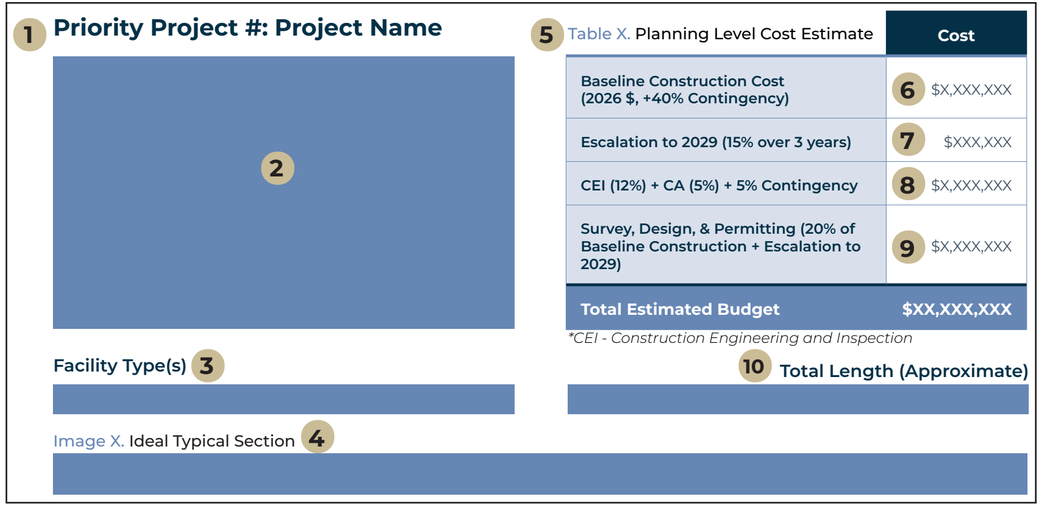
HOW TO READ A CUTSHEET

The Buncombe County Pedestrian Plan prioritizes ten projects and presents each one in a project cutsheet. A cutsheet is a simple, one-page summary of a project. It provides a quick overview of what the project is, where it is located, why it is needed, project challenges and opportunities, and how much it may cost. It is designed to help community members, decision-makers, and funding agencies understand the project at a glance so that it can be advanced towards the next stages of design.



1 Project Name: Road name for the priority project cutsheet.
2 Project Description: Shows key information about the road corridor today, including the type of road, traffic levels, important connections, and challenges that may affect improvements.
3 Facility Type: The minimal and ideal type of walking improvement the project adds, such as a sidewalk or sidepath.
4 Desired Typical Section: The ideal project outcome and long-term vision if space and funding allow, showing the type of walking improvements on both sides of the road.

5 Cost Estimate: An estimated project cost that will be needed to build the minimum facility (the likely improvement if the project is developed alone, without an overlapping NCDOT widening project).
6 Baseline Cost: The estimated cost to build the project in 2026, including a contingency to cover unexpected expenses.
7 Cost Escalation: Adds expected cost increases so the project budget reflects what it may cost to build in 2029.

8 Construction Engineering & Inspection (CEI) and Construction Adminstration (CA): The managing, inspecting, and overseeing of construction to make sure the project is built correctly, plus extra funding for unexpected costs contingency.
9 Survey, Design, & Permitting: The engineering survey of the corridor and the development of plans, designs, drawings, and permits needed before construction begins.
10 Total Length: An approximate measurement of the project length.

Priority Project 1: Smokey Park Highway

Smokey Park Highway (US 19/23), is a principal arterial that carries up to 31,000 vehicles per day. The corridor provides regional connectivity between major population centers and area highways while also serving transit (Mountain Mobility) and providing a critical local route to parks, recreation centers, schools, medical providers, neighborhoods, and retail destinations. The corridor is constrained topographically and by other transportation corridors. This presents a challenge in balancing needs as it is also a gap in the pedestrian network. At the time of plan development, NCDOT is conducting a feasibility study for this corridor.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$7,618,000
Escalation to 2029 (15% over 3 years)	$817,000
CEI (12%) + CA (5%) + 5% Contingency	$1,687,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,862,000
Total Estimated Budget	**$11,984,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

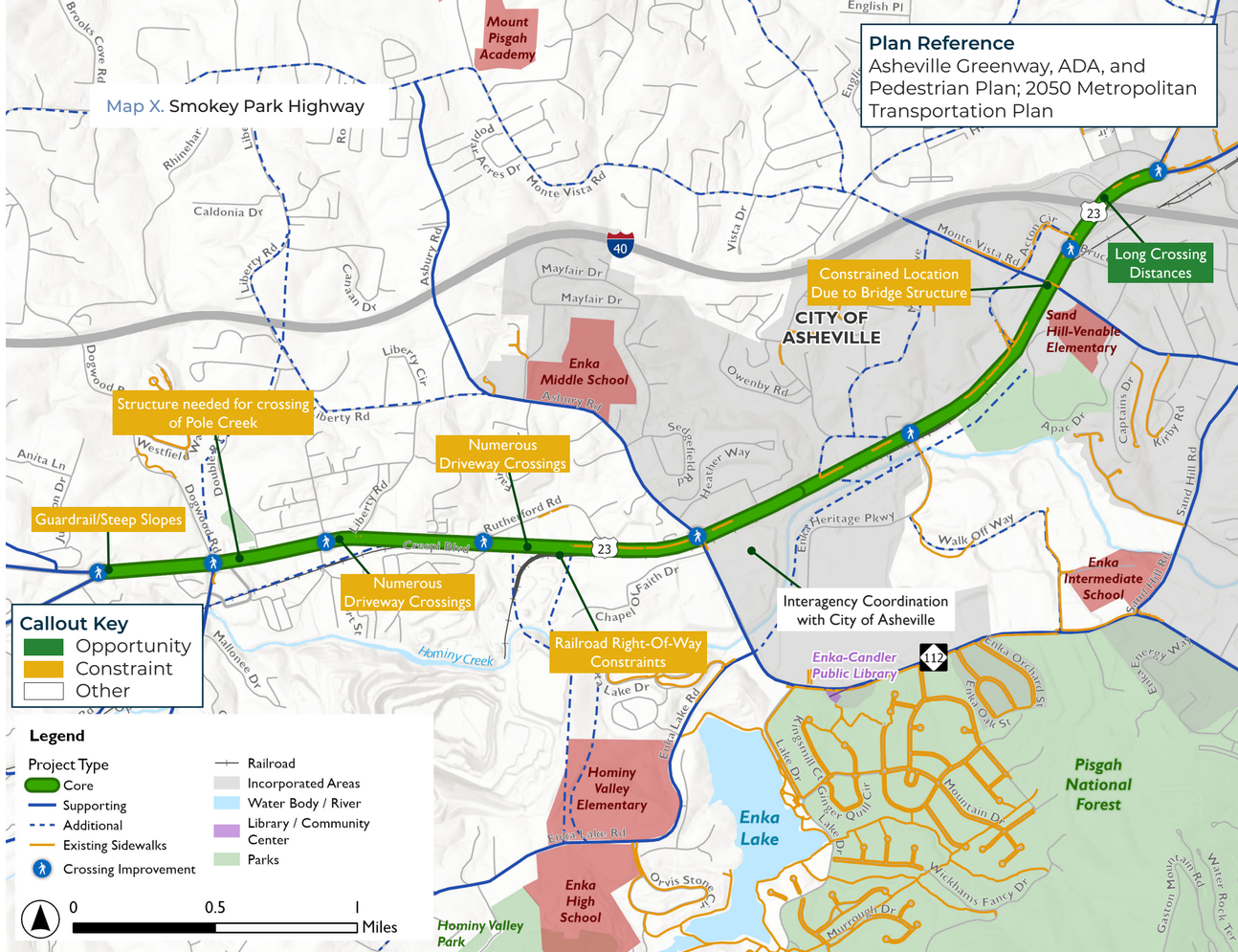
US 19/23 (Smokey Park Hwy) at NC 151 (Pisgah Hwy)/Dogwood Rd
Looking East



Total Length (Approximate)
18,300 feet / 3.5 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Smokey Park Highway



Priority Project 2: Brevard Road

Brevard Road (NC 191), from Oak Terrace Drive to the Blue Ridge Parkway, is a minor arterial that carries over 21,000 vehicles per day. The road connects major population centers, primary highways, the end of Asheville transit (ART) service, and key access to important destinations such as the Blue Ridge Parkway. It also provides essential local access to shopping centers, major employment centers, schools, medical providers, neighborhoods and retail. The corridor is constrained topographically and by other transportation corridors. This presents a challenge in balancing needs as it is also a gap in the pedestrian network. A greenway feasibility study was completed in 2015 and will need to be revisited to ensure compatibility with changes along the corridor.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$4,615,000
Escalation to 2029 (15% over 3 years)	$495,000
CEI (12%) + CA (5%) + 5% Contingency	$1,022,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,126,000
Total Estimated Budget	**$7,258,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

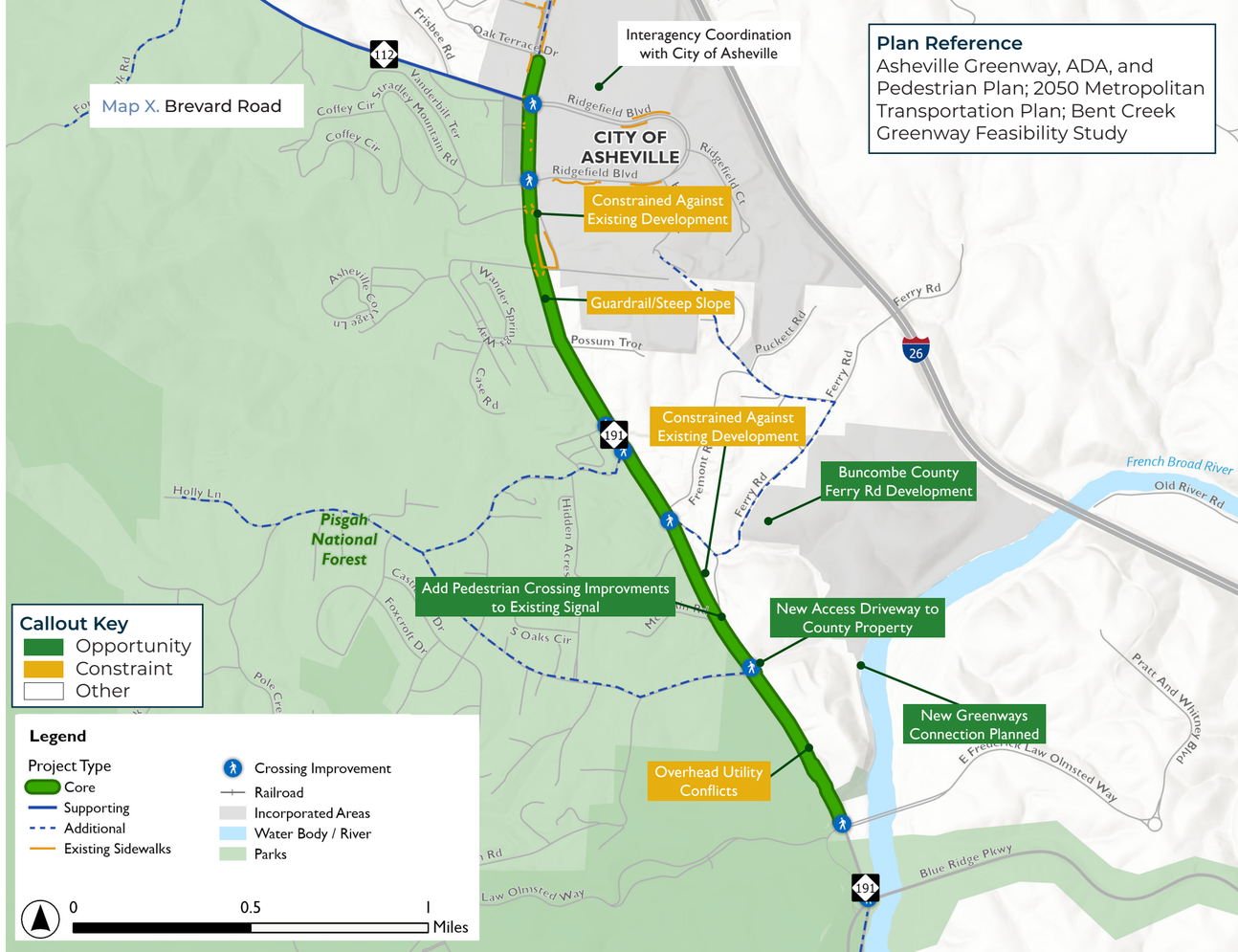
Image X. Ideal Typical Section
NC 191 (Brevard Rd) at Ridgefield Blvd
Looking South



Total Length (Approximate)
4,900 feet / 1 mile

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Brevard Road



Priority Project 3: Long Shoals Road/ Clayton Road

Long Shoals Road/Clayton Road, from Driftstone Circle to Schenck Parkway, is a minor arterial that carries more than 35, 000 vehicles per day on some segments. The road provides access to the end of Asheville transit (ART) service, connects major highways and arterials, and also provides essential local access to shopping centers, major business parks, schools, medical providers, neighborhoods and retail. Topographic constraints and the presence of other transportation infrastructure limit opportunities for expansion, creating challenges in balancing transportation needs. As a result, the corridor remains a significant gap in the pedestrian network.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$5,805,000
Escalation to 2029 (15% over 3 years)	$622,000
CEI (12%) + CA (5%) + 5% Contingency	$1,286,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,422,000
Total Estimated Budget	**$9,135,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

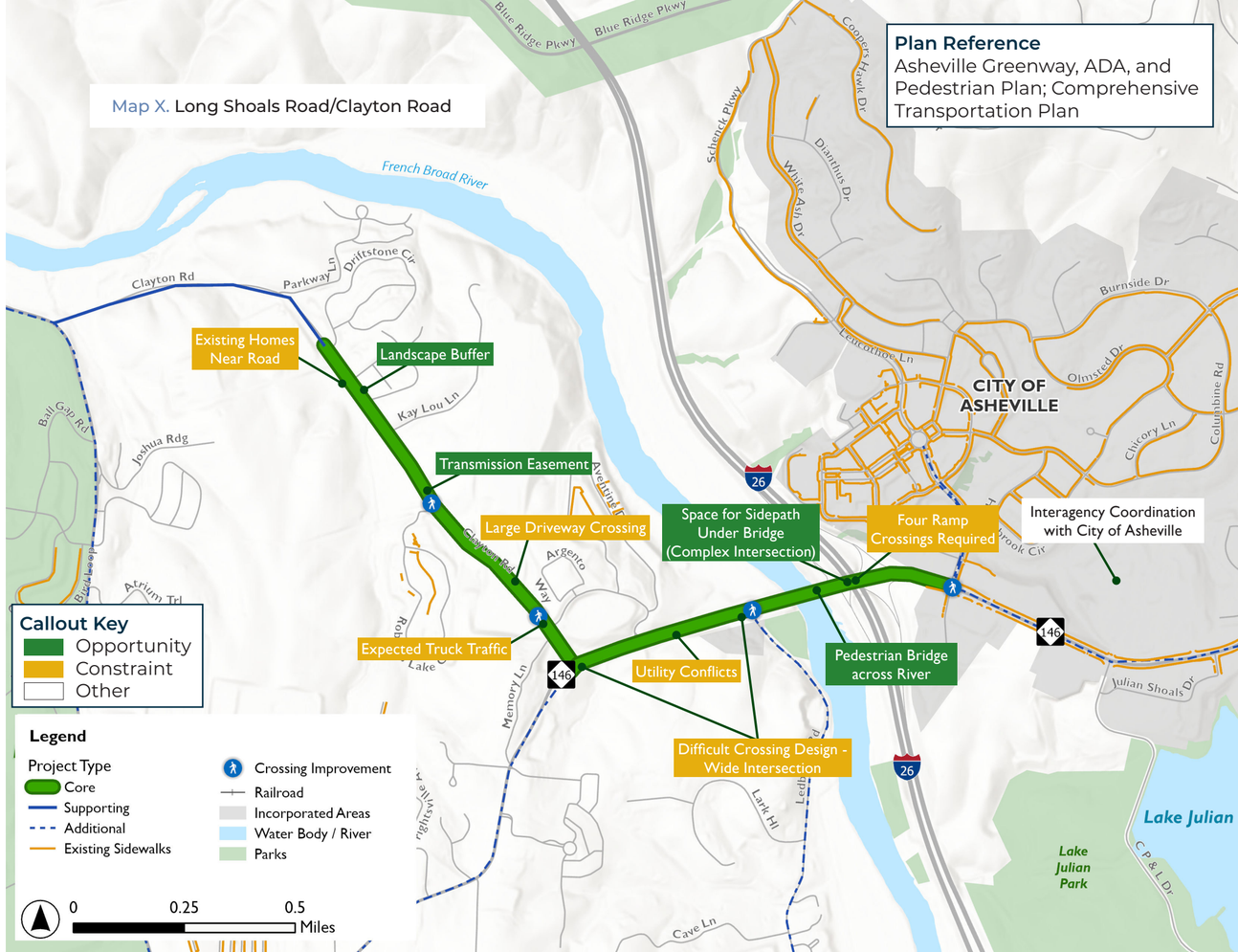
NC 146 (Long Shoals Rd) at Skyland Inn Dr
Looking West



Total Length (Approximate)
7,900 feet / 1.5 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Long Shoals Road/Clayton Road



Priority Project 4: Hendersonville Road

Hendersonville Road, from Atkins Street to Airport Road, is a principal arterial that carries more than 30,000 vehicles per day at some locations. The corridor provides connectivity to major population centers and area highways as well as the Blue Ridge Parkway. It also serves as a key transit corridor (ART) and accommodates diverted traffic when incidents occur on I-26. It provides essential local access to recreation centers, parks, schools, medical providers, neighborhoods and retail. The corridor is constrained by development and a rail corridor. This presents a challenge in balancing needs as it is also a gap in the pedestrian network. The MPO conducted a corridor study in 2021 to identify potential future improvements along the corridor.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$3,411,000
Escalation to 2029 (15% over 3 years)	$366,000
CEI (12%) + CA (5%) + 5% Contingency	$756,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$839,000
Total Estimated Budget	**$5,372,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

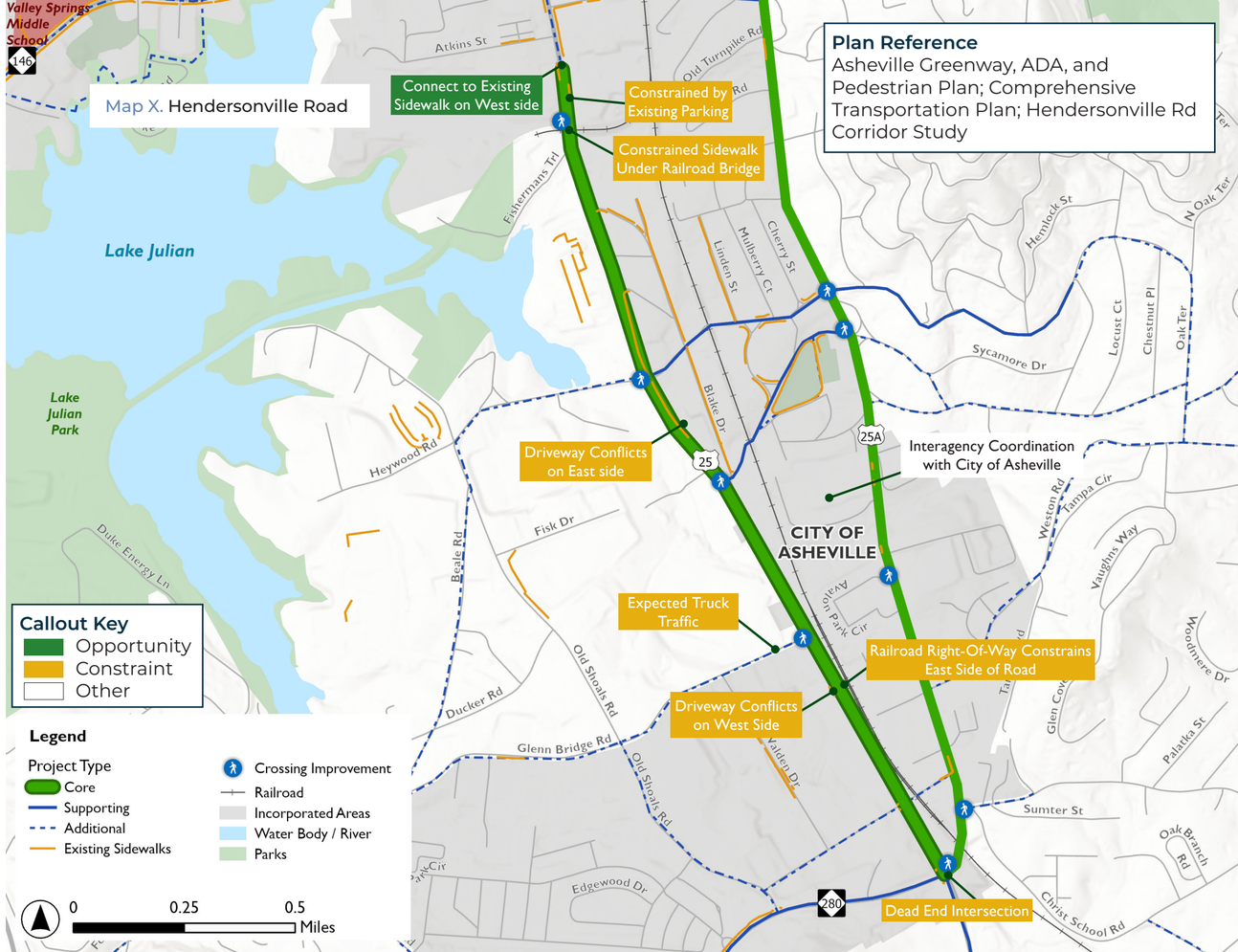
Image X. Ideal Typical Section
US 25 (Hendersonville Rd) at S. Forest Ln
Looking South



Total Length (Approximate)
8,700 feet / 1.75 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Hendersonville Road



Priority Project 5: Sweeten Creek Road

Sweeten Creek Road (US 25A), from Mills Gap Road to Hendersonville Road, is a minor arterial that carries more than 20,000 vehicles per day on some sections. The corridor serves as a major commuter corridor and provides connections to other area highways. It also provides essential local access to parks, schools, industrial uses, neighborhoods and retail. The corridor is constrained by topography, development, and a rail corridor. This presents a challenge in balancing needs as it is also a gap in the pedestrian network. NCDOT project U-2801AA includes roadway widening along the corridor and, while currently unfunded, has previously received funding.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$6,096,000
Escalation to 2029 (15% over 3 years)	$654,000
CEI (12%) + CA (5%) + 5% Contingency	$1,350,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,488,000
Total Estimated Budget	**$9,588,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

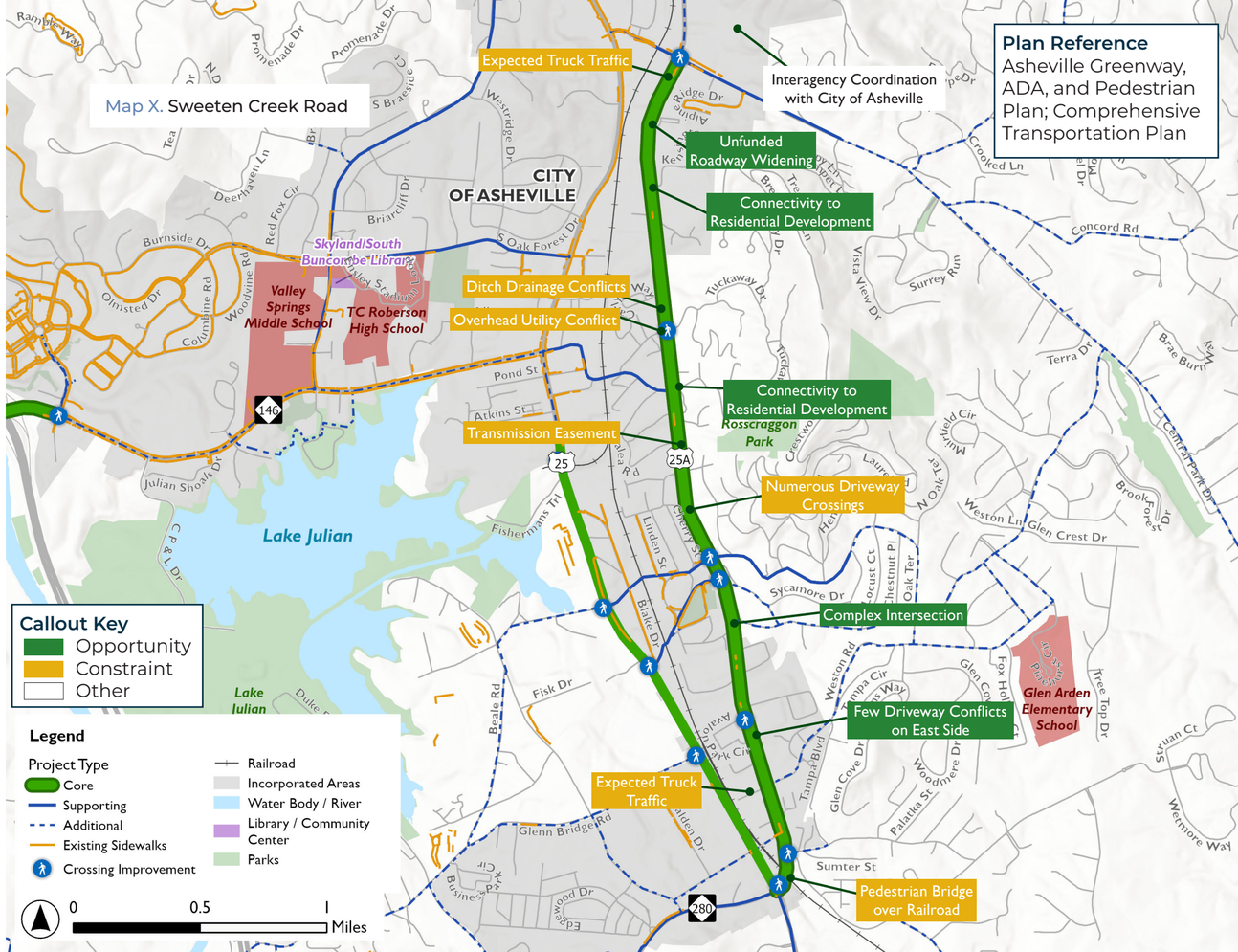
US 25 ALT (Sweeten Creek Rd) at Myrtle St
Looking South



Total Length (Approximate)
14,600 feet / 2.75 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Sweeten Creek Road



Priority Project 6: US 70

US 70, from Warren Wilson Road to Whitson Avenue, is a principal arterial carrying more than 19,000 vehicles per day on some segments and serving local transit (ART). The corridor provides connectivity to major population centers and area highways. It also provides essential local access to recreation centers, parks, schools, medical providers, neighborhoods and retail. The corridor is constrained topographically, by the Swannanoa River, and by railroad in some locations. This presents a challenge in balancing needs as it is also a gap in the pedestrian network. There are several projects underway in this area including a greenway feasibility study along the Swannanoa River, ongoing road repair from Tropical Storm Helene, several infrastructure grant pursuits led by the County, and the Swannanoa Small Area Plan.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[2]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$4,203,000
Escalation to 2029 (15% over 3 years)	$451,000
CEI (12%) + CA (5%) + 5% Contingency	$931,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,033,000
Total Estimated Budget	**$6,618,000**

**CEI - Construction Engineering and Inspection*
[2]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

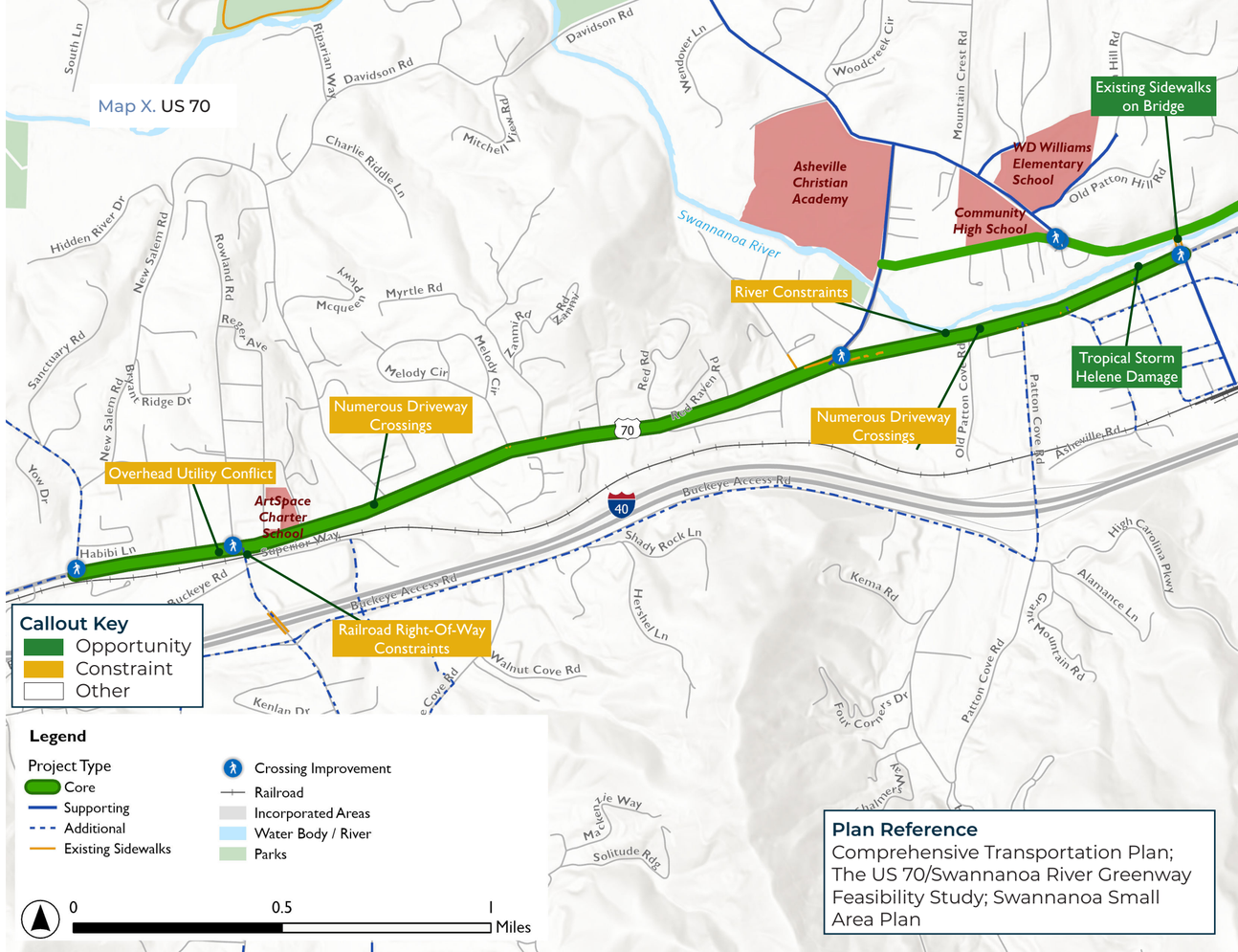
US 70 at Buckeye Cove Rd
Looking East



Total Length (Approximate)
11,900 feet / 2.25 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.

Map X. US 70



Priority Project 7: Old US 70

Old US 70, from Riverwood Road to Grovemont Avenue, is a major collector and carries varying traffic volumes along a constrained two-lane roadway. The corridor connects the historic Grovemont neighborhood to several local schools, parks, and community centers. The area's topography and natural features create constraints throughout much of the corridor, limiting options for expansion. Old US 70 also provides access to future parks and open space areas that are undergoing floodplain restoration.

Facility Type(s)[1,2]
Minimum: *Sidewalk One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[2]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$5,106,000
Escalation to 2029 (15% over 3 years)	$547,000
CEI (12%) + CA (5%) + 5% Contingency	$1,131,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$1,253,000
Total Estimated Budget	**$8,037,000**

**CEI - Construction Engineering and Inspection*
[2]Cost reflects minimum cross section of a sidewalk on one side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

Old US Hwy 70 at Bee Tree Rd
Looking East

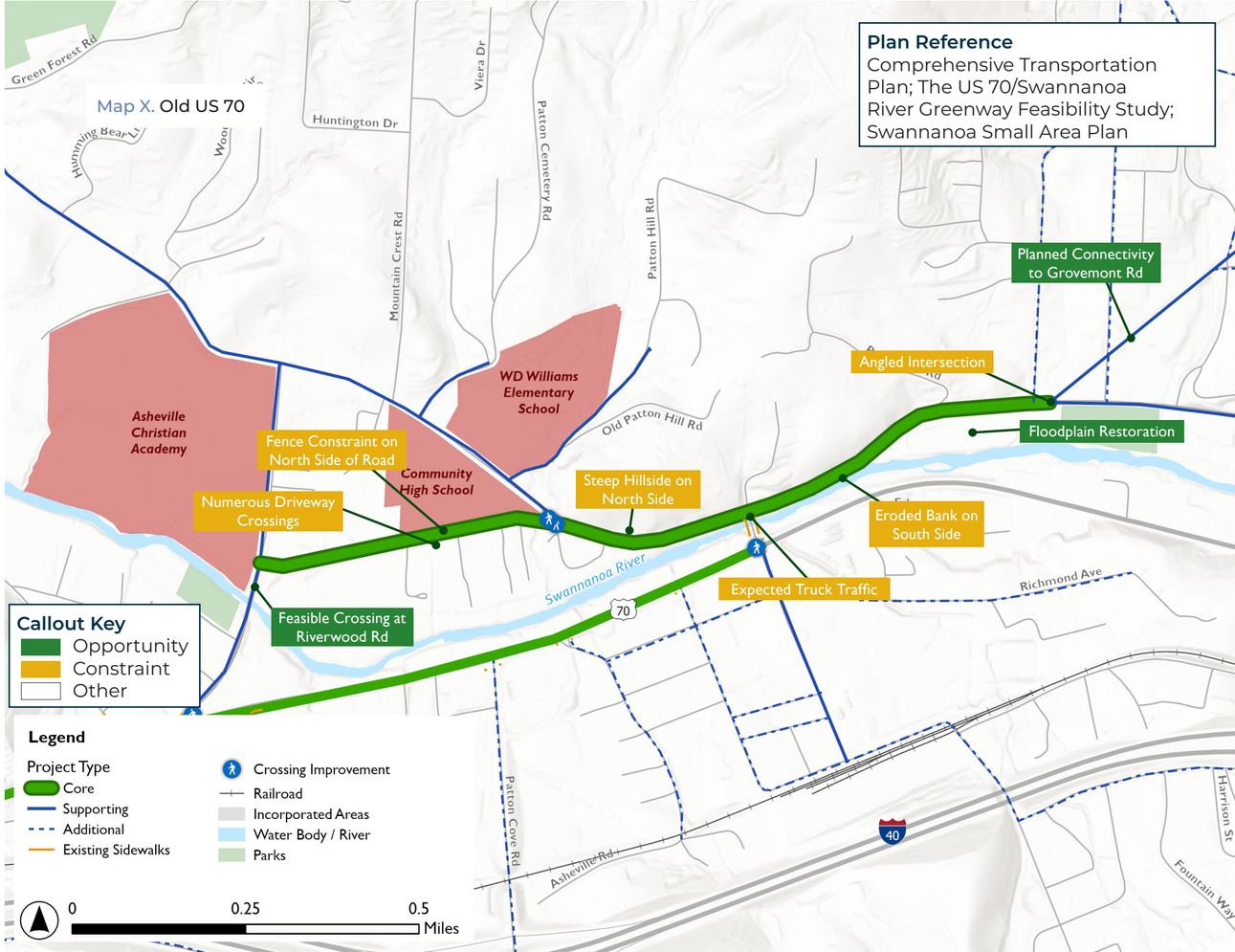


Total Length (Approximate)
5,100 feet / 1 mile

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.

Map X. Old US 70

Plan Reference
Comprehensive Transportation Plan; The US 70/Swannanoa River Greenway Feasibility Study; Swannanoa Small Area Plan



Priority Project 8: New Leicester Highway

New Leicester Highway, from Leila Lane to Old Country Home Road, is a principal arterial that carries approximately 22,000 vehicles per day. The corridor provides critical connectivity to rural and agricultural areas of the County, and serves multifamily housing, retail, medical providers, parks, schools, and neighborhoods. Asheville transit (ART) service, currently ends in the vicinity of this proposed project making this an important connection for multimodal travel. As growth continues in this part of the County, the corridor remains a significant gap in the pedestrian network.

Facility Type(s)[1,2]
Minimum: *Sidepath One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[2]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$2,922,000
Escalation to 2029 (15% over 3 years)	$314,000
CEI (12%) + CA (5%) + 5% Contingency	$648,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$722,000
Total Estimated Budget	**$4,606,000**

**CEI - Construction Engineering and Inspection*
[2]Cost reflects minimum cross section of a sidepath on one side, no sidewalk on opposite side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project..

Image X. Ideal Typical Section

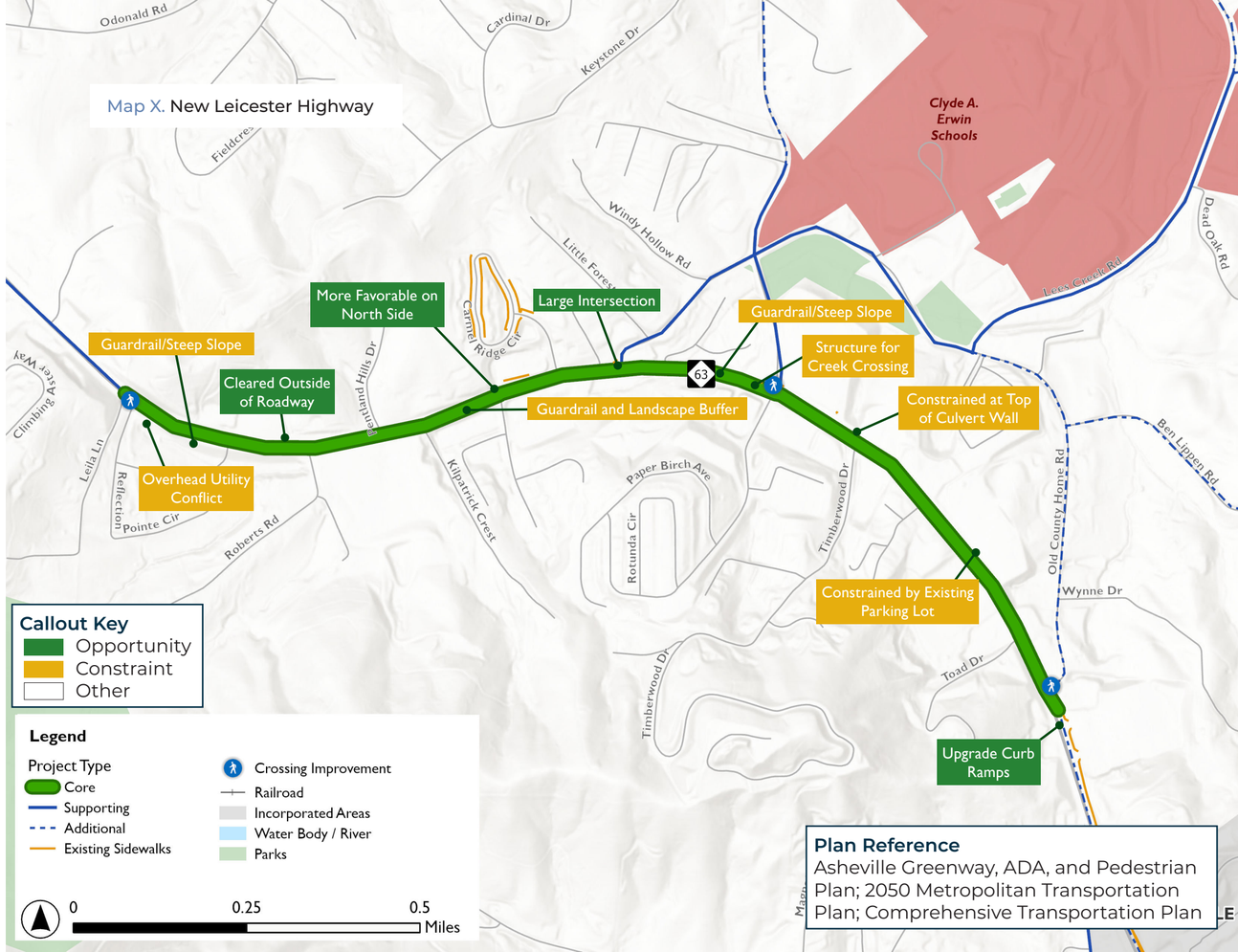
NC 63 (New Leicester Hwy) at Timberwood Dr
Looking Southeast



Total Length (Approximate)
6,900 feet / 1.25 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.

Map X. New Leicester Highway



Priority Project 9: Emma Road

Emma Road, from Hazel Mill Road to Bingham Road, is a major collector that carries approximately 5,100 vehicles per day. The road serves the dense Emma neighborhood, connecting residents to Emma Elementary School, PODER Emma, La Esperanza, grocery stores, local markets, and Asheville transit (ART) service. The corridor intersects N. Louisiana Avenue, another priority project identified in this plan. Utility infrastructure, the adjacent railroad corridor, and existing development create constraints that limit opportunities for expansion.

Facility Type(s)[1,2]
Minimum: *Sidewalk One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$1,805,000
Escalation to 2029 (15% over 3 years)	$194,000
CEI (12%) + CA (5%) + 5% Contingency	$400,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$440,000
Total Estimated Budget	**$2,839,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidewalk on one side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

Emma Rd at Emma Hills Dr
Looking West



Total Length (Approximate)
8,100 feet / 1.5 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. Emma Road

Plan Reference
Asheville Greenway, ADA, and Pedestrian Plan; 2050 Metropolitan Transportation Plan; Comprehensive Transportation Plan; Community Ownership PODER Emma

More Favorable on South Side
Overhead Utility Conflicts
Numerous Driveway Crossings
Constrained by Existing Buildings
Recently Completed STIP Project
Constrained by Exising Buildings
Constrained by Existing Homes and Fences
La Esperanza Community Cooperative
Transmission Easement
Existing Sidewalk
Add Curb Ramps
Interagency Coordination with City of Asheville
Emma Elementary School
CITY OF ASHEVILLE
Brickyard Rd
Hazelwood Rd
Emanuel Dr
Westside Dr
Emma Rd
Hazel Mill Rd
Starmount Dr
Hainsel Ave
Expo Dr
Bingham Rd
Hazel Knoll Cir
N Louisiana Ave
Florida Ave
Regent Park Blvd

Callout Key
Opportunity
Constraint
Other

Legend
Project Type
Core
Supporting
Additional
Existing Sidewalks
Crossing Improvement
Railroad
Incorporated Areas
Water Body / River
Parks

0 0.25 0.5 Miles

Priority Project 10: North Louisiana Avenue

North Louisiana Avenue, from Skyview Terrace to Emma Road, is a major collector carrying approximately 5,800 vehicles per day. The project will extend pedestrian facilities from Skyview Terrace, to Emma Elementary, La Esperenza, PODER Emma, Asheville transit (ART) service, and other retail and residential destinations. This segment will strengthen pedestrian connectivity between the Emma community and Asheville, supporting local community-based initiatives such as PODER Emma and neighborhood access to essential destinations..

Facility Type(s)[1,2]
Minimum: *Sidewalk One Side*
Ideal: *Sidepath One Side, Sidewalk Opposite Side*

Table X. Planning Level Cost Estimate[3]

	Cost
Baseline Construction Cost (2026 $, +40% Contingency)	$415,000
Escalation to 2029 (15% over 3 years)	$45,000
CEI (12%) + CA (5%) + 5% Contingency	$92,000
Survey, Design, & Permitting (20% of Baseline Construction + Escalation to 2029)	$103,000
Total Estimated Budget	**$655,000**

**CEI - Construction Engineering and Inspection*
[3]Cost reflects minimum cross section of a sidewalk on one side. Ideal cross section will likely require a partnership with an NCDOT widening project; however, the minimum cross section is more likely to be implemented independent of a widening project.

Image X. Ideal Typical Section

N. Louisiana Ave at Edwards St
Looking East



Total Length (Approximate)
1,200 feet / .25 miles

[1]Facility type may vary depending on funding source and implementation method. Due to substantial corridor constraints and competing demand for space between multimodal modes and vehicle capacity, a feasibility study and corridor traffic evaluation are recommended to determine final cross sections, especially for constrained areas.
[2]Facility type and location (which side of road) will require interagency coordination to align with nearby planned projects.

Map X. North Louisiana Avenue

