rd (SR 1113)	Dewitt Barnett Rd (SR 1114) to NC 105	Watauga County	1.3	20	2	60	55	8800	4100	6700	2700	8800	ADQ	60	Min	Loc	
WATA0017-H	Broadstone Rd (SR 1112)	NC 194 to Dewitt Barnett Rd (SR 1114)	Watauga County	0.6	20	2	60	25	8600	3100	6500	4300	8900	2 D	90	Min	Loc	B
WATA0017-H	Broadstone Rd (SR 1112)	Dewitt Barnett Rd (SR 1114) to NC 105	Watauga County	2.3	20	2	60	55	12700	3300	10100	4500	13100	2 D	90	Min	Loc	B
	Browns Chapel Rd (SR 1513)	Bamboo Rd (SR 1514) to US 421	Watauga County	2.2	20	2	60	55	8800	1700	3900	1400	8800	ADQ	60	Min	Loc	
	Brownwood Rd (SR 1359)	US 421 to Ashe County	Watauga County	2.8	16	2	60	55	8000	900	1200	1200	8000	ADQ	60	Min	Loc	
	Castle Ford Rd (SR 1533)	NC 194 to Pine Run Rd (SR 1535)	Watauga County	2.2	18	2	60	55	8500	2700	8100	2200	8500	ADQ	60	Min	Loc	
	Deerfield Rd (SR 1522)	US 321 to State Farm Rd	Boone	0.3	22	2	40	25	8900	7400	10900	7800	8900	ADQ	40	Min	Loc	B
WATA0009-H	Deerfield Rd (SR 1522)	State Farm Rd to Bamboo Rd (SR 1514)	Watauga County	0.8	20	2	60	35	9400	13300	16100	11500	14600	2 A	60	Min	Loc	B
	Deck Hill (SR 1547)	Winklers Creek Rd (SR 1547) to US 321/221	Watauga County	4.5	20	2	60	35	8800	-	-	-	8800	ADQ	60	Min	Loc	
	Dewitt Barnett Rd (SR 1114)	Broadstone Rd (SR 1112) to Bairds Creek Rd (SR 1113)	Watauga County	1.0	18	2	50	55	8500	1700	600	1500	8500	ADQ	50	Min	Loc	

HIGHWAY																		
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
	Fairway Dr (SR 1602)	US 321 to Bamboo Rd (SR 1524)	Watauga County	1.5	20	2	60	35	8600	1400	2400	2400	8600	ADQ	60	Min	Loc	
	Friendship Church Rd (SR 1525)	Aso Rd (SR 1530) to Bamboo Rd (SR 1524)	Watauga County	2.5	18	2	60	55	8500	1800	4800	500	8500	ADQ	60	Min	Loc	
	George Wilson Rd (SR 1104)	US 321/421 to Hodges Gap Rd (SR 1104)	Watauga County	0.4	20	2	60	55	8800	600	700	1300	8800	ADQ	60	Min	Loc	
	George Wilson Rd (SR 1105)	Hodges Gap Rd (SR 1104) to NC 105 BYP	Watauga County	0.3	18	2	60	55	8500	1500	1400	500	8500	ADQ	60	Min	Loc	
WATA0018-H	Greenway Rd	Winklers Creek Rd (SR 1547) to Leola Dr	Boone	0.4	20	2	0	20	8600	7400	16800	7800	8600	2 C	0	Min	Loc	M
	Hodges Gap Rd (SR 1104)	NC 105 BYP to US 321/421	Watauga County	0.7	18	2	60	55	8500	2800	4000	2200	8500	ADQ	60	Min	Loc	
	Holloway Mountain Rd (SR 1559)	NC 105 to US 221	Watauga County	3.9	14	2	60	55	8000	1000	1300	1300	8000	ADQ	60	Min	Loc	
	Howards Creek Rd (SR 1306)	US 421 to NC 194	Watauga County	8.1	18	2	60	55	8300	2300	3500	3400	8300	ADQ	60	Min	Loc	
	Junaluska Rd (SR 1102)	US 321/421 to Howards Creek Rd (SR 1306)	Watauga County	7.5	18	2	60	55	8500	2500	6700	3700	8500	ADQ	60	Min	Loc	
	King St, East (SR 1665)	US 421 to US 421	Boone	0.5	24	2	0	35	9400	2000	13000	3700	9400	ADQ	0	Min	Loc	
	Laurel Fork Rd (SR 1109)	Bairds Creek Rd (SR 1113) to NC 105 BYP	Watauga County	1.7	18	2	0	55	8500	400	400	400	8500	ADQ	0	Min	Loc	
WATA0020-H	Leola Dr	Greenway Rd to US 321/221	Boone	0.6	20	2	0	20	8600	13400	19800	7800	8600	2 C	0	Min	Loc	M
	Little Laurel Rd (SR 1511)	Laurel Fork Rd (SR 1109) to NC 105 BYP	Watauga County	1.6	18	2	0	55	8300	700	1000	1000	8300	ADQ	0	Min	Loc	
WATA0019-H	Meadowview Dr	US 321 to Greenway Rd	Boone	0.3	18	2	0	25	8300	2000	5200	3300	8300	2 E	0	Min	Loc	
WATA0019-H	Meadowview Dr	Greenway Rd to US 321	Boone	0.8	16	2	0	25	7800	1500	4800	4000	7800	2 E	0	Min	Loc	M
	Mist Gap Rd (SR 1117)	NC 194 to US 321	Watauga County	2.2	20	2	60	55	12700	1200	3300	1400	12700	ADQ	60	Min	Loc	
	New Market Blvd	US 421/221 to NC 194	Boone	0.6	22	2	0	35	9100	6500	10700	7400	9100	ADQ	0	Min	Loc	

HIGHWAY																		
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System					CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
					(ft)	lanes												
	Old US 421 (SR 1416)	US 421 to US 421	Watauga County	2.0	22	2	60	45	11000	2700	5200	5200	11000	ADQ	60	Min	Loc	
	Old US 421 (SR 1672)	US 421 to US 421	Watauga County	6.2	22	2	60	45	11000	5600	10200	5400	11000	ADQ	60	Min	Loc	
	Pine Run Rd (SR 1535)	Castle Ford Rd (SR 1533) to US 421	Watauga County	5.2	16	2	60	55	8000	3000	8500	4700	8500	ADQ	60	Min	Loc	
WATA0021-H	Poplar Grove Rd (SR 1102)	NC 105 to Rivers St	Watauga County	1.7	18	2	60	35	8500	3800	9700	3200	8500	2 E	60	Min	Loc	B
WATA0010-H	Poplar Grove Rd BYP	Homespun Hills Rd (1148) to Bodenheimer Dr	Boone	0.1	--	--	--	--	--	--	--	--	9500	2 C	50	Min	Loc	
	Poplar Grove Rd (SR 1552)	Shulls Mill Rd (SR 1558) to NC 105	Watauga County	3.4	18	2	60	55	8500	1700	4200	2400	8500	ADQ	60	Min	Loc	
WATA0011-H	Presnell School Road Extension	Cherry Gap Road to Presnell School Road (SR 1125)	Beech Mountain	0.5	--	--	--	--	--	--	--	--	9500	2 C	50	Min	Loc	
WATA0022-H	Rivers St (St 1163)	Poplar Grove Rd (SR 1102) to US 321 (Hardin St)	Boone	0.9	44	4	70	35	19600	17100	22900	19700	21200	**	**	Min	Loc	B
	Russ Cornett Rd (SR 1550)	Poplar Grove Rd (SR 1552) to Winklers Creek Rd (SR 1549)	Watauga County	2.6	18	2	60	55	8500	1200	4700	1200	8500	ADQ	60	Min	Loc	
	Shulls Mill Rd (SR 1556)	NC 105 to US 221	Watauga County	5.5	16	2	60	55	8500	1100	2800	2800	8500	ADQ	60	Min	Loc	
WATA0012-H	Seven Devils Rd (SR 1151)	NC 105	Seven Devils	2.8	22	2	60	35	8300	1100	1800	1800	8300	ADQ	60	Min	Loc	
WATA0013-H	State Farm Rd	US 221/NC 105 to Deerfird Rd (SR 1522)	Boone	1.1	24	2	0	35	9400	10100	14400	11000	11500	3 B	80	Min	Loc	B
	Water Rd (SR 1102)	Poplar Grove Rd (SR 1102) to US 321/421	Boone	0.1	18	2	60	35	8200	6300	14100	5700	8200	ADQ	60	Min	Loc	B
	Wilson Dr	Winklers Creek Rd (SR 1547) to NC 105	Boone	0.2	24	2	0	25	10000	9600	17300	10200	10000	ADQ	60	Min	Loc	B

HIGHWAY																			
ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2010 Existing System					2040 Proposed System						CTP Classification	Tier	Other Modes	
					Cross-Section		ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2010 AADT	2040 AADT E+C	2040 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)				
					(ft)	lanes													
WATA0014-H	Wilson Ridge Rd (SR 1523)	Deerfield Rd (SR 1522) to Bamboo Rd (SR 1524)	Watauga County	0.9	20	2	60	35	8800	7700	8300	6000	14600	2 A	60	Min	Loc	B	
	Winklers Creek Rd (SR 1549)	Russ Cornett Rd (SR 1550) to Greenway Rd	Boone	1.3	16	2	60	35	8000	1200	4700	1200	8000	ADQ	60	Min	Loc		
WATA0023-H	Winklers Creek Rd (SR 1547)	Greenway Rd to Wilson Dr	Boone	0.2	20	2	60	35	8800	13400	26600	8700	9500	2 E	60	Min	Loc	M	
	Winklers Creek Rd (SR 1547)	Wilso Dr to US 321	Boone	0.2	22	2	60	35	9100	2800	7300	5000	9500	ADQ	60	Min	Loc		

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION ¹							
ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Existing System	Proposed System	Other Modes
					Type	Type	
WATA0001-T	Town of Boone to Town of Blowing Rock Route	US 321	55	5.8	--	Bus	H

¹Only major public transportation routes and proposals are shown here. For further documentation of the public transportation system, refer to the 2011 AppICART Community Transportation Service Plan or the Mountaineer Express.

BICYCLE AND PEDESTRIAN ¹

PEDESTRIAN									
ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Type	Side of Street	Type	Side of Street		
R-2237	US 321	US 221 to Goforth Road (SR 1536)	2.1	--	--	Sidewalk	Both	H	
WATA0001-P	Chestnut Drive	US 321 BUS (Main Street) to Morris Street	0.1	--	--	Sidewalk	Both		
WATA0002-P	Chestnut Drive	Wallingford Road to US 321 BUS (Main Street)	0.1	--	--	Sidewalk	Both		
WATA0003-P	Morris Street	Chestnut Drive to Morris Street		--	--	Sidewalk	Both		
WATA0004-P	Ransom Street	Sunset Drive to US 321	0.8	--	--	Sidewalk	Both		
WATA0005-P	Wallingford Road	Laurel Lane to Globe Road (SR 1537)	0.2	--	--	Sidewalk	Both		
WATA0006-P	US 321-421	NC 105 BYP (SR 1107) to Boone municipal limits	1.4	--	--	Sidewalk	Both	H B	
WATA0002-H	NC 105 BYP (SR 1107)	NC 105 to US 321-421	1.9	--	--	Sidewalk	Both	H B	
WATA00021-H	Poplar Grove Road (SR 1102)	NC 105 to Water Street	1.8	--	--	Sidewalk	Both	H B	
WATA0007-P	US 221	US 321 BUS to Chetola Lake Drive	0.4	Sidewalk	South	Sidewalk	Both	B	
WATA0008-P	Off Road Path	Clark Street at Old Stable Lane to US 221 at Cone Road (SR 1571) opposite the Bass Lake parking lot	0.3	--	--	Off Road	--		
BICYCLE									
ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section		Type	Cross-Section		
				(ft)	lanes				
WATA0001-B	US 221	Caldwell County to Shulls Mill Road (SR 1556)	6.4	18	2	On Road	PS ²		
WATA0001-B	US 221	Shulls Mill Road (SR 1556) to Blowing Rock municipal limits	0.8	24	2	On Road	2 A		
WATA0002-B	US 221	US 321 BUS to US 321	0.8	24	2	On Road	BL ³	P	
R-2915	US 221	Ashe County to US 421	Concurrent With US 221 - See Highway Table						H
R-2237	US 321	Caldwell County to US 221	Concurrent With US 321 - See Highway Table						H
R-5016	US 321	Avery County to US 421	Concurrent With US 321 - See Highway Table						H
WATA0001-H	US 321	US 421 to Deerfield Road (SR 1522)	Concurrent With US 321 - See Highway Table						H

BICYCLE								
ID	Facility/ Route	Section (From - To)	Existing System			Proposed System		Other Modes
			Distance (mi)	Cross-Section		Type	Cross-Section	
				(ft)	lanes			
R-2615	US 321-421	US 321-421 from Vilas to NC 105 BYP	Concurrent With US 321-421 - See Highway Table					H
WATA0003-B	US 321-421	NC 105 BYP to Junaluska Rd (SR 1102)	2.8	18-24	2	On Road	BL ³	P
WATA0004-B	US 321 BUS	US 321 to US 221	1.3	24	2	On Road	BL ³	
WATA0005-H	US 421	Tennessee to US 321 in Vilas	Concurrent With US 421 - See Highway Table					H
WATA0007-H	NC 105	NC 105 BYP to US 221-421	Concurrent With NC 105 - See Highway Table					H P
R-2566	NC 105	Bairds Creek Rd (SR 1113) to NC 105 BYP	Concurrent With NC 105 - See Highway Table					H
R-2566	NC 105	Avery County to Bairds Creek Rd (SR 1113)	Concurrent With NC 105 - See Highway Table					H
WATA0002-H	NC 105 BYP	US 321-421 to NC 105	Concurrent With NC 105 BYP - See Highway Table					H P
WATA0003-H	NC 194	US 221-421 to Howard Creek Rd (SR 1306)	Concurrent With NC 194 - See Highway Table					H P
WATA0015-H	NC 194	Howard Creek Rd (SR 1306) to Castle Ford Rd (SR 1335)	Concurrent With NC 194 - See Highway Table					H
WATA0006-B	NC 194	Castle Ford Rd (SR 1335) to Ashe County	7.9	18	2	On Road	PS ²	
WATA0007-B	NC 194	US 321-421 to Avery County	8.6	18	2	On Road	PS ²	
WATA0005-B	NC 184	Beech Mountain to Avery County	1	22	2	On Road	2 B	
WATA0008-H	Bamboo Rd (SR 1514)	US 221-421 to Wilson Ridge Road (SR 1323)	Concurrent With Bamboo Rd (SR 1514) - See Highway Table					H
WATA0008-B	Bamboo Rd (SR 1514)	Wilson Ridge Road (SR 1523) to Deerfield Rd (SR 1523)	1.9	16-20	2	On Road	PS ²	
WATA0017-H	Broadstone Road (SR 1112)	NC 194 to NC 105	Concurrent With Broadstone Road (SR 1112) - See Highway Table					H
WATA0009-B	Deerfield Road (SR 1522)	US 221-321 to State Farm Road	0.3	22	2	On Road	BL ³	
WATA0010-H	Deerfield Road (SR 1523)	Wilson Ridge Road (SR 1523) to Bamboo Road (SR 1514)	Concurrent With Deerfield Road (SR 1523) - See Highway Table					H

BICYCLE									
ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section (ft)	lanes	Type	Cross-Section		
WATA0011-B	Faculty Street	NC 105 to Holmes Drive	0.4	20	2	On Road	2 E		
WATA0012-B	Holmes Drive	Faculty Street to Hill Street	<0.1	20	2	On Road	2 E		
WATA0013-B	Hill Street	Holmes Drive to Rivers Street	<0.1	20	2	On Road	2 E		
WATA0014-B	New Market Boulevard	NC 194 to US 321-421	0.6	22	2	On Road	2 E		
WATA0021-H	Poplar Grove Road (SR 1102)	NC 105 to Rivers Street (SR 1163)	Concurrent With Poplar Grove Road (SR 1102) - See Highway Table						H P
WATA0022-H	River Street (SR 1163)	Poplar Grove Road (SR 1102) to US 321	Concurrent With River Street (SR 1163) - See Highway Table						H
WATA0013-H	State Farm Road	NC 105 to Deerfield Road (SR 1522)	Concurrent With State Farm Road - See Highway Table						H P
WATA0011-B	Water Street	Poplar Grove Road (SR 1102) to US 321-421	0.1	18	2	On Road	BL ³	P	
WATA0014-H	Wilson Ridge Road (SR 1523)	Deerfield Road (SR 1523) to Bamboo Road (SR 1514)	Concurrent With Wilson Ridge Road (SR 1523) - See Highway Table						H
MULTI-USE PATH									
ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Type	Side of Street	Type	Cross-Section		
WATA0001-M	Middle Fork Greenway	Boone to Blowing Rock	6.4	--	--	Multi-use Path	MA		

¹Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to Walk Boone 2011 Plan and the Town of Beech Mountain Streetscape Plan (2010).

²**PS** Paved Shoulder proposed with a width of at least 4 feet.

³**BL** Bike Lane proposed with a width of at least 5 feet.

⁴**WOL** Wide Outside Lane proposed with a width of at least 14 feet.

Appendix D Typical Cross Sections

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

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets"¹ policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

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

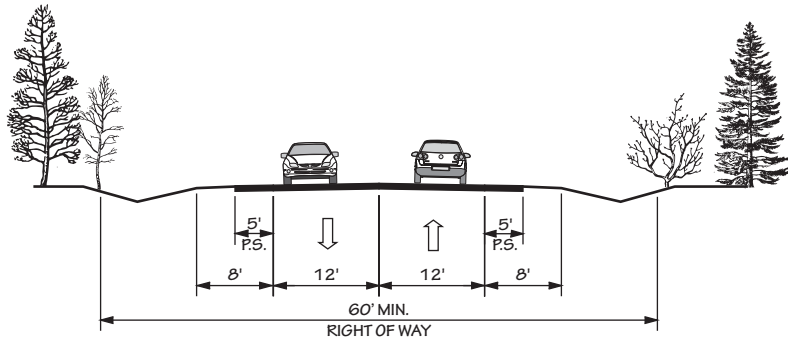
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient,
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment,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

¹ For more information on Complete Streets, go to: <http://www.nccompletestreets.org/index.asp>.

FIGURE 8 TYPICAL HIGHWAY CROSS SECTIONS 2 LANES

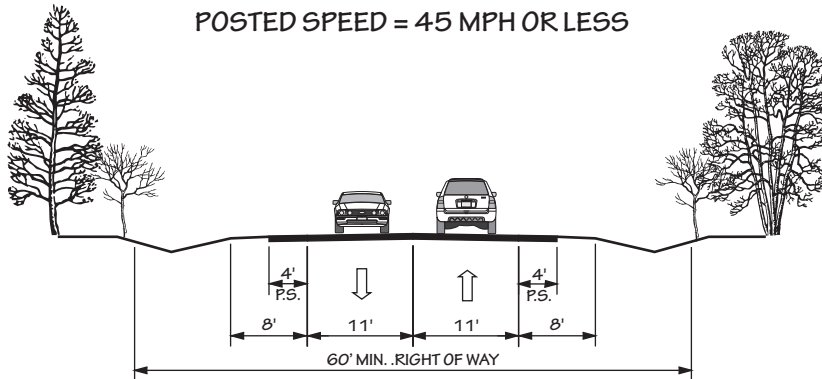
2 A

WIDE PAVED SHOULDERS
POSTED SPEED = 55 MPH



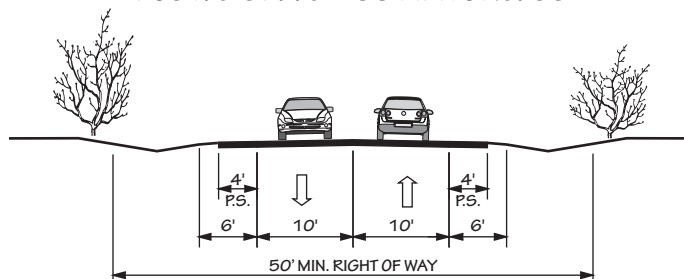
2 B

WIDE PAVED SHOULDERS
POSTED SPEED = 45 MPH OR LESS



2 C

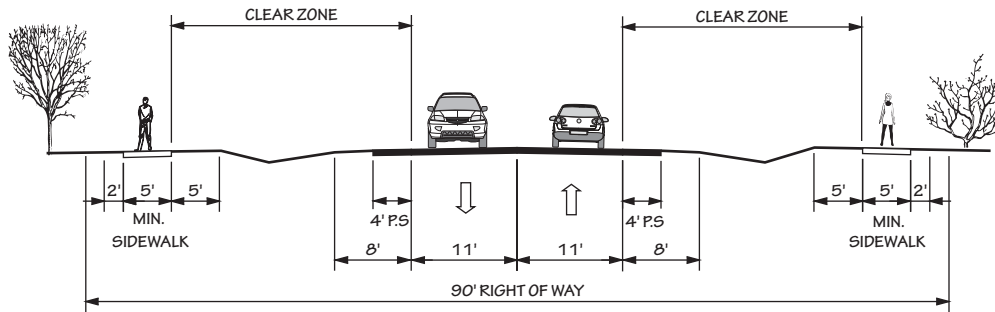
WIDE PAVED SHOULDERS
POSTED SPEED = 35 MPH OR LESS



2 LANES

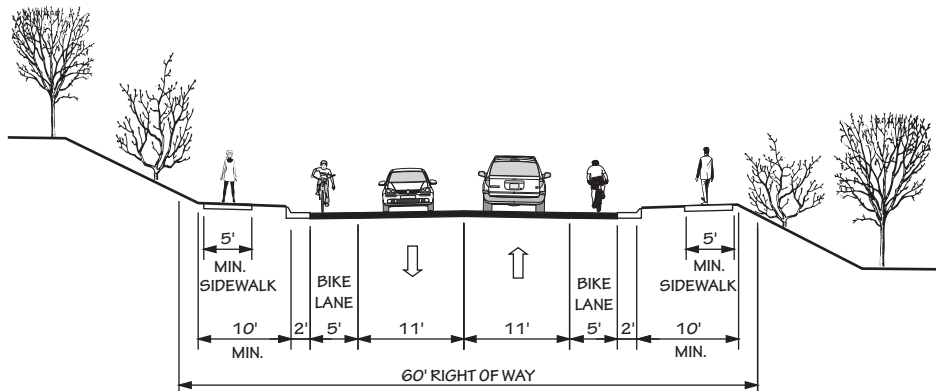
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



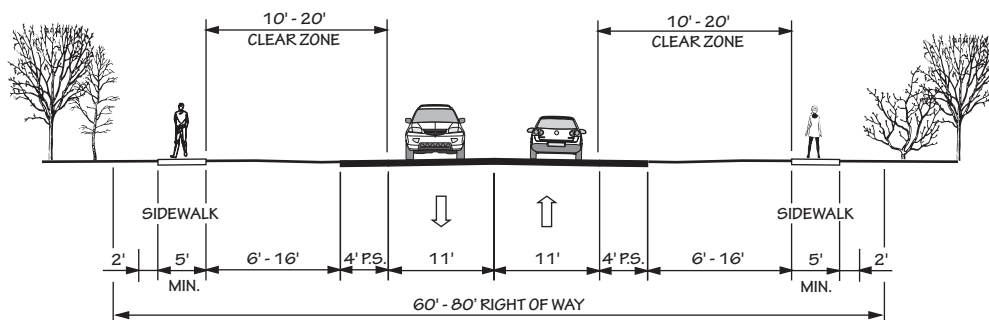
2 E

CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)

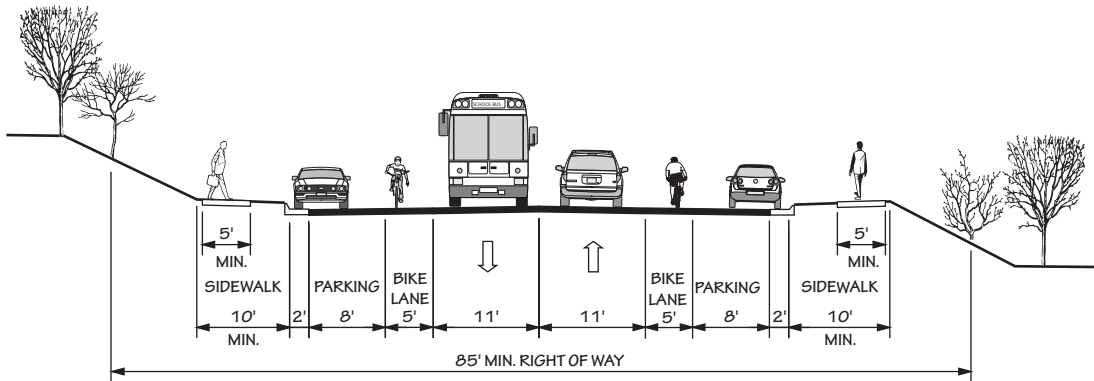


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

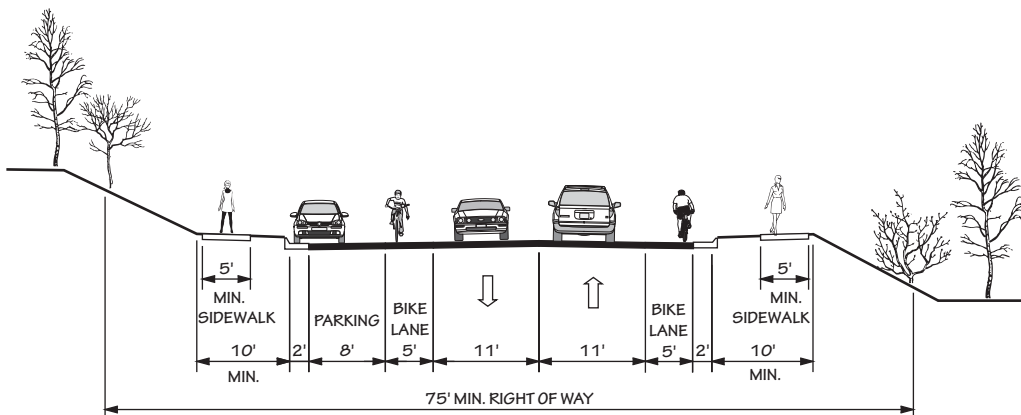
2 G

CURB & GUTTER - PARKING ON EACH SIDE



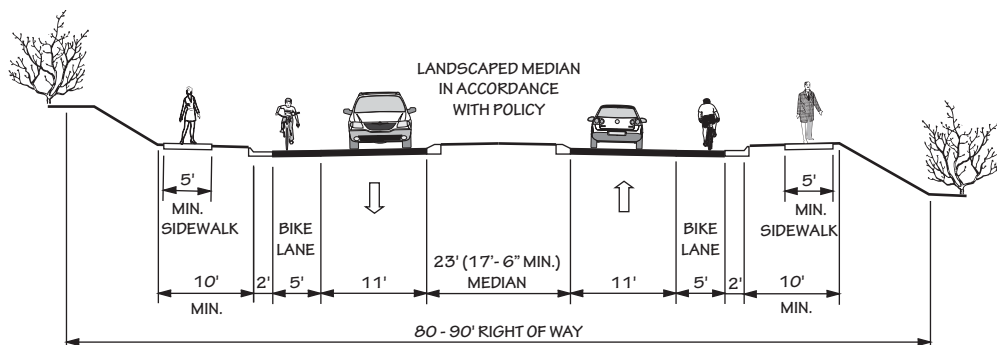
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

RAISED MEDIAN WITH CURB & GUTTER

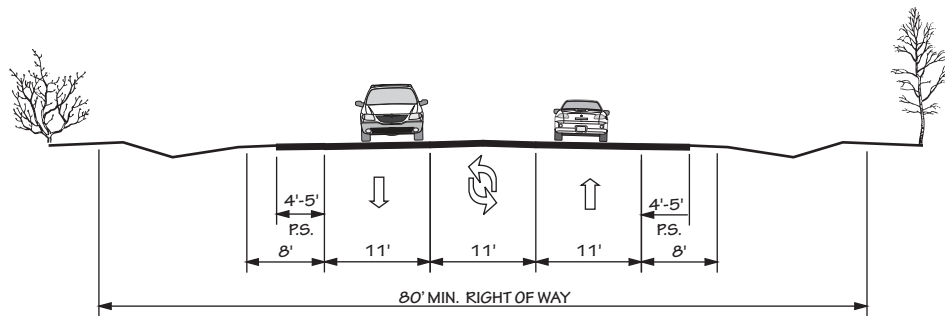


TYPICAL HIGHWAY CROSS SECTIONS

3 LANES

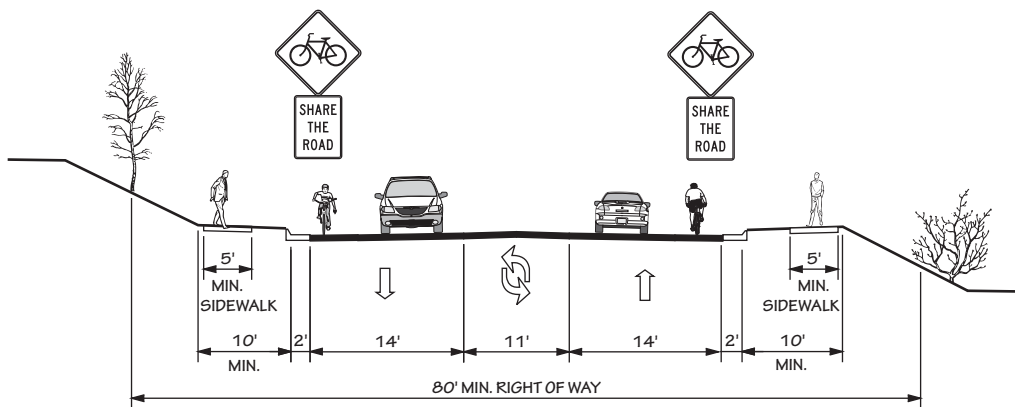
3 A

WIDE PAVED SHOULDERS



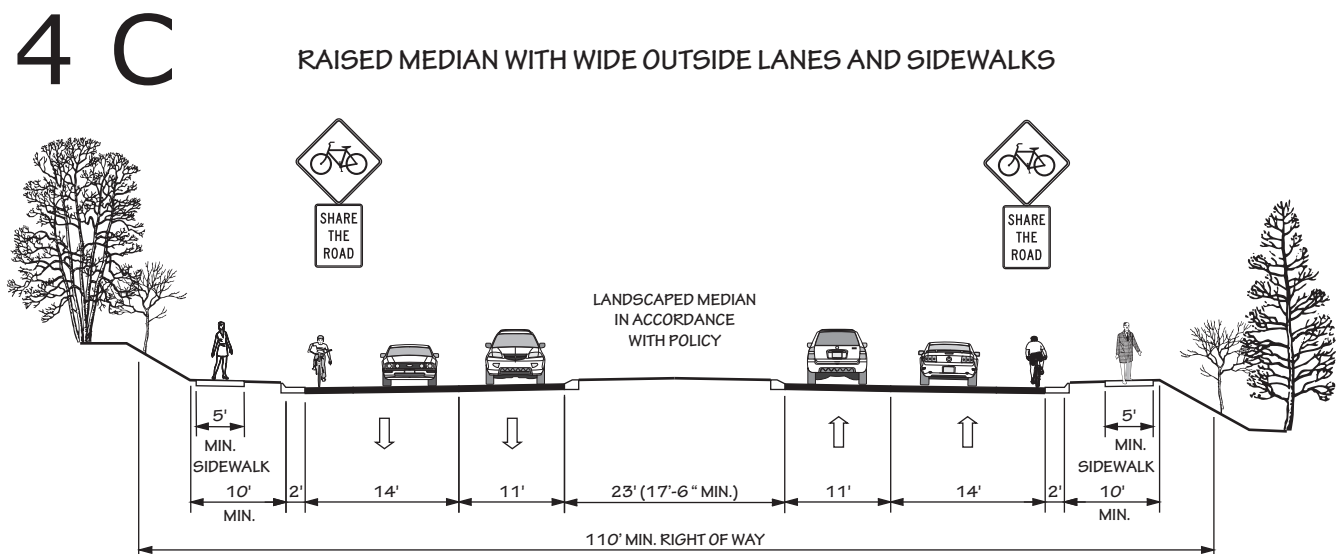
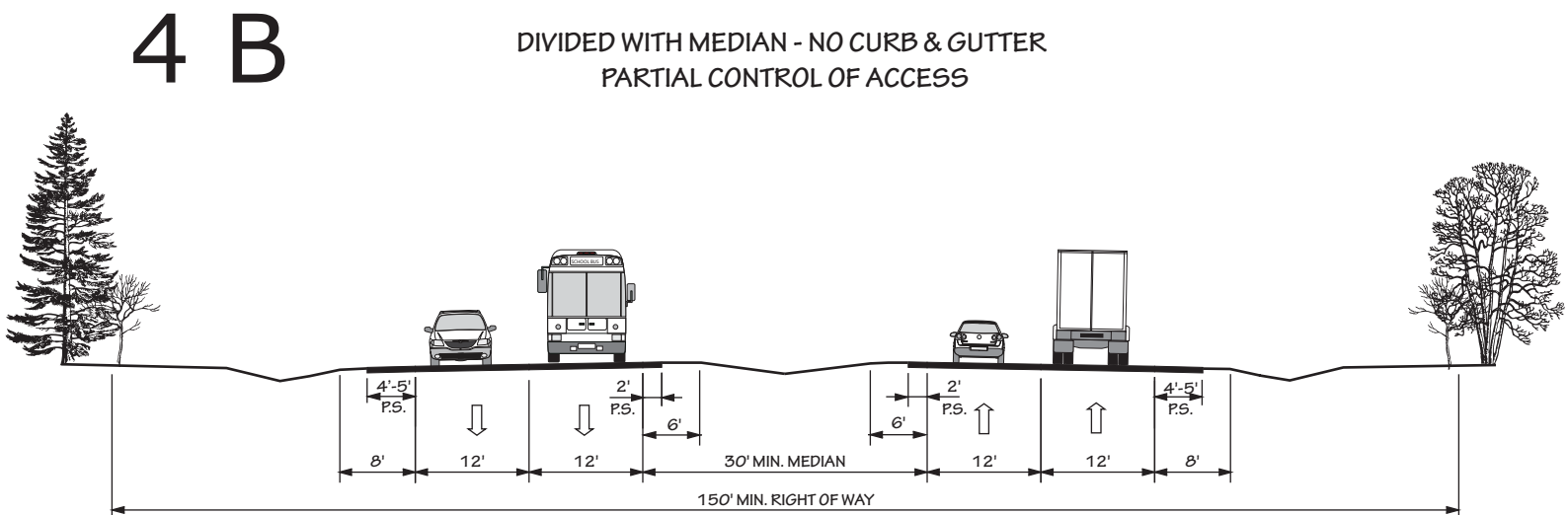
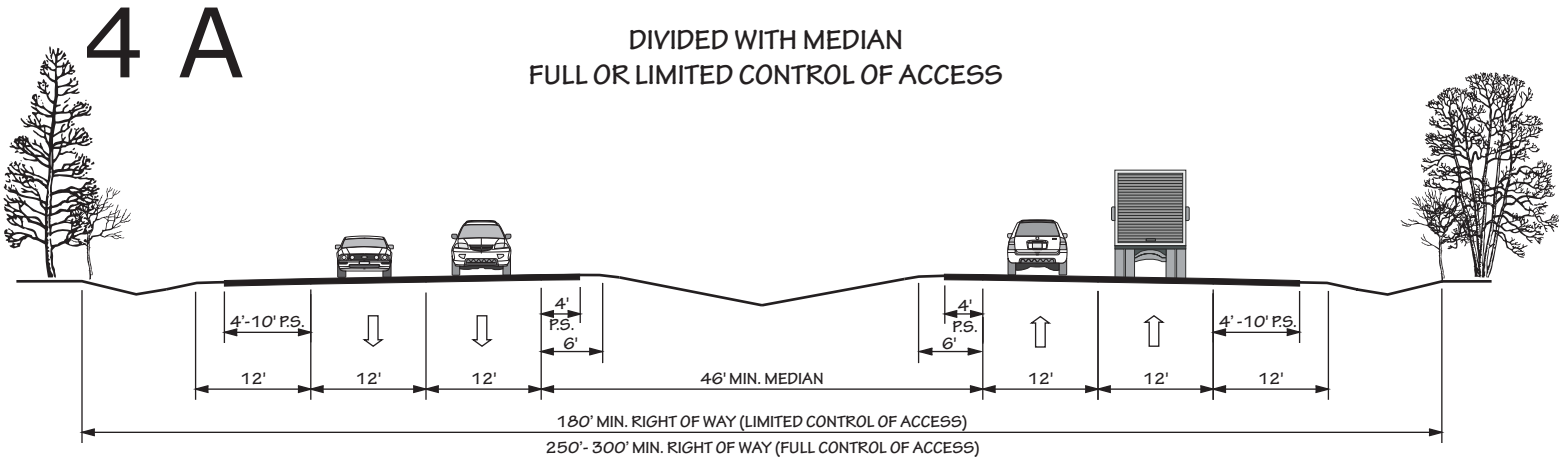
3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

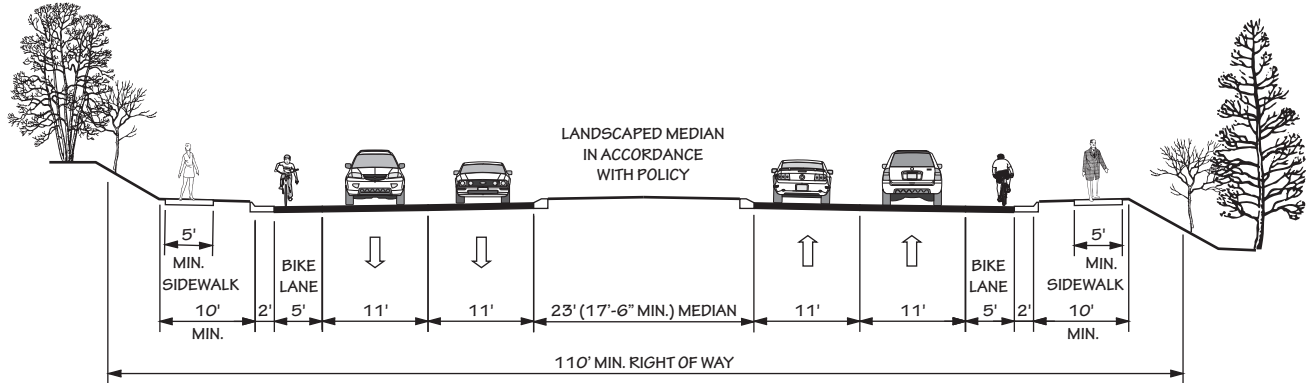


TYPICAL HIGHWAY CROSS SECTIONS

4 LANES

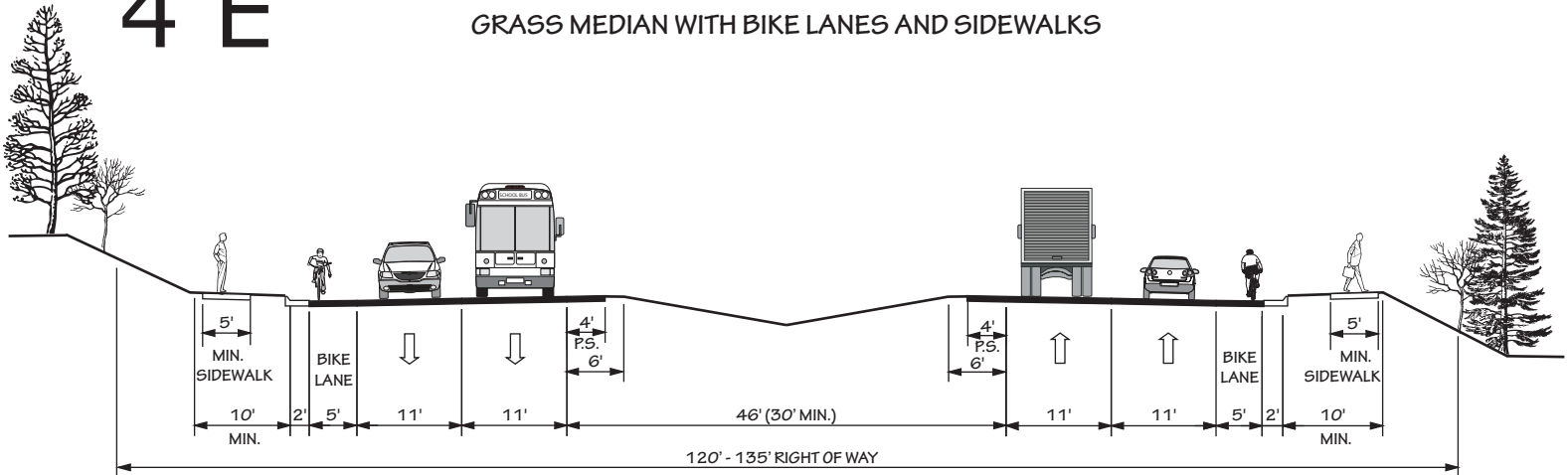
4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



4 E

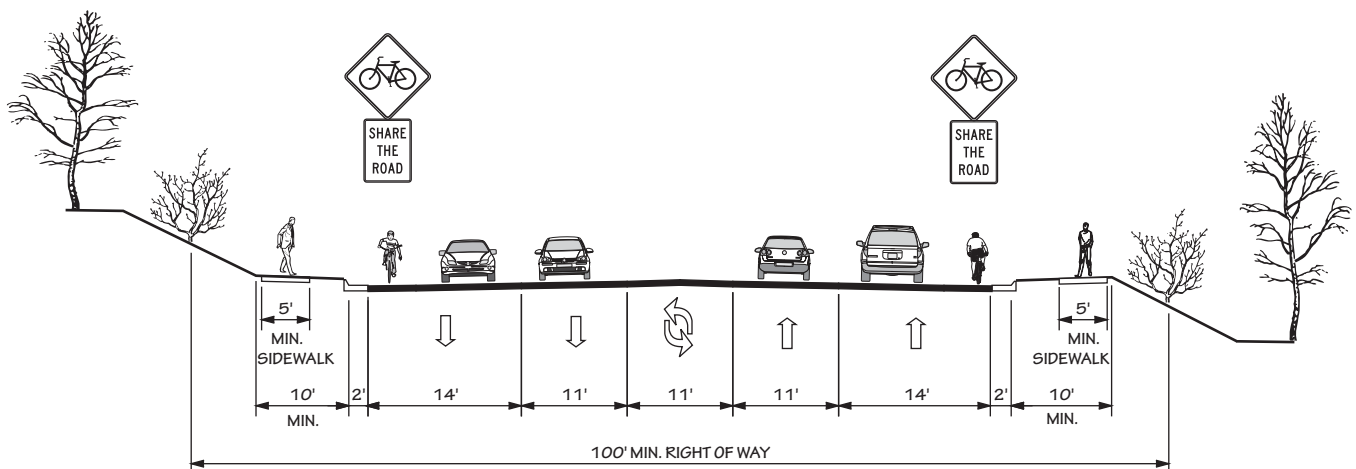
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



5 LANES

5 A

WIDE OUTSIDE LANES

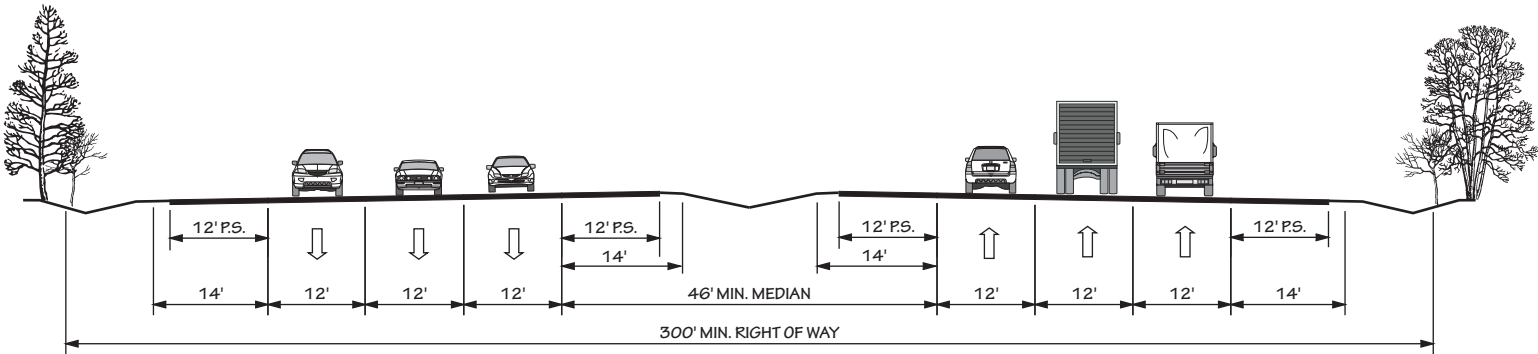


TYPICAL HIGHWAY CROSS SECTIONS

6 LANES

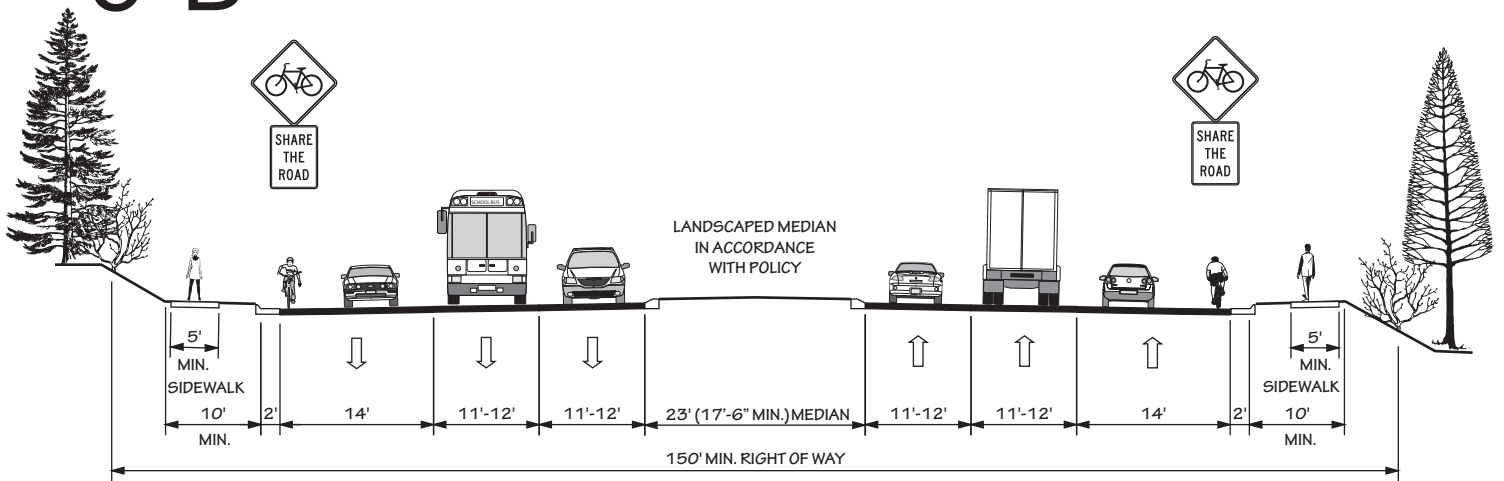
6 A

DIVIDED WITH GRASS MEDIAN



6 B

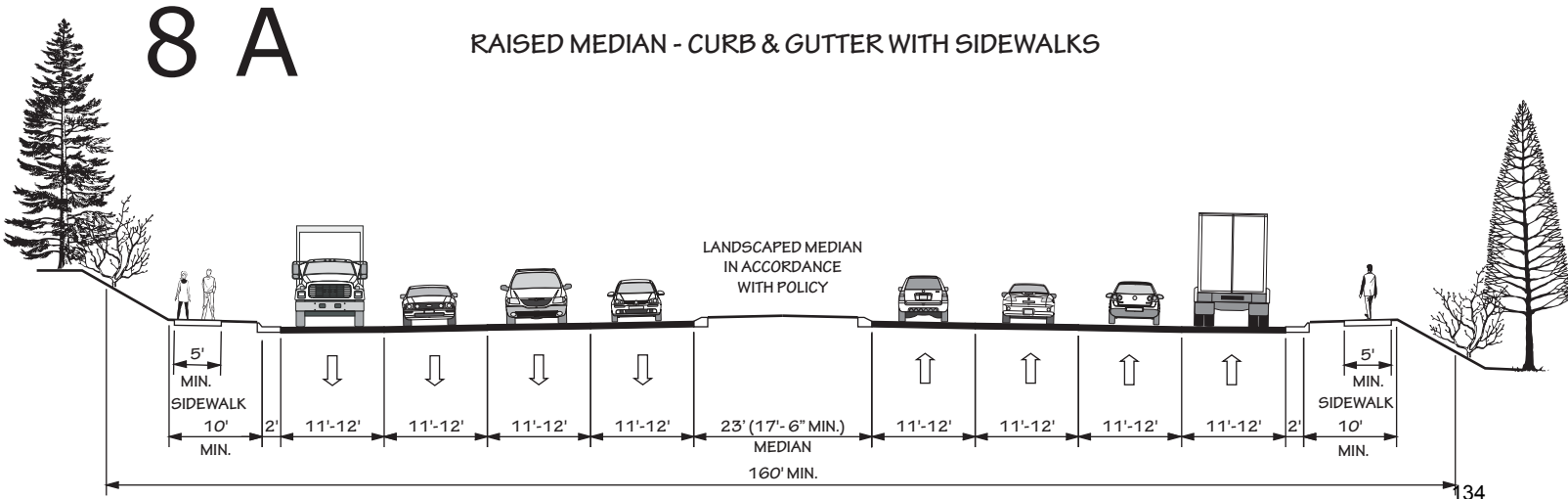
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



8 LANES

8 A

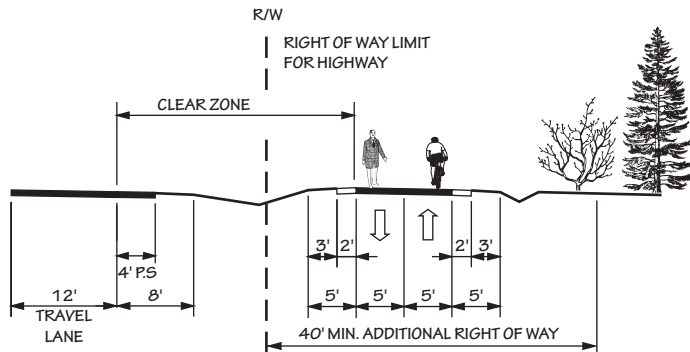
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



TYPICAL MULTI - USE PATH

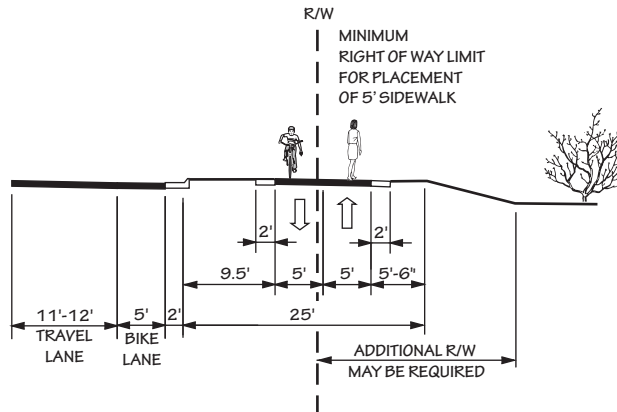
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B



Appendix E

Level of Service Definitions

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

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 9.

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

Figure 9 - Level of Service Illustrations



Source: 2010 Highway Capacity Manual, Exhibit 11-4

Appendix F Traffic Crash Analysis

A crash analysis performed for the Watauga County CTP considered crash frequency, crash type, and crash severity. Crash frequency is the total number of reported crashes and contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe crashes. Listed below are levels of severity for various severity index ranges.

<u>Severity</u>	<u>Severity Index</u>
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2006 and December 31, 2008. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's severity for an injury crash (8.4). The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

Table 4 – Crash Locations

Map Index	Road A	Road B	Average Severity	Total Crashes
1	NC 105	BLOWING ROCK RD	2.48	79
2	NC 105	KING ST	2.48	42
3	NC 105	WILSON DR	2.23	40
4	KING ST	NEW MARKET BLVD	1.70	40
5	JEFFERSON RD	KING ST	2.90	38
6	BLOWING ROCK RD	WATAUGA VILLAGE DR	3.67	33
7	LEOLA ST	WATAUGA VILLAGE DR	1.80	32

Map Index	Road A	Road B	Average Severity	Total Crashes
8	KING ST	WATER ST	2.02	31
9	BLOWING ROCK RD	WINKLER CREEK RD	1.97	31
10	BLOWING ROCK RD	BOONE HEIGHTS DR	1.92	28
11	BLOWING ROCK RD	RIVERS ST	2.25	27
12	WATAUGA VILLAGE DR	WATAUGA VILLAGE DR	1.00	25
13	NC 105	HIGHLAND AVE	2.69	24
14	HARDEN ST	KING ST	1.31	24
15	BLOWING ROCK RD	MEADOW VIEW DR	5.39	24
16	US 421	SR 1104	2.27	24
17	FARTHING ST	KING ST	2.71	22
18	US 321	US 421	4.29	21
19	US 421	SR 1107	2.07	21
20	BLOWING ROCK RD	SHADOWLINE DR	1.64	20
21	DEPOT ST	KING ST	2.01	20
22	BLOWING ROCK RD	BLOWING ROCK RD	2.23	20
23	BLOWING ROCK RD	LONGVIEW	2.23	19
24	NC 105	POPLAR GROVE	8.56	19
25	COLLEGE ST	KING ST	2.11	19
26	RIVERS ST	STADIUM DR	3.78	18
27	BOONE HEIGHTS DR	STATE FARM RD	1.00	17
28	BLOWING ROCK RD	POSTELL ST	2.18	17
29	NC 105	HOMESPUN HILLS	2.84	17
30	HARDEN ST	HOWARD ST	1.70	17
31	US 421	SR 1672	3.47	16
32	US 221	US 421	8.00	16
33	DANIEL BOONE DR	KING ST	2.23	15
34	DEERFIELD RD	STATE FARM RD	2.93	15
35	CHESTNUT DR	KING ST	2.96	15
36	KING ST	WOOD Cr	2.41	15
37	BLOWING ROCK RD	PRIDE DR	3.64	14
38	APPALACHIAN ST	KING ST	1.67	14
39	NC 105	HIGH SCHOOL DR	2.48	14
40	NC 105	NC 105	2.48	14
41	CENTER ST	RIVERS ST	17.64	13
42	NC 105	QUAIL DR	1.87	13
43	GRAND BLVD	KING	2.14	13
44	US 421	SR 1514	8.49	13

Map Index	Road A	Road B	Average Severity	Total Crashes
45	KING	STRAIGHT	8.54	13
46	SR 1522	SR 1523	3.96	12
47	HORN IN THE WEST DR	KING	2.35	12
48	NC 105	SR 1568	2.35	12
49	KING	OAK ST	2.23	12
50	NC 105	STATE FARM	2.41	12
51	SR 1104	SR 1107	3.69	11
52	NC 105	POPLAR HILL	8.56	11
53	HILLSIDE DR	KING	1.82	10
54	DEPOT ST	HOWARD ST	2.35	10
55	SR 1514	SR 1614	6.92	10
56	BLOWING ROCK RD	DEERFIELD	2.85	10
57	NC 105	FACULTY ST	1.37	10
58	US 321	US 321 BUS	1.00	10
59	NC 105	SR 1113	3.31	10
60	US 321	SUNSET	11.54	10
61	US 321	CORNISH	14.87	6
62	NC 105	AMBLING	13.63	6
63	US 321	SR 1541	19.12	5
64	DEPOT	RIVER	21.80	4
65	FURMAN	STATE FARM	26.27	3
66	NC 194	SR 1328	42.60	2
67	NC 194	SR 1233	38.90	2
68	US 421	SR 1505	38.90	2
69	SR 1523	SR 1626	38.90	2
70	US 421	SR 1306	76.80	1
71	SR 1233	SR 1513	76.80	1
72	HEMLOCK	TANGLEWOOD	76.80	1
73	DEERFIELD	DOCTORS	76.80	1

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 4 or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

Appendix G

Bridge Deficiency Assessment

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

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

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

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

A bridge must be classified as deficient in order to qualify for federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges located on roads evaluated as a part of the CTP are shown in Table 5. For more information on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 5 - Deficient Bridges

Bridge ID	Facility	Feature	Condition	Local ID
5	NC 105	Watauga River	Structurally Deficient	R-2566
6	SR 1559	Watauga River	Structurally Deficient	
27	NC 194	Watauga River	Functionally Obsolete	
29	US 321	Cove Creek	Functionally Obsolete	B-4688
55	SR 1557	Creek	Structurally Deficient	B-5118
62	NC 194	Bairds Creek	Functionally Obsolete	
68	NC 194	Bairds Creek	Structurally Deficient	
70	NC 194	Bairds Creek	Functionally Obsolete	
71	SR 1109	Creek	Structurally Deficient	
93	SR 1109	Creek	Structurally Deficient	
136	SR 1533	Middle Fork Creek	Functionally Obsolete	
142	SR 1359	Creek	Structurally Deficient	
161	SR 1114	Watauga River	Functionally Obsolete	
175	SR 1524	Goshen Creek	Functionally Obsolete	
330	Blue Ridge Pkwy	SR1510	Functionally Obsolete	
343	Blue Ridge Pkwy	SR1538	Functionally Obsolete	
344	Blue Ridge Pkwy	SR1508	Functionally Obsolete	
359	Blue Ridge Pkwy	SR1529	Functionally Obsolete	
363	Blue Ridge Pkwy	SR1505	Functionally Obsolete	

Appendix H Public Involvement

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

List of CTP Steering Committee Members

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

- Blake Brown, Boone Public Works Director / Bicycle and Pedestrian Representative
- John Cooper, Watauga County Commissioner
- David Ehmig, Seven Devils Town Council
- Ed Evans, Seven Devils Town Manager
- Joe Furman, Watauga County Planning and Inspections Director
- Tim Futrelle, Watauga County Commissioner (Alternate)
- Mike Hall, Boone Chamber Trans. Comm. Chair / Economic Development Representative
- Dean Ledbetter, Division 11 Senior Planning Engineer
- Lynne Mason, Boone Town Council
- Dan Meyer, Boone Chamber President / Economic Development Representative (Alternate)
- Mike O'Connor, Director of Physical Plant ASU
- Rick Owen, Mayor of Beech Mountain
- Stephen Phillips, Boone Town Council (Alternate)
- Michael Poe, NCDOT Division 11 - District 2 Engineer
- Kevin Rothrock, Blowing Rock Planning Director
- Mike Salzono, Blue Ridge Conservancy Environmental Representative
- Jes Scott, Beech Mountain Planner
- Jim Steele, Blowing Rock Town Council
- Chris Turner, AppalCART Director
- Greg Young, Boone Town Manager

CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP

Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Watauga County CTP Vision (December 2, 2010)

To develop and maintain a Comprehensive Transportation Plan that promotes and preserves the quality of life and economic vitality of Watauga County and all its municipalities while understanding there is a wide variety of stakeholders to consider. This will be accomplished by providing a financially responsible system that is safe, accessible, environmentally responsible, efficient, preserves the character of the area, and is multi-modal. The plan will promote connectivity both locally and regionally through vehicular and non-vehicular modes.

Goals:

1. Protect environmentally sensitive areas*
 - A. Objective: Document public comments on transportation initiatives that could adversely affect ***sensitive areas of local importance***²
2. Be financially responsible with the transportation system
 - A. Objective: Be considerate of the potential life span of improvements

* There are several things that are automatically considered during a CTP process or project planning that do not necessarily have to be restated in the local goals and objectives.

1. NCDOT goals will be considered during the development of the CTP:
 - Make our transportation network safer.
 - Make our transportation network move people and goods more efficiently
 - Make our infrastructure last longer.
 - Make our organization a place that works well.
 - Make our organization a great place to work.
2. Strategic Highway Corridors: Per NCDOT guidance, individual Comprehensive Transportation Plans will incorporate the long-term vision of each Strategic Highway Corridor.
3. Minimizing human and environmental impacts will be considered during the study of alternatives for all state and federally funded projects.
4. All Construction projects, including Contract Construction, Road Maintenance, and Bridge Maintenance projects are reviewed on a monthly basis to check for compliance with the Sedimentation and Pollution Control Act (SPCA).

² ***sensitive areas of local importance:*** Specific areas for Watauga County include the NC 105 corridor and the night sky.

- i. Measure: Projects should maintain Level Of Service (LOS) D throughout the study horizon of 2040
 - B. Objective: Perform a planning level cost – benefit analysis over each project’s **life cycle**³
- 3. Enhance transportation elements that are important to economic vitality
 - A. Objective: Prefer road designs that promote multimodal service to commercial businesses and **activity centers**⁴
 - i. Measure: Number of businesses with **adequate access**⁵
 - B. Objective: Recognize regional connectivity as an economic driver
 - C. Objective: Recognize critical populations to economy and their needs
 - i. University students need **adequate access** to transit and non-vehicular modes
 - ii. Tourists need **adequate access** plus additional information, signs, and maps. Some areas are deficient in this.
- 4. Provide efficient movement of all transportation modes
 - A. Objective: All improvements identified with the adoption of this plan shall, where practical, encourage safe pedestrian, bicycle and vehicular travel; and provide access to public transportation
 - i. Measure: Reduce the overall annual average number of vehicular accidents for the county by **5%** by 2040. The most recent 3 year crash rate and number of accidents will be used to evaluate.
 - B. Objective: **Separate**⁶, where possible, pedestrian ways and bike routes from vehicular areas
 - i. Measure: Miles of bike trails and sidewalks
 - C. Objective: Consider alternative designs/treatments and access management options when evaluating projects included in the adoption of this plan
 - i. Measure: Number of vehicles stopped at a traffic signal for more than one cycle at an acceptable cycle length
 - ii. Measure: Percent of traffic able to flow at the posted speed
 - D. Objective: Get fixed routes down to 30 minute headways in the Town of Boone
- 5. Pursue measures that reduce vehicular traffic and dependence
 - A. Objective: Use park and ride lots at congested areas
 - i. Measure: Increase the number of park and ride spots by 800

³ **Life cycle** cost will be construction cost plus 20 years unless otherwise determined

⁴ **activity centers**: Key activity centers for Watauga County are ASU, schools, Blowing Rock, hospital, Cone Center, Price Park, Tweetsie, see list in Citizens Plan for Watauga County, Deep Gap, Senior Center, Valle Cruses, parks, Conference center, B&Bs, Todd, Foscoe, ski resorts,

⁵ **adequate access** is defined as Sidewalk within 50 yards, designated Bike facilities within 100 yards, or transit stops within ¼ mile.

⁶ **Separate** Bike and Pedestrian facilities will be those where bikes or pedestrians can travel at least 3 feet from the flow of traffic, therefore a 4ft shoulder satisfies but not a 2ft shoulder, even though both are connected to the road. Trails and Paths on their own right of way will of course qualify. Striped bike lanes are preferred versus just a paved shoulder in municipal areas. Paved shoulders on county primary roads are acceptable.

- B. Objective: Provide for alternative modes of transportation between towns of Boone, Blowing Rock, Seven Devils, and Beech Mountain
 - i. Measure: Develop **accessible**⁷ public transportation systems between the county's municipalities by 2020
 - ii. Measure: 20 Miles of bike facilities and sidewalks connecting municipalities
 - iii. Measure: Non-vehicular connector routes between communities and destinations within communities
 - C. Objective: Provide a continuous and interconnected system of sidewalks in and around Boone and Blowing Rock.
 - i. Measure: Percent of streets with sidewalks on both sides of the street within **Central Business Districts**⁸(CBD) as topography allows
 - ii. Measure: Percent of streets with sidewalks on at least one side of the street in other areas, but both sides is preferable as topography allows
 - D. Objective: Develop a continuous, direct, and coordinated system of regional bicycle facilities in and throughout Watauga County by 2040
 - i. Measure: Add 25 new miles of total bike facilities in the county
 - ii. Measure: Interconnected all bike facilities in county
 - E. Objective: Projects included with the adoption of this plan shall, where possible, enhance interconnectivity and accessibility to **major local and regional destinations and activity centers**⁹
6. Ensure connectivity within the County and Region
 - A. Objective: Provide for alternative modes of transportation between towns
 - i. Measure: see 5-B above
 - B. Objective: Develop a continuous, direct, safe, and coordinated system of regional bicycle facilities in and throughout Watauga County by 2040
 - i. Measure: see 5-D above
 - C. Objective: Recognize regional connectivity as an economic driver
 - i. Measure: see 3-B above
 7. Ensure all construction and improvements are compatible with the local character of the area by minimizing **urban features**¹⁰ of road projects
 8. Consider the needs and benefits of all stakeholders

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed

⁷ **accessible** is defined as Sidewalk within 50 yards, designated Bike facilities within 100 yards

⁸ Central Business District for Boone will be "Primary Growth Area" and "Secondary Growth Area" from the "Boone 2030 Land Use Plan" adopted in 2009. For Blowing Rock it will be the "Town Center" as defined in chapter 1.D in the 2004 Comprehensive Plan.

⁹ **major local and regional destinations and activity centers** include the following ...

¹⁰ **urban features**: include street lights, signs, billboards, concrete medians, retaining walls, and others that do not maintain the mountain character

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

1. Please provide the zip code of your local residence.

Answer Options	Student	Total
28604	0.0%	7.4%
28605	3.4%	7.0%
28607	56.9%	62.4%
28608	24.1%	2.6%
28618	5.2%	3.1%
28679	1.7%	4.0%
28684	0.0%	2.5%
28692	8.6%	7.6%
28698	0.0%	3.5%

2. Which would you describe yourself as?

Answer Options	Student	Total
Resident (Full Time)	0.0%	88.6%
Resident (Part Time)	0.0%	3.8%
Student (living on campus)	22.6%	1.4%
Student (living off campus)	77.4%	4.9%
Visitor	0.0%	1.2%

3. On average, how many months do you spend in Watauga County each year?

Answer Options	Student	Total
Less than 1 month per year	0.0%	0.5%
1 to 3 months per year	8.2%	1.5%
3 to 6 months per year	3.3%	1.0%
6 to 9 months per year	29.5%	3.3%
9 to 12 months per year	49.2%	10.5%
I am a fulltime resident	9.8%	83.2%

4. On a normal day, approximately how much of your travel takes place within Watauga County?

Answer Options	Student	Total
25%	1.7%	2.2%
50%	8.3%	4.9%
75%	26.7%	15.3%
100%	63.3%	77.6%

5. Please select the destination of your typical daily commute (work, school, or shopping).

Answer Options	Student	Total
Town of Beech Mountain	0.0%	0.7%
Town of Blowing Rock	3.2%	2.8%
Town of Boone	17.7%	51.2%
Town of Seven Devils	0.0%	0.7%
Watauga County	11.3%	14.0%
Ashe County	1.6%	1.0%
Avery County	3.2%	1.4%
Caldwell County	3.2%	1.3%
Wilkes County	0.0%	1.0%
Tennessee	3.2%	0.5%
ASU	54.8%	21.6%
Unemployed / Does not apply	1.6%	1.4%
Other	0.0%	2.2%

6. How do you typically commute?

Answer Options	Student	Total
Bicycle	3.2%	2.0%
Bus	25.8%	3.7%
Car	45.2%	86.8%
Carpool	6.5%	2.5%
Walk	19.4%	5.0%

7. Approximately how far is your daily commute?

Student

Answer Options	Less than Five	Six to Ten	Eleven to Fifteen	Sixteen to Twenty	More than Twenty	Response Count
Miles	32 (52%)	17 (28%)	5 (8%)	2 (3%)	5 (8%)	61
Minutes	5 (9%)	19 (33%)	17 (29 %)	5 (9%)	12 (21%)	58

Total

Answer Options	Less than Five	Six to Ten	Eleven to Fifteen	Sixteen to Twenty	More than Twenty	Response Count
Miles	310 (33%)	286 (31%)	165 (18%)	71 (8%)	94 (10%)	926
Minutes	41 (6%)	144 (20%)	174 (25 %)	148 (21%)	203 (29%)	710

8. Please rate each of the transportation system goals from 1-Not Important to 5-Very Important.

Student

Answer Options	1-Not Important	2-Less Important	3-Neutral	4-Important	5-Very Important	Response Count
Service to Elderly and Disabled	2	6	18	19	15	60
Consistent Travel Times	0	3	12	18	27	60
Reduced Congestion	0	5	6	23	26	60
Transportation Mode Choice (Walking, Biking)	3	3	15	18	22	61
Expand Public Transit Options (AppalCART)	0	5	4	20	31	60
Economic Growth	2	6	21	22	9	60
Environmental Protection	1	8	5	26	20	60
Community and Cultural Preservation	1	3	12	29	15	60
Regional Connectivity	1	7	15	24	12	59

Total

Answer Options	1-Not Important	2-Less Important	3-Neutral	4-Important	5-Very Important	Response Count
Service to Elderly and Disabled	28	53	174	338	372	965
Consistent Travel Times	23	57	184	404	292	960
Reduced Congestion	15	28	99	342	481	965
Transportation Mode Choice (Walking, Biking)	45	59	183	245	421	953
Expand Public Transit Options (AppalCART)	28	51	190	312	384	965
Economic Growth	44	88	253	353	223	961
Environmental Protection	19	39	114	313	478	963
Community and Cultural Preservation	22	42	157	363	380	964
Regional Connectivity	20	80	186	387	275	948

9. Of the choices in the previous question (number 8), which is the single Most Important to you, and single Least Important to you?

Most Important - Student										
Answer Options	Service of Elderly & Disabled Needs	Consistent Travel Times	Reduce Congestion	Expand Public Transit	Economic Growth	Community and Cultural Preservation	Environmental Protection	Transportation Mode Choice (Walking & Biking)	Regional Connectivity	Response Count
Choose One of each	2	13	14	8	1	1	9	11	2	61

Least Important - Student										
Answer Options	Service of Elderly & Disabled Needs	Consistent Travel Times	Reduce Congestion	Expand Public Transit	Economic Growth	Community and Cultural Preservation	Environmental Protection	Transportation Mode Choice (Walking & Biking)	Regional Connectivity	Response Count
Choose One of each	6	8	4	1	11	3	3	13	11	60

Most Important - Total										
Answer Options	Service of Elderly & Disabled Needs	Consistent Travel Times	Reduce Congestion	Expand Public Transit	Economic Growth	Community and Cultural Preservation	Environmental Protection	Transportation Mode Choice (Walking & Biking)	Regional Connectivity	Response Count
Choose One of each	65	68	256	108	54	39	100	216	29	935

Least Important - Total										
Answer Options	Service of Elderly & Disabled Needs	Consistent Travel Times	Reduce Congestion	Expand Public Transit	Economic Growth	Community and Cultural Preservation	Environmental Protection	Transportation Mode Choice (Walking & Biking)	Regional Connectivity	Response Count
Choose One of each	70	149	34	77	171	67	35	125	186	914

10. In deciding where to live, which of the following do you prefer? (Check all that apply)

Answer Options	Student	Total
Rural/Country living	22.4%	57.2%
New residential areas	6.1%	6.6%
New areas with mix of uses	26.5%	12.0%
Access to Transit	57.1%	20.1%
In Town living	61.2%	30.0%
Older/established residential areas	14.3%	19.7%
Older/established areas with mix of uses	22.4%	15.5%
49 answered question; 13 skipped question		

11. What routes in Watauga County do you most commonly use?

Students (60)		Commonly Used	Total Response (943)	
Number	Percentage		Number	Percentage
23	38.3%	US 421	521	55.2%
28	46.7%	US 321	445	47.2%
1	1.7%	US 221	32	3.4%
0	0.0%	NC 194	106	11.2%
23	38.3%	NC 105	339	35.9%
2	3.3%	NC 105 Bypass	30	3.2%
16	26.7%	King Street	206	21.8%
0	0.0%	Wilson Ridge	29	3.1%
0	0.0%	Bamboo	60	6.4%
0	0.0%	Deerfield	58	6.2%
5	8.3%	River Street	54	5.7%
1	1.7%	Poplar	29	3.1%
0	0.0%	New Market	14	1.5%
3	5.0%	Blowing Rock Road	51	5.4%
11	18.3%	Blowing Rock	0	0.0%
0	0.0%	State Farm	37	3.9%
0	0.0%	Old 421	24	2.5%

12. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested? If yes, please list specific locations of problems and alternate routes taken.

Answer Options	Student	Total
No	55.2%	42.1%
Yes	44.8%	57.9%
answered question	58	
skipped question	4	

13. What are the key transportation challenges you face in Watauga County?

Student (53)		Challenge	Total (851)	
Number	Percentage		Number	Percentage
6	11.3%	Bikes or Bicycles	181	21.3%
4	7.5%	Pedestrian or Sidewalk	100	11.8%
11	20.8%	Congestion	187	22.0%
2	3.8%	Safe or unsafe	70	8.2%
0	0.0%	Ice	38	4.5%
2	3.8%	Snow	49	5.8%
1	1.9%	Weather	28	3.3%
7	13.2%	King Street	121	14.2%
3	5.7%	Parking	29	3.4%
9	17.0%	Bus	38	4.5%

14. What destinations in Watauga County are difficult to access?

Student (36)		Destinations	Total (671)	
Number	Percentage		Number	Percentage
1	2.8%	Downtown	134	20.0%
6	16.7%	King St	114	17.0%
4	11.1%	NC 105	74	11.0%
5	13.9%	US 321	68	10.1%
4	11.1%	US 421	56	8.3%
4	11.1%	ASU	50	7.5%
0	0.0%	School	13	1.9%
0	0.0%	Valle Cruse	13	1.9%
2	5.6%	Wal-mart	1	0.1%
0	0.0%	Broadstone	0	0.0%
3	8.3%	Parking	29	4.3%
1	2.8%	Greenway	11	1.6%
6	16.7%	Campus	17	2.5%

15. To address the traffic problems in the area, which improvements should be considered? (Check all that apply)

Answer Options	Student	Total
Widen existing roads	34.7%	34.5%
Add turn lanes	38.8%	49.2%
Improve pavement and bridges	40.8%	35.1%
Increase bus service	61.2%	40.7%
Build new roadways	18.4%	19.9%
Access controls	10.2%	21.6%
Add on-road bike lanes	53.1%	59.2%
Expand sidewalks	46.9%	47.3%
Greenways and off-road paths	36.7%	50.5%
Park-and-Ride lots	44.9%	40.0%
Provide better information	22.4%	14.3%
Improving intersection design	61.2%	50.7%

16. Should we be spending more or less money on the following?

Student

Answer Options	Much Less	Less	Same	More	Much More	Response Count
Maintaining existing residential roads/streets	0	3	30	22	5	60
Building new major roads	6	17	20	15	2	60
Maintaining major streets, roads, and highways	0	7	21	18	14	60
Paving unpaved roads	5	10	30	11	4	60
Creating or expanding bus service	0	5	11	30	14	60
Expanding carpooling or vanpooling programs	2	7	21	23	7	60
Building new sidewalks	0	8	17	21	14	60
Building new bike lanes	1	9	17	21	12	60
Building new greenways	1	10	21	18	9	59
Providing streetlights	0	3	29	23	5	60
Providing signage	0	6	33	18	3	60

Total

Answer Options	Much Less	Less	Same	More	Much More	Response Count
Maintaining existing residential roads/streets	11	44	449	320	99	923
Building new major roads	183	226	265	151	94	919
Maintaining major streets, roads, and highways	6	27	377	391	139	940
Paving unpaved roads	130	157	359	177	90	913
Creating or expanding bus service	34	75	296	345	174	924
Expanding carpooling or vanpooling programs	67	133	336	276	96	908
Building new sidewalks	34	80	245	306	259	924
Building new bike lanes	49	69	192	272	355	937
Building new greenways	57	77	224	265	294	917
Providing streetlights	56	117	457	209	64	903
Providing signage	42	95	497	187	59	880

17. If additional money is needed to fund transportation projects, which of the following would you be willing to support?

Answer Options	Student	Total
A gasoline tax increase	27.1%	37.9%
A property tax increase	41.7%	20.7%
A sales tax increase	33.3%	39.7%
Charging transportation fees to develop properties	39.6%	44.2%
A local bond referendum	22.9%	36.4%
None	10.4%	13.3%
Other (please specify)	12	12

18. How did you find out about the survey?

Answer Options	Student	Total
Newspaper	0.0%	4.8%
Radio	0.0%	0.2%
Library	2.3%	3.8%
AppalNet	60.5%	10.6%
Internet	23.3%	30.3%
E-mail	11.6%	44.0%
Town Hall	2.3%	1.8%
Planning Department	2.3%	1.4%
Word of Mouth	7.0%	10.1%
Other (please specify)	21	21

Public Meetings

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

Public Workshop # 1

A public drop-in session was held in Watauga County to present the transportation deficiencies and to solicit ideas for addressing the deficiencies. The meeting was held on April 12, 2012 at the Watauga County Courthouse. Four comment forms were submitted during this session. These comments ranged in concern including noise impacts, turn lanes, student housing, and general contact information.

Intergovernmental Retreat Briefing

An intergovernmental retreat was held on October 11, 2012 at Appalachian State University. Each town and county's elected officials were invited to attend. They heard a series of presentations including access management and a summary of each proposed project in the CTP. This retreat was informational only and began a thirty-day public comment period that concluded with the second public workshop.

Public Workshop # 2

A public drop-in session was held on November 8, 2012 at the High Country Council of Governments building. The purpose of this this session was to present the proposed Comprehensive Transportation Plan to the public and solicit comments. Through survey responses and emails, 157 comments were received after this session. Comments received covered the entire spectrum from support to opposition, including all modes of transportation. The CTP committee considered these comments at their

next meeting and revised the draft plan accordingly. The most significant change relates to the proposed US 421 Bypass. Details on alternatives analyzed and feedback from the public can be found in Appendix J.

Public Hearings

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

<u>Date</u>	<u>Jurisdiction</u>	<u>Meeting</u>
?	Watauga County	Board of Commissioners
?	Boone	?
?	Beech Mountain	?
?	Blowing Rock	?
?	Seven Devils	?

Appendix I

Socio-Economic Data Forecasting Methodology

In the development of the Watauga County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns. Two analysis methods were used: one for the non-modeled/rural areas and another for the urbanized area around Boone.

For the non-modeled/rural portions of Watauga County, including Blowing Rock, Beech Mountain, and Seven Devils, travel demand was projected from 2012 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2010. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns.

It is more difficult to predict future travel patterns in urban areas where there are more alternative route options. Therefore, for Boone and the surrounding area, travel demand was projected from 2012 to 2040 using a computerized travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. Additionally, travel demand models require a broad range of socio-economic input data such as population and employment. These inputs are available from sources like the U.S. Census Bureau for the year 2010, but data for 2040 is also required.

The Watauga County CTP Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040. This data was endorsed by the CTP Committee on October 6, 2011. The established future growth rates were endorsed by the Watauga County Commissioners (November 1, 2011), Boone Town Council (November 15, 2011), Blowing Rock Town Council (November 15, 2011), Seven Devils Town Council (November 14, 2011), and Beech Mountain Town Council (November 15, 2011).

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

Population

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and simple linear growth. Population counts and projections through the year 2030 were taken from the OSBM website. The 2040 population was projected by applying the same growth rate as 2025 to 2030. For those years, an annual growth rate of 1.4% was used in Watauga County. The final totals for population and employment as well as the equivalent compound annual growth rate are presented in Table 6 below.

The CTP steering committee identified areas in Watauga County that would experience growth rates higher and lower than the county average. These are displayed in the

Figure 10. Growth rates for each intensity category are shown on the map. The areas in the “Middle” category are areas expected to grow at the same rate as the county average. Growth for Appalachian State University was based on the 2010 Citizens Plan for Watauga¹ 2030 projection and grown at 1% per year to 2040.

Employment

Future employment conditions within Watauga County were developed from the CTP steering committee input and discussions. This included approximate locations and intensity for proposed employment centers. Any anticipated heavy demand on the future transportation system as a result of these proposals is accounted for in projected traffic volumes. Areas of anticipated higher employment growth and traffic growth are identified in Figure 11. Growth rates for each intensity category are shown on the map and in Table 7. Growth for Appalachian State University was based on the same student-to-staff and student-to-faculty ratios as existed in 2010.

Table 6 – Socio-Economic Data

Year	2010	2040	Compound Annual Growth Rate
Population	51,079	80,511	1.713%
Employment	21,728	36,230	1.719%

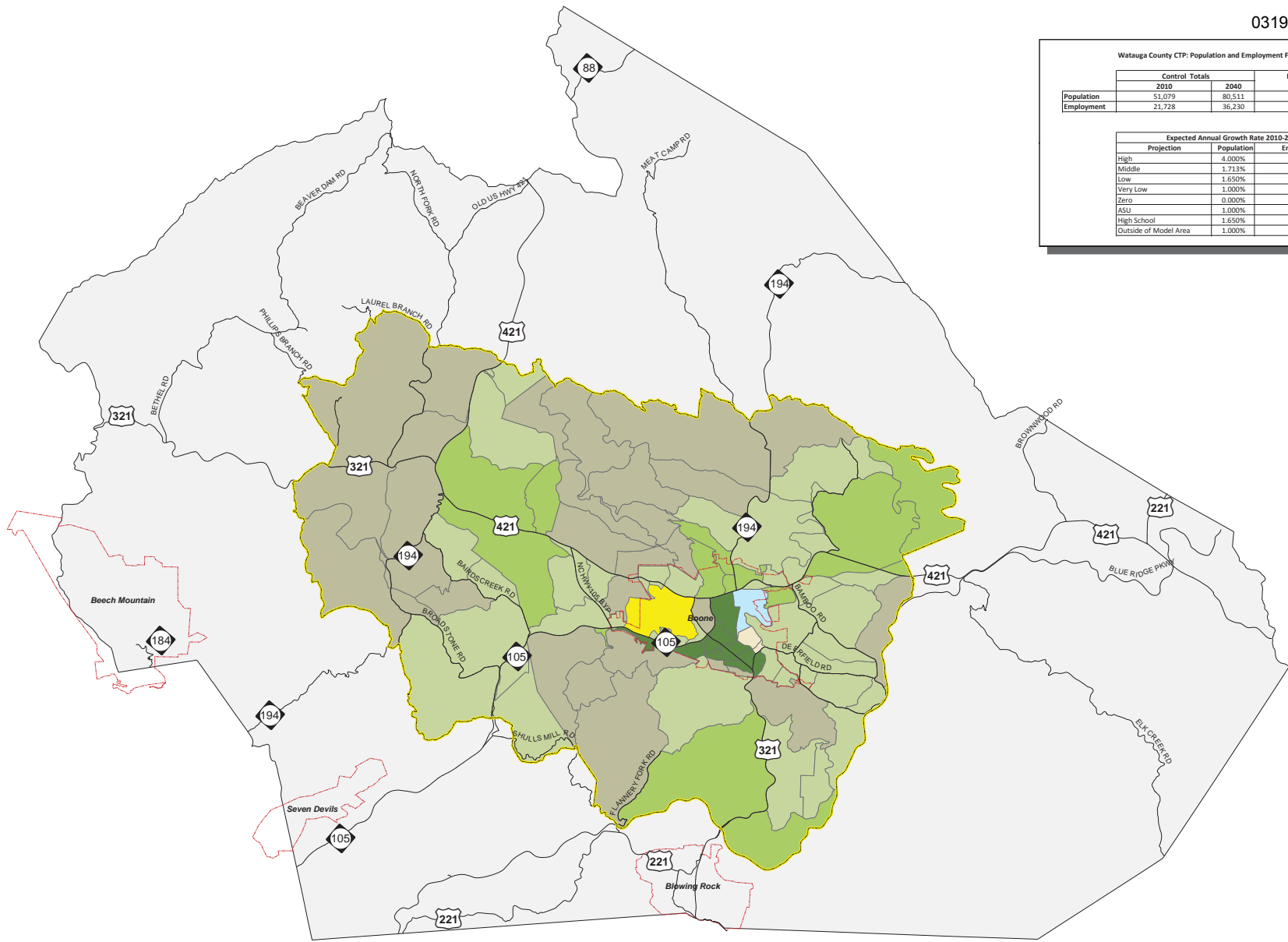
Table 7 – Compound Annual Growth Rate 2010-2040

Projection	Population	Employment
High	4.000%	2.000%
Middle	1.713%	1.719%
Low	1.650%	0.500%
Very Low	1.000%	0.100%
Zero	0.000%	0.000%
ASU	1.000%	0.500%
High School	1.650%	0.500%
Outside Model Area	1.000%	0.100%

¹ The 2010 Citizens Plan for Watauga can be viewed at:
http://www.wataugacounty.org/main/App_Pages/Dept/Planning/citizensplan.aspx

Watauga County CTP: Population and Employment Forecast			
	Control Totals		Expected Annual Growth Rate
	2010	2040	
Population	51,079	80,511	1.713%
Employment	21,728	35,230	1.713%


Expected Annual Growth Rate 2010-2040		
Projection	Population	Employment
High	4.000%	2.000%
Middle	1.713%	1.719%
Low	1.650%	0.500%
Very Low	1.000%	0.100%
Zero	0.000%	0.000%
ASU	1.000%	0.500%
High School	1.650%	0.500%
Outside of Model Area	1.000%	0.100%





- Legend**
- Municipal Boundaries
 - Transportation Model Area
 - Projected Population Growth Rates**
 - ASU
 - High School
 - High
 - Middle
 - Low
 - Very Low
 - Zero
 - Outside of Transportation Model Area

Figure 10
Watauga County
Projected Population Growth
for the Modeled Area
2010-2040

November 2011



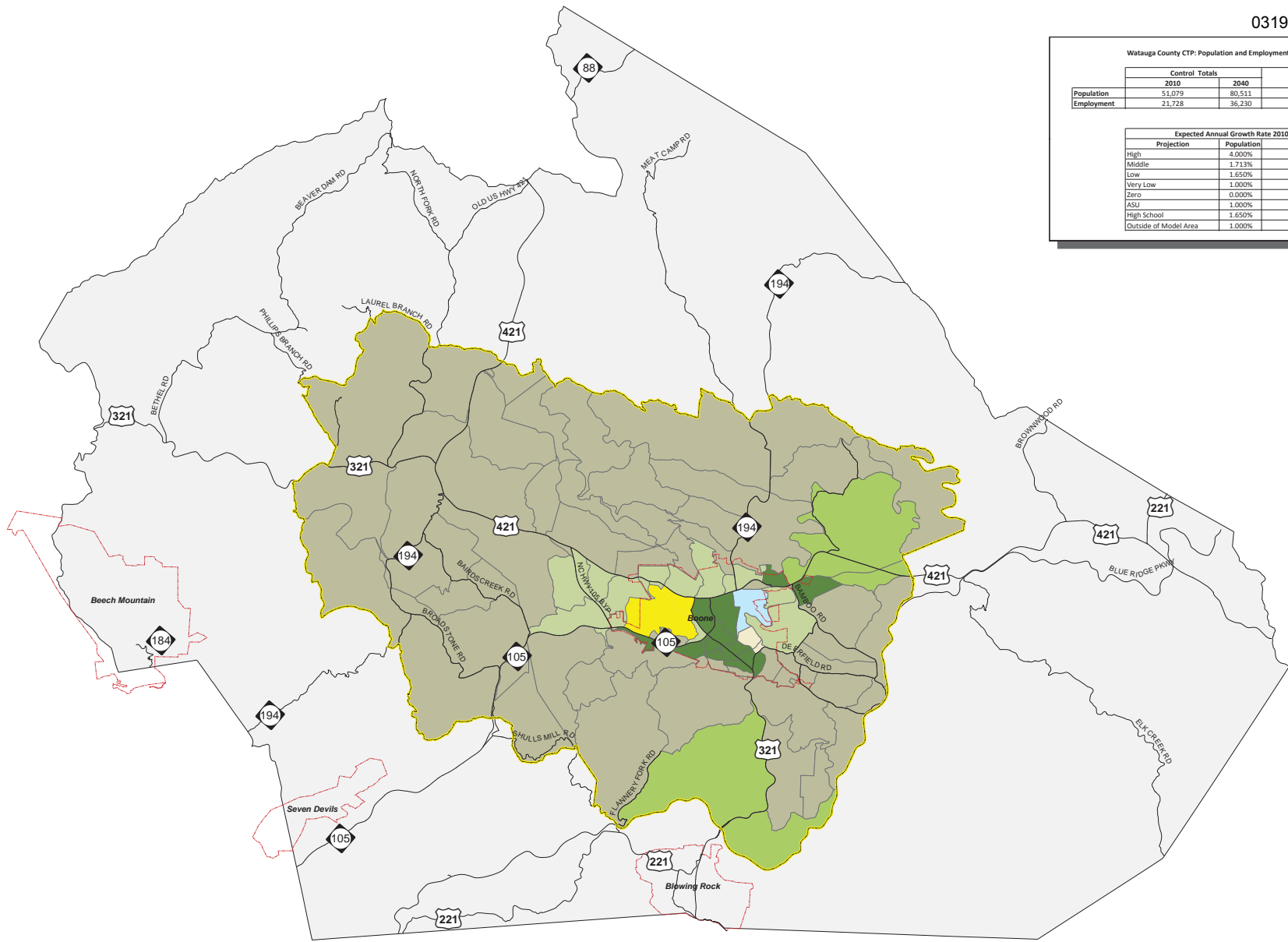




Miles
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Watauga County CTP: Population and Employment Forecast			
	Control Totals		Expected Annual
	2010	2040	Growth Rate
Population	51,079	80,511	1.713%
Employment	21,728	36,230	1.719%

Expected Annual Growth Rate 2010-2040		
Projection	Population	Employment
High	4.000%	2.000%
Middle	1.713%	1.719%
Low	1.650%	0.500%
Very Low	1.000%	0.100%
Zero	0.000%	0.000%
ASU	1.000%	0.500%
High School	1.650%	0.500%
Outside of Model Area	1.000%	0.100%

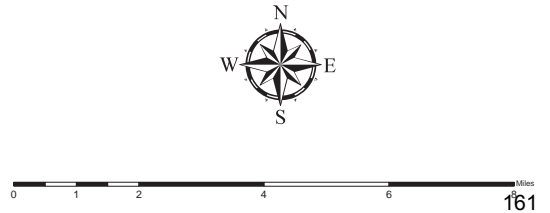


November 2011



- Legend**
- Municipal Boundaries
 - Transportation Model Area
 - Projected Employment Growth Rates**
 - ASU
 - High School
 - High
 - Middle
 - Low
 - Very Low
 - Zero
 - Outside of Transportation Model Area

Figure 11
Watauga County
Projected Employment Growth
for the Modeled Area
2010-2040



Appendix J

Alternative Analysis Methodology

In the development of the Watauga County CTP, the project that required the most extensive alternative analysis was U-2703, the proposed US 421 Bypass. The CTP process initially evaluated the prospect of addressing the volume deficiencies in Boone with improvements to existing facilities. A comparison of the projected traffic volumes and roadway capacities as shown in Figure 3 (see Chapter 1) led the CTP committee to conclude that many facilities would require widening to address the deficiencies. Among them are NC 105 from NC 105 BYP (SR 1107) to US 421, improve to six lanes; US 421 from NC 194 to the end of the expressway, improve to six lanes; and US 321 from NC 105 to Greenway Road, improve to eight lanes. The expected impacts from these and other improvements considered led the CTP committee to analyze additional alternatives that utilized alignments on new locations. Two previous studies proposed alignments that the CTP committee considered.

NCDOT issued a report in August 2008 documenting a study, which followed the National Environmental Policy Act (NEPA)/ Section 404 of the Clean Water Act Interagency Merger Process. This study, “Pre-TIP Study Report US 421 Improvements TIP Project U-2703¹,” reached concurrence on the first two points (Purpose and Need, and Alternatives to be Carried Forward for Detailed Study). The Pre-Tip study considered fifteen alternatives including a northern route and widening existing roads. It reached concurrence on four alternatives to be carried forward for detailed study. During the development of the CTP, the alternatives to be carried forward from the Pre-Tip study were reevaluated, and additional alternatives were proposed.

The Boone 2030 Land Use Plan (2009)² identified a five-phase process for addressing traffic deficiencies in Boone. Phases one through four are collectively known as the “low-build alternative,” and this alternative includes improvements to existing roads, new short connections, medians, and turn lanes. Phase five is a future new location if warranted.

Each of the corridors extend from US 421 west of Boone in the vicinity of the NC 105 Bypass (SR 1107), intersects US 321/221 south of NC 105, and ends at US 421 east of Boone. Each corridor provides interchanges at US 421/321 west, NC 105, US 321/221 south, and US 421/221 east of Boone. The first four corridors were taken from the 2008 Pre-Tip study as shown in Figure 7 of the study report. The fifth corridor mimics the “low-build alternative” from the Boone 2030 Land Use Plan (2009). The sixth and seventh corridors were newly proposed during the development of the CTP.

- **Corridor 1** extends from US 421/321 east of NC 105 Bypass (SR 1107), on new location then utilizes part of the existing NC 105 Bypass (SR 1107). It continues on

¹ The study report can be viewed at: <http://www.ncdot.gov/doh/preconstruct/tpb/planning/DanielBooneStudy.html>.

² The 2009 Boone 2030 Land Use Plan can be viewed at: <http://www.thelawrencegroup.com/boone2030/finalDocs/CoverTOC.pdf>

new location, intersecting US 321/221 south of NC 105 and ending at US 421/221 east of Boone in the vicinity of the western intersection with US 421/221 and Old US 421.

*Corridor 1 was determined to be an **unreasonable**³ solution during the CTP process because of the anticipated impacts to the human environment even though it carried comparable traffic volumes to the other corridors. Primary impacts are development along US 321/221 (Blowing Rock Road) and the location of the new Watauga County High School.*

- **Corridor 2** uses existing NC 105 Bypass (SR 1107), from US 421/321 west of Boone to NC 105. It continues on new location, intersecting US 321/221 in the vicinity of Deerfield Road (SR 1522) and ending at US 421/221 east of Boone (similar location to the end of Corridor 1).

There were no issues identified with Corridor 2 that made it an unreasonable solution. This corridor should be considered in future studies. Approximately 20,900 vehicles per day (vpd) are projected to use this facility in 2040 if constructed. The proximity of Corridor 2 to the hospital was the primary concern raised during the CTP development.

- **Corridor 3** extends from US 421/321 west of the NC 105 Bypass (SR 1107), on new location, intersecting NC 105 west of the NC 105 Bypass (SR 1107). It continues on new location, intersecting US 321/221 in the vicinity of Jordan V. Cook Road (SR 1543) and ending at US 421/221 east of the intersection of US 421 and Old US 421.

There were no issues identified with Corridor 3 that made it an unreasonable solution. This corridor should be considered in future studies. Approximately 23,800 vpd are projected to use this facility in 2040 if constructed. The proximity of Corridor 3 to the hospital was the primary concern raised during the CTP development.

- **Corridor 4** follows Corridor 2 from US 421/321 west of Boone to the interchange location on US 321/221. Then Corridor 4 deviates from Corridor 2, extending further south as it continues east of US 321/221 and ending at US 421/221 east of Boone in the vicinity of the eastern intersection with US 421/221 and Old US 421.

There were no issues identified with Corridor 4 that made it an unreasonable solution. This corridor should be considered in future studies. Approximately 23,500 vpd are projected to use this facility in 2040 if constructed. Originally, Corridor 4 was to use part of Fairway Drive (SR 1602); this was not deemed practical at this time due to impacts on developed land. Additionally, based on available GIS data, it appears

³ **Unreasonable:** A proposed project is determined to be unreasonable if it:
 -Fails to meet the community's vision,
 -Fails to address the transportation deficiency, OR
 -Has an unacceptable level of impacts to the natural or human environment

Corridor 4 would impact property owned by the Blue Ridge Conservatory. To address these concerns Corridor 6 was developed.

- **Corridor 5** follows the proposed “low-build alternative” from the Boone 2030 Land Use Plan (2009). This proposal primarily uses existing facilities and is broken into four phases. Phase 1 consists of safety and alignment improvements to Bamboo Road (SR 1514), Wilson Ridge Road (SR 1523), and Deerfield Road (SR 1522). Phase 2 consists of a new parkway alignment between US 321 and NC 105 partially using existing Meadowview Road . Phase 3 consists of upgrading NC 105 from Phase 2 to the NC 105 BYP (SR 1107) to a 4 lane divided cross section. Phase 4 consists of upgrading the NC 105 BYP (SR 1107) to a three lane cross section.

Corridor 5 was determined to be an unreasonable solution during the CTP process because of congestion concerns along NC 105 and US 321 would not be addressed. Additionally, even with improvement, NC 105, the NC 105 BYP (SR 1107), Bamboo Road (SR 1514), Wilson Ridge Road (SR 1523), and Deerfield Road (SR 1522) would still be experiencing capacity issues. The 2010 census data showed substantial population growth beyond what was expected when the Boone 2030 Lane Use Plan (2009) was developed. In addition, the CTP evaluated the transportation system in 2040 instead of 2030. This alternative is deemed to no longer be viable for the following two reasons: the Boone 2030 Land Use Plan (2009) was developed before 2010 census data was available, which showed substantial population growth in Watauga County over the last ten years at a 1.8% annual rate; and the change in the horizon year from 2030 to 2040.

- **Corridor 6** follows Corridor 3 from US 421/321 west of Boone to the interchange location on NC 105 west of the NC 105 Bypass (SR 1107). It then uses new location to reach Corridor 2 and follows it to US 321/221 south of Boone. Between US 321/221 and US 421/321 east of Boone, Corridor 6 uses new location to address the concerns identified in Corridor 4. Corridor 6 is parallel and to the south of Fairway Drive (SR 1602), and it eventually loops west of the headwaters of the Rocky Branch Stream to avoid conservation land owned by the Blue Ridge Conservatory, see Figure 12.

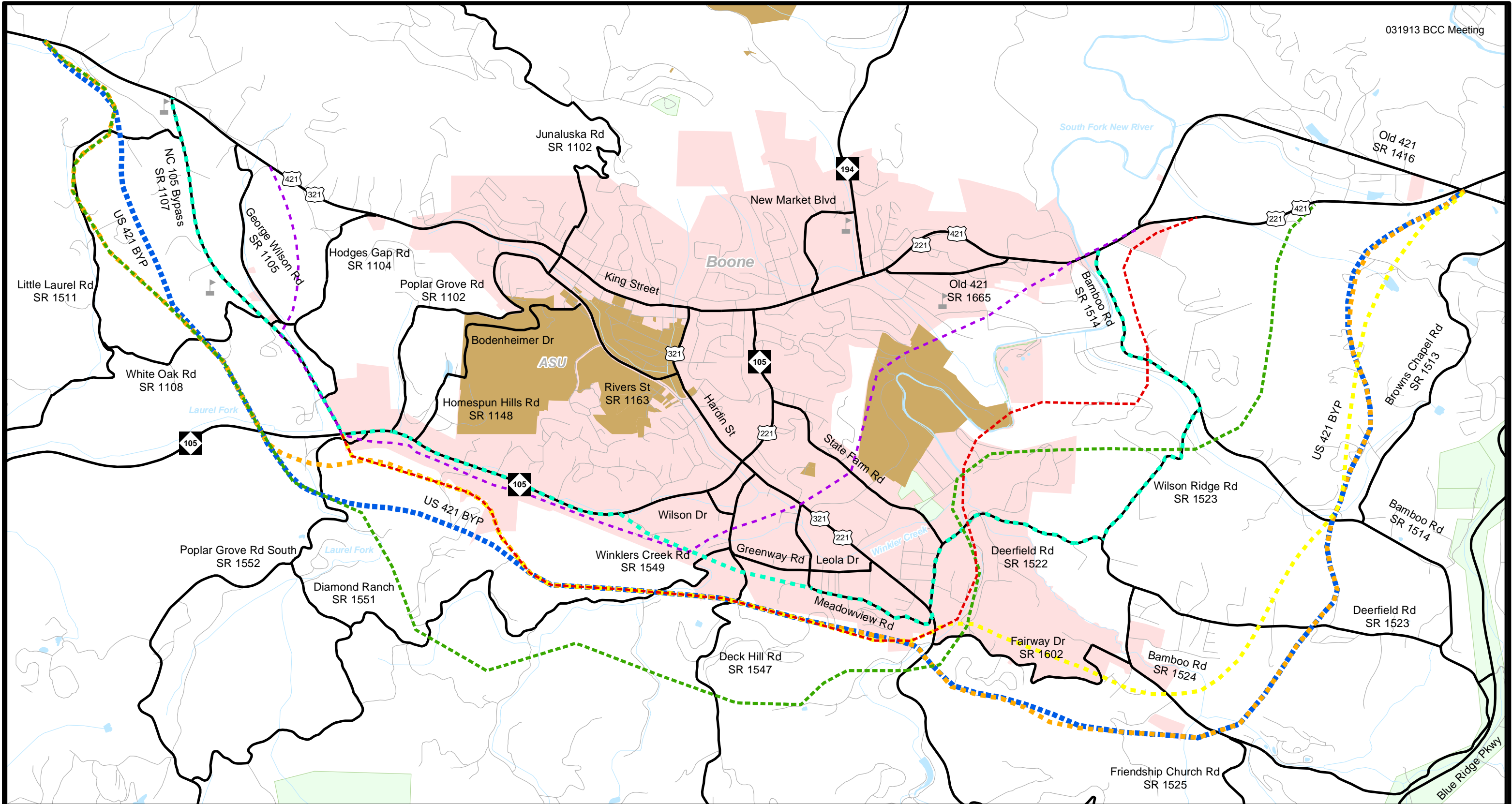
There were no issues identified with Corridor 6 that made it an unreasonable solution. This corridor should be considered in future studies. Approximately 21,700 vpd are projected to use this facility in 2040 if constructed.

- **Corridor 7** follows Corridor 6 for the majority of its location. The section of road south of NC 105 was diverted to provide a more feasible crossing of Poplar Grove Road South (SR 1552). The location near Little Laurel Road (SR 1511) was relocated to reduce impacts on the human and natural environment. **This corridor was selected as the alternative proposed for inclusion in the CTP.**



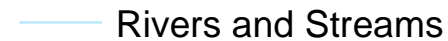




There were no issues identified with Corridor 7 that made it an unreasonable solution. This corridor should be considered in future studies. Approximately 21,700 vpd are









projected to use this facility in 2040 if constructed. There are no apparent differences in traffic patterns between Corridor 6 and Corridor 7.

Corridor 7 was presented to the public on November 8, 2012 as part of the Draft CTP recommendations. Numerous comments were received opposing the project in its entirety, questioning the need for the project, and/or challenging the alignment. The CTP Committee discussed these concerns at their next meeting. Based on 2040 traffic projections, the need for the project is sound. The question of alignment was primarily focused on whether Corridor 7 should use the existing NC 105 BYP (SR 1107) location similar to Corridor 5. After consideration, the committee decided that the impacts anticipated from improving NC 105 BYP (SR 1107) to a 4 lane freeway facility were too great to attempt on the existing location. The recommendation on the Draft CTP presented to the public for NC 105 BYP (SR 1107) was to improve the facility to a boulevard. After further consideration of potential impacts and public feedback, the CTP committee decided to recommend a 3 lane cross section on NC 105 BYP (SR 1107) with the US 421 Bypass on new location.



Legend

-  County Boundary
-  Municipal Boundary
-  Rivers and Streams
-  Conservation Land
-  Other Roads
-  Appalachian State University
-  Schools

-  Corridor #1 / Pre-TIP
-  Corridor #2 / Pre-TIP
-  Corridor #3 / Pre-TIP
-  Corridor #4 / Pre-TIP
-  Corridor #5 / Low-Build
-  Corridor #6
-  Corridor #7 / CTP Recommendation
-  Network Roads

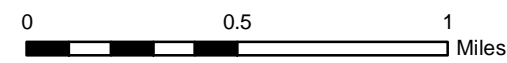
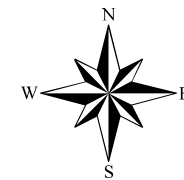


Figure 12

Base map date: October 4, 2010



US 421 Bypass Alternatives Map
Watauga County Comprehensive Transportation Plan

AGENDA ITEM 7:**REQUEST FOR SUPPORT OF THE DELAYED HARVEST FISHERY****MANAGER'S COMMENTS:**

Mr. Kevin Hining, North Carolina Wildlife Resources Commission (WRC) is requesting permission to designate a one mile portion of the Watauga River adjacent to the County's Watauga Gorge River Access as Delayed Harvest Trout Waters. Areas along the Watauga River have been designated Delayed Harvest in Foscoe and Valle Crucis. However, the property located in Foscoe was sold and no longer available for Delayed Harvest. In an effort to continue opportunities for anglers and the impact that they provide to the County's economy, the WRC is requesting the Board support the one mile designation of the Watauga Gorge River Access as Delayed Harvest Trout Waters. A map is included detailing the proposed one mile designation.

The Delayed Harvest Program does not require water quality or property restrictions. If the Board approves the designation, the WRC will stock several thousand catchable trout from October through May in the river. There is no cost to the County should the Board wish to participate in the program.

Staff seeks direction from the Board.



☒ North Carolina Wildlife Resources Commission ☒

Gordon Myers, Executive Director

To whom it may concern,

February 25, 2013

This letter is intended to garner support for the North Carolina Wildlife Resources Commission (WRC) to designate a 1-mile portion of Watauga River adjacent to the County's Watauga Gorge River Access at HWY 321 as Delayed Harvest Trout Waters (see map). Watauga River has historically been a popular fishing destination, largely as a result of the two sections of Delayed Harvest water located near Foscoe and Valle Crucis. While the Delayed Harvest program is extremely popular among trout anglers, studies have shown that the program also provides significant economic input to local communities. According to a 2009 study, nearly 93,000 trout anglers fished in North Carolina in 2008, and the total economic impact of their fishing-related expenditures was \$174 million. While it was not possible to directly determine what proportion of these expenditures occurred in Watauga County, the study did indicate that Watauga County was one of the most popular trout fishing destinations in the state.

Recently, the WRC has been forced to discontinue much of the Delayed Harvest program along HWY 105 near Foscoe after the property was posted against trespassing for reasons unrelated to trout fishing. As a result, the WRC has been working diligently to find an alternate location for the Delayed Harvest program to maintain angling opportunities within Watauga County.

The Delayed Harvest program is purely a recreational program and carries no water quality or property use restrictions. The program involves the stocking of several thousand catchable trout by the WRC from October to May, free of charge. During this period, catch and release of all trout is required and only single-hook artificial lures may be used. Beginning the first Saturday in June, anglers may use any type of bait they wish and keep 7 trout per day. Fishing pressure is concentrated between October and June with little effort occurring in the summer months when this section of river becomes popular with swimmers and paddlers. In addition to providing the Delayed Harvest fishery, WRC would also be available to assist with access needs along the designated reach.

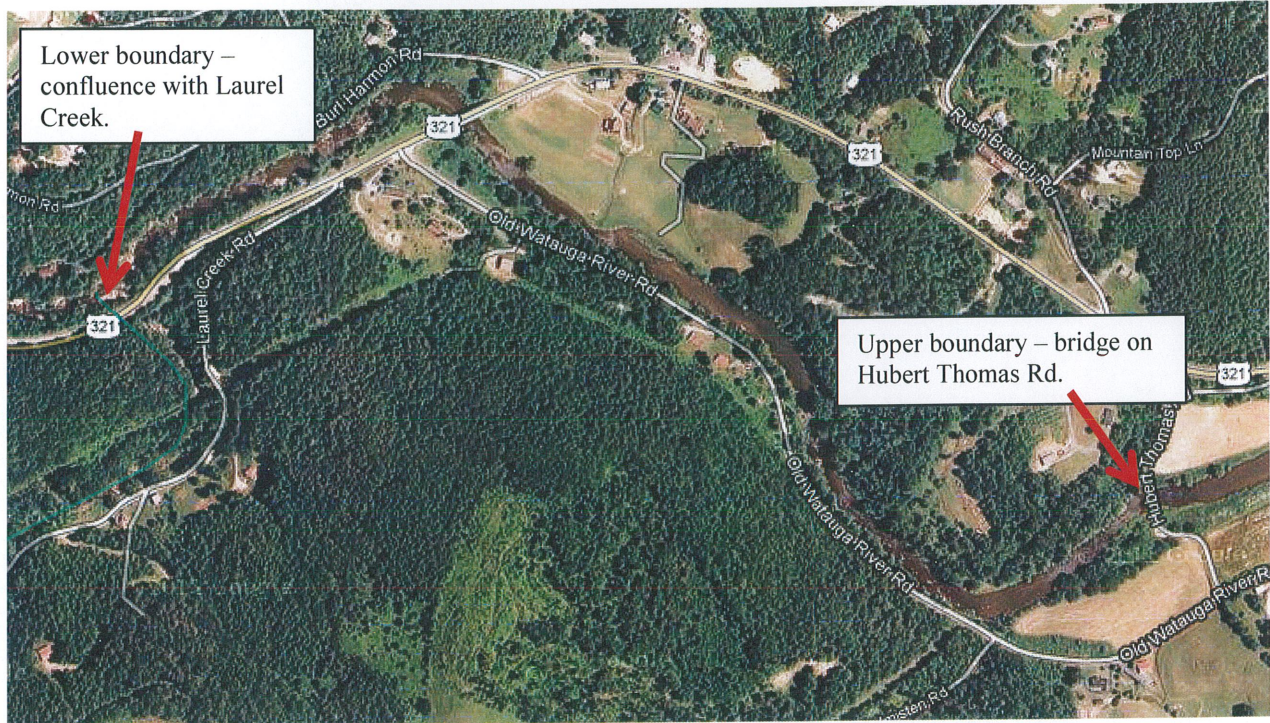
We appreciate your consideration of this request. Please contact us if you have questions regarding this proposal or to discuss ways we can assist with fishing and river access in Watauga County.

Sincerely,

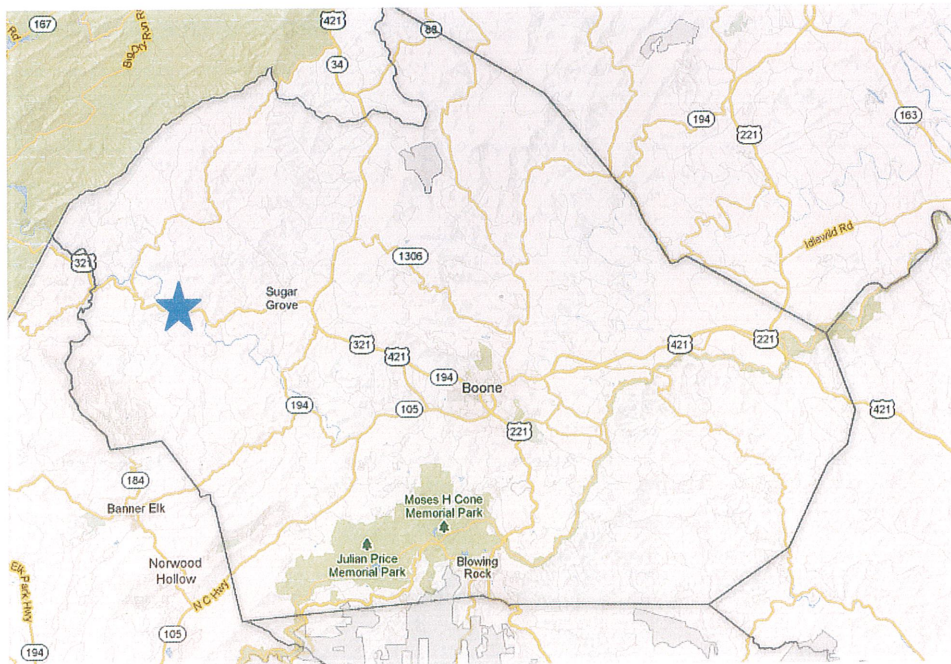
Kevin Hining
 Fisheries Biologist, North Carolina Wildlife Resources Commission
 Fleetwood, NC 28626
 336-877-1087, kevin.hining@ncwildlife.org

Mailing Address: N.C. Wildlife Resources Commission • 1701 Mail Service Center • Raleigh NC 27699-1701

Telephone: (919) 707-0010



Map of proposed WRC Delayed Harvest trout fishing reach on the Watauga River, Watauga County.



County map showing the location of proposed WRC Delayed Harvest trout fishing reach.

The Economic Impacts of Mountain Trout Fishing in North Carolina



A study on the economic impacts of trout fishing opportunities provided and managed by the N.C. Wildlife Resources Commission.



Trout fishing opportunities provided and managed by the N.C. Wildlife Resources Commission have a substantial economic impact to western North Carolina and to the state — a **\$174 million** impact!

According to a recent study, “The Economic Impacts of Mountain Trout Fishing in North Carolina,” nearly **93,000** trout anglers fishing in North Carolina in 2008 spent almost **\$146 million** on trips and equipment. When the secondary (multiplier) effects of those dollars were factored in, the total economic output of the Commission’s trout management program exceeded **\$174 million!** The secondary effects are the total rounds of business and consumer spending stimulated by anglers’ original expenditures. (See table on back side for an economic summary of all mountain trout fishing.)

Money spent on mountain trout fishing last year supported **1,977 jobs** and provided an estimated **\$56 million** in income, much of it to workers in western North Carolina. Other study findings included:

- The most heavily fished counties were Transylvania, Watauga, Haywood, Cherokee, Henderson, Jackson and Ashe.
- An estimated 92,769 resident and non-resident anglers fished for 1.42 million days in North Carolina in 2008.
- Hatchery supported waters were the most frequently fished waters (625,147 days), followed by wild trout waters (422,671 days); and delayed harvest waters (374,611 days).
- Total economic impact of hatchery supported waters measured \$72.7 million; \$55.2 million for wild trout waters; \$46.5 million for delayed harvest waters.



“In addition to the economic contributions trout fishing provides are the intangible benefits of a wholesome outdoor recreational activity that is family-oriented and adds to our quality of life.”

Robert L. Curry
Chief, Division of Inland Fisheries
N.C. Wildlife Resources Commission

ECONOMIC SUMMARY FOR ALL MOUNTAIN TROUT FISHING (STATEWIDE)

	Resident Anglers	Non-Resident Anglers	All Anglers
Mountain Trout Anglers	76,761	16,008	92,769
Days Fished for Mountain Trout	1,274,528	147,901	1,422,429
Angler Purchases			
<i>Licenses and Fees</i>	\$1,679,326	\$432,333	\$2,111,659
<i>Trip Expenditures</i>	\$83,468,702	\$23,335,331	\$106,804,033
<i>Equipment Expenditures</i>	\$36,925,432	*	\$36,925,432
Total Dollars Spent	\$122,073,460	\$23,767,664	\$145,841,124
Impacts from Trip Spending			
<i>Total Economic Output</i>	\$118,879,235	\$30,814,136	\$149,693,371
<i>Income Provided</i>	\$37,417,675	\$9,837,538	\$47,255,213
<i>Jobs Supported</i>	1,322	347	1,669
Impacts from Equipment Spending			
<i>Total Economic Output</i>	\$24,683,912	*	\$24,683,912
<i>Income Provided</i>	\$9,080,790	*	\$9,080,790
<i>Jobs Supported</i>	308	*	308
Impacts from All Spending			
<i>Total Economic Output</i>	\$143,563,147	\$30,814,136	\$174,377,283
<i>Income Provided</i>	\$46,498,465	\$9,837,538	\$56,336,003
<i>Jobs Supported</i>	1,630	347	1,977
Tax Revenues from All Spending			
<i>State and Local</i>	\$11,175,095	\$2,232,836	\$13,407,931
<i>Federal</i>	\$11,342,552	\$2,397,591	\$13,740,143
* Most equipment spending takes place where people live; non-residents generally spend little on equipment in North Carolina.			

Note that the total economic output, which is \$174,377,283 in this table, reflects the economic activity (including multiplier effects) resulting from trip expenditures, equipment expenditures, and spending on licenses and fees. Licenses and fees are reported separately as an expenditure, but for purposes of the impact analysis, licenses and fees are included as a trip expenditure and are counted as a direct effect. In practical terms, they have no multiplier effect because purchases by the government sector are considered part of final demand.



“The Economic Impacts of Mountain Trout Fishing in North Carolina” study was conducted on behalf of the N.C. Wildlife Resources Commission by Responsive Management and Southwick Associates. A copy of the full report, along with the executive summary, is on the Commission’s Web site, www.ncwildlife.org.



The study was funded under the Federal Aid in Sport Fish Restoration Program, utilizing state fishing license money and federal grant funds derived from federal excise taxes on fishing tackle and other fishing-related expenditures. Funds from the program are used for fisheries management and research, aquatic education and boating access facilities. The program is administered by the N.C. Wildlife Resources Commission and the U.S. Fish and Wildlife Service.

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AGENDA ITEM 8:

COOPERATIVE EXTENSION MATTERS

A. Presentation of Amended Watauga County Farmland Preservation Plan

MANAGER'S COMMENTS:

Mr. Jim Hamilton, Cooperative Extension Director, will present amendments to the Watauga County Farmland Preservation Plan. Mr. Hamilton was directed by the Board to form an ad hoc committee to review the plan and recommend changes. The committee has thoroughly reviewed the plan and has reduced the document from about 100 plus pages to 17. Mr. Hamilton will request the Board adopt the plan as presented. The Board may wish to schedule a work session or public hearing before adopting the plan or adopt the plan as presented.

Staff seeks direction from the Board.

Summary of Farmland Preservation Plan Edits (Process & Specifics)

In late February, 2011, the Board of Commissioners at that time (Gable, Deal, Blust, Futrelle, Miller) charged Cooperative Extension to form an ad hoc committee to review the AGRICULTURAL DEVELOPMENT AND FARMLAND PRESERVATION PLAN FOR WATAUGA COUNTY. There was some contention in the language and scope of the original plan and some misgivings from some members of the community in how the plan's development was funded and who the plan would most benefit. Over the following months, Jim Hamilton (Extension Director), invited several members/leaders representing the different agricultural commodities and interests in the county to solicit their input and feedback to amend the document. They were chosen based on their knowledge of agriculture in the county, expertise in particular commodities, understanding of county governance, and affiliation with farmer groups in the county. Members of the ad-hoc committee included:

- Bill Moretz (at the time, president of the Watauga County Farmers Market and longtime farmer)
- Keith Honeycutt (Economic Development Commission, Former Commissioner, and sales at Hollar & Greene)
- Dale Cornett (at the time, President of the Watauga Christmas Tree Association)
- Ricky Critcher (Chair of the Voluntary Farmland Preservation board and longtime farmer)
- Sheila Greene (co-owner of North Fork Farms, cattle producer)—was not able to attend meetings
- Richard Boylan (Area Extension Agent for alternative and organic agriculture)
- Blake Brown (cattle farmer and state tobacco economics specialist and participant in first draft of plan)
- Kelly Coffey (current chair of Voluntary Farmland Preservation board and part of High Country Council of Governments, and owner of Raven Rocks Farm)

The ad hoc committee met late in 2011 and early 2012 and shared comments via email regarding proposed changes to the document. Jim Hamilton took the collective comments and individual feedback and made substantial edits to the plan...trimming it down to a 17 page document (from the original 100+ page document) that contains the essential background and recommendations that were in the original plan, but with much less unnecessary information (for an actionable plan) and controversial language.

Here's a summary of comments that I sent to the committee regarding the revised plan and what was changed from the original plan:

* The draft "ordinance" from the original plan was used as the template for this current revision. Despite how the public at large feels about the term "ordinance", that is the term used by county government to consider, vote on, implement, etc., a plan like this one and should not imply that this document is an "ordinance" that is restricting

anything. The plan, in the attached format as an ordinance, is actually what the commissioners would vote on if I'm not mistaken.

- * Maps, the Farm Assessment from ASAP, the 'planning matrix', and other items, appendices, and sections from the original plan were omitted, but are and can still be used on their own as stand-alone resources and references.
- * The word "protection" was replaced with "preservation" where necessary to avoid any inference of infringing on private landowner rights
- * The plan's language was amended to emphasize ways to support ALL agriculture...not highlighting one commodity group over another. I deleted the sections that separated out terms like "organic" or "new farmers". The committee agreed that the plan should provide recommendations that would support ALL agricultural commodities and farmers.
- * All data regarding agriculture in the county is from NCDA...instead of multiple sources that were in the original plan—some of which were deemed biased. While NCDA statistics and data can oftentimes be incomplete, it is the standard recognized source for agricultural data in the state.
- * a 2-paragraph foreword was added based on the committee's feedback related to the need to emphasize that this is a 'living and dynamic' document that may be changed and edited as needed.

The recommendations and action items section is the most detailed and involved--they all come from the original plan, but were amended based on the committee's suggestions. These are all short and long-term plans and many elements of these are already being implemented by partner organizations. We incorporated the elements and recommendations that were discussed at our meeting into these where they fit.

**AGRICULTURAL DEVELOPMENT AND FARMLAND PRESERVATION PLAN
FOR
WATAUGA COUNTY,
NORTH CAROLINA'**

FOREWORD AND NOTES ABOUT THIS PLAN:

This plan should be considered a “living” and dynamic document to provide general background information on agriculture in Watauga County. The plan provides **recommendations** from the many stakeholders for current and future agricultural planning for Watauga County. It is designed for County government, Cooperative Extension, and other entities interested in Watauga County agriculture to make informed decisions regarding priorities and issues facing farmers and the industries and organizations that support them. This document is not intended in part or whole to create or infer infringement on private property rights. Statistical data provided in the plan is summarized from data provided by the North Carolina Department of Agriculture, which relies on periodic voluntary survey information and economic data based on receipts from commodities. While this data is not always complete, it is considered the standard source for agricultural data for the state. Periodically, this data should be revisited and the plan revised to account for changing priorities and realities of agriculture in the county.

Other information and recommendations provided in this plan come from many farmers, citizens, and employees of Watauga County who gave freely of their time and opinions in support of local agriculture, past, present and future. The Watauga County Commissioners, County Manager and staff, ad-hoc Preservation Plan committee, and the North Carolina Agricultural Development and Farmland Preservation Trust Fund board members and staff also share in the development of this plan. This Plan was originally prepared with a grant from the North Carolina Agricultural Development and Farmland Preservation Trust Fund.

The purpose of the plan is to:

- * maintain reference data on existing farming activities to address and encourage economic development.
- * understand the available, viable, and acceptable options for the county’s agricultural future.
- * enable and encourage collaboration on farmland preservation efforts to increase efficiency and avoid disjointed approaches that may ultimately prove ineffectual and/or wasteful

STATEMENT OF NEED FOR ACTION

Agriculture makes a major contribution to the well being of Watauga County residents, both those living within, and outside the county’s cities and towns. In addition to direct contributions to the local economy in the form of product sale receipts and expenditures on farm services and inputs, along with employment on farms and farm support businesses, farmers also make significant contributions as stewards of the remaining amounts of undeveloped land (open space) in the county. Their stewardship protects the county’s soil and water resources, recharges groundwater, reduces impacts of storm water runoff and helps prevent flooding, connects wildlife habitat, and safeguards the scenic and historic vistas that have defined our county’s character. Enabling farmers to continue to farm is a cost effective way of maintaining the quality of life of everyone in Watauga County. Farmland is the foundation of many communities, providing them an identity and source of community pride. It plays a subtle but important role in strengthening community cohesion and will play an increasing role in meeting the food needs of local communities as fuel costs and populations increase. American democracy has its roots in

agriculture, based on the notion that all people can own property and live from the land. The “culture” produced by agriculture gave us characteristics such as self-sufficiency and individualism. Therefore, the loss of farmland erodes these democratic ideals.

Watauga County is losing farmland. Farming faces a unique set of issues, some of which can be mitigated with thoughtful action by Watauga County and its many partners who share a commitment to the long-term success of agriculture in the county.

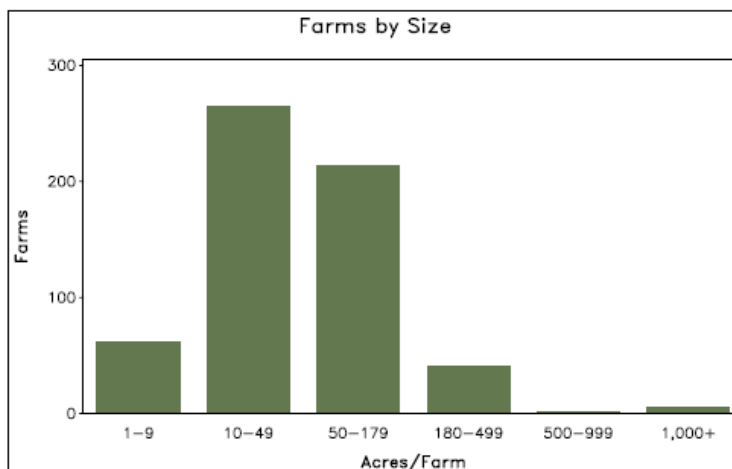
According to the North Carolina Agricultural Development and Farmland Preservation Trust Fund (<http://www.ncadfp.org/>), an Agricultural Development and Farmland Protection Plan shall:

- List and describe existing agricultural activity in the County
- List existing challenges to continued family farming in the County
- List opportunities for maintaining or enhancing small, family-owned farms and the local agricultural economy
- Describe how the County plans to help maintain a viable agricultural community and address farmland preservation and agricultural economic development
- Include a schedule for implementing the plan and possible funding sources

OVERVIEW OF WATAUGA COUNTY AGRICULTURAL ACTIVITY²

A. Agricultural Production

Watauga County’s family farms produce a diverse array of agricultural products, including beef cattle, Christmas trees, hay and a wide variety of fruits, vegetables, and specialty products such as apples, berries, honey, organic and non-organic produce, poultry, etc.³



From US Census of Agriculture, 2007, Watauga County Profile

Watauga’s farm sizes are typical of many WNC mountain communities. The US Census of Agriculture of 2007 documents that the average farm size in Watauga County is 78 acres. Out of an estimated 587 farms, nearly half are within the 10 to 49 acre size class, while over 200 farms fall within the 50 to 179 acre category⁴. Over 50 farms are listed as 1 to 9 acres in size, and approximately 30 are in the 180 to 499 acre category. A few farms are in the 500 to 999 acre size class, or over 1,000 acres.

Fraser fir Christmas tree production remains the #1 agriculture endeavor (based on economic impact) in Watauga County followed by cattle production. Over the last several years, the production of organic, alternative, and specialty crops (such as vegetables, honey, grass-fed beef, etc) has greatly increased to meet an increasing demand for locally grown food.

B. Economic Impact of Agricultural Production

- Annual Gross Sales of Agricultural Products in Watauga County: > \$11 million
- 2007 Cash Receipts from Sales of Agricultural Products in Watauga County: \$11.5 million
- Ranking of Agriculture Among Watauga County Industries: 2nd (tourism is #1)
- Types of Farm Related Businesses in Watauga County: processing farm products; farmers' markets and produce stands; vehicles and equipment dealers and other enterprises; contract labor.

C. Family Farm Statistics

(USDA Agricultural Census, 2007)

- Total Number of Farms in Watauga County (2007): 587
- Total Number of Farms in Watauga County (2002): 731
- Percentage Decrease in Number of Watauga County Farms (2002 to 2007): 20 %
- Number of Farms in Watauga County Owned by Families or Individuals (2007): 94%
- Average Farm Size in Watauga County (2007): 78 acres, a decline over historic trends
- Farms in the 50 to 179 acre size range have declined in recent years. ⁴
- The number of smaller farms has increased, including those between 10 and 49 acres in size and those less than 10 acres.
- Number of Watauga Principal Farm Operators Listing Farming as Full-Time Job (2007): 200; Percentage of Total: 34 %
- Number of Watauga Farms Listed as Retirement Farms (2007): 133; Percentage of Total Watauga Farms (2007): 23 %
- Number of Watauga Farms Listed as Residential/Lifestyle Farms (2007): 282; Percentage of Total Watauga Farms (2007): 48 %
- Acres of Watauga County Farmland Listed as Retirement Farms (2007): 27,612; Percentage of Total Watauga Farmland (2007): 60%

Historically, most farm families in Watauga depended on agriculture for their primary employment, whereas many now depend greatly on off-farm employment, presumably to offset the low profitability of agriculture.⁵ Family farms make up the majority of agricultural production in the county. According to the 2007 USDA Census of Agriculture, Watauga County's agriculture industry consists of predominately family owned businesses with the majority of farms owned by individuals or families, with the remainder owned as partnerships and family corporations. In 2002, there were 731 farms in Watauga County. By 2007, that number decreased by 20 percent to a total of 587 farms. The average farm size in 2007 was 78 acres, a decline over historic trends. Farm numbers and sizes are dynamic due to parcelization, consolidation, conversion & development, changes in lease agreements, and other factors.

D. Farm Land Use Trends

- Total acres of farmland in Watauga County (2007): 45,782 acres
- Total acres of farmland in Watauga County (2002): 51,758 acres
- Percentage decrease in acres of farmland (2002 – 2007): 12%⁶
- Percentage of Watauga County Farmland in Pasture/Hay (2007): 29.21%
- Percentage of Watauga County Farmland in Row Crops (2007): 25.63%

E. Agricultural Soils

Soils on more level and gently sloping areas in Watauga County are generally well suited to agricultural uses. Many of the major valleys include soils mapped on the USDA-NRCS Soil Survey as Soils of Statewide Importance or Local Importance. Bottomlands in Watauga contain the highest concentrations of Prime Agricultural Soils. These categories define the suitability of various soils for agricultural uses; based on limitations of the soils, range of usefulness for agriculture, the risk of environmental damage such as erosion when they are used for agriculture, and how easily their limitations can be overcome by remedial measures. The Townships of Meat Camp, Stony Fork, Watauga, and Laurel Creek have significant concentrations of these agricultural soils. It is important to note that Federal and state definitions of important soils do not take into account other soils that are important for the production of specialty crops such as Christmas trees and apples that thrive on hilly areas and ridges that are prevalent in our county.

CHALLENGES TO AGRICULTURE IN WATAUGA COUNTY

Surveys of Watauga County farmers and other owners of farmland identified some of the strengths of county agriculture as well as its challenges.⁷ While the agricultural industry remains an important part of Watauga County's economy, both farmers and farmland owners believe that challenges such as taxes, town and county ordinances, low commodity prices, environmental regulations, development pressures, complaints from neighbors, vandalism and trespassing are having a significant impact on the future of agriculture within the county. To help address the challenges facing agriculture, some Watauga County farmers and farmland owners surveyed for the Plan expressed interest in participating in a variety of local and state programs. *Following are some of the specific challenges farmers identified in the survey:*⁸

A. Increasing Costs and Low Profitability.

Watauga County farmers have identified increasing operation costs (in labor, fuel, fertilizer, equipment, etc) as well as the high costs of land, taxes, labor, regulatory compliance

requirements and utility expenses as factors affecting their bottom line. Low commodity prices, coupled with rising costs of production, have resulted in low profitability and inadequate farm income for many farmers.

B. Aging Farm Operators.

In Watauga County, the average age of a farm operator was 59 in 2007, significantly older than the county's median age of 29.9 for the general public.⁹ This indicates that a large transition will take place over the next 20 years, and with fewer interested and/or able farmers available to take over production on these farms, many may fall out of production and be divided up and sold through estate settlement processes. Additionally, generations of farming expertise may be lost, an invaluable asset to the local agricultural economy.

C. Property Values and Taxes.

Watauga County has faced and continues to experience an increase in development of seasonal homes, year round homes, and resorts, with tourism ranking as the number one sector of its economy. Land prices are above the state average across the county, with farmland selling at high prices, particularly where suited for commercial or large-scale residential development. Farmers in the county are facing limitations on their ability to expand operations, due to increased land prices and taxes; however, their equity as landowners increases. Holding land as an investment by both non-farm and farming owners is encouraged when a reasonable rate-of-return on land investment can be expected. Retaining farmland can also be encouraged through property tax policies and by encouraging or facilitating rental arrangements with farmers.

D. Conflicts with Non-farmer Neighbors.

Watauga County farmers have indicated that conflicts with non-farming neighbors are increasing. With residential development bringing new neighbors into Watauga's farming areas, the dust, noise, smells, and perceived inconveniences associated with agricultural production lie at the heart of these conflicts. Watauga County's Voluntary Farmland Preservation Program provides some support against potential nuisance lawsuits filed by neighbors. However, County and Town officials and area Realtors should be more familiar with and actively market, promote, and notify buyers of the state's "right-to-farm" policies, consider importance of agriculture in development of ordinances, and support educating non-farmer neighbors to mitigate conflict.

E. Loss of Local Farm Services.

As noted above, a significant amount of Watauga County businesses support agriculture enterprises, and in turn count on agriculture as a large portion of their service base. Farm supply businesses in Watauga County are essential for the long-term viability of farming in the county. To avoid increased travel times, operating costs, and downtime for farm equipment, Watauga County can work with its farm supply businesses to ensure that they maintain a strong presence in the county. To support a strong farm economy in the county, financial services tailored to local farm needs are also essential.

F. Fractured Infrastructure from Development.

Time is a very important asset in agricultural production. The ability to achieve certain goals within certain windows of weather and season are critical to successful farming. Often these schedules are based on the farmer's reliance of corridors of transportation between fields, services and markets. When poorly-planned development encroaches into farming areas, corridors between fields or other necessary destinations can be disrupted, increasing

farmers travel time and operating costs. Also, increased traffic in these corridors imposes similar costs.

OPPORTUNITIES FOR ENHANCING AGRICULTURE IN WATAUGA COUNTY

The following is a list of general recommendations or principles that should guide decision-making or policies that affect county agriculture:

Recommended General Farmland Preservation Principles

1. Integrate economic development with farmland preservation. Keeping farms viable is as important as protecting the resource base essential for farming and it is more cost efficient.
2. Support farmland preservation mechanisms such as voluntary conservation easements and private land trusts.
3. Educate consumers and elected officials on the relationship between a healthy local agricultural economy and the public benefits that working farmland provides.
4. Recognize that protecting farmland also involves acknowledging the benefits their stewardship of the land provides the non-farming public. Examine the long-term cost effectiveness of incentive programs that benefit farmers for farming activities.
5. Consider land use policies that work for agriculture.
6. Encourage inter-municipal cooperation. Since farming spans town and county borders, farmland preservation requires cooperation between towns and among levels of government. Efforts to promote development in one area can have negative impacts on farmland preservation efforts in others.
7. Unite commodity groups and community leaders to support agricultural and farmland preservation efforts that include water resources, scenic and/or historic sites, and recognize the public costs and benefits associated with preserving farmland.

RECOMMENDED ACTIONS

The following Actions recommended in this Plan and presented in this Section are organized according to the major topics identified in Community Visioning Workshops, Farmer Surveys and interviews that took place in 2009. As is true in any farming community, issues of land, economics, demographics/social factors, and food system infrastructure in Watauga are all interconnected.

*One recommended **key action** is for the County to meet periodically with the Farmland Preservation Trust Board to receive insight and recommendations on county agriculture and provide them the opportunity to share feedback to the commissioners, county manager, and other policy-makers and organizations. This Board can represent the farming community in matters before the county government and should encourage communication among farmers and agribusinesses to help foster a sense of community in the agricultural sector.*

LAND

Action 1) Make Farmland Preservation/Preserving Farm Equity a Priority (ongoing and long term goal)

Preserving or enhancing farm equity is critical to farm families – particularly families with small- and mid-sized farms who hold most of their wealth, and often their retirement income, in land. Preservation of farmland also is a public good that enhances the tourism economy. Therefore it is worthy to support farm owners willing to preserve their land and explore options to preserve farmland that otherwise might be lost.

1. Encourage the voluntary donation of agricultural conservation easements. The North Carolina Farmland Preservation Enabling Act enables counties to purchase agricultural conservation easements on qualifying farmland with the voluntary consent of the landowner. Under such a voluntary program the county could work with farmers willing to accept a permanent (or temporary) easement limiting subdivision of their land for conversion the difference between the value of their land for development and the value for its use as farming. Watauga County can assist farmers with transition planning by working with state, federal, and land trust professionals for voluntary farmland preservation projects such as assisting with creation of agricultural easements. Landowners may option to voluntarily donate agricultural easements in return for federal tax benefits. Watauga County Soil and Water has an opportunity to work with a number of organizations/trusts and reach out to other farmers to expand the Voluntary Farmland Preservation District. They would be the lead County agency for the implementation of this Action Item.

The County, with the assistance of the Soil and Water Conservation Board can explore the viability of the *Purchase of Agricultural Conservation Easements (PACE) Program*. Many North Carolina counties have used this program to preserve farmland and maintain it for agriculture.

2. Pending Available Funding and based on an evaluation of need, the County May Explore the Creation of a Part Time or Full Time Agricultural Economic Development Position

Establishing a new Agricultural Economic Development position for the county will be necessary for carrying forward the economic initiatives necessary for farm viability. While a part-time position may be warranted based on available funds and demand, a full-time position will be able to work with the Farmland Preservation Board and others to dedicate the effort required to coordinating the efforts of the various participants (program staff in county economic, labor, tourism, planning, agricultural, and conservation departments and other interested non-profit staff) to implementing this plan, as well as prioritizing, developing and implementing the various initiatives called for in this plan. Duties of such a position should include:

- a. Determining priorities, developing strategies, and achieving benchmarks for economic development efforts
- b. Identifying and seeking additional funds for economic and business development for county initiatives and individual producers through grant writing
- c. Communicating and meeting on a regular basis with stakeholders in agricultural economic development process
- d. Developing marketing initiatives for local agriculture

3. Support the Right-to-Farm: County and town officials should become familiar with the state right to farm law and seek to improve neighbor relations and general understanding of commercial farm activities and needs to reduce nuisance suits and generate positive public support for local agriculture. Cooperative Extension can assist with the development of educational materials to support this effort. Action items can include:

*Ensuring notice requirements under the Voluntary Agricultural District ordinance are followed in the counties land records system as well as posted notice in the tax office, as well as maintaining road signage in agricultural production areas.

*Partner organizations can assist the county in creating a “neighbor relations” packet for distribution to new county residents by the Chamber of Commerce, Visitors Bureau, tax office, etc. This can also be made available to farmers wishing to further educate their neighbors on farming operations. Provide real estate brokers and lawyers with Voluntary Agricultural District maps, the above “neighbor relations” packet, and printed disclosure notices of agricultural operations and encourage them to share these materials with their clients. Create an easy to understand brochure on the realities of living in agricultural areas and make available for distribution, and add such information to the county website.

*Set up local arbitration referral program for farm-neighbor disputes. Pre-litigation mediation of farm nuisance suits is required in North Carolina.¹⁰

*Encourage municipalities to seek input from the Farmland Preservation Board or other when developing and revising local ordinances.

Action 2) Develop Options for Enacting Present Use Value Tax Legislation for Similar Benefits for Smaller Food Producing Farms Based on Farm Income (long term goal)

Changing Present Use Value Tax Legislation requires an amendment of state law. Watauga County can work with the High Country Council of Governments and other communities across the state in looking for legislative opportunities to address the tax relief needs of smaller farms (10 acres or less) which do not come under the state and county standards for Present Use Value Tax. This is especially important in high-dollar real estate markets such as the Boone area where small growers are producing food close to population centers.

Action 3) Expand Programs and Funding for Optimum Farm Management (ongoing and pending funding)

Watauga County Soil and Water, Cooperative Extension, and other agencies can continue to seek grants and expand cost share funding and technical assistance for dealing with farm management challenges facing Watauga’s farmers, including:

- Integrated pest management and alternative production methods;
- Transitioning to diversified crops and organics; including rotational grazing and locally processed meats
- Promotion and expansion of existing state agricultural cost-share programs, and water resource protection programs
- Assist farms in leasing more land for pasture management, promoting cost-share programs;
- Support generation of renewable energy to enhance the sustainability of small- and medium-sized farms. Federal initiatives many communities support renewable energy generation by farms. Through grants, State and local governments can support reasonable on-farm development of small-scale wind, solar, and micro-hydro energy generation to enhance sustainable agriculture.

ECONOMICS/MARKETS

Action 1) Assist Farmers in Identifying and Meeting Agricultural Demand (ongoing)

Watauga County can support Cooperative Extension, Appalachian Sustainable Agriculture Project and other organizations to assess regional markets and increase production of specialty crops. This can include a focus on outreach to the growing number of part-time farmers and non-farming landowners and assisting the traditional commodity groups in reaching new clients by exploring different marketing options.

- Support continued access to educational resources for both traditional and alternative agriculture. Such resources are available through NC Cooperative Extension, USDA-Farm Service Agency and Natural Resource Conservation Service, as well as other organizations such as Appalachian Sustainable Agriculture Project.
- Develop public-private branding and marketing strategies for “Watauga Grown” or “High Country Grown” local farm products and value-added goods, to promote local purchasing.
- Assist farmers in developing partnerships and cooperatives, allowing them to pool resources for production, processing, marketing and distribution. Value-Added Producer Grants may be sought out and used to fund start-up projects.
- Provide technical assistance for developing Community Supported Agriculture (CSA), and distribution partnerships or cooperatives.
- Foster regional collaboration with neighboring counties on local food products and markets.
- The County can assist with the proposed expansion of the Watauga County Farmers Market and facilitate the expansion of distribution partnerships for farmers.
- Support the Soil and Water Conservation’s “farm equipment lending/sharing program” for equipment to encourage more farmers to plant and harvest small grains or other crops for local mills, cattle producers, and for other expanding markets.

Action 2) Maintain and Distribute Watauga Local Food System Map (ongoing)

Watauga Soil and Water, Cooperative Extension, and the County Planning Office can collaborate with ASAP and/or other local agriculture organizations in an annual update of a county Local Agricultural Infrastructure map to ensure that it accurately reflects the current state of producers, processors, distributors, farm support services, and markets for Watauga farm products. On-line digital versions and paper copies can be widely distributed to help match growers and buyers, and to educate residents and visitors about where local food comes from.

Action 3) Develop Public-Private Partnerships to Reach Institutional Markets (ongoing)

Watauga County Cooperative Extension can work with organizations and neighboring counties to establish feasibility studies and multi-year pilot projects for farm-to-school, farm-to-hospital, and farm-to-university programs matching local farmers with institutional food buyers in the county and neighboring areas such as ASU, Watauga Medical Center, etc. Schools offer an excellent opportunity to educate students and their parents about the importance of local farms. Encourage school administrators (or the county school board) to purchase local produce for county schools. Support food safety training and education programs.

Action 4) Support the Development of a Watauga Local Agriculture and Food Tourism Initiative (ongoing)

Watauga County Cooperative Extension and Watauga County District Tourism Development Authority and the Boone Convention and Visitors Bureau can develop an initiative promoting Watauga County as a local foods destination within the High Country. With promotional

materials and events, farm dinners and farm tours, on-farm Bed and Breakfasts, choose-and-cut Christmas tree experiences, local food restaurants, and media campaigns, Watauga can find mutual benefits strengthening its tourism and agriculture sectors through agritourism and mountain grown foods.

Action 5) Establish Contract Growing Arrangements between Farmers and Regional Food Pantries and Hunger Relief Agencies (ongoing and long term)

Watauga County Cooperative Extension can serve as a facilitator for negotiating contracts between farmers and hunger relief providers, specifically for fresh produce to supplement the large amount of packaged foods. Regional organizations and individual donors can be called upon to help support this type of outreach initiative.

DEMOGRAPHICS and SOCIAL FACTORS

Action 1) Assist Existing and Retiring Farmers in Preparing Transition Plans for their Farms (ongoing)

Watauga County Soil and Water and Watauga County Cooperative Extension can work with the North Carolina Farm Transition Network and other partners in pursuing grants to fund and host Farm Transition Planning workshops for farmers. Provided that grants are available, funding can be pursued to cover some of the cost of individual farm planning and estate planning discussions held with farm families and their financial, legal, and tax advisors. Training local professionals as farm transition planning advisors is an important component of this Action.

Action 2) Promote Affordable Access to Land for Farmers (ongoing)

Watauga County Soil and Water and Watauga County Cooperative Extension can work with the North Carolina Farm Transition Network and other partners to fund and host Land Access workshops for new and beginning farmers as well as other current full or part-time farmers looking to expand their production. Workshops can include detailed discussion of creative financing options, land-link opportunities introducing retiring and new farmers, and discussion of equitable farm leases and community farm trusts.

Provided that grants are available, funding can be pursued to cover some of the cost of developing individual land access strategies for beginning farmers or other farmers wishing to expand their operations. Help connect farmers and landowners to facilitate viable rental and land lease arrangements, particularly with landowners who own but do not actively graze or cultivate farmland.

Action 3) Promote Widespread Agricultural Education for New and Existing Farmers Looking to Diversify their Farms (ongoing)

Watauga's and WNC's ample resources for agriculture education can be packaged, presented and marketed to attract and retain farmers of all ages (college graduates to retirees) and assist with developing new crop production strategies. Cooperative Extension, ASU's Sustainable Development program, and other partners can work together to reach out to new and existing farmers and students with a yearly calendar of farming workshops, events, and trainings available in the High Country area.

Watauga County and private donors can start an Agriculture Education Scholarship Fund to pay for students and farmers to attend agriculture education events throughout the region.

Action 4) Support Greater Recognition and Public Support for Agriculture (ongoing and long term goal)

The county could support development of a public education campaign to tie consumer support of local agriculture with open-space, clean water and air benefits, and enhanced wildlife habitat working farm and forestland provides. Include input from the local Soil & Water Conservation District, Resource Conservation and Development district, and area land trust on specific farm-related conservation projects they have worked on. Tie the education campaign to specific initiatives under this plan to build public political support for preservation tools such as funding for a *Purchase of Agricultural Conservation Easements (PACE) Program* or other voluntary programs.

The county should continue to contribute to sponsorship of festivals, farm tours and other public recognition of farmers including events such as Cove Creek Farm Heritage Days, the Watauga County Farmers Market, and Farm City Banquet. These activities *educate the non-farming public on the environmental benefits of farmland preservation and the detriments of its conversion.*

Extension and the Voluntary Farmland Preservation Board can work with/educate developers on creating *options and incentives* for preserving farmland as part of new subdivisions (known as “development supported agriculture”), and transferring development rights (TDR’s) from prime farmland areas to areas capable of handling more intensive development. These are conservation development options that can be designed in a way that protects farm equity and even enhances the marketability of farmland even as new development occurs.

INFRASTRUCTURE

Action 1) Develop Public-Private, Multi-County Local Foods Infrastructure (medium to long term)

Watauga County can work with other counties in the High Country Council of Governments to develop shared processing and distribution infrastructure including:

- shared washing, prep, and packing facilities for produce
- commercial kitchens (smaller, more central than the former Ashe County facility)
- a multi-county slaughterhouse
- expanded distribution partnerships for local non-organic produce

Action 2) Develop Countywide Ordinances Allowing Promotion of Farms and Farm Products (short term, priority)

Watauga County can amend its sign ordinance and work with the towns to ensure that farmers have the ability to fairly advertise their farms and farm products in a manner that complements the scenic qualities of the rural landscape and avoids the visual impacts of commercial advertising that sign ordinances are intended to prevent. Ordinances need to be shared with DOT and other local regulatory agencies to ensure compliance. For example, some laws and ordinances restrict “farm stands,” road-side on-farm retail establishments, and other agricultural enterprises. Careful consideration should be taken in drafting restrictions on farm stands to allow farmers to better market their on-farm products.¹¹

Other actions include:

* Giving priority to streamlining Building Permit process for farmers. Undue regulations or delays in obtaining a building permit can cause unnecessary hardships for farmers dependent on the seasonal growing cycle. Sometimes buildings or greenhouses have to be built quickly to

allow a farmer to fully perform on contract. Also, delays in permitting can push the timing of a necessary improvement into the seasons where farmers are most busy.¹²

* Working with state Department of Transportation on road maintenance priorities and needed signage near farm operations.

ARTICLE VII. SCHEDULE TO IMPLEMENT THIS PLAN TO ENSURE A VIABLE AGRICULTURAL ECONOMY IN WATAUGA COUNTY

A. Multi-Year Action Steps¹³

1. Based on the Availability of Funds for Specific Projects, the County **May** Consider the Following Actions:
 - a. Actively engage the county's Farmland Preservation Board and Cooperative Extension to prioritize elements of plan implementation
 - b. Develop a budget, draft a job description, and consider creating an Economic Development Specialist and Ag Economic Development position.
 - c. Begin implementing prioritized elements of Agricultural Preservation Plan
 - d. Schedule a county-wide meeting of farm and agribusiness operators and elected officials to discuss Agricultural Preservation Plan
 - e. Develop and share a schedule of farmer workshops on marketing, diversification, business planning, estate planning, etc.
 - f. Develop written materials and/or county ag web-site (eg. brochures, packets) called for under plan

B. Key Stakeholders and Their Roles in Implementing the Plan¹⁴

1. *County Government:* By adopting the plan, the county Board of Commissioners has made agricultural preservation official county policy. The county, through the Agricultural Advisory Board¹⁵, has committed to take the lead role in implementing this plan, based on the availability of funding, and drawing together the key players to coordinate its efforts and policies. The county Board of Commissioners bears the responsibility for approving efforts to seek funding to help implement this plan.
2. *State Agencies:* Some key agencies providing assistance to agricultural producers in the county are North Carolina Cooperative Extension, North Carolina State University, and North Carolina A&T State University. The Soil & Water Conservation District provides technical support and cost-share funding to farmers for adopting certain conservation and water quality improvement practices. The Department of Agriculture and Consumer Services provides data on Voluntary Agricultural Districts throughout the state, as well as marketing advice to agricultural producers.
3. *Federal Agencies:* USDA has a strong presence in Watauga County with its NRCS and FSA local offices. NRCS administers financial and technical assistance program for farmland preservation and conservation initiatives, including grants for best management practices, and habitat improvement. FSA lends money to operators and provides credit counseling and farm business consulting.
4. *Business and Industry:* Participation of local farm businesses in this plan is critical its implementation. Private industry, both farm supply and nonfarm businesses and the Chamber of Commerce play an important role in promoting the agricultural sector of the county's economy. These organizations should also help in developing new markets such as tourism that will benefit agricultural producers.

5. *Commodity Groups and Non-governmental Organizations*: Commodity groups such as the Watauga Cattlemen’s Association and Christmas Tree Association, cooperatives and farm groups such as Maverick Farms and New River Organic Growers as well as organizations such as land trusts, historic preservation groups, and groups dedicating to assisting agriculture provide necessary advocacy and other service necessary for implementation of this plan.
6. *Residents*: The success of this plan ultimately relies on the participation of county residents in the local agricultural market. The proximity of their purchases to the producers ensures that more of each dollar paid for an agricultural item will return to the farmer, thus increasing his or her profitability and increasing the likelihood that he or she will continue to farm their land. Residents of the county can also recognize the importance of working farms to the local economy and environment and heritage of Watauga County by supporting county policies that support agriculture.

AUTHORITY FOR COUNTY ACTION

In 1986, the North Carolina General Assembly passed the North Carolina Farmland Preservation Enabling Act.¹⁶ The stated purpose of this Act is “to authorize counties to undertake a series of programs to encourage the preservation of farmland as defined herein.”¹⁷ In addition to enabling counties to create Voluntary Agricultural District ordinances, which Watauga County adopted on October 2, 2000, the Act also created the North Carolina Farmland Preservation Fund and enabled counties to develop purchase of agricultural conservation easements (PACE) programs. By later amendment, the General Assembly created a matching mechanism for distribution of Farmland Preservation Trust Fund monies, with preference to counties adopting a countywide farmland preservation plan.¹⁸ The Act declares that a countywide farmland protection plan shall:

1. Contain a list and description of existing agricultural activity in the county.
2. Contain a list of existing challenges to continued family farming in the county.
3. Contain a list of opportunities for maintaining or enhancing small, family-owned farms and the local agricultural economy.
4. Describe how the county plans to maintain a viable agricultural community and shall address farmland preservation tools, such as agricultural economic development, including farm diversification and marketing assistance; other kinds of agricultural technical assistance, such as farm infrastructure financing, linking with younger farmers, and estate planning; the desirability and feasibility of donating agricultural conservation easements, and entering into voluntary agricultural districts.
5. Contain a schedule for implementing the plan and an identification of possible funding sources for the long-term support of the plan.¹⁹

The statute suggests that such a countywide farmland protection plan may be formulated with the assistance of an agricultural advisory board, which Watauga County appointed as part of its Voluntary Farmland Preservation Program ordinance. That board, known as the Farmland Preservation Advisory Board, will take the lead role in administering this plan and reporting to the Board of County Commissioners on its progress.²⁰

Agricultural Preservation Tools

1. *County Comprehensive Land Use Plan* (the Watauga County Comprehensive Plan, adopted in 2010, addresses agriculture as a land use in the county)

2. *The “unabridged” Watauga County Agricultural Development and Farmland Preservation Plan (from which this document was developed).*
3. *County Voluntary Agricultural District Program.* As noted above in Article II, the North Carolina General Assembly enabled counties to adopt Voluntary Agricultural District (VAD) ordinances to effectively create areas “to increase identity and pride in the agricultural community and its way of life and to increase protection from nuisance suits and other negative impacts on properly managed farms.”²¹ Farmers, by enrolling their farm in a VAD by entering into a revocable agreement with the county to forego developing their land for a period of ten years, enjoy certain protections of their operation, including waiver of sewer and water assessments, record notice to non-farm neighbors of proximity to a farming operation, and public hearing before condemnation of farm property by eminent domain. On October 2, 2000, Watauga County passed a VAD ordinance whereby optional strategies for protection of farmland were adopted. Also pursuant to the ordinance, an Agricultural Advisory Board was appointed by the Board of County Commissioners to represent agricultural interests in the county.²² While the VAD ordinance encourages investment in agriculture, it does not represent a permanent land protection measure as districts rely heavily on voluntary enrollment and allow for withdrawal.²³
4. *Purchase of Agricultural Conservation Easements (PACE) Program.* The North Carolina Farmland Preservation Enabling Act enables counties to purchase agricultural conservation easements on qualifying farmland with the voluntary consent of the landowner. Easements under the program can be drafted to offer farmers maximum flexibility to continue to profitably work their land, and change their operation as their needs dictate, as long as they meet the requirements of state law regarding the purpose of agricultural conservation easements. By North Carolina statute, “such easements may permit the creation of not more than three lots that meet applicable county zoning and subdivision regulations, and shall be perpetual in duration, provided that, at least 20 years after the purchase of an easement, the county may agree to reconvey the easement to the owner of the land for consideration, if the landowner can demonstrate to the satisfaction of the county that commercial agriculture is no longer practicable on the land in question.”²⁴
5. *State Conservation Funding Tools*
 - a. Farmland Preservation Trust Fund. The North Carolina FPTF is created by statute “for the purchase of agricultural conservation easements” in transactions with both governmental and private non-profit organizations.²⁵ These monies, when available, can be matched with certain federal funds described below. The FPTF is administered by the Department of Agriculture or its designee.
 - b. Clean Water Management Trust Fund. The North Carolina CWMTF is a voluntary, incentive-based water quality program to help local governments, state agencies and conservation non-profit groups finance projects to protect and restore surface water quality. Farm and forest land owners are eligible to receive trust fund monies for sale of the development rights to their land under certain guidelines and qualifications. These funds can be combined with certain federal conservation funds listed below. ²⁶
 - c. Division of Soil and Water Conservation Agricultural Cost-Share. This program is administered by the Division of Soil and Water Conservation in the Department of Environment and Natural Resources. It is delivered at the local level by 492 elected and appointed volunteer District Supervisors who are assisted by a cadre of experts. Participating farmers receive 75% of predetermined average costs of installed best management practices (BMPs)

with the remaining 25% paid by farmers directly or through in-kind contributions. Some applicants may be eligible to receive as much as \$75,000 per year. Also the program provides local Districts with matching funds (50:50) to hire personnel to plan and install the needed BMPs, including Riparian Buffers, Strip cropping, and Grassed Waterways²⁷.

- d. Natural Heritage Trust Fund. Like the FPTF and CWMTF, this fund may be available to purchase development rights on properties with outstanding natural or cultural values.²⁸
 - e. North Carolina Conservation Tax Credit. North Carolina law allows a credit against individual and corporate income taxes when real property is donated for conservation purposes. Interests in property that promote specific public benefits may be donated to a qualified recipient. Such conservation donations qualify for a substantial tax credit.²⁹
6. *Federal Conservation Funding Tools*
- Below are some of the voluntary federal programs that are part of The Farm Security and Rural Investment Act of 2002 (commonly known as the 2002 Farm Bill) and administered by the Natural Resources Conservation Service (NRCS) and Farm Services Agency (FSA) of the United States Department of Agriculture (USDA). They are designed to compensate farmland owners for the conservation value of their land. Like local PACE programs, they have the dual effect of safeguarding the environmental benefits of farmland as open space while injecting dollars into the local economy via the farmland owner.³⁰
- a. Farm and Ranchland Protection Program (FRPP). The Farm and Ranchland Protection Program provides federal funds to help purchase development rights, keeping productive farmland in agricultural use while compensating the farmland owner for the conservation value of his or her land. The FRPP program matches state and local PACE programs up to 50% of the easement purchase price, working through state, tribal and local governments and land trusts.
 - b. Conservation Reserve Program (CRP). The Conservation Reserve Program reduces soil erosion, protects the nation's ability to produce food and fiber, reduces sedimentation in streams and lakes, improves water quality, establishes wildlife habitat, and enhances forest and wetland resources. It encourages farmers to convert highly erodible cropland or other environmentally sensitive acreage to vegetative cover, such as tame or native grasses, wildlife plantings, trees, filter strips, or riparian buffers. Farmers receive an annual rental payment for the term of the multi-year contract.
 - c. Conservation Reserve Enhancement Program (CREP). (where available) CREP is a voluntary program that seeks to protect land along watercourses that is currently in agricultural production. The objectives of the program include: installing 100,000 acres of forested riparian buffers, grassed filter strips and wetlands; reducing the impacts of sediment and nutrients within the targeted area; and providing substantial ecological benefits for many wildlife species that are declining in part as a result of habitat loss. Under CREP, landowners can voluntarily enroll eligible land in 10-year, 15-year, 30-year, and permanent contracts. The state will pay additional bonuses to landowners that enroll land in 30-year and permanent agreements. Cost sharing will be available for installation of forested riparian buffers, grassed filter strips, wetlands restoration practices, water control structures, livestock exclusion, and remote livestock watering in order to increase the efficiency of enrolled practices. Currently

available in the Neuse, Tar-Pamlico and Chowan river basins and the Jordan Lake watersheds.³¹

- d. Wetlands Reserve Program (WRP). The Wetlands Reserve Program offers landowners the opportunity to protect, restore, and enhance wetlands on their property. The NRCS provides technical and financial support to help landowners with their wetland restoration efforts. The NRCS goal is to achieve the greatest wetland functions and values, along with optimum wildlife habitat, on every acre enrolled in the program. The WRP offers landowners three options: permanent easements, 30-year easements, and restoration cost-share agreements of minimum 10-year duration.
 - e. Environmental Quality Incentives Program (EQIP). This program provides a source of funding for nutrient management systems. The program offers technical, financial, and educational assistance in designated priority areas to install or implement structural, vegetative, and management practices called for in five to ten year contracts for most agricultural land uses.
 - f. Wildlife Habitat Incentives Program (WHIP). This program encourages creation of high quality wildlife habitats that support wildlife populations of national, state, tribal and local significance by providing technical and financial assistance to landowners and others to develop upland, wetland, riparian, and aquatic habitat areas on their property.
7. *State Right-to-Farm Law*³² By statute, North Carolina farmers are granted the right to farm without legal interference from non-farm neighbors and local governing bodies, subject to certain limitations. Pre-litigation mediation of farm nuisance claims is mandatory.³³
 8. *Present Use Value Property Tax*³⁴ Working farm, forest and horticultural lands by state statute are afforded a property tax assessment based on their agricultural working value, as opposed to the value of their land for industrial or residential development. A working farm must earn \$1000 in gross sales annually to qualify for this differential assessment. This assessment affords farmers some amount of cost control that would otherwise limit their ability to farm profitably.
 9. *County Farmer's Market*: The Watauga County Farmers Market operates in Boone on Saturdays and Wednesdays during the growing season. The High Country Farmers Market operates on Sundays in Boone.

¹ This countywide Protection Plan is a suggestive model based on North Carolina statutory law and county agricultural plans (called farmland protection plans under NC law) from other states. Certain narratives, structures and ideas have been borrowed from these plans, and are noted accordingly. The various descriptive narratives contained in this model plan are suggestions and can be changed to meet the special circumstances of an individual county.

² Counties in other states that have formulated county farmland protection plans first compiled data from agricultural censuses, real property tax roles, planning departments and soil and water conservation districts. This data collection reveals information about changes in the number of farms in the county, their ownership structure, soil types, number and value of agricultural assessments and on amount of land, and planning and zoning regulations, all of which sketch the background needed to put the issue of agricultural protection in perspective.

³ This information can be generally supplied by the 1997 Census of Agriculture, Table 2, "Market Value of Agricultural Products Sold and Farms by North American Industry Classification System: 1997 and 1992," pp. 192-204. An effort should be made to supplement this information with statistical updates from the North Carolina Department of Agriculture and Consumer Services, as well as a local farmer survey to capture transitions to alternative agricultural production.

⁴ The 50 to 179 measurement is a statistical category in Census of Agriculture, and is chosen here as the range containing the highest number of farms in North Carolina (18,259 farms).

⁵ This information can be found by county in Table 11 of the North Carolina summaries of the 1997 Census of Agriculture, “Tenure and Characteristics of Operator and Type of Organization: 1997 and 1992”

⁶ According to the statistics for all of North Carolina, while the number of farms between 1992 and 1997 decreased the number of acres in farming *increased* by 186,364 acres. Results from individual counties vary with some following this pattern, others not.

⁷ As noted above, county-wide farmland protection plans reviewed from other states are data-supported. Prior to drafting a plan, in addition to collecting the census data described above, county farmers and agribusinesses should be surveyed by the body or committee, perhaps the county’s Agricultural Advisory Board if the county has adopted a Voluntary Agricultural District ordinance pursuant to NCGS §106-738, that has come together to address agricultural protection at the county level. This survey should put in real terms the county farmers’ and farmland owners’ values, concerns, optimism about the future, etc. that will guide framing of issues and their solutions in the county-wide plan. This survey data will give the Agricultural Protection Plan credibility with county residents, and will have the effect of laying the groundwork for future action.

⁸ These are concerns that surfaced in focus-groups of area farmers in 2009, 2010, and 2011

⁹ Ibid, pp. 334-346

¹⁰ NCGS §7A-38.3.

¹² Ibid.

¹³ Drafting this schedule will depend entirely on when this plan is approved, taking into account the counties fiscal cycle, and particularly county farmers’ seasonal availability to participate in the workshops and other implementation elements of this plan. Though the schedule here is for one year, it should look to the long term as well. It is probably a good idea to incorporate in the plan itself as it is part of the plan described in the Farmland Preservation Enabling Act.

¹⁴ Rensselaer County plan, p. 65.

¹⁵ Or equivalent body.

NCGS §106-735 et seq.

NCGS §106-735(b). “Qualifying farmland” is defined in §106-737.

NCGS §106-744 (c)(1).

NCGS §106-744(e)(1-5)

other advisory board such a soil and water conservation district that has responsibility for land preservation in the county.

²¹ §106-738(b)

²² NCGS §106-739 outlines the authority the county may confer on it. The Board may have the authority to:

1. Review and make recommendations concerning the establishment and modification of agricultural districts;
2. Review and make recommendations concerning any ordinance or amendment adopted or proposed for adoption under this Article;
3. Hold public hearings on public projects likely to have an impact on agricultural operations, particularly if such projects involve condemnation of all or part of any qualifying farmland;
4. Advise the board of county commissioners on projects, programs, or issues affecting the agricultural economy or way of life within the county;
5. Perform other related tasks or duties assigned by the board of county commissioners.

As noted in Article II, the statute specifically states that formulation of a countywide farmland protection plan “may be formulated with the assistance of an agricultural advisory board designated pursuant to GS 106-739.” §106-744(f).

²³ Rensselaer County, NY, p. 29

²⁴ NCGS § 106-744. Statutory authority for municipalities is outlined in §106A 401 through 407. North Carolina’s conservation easement statute can be found at §121-34 through 42.

²⁵ NCGS §106-744(c).

²⁶ NCGS § 113-145.1 et seq. More information on the fund is available at www.cwmtf.net.

²⁷ Other program summaries that assist farmers in controlling non-point source runoff are available at www.enr.state.nc.us/DSWC

²⁸ NCGS §113-77.7

²⁹ Consult NCGS §§105-130.34 and 105-151.12 for the specific requirements of the CTC Program. For more information see www.enr.state.nc.us/conservationtaxcredit.

³⁰ For more program information and legislative authority, see www.nrcs.usda.gov/programs/farmbill/2002.

³¹ CREP is listed here under federal programs, although it is partially funded by Clean Water Management Funds and administered by North Carolina Division of Soil and Water Conservation.

³² NCGS §106-700 et seq.

³³ NCGS §7A-38.3.

³⁴ NCGS §105-277.2.

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AGENDA ITEM 8:**COOPERATIVE EXTENSION MATTERS*****B. Amendments to the Watauga County Voluntary Farmland Preservation Program Ordinance*****MANAGER'S COMMENTS:**

Mr. Kelly Coffey, Chairman of the Watauga County Voluntary Farmland Preservation Board, will present amendments to the Watauga County Voluntary Farmland Preservation Program Ordinance. The changes to the ordinance reflect State modifications to NCGS 106-581.1 and the addition of Watauga County Soil and Water to approve whether or not a farm qualifies. Local policy with regards to ordinance enactment or modifications has been to hold a public hearing for citizen input. Should the Board wish to schedule a public hearing, staff would recommend April 16, 2013.

The Board may schedule a public hearing or adopt the ordinance as presented. Board direction is requested.

Highlighted areas indicate sections of the Voluntary Farmland Preservation ordinance that the preservation board recommends be amended.

FROM THIS

§ 106-737. Qualifying farmland.

In order for farmland to qualify for inclusion in a voluntary agricultural district or an enhanced voluntary agricultural district under Part 1 or Part 2 of this Article, it must be real property that:

- (1) Is participating in the farm present-use-value taxation program established by G.S. 105-277.2 through 105-277.7 or is otherwise determined by the county to meet all the qualifications of this program set forth in G.S. 105-277.3;
- (2) Repealed by Session Laws 2005-390, s. 11 effective September 13, 2005.
- (3) Is managed in accordance with the Soil Conservation Service defined erosion control practices that are addressed to highly erodable land; and
- (4) Is the subject of a conservation agreement, as defined in G.S. 121-35, between the county and the owner of such land that prohibits nonfarm use or development of such land for a period of at least 10 years, except for the creation of not more than three lots that meet applicable county zoning and subdivision regulations. (1985 (Reg. Sess., 1986), c. 1025, s. 1; 2005-390, ss. 3, 11.)

TO THIS

§ 106-737. Qualifying farmland.

In order for farmland to qualify for inclusion in a voluntary agricultural district or an enhanced voluntary agricultural district under Part 1 or Part 2 of this Article, it must be real property that:

- (1) Is engaged in agriculture as that word is defined in G.S. 106-581.1.
- (2) Repealed by Session Laws 2005-390, s. 11 effective September 13, 2005.
- (3) Is managed in accordance with the Soil Conservation Service defined erosion control practices that are addressed to highly erodable land; and
- (4) Is the subject of a conservation agreement, as defined in G.S. 121-35, between the county and the owner of such land that prohibits nonfarm use or development of such land for a period of at least 10 years, except for the creation of not more than three lots that meet applicable county and municipal zoning and subdivision regulations. (1985 (Reg. Sess., 1986), c. 1025, s. 1; 2005-390, ss. 3, 11; 2011-219, s. 1.)

This is the definition of agriculture per NC GS.

§ 106-581.1. Agriculture defined.

For purposes of this Article, the terms "agriculture", "agricultural", and "farming" refer to all of the following:

- (1) The cultivation of soil for production and harvesting of crops, including but not limited to fruits, vegetables, sod, flowers and ornamental plants.
- (2) The planting and production of trees and timber.
- (3) Dairying and the raising, management, care, and training of livestock, including horses, bees, poultry, and other animals for individual and public use, consumption, and marketing.
- (4) Aquaculture as defined in NC G.S. 106-758.
- (5) The operation, management, conservation, improvement, and maintenance of a farm and the structures and buildings on the farm, including building and structure repair, replacement, expansion, and construction incident to the farming operation.
- (6) When performed on the farm, "agriculture", "agricultural", and "farming" also include the marketing and selling of agricultural products, agritourism, the storage and use of materials for agricultural purposes, packing, treating, processing, sorting, storage, and other activities performed to add value to crops, livestock, and agricultural items produced on the farm, and similar activities incident to the operation of a farm. (1991, c. 81, s. 1; 2005-390, s. 18; 2006-255, s. 6.)

**WATAUGA COUNTY
VOLUNTARY FARMLAND PRESERVATION
PROGRAM ORDINANCE
(Amended)**

ARTICLE I
TITLE

This program, adopted by the Board of Commissioners of Watauga County, North Carolina, shall be known as the **Watauga County Voluntary Farmland Preservation Program Ordinance**.

ARTICLE II
AUTHORITY

The articles and sections of this program ordinance are adopted pursuant to the authority conferred by N.C. General Statutes 106-735 through 106-743.

ARTICLE III
PURPOSE

The purpose of this program ordinance is to promote the health, safety, rural agricultural values, and general welfare of the county, and more specifically, increase identity and pride in the agricultural community and its way of life; encourage the economic and financial health of farming; increase protection from undesirable, non-farm development; and increase the protection of farms from nuisance suits and other negative impacts on properly managed farms.

ARTICLE IV
JURISDICTION

The jurisdiction of the Watauga County Voluntary Farmland Preservation Program Ordinance shall be the unincorporated areas of Watauga County.

ARTICLE V
DEFINITIONS

Advisory Board: The Watauga County Agricultural Advisory Board
Board of Commissioners: The Board of Commissioners of Watauga County, North Carolina
Chairman: Chairman of the Watauga County Agricultural Advisory Board
District: A voluntary agricultural district established under the terms and conditions of this program by the Board of Commissioners

ARTICLE VI
QUALIFICATIONS AND CERTIFICATION OF FARMLAND

Section 600. Requirements

In order for farmland to qualify for participation under the terms of this program, it shall meet the following requirements:

- (1) The farmland shall be real property;
- (2) The farmland shall be engaged in agriculture (as that word is defined in NC G.S. 106-581.1.) **(changed...see attached document)**
- (3) The property shall be certified by the Natural Resources Conservation Service of the United States Department of Agriculture, in consultation with the Cooperative Extension office, **Watauga County Soil and Water District (added)**, and the Farm Service Agency, as being a farm on which at least two-thirds of the land is composed of soils that:
 - (a) are best suited for providing food, seed, fiber, forage, timber, and horticultural crops, including Christmas trees and ornamentals;
 - (b) have good soil qualities;
 - (c) are favorable for all major crops common to the county where the land is located;
 - (d) have a favorable growing season; and
 - (e) receive the available moisture needed to produce high yields for an average of eight out of ten years; or

Soils on which at least two-thirds of the land has been actively used in agricultural, horticultural or forestry operations as defined in G.S. 105-277.2 (1, 2, 3) during each of the five previous years, measured from the date on which the determination must be made as to whether the land in question qualifies;
- (4) The property, if highly erodible land exists on the farm, is managed in accordance with the Natural Resources Conservation Service defined erosion control practices that are addressed to said highly erodible land; and
- (5) The property is the subject of a conservation agreement, as defined in G.S. 121-35, between the county and the owner of such land that prohibits non-farm use or

development of such land for a period of at least ten years, except for the creation of not more than three lots that meet applicable county watershed and subdivision regulations, or the regulations of any municipality which apply to the farm property. The property owner may voluntarily revoke this conservation agreement by submitting a written request to the board in accordance with Article VIII.

Section 601. Certification

The owner of the farm seeking to qualify his property for participation in the farmland preservation program ordinance shall submit written evidence that the property conforms with the requirements of Section 600 of this program. This written information shall be submitted to the Chairman of the Advisory Board or the designated staff person on forms provided by the board. The certification may be submitted at the same time the owner applies for inclusion in a district.

ARTICLE VII APPLICATION, APPROVAL AND APPEAL PROCEDURES FOR VOLUNTARY AGRICULTURAL DISTRICTS

Section 700. Creation of Voluntary Agricultural Districts

In order to implement the purposes stated in Article III, this program provides for the creation of voluntary agricultural districts which shall meet the following standards:

- (1) The district, when initially established, shall contain a minimum of 25 contiguous acres of qualified farmland, OR, two or more qualified farms which contain a minimum of 25 acres and are located within a mile of each other;
- (2) The landowner(s) requesting inclusion in the district shall execute an agreement with the county to sustain agriculture in the district in accordance with Section 600 (5) of this program. Said agreement shall be in a form which is reviewed and approved by the advisory board; and
- (3) For each district created under the terms of this program, one of the existing advisory board members shall be assigned to represent the district.

Section 701. Application to Participate

A landowner may apply to participate in the program by making application to the chairman of the advisory board or to a designated staff person. The application shall be on forms provided by the advisory board. The application to participate in a district may be filed with the certification of qualifying farmland.

Section 702. Approval Process

Upon review by the staff of the written certification and application submitted by the property owner, the board shall meet within 30 days if possible to approve or disapprove the application. The chairman shall notify the applicants by first class mail of said approval or disapproval of participation in the district.

Section 703. Appeal

If an application is denied by the Agricultural Advisory Board, the petitioner has 30 days to appeal the decision to the Watauga County Board of Commissioners. Such appeal shall be presented in writing. The decision of the Board of Commissioners is final.

ARTICLE VIII
REVOCATION AND RENEWAL OF CONSERVATION AGREEMENTS

REVOCATION

By written notice to the board, a landowner of qualifying farmland may revoke the preservation agreement formulated pursuant to Section 600 (5) of this program, or the board may revoke same preservation agreement based on noncompliance by the landowner. Such revocation shall result in loss of qualifying farm status, and consequently, loss of eligibility to participate in a voluntary agricultural district and the benefits thereof. Revocation by a landowner of a preservation agreement and the resulting loss of qualifying farmland status for the purpose of participation in a voluntary agricultural district shall in no way affect the eligibility of the land to be taxed at its present use value as provided in N.C.G.S. 105-277.2 through N.C.G.S. 105-277.6. If a portion of a district is removed for any reason after being established by this program, the remaining qualified farms may remain in the program, provided they meet all other requirements except the minimum area requirements of Section 700 (1).

RENEWAL

Conservation Agreements shall be deemed automatically renewed for an additional term of 10 years, unless either the Advisory Board or the landowner gives written notice to the contrary no later than 30 days prior to the termination date.

The action above does not prevent anyone who is enrolled from withdrawing at a later date by written notice.

ARTICLE IX
AGRICULTURAL ADVISORY BOARD

Section 900. Creation

In accordance with N.C.G.S. 106-739, the Board of Commissioners hereby establishes an Agricultural Advisory Board to implement the provisions of this program ordinance.

Section 901. Appointments and Membership

The Agricultural Advisory Board shall consist of five members appointed by the Watauga County Board of Commissioners.

(1) Requirements

- (a) Each board member shall be a county resident and registered to vote in Watauga County.
- (b) Four of the five members shall be actively engaged in farming.
- (c) The four members actively engaged in farming shall be selected for appointment by the Board of Commissioners from the names of individuals submitted to the Board of Commissioners by the Watauga Soil and Water Conservation District, the Cooperative Extension Service, the Farm Service Agency Committee and the Watauga County Farm Bureau, with an effort to have the broadest geographical representation possible. The fifth member shall have special interest, experience, or education in agriculture and/or rural land preservation.

(2) Tenure. The members are to serve for terms of three years, except that the initial board is to consist of two appointee(s) for a term of one year, two appointees for terms of two years, and one appointee for a term of three years. Thereafter, all appointments are to be for terms of three years, with reappointments permitted. The terms for the initial board members will be determined by lottery.

(3) Vacancies. Any vacancy on the Agricultural Advisory Board is to be filled by the Board of Commissioners for the remainder of the unexpired term following the same procedure as for the initial appointment.

(4) Removal for Cause. Any member of the Agricultural Advisory Board may be removed for cause by the Board of Commissioners upon written charges and after a public hearing.

(5) Funding

- (a) *Compensation.* The per meeting compensation of the members of the board shall be fixed by the Board of Commissioners.
- (b) *Appropriations for performance of duties.* Funds shall be appropriated by the Board of Commissioners to the Agricultural Advisory Board to perform its duties. A budget request will be presented to the County Commissioners annually.

Section 902. Procedures

The Board shall adopt rules of procedure which are consistent with the enabling legislation and other applicable statutes.

- (1) Chairperson. The board shall elect a chairperson and vice-chairperson each year at its first meeting of the fiscal year. The chairperson shall preside over all regular or special meetings of the board. In the absence or disability of the chairperson, the vice-chairperson shall preside and shall have and exercise all the powers of the chairperson so absent or disabled. Additional officers may be elected as needed.
- (2) Jurisdiction and Procedures; Supplementary Rules. The jurisdiction and procedures of the board are set out in this article, except that the board may adopt supplementary rules of procedure not inconsistent with this article or with other provisions of law.
- (3) Board Year. The board shall use the county fiscal year as its meeting year.
- (4) Meetings. Meetings of the board, following such notice as required by this article, shall be held at the call of the chairperson and at such other times as the board in its rules of procedure may specify. A called meeting shall be held at least quarterly. A quorum shall consist of a majority of the members of the board.
- (5) Voting. The concurring vote of a majority of the members of the board shall be necessary to reverse any order, requirement, decision or determination of any administrative official or agency, to decide in favor of an applicant, or to pass upon any other matter on which it is required to act under this article.
- (6) Records. The board shall keep minutes of the proceedings showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall be immediately filed in the office of the board and shall be a public record.
- (7) Administrative Services. The Soil and Water Conservation District office shall serve the agricultural advisory board for recordkeeping, correspondence, application

procedures under this article together with such other services the board needs to complete its duties.

Section 903. Duties

The Agricultural Advisory Board shall:

- (1) Review and approve applications for qualified farmland and voluntary agricultural districts.
- (2) Hold public hearings pursuant to Article X of this program.
- (3) Advise the Board of Commissioners on projects, programs, or issues affecting the agricultural economy or activities within the county and that will affect agricultural districts.
- (4) Perform other related tasks or duties assigned by the Board of Commissioners.

ARTICLE X PUBLIC HEARINGS ON CONDEMNATION OF FARMLAND

Section 1000. Purpose

Pursuant to N.C.G.S. 106-740, no state or local public agency or governmental unit may formally initiate any action to condemn any interest in qualifying farmland within a voluntary agricultural district until such agency or unit has requested the Agricultural Advisory Board to hold a public hearing on the proposed condemnation. The procedures for such hearings shall be as set forth below.

Section 1001. Procedures

- (1) Establish Public Hearing. Upon receipt of a request for a public hearing, the Agricultural Advisory Board shall have 30 days to set a date for a public hearing on the proposed condemnation pursuant to N.C.G.S. 106-740. No formal initiation of condemnation shall be initiated while the proposed condemnation is properly before the board within the time limitations set forth in this section.
- (2) Notice of Public Hearing. The board shall run a notice of the public hearing in a newspaper having general circulation in Watauga County at least 10 days prior to the date established for the hearing. The notice shall contain the date, time and place of the hearing and shall provide the name of the agency requesting the hearing and the purpose of the condemnation.
- (3) Public Hearing. The board shall conduct the public hearing and receive information

and comments from the agency requesting the condemnation action and the citizens of Watauga County. Additionally, the board shall review the following:

- (a) Has the need for the project requiring the condemnation been satisfactorily shown by the agency requesting the action?
- (b) Has a financial impact analysis been conducted by the agency seeking the action?
- (c) Have alternatives been considered to the proposed action that are less disruptive to the agricultural activities and farmland base of the voluntary agricultural district within which the proposed action is to take place?

The board shall invite and allow input by the county Cooperative Extension agent, U.S.D.A. Natural Resources Conservationist, the Farm Service Agency, and may consult with any other individuals, agencies or organizations, public or private, necessary to the board's review of the proposed action.

- (4) Findings and Notification. Within 10 days after the public hearing, the board shall make a report containing its findings and recommendations regarding the proposed action. The report shall be conveyed to the decision-making body of the agency proposing acquisition and made available to the public for comment.

ARTICLE XI LAND USE INCENTIVES TO VOLUNTARY AGRICULTURAL DISTRICT FORMATION

Section 1100. Purpose

The purpose of this section is to help meet the needs of agriculture as an industry and prevent conflicts between voluntary agricultural district participants and non-farm landowners in proximity to districts.

Section 1101. Public Notification

- (1) The Advisory Board, in cooperation with the county, shall take measures as set forth below to provide notification to property owners, residents, and other interested persons in and adjacent to any designated agricultural district with a goal of informing all current and potential residents and property owners in and adjacent to an agricultural district, that farming and agricultural activities may take place in this district any time during the day or night.
 - (a) Signs identifying approved agricultural districts shall be placed by the farmer upon the property and along the rights-of-way of major roads in a way

calculated to reasonably notify the public and adjoining owners of the presence of the farm property.

- (b) Information identifying approved districts shall be provided to the Register of Deeds office, the Watauga Soil and Water Conservation District, the Cooperative Extension office, the Farm Service Agency, the Watauga County Planning and Inspections Department, and the Watauga County Tax Department.
- (c) The following notice shall be displayed in a prominent position in the office of the Register of Deeds and the public access area in the Watauga County Tax Department:

**NOTICE TO REAL ESTATE PURCHASERS IN WATAUGA COUNTY
WATAUGA COUNTY AGRICULTURAL DISTRICTS**

Watauga County has established agricultural districts to protect and preserve agricultural lands and activities. These districts have been developed and mapped to inform all purchasers of real property that certain agricultural activities, including but not limited to pesticide spraying, manure spreading, machinery and truck operations, livestock operations, sawing, and similar activities may take place in these districts any time during the day or night. Maps and/or information on the location and establishment of these districts can be obtained from the Cooperative Extension office, County Planning and Inspections Department, Natural Resources Conservation Service, the Farm Service Agency office, and the County Tax Department.

- (2) Limit of liability -- In no event shall the County or any of its officers, employees, or agents be held liable in damages for any misfeasance, malfeasance, or nonfeasance occurring in good faith in connection with the duties or obligations imposed by this ordinance.
- (3) No cause of action -- In no event shall any cause of action arise out of the failure of any person, including a person researching the title of a particular tract to report to any person the proximity of the tract to a qualifying farm or voluntary agricultural district as defined in this ordinance.

Section 1102. Expenditure of County Funds for Non-Farm Uses

Prior to expending any monies which would convert land in a voluntary agricultural district to non-farm uses, the county or any other local unit of government shall submit to the Advisory Board detailed information showing that said governmental unit has considered alternatives. Such consideration shall include the criteria listed in Article X, Section 1001 (3), (a) through (c).

Section 1103. No Districts in Designated Growth Corridors

Agricultural districts will not be permitted in designated growth corridors, as delineated on the official county planning map without the approval of the Board of Commissioners. Districts located in growth corridors designated after the effective date of this program may remain, but shall not be expanded within the growth corridor area without the approval of the Board of Commissioners. Districts located in growth corridors designated after the effective date of this program may expand to include adjoining property purchased by a landowner presently participating in the Watauga County Voluntary Farmland Preservation Program Ordinance. The approval of the Board of Commissioners will be on a case by case basis.

Section 1104. Waiver of Water and Sewer Assessments

- (1) Purpose of Section. The purpose of this section is to help mitigate the financial impacts on farmers by some local and state capital investments unused by such farmers.
- (2) Procedure. The waiver procedure shall be as follows:
 - (a) Landowners belonging to voluntary agricultural districts shall not be assessed for, or required to connect to, water and/or sewer systems.
 - (b) Water and sewer assessments shall be held in abeyance, without interest, for farms inside a voluntary agricultural district, until improvements on such property are connected to the water or sewer system for which the assessment was made.
 - (c) When the period of abeyance ends, the assessment is payable in accordance with the terms set out in the assessment resolution.
 - (d) Statutes of limitations are suspended during the time that any assessment is held in abeyance without interest.
 - (e) Assessment procedures followed under G.S. 153A-185 et seq. shall conform to the terms of this article with respect to qualifying farms that entered into preservation agreements while such article was in effect.
 - (f) Nothing in this section is intended to diminish the authority of the county to hold assessments in abeyance under G.S. 153A-201.

ARTICLE XII NORTH CAROLINA AGENCY NOTIFICATION

Section 1200. Consultation with N.C. Department of Agriculture and Other Agencies

The board may consult with the Cooperative Extension office, the Natural Resources Conservation Service office, the Farm Service Agency office, the N.C. Department of Agriculture, and any other such agency the board deems necessary to properly conduct its business.

Section 1201. Recording the Program Ordinance

An official copy of this program ordinance shall be recorded with the North Carolina Commissioner of Agriculture's office after adoption. At least once a year, the county shall submit a written report to the Commissioner of Agriculture, including the status, progress and activities of the county's farmland preservation program, and voluntary agricultural districting information regarding:

- (1) Number of landowners enrolled;
- (2) Number of acres applied;
- (3) Number of acres certified;
- (4) Number of acres denied; and
- (5) Date certified.

ARTICLE XIII
LEGAL PROVISIONS

Section 1300. Severability, Conflict with Other Ordinances and Statutes, and Amendments

- (1) Severability. If any article, section, subsection, clause, phrase or portion of this ordinance is for any reason invalid or unconstitutional as determined by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.
- (2) Conflict with other ordinances and statutes. Whenever the provisions of this ordinance conflict with other ordinances of Watauga County, this ordinance shall govern. Whenever the provisions of any federal or state statute require more restrictive provisions than are required by this ordinance, the provisions of such statute shall govern.
- (3) Amendments. This ordinance may be amended from time to time after a public hearing, notice of which will be given in accordance with the Public Meeting Laws, GS

143-318.12, and in consultation with the Agricultural Advisory Board to the Board of Commissioners.

ARTICLE XIV
ENACTMENT

The Watauga County Board of Commissioners hereby adopts and enacts the preceding articles and sections of this ordinance.

ADOPTED this the 16th day of November, 2010.

James M. Deal, Jr., Chairman
Watauga County Board of Commissioners

ATTEST:

Anita Fogle, Clerk to the Board

[SEAL]

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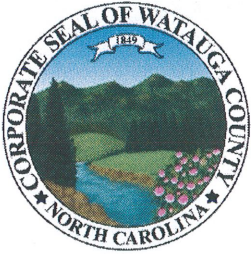
AGENDA ITEM 9:

**REQUEST FOR ACCEPTANCE OF NC SENIOR MEDICARE PATROL GRANT/
CONTRACT**

MANAGER'S COMMENTS:

Ms. Angie Boitnotte, Project on Aging Director, will request the Board accept a grant in the amount of \$1,000 from the North Carolina Senior Medicare Patrol (NCSMP). The funds must be used to conduct two (2) group education outreach events on how to read a Medicare Summary Notice before June 30, 2013.

Board approval is requested to accept the \$1,000 grant from the North Carolina Senior Medicare Patrol.



Watauga County Project on Aging

132 Poplar Grove Connector, Suite A • Boone, North Carolina 28607

Website: www.wataugacounty.org/aging angie.boitnotte@watgov.org

Telephone 828-265-8090 Fax 828-264-2060 TTY 1-800-735-2962 Voice 1-800-735-8262 or 711

MEMORANDUM

TO: Deron Geouque, County Manager

FROM: ^{AB} Angie Boitnotte, Director

DATE: March 11, 2013

SUBJ: Request for Board of Commissioners' Consideration – Acceptance of a NC Senior Medicare Patrol Grant/Contract



The Project on Aging is eligible to receive a grant from the NC Senior Medicare Patrol, which is affiliated with the NC Senior's Health Insurance Information Program (SHIIP), a division of the North Carolina Department of Insurance. The grant amount is \$1,000 and does not require a local match.

The funds must be used to plan and hold a minimum of two NCSMP group education outreach events on how to read a Medicare Summary Notice before June 30, 2013.

I recommend acceptance of these funds and will be present for questions or discussion.

STATE OF NORTH CAROLINA
COUNTY OF WAKE

RQ 16629381

This Contract and its attachments shall be completed and returned to the Agency within 45 days of receiving the electronic document in order for the Agency to process the award and provide funds to the Grantee. The Grantee shall provide the agency with progress reports and a final report detailing the Grantee's use of State funds.

This Contract is entered into by and between the North Carolina Department of Insurance, Division of SHIIP, hereinafter referred to as the "Agency", and Watauga County Project on Aging/ L.E. Harrill Senior Center, hereinafter referred to as the "Grantee", referred to collectively as the "Parties".

1. Contract Documents: This Contract shall consist of the following documents, incorporated herein by reference:

- (1) This Contract;
- (2) General Terms and Conditions for Public Sector Contracts (Attachment A)
- (3) Statement of Work (Attachment B)
- (4) Line Item Budget and Budget Narrative (Attachment C)
- (5) Certifications Regarding, Drug-Free Work-Place; Lobbying; and Debarment, Suspension and Other Responsibility Matters (Attachment D)
- (6) Senior Medical Patrol (SMP) Outreach Event Tracking Form (Attachment E)

These documents constitute the entire agreement between the Parties and supersede all prior statements or agreements.

2. Precedence Among Contract Documents: In the event of a conflict between or among the terms of the Contract Documents, the terms in the Contract Document with the highest relative precedence shall prevail. The order of precedence shall be the order of documents as listed in Paragraph 1, above, with the first-listed document having the highest precedence and the last-listed document having the lowest precedence. If there are multiple Contract Amendments, the most recent amendment shall have the highest precedence and the oldest amendment shall have the lowest precedence.

3. Effective Period: This Contract is effective 01/30/2013 and terminates on 06/30/2013.

4. Grantee's Duties: The Grantee shall provide the services as described in Attachment B with the terms of this Contract and in accordance with the approved budget in Attachment C. The Grantee shall maintain and make available all records, papers, vouchers, books, correspondence or other documentation or evidence at reasonable times for review, inspection or audit by duly authorized officials of the Agency, the North Carolina State Auditor, or applicable federal agencies. The Grantee shall submit to the Agency all plans, reports, documents or other products that the Agency may require, in the form specified by the Agency, including at the least following:

- A) A final budget report of expenses incurred during the contract period date;
- B) A final comprehensive report within sixty (60) days of the project end date; due on or before 07/30/2013..

5. Agency's Duties: The Agency shall reimburse the Grantee for the costs of services and activities described in Attachment B and in accordance with the approved budget in Attachment C. The Agency shall monitor the Grantee for compliance with the terms of this Contract; and shall specify all reports and other deliverables required from the Grantee.

The Agency shall pay the Grantee in the manner and in the amounts specified in the Contract Documents. The total amount paid by the Agency to the Grantee under this Contract shall not exceed \$1,000.00. This amount consists of \$1,000.00; CFDA # 93.048.

a. There are no matching requirements from the Grantee.

b. The Grantee's matching requirement is \$ _____, which shall consist of:

- In-kind Cash
- Cash and In-kind Cash and/or In-kind

The contributions from the Grantee shall be source from non-federal funds.

The total contract amount is \$1,000.00.

- 6. **Conflict of Interest Policy:** The Agency has determined that this Contract is not subject to NCGS 14-C-6-22 & 23.
- 7. **Reversion of Unexpended Funds:** Any unexpended grant funds shall revert to the Agency upon termination of this Contract.
- 8. **Grants:** The Grantee has the responsibility to ensure that all sub-grantees, if any, provide all information necessary to permit the Grantee to comply with the terms and conditions set forth in this Contract.
- 9. **Payment Provisions:** As provided in NCGS 143C-21 this Contract is an annual appropriation of \$100,000 or less to or for the use of a non-profit corporation and payment shall be made in a single annual payment.
- 10. **Contract Administrators:** All notices permitted or required to be given by one Party to the other and all questions about the contract from one Party to the other shall be addressed and delivered to the other Party's Contract Administrator. The name, address, telephone number and fax number of the Parties' respective initial Contract Administrators are set out below. Either Party may change the name, address, telephone number and fax number of its Contract Administrator by giving timely written notice to the other Party.

For the Agency:
 Kevin Robertson, Deputy Commissioner
 SHIIP Division
 11 South Boylan Avenue
 Raleigh, NC 27603
 919-807-6900
 919-807-6901

For the Grantee:
 Tabitha Thomas
 814 W. King Street, Room 216
 Boone, NC 28607
 Phone 828-265-8090
 Fax 828-264-2060

- 11. **Supplementation of Expenditures of Public Funds:** The Grantee assures that funds received under this Contract shall be used only to supplement, not to supplant, the total amount of federal, state and local public funds the Grantee otherwise expends for SHIIP services and related programs. Funds received under this Contract shall be used to provide additional public funding for such services; the funds shall not be used to reduce the Grantee's total expenditure of other public funds for such services.
- 12. **Disbursements:** As a condition of this Contract, the Grantee acknowledges and agrees to make disbursements in accordance with the following requirements:
 - a. Implement adequate internal controls over disbursements;
 - b. Pre-audit all vouchers presented for payment to determine:
 - Validity and accuracy of payment;
 - Payment due date;
 - Adequacy of documentation supporting payment; and
 - Legality of disbursement;
 - c. Assure adequate control of signature stamps/plates;

- d. Assure adequate control of negotiable instruments; and
- e. Implement procedures to ensure that the account balance is solvent and reconcile the account monthly.

13. **Outsourcing:** The Grantee certifies that it has identified to the Agency all jobs related to the Contract that have been outsourced to other countries, if any. Grantee further agrees that it will not outsource any such jobs during the term of this Contract without providing notice to the Agency.

14. **Executive Order # 24:** NCGS 133-32 and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

15. **Federal Certifications:** The Grantee agrees to execute the following federal certifications that are attached to this agreement (applicable when receiving federal funds).

- A. Certification Regarding Lobbying.
- B. Certification Regarding Department.
- C. Certification Regarding Drug-Free Workplace Requirements.

16. **Signature Warranty:** The undersigned represent and warrant that they are authorized to bind their principals to the terms of this agreement.

In witness whereof, the Grantee and the Agency have executed this Agreement with one original, which is retained by Agency.

Witness

BY: _____

Printed Name

Printed Name

DATE: _____

Division of SHIP,

BY: _____

Kevin Robertson
Deputy Commissioner

BY: _____

Carla Obiol
Senior Deputy Commissioner

DATE: _____

DATE: _____

Contract is not executed until last signature is obtained.

[] Format reviewed & approved by Controller's Office

Attachment A
General Terms and Conditions

DEFINITIONS

Unless indicated otherwise from the context, the following terms shall have the following meanings in this Contract. All definitions are from 9 NCAC 3M.0102 unless otherwise noted. If the rule or statute that is the source of the definition is changed by the adopting authority, the change shall be incorporated herein.

- (1) "Agency" (as used in the context of the definitions below) shall mean and include every public office, public officer or official (State or local, elected or appointed), institution, board, commission, bureau, council, department, authority or other unit of government of the State or of any county, unit, special district or other political subagency of government. For other purposes in this Contract, "Agency" shall mean the entity identified as one of the parties hereto.
- (2) "Audit" means an examination of records or financial accounts to verify their accuracy.
- (3) "Certification of Compliance" means a report provided by the Agency to the Office of the State Auditor that states that the Grantee has met the reporting requirements established by this Subchapter and included a statement of certification by the Agency and copies of the submitted grantee reporting package.
- (4) "Compliance Supplement" refers to the North Carolina State Compliance Supplement, maintained by the State and Local Government Finance Agency within the North Carolina Department of State Treasurer that has been developed in cooperation with agencies to assist the local auditor in identifying program compliance requirements and audit procedures for testing those requirements.
- (5) "Contract" means a legal instrument that is used to reflect a relationship between the agency, grantee, and subgrantee.
- (6) "Fiscal Year" means the annual operating year of the non-State entity.
- (7) "Financial Assistance" means assistance that non-State entities receive or administer in the form of grants, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations, and other assistance. Financial assistance does not include amounts received as reimbursement for services rendered to individuals for Medicare and Medicaid patient services.
- (8) "Financial Statement" means a report providing financial statistics relative to a given part of an organization's operations or status.
- (9) "Grant" means financial assistance provided by an agency, grantee, or subgrantee to carry out activities whereby the grantor anticipates no programmatic involvement with the grantee or subgrantee during the performance of the grant.
- (10) "Grantee" has the meaning in NCGS 143C-6-23(a)(2): a non-State entity that receives a grant of State funds from a State agency, department, or institution but does not include any non-State entity subject to the audit and other reporting requirements of the Local Government Commission. For other purposes in this Contract, "Grantee" shall mean the entity identified as one of the parties hereto.
- (11) "Grantor" means an entity that provides resources, generally financial, to another entity in order to achieve a specified goal or objective.
- (12) "Non-State Entity" has the meaning in NCGS 143C-1-1(d)(18): Any of the following that is not a State agency: An individual, a firm, a partnership, an association, a county, a corporation, or any other organization acting as a unit. The term includes a unit of local government and public authority.
- (13) "Public Authority" has the meaning in NCGS 143C-1-1(d)(22): A municipal corporation that is not a unit of local government or a local governmental authority, board, commission, council, or agency that (i) is not a municipal corporation and (ii) operates on an area, regional, or multiunit basis, and the budgeting and accounting systems of which are not fully a part of the budgeting and accounting systems of a unit of local government.
- (14) "Single Audit" means an audit that includes an examination of an organization's financial statements, internal controls, and compliance with the requirements of Federal or State awards.
- (15) "Special Appropriation" means a legislative act authorizing the expenditure of a designated amount of public funds for a specific purpose.

- (16) "State Funds" means any funds appropriated by the North Carolina General Assembly or collected by the State of North Carolina. State funds include federal financial assistance received by the State and transferred or disbursed to non-State entities. Both Federal and State funds maintain their identity as they are subgranted to other organizations. Pursuant to NCGS 143C-6-23(a)(1), the terms "State grant funds" and "State grants" do not include any payment made by the Medicaid program, the Teachers' and State Employees' Comprehensive Major Medical Plan, or other similar medical programs.
- (17) "Subgrantee" has the meaning in NCGS 143C-6-23(a)(3): a non-State entity that receives a grant of State funds from a grantee or from another subgrantee but does not include any non-State entity subject to the audit and other reporting requirements of the Local Government Commission.
- (18) "Unit of Local Government" has the meaning in NCGS 143C-1-1(d)(29): A municipal corporation that has the power to levy taxes, including a consolidated city-county as defined by NCGS 160B-2(1), and all boards, agencies, commissions, authorities, and institutions thereof that are not municipal corporations.

Relationships of the Parties

Independent Contractor: The Grantee is and shall be deemed to be an independent contractor in the performance of this Contract and as such shall be wholly responsible for the work to be performed and for the supervision of its employees. The Grantee represents that it has, or shall secure at its own expense, all personnel required in performing the services under this agreement. Such employees shall not be employees of, or have any individual contractual relationship with, the Agency.

Subcontracting: The Grantee shall not subcontract any of the work contemplated under this Contract without prior written approval from the Agency. Any approved subcontract shall be subject to all conditions of this Contract. Only the subcontractors or subgrantees specified in the contract documents are to be considered approved upon award of the contract. The Agency shall not be obligated to pay for any work performed by any unapproved subcontractor or subgrantee. The Grantee shall be responsible for the performance of all of its subgrantees and shall not be relieved of any of the duties and responsibilities of this Contract.

Subgrantees: The Grantee has the responsibility to ensure that all subgrantees, if any, provide all information necessary to permit the Grantee to comply with the standards set forth in this Contract.

Assignment: No assignment of the Grantee's obligations or the Grantee's right to receive payment hereunder shall be permitted. However, upon written request approved by the issuing purchasing authority, the State may:

- (a) Forward the Grantee's payment check(s) directly to any person or entity designated by the Grantee, or
- (b) Include any person or entity designated by Grantee as a joint payee on the Grantee's payment check(s).

In no event shall such approval and action obligate the State to anyone other than the Grantee and the Grantee shall remain responsible for fulfillment of all contract obligations.

Beneficiaries: Except as herein specifically provided otherwise, this Contract shall inure to the benefit of and be binding upon the parties hereto and their respective successors. It is expressly understood and agreed that the enforcement of the terms and conditions of this Contract, and all rights of action relating to such enforcement, shall be strictly reserved to the Agency and the named Grantee. Nothing contained in this document shall give or allow any claim or right of action whatsoever by any other third person. It is the express intention of the Agency and Grantee that any such person or entity, other than the Agency or the Grantee, receiving services or benefits under this Contract shall be deemed an incidental beneficiary only.

Indemnity

Indemnification: The Grantee agrees to indemnify and hold harmless the Agency, the State of North Carolina, and any of their officers, agents and employees, from any claims of third parties arising out of any act or omission of the Grantee in connection with the performance of this Contract.

Default and Termination

Termination by Mutual Consent: The Parties may terminate this Contract by mutual consent with 60 days notice to the other party, or as otherwise provided by law.

Termination Without Cause: The Agency may terminate this contract without cause by giving 60 days written notice to the Contractor. In that event, all finished or unfinished deliverable items prepared by the

Contractor under this contract shall, at the option of the Agency, become its property and the Contractor shall be entitled to receive just and equitable compensation for any satisfactory work completed on such materials, minus any payment or compensation previously made.

Termination for Cause: If, through any cause, the Grantee shall fail to fulfill its obligations under this Contract in a timely and proper manner, the Agency shall have the right to terminate this Contract by giving written notice to the Grantee and specifying the effective date thereof. In that event, all finished or unfinished deliverable items prepared by the Grantee under this Contract shall, at the option of the Agency, become its property and the Grantee shall be entitled to receive just and equitable compensation for any satisfactory work completed on such materials, minus any payment or compensation previously made. Notwithstanding the foregoing provision, the Grantee shall not be relieved of liability to the Agency for damages sustained by the Agency by virtue of the Grantee's breach of this agreement, and the Agency may withhold any payment due the Grantee for the purpose of setoff until such time as the exact amount of damages due the Agency from such breach can be determined.

Waiver of Default: Waiver by the Agency of any default or breach in compliance with the terms of this Contract by the Grantee shall not be deemed a waiver of any subsequent default or breach and shall not be construed to be modification of the terms of this Contract unless stated to be such in writing, signed by an authorized representative of the Agency and the Grantee and attached to the contract.

Availability of Funds: The parties to this Contract agree and understand that the payment of the sums specified in this Contract is dependent and contingent upon and subject to the appropriation, allocation, and availability of funds for this purpose to the Agency.

Force Majeure: Neither party shall be deemed to be in default of its obligations hereunder if and so long as it is prevented from performing such obligations by any act of war, hostile foreign action, nuclear explosion, riot, strikes, civil insurrection, earthquake, hurricane, tornado, or other catastrophic natural event or act of God.

Survival of Promises: All promises, requirements, terms, conditions, provisions, representations, guarantees, and warranties contained herein shall survive the contract expiration or termination date unless specifically provided otherwise herein, or unless superseded by applicable federal or state statutes of limitation.

Health Insurance Portability and Accountability Act

(HIPAA): The Contractor agrees that, if the Agency determines that some or all of the activities within the scope of this contract are subject to the Health Insurance Portability and Accountability Act of 1996, P.L. 104-91, as amended ("HIPAA"), or its implementing regulations, it will comply with the HIPAA requirements and will execute such agreements and practices as the Agency may require to ensure compliance.

Executive Order # 24: "By Executive Order 24, issued by Governor Perdue, and NCGS 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Correction, Crime Control and Public Safety, Cultural Resources, Environment and Natural Resources, Health and Human Services, Juvenile Justice and Delinquency Prevention, Revenue, Transportation, and the Office of the Governor). This prohibition covers those vendors and contractors who have a contract with a governmental agency; or have performed under such a contract within the past year; or anticipate bidding on such a contract in the future.

For additional information regarding the specific requirements and exemptions, vendors and contractors are encouraged to review Executive Order 24 and NCGS Sec. 133-32.

Executive Order 24 also encouraged and invited other State Agencies to implement the requirements and prohibitions of the Executive Order to their agencies. Vendors and contractors should contact other State Agencies to determine if those agencies have adopted Executive Order 24."

Intellectual Property Rights

Copyrights and Ownership of Deliverables: All deliverable items produced pursuant to this Contract are the exclusive property of the Agency. The Grantee shall not assert a claim of copyright or other property interest in such deliverables.

Compliance with Applicable Laws

Compliance with Laws: The Grantee shall comply with all laws, ordinances, codes, rules, regulations, and licensing requirements that are applicable to the conduct of its business, including those of federal, state, and local agencies having jurisdiction and/or authority.

Equal Employment Opportunity: The Grantee shall comply with all federal and state laws relating to equal employment opportunity.

Confidentiality

Confidentiality: Any information, data, instruments, documents, studies or reports given to or prepared or assembled by the Grantee under this agreement shall be kept as confidential and not divulged or made available to any individual or organization without the prior written approval of the Agency. The Grantee acknowledges that in receiving, storing, processing or otherwise dealing with any confidential information it will safeguard and not further disclose the information except as otherwise provided in this Contract.

Oversight

Access to Persons and Records: The State Auditor shall have access to persons and records as a result of all contracts or grants entered into by State agencies or political subdivisions in accordance with NCGS 147-64.7. Additionally, as the State funding authority, the Agency and all applicable federal agencies or their agents shall have access to persons and records as a result of all contracts or grants entered into by State agencies or political subdivisions.

Record Retention: Records shall not be destroyed, purged or disposed of without the express written consent of the Agency. State basic records retention policy requires all grant records to be retained for a minimum of five years or until all audit exceptions have been resolved, whichever is longer. If the contract is subject to federal policy and regulations, record retention may be longer than five years since records must be retained for a period of three years following submission of the final Federal Financial Status Report, if applicable, or three years following the submission of a revised final Federal Financial Status Report. Also, if any litigation, claim, negotiation, audit, disallowance action, or other action involving this Contract has been started before expiration of the five-year retention period described above, the records must be retained until completion of the action and resolution of all issues which arise from it, or until the end of the regular five-year period described above, whichever is later.

Miscellaneous

Choice of Law: The validity of this Contract and any of its terms or provisions, as well as the rights and duties of the parties to this Contract, are governed by the laws of North Carolina. The Grantee, by signing this Contract, agrees and submits, solely for matters concerning this

Contract, to the exclusive jurisdiction of the courts of North Carolina and agrees, solely for such purpose, that the exclusive venue for any legal proceedings shall be Wake County, North Carolina. The place of this Contract and all transactions and agreements relating to it, and their situs and forum, shall be Wake County, North Carolina, where all matters, whether sounding in contract or tort, relating to the validity, construction, interpretation, and enforcement shall be determined.

Amendment: This Contract may not be amended orally or by performance. Any amendment must be made in written form and executed by duly authorized representatives of the Agency and the Grantee.

Severability: In the event that a court of competent jurisdiction holds that a provision or requirement of this Contract violates any applicable law, each such provision or requirement shall continue to be enforced to the extent it is not in violation of law or is not otherwise unenforceable and all other provisions and requirements of this Contract shall remain in full force and effect.

Headings: The Section and Paragraph headings in these General Terms and Conditions are not material parts of the agreement and should not be used to construe the meaning thereof.

Time of the Essence: Time is of the essence in the performance of this Contract.

Key Personnel: The Contractor shall not replace any of the key personnel assigned to the performance of this contract without the prior written approval of the Agency. The term "key personnel" includes any and all persons identified as such in the contract documents and any other persons subsequently identified as key personnel by the written agreement of the parties.

Care of Property: The Grantee agrees that it shall be responsible for the proper custody and care of any property furnished to it for use in connection with the performance of this Contract and will reimburse the Agency for loss of, or damage to, such property. At the termination of this Contract, the Grantee shall contact the Agency for instructions as to the disposition of such property and shall comply with these instructions.

Travel Expenses: Reimbursement to the Grantee for travel mileage, meals, lodging and other travel expenses incurred in the performance of this Contract shall be reasonable and supported by documentation. State rates should be used as guidelines. International travel shall not be reimbursed under this Contract.

Sales/Use Tax Refunds: If eligible, the Grantee and all subgrantees shall: (a) ask the North Carolina Department of Revenue for a refund of all sales and use taxes paid by them in the performance of this Contract, pursuant to NCGS 105-164.14; and (b) exclude all refundable sales

and use taxes from all reportable expenditures before the expenses are entered in their reimbursement reports.

Advertising: The Grantee shall not use the award of this Contract as a part of any news release or commercial advertising.

Attachment B

For the period 01/30/2013 – 06/30/2013

Statement of Work

Grantee: Watauga County Project on Aging/ L.E. Harrill Senior Center

This statement should be a short summary describing what the Grantee does and how the Grantee will use these funds.

This statement should be a short summary describing what the Grantee does and how the Grantee will use these funds. The terms of the contract between the SHIP office and the agencies require local programs meet these goals for SFY2012-2013. The uses of these funds are not limited to but MUST include the following activities:

- 1) Plan and hold a minimum of two NCSMP group education outreach events entirely devoted to the NC Senior Medicare Patrol Program that incorporates the educational video on how to read an Medicare Summary Notice as well as the provided PowerPoint presentation from the period of 01/30/2013 – 06/30/2013;
- 2) Aim to reach at least 25 participants per group education event if possible and/or applicable;
- 3) Ensure that all of the NCSMP kits (Envelope with a card holder, letter slitter, journal, and pen provided by the NCSMP Raleigh Office) are passed out to all audience participants during education sessions;
- 4) Utilize multi-level advertising (newspaper, radio, TV, newsletters) and dissemination materials provided by NCSMP to attract beneficiaries and caregivers to educational events. Should a grant recipient prefer to use their own advertising prior approval at least 2 months in advance of the group education session from the NCSMP office is required;
- 5) Must submit NCSMP Outreach Event Tracking Form (Attachment E) to NCSMP Raleigh Office within 15 days of completing a group education session;
- 6) Must submit a comprehensive report (narrative and Attachment C - Line Item Budget and Budget Narrative) no later than 7/30/2013 to the NC Senior Medicare Patrol Program state office;
- 7) Refer ALL SMP inquiries (such as reports or questions about Medicare fraud or abuse suspicions and Medicare errors or concerns over billing) to the NCSMP toll free number of 1-877-99-NCSMP (62767) and agree to confidentiality regarding all inquiries;
- 8) Support and participate in any evaluation duties required for each group education session and submit any associated documents within 15 days of completing a group education session;
- 9) Send Group Education Session schedule at least one month prior to session to the Raleigh Office;
- 10) Attend all webinar and training sessions for the how to read the Medicare Summary Notice program.

SCOPE OF WORK:
(Maximum 2 pages)

We will hold a minimum of 2 NCSMP group education sessions before June 30, 2013. We will aim to reach at least 25 participants per session if possible; we will give each attendee an NCSMP kit. We will publicize the events via flyers, our newsletter, newspaper advertisements, radio spots, and psas on our local weather website. We will use pre-approved publicity materials from NCSMP for our advertising. We will submit the Outreach Event Tracking forms within 15 days of completing each session. We will submit a comprehensive report no later than 7/30/2013. We will refer all inquiries regarding Medicare fraud and abuse or concerns over billing to the NCSMP toll free number and will keep all such inquiries confidential. We will complete evaluation duties for each session and submit documents within 15 days. We will send our group education session schedule at least one month prior to the session to the Raleigh Office, and we will attend all required webinar and training session for how to read the Medicare Summary Notice Program.

SCOPE OF WORK: (cont.)

Attachment C

For the period 01/30/2013 – 06/30/2013

Line Item Budget and Budget Narrative

Provide a budget and short narrative on the use of the funding amount reflected on the contract. Please provide details of all expenses including routine charges. These expenditures may include telephone, postage, salary, equipment purchases, internet services etc.

All budgets must be approved by the Agency.

Grantee Name: Watauga County Project on Aging/ L.E. Harrill Senior Center

Grantee Name: Watauga County Project on Aging/ L.E. Harrill Senior Center	
Budget	Amount
Contractual	
Construction	
Supplies	550.00
Equipment	
Other	300.00
Travel	
Personnel	150.00
Fringe	
Total	1,000.00

Narrative:

Monies will be spent to print and mail our May/June newsletter (\$200) which will contain an article about the SMP presentations to be held in May and June. We will also purchase toner and paper (\$350) to print out flyers to distribute in the community and to use for materials at the event. We will purchase newspaper ad space to publicize the events (\$300). Some of the money may go toward the director's salary (\$150) if not needed for additional supplies and advertising. She will be scheduling, publicizing and leading the SMP education sessions.

Attachment D
Certifications Regarding, Drug-Free Work-Place; Lobbying; and
Debarment, Suspension and Other Responsibility Matters

1. Drug-Free Work-Place

The undersigned (authorized official) certifies that it will provide a drug-free workplace in accordance with the Drug-Free Work-Place Act of 1988, 45 CFR Part 76, subpart F. The certification set out below is a material representation of fact upon which reliance will be placed when awarding the grant. False certification or violation of the certification shall be grounds for suspension of payments, suspensions or termination of grants or government wide suspension or debarment.

The grantee certifies that it will or will continue to provide a drug-free workplace by:

- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an on-going drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a); above;
 - (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
 - (e) Notifying the agency, in writing, within 10 calendar days after receiving notice under subparagraph (d)(2), above, from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to Agency on whose grant activity the convicted employee was working.
- Notices shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), above, with respect to any employee who is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
 - (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).

The grantee certifies that, as a condition of the grant, it will not engage in the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance in conducting any activity with the grant.

2. Lobbying

Title 31 of the United States Code, Section 1352, entitled "Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions," generally prohibits recipients of Federal grants and cooperative agreements from using Federal (appropriated) funds for lobbying the Executive or Legislative Branches of the Federal Government in connection with a SPECIFIC grant or cooperative agreement. Section 1352 also requires that each person who request or received a Federal grants or cooperative agreement must disclose lobbying undertaking with non-Federal (non-appropriated) funds. These requirements apply to grants and cooperative agreements EXCEEDING \$100,000 in total costs (45 CFR Part93).

The undersigned (authorized official) certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, any officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant, loan or cooperative agreement;
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure of Lobbying Activities," in accordance with its instructions;
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, contracts and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. Debarment, Suspension and Other Responsibility Matters

NOTE: In accordance with 45 CFR Part 76, amended June 26, 1995, any debarment, suspension, proposed debarment or other government wide exclusion initiated under the Federal Acquisition Regulation (FAR) on or after August 25, 1995, shall be recognized by and effective for Executive Branch agencies and participants as an exclusion under 45 CFR Part 76.

(a) Primary Covered Transactions

The undersigned (authorized official) certifies to the best of his or her knowledge and belief, that the applicant, defined as the primary participant in accordance with 45 CFR Part 76, and its principals:

- (1) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (2) have not within a 3-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

- (3) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
- (4) have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

Should the applicant not be able to provide this certification, an explanation as to why should be placed under the assurances page in the application package.

(b) Lower Tier Covered Transactions

The applicant agrees by submitting this proposal that it will include, without modification, **the following clause titled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion -- Lower Tier Covered Transaction"** (Appendix B to 45 CFR Part 76) in all lower tier covered transactions (i.e., transactions with subgrantees and/or contractors) and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion -- Lower Tier Covered Transactions

- (1) The prospective lower tier participant certifies by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Signature of Authorized Certifying Official	Title
Grantee Name Watauga County Project on Aging/ L.E. Harrill Senior Center	Date Submitted

Attachment E

SMP Effort Tracking Form

Organization Name: _____

Section I: Effort

Select **all activities** associated with **each effort**:

- Community Outreach
- Dissemination
- Partnership
- Group Education Session
- Media
- Volunteerism

Contact Method (select one):

- In Person
- Email
- Mail
- Teleconference
- Electronic
- Fax
- Phone
- Webinar

Date of effort: _____

Section II: Activities

A. Community Outreach Event: Yes No

1. Number of people reached: _____

2. Coverage (select one and if reaching more than one county, would qualify as "regional"):

- Local
- Regional
- Statewide
- Multi-State

3. Type (select one):

- Conference/Meeting
- Local County Fair
- Senior Fair
- Health Fair
- Faith-Based Event
- Shopping Center Display
- Library Display
- Senior Center Event
- Other

4. County where event took place: _____

5. Conducted by (select one):

- Staff
- Volunteer
- Partner
- Combination

6. Staff Member Name(s) involved:

7. Name(s) of any other NCSMP partner(s) (If applicable, list any other NCSMP Partner(s) who participate with the event):

8. **Time Spent** (with Community Outreach only, for Group Education, please see section B):

_____ Hours

9. **Did NCSMP Volunteers Participate?** Yes No

B. Group Education Session: Yes No

1. **Number of persons reached:** _____

2. **County where education session took place:** _____

3. **Primary Audience (select one):**

- | | | |
|--|---|--|
| <input type="radio"/> Beneficiary | <input type="radio"/> Law Enforcement | <input type="radio"/> Other Professional |
| <input type="radio"/> Partner Organization | <input type="radio"/> Health Care Providers | <input type="radio"/> Other |
| <input type="radio"/> Business Insurers/Payers | <input type="radio"/> Caregiver | |

4. **Secondary Audience (select one):**

- | | | |
|--|---|--|
| <input type="radio"/> Beneficiary | <input type="radio"/> Law Enforcement | <input type="radio"/> Other Professional |
| <input type="radio"/> Partner Organization | <input type="radio"/> Health Care Providers | <input type="radio"/> Other |
| <input type="radio"/> Business Insurers/Payers | <input type="radio"/> Caregiver | |

5. **Targeted Beneficiary Population (select one):**

- | | | |
|---------------------------------|---|--|
| <input type="radio"/> Disabled | <input type="radio"/> Low Income | <input type="radio"/> Racial/Ethnic Minority |
| <input type="radio"/> General | <input type="radio"/> Long Term Care Resident | <input type="radio"/> Rural |
| <input type="radio"/> Homebound | <input type="radio"/> Non English Speaking | <input type="radio"/> Native American |

6. **Primary Topic (select one):**

- | | | |
|--|---|--|
| <input type="radio"/> Medicare | <input type="radio"/> Medicare Advantage | <input type="radio"/> Military Health Benefits |
| <input type="radio"/> Social Security | <input type="radio"/> Medicaid | <input type="radio"/> Indian Health Service |
| <input type="radio"/> Other Private Plan | <input type="radio"/> Railroad Retirement | <input type="radio"/> Other Public Plan |
| <input type="radio"/> Employer Health Plan | <input type="radio"/> N/A - Self Pay | |
| <input type="radio"/> Medigap/Supplemental | <input type="radio"/> Federal Employee Health | |

7. **Secondary Topic (select one):**

- | | | |
|--|--|---|
| <input type="radio"/> Fraud Errors and Abuse | <input type="radio"/> Employer Health Plan | <input type="radio"/> Railroad Retirement |
| <input type="radio"/> Medicare | <input type="radio"/> Medigap/Supplemental | <input type="radio"/> N/A - Self Pay |
| <input type="radio"/> Social Security | <input type="radio"/> Medicare Advantage | <input type="radio"/> Federal Employee Health |
| <input type="radio"/> Private Plan | <input type="radio"/> Medicaid | <input type="radio"/> Military Benefits |

- Indian Health Employer Health Plan Public Plan
8. Coverage (select one and if reaching more than one county, would qualify as "regional"):
 Local Regional Statewide Multi-State
9. Conducted by (select one):
 Staff Volunteer Partner Combination

10. Staff Member Name(s) involved:

11. Name(s) of any other NCSMP partner(s) (If applicable, list any other NCSMP Partner(s) who participate with the event):

12. Time Spent: _____ Hours

13. Did NCSMP Volunteers Participate? Yes No

C. Dissemination Activity: Yes No

1. Type of materials Disseminated (select one):

- Brochures Personal Health Care Journals Combination
 Flyers Promotional Items with SMP Logo Other
 Toolkits Fact/Tip Sheets

2. Primary County where dissemination took place (list one): _____

3. Audience (select one):

- Faith-based Organization Private Business Library
 Non-Profit Organization Private Individuals Senior Housing
 Government Agency Senior Center/Community Center Other

4. Number of Disseminated Materials: _____

5. Dissemination Activity Initiated by: SMP Recipient

6. Coverage (select one and if reaching more than one county, would qualify as "regional"):

- Local
- Regional
- Statewide
- Multi-State

7. Targeted Beneficiary Population (select one):

- Disabled
- Low Income
- Racial/Ethnic Minority
- General
- Long Term Care Resident
- Rural
- Homebound
- Non English Speaking
- Native American

8. Staff Member Name(s) involved:

9. Name(s) of any other NCSMP partner(s) (If applicable, list any other NCSMP Partner(s) who participate with the event):

10. Time Spent: _____ Hours

11. Did NCSMP Volunteers Participate? Yes No

D. Media Outreach: Yes No

Date of effort (if different than the one listed in Section I): _____

Contact Method (if different than the one listed in Section I (select one)):

- In Person
- Fax
- Teleconference
- Electronic
- Mail
- Webinar
- Email
- Phone

1. Media Strategy (select one):

- Website
- Newsletters
- TV
- Billboards
- Radio Ads
- Other
- Magazines
- Interviews

2. Number of Airings: _____ Times

3. Primary Topic (select one):

- Medicare
- Social Security
- Other Private Plan
- Employer Health Plan
- Medigap/Supplemental
- Medicare Advantage
- Medicaid
- Railroad Retirement
- N/A - Self Pay
- Federal Employee Health
- Military Health Benefits
- Indian Health Service
- Other Public Plan

4. Secondary Topic (select one):

- Fraud Errors and Abuse
- Medicare
- Social Security
- Private Plan
- Employer Health Plan
- Medigap/Supplemental
- Medicare Advantage
- Medicaid
- Railroad Retirement
- N/A - Self Pay
- Federal Employee Health
- Military Benefits
- Indian Health
- Employer Health Plan
- Public Plan

5. Coverage (select one and if reaching more than one county, would qualify as "regional"):

- Local
- Regional
- Statewide
- Multi-State

6. Conducted by (select one):

- Staff
- Volunteer
- Partner
- Combination

7. Staff Member Name(s) involved:

8. Name(s) of any other NCSMP partner(s) (If applicable, list any other NCSMP Partner(s) who participate with the event):

9. Time Spent: _____ Hours

10. Did NCSMP Volunteers Participate? Yes No

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AGENDA ITEM 10:**ECONOMIC DEVELOPMENT COMMISSION (EDC) FUNDING RECOMMENDATION****MANAGER'S COMMENTS:**

Representatives from the Appalachian Regional Healthcare System (ARHS) will provide details on the new Appalachian Place project at Chestnut Ridge. The new facility will be constructed on property near the Blue Ridge Parkway in Blowing Rock and will replace Blowing Rock Hospital. Total estimated cost for the project is \$20 million. ARHS is requesting assistance in funding for the water and sewer infrastructure needs.

The Watauga County EDC is recommending the Board approve \$150,000 for water and sewer infrastructure. The full \$150,000 is to be paid up front with \$75,000 to be tied to Phase II of the project. Should Phase II not begin within five (5) years, the \$75,000 is required to be repaid to the County.

Board action is requested to approve the \$150,000 allocation to the Appalachian Regional Healthcare System for water and sewer infrastructure needs with the agreement that if construction on Phase II is not started within five (5) years that \$75,000 of the \$150,000 allocation would be required to be repaid to the County.

Appalachian Place at Chestnut Ridge: An Economic Development Initiative in Watauga County

In 2008, Appalachian Regional Healthcare System (ARHS) began reviewing the operation of its three hospitals, in order to increase efficiency and continue to provide the highest levels of care for the community. From this review it was determined that the current Blowing Rock Hospital, which was built in 1952, has too few beds to ever be financially solvent. Further analysis revealed that expansion and renovation necessary to sustain the care model would be cost prohibitive. Additionally, ARHS learned that the existing facility would be subject to a federal mandate requiring hospitals to have sprinkler systems in patient rooms.

In 2009, ARHS began developing a plan to build a new state-of-the-art, post-acute care facility to replace the existing Blowing Rock Hospital. This new facility would allow ARHS to provide a full continuum of care and services for the aging. ARHS subsequently purchased 68 acres in Blowing Rock alongside the Blue Ridge Parkway, to construct the new facility. The Town of Blowing Rock annexed the property in 2012. It was well understood that the new post-acute care facility would provide employment opportunities while improving the quality of care offered to residents and visitors.



New Post-Acute Care Facility

Phase One Economic Development

Phase One of the project focuses on job savings and job creation, as a result of the construction and completion of a new 85,000+ square foot post-acute care facility called ***Appalachian Place at Chestnut Ridge***. 110 jobs will be saved because ARHS will relocate them from the current Blowing Rock Hospital to the new facility. A grant from the Appalachian Regional Commission requires that 59 new positions be created as a result of the increased size and additional service lines in the new facility. The existing 72 bed hospital in Blowing Rock has an average daily census of 58 patients. The new facility will have 112 beds and a projected average daily census of 90 patients.

The types of positions, salaries and benefit packages that will serve the new facility include:

Certified Nursing Assistants	+\$24K	Psychologists	+\$62K
Pharmacy Technicians	+\$26K	Gerontologists	+\$68K
Nutritionists	+\$26K	Pharmacists	+\$76K
Physical Therapists	+\$42K	Nurse Practitioners	+\$86K
Speech Therapists	+\$46K	Physicians Assistants	+\$92K
Registered Nurses	+\$48K	Physicians	+\$170K
Healthcare Administration	+\$52K	Anesthetists	+\$180K

Economic Development in Phase Two

Upon completion of Phase One, ARHS will be in a pivotal position to act as a catalyst for other complementary businesses and additional job creation.

- **Primary Care Clinic: 10-20** new positions will be created through the opening of a Primary Care Clinic with extended hours.
- **Retail Pharmacy: 10-20** new positions will be created as a result of the opening of an on-site retail pharmacy.
- **Development of a Retirement Community:** ARHS, Appalachian State University and members of the community have formed a retirement task force in order to identify a retirement community model which will serve the retirement needs of residents of the High Country. The retirement community will be located on ARHS' 68 acre site, adjacent to the post-acute care facility. Job creation associated operating a continuing care retirement community would provide an additional **150 to 200** jobs in the community.
- **Specialty medical practices** will relocate to provide services for the aging.
- **Ancillary services providers** will relocate to provide services to the post-acute care facility and retirement community.
- **Site Redevelopment at Blowing Rock Hospital:** The existing Blowing Rock Hospital will be demolished at the completion of Phase One. Because of its scenic location on the rim of Johns River Gorge in Blowing Rock, it will be remarketed as a prime commercial location for real estate or tourism development.

Basis of Need

The Town of Blowing Rock and ARHS have received grants from the following organizations to support road and bridge construction for Phase One of the project:

Appalachian Regional Commission	\$2,583,330
Department of Transportation	<u>\$ 250,000</u>
	=\$2,833,330

The Town of Blowing Rock and ARHS have also received grants from the following organizations to cover the projected \$1,170,990 in water and sewer costs:

NC Rural Center	\$585,495
Golden Leaf Foundation	\$100,000
Town of Blowing Rock	<u>\$ 58,549</u>
	=\$ 744,044

This \$744,044 committed leaves the Town of Blowing Rock and ARHS approximately \$426,946 short of the anticipated expense to complete the water and sewer infrastructure.

The Town of Blowing Rock and ARHS respectfully request \$150,000 from the Watauga County EDC for water and sewer infrastructure, in order to complete Phase One construction of the post-acute care facility and provide infrastructure for future economic development in Phase Two and beyond. This financial support is critical to save current jobs and serve as a catalyst for new job creation in Watauga County.

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AGENDA ITEM 11:

MISCELLANEOUS ADMINISTRATIVE MATTERS

A. Proposed Community Pride Week Proclamation

MANAGER'S COMMENTS:

Staff will request the Board adopt the proposed proclamation declaring the week of April 29 through May 4, 2012, as Community Pride Week in Watauga County. This event is conducted every year by Sanitation staff and has proved to be very popular with the County's citizens.

Board action is requested to approve the proclamation as presented.

**Watauga County
Recycling Office
828-265-4852**

Memo

To: Deron Geouque
CC: JV Potter, Donna Watson
From: Lisa Doty, Recycling Manger
Date: 3/1/2013
Re: Community Pride Proclamation

Attached is the "Community Pride Proclamation" for the Commissioners to sign. We will hold Community Pride Week from Monday, April 29 – Saturday, May 4. Household Hazardous Waste Day will take place on Saturday, May 4 from 9 a.m. to 2 p.m. at the Sanitation Department in conjunction with the NC Department of Agriculture, the County Maintenance Department and the Town of Boone. We also will hold the prescription and over-the counter drug take-back on Saturday, May 4 at locations throughout the county (time and locations to be determined) in conjunction with the Watauga County Sheriff's Department.

These events will be advertised at all the County Convenience Centers, on the County website and through the media and other outlets.

Please let me know if you have any questions or concerns. Thank you!

STATE OF NORTH CAROLINA

COUNTY OF WATAUGA

DRAFT

COMMUNITY PRIDE WEEK PROCLAMATION

April 29 – May 4, 2013

WHEREAS, Watauga County is the beneficiary of an abundance of natural resources, including clean air and water, some of the oldest, most scenic mountains in the world, cascading waterfalls, wildlife, pristine rivers and streams, rolling hills and pastureland; and

WHEREAS, working together to protect and conserve these natural resources is essential to the continued quality of life for the residents of the County; and

WHEREAS, the May 2013 observance of Community Pride Week provides a unique opportunity for individuals and groups to promote and raise awareness of environmental stewardship by setting goals and taking actions to lessen the negative impact on the environment; and

WHEREAS, the goal of Community Pride Week is to improve the appearance and character of Watauga County by removing litter and other debris from roadways, waterways and public and private lands; and

WHEREAS, residents will be allowed to dispose of brush, metal, furniture, appliances, tires, rocks, cement, cement blocks and asphalt at the Watauga County Sanitation Department April 29 - May 4 and dispose of household hazardous waste and over-the-counter and prescription medications on May 4 for no charge. *(This does not apply to commercial haulers or businesses.)*

NOW, THEREFORE BE IT PROCLAIMED, by the Watauga County Board of Commissioners that April 29 – May 4, 2013, be declared **COMMUNITY PRIDE WEEK** throughout the County and encourage all County residents to work together to ensure the preservation of our natural resources now and for future generations.

ADOPTED this the ___ day of _____, 2013.

Nathan A. Miller, Chairman
Watauga County Board of Commissioners

ATTEST:

Anita J. Fogle, Clerk to the Board



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AGENDA ITEM 11:

MISCELLANEOUS ADMINISTRATIVE MATTERS

B. Boards & Commissions

MANAGER’S COMMENTS:

The Blowing Rock Town Council has recommended Ms. Natalie Bovino be appointed as an ETJ representative on their Planning Board. Due to time constraints, the Council requests that the second reading be waived and a vote be considered at this meeting.

Each Commissioner nominates a representative to the Watauga County Planning Board whose term will run concurrent with the term of the appointing Commissioner. Planning Board members must live within the appointing Commissioners District and action must be taken by the entire Board of Commissioners to make these appointments.



Town of Blowing Rock

1036 Main Street ★ Post Office Box 47 ★ Blowing Rock, NC 28605

February 27, 2013

Mr. Deron Geoque
Watauga County Manager
814 West King Street
Suite 205
Boone, NC 28607

RE: Appointment of Blowing Rock ETJ Representative

Dear Deron:

At the February 12, 2013 meeting, the Blowing Rock Town Council recommended Ms. Natalie Bovino to serve as ETJ representative on the Planning Board. Ms. Bovino is employed by Blowing Rock Hospital as a wound care specialist. A background letter from Ms. Bovino is attached.

Please forward this recommendation on to the Watauga County Board of Commissioners for their consideration at their March 19th meeting. Due to time constraints, we respectfully request a waiver of the first reading of the request so the recommendation can be considered for a vote at the meeting on the 19th. If approved by the Board of Commissioners, we'd like to appoint Ms. Bovino at the March 21st Planning Board meeting so she can begin serving and fill the vacant ETJ seat. Thank for your consideration.

If you have any questions, please feel free to call me at 828-295-5240. Thank you.

Sincerely,

Kevin Rothrock, AICP
Planning Director

January 4, 2013

Attn: Mr. Scott Hildebran
CC: Jim West

I am interested in serving on the Blowing Rock planning board as an ETJ representative. As a Blowing Rock native I have a keen sense of responsibility to our town. I would enjoy not only learning more about "...plans, goals and objectives relating to the growth, development and redevelopment of the town and the surrounding extraterritorial planning area..." but I would like to actively contribute my own time and research toward civic smart growth.

As a wound care specialist at our town hospital, I interact daily with Blowing Rock Hospital residents and families (both summer and year round). Interestingly, conversation often lends to needs and visions for our town. What a great time to be a part of planning for our township.

In addition, I recently completed my term as a vestry member of St Mary's of the Hills and have time to afford to public service. I offer a unique perspective as I have travelled extensively and have observed rapid expansion in smaller towns like Ocracoke, NC, Nantucket, MA, and Telluride, CO. I have the motivation and interest to serve Blowing Rock as a board member. As a potential candidate, I am happy to provide any further information you may need.

Respectfully,



Natalie Bovino
PO Box 1314
Blowing Rock, NC 28605
828 719 8555
bovinoguitars@hotmail.com

WATAUGA COUNTY PLANNING BOARD

METHOD OF APPOINTMENT: Each County Commissioner makes a nomination from his/her district. Each nominee must be approved by the entire Board. Two at-large members shall be appointed by the entire Board. The terms of appointees representing districts shall be concurrent with the term of the County Commissioner elected to represent the district. The at-large appointees shall serve a term of four years.

REGULAR MEETING TIME & PLACE: 3rd Monday of Each Month @ at 6:00 P.M.
Commissioners' Board Room
Watauga County Administrative Building.

<u>PRESENT MEMBERS</u>		<u>APPOINTED</u>	<u>TERM EXPIRES</u>
Todd Castle (Commissioner Yates)	District 1	01/13	December 2016
Frank Gioscio (Commissioner Gable)	District 2	01/11	December 2012
Jim Fox (Commissioner Deal)	District 3	01/09 (reappointed)	December 2012
Jim West (Commissioner Blust)	District 4	01/11	December 2014
Patrick Morgan (Commissioner Miller)	District 5	01/11	December 2014
<u>AT-LARGE MEMBERS</u>			
Jamey Hodges		12/11	December 2014
Richard Mattar		01/10 (Reappointed)	December 2013

AGENDA ITEM 11:**MISCELLANEOUS ADMINISTRATIVE MATTERS*****C. Announcements*****MANAGER'S COMMENTS:**

On March 25, 2013, at 10:00 AM in the Town of Boone Council Chambers a ceremony designating the portion of US 421 through Watauga County as a Blue Star Highway will be held. The NC Board of Transportation approved the designation as part of the military recognition effort. The Mayor of the Town of Boone, former NCDOT Board of Transportation member Sam Halsey, and new NCDOT Board of Transportation (Division 11) member James Palmero will be present.

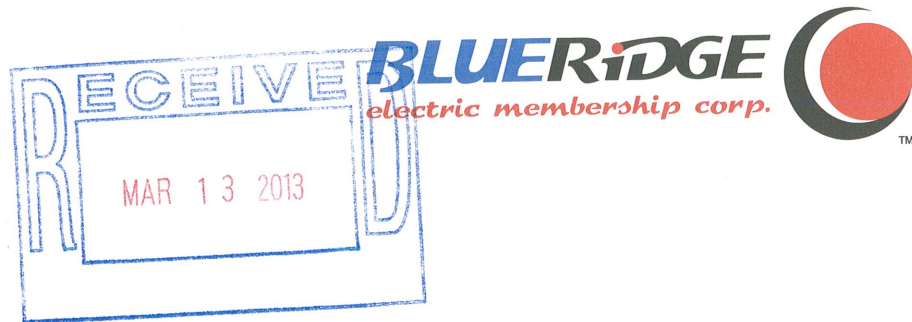
Blue Ridge Electric Membership Corporation is holding the 2013 Community Leaders Council spring luncheon on Thursday, April 11, 2013, at the Meadowbrook Inn in Blowing Rock at 12:00 P.M.

The 2013 Watauga County Economic Development Summit is scheduled for Wednesday, April 17, 2013, from 1:00 to 5:00 P.M. at the Blowing Rock Art and History Museum in Downtown Blowing Rock.

Doug Johnson
Chief Executive Officer

March 9, 2013

Deron Geouque
814 W King Street
Boone, NC 28607



Dear Deron,

The purpose of our Community Leaders Council (CLC) is to provide you with information about energy policy, regulations and legislation, and to create a dialogue with leaders about the economic vitality of northwest North Carolina. For 2013 we want to place strategic attention on how our local economy is recovering and performing. It is my hope that this focus will lead to specific actions and recommendations for creating better economic prosperity for our citizens and communities.

For this year's spring luncheon, I would like to invite you to a discussion focused on the local and regional economies of Watauga County and northwest North Carolina. Our featured speaker will be Dr. Harry Davis, Professor of Banking at Appalachian State University and Economist, North Carolina Bankers Association. We have asked Dr. Davis to focus his comments on our four primary counties—Watauga, Ashe, Alleghany, and Caldwell. In addition I have asked him to give us insight about where we are showing signs of recovery and where we need to place strategic emphasis.

Please plan to attend the 2013 Watauga Community Leaders Council spring business luncheon on **Thursday, April 11, beginning at noon at the Meadowbrook Inn in Blowing Rock.**

You may RSVP for the luncheon in one of three ways: complete and return the enclosed postage-paid RSVP card, email LuAnn Bradshaw at lbradshaw@blueridgeemc.com, or call LuAnn Bradshaw at 828-264-8894 extension 3207.

I look forward to seeing you and hearing your insights about this critical area on April 11.

Best regards,

Doug Johnson
Chief Executive Officer

DJ: lb

(828) 758-2383 Fax (828) 754-9671
1216 Blowing Rock Blvd. NE PO Box 112
Lenoir, NC 28645
djohnson@blueridgeemc.com



SAVE THE DATE!!!!

**2013 Watauga County Economic Development Summit
Blowing Rock Art and History Museum
Downtown Blowing Rock
April 17, 2013**

1:00 PM – 5:00 PM

Agenda will include:

Overview of the Regional Economy

Update on Activities of Economic Development Commission

Thought provoking session led by Jared Nichols

<http://www.thejarednicholsgroup.com/>

What If.....

How can we thrive in a volatile and uncertain future?

Sponsored By

Watauga County Economic Development Commission

Plenty of Parking on Site & nearby!

For additional information contact:

Watauga County Economic Development Office

828-264-3082

AGENDA ITEM 12:

PUBLIC COMMENT

AGENDA ITEM 13:

BREAK

AGENDA ITEM 14:

CLOSED SESSION

Attorney/Client Matters – G. S. 143-318.11(a)(3)
Economic Development – G. S. 143-318.11(a)(4)