



**Town of Long View and  
Town of Hildebran,  
North Carolina**

**Sidepath  
Feasibility  
Study**

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## Executive Summary

The Hildebran-Long View Sidepath discussed in this plan would provide both regional connectivity between the towns of Hildebran, Long View and the City of Hickory, as well as serve as a key segment of the NCDOT Great Trails State Plan. The trail would connect an existing network of sidewalks in Hildebran to Long View passing by community destinations such as grocery stores, churches and the Long View Recreation Center, and ultimately connecting to a proposed trail network in Hickory near the Hickory Aviation Museum.

The project was identified in the *Great Trails State Plan (2022)* which outlined a plan to connect all 100 counties across North Carolina to the state's growing network of greenways. The plan proposed a shared use path through Hildebran and Long View as part of the Morganton to Lenoir and Hickory trail segment. *The Town of Hildebran and Long View Sidepath Feasibility Study* is led by the towns of Hildebran and Long View, the Western Piedmont Council of Governments (WPCOG), and the North Carolina Department of Transportation's Integrated Mobility Division (NCDOT IMD) and will help move the project from the conceptual phase to prioritization and project programming.

The study evaluates the feasibility of a 10-foot sidepath within existing right-of-way where possible along streets in the two towns, as well as determining on which side of the road the sidepath will be constructed. It also looks at where crosswalks would be located, and challenges related to right-of-way, railroad crossings, and utilities. Finally, the study includes cost estimates and an implementation plan that would help guide the towns through construction.

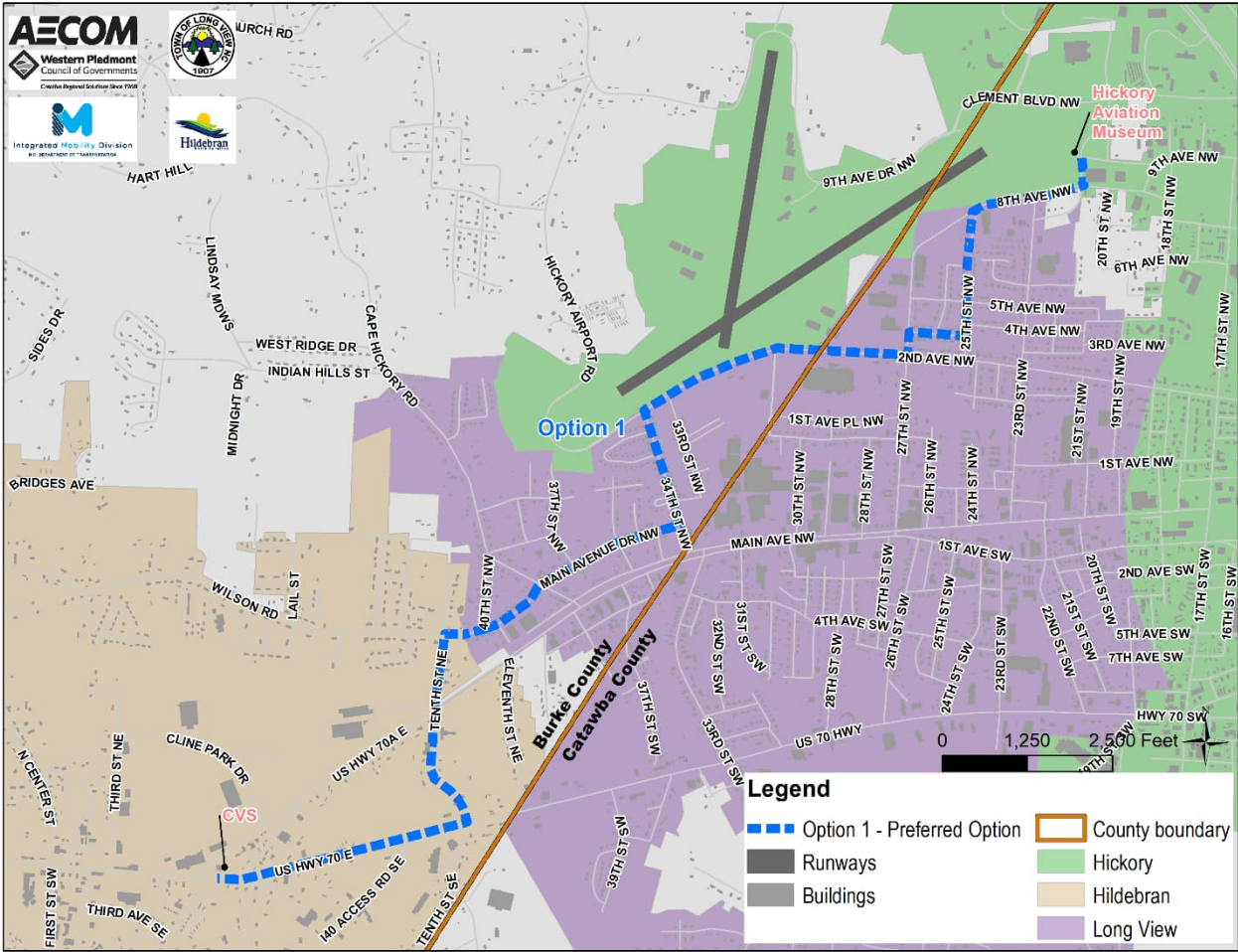
The study was led by a steering committee, which met four times during the feasibility study. The steering committee was comprised of representatives from both towns, WPCOG, and NCDOT IMD. The steering committee met in August, and October of 2023, and January and March of 2024, each time refining the alignment and working to identify a preferred alternative. A public meeting was also held on August 1<sup>st</sup> of 2024 in the Long View Town Hall where members of the public could get information and provide input on the project.

### Preferred Alternative

The steering committee began by looking at the alignment that was identified in the *Great Trails State Plan* which would use property within the runway protection zone for the Hickory Regional Airport. The sidepath is considered a non-conforming use, and so a secondary alignment was developed, that would use surface streets through the two towns. While a version of the original alignment remained throughout the course of the study, the Steering Committee worked to develop the second alignment to avoid impacts to utilities and the Norfolk Southern right of way and connect community facilities in the two towns and beyond. For these reasons, the second alignment, referred to as Option 1, was chosen as the preferred alignment at the March 2024 steering committee meeting, and presented to the public for comment in August of 2024. Figure ES-1 shows the preferred alignment. Option 1 was designed to promote connectivity throughout the town while limiting impacts to residences, businesses and utilities. The south end of the project begins in Hildebran where sidewalks currently end on US 70a at CVS pharmacy. As the sidepath moves east and north, it follows Tenth Street, Main Avenue Drive, 34<sup>th</sup> Street, 2<sup>nd</sup> Ave, and neighborhood streets before connecting to the Hickory Aviation Museum on 8<sup>th</sup> Avenue.

The feasibility study used the design criteria that is outlined in the November 2023 NCDOT Roadway Design Manual. This criterion was selected because of the right-of-way challenges along both options, and because it provides the maximum amount of safety for trail users. The designs for this feasibility study used a standard 10-foot of right-of-way from the slope stakes. For most locations along the option alignments, this will require the purchase of easements to accommodate the sidepath. Typical sections include a 10-foot multi-use path on one side of the road behind a 24-foot clear zone in areas with no curb and gutter

Figure ES 1: Option 2, Preferred Alternative



**Implementation**

Implementation of the Long View and Hildebran sidepath will require coordination and collaboration with multiple partners and stakeholders at all levels. Maintaining and developing the partnerships will be crucial in project development. Key partners include:

- Town of Long View
- Town of Hildebran
- WPCOG
- Greater Hickory Metropolitan Planning Organization (GHMPO)
- NCDOT Division 12 and 13
- NCDOT IMD

The section also discusses action steps, including coordinating with NCDOT and GHMPO to prioritize the project corridor to submit through the NCDOT Strategic Transportation Prioritization (SPOT) submittal process. Another action step is to search for funding sources, and the implementation section includes potential funding sources for moving the project forward. The implementation section also includes a cut sheet for the project, and contains the following information:

- Project description
- Project length
- Intersection crossings
- A discussion of real estate acquisitions and easements needed.
- Cost estimates, including current year and escalated construction costs for anticipated build year, right-of-way cost design service costs, construction engineering and inspection services costs, and total budget recommendation.

## 1.0 Introduction

### 1.1 Study Background

In 2023, the Western Piedmont Council of Government (WPCOG) applied for grant funding from the North Carolina Department of Transportation (NCDOT) to conduct a feasibility study on the construction of a sidepath connection between the towns of Long View and Hildebran in Catawba and Burke Counties. The purpose of the study is to determine the best sidepath route for bicycle and pedestrian traffic as a practical alternative to motorized travel along the 3-mile corridor between the two towns.

The sidepath is important for several reasons:

- 1) The route would be a segment of the NCDOT Great Trails State Plan network in addition to connecting the two towns.
- 2) The sidepath would provide access to shopping and work for underserved Title VI residents.
- 3) The project would connect residents to local and regional destinations, and to trails in neighboring Hickory.

The project is located in the eastern most section of Burke County and western Catawba County, southwest of the Hickory Regional Airport. The corridor length is approximately 4 miles and includes connections to the Long View Recreation Center, grocery stores, businesses, and neighborhoods. The connection between the Town of Long View and the Town of Hildebran is complicated due to the airport and its runway protection zone (RPZ), an active Norfolk-Southern (NS) rail corridor, many short town streets, and narrow two-lane roads.

### 1.2 Study Guiding Principles

The objective of this feasibility study is to comprehensively evaluate alternatives for constructing a multi-use path that would connect Hildebran and Long View, as well as provide a key trail segment that was identified in the *Great Trails State Plan*, developed in 2022. The trail would provide safer and more seamless access across the two towns, as well as connect to community resources and destinations. As part of this effort, the towns of Hildebran and Long View have identified the following four categories of goals:

1. Public engagement: Engage the neighborhoods, businesses, stakeholders, steering committee members, and the public in the project area to identify an approach that best meets the needs of the local community.
2. Cost understanding: Leverage a quantity-based approach to produce a detailed cost estimate that can be used to pursue funding opportunities such as grants.
3. Design: Comprehensive designs for the project would allow the town to have a clear idea of the final project which can inform the bidding process.
4. Project implementation: An action plan would identify the permitting, right-of-way needs, project partners, and funding sources that will help to move the project into implementation.

### 1.3 Study Process Overview

The project began with a stakeholder meeting where two alignment options were identified based on the original trail alignment presented in the *Great Trails State Plan*, developed in 2022. In a series of steering committee meetings, the two alignment options were discussed, modified, and refined based on several opportunities and constraints, including potential community connections, and conflicts with the airport and its RPZ (see Section 4.1). Based on the two alignment options, draft conceptual designs were developed prior to the final steering committee meeting held in March 2024. Based on discussions with the steering committee, a preferred option was selected and the design for the preferred option was further developed and refined. The preferred option was presented to the public at a public meeting in May of 2024. Cost estimates were calculated for the final conceptual design, and the team drafted an accompanying report to guide future implementation of the project. The project schedule is shown in Table 1-1.

Table 1-1: Feasibility Study Project Schedule

Task	Timeline
Inventory and evaluation of current conditions	August 2023
Meet with stakeholders	August 2023
First steering committee meeting	October 2023
Develop draft conceptual designs	November 2023
Second steering committee meeting/ public meeting	January 2024
Final steering committee meeting	March 2024
Finalize conceptual designs, develop cost estimates	May 2024
Public meeting	August 2024
Implementation plan and report	September 2024

1.4 Prior Studies and Plans

The *Great Trails State Plan (2022)*<sup>1</sup> outlines an ambitious plan to connect all 100 counties across North Carolina to the state’s growing network of greenways. Greenways are not only valuable for their recreational benefits, but they also provide active transportation opportunities that improve access to communities and can yield economic benefits. The plan proposes a shared use path through Hildebran and Long View as part of the Morganton to Lenoir and Hickory trail segment, which would also include connections to Connelly Springs and Valdese. The proposed path runs along the northwestern perimeter of the Hickory Regional Airport and continues along 34<sup>th</sup> Street NW, Main Avenue Drive NW, 10<sup>th</sup> Street NE, and US Highway 70. A draft alternate route is also included for the trail segment (see Figure 4-1). The plan notes that a feasibility study would be an important next step to further explore the potential of the proposed trail alignments.



The *Hildebran Comprehensive Plan (2023)*<sup>2</sup> establishes a vision and plan to guide the town’s long-term growth and development. The plan includes recommendations related to areas such as transportation, parks and recreation, natural and cultural resources, land use, and economic development. Recommendations relevant to the Long View and Hildebran sidepath include the 2<sup>nd</sup> Avenue Extension, which is an extension of 2<sup>nd</sup> Avenue from Cape Hickory Road to North Center Street and to Mount Harmony Road. The project would construct a 5-foot sidewalk along the western side of North Center Street from US Highway 70 to Wilson Road.

<sup>1</sup>Great Trails State Plan, NCDOT, 2022 <https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/final-plan.aspx>

<sup>2</sup> Town of Hildebran Comprehensive Plan, April 2023: [https://www.hildebrannc.com/files/ugd/36194a\\_9eba2e2424b34190863ff229594891d3.pdf](https://www.hildebrannc.com/files/ugd/36194a_9eba2e2424b34190863ff229594891d3.pdf)

The *Town of Hildebran Comprehensive Pedestrian Master Plan (2010)*<sup>3</sup> establishes a plan to better support pedestrians through infrastructure, policies, and programs. The town seeks to promote pedestrian safety and improve the overall pedestrian experience through initiatives that focus on open space development and pedestrian connectivity. The plan identifies existing barriers and constraints to pedestrians, which include locations along US Highway 70. The plan recommends the construction of sidewalk along portions of 10<sup>th</sup> Street NE, Main Avenue, and US Highway 70.

The *2050 Greater Hickory Metropolitan Transportation Plan*<sup>4</sup> recommends transportation projects for the 28 local governments in Alexander, Burke, Caldwell, and Catawba Counties. The plan includes goals to develop the region's multi-modal transportation network and to create safe and effective bikeway, sidewalk, and greenway networks that link people to key resources and destinations. The plan notes the BL-0001 scheduled sidewalk project on Main Avenue East to connect the residential neighborhoods to downtown Hildebran.

## 1.5 Project Benefits



### Health

Active transportation infrastructure such as sidewalks, shared use paths, and trails promote active living and improve health by providing residents with opportunities to exercise and integrate physical activity into their daily lives. Programs such as Active Routes to School provide education and encouragement for more physical activity. Improving health is of critical importance in North Carolina where 35.6 percent of adults are overweight, and 34 percent of adults are obese according to data from the CDC.

According to Catawba County's *2020 State of the County Health Report*, heart disease is the leading cause of death in the county and the report notes a growing recognition that transportation and access issues play in affecting health outcomes.<sup>5</sup> Similarly, the *2022 Burke County Health Assessment* identifies heart disease as the second leading cause of death in Burke County in 2019 and indicates the need to improve accessible transportation.<sup>6</sup>

In addition, the CDC reported data that shows the percentage of North Carolina students in grades 9 to 12 who are obese jumped from 12.5 percent in 2013 to 16.4 percent in 2015 and has stayed above 15 percent since. This shows an undesired positive trend in obesity rates. In 2019, 15.4 percent and 16 percent of students in grades 9 to 12 were classified as obese or overweight, respectively. This indicates that the need to decrease these numbers and promote active and healthy lifestyles remains imperative in North Carolina.<sup>7</sup>



### Economic Competitiveness

Investing in pedestrian infrastructure returns economic benefits to communities through increased property values, patronage of local businesses, and tourism. Improving transportation choices in a community encourages better connectivity between people and places and is

<sup>3</sup> Town of Hildebran Comprehensive Pedestrian Master Plan, 2010:

[https://www.hildebrannc.com/files/ugd/36194a\\_503fc7684c5f473aa8de6d99be8c8c0f.pdf](https://www.hildebrannc.com/files/ugd/36194a_503fc7684c5f473aa8de6d99be8c8c0f.pdf)

<sup>4</sup> 2050 Metropolitan Transportation Plan, Western Piedmont Council of Governments, 2023: <https://www.wpcog.org/metropolitan-trans-plan-mtp>

<sup>5</sup> 2020 Catawba County State of the County Health Report, <https://embed.clearimpact.com/Container/Embed?id=10014904>

<sup>6</sup> 2022 Burke County Health Assessment, <https://www.burkenc.org/DocumentCenter/View/2847/Burke-2022-CHA?bidId=>

<sup>7</sup> Center for Disease Control and Prevention (2019), Nutrition, Physical Activity, and Obesity: Data, Trends and Maps - North Carolina Category: Obesity / Weight Status. Retrieved from [https://nccd.cdc.gov/dnpao\\_dtm/rdPage.aspx?rdReport=DNPAO\\_DTM.ExploreByLocation&rdRequestForwarding=Form](https://nccd.cdc.gov/dnpao_dtm/rdPage.aspx?rdReport=DNPAO_DTM.ExploreByLocation&rdRequestForwarding=Form)

closely tied to public health, access to jobs and resources, and business opportunities. Providing access to and connectivity between local businesses are important incentives for economic development, as convenient and appealing active transportation facilities can encourage the movement of people and increase their access to economic resources. NCDOT Integrated Mobility Division's (IMD's) Great Trails State Final Report outlines a goal to provide a \$1.72 annual return on investment for every \$1 of trail construction in the form of sales revenue at local businesses, sales tax revenue, and other community benefits.<sup>8</sup> NCDOT also commissioned a study on the economic impact of trails and found that the development of trails is a viable economic strategy for communities across North Carolina.<sup>9</sup> The plan also included economic development within their Complete Streets Policy and highlights economic development in their visionary plan for North Carolina.

## Safety



The need to improve safety for pedestrians is urgent. Between 2010 and 2019, an average of 2,997 pedestrian crashes occurred across the state, annually, for a total of almost 30,000 pedestrian crashes. In the same timeframe, an average of 194 of these crashes caused fatal injury per year and an average of 227 of these crashes likely caused serious injury per year.<sup>10</sup> In 2022, Burke County reported 11 crashes involving a pedestrian and 4 that involved bicyclists. Fortunately, none of the bicycle crashes were fatal; however, 3 of the pedestrian crashes resulted in a fatality. In the same year, Catawba County recorded 35 crashes involving pedestrians and 11 that involved bicyclists. Again, none of the bicycle crashes were fatal, but 5 of the pedestrian crashes resulted in a fatality.<sup>11</sup>

## Mobility



Mobility describes the effectiveness of the transportation system, which includes roads, rail, public transit, and bicycle or pedestrian facilities, to move people and goods safely and quickly. As roads become increasingly congested, one way that communities can improve transportation efficiency is by offering active transportation alternatives to automobiles and designing 'Complete Streets' that accommodate all modes of transportation. Providing the most appropriate types of transportation facilities can also improve transportation efficiency. In areas with multiple resources within proximity of one another, providing active transportation facilities can reduce the number of short motor vehicle trips.

## Sustainability



As of 2022, transportation is responsible for 37.4 percent of carbon dioxide emitted nationally, of which 20.6 percent of emissions for the sector are attributed to passenger cars.<sup>12</sup> Active transportation infrastructure encourages stewardship of our natural resources by providing residents with a fossil fuel-free mode of transportation. Results of facilitating and encouraging bicycling and walking as a standard mode of transportation include the following: fostering an

<sup>8</sup> Great Trails State NC Final Report 2022, <https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Documents/great-trails-plan.pdf>

<sup>9</sup> NCSU Institute for Transportation Research and Education Evaluating the Economic Contribution of Shared Use Paths in NC, 2018. <https://itre.ncsu.edu/focus/bike-ped/sup-economic-impacts/>

<sup>10</sup> North Carolina Bicycle and Pedestrian Crash Data Tool, <https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af>

<sup>11</sup> NCDOT Pedestrian and Bicyclist Crash Dashboard, <https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af>

<sup>12</sup> Environmental Protection Agency, 2024. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022, [https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text\\_04-18-2024.pdf](https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf)

appreciation for nature and protecting natural resources, reducing fossil fuel consumption and vehicle emissions, and encouraging overall energy conservation and land use planning that promotes diverse modes of transport and mix of land uses.

While reducing vehicle miles travelled in general yields environmental benefits, shorter trips are more polluting than long trips on a per-mile basis. This is due to the high levels of emissions caused by “cold starts” and the first few minutes of travel before pollution control devices work effectively, which are responsible for 60 to 80 percent of emissions that occur while the vehicle is operating.<sup>13</sup> Therefore, consolidating the number of vehicle trips is an important environmental goal<sup>14</sup>.



### Quality of Life

Quality of life is influenced by factors that include but are not limited to the following: commute options, access to recreation including parks and trails, safety, and economic competitiveness. Bicycle and pedestrian amenities positively contribute to the overall quality of life of a community as such amenities encourage residents and visitors to be active, social, and enjoy more travel choices.

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<sup>13</sup> Tarulescu, Radu & Tarulescu, Stelian & Olteanu, Ciprian. (2014). Vehicle Pollution for Cold Engine Functioning. Annals of the Oradea University. Fascicle of management and Technological Engineering. XIII(XXIII). 10.15660/AUOFMTE.2014-1.3015. [https://www.researchgate.net/publication/275552195\\_VEHICLE\\_POLLUTION\\_FOR\\_COLD\\_ENGINE\\_FUNCTIONING](https://www.researchgate.net/publication/275552195_VEHICLE_POLLUTION_FOR_COLD_ENGINE_FUNCTIONING)

<sup>14</sup> U.S. Pedestrian and Bicycle Information Center (2015). [https://www.pedbikeinfo.org/factsfigures/facts\\_environment.cfm](https://www.pedbikeinfo.org/factsfigures/facts_environment.cfm).

## 2.0 Study Considerations

### 2.1 Planning Level Considerations

This section discusses the demographic make-up of the two towns, as well as the land uses and employers in the area.

#### 2.1.1 Demographics

United States Census data from 2020 and American Community Survey (ACS) data from 2022 were reviewed to understand the socioeconomic characteristics of the two towns, as well as Burke and Catawba Counties. It is important to note that while US Census data is based on a 100 percent count of the population, ACS data is based on 5-year sampling data, and there may be some inconsistencies related to total population between data sets.

According to the 2020 Census, the population of Hildebran had shrunk by 17 percent since the 2010 Census, although Burke County – where Hildebran is located –lost 3.7 percent of its population. Long View, which is primarily in Catawba County, grew by 4.5 percent during the same period compared to Catawba County’s growth rate of 4.1 percent. Population information is shown in Table 2-1.

*Table 2-1: Population*

2020 Decennial Census Population		
Town	Total Population	Change since 2010 Census
Hildebran	1,679	-17.0%
Long View	5,088	4.5%
Burke County	87,570	-3.7%
Catawba County	160,610	4.1%

Minority population from the ACS, shown in Table 2-2, indicates that the Long View has a much higher minority population than both Catawba County and the state as a whole, while Hildebran has a minority rate comparable to Burke County and one that is much lower than the state as a whole.

*Table 2-2: Minority Population*

Geography	Total Population	White, Non-Hispanic		Minority Population*	
		#	%	#	%
Hildebran	1,843	1,500	81.4%	343	18.6%
Long View	5,029	2,441	48.5%	2,588	51.5%
Burke County	87,799	71,070	80.9%	16,729	19.1%
Catawba County	161,011	118,383	73.5%	42,628	26.5%
North Carolina	10,470,214	6,455,988	61.7%	4,014,226	38.3%

\* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2018-2022), Table B03002, "Hispanic or Latino Origin by Race."

Poverty data from the ACS (shown in Table 2-3) for the two towns is similar or lower than their respective counties, and in-line with the state as a whole. Hildebran has a slightly lower poverty rate than Burke County and the state, while Long View’s poverty rate is similar to both Catawba County and North Carolina. Median household income is

also shown in Table 2-3. Both Hildebran and Long View have incomes lower than their respective counties, as well as the state, with Long View's median income being much lower than other areas.

*Table 2-3: Poverty Rate and Median Income*

Geography	Poverty Population	Below Poverty Level		Median Household Income
		#	%	
Hildebran	1,843	200	10.9%	\$51,680
Long View	5,008	655	13.1%	\$44,740
Burke County	85,261	14,453	17.0%	\$53,732
Catawba County	157,959	20,605	13.0%	\$62,070
North Carolina	10,186,155	1,357,418	13.3%	\$66,186

Source: US Census Bureau, American Community Survey 5-year Estimates (2018-2022), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

Understanding vehicle ownership, and the availability of vehicles in a household, can help frame the needs of non-motorized users in a community. Table 2-4 shows the number of households in each town and county with no vehicles available. Of note, Long View has a vehicle-less household rate higher than both Catawba County and North Carolina as a whole.

*Table 2-4: Zero Vehicle Households*

Geography	Occupied Housing Units	No Vehicle Available	
		#	%
Hildebran	769	21	2.7%
Long View	2,102	127	6.0%
Burke County	35,195	1,623	4.6%
Catawba County	64,442	3,167	4.9%
North Carolina	4,105,232	220,103	5.4%

### 2.1.2 Land Use

Land uses in the two towns are largely residential and undeveloped. There are also several large manufacturing plants, such as Carolina Container at 61 30th Street NW and Century Furniture at 2839 2nd Avenue NW. Manufacturing is also located along 8<sup>th</sup> Avenue in Long View near the airport. Non-residential uses are concentrated along main thoroughfares, including US 70A/1<sup>st</sup> Avenue SW and US 70. Downtown Hildebran also serves as a retail center, with numerous restaurants and shops. However, in both towns, single family residential is the predominant land use.

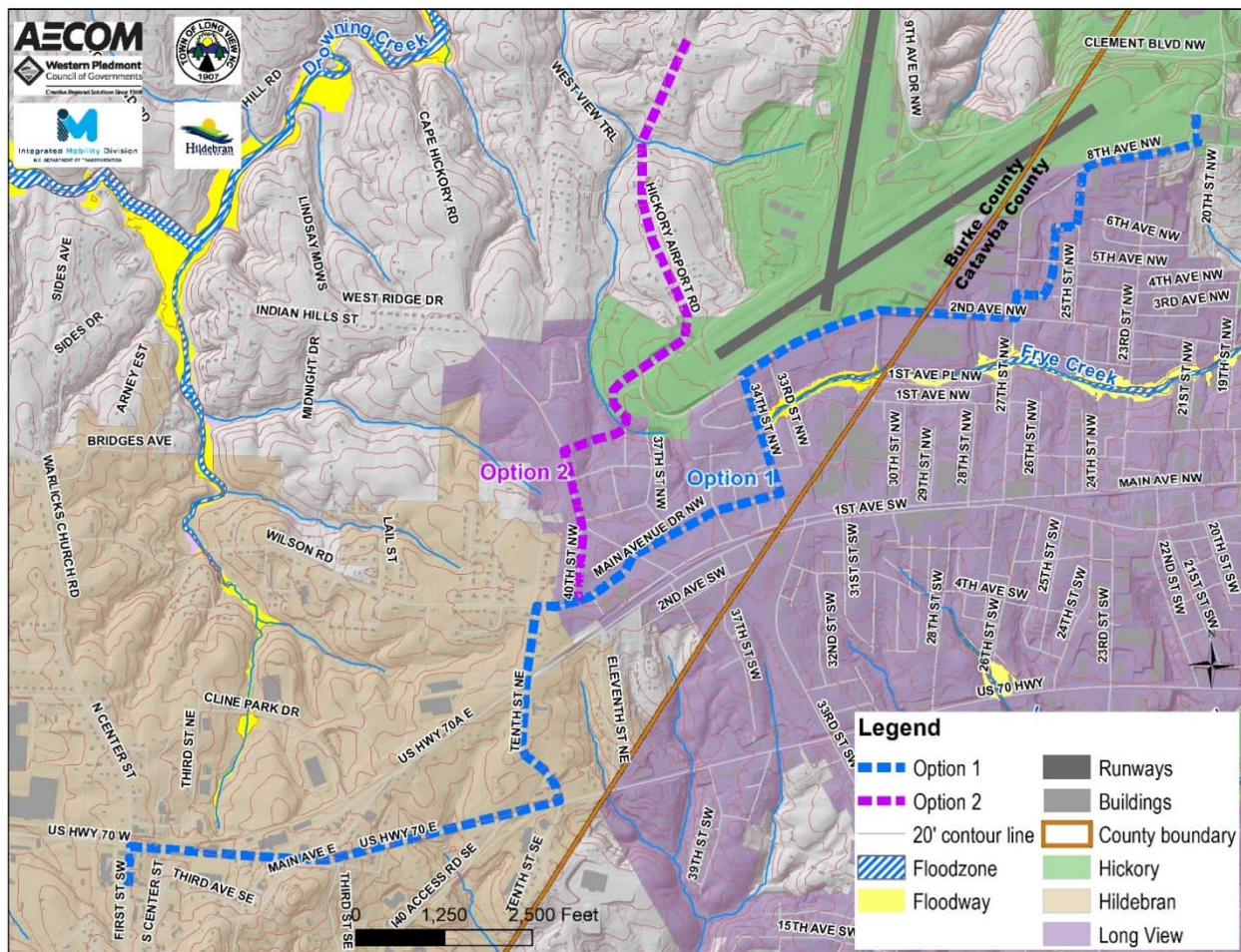
In addition to offering a needed path for transportation, the Hildebran-Longview sidepath is part of a larger regional trail aimed at bringing economic development opportunities to the area. There are also numerous businesses located along U.S. Highway 70 and US Highway 70a E. At the northern midway part of U.S. Highway 70 there is a Food Lion (grocery store), United States Postal Service office, and Frye Daddy's Diner Restaurant. A few other notable destinations along the corridor include a CVS (a pharmacy) and Happy Day Grocery at the south end of US Highway 70a E.

## 2.2 Natural Environment Considerations

The natural environment was considered during the feasibility study to ensure compatibility between the sidepath design and the surrounding natural conditions. The study considered factors such as the area topography, surface waters, managed natural areas, and the hydrology and hydraulics.

A segment of alternative 1 runs parallel to Frye Creek; however, neither of the alternatives falls within the 100- or 500-year floodplain (see Figure 2-1). In addition, the steering committee noted that the dwarf-flowered heartleaf plant is located in the vicinity of the project, although exact locations are not known without surveys. The dwarf-flowered heartleaf is a low-growing evergreen perennial plant and is listed on the federal list of threatened and endangered species.

Figure 2-1: Natural Features



## 2.3 Human Environment Considerations

Within Hildebran, land use in the vicinity of the project is a mixture of residential with commercial uses, with commercial uses particularly concentrated along US 70 in Hildebran. The town is rural in nature and contains many undeveloped parcels. Long View, by contrast, is slightly denser, with residential and industrial uses being the most dominant land use near the proposed project. Norfolk Southern tracks which include a 100-foot right-of-way travel generally from east to west, bisecting the project area and crossing several roads. The project team noted that future coordination with the railroad will likely be needed to provide a crossing of the railroad.

The project area is also next to the Hickory Regional Airport which has two runways and provides general aviation services. The airport's RPZ currently extends approximately 1,700 feet to the southwest of the end of the runway and straddles Hickory Airport Road, which the original Hildebran-Long View sidepath was envisioned using (proposed sidepath alignments are discussed in section 4.1). A future 600-foot extension of the runway scheduled for 2025 (Statewide Transportation Improvement Program [STIP] project AV-5741) will require additional expansions of the RPZ, and the relocation of Hickory Airport Road. The project team consulted with the NCDOT Division of Aviation who noted that the sidepath would be incompatible with the RPZ.

Above and below ground utilities are located along many roads within the project area. Utility relocations may be needed to accommodate the sidepath along many areas of the corridor. In addition, many of the roads within the project area do not have curbs and gutters and use ditches to accommodate and move stormwater.

There is existing sidewalk along the south side of US Highway 70 in Hildebran beginning at 3<sup>rd</sup> Street to just east of the intersection of US Highway 70a E. In Long View, there is sidewalk along the south side of 1<sup>st</sup> Avenue starting at approximately 33<sup>rd</sup> Street and traveling east. There are very few intersections in either town with pedestrian accommodations (such as crosswalks or pedestrian signals).



*Above ground utilities on 34th Street*

NCDOT bicycle and pedestrian crash data indicates that from 2017 to 2022, five crashes involving pedestrians occurred in Long View, two of which resulted in a fatality.<sup>15</sup> During the same time period, Hildebran recorded two pedestrian crashes and two bicyclist crashes. One of the pedestrian crashes was fatal.

There are several NCDOT STIP projects in the vicinity of the proposed trail. STIP project R-5967 will improve 0.55 miles of 9<sup>th</sup> Avenue Drive from the entrance to the Hickory Regional Airport to just past Goat Farm Street (SR 1687) and include a 10-foot multi-use path. The project is currently under construction. STIP project U-6042 will realign the intersection of 33<sup>rd</sup> Street and 34<sup>th</sup> Street in Long View to remove an offset intersection. Construction is scheduled for 2029. Finally, STIP project EB-6038 will construct a multiuse trail from Old Lenoir Road to the Hickory Regional Airport along Clement Boulevard, 13<sup>th</sup> Avenue Drive, and 19<sup>th</sup> Street Lane. This project is under construction and part of a longer trail system in Hickory, to which steering committee members want to connect the sidepath.

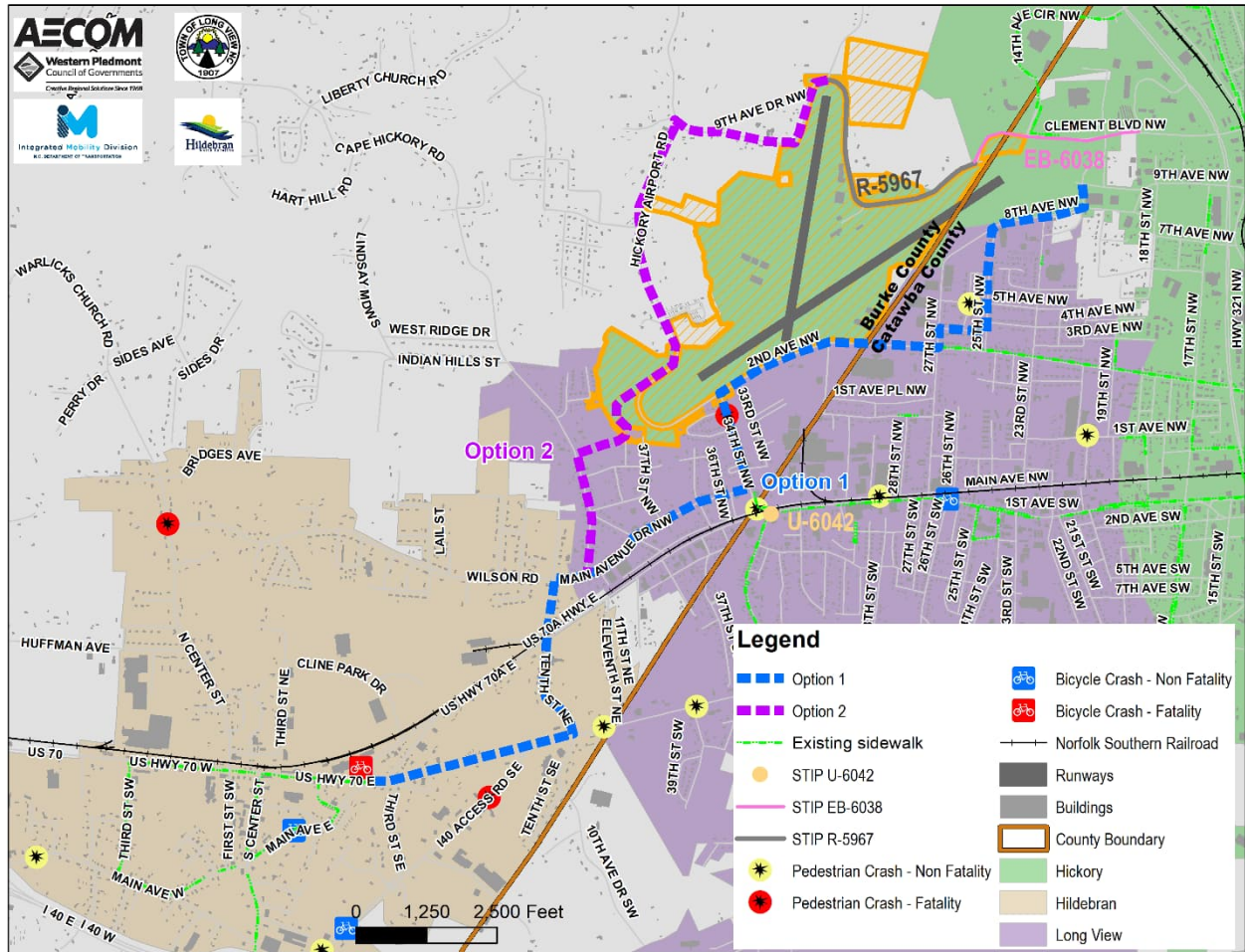
Human environmental considerations are shown in Figure 2-2.



*Tenth Street crossing of Norfolk Southern tracks (looking south)*

<sup>15</sup> NCDOT Pedestrian and Bicyclist Crash Dashboard.  
<https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af>.

Figure 2-2: Human Environment



## 3.0 Community Involvement

### 3.1 Project Steering Committee and Stakeholders

Development of the Hildebran-Long View Trail alignment was guided by a stakeholder committee, which helped identify the original two options that would be studied, and a steering committee which helped modify, refine, and finalize the two options, as well as select the preferred alternative. All meetings were held at the WPCOG offices in Long View. Section 4.1 includes details related to stakeholder and steering committee meetings, and Appendix A – Stakeholder and Public Involvement includes meeting materials and minutes.

### 3.2 Public Engagement Results

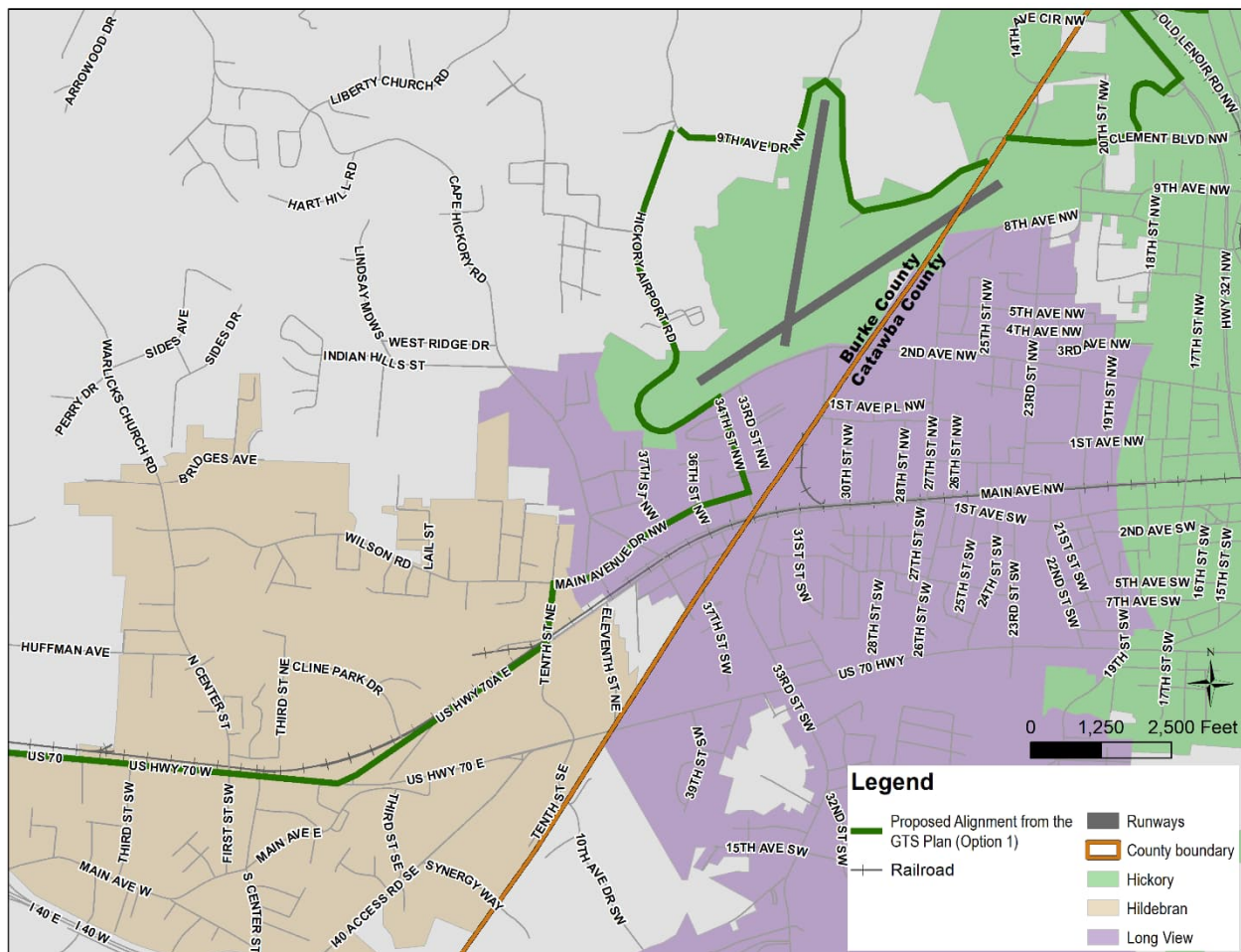
A public engagement drop-in event was held on Thursday, August 1<sup>st</sup>, 2024, from 3-5 PM at the Long View Town Hall (see public meeting announcement in Appendix A). A total of three members of the public attended all of whom voiced their support of the plan.

## 4.0 Alternatives Development

### 4.1 Alternatives

The initial alignment for the sidepath that was presented in the Great Trails State Plan entered Hildebran from the west along US Highway 70, turning northeast on US Highway 70a E before turning north on 10<sup>th</sup> Street and then east, entering Long View on Main Avenue Drive. The sidepath would then turn north on 34<sup>th</sup> Street and follow 2<sup>nd</sup> Avenue around the Hickory Regional Airport until reaching 9<sup>th</sup> Avenue Drive, where it would continue east connecting to the improvements to 9<sup>th</sup> Avenue Drive currently being constructed as part of STIP R-5967. The original alignment, which is referred to as Option 1, is shown in Figure 4-1.

Figure 4-1: Original Sidepath Alignment from the Great Trails State Plan

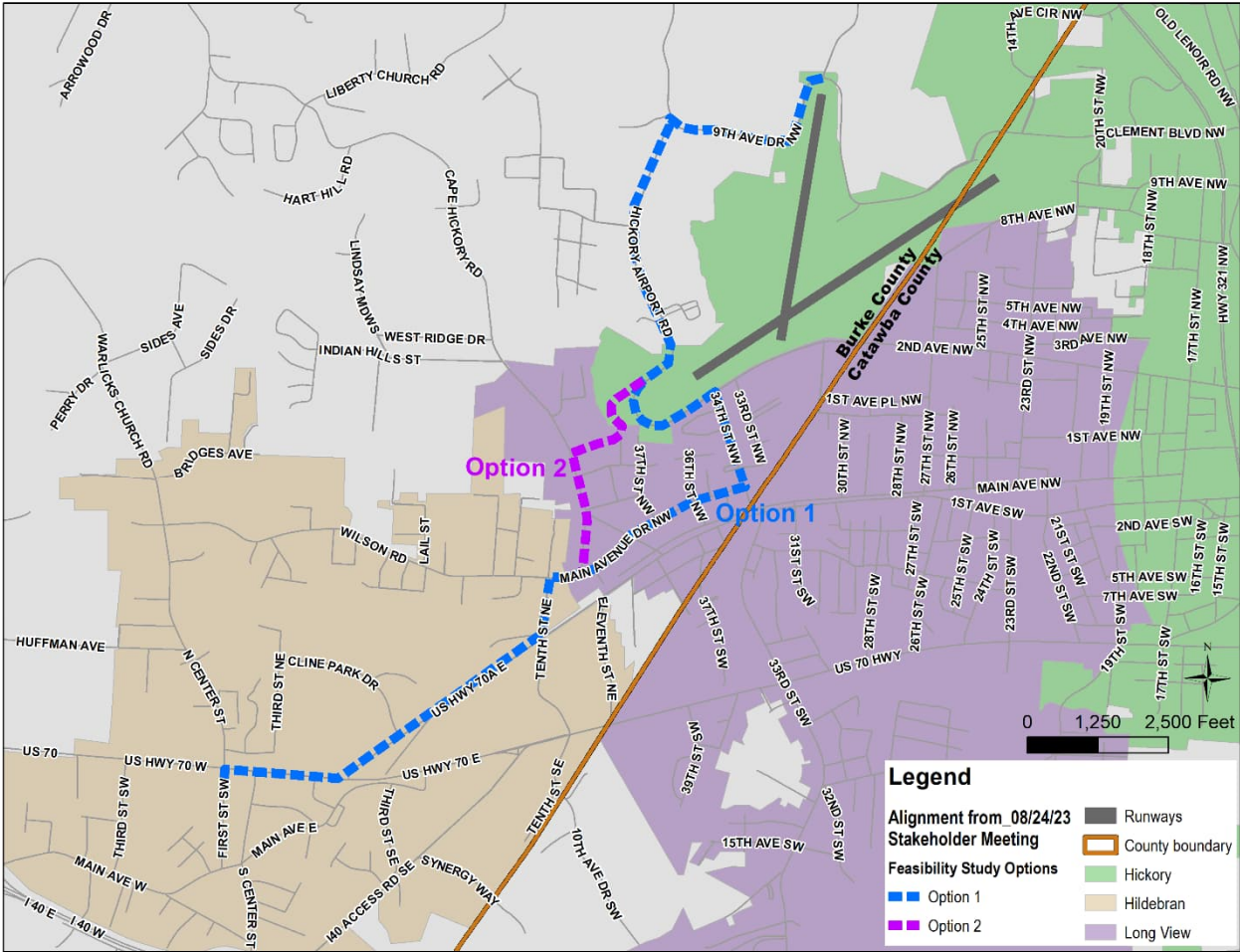


SOURCE: NCDOT

#### 4.1.1 Stakeholder Committee Meeting

Based on coordination with stakeholders at the August 23<sup>rd</sup> meeting, a second option (Option 2) was identified that would limit intrusion into the airport's RPZ. Option 2 would use the same alignment as the original but would turn north at 40<sup>th</sup> Street and Cape Hickory Road, before turning east on property owned by the City of Hickory and using an off-road trail to connect to Hickory Airport Road north of the airport and ultimately completing the connection to the improvements to 9<sup>th</sup> Avenue Drive currently being constructed as part of STIP R-5967. Both options are shown in Figure 4-2.

Figure 4-2: Options Identified at the 8/24/23 Stakeholder Meeting



4.1.2 Steering Committee Meeting

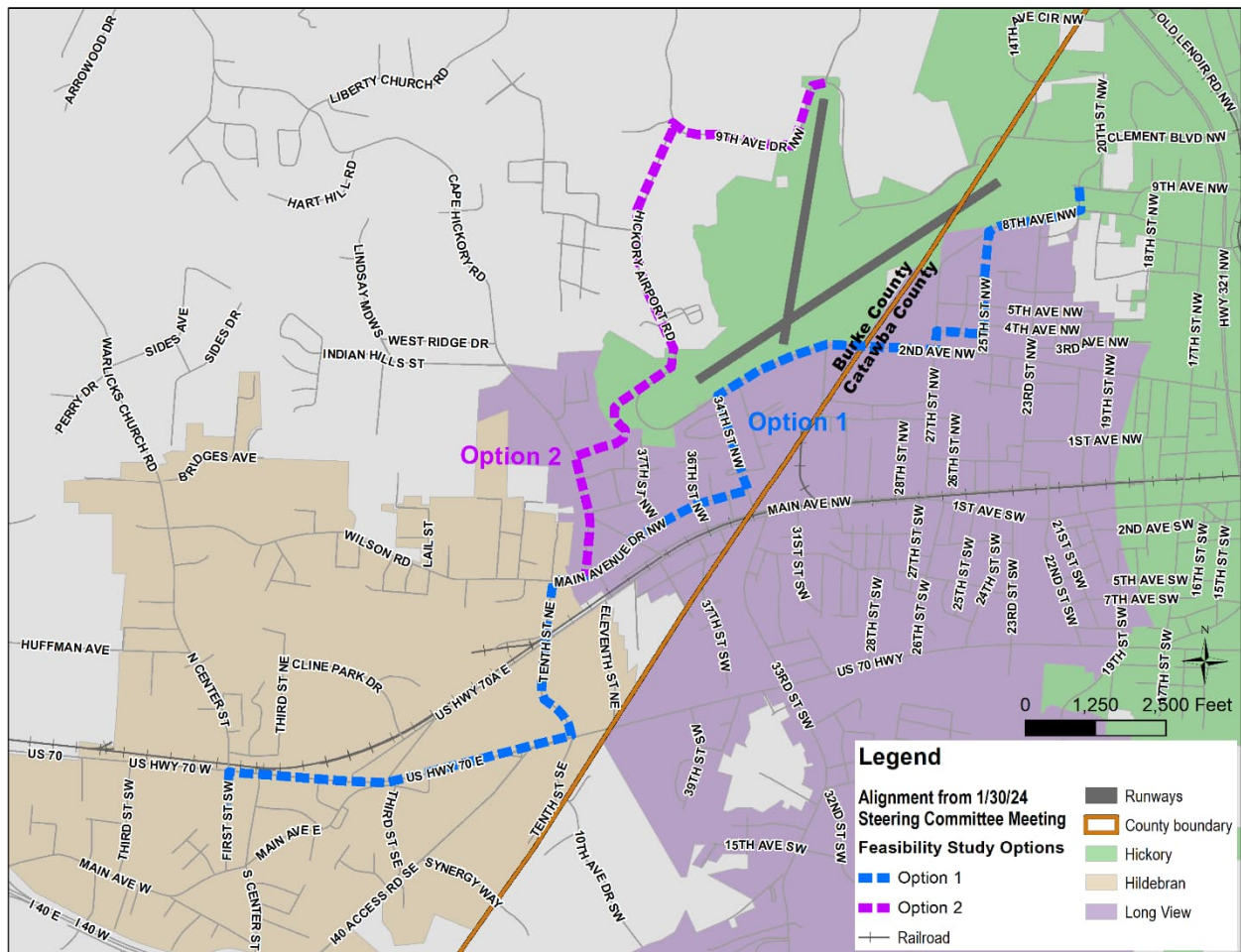
At the first steering committee meeting held on October 19<sup>th</sup>, 2023, the design challenges associated with constructing a sidepath along US Highway 70a E were discussed. US Highway 70 travels northeast adjacent to Norfolk Southern railroad tracks which are located to the northwest of the roadway. Because of the closeness of the tracks, the sidepath would need to be located on the southeast side of the roadway, which is largely residential and contains above ground and underground utilities. The topography also generally slopes away from the road making the sidepath lower than the roadway and requiring additional space between the roadway and the sidepath to accommodate stormwater runoff. The lower sidepath would also make Americans with Disabilities Act (ADA) requirements more expensive, as the sidepath would have to be elevated near driveways to meet the driveway elevations.

For these reasons, the steering committee developed an alternative route for the Hildebran section at the steering committee meeting held on January 30<sup>th</sup>, 2024. Initially, the route was proposed to follow N Center Street and Wilson Road to meet the existing proposed alignment at Main Avenue Drive, however the bridge over the NS railroad tracks would not be able to accommodate the sidepath, and terrain challenges on Wilson Road made the route impractical. The steering committee instead identified an alignment in Hildebran that would continue along US Highway 70 to 10<sup>th</sup> Street where it would turn north and join the original alignment on Main Avenue Drive.

The decision was also made to change the terminus of the eastern end of Option 1 from 9<sup>th</sup> Avenue Drive to the planned new location of the Hickory Aviation Museum at 21<sup>st</sup> Street where future tie-ins will connect to a larger regional network of multi-use paths – specifically the Aviation Walk network of trails that is currently under construction in Hickory. Option 1 would follow its original alignment in Long View but would turn east on 2<sup>nd</sup> Avenue passing the Long View Recreation center, and then turn north on 27<sup>th</sup> Street following neighborhood streets and an easement to 8<sup>th</sup> Avenue. From there, the trail would turn east and end at the Hickory Aviation Museum.

Option 2 would remain for evaluation by the project team but would be contingent on the construction of the new location of 2<sup>nd</sup> Avenue/Hickory Airport Road, if the runway is extended. The sidepath would be included in the construction of the new road and continue on to meet the improvements to 9<sup>th</sup> Avenue Drive currently being constructed as part of STIP R-5967. Preliminary designs were developed for the two options' alignments decided upon at the January 30<sup>th</sup> steering committee meeting and are shown in Figure 4-3. The specifics for the sidepaths, such as on which side of the road the sidepath would be located, are discussed in Section 4.5.1.

Figure 4-3: Options Identified at the 1/30/24 Steering Committee Meeting

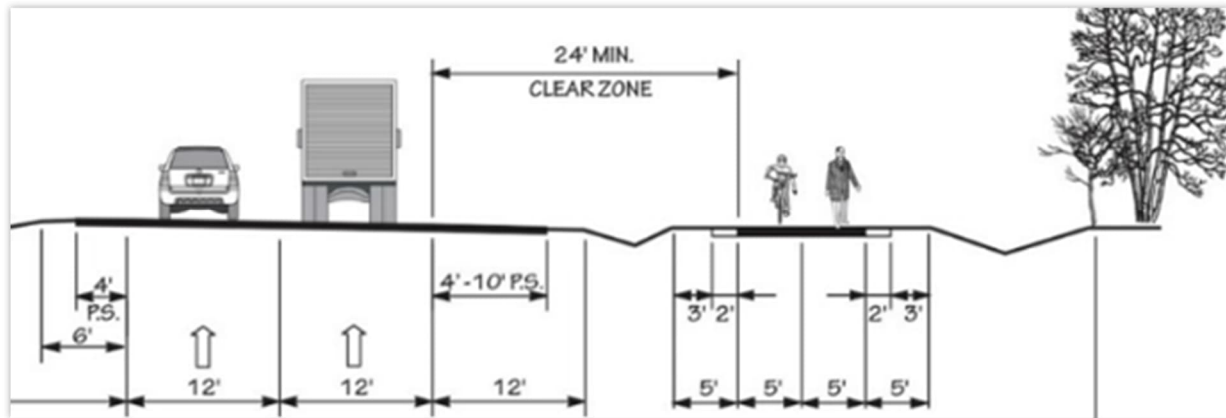


The sidepath will run along a 3-mile stretch that includes 2<sup>nd</sup> Avenue Northwest, Main Avenue Drive Northwest, and US Highway 70a E. The project corridor has no existing sidewalk and very few segments have curb and gutter. Roads along the alignment range from two to five lanes and are classified as major collectors, minor arterials, and local roads. The posted speed limit is primarily 35 miles per hour (mph) and annual average daily traffic (AADT) ranges from 1,200 to 7,500 vehicles. Speed limits and AADT information are not recorded for local roads.

## 4.2 Selected Design Criteria

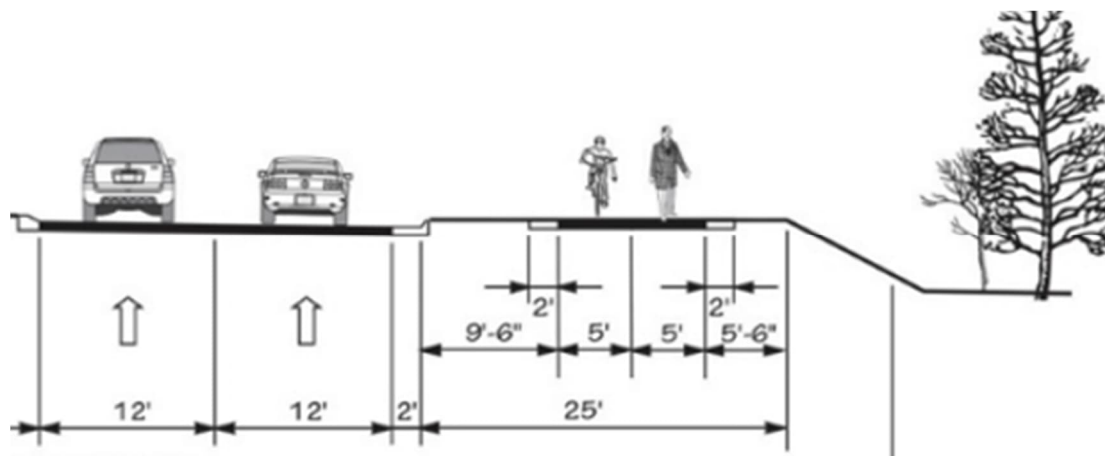
The design criteria that were used to analyze the feasibility of the project is the criteria outlined in the November 2023 NCDOT Roadway Design Manual, and all designs conformed to the manual. This criterion was selected because of the right-of-way challenges along both options, and because it provides the maximum amount of safety for trail users. The designs for this feasibility study used a standard 10-foot of right-of-way from the slope stakes. For most locations along the option alignments, this will require the purchase of easements to accommodate the sidepath. Typical sections include a 10-foot multi-use path on one side of the road behind a 24-foot clear zone in areas with no curb and gutter (see Figure 4-4).

Figure 4-4: Typical Sections - Shoulder Areas



In areas with a curb and gutter, the 10-foot multi-use path would be located on one side of the road behind a 10-foot berm as shown in Figure 4-5.

Figure 4-5: Typical Sections - Curb and Gutter



## 4.3 Potential Connections and Access Areas

Both options would provide connections from the Hildebran-Long View sidepath to several destinations in the area. Both options would connect to existing sidewalks at the CVS (200 US Highway 70a E in Hildebran which connect to businesses in downtown Hildebran such as a Food Lion grocery store and US Post Office (both at 511 U.S. Highway 70 SW) and restaurants as well as to the Hildebran Elementary School (703 U.S. Highway 70 SW), and the Albert

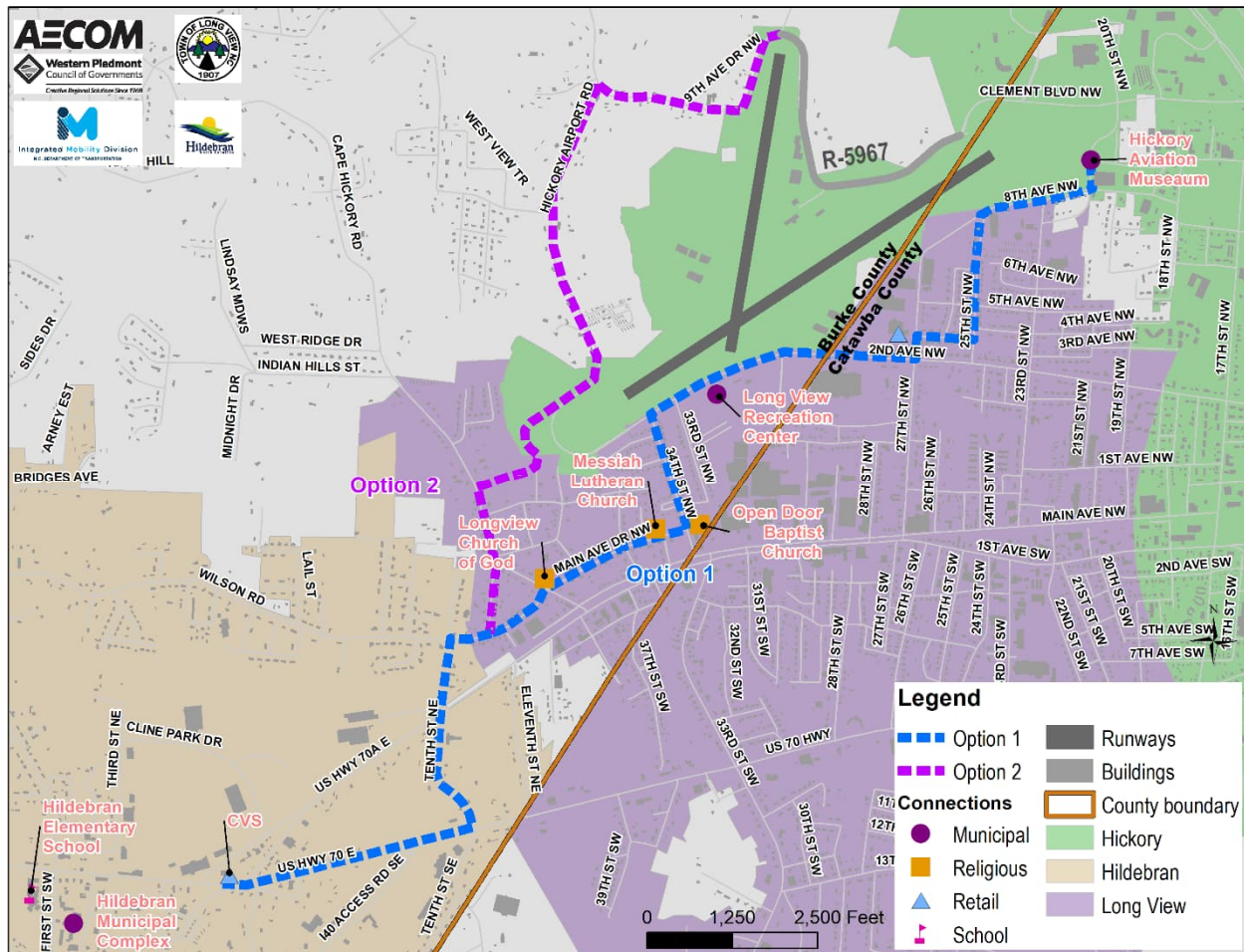
Parkhurst Municipal Complex (202 S Center Street). Heading east, both options would connect to residences and a senior living center, the Cambridge House at 114 10th Street NE.

In Long View, Option 1 would provide a connection from numerous residences to the Long View Recreation Center (3107 2nd Avenue NW) which has walking paths, a Food Lion grocery store (2730 2nd Avenue NW), and the Hickory Aviation Museum. Several churches are located along the proposed alignment, including the Longview Church of God (3782 Main Avenue Drive NW), the Messiah Lutheran Church (3510 Main Avenue Drive NW) and the Open Door Baptist Church (3310 Main Avenue NW). Option 1 would also connect to a network of trails in Hickory that is currently planned, and under construction.

Option 2 follows a more rural alignment, including a portion that would be partially on new location to connect from Lake Hickory Road to the new location of 2nd Avenue/Hickory Airport Road. The alignment would also connect neighborhoods to a proposed network of trails in Hickory, but via 9th Avenue north of the airport. The trail option would connect to improvements associated with R-5967 which includes a 10-foot multi-use path.

Potential connections to community resources and other trails are shown in Figure 4-6.

Figure 4-6: Potential Trail Connections



## 4.4 Preliminary Modeling Results

The project will add a multi-use trail along existing two and four-lane roadways and did not require traffic modeling. In addition, the project does not cross any bridges, and the project will avoid any impacts to flood zones or floodplains.

## 4.5 Methodology for Evaluation of Options

The steering committee reviewed the alternatives at a meeting held on March 27<sup>th</sup>, 2024, where design information for the two options was also discussed. While providing connections to regional destinations was the primary consideration in the development of the options, the steering committee also included several other factors including direct impacts and safety considerations. Table X shows the scoring of factors that were considered. While utility, railroad coordination and safety scores were the same for both options, Option 2 would provide access to a greater number of destinations, and would require less right-of-way, given that a portion of Option 2 would be on new location.

Table 4-1: Option Evaluation Considerations

Evaluation Considerations		
Town	Option 1	Option 2
Right of Way Needed	Medium	High
Impacts to Utilities	Medium/High	Medium/High
Norfolk Southern Coordination	Low	Low
Improving Pedestrian Safety	Medium/High	Medium/High
Regional Destination	High	Medium

### 4.5.1 Preferred Alternative

After discussing the two alternatives, the steering committee voted to select Option 1 as the preferred alternative as it provided a connection to the Long View Recreation Center and the Hickory Aviation Museum, as well as the trail system in Hickory.

The preferred alternative was designed to promote connectivity throughout the town while limiting impacts to residences, businesses and utilities. The south end of the project connects pedestrian and bicycle users to the existing sidewalk that ties into the CVS pharmacy. Cyclists and pedestrians would continue on this sidepath to Hildebran Town Hall or Hildebran Elementary School. As the sidepath moves north, pedestrians can access local businesses, grocery stores, churches, and eventually the Long View Recreation Center. Connecting these major community resources was key in selecting the preferred alternative. The path finally terminates at the Hickory Aviation Museum which will eventually connect with the Aviation Walk network of trails.

Efforts were made to reduce as many impacts to homes and utilities as possible. The sidepath was used on streets with curb and gutter where possible to help bring in the



Crosswalks across US 70a at the CVS. Existing sidewalk is on the opposite side (south side) of the road heading west.

required offset thus reducing right-of-way impacts. In certain areas, curb and gutter as well as guardrail were proposed for short durations to reduce the impacts to properties and above ground utilities. In some sections where the location of the alignment would disrupt too much of the property, the sidepath was reduced to a width of 5 feet.

Full details of the current roadway conditions along the alignment of the preferred option can be found in Table 4-2 below.

*Table 4-2. Sidepath Alignment Existing Conditions*

Roadway	Classification	Configuration	Speed	AADT	Maintenance / Ownership	Conditions
21 <sup>st</sup> Street NW	Local	2 lanes (unmarked)	-	-	Town of Long View	Curb and gutter, no sidewalk, unsignalized intersection
8 <sup>th</sup> Avenue NW	Major Collector	2 lanes	35 mph	2,400	NCDOT	No curb and gutter, no sidewalk
25 <sup>th</sup> Street NW	Local	-	-	-	Town of Long View	Partial new connection through wooded area
7 <sup>th</sup> Avenue NW	Local	2 lanes (unmarked)	-	-	Town of Long View	Curb needs improvement, no sidewalk
26 <sup>th</sup> Street NW	Local	2 lanes (unmarked)	-	-	Town of Long View	No curb and gutter, no sidewalk
3 <sup>rd</sup> Avenue NW	Local	2 lanes (unmarked)	-	-	Town of Long View	No curb and gutter, no sidewalk Designated no thru trucks by town ordinance <sup>16</sup>
27 <sup>th</sup> Street NW	Major Collector	2 lanes (unmarked)	35 mph	2,400	NCDOT	No curb and gutter, no sidewalk, utilities and drainage along roadway
2 <sup>nd</sup> Avenue NW	Minor Arterial	2-4 lanes	35-45 mph	4,700	NCDOT	No curb and gutter, no sidewalk, utilities and drainage along roadway, signalized and unsignalized intersections
34 <sup>th</sup> Street NW	Minor Arterial	2 lanes	35 mph	3,700	NCDOT	Curb and gutter, no sidewalk, unsignalized intersections, utilities along roadway
Main Avenue Drive NW <sup>17</sup>	Local	2 lanes (unmarked)	35 mph	-	NCDOT	No curb and gutter, no sidewalk, unsignalized intersections, utilities and drainage along roadway

<sup>16</sup> Code of Long View. "Chapter 72: Traffic Schedules" ([Link](#))

<sup>17</sup> The Town of Long View expressed concerns about the section of the trail proposed for Main Ave Dr NW regarding limited ROW and potential impacts to residences.

Roadway	Classification	Configuration	Speed	AADT	Maintenance / Ownership	Conditions
10 <sup>th</sup> Street NE	Local	2 lanes	35 mph	1,200	NCDOT	No curb and gutter, no sidewalk, utilities along roadway, unsignalized intersections crosses railroad tracks
US 70 Highway E	Minor Arterial	2-5 lanes	35-45 mph	7,300-7,500	NCDOT	No curb and gutter, no sidewalk, utilities along roadway and rail line with 100-foot right-of-way, signalized and unsignalized intersections and driveways

## 5.0 Implementation

The previous sections of this report discussed the background of the project, as well as evaluation of alternatives including how the preferred alternative was identified. This section discusses the recommended next steps, project partners, and funding sources needed to construct the preferred alternative sidepath in Long View and Hildebran.

### 5.1 Implementation Strategy

The Long View – Hildebran multi-use path can be constructed all at once, as a single project, and the implementation discussion in this section reflects a single project. If the towns can obtain funding for partial construction, the designs can be used to build the multi-use path in segments until the entirety of the designed path is complete.

### 5.2 Project Cut Sheet(s)

The following cutsheet is based on Option 1, which was chosen as the preferred option by the steering committee at the meeting held on March 27, 2024. The cut sheet includes information on the length of the project, which roads the project would follow, connections and destinations that the preferred option will service, and high-level cost estimates. Designs are shown in greater detail in Appendix B – Concept Plan, and a detailed list of costs is included in Appendix C – Cost Estimate.

Due to the length of the path, there are quite a few parcels that will require right-of-way or easement. Opportunities to reduce right-of-way impacts should be discussed with NCDOT to reduce project costs. This could include bringing in offsets in certain areas or implementing part of the multi-use path in an upcoming NCDOT project. The town can also discuss getting easement donated by some of the stakeholders. The design proposes the multi-use path cross the railroad tracks. Any railroad crossings or work within the railroad right-of-way will need to be coordinated and approved by the railroad owner. This coordination effort can take some time, so this process should be started early in the project to ensure there are no project delays. Any culvert extensions or replacements that will need to happen as part of this project will also need to be coordinated early in the implementation process.

## Long View and Hildebran Sidepath

Project Length: 4.1 miles (1.3 miles in Hildebran, 2.8 miles in Long View)

Project Description: The proposed project would construct a multi-use path from existing sidewalks on US Highway 70 (across from the CVS in Hildebran located at 200 US Highway 70a E) Hickory Aviation Museum in Long View. The proposed multi-use path would be located adjacent to surface streets, including:

- US Highway 70 (Hildebran)
- 10<sup>th</sup> Street NE (Hildebran)
- Main Street Avenue Drive NW (Hildebran/Long View)<sup>18</sup>
- 34<sup>th</sup> Street NW (Long View)
- 2<sup>nd</sup> Avenue NW (Long View)
- 27<sup>th</sup> Street NW (Long View)
- 3<sup>rd</sup> Avenue NW (Long View)
- 26<sup>th</sup> Street NW/easement (Long View)
- 8<sup>th</sup> Avenue NW (Long View)

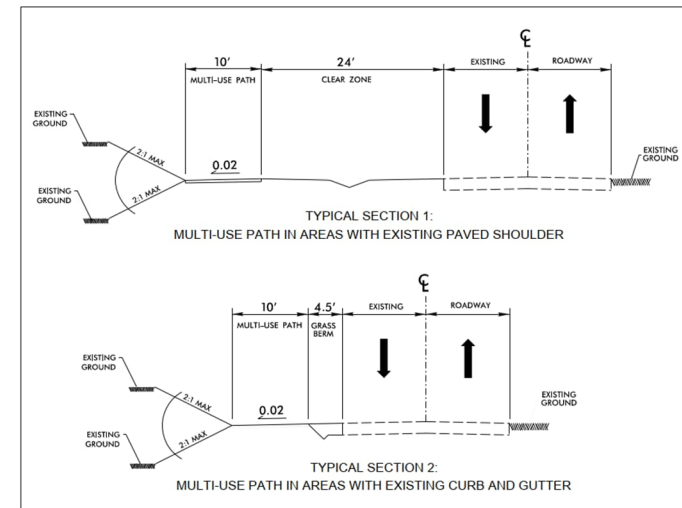
The project would provide continuous east-west pedestrian connectivity from downtown Hildebran to the western side of Long View and connect to a trail network under construction in Hickory. The trail would also be a segment in the Morganton to Lenoir and Hickory trail that was identified in the state-wide *Great Trails State* plan. The trail would be 10 feet wide, with either a 24-foot clear zone between the trail and the pavement if there is no curb and gutter, or a 4–5-foot grassed berm if there is curb and gutter (see Figure 5-1). While individual property acquisitions will be determined in future phases of the design, the limited amount of space in the existing right-of-way will require the purchase of easements to accommodate the sidepath. In addition to connecting Hildebran and Long View to Hickory, the trail would connect to existing sidewalks on US Highway 70 Hildebran, as well as on 34<sup>th</sup> Street and 2<sup>nd</sup> Avenue in Long View.

Connections/Destinations:

Cambridge House (senior living center); the Long View Recreation Center; Food Lion grocery store (2730 2nd Ave NW); Longview Church of God; Messiah Lutheran Church; Open Door Baptist Church; Hickory Aviation Museum; Aviation Walk trail in Hickory.

Potential Permitting Needs: Utility Easements; NCDOT Encroachments; 401/404 Permit; Erosion and Sediment Control; Floodplain Encroachment; General Construction Stormwater Permit

Figure 5-1: Typical Section for Multi-use Path

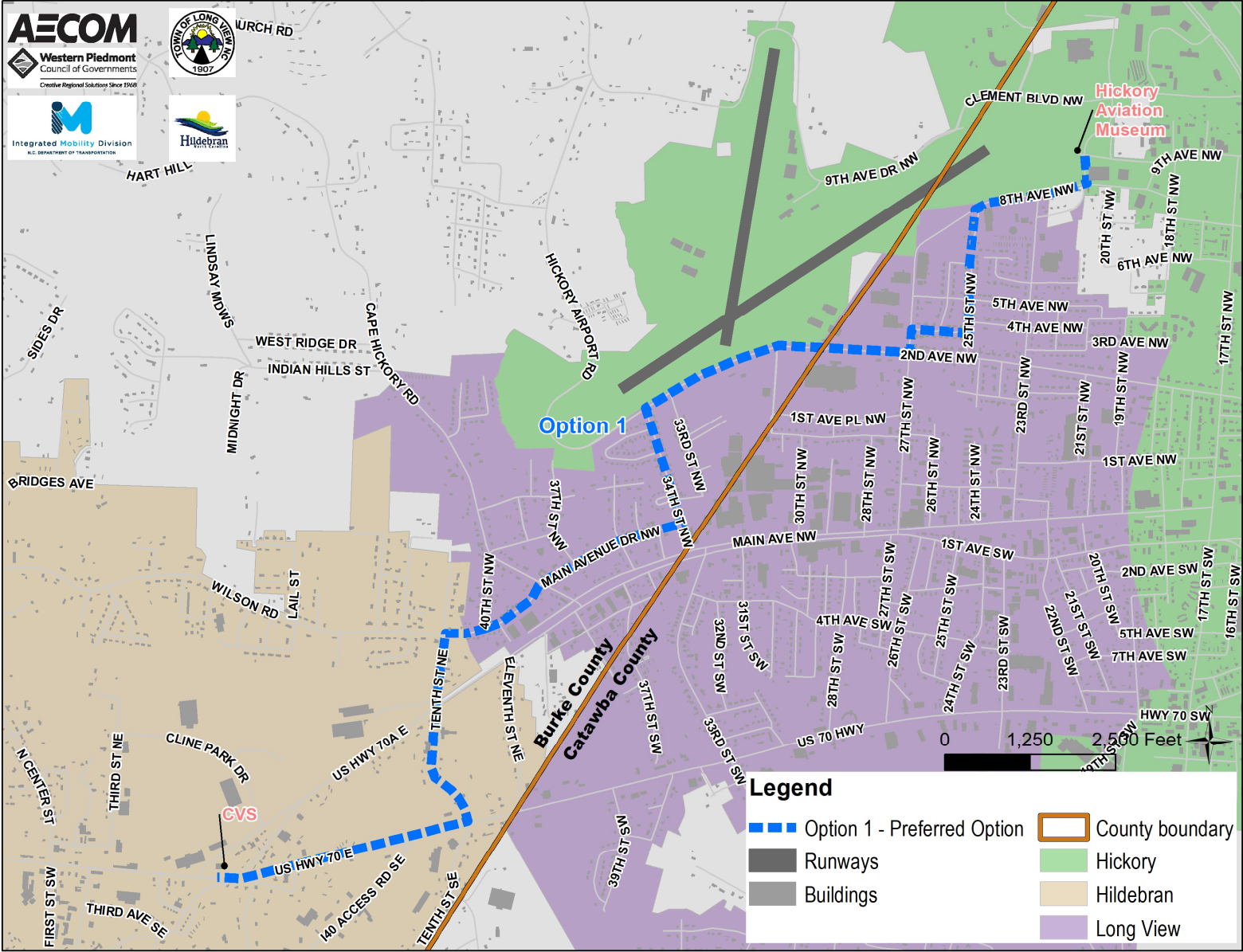


to the

Estimated Costs	
2024 Baseline Construction Cost Estimate*	\$3,174,166
Design Services Cost	\$497,665
Construction Engineering and Inspection Services Cost	\$331,777
Contingency	\$474,870
<b>Total Cost</b>	<b>\$4,478,990</b>
* Includes ROW/Easement and Mobilization Costs	

<sup>18</sup> During the study process, the Town of Long View expressed concerns about the section of the trail proposed for Main Ave Dr NW regarding limited ROW and potential impacts to residences. Future phases of project development may require that additional options be explored for this segment due to limited right of way access.

Figure 5-2: Hildebran-Long View Trail Preferred Option



### 5.3 Organizational Framework

Implementation of the Long View and Hildebran sidepath will require coordination and collaboration with multiple partners and stakeholders at all levels. Maintaining and developing the partnerships will be crucial in project development. Key partners include:

- Town of Long View
- Town of Hildebran
- WPCOG
- Greater Hickory Metropolitan Planning Organization (GHMPO)
- NCDOT Division 12 and 13
- NCDOT IMD

Table 5-1 proposes key steps and a timeline for implementation of the Hildebran-Long View sidepath, which is meant as a general guide and can be modified as necessary.

*Table 5-1: Key Action Steps*

Action	Description	Stakeholder	Timeline
Present the <i>Town of Long View and Town of Hildebran Sidepath Feasibility Study at a Town Council meeting.</i>	Present the study to town councils of both Long View and Hildebran so that council members are familiar with the project.	Town council and town staff	Fall 2024
Establish a project committee	Form an advisory committee of stakeholders (potentially from the steering committee members from this plan) who will help lead the project through project development, including identifying additional partners and potential funding sources.	Town staff	Spring 2024
Identify a project champion	Given the regional nature of the project, an individual or organization should be identified and asked to help lead the completion of the project through the next steps of project development. The individual or group should be a member of the advisory committee and could be a member of the Western Piedmont Council of Governments (WPCOG) or a similar organization.	Advisory committee	Winter/Spring 2024-2025
<i>Amend Comprehensive Transportation Plans</i>	Amend the Catawba and Burke County Comprehensive Transportation Plans to include recommendations in the <i>Town of Long View and Town of Hildebran Sidepath Feasibility Study</i> , including the preferred alternative language.	Greater Hickory MPO (GHMPO), NCDOT Transportation Planning Branch	Spring 2025

Action	Description	Stakeholder	Timeline
Include the sidepath in the NCDOT Strategic Transportation Prioritization (SPOT) submittal process.	Coordinate with NCDOT and the GHMPO on prioritizing the project corridor to submit through the NCDOT SPOT submittal process.	Town staff, GHMPO, NCDOT Division 12 and 13, NCDOT IMD	Ongoing
Sidepath designs	Based on the SPOT submittal process results, coordinate with NCDOT Division 12 and 13 on the design of the sidepath. Design plans should be guided by the recommendations developed through this study	Town staff, NCDOT Division 12 and 13, NCDOT IMD	Based on project schedule
Landowner outreach	Coordinate with NCDOT to develop a plan to work with current landowners and future developers within the corridor to acquire easements and needed rights-of-way for the project.	Town staff, NCDOT Division 12 and 13	Based on project schedule
Project funding	Identify funding sources for future phases of project development. Consider developing a grant procurement and fundraising plan using cost estimates developed through this study to identify steps in securing funding to design and construct the sidepath.	Town staff, GHMPO, NCDOT IMD	Ongoing

## 5.4 Funding Sources

This section discusses the state funding process as well as federal and other funding sources. Although funding is available from outside sources, it is highly recommended that the Towns of Long View and Hildebran establish a source of local matching funds for potential grants. Even small amounts of local funding are essential for matching and leveraging outside sources. Local matching funds can be achieved through allocations to a reserve fund from the capital budget. In addition, many grants allow in-kind matching (e.g., local staff time).

### 5.4.1 State Funding Process for Transportation Improvements

In June 2013, the North Carolina General Assembly overhauled the process for funding state transportation projects with the Strategic Transportation Investments law (House Bill 817). This law establishes the Strategic Mobility Formula to allocate funds through a competitive process based on quantitative criteria and local input. The formula is intended: “to maximize North Carolina’s existing transportation funding to enhance the state’s infrastructure and support economic growth, job creation and high quality of life.” This formula is applied in creating the STIP, which is NCDOT’s 10-year transportation improvement plan for the state. The STIP is updated every 2 years and includes projects across six transportation modes: highway, aviation, bicycle/pedestrian, public transportation, ferry, and rail. Active transportation projects that are submitted through the NCDOT project prioritization process as part of a roadway project must meet the following requirements based on the latest round of prioritization (Prioritization 7.0: <https://connect.ncdot.gov/projects/planning/pages/prioritizationresources.aspx>):

- Minimum project cost of \$100,000 for stand-alone pedestrian (or bicycle) projects (this does not apply for active transportation elements that are part of a roadway project).

- According to the 2019 Complete Streets Policy, if the bicycle and pedestrian facility is included in an adopted local plan, the town will not be responsible for the cost. If the pedestrian project component is not included in a plan, the town will have to provide a local match.
- Must be included in an adopted plan (pedestrian plans, bicycle plans, greenway plans, Safe Routes to School action plans, comprehensive transportation plans (CTPs), and long-range transportation plans)
- Rights-of-way must be secured prior to receiving federal construction funding.
- The formula funds projects according to the three following categories:
  - Division Needs (30 percent)
  - Regional Impact (30 percent)
  - Statewide Mobility (40 percent)

Bicycle and pedestrian projects that are independent of larger roadway projects are only funded through the Division Needs category. Projects in this category compete against all six transportation modes within the division. Selection is based on 50 percent on the quantitative score and 50 percent on local input. Local input is split evenly between the NCDOT division and Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO). The public may comment on the local input point assignment, which the Division Engineer will review prior to final local input point assignment. The MPO or RPO also provides a public comment period. NCDOT also administers several other sources of funding for statewide projects, including those identified in Table 5-2.

## Other State Funding

Table 5-2: Sample State Funding Sources

Funding Source	Description	Details
Complete Streets Policy – NCDOT Source: <a href="https://connect.ncdot.gov/projects/BikePed/Pages/CompleteStreets.aspx">https://connect.ncdot.gov/projects/BikePed/Pages/CompleteStreets.aspx</a>	NCDOT has a “Complete Streets” policy that requires the department to consider and incorporate multi-modal transportation facilities to new projects or when improving existing infrastructure.	<ul style="list-style-type: none"> <li>• NCDOT will pay the full cost of bicycle and pedestrian improvements when the improvement is included in specific plans and the need is identified during the Complete Streets evaluation process.               <ul style="list-style-type: none"> <li>○ For Section 1.1 and full policy details: <a href="https://connect.ncdot.gov/projects/BikePed/Documents/Complete%20Streets%20Implementation%20Guide.pdf">https://connect.ncdot.gov/projects/BikePed/Documents/Complete%20Streets%20Implementation%20Guide.pdf</a></li> </ul> </li> </ul>
<b>Other Funding Sources</b>		
<ul style="list-style-type: none"> <li>• Capital Reserve Fund</li> <li>• Community Crowd Funding</li> <li>• Impact Fees</li> <li>• General Obligation Bonds</li> </ul>		

Funding Source	Description	Details
<ul style="list-style-type: none"> <li>• Special Tax District</li> <li>• Tax Increment Financing</li> </ul>		

### Federal Funding

The Infrastructure Investment and Jobs Act (IIJA) – also known as the Bipartisan Infrastructure Law (BIL) - was signed into law on November 15, 2021, and authorized \$1.2 trillion for transportation and infrastructure initiatives across the country. The law further designates that \$550 billion of the spending go towards new programs and investments. The law builds on existing federal funding sources and creates new opportunities for a diversity of transportation projects, including those to promote active modes of transportation. Select federal funding sources are provided in Table 5-3.

Federal grant funding search tool: <https://www.grants.gov/search-grants>.

Table 5-3: Sample Federal Funding Sources

Funding Source	Description	Details
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant <i>Source:</i> <a href="https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise">https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise</a>	Funding is for capital investments in surface transportation that will yield a significant local or regional impact - particularly in underserved communities.	<ul style="list-style-type: none"> <li>• Competitive/discretionary grant</li> <li>• The federal cost share may not exceed 80% for urban projects that are not either located in an Area of Persistent Poverty or a Historically Disadvantaged Community. However, federal cost share may exceed 80% for projects that are rural, or located in an Area of Persistent Poverty, or located in a Historically Disadvantaged Community.</li> <li>• The Merit Criteria are safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, innovation, and partnership and collaboration.</li> </ul>
Active Transportation Infrastructure Investment Program (ATIIP) <a href="https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip">https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip</a>	Funds the cost of planning and design or construction projects that improve the safety and connectivity of active transportation networks.	<ul style="list-style-type: none"> <li>• Competitive/discretionary grant</li> <li>• Planning and design grant projects must be at least \$100,000.</li> <li>• Construction grant projects must be at least \$15 million.</li> <li>• The federal cost share is generally up to 80%, but projects serving communities with a poverty rate of over 40% may increase the federal cost share up to 100%.</li> </ul>
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	Supports planning and construction projects that improve surface transportation and community resilience to natural hazard and disasters.	<ul style="list-style-type: none"> <li>• Competitive/discretionary grant</li> <li>• Federal share is generally up to 80% but the federal cost-sharing will be higher if the eligible entity develops a resilience improvement plan (or is in a state or area served by an MPO that does) and the state</li> </ul>

Funding Source	Description	Details
<p>Source:  <a href="https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving">https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving</a></p>		<p>or MPO incorporates it into its long-range transportation plan.</p> <ul style="list-style-type: none"> <li>• Only 40% of award funds can be used for construction of new capacity.</li> </ul>
<p>Reconnecting Communities and Neighborhoods Grant Program  Source:  <a href="https://www.transportation.gov/grants/rcnprogram">https://www.transportation.gov/grants/rcnprogram</a></p>	<p>Funds planning and construction projects that remove, retrofit, or mitigate transportation facilities to improve mobility, access, and remove barriers to community connectivity.</p>	<ul style="list-style-type: none"> <li>• Competitive/discretionary grant</li> <li>• The cost-share for construction grants is 50%, but applicants may use other federal funds to supplement their contribution for a maximum federal cost-share of 80%.</li> </ul>
<p>Safe Streets and Roads for All (SS4A) Grant Program  Source:  <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a></p>	<p>Funds initiatives that prevent death and serious injury on multimodal roads and streets.</p>	<ul style="list-style-type: none"> <li>• Competitive/discretionary grant</li> <li>• Federal cost-sharing for planning grants is 80%; applicants must provide the remaining 20% using non-federal funds (in-kind contributions are allowed).</li> </ul>
<p>Community Development Block Grant (CDBG) Program  Source:  <a href="https://www.hud.gov/program_offices/comm_planning/cdbg">https://www.hud.gov/program_offices/comm_planning/cdbg</a></p>	<p>Provides annual grants on a formula basis to states, cities, and counties. The funding supports the development of housing and projects that transform communities by improving economic opportunities with an emphasis on low- and moderate-income persons.</p>	<ul style="list-style-type: none"> <li>• Eligible activities include: <ul style="list-style-type: none"> <li>○ The construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes.</li> </ul> </li> <li>• The North Carolina Department of Commerce allocates the state's share of CDBG funding to municipalities. <ul style="list-style-type: none"> <li>○ <a href="https://www.commerce.nc.gov/about-us/divisions-programs/rural-economic-development-division/community-development-block-grants-cdbg">https://www.commerce.nc.gov/about-us/divisions-programs/rural-economic-development-division/community-development-block-grants-cdbg</a></li> </ul> </li> </ul>
<p>Transportation Alternatives (TA) - Set-aside of the Surface Transportation Block Grant (STBG) Program  Source:  <a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a></p>	<p>Provides funding for smaller-scale transportation projects, including pedestrian and bicycle facilities.</p>	<ul style="list-style-type: none"> <li>• The TA Set-Aside is designed to allow eligible entities to apply for funds through competitive project selection processes that may be carried out at the state or sub-state level. <ul style="list-style-type: none"> <li>○ For NCDOT, eligible projects must be submitted to the STIP.</li> </ul> </li> <li>• For most TA Set-Aside projects, the federal share is generally 80% with a 20% state or local match, but states can use a number of flexibilities discussed below, including some new ones under the Bipartisan</li> </ul>

Funding Source	Description	Details
		Infrastructure Law (BIL), to increase the federal share for specific projects to 100%.
Recreational Trails Program (RTP)	Provides funding to construct new trails, maintain existing trails, and for other related activities.	<ul style="list-style-type: none"> <li>• Reimbursement grant program</li> <li>• Administered by the Federal Highway Administration (FHWA); program managed by the NC Division of Parks and Recreation</li> <li>• 25% match required</li> <li>• Funding can also be used for land acquisition; purchase of tools; and planning, legal, environmental, and permitting costs.</li> </ul>
Congestion Mitigation and Air Quality Improvement (CMAQ) <i>Source:</i> <a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>	Provides funding for state and local governments to carry out transportation projects and programs that help meet the requirements of the Clean Air Act.	<ul style="list-style-type: none"> <li>• As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each state then divide that total among apportioned programs.</li> <li>• <a href="https://connect.ncdot.gov/projects/planning/Pages/CongestionMitigationAirQualityNC.aspx">https://connect.ncdot.gov/projects/planning/Pages/CongestionMitigationAirQualityNC.aspx</a></li> </ul>
Highway Safety Improvement Program (HSIP) <i>Source:</i> <a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>	Provides funding for projects that will result in a significant reduction in traffic fatalities and serious injuries on all public roads.	<ul style="list-style-type: none"> <li>• <a href="https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx">https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx</a></li> </ul>

Upon completion of the study showing the best route in terms of transportation, safety, enjoyment, and cost, efforts will commence to acquire the funding needed to build the sidepath. One funding option will be Complete the Trails Fund for connecting communities less than 6 miles from a state trail (Wilderness Gateway State Trail).

## 5.5 Management and Maintenance

Following construction, the proactive management and maintenance of the sidepath will support safe, reliable, and equitable access for pedestrians and bicyclists to reach surrounding destinations. Regular maintenance of the sidepath will also provide protection against the need for unexpected major repairs, yield cost-savings over the long term, and extend the useful life of the infrastructure. The Town of Long View and Town of Hildebran should prioritize the creation of a management and maintenance plan to ensure a mechanism is in place immediately following the project implementation.

The following are examples of tasks that will help to establish a thorough management and maintenance plan:

- Identify routine maintenance needs and larger improvements. Each should also have an indicated schedule, responsible entity, and estimated cost.
- Identify a process to monitor the sidewalk conditions.
- Monitor the facility to ensure needs continue to be met – both in terms of demand (which could inform future/additional infrastructure needs) and in terms of condition (e.g., for damage, vegetation overgrowth, flooding).

While the specific maintenance needs and management plans may vary, Table 5-4 identifies potential tasks, schedules, and responsible entities.

*Table 5-4. Potential Maintenance Needs, Schedule, and Management*

Maintenance Need	Schedule	Responsible Entity
Short term sidepath repairs (e.g., wedging, patching, mud-jacking, overlays)	As needed with repairs typically lasting 1 to 5 years	Town of Long View and Town of Hildebran
Long term sidepath replacement	As needed with the typical concrete sidewalk having a 25-year lifespan	Town of Long View, Town of Hildebran, and/or NCDOT
Seasonal Maintenance (e.g., removal of debris, vegetation management, preparation for snow/ice)	Throughout the year, as needed	Town of Long View, Town of Hildebran, and/or adjacent property owners
<p>Sources:            USDOT FHWA, "Guide for Maintaining Pedestrian Facilities for Enhanced Safety Research Report", <a href="https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2c.cfm">https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/research_report/chap2c.cfm</a>            USDOT FHWA, "6 Construction Techniques to Lessen Maintenance for Sidewalks and Paths", <a href="https://highways.dot.gov/safety/pedestrian-bicyclist/guide-maintaining-pedestrian-facilities-enhanced-safety/6-construction">https://highways.dot.gov/safety/pedestrian-bicyclist/guide-maintaining-pedestrian-facilities-enhanced-safety/6-construction</a></p>		

# Appendix A – Stakeholder and Public Involvement

## Stakeholder Meeting 1

### Agenda – Stakeholder Meeting August 24, 2023 | 11:00 PM

- 11:00 AM      INTRODUCTION
- A) Introductions  
Town staff, Airport Staff, NCDOT, and the AECOM team.
  - B) Meeting Agenda  
Introduce the project and the purpose of the meeting.
- 11:10 AM      PROJECT OVERVIEW  
Discuss the project background, including the need to connect the towns via trail.
- 11:20 AM      WORK SESSION  
Stakeholders will be asked to participate in a working session using maps that are intended to identify potential connections.
- 12:00 AM      WRAP UP  
The project team will review and summarize outcomes from the work session, discuss next steps/project schedule, and allow time for any questions.

#### Project Schedule:

Task	Timeline
1. Inventory and Evaluation of Current Conditions	August 2023
2. Meet with Stakeholder	August 2023
3. First Steering Committee Meeting	October 2023
4. Develop draft conceptual designs	November 2023
5. Second Steering Committee Meeting/Public Meeting	November/December 2023
6. Finalize conceptual designs, develop cost estimates	January 2024
7. Implementation plan and Report	February 2024
8. Third Steering Committee Meeting (if needed)	March 2024



**Stakeholder Committee Meeting #1**  
 Hildebran/Long View Trail Connection Feasibility Study

Name	Organization	Phone Number	Email
Todd McCalliffe	AECOM		todd.mccalliffe@aecom
James Cozart	Town of Long View		jcozart@longviewnc.gov
Nathan Chapman	AECOM		nathan.chapman@aecom.com
John MARSHALL	CITY OF HICKORY	828 302-1909	jmarshall@hickorync.gov
Logan Shook	Town of Hildebran		logan.shook@hildebrannc.org
Shane Prisby	Foothills Conservancy of NC		sprisby@foothillsconservancy.org
Sera Hart			
Hertburn			
Kory			

August 24, 2023

11:00 AM

Hildebran/Long View

# Long View / Hildebran Sidepath Feasibility Study

## Stakeholder Committee Meeting #1 at Western Piedmont Council of Governments

August 24, 2023, 11:00 AM

### Attendees

Duncan Cavanaugh – Senior Planner, Western Piedmont Council of Governments  
Logan Shook – Hildebran Town Manager  
John Marshall – Transportation Planning Manager, City of Hickory  
James Cozart – Long View Town Manager  
Shane Prisby – Trails Program Director, Foothills Conservancy of NC  
Hart Evans – NCDOT, IMD Statewide Plan and Programming Branch (via Microsoft Teams)  
Todd McAulliffe – AECOM  
Nathan Chapman – AECOM  
Kory Wilmot – AECOM (via Microsoft Teams)  
Sarah Hartshorn – AECOM (via Microsoft Teams)

### Meeting Minutes

- 1) AECOM is scoped to investigate two options for the proposed trail. The group had an aerial map of the proposed project area to discuss potential trail locations, areas of concern, and any other project goals.
  - a) Plans for other ongoing trails were discussed.
    - i) There will be a trail up to Goat Farm Street that this project can tie into. That project will be let by DOT at the end of September 2023. AECOM can obtain some plans to determine exact tie-in location. The folks from ASU will be able to connect to this proposed trail through the connect at Goat Farm Street.
    - ii) There will be a 17<sup>th</sup> Street extension to Clement Blvd. The trail will go west on Clement Street, up 9<sup>th</sup> Avenue, to connect to the Aviation Walk. This will connect to the ASU campus via the bike/ped bridge over US 321. This is funded.
    - iii) Looking to connect to Hickory Aviation Museum. This is funded.
    - iv) There will be some type of connection from 17<sup>th</sup> Street to 2<sup>nd</sup> Avenue. This is not yet funded.
    - v) Caldwell County completed a grant application for a feasibility study to run a trail connection along the existing Norfolk Southern railroad. This trail would run from Caldwell County across the river connecting up to the northwestern corner of Burke County to tie into Hickory's trail system.
      - (1) The river walk would be an easy connection because the bridges over US 321 will have 15' gap left for trail and 25' gap left for rail.
    - vi) There is a goal to have a trail system connect to Henry Fork River soccer park.
    - vii) There are plans to have a trail come west down from the Historic Ridgeview Walk, down 7<sup>th</sup> Avenue SW, across existing US 321 bridge, and make it to Long View Elementary School. Out of funding this year – estimated at about \$7.5 million. The goal is to use that trail to get closer to Long View.
  - b) The Hickory Regional Airport was then discussed.
    - i) The airport has a project underway to extend the runway another 150' or so. It is undetermined which end will be extended. AECOM needs to get in contact with airport engineers to obtain what a worst-case scenario might look like – not necessarily a concrete decision from them. This will help determine if a trail is feasible here.

- ii) The property is fenced to the road now. Need to determine if there is a buffer width that needs to be fenced. The trail could still be potentially put outside of the fencing and run down the creek.
  - iii) Two options could be developed for this location: one keeping the trail inside the airport and one running the trail out to Cape Hickory.
  - iv) Might have to s-curve the trail to account for grade changes in this area.
- c) The Hildebran side of the trail was then discussed.
- i) The most consistent option is US70A. However, this is in Norfolk Southern railroad right-of-way. This corridor appears to be in regular use. The space between the highway and the railroad is where the trail may go.
  - ii) The railroad was then discussed.
    - (1) If there is both NCDOT and Norfolk Southern right-of-way, then Norfolk Southern will control it. It is important to get direct input from Norfolk Southern about this project and not to use assumptions from previous projects. AECOM will need to find out what is feasible, if there will need to be a buffer, fence separation, future additions, lengthening of siding track etc.
    - (2) There is some existing sidewalk here that could potentially be widened. The railroad will sometimes allow sidewalk but will definitely not allow a multi-use path within their right-of-way. Railroad right-of-way is typically 80'-100' from the centerline of the tracks. The railroad will likely ask why we can't take the trail to the other side of the road.
    - (3) The railroad will be more amenable to allowing something in their right-of-way if you can improve their existing situation. This is usually done by improving their drainage.
    - (4) Norfolk Southern did sell 50' of right-of-way for a trail on another project since a multi-use path couldn't be put inside their right of way.
    - (5) NCDOT has a good contact and established relationship with Norfolk Southern through a nonprofit who acquires rail corridors from Norfolk Southern.
  - iii) AECOM will not be reaching out to property owners as part of this project. There will be a public meeting held where property owners can give feedback. All public feedback has been in support of the trail systems.
- d) Next, the Long View side was discussed.
- i) Goal is a 10' multi-use path in this section. There is no existing sidewalk in this area. AECOM will assume NCDOT standards in this area since Main Avenue and 34<sup>th</sup> Street are NCDOT owned.
  - ii) 34<sup>th</sup> Street has curb and gutter. This is the only road in this section with curb and gutter.
    - (1) In areas with no curb and gutter, the multi-use path will be on the back of the ditch which will increase easement acquisition and cost.
    - (2) The other option is adding curb and gutter which is very costly.
  - iii) Coming down Cape Hickory is also an option.
  - iv) AECOM will evaluate impacts and get some general information about what DOT right of way will be here. There are not a lot of property owners on this stretch of US70a, but there are a lot of structures on that road. Once AECOM has developed some options, they can better evaluate what condemning might mean. It could mean taking 3' of easement or 30'.

- (1) Encourage people who have had property condemned for other trail projects at the public meeting to talk about positive impacts. There is a lot of growth in the town because of the trail system and having a trail on the property greatly increases property value.
- v) Long View currently has about 10 miles of trail all being built in concrete due to construction and maintenance savings.
- vi) There is sidewalk on the south side of US70 from the intersection of US 70a west to S Center Street. There is a crosswalk at CVS (at the intersection of US 70 and US 70a that crosses US70.
- vii) It would make sense to terminate the trail at a destination like Town Hall/the new park that is being built. More foot traffic would be a benefit to businesses in the area. There are 3' sidewalks there currently with curb and gutter on one side of the road, south of Town Hall.
  - (1) There could be a cut through behind Town Hall, but there is disagreement on who owns an easement on the back corner of the building.
- viii) Another destination includes the Long View Recreation Center near the airport. The facilities are currently being upgraded at the park here.
- e) Finally, the next steps were discussed.
  - i) AECOM will develop two alternatives after further evaluating the items discussed.
  - ii) AECOM will get with the airport engineers and NCDOT's contact with Norfolk Southern to identify more detailed project information about what is feasible for the trail system.
  - iii) The first steering committee meeting will be in person and then the rest of the meetings will be virtual – except for the public meeting.

## Steering Committee Meeting 1

### Agenda – Steering Committee Meeting August 24, 2023 | 10:30 PM

- 10:30 AM      INTRODUCTION
- C) Introductions  
Meeting attendees, NCDOT, and the AECOM team.
  - D) Meeting Agenda  
Introduce the project and the purpose of the meeting.
- 10:40 AM      PROJECT OVERVIEW  
Discuss the project background, including the need to connect the towns via trail.
- 10:50 AM      WORK SESSION  
Steering committee members will be asked to participate in an open discussion using maps that are intended to identify potential challenges and opportunities.
- 11:30 AM      WRAP UP  
The project team will review and summarize outcomes from the work session, discuss next steps/project schedule, and allow time for any questions.

#### Project Schedule:

Task	Timeline
1. Inventory and Evaluation of Current Conditions	August 2023
2. Meet with Stakeholder	August 2023
3. First Steering Committee Meeting	October 2023
4. Develop draft conceptual designs	November 2023
5. Second Steering Committee Meeting/Public Meeting	November/December 2023
6. Finalize conceptual designs, develop cost estimates	January 2024
7. Implementation plan and Report	February 2024
8. Third Steering Committee Meeting (if needed)	March 2024



**Steering Committee Meeting #1**  
Hildebran/Long View Trail Connection Feasibility Study

Name	Organization	Phone Number	Email
Gregory McCollum	NC DOT-ITMD	919-271-4747	gamccollum@ncdot.gov
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RANDALL MAYS	Long View	828-529-3139	mays_randall@lview.com
James Cozart	Long View	828-855-5965	jcozart@longviewnc.gov
Jensen Ekenbaugh	WPKOG		jenkenbaugh@wpkog.org
Nathan Chapman	AECOM		nathan.chapman@aecom.com
Todd McCalliffe	AECOM		

October 17, 2023

10:30 AM

Hildebran/Long View

# Long View / Hildebran Sidepath Feasibility Study

## Steering Committee Meeting #1 at Western Piedmont Council of Governments

October 19, 2023, 10:30 AM

Duncan Cavanaugh – Senior Planner, Western Piedmont Council of Governments  
Logan Shook – Hildebran Town Manager  
James Cozart – Long View Town Manager  
Michael Stroupe – Long View  
Randall Mays – Long View  
Grady McCollum – NCDOT IMD  
Nathan Chapman – AECOM  
Todd McAulliffe – AECOM  
Kory Wilmot – AECOM (via Microsoft Teams)  
Sarah Hartshorn – AECOM (via Microsoft Teams)

### Meeting Minutes:

1. There was a brief presentation on the project, including the project background, and discussion of the stakeholder meeting held in August as well as the project schedule and future tasks.
2. The group reviewed the two options for the multi-use path (MUP) developed by the stakeholders in the August meeting. The typical sections presented are from NCDOT. AECOM is trying to work with IMD and Complete Streets unit to reduce clear zone offset to save property and reduce impacts.
  - a. The NCDOT Aviation division had provided feedback on the section of both options that cross the airport's Runway Protection Zone (RPZ) would be considered incompatible uses.
  - b. The group identified an alternative option to Option 1 that would follow 8<sup>th</sup> and 2<sup>nd</sup> Avenues to 34<sup>th</sup> Street south of the airport. On the eastern end, the project could tie into proposed projects in Hickory, and provide connections to the Long View Recreation Center. On the western end, the project could follow the original alignment options.
  - c. The project would need to be terminated at either the Long View Recreation Center or the County Line. The project also may need to be terminated at the City of Hickory municipal boundary to keep the project rural for grant purposes. Crossing NCDOT divisions and counties brings many more people into the discussion.
  - d. Additional outreach to the City of Hickory will be needed to learn of their proposed projects to identify a potential tie-in location.
  - e. Option 2 could continue to follow Hickory Airport Road and be included in the designs for a relocated road outside of the runway protection zone if/when the runway is expanded as is expected.
  - f. The quantities and costs can be broken up by the county line but the overall study will include the entire project.
3. The group looked at the alignment challenges along US 70a.
  - a. Because of the proximity of the rail line, the MUP would be better on the north side (the side opposite of the rail tracks).
  - b. The addition of curb and gutter and associated piping increases costs greatly.
  - c. The presence of utility poles also will likely increase costs, as each relocated pole can cost up to \$30k.
  - d. The group agreed that the best location for the MUP is at the bottom of the slope along US 70 as it would avoid installing curb and gutter. However, it would likely increase right-of-way (ROW) costs

- and may present ADA challenges related to bringing the MUP up to meet raised driveways. High-level ROW costs will be included in the study.
- e. Two options can be analyzed from a cost perspective: one that requires more right-of-way but that avoids as many utility relocations as possible and another that installs curb and gutter, closes the drainage, and relocates utility poles.
4. The group discussed the best location to cross the railroad with the MUP. After some discussion of 10<sup>th</sup> Street, the group identified 34<sup>th</sup> Street as the best place to cross, although coordination with Norfolk Southern on a pedestrian crossing may be difficult.
    - a. There may be an opportunity to include a pedestrian crossing if the rail corridor is selected by NCDOT for a Federal Railroad Administration Corridor Identification and Development (Corridor ID) Program. Those corridors will be selected soon. The Corridor ID study would identify railroad crossing improvements, including potential grade separations.
    - b. Because the rail line separates neighborhoods, it is potentially eligible for grant funding from the Reconnecting Communities and Neighborhoods Program.
    - c. The railroad crossing should be discussed in the study.
  5. An additional option was identified by the group. The option would follow Main Avenue Drive and Wilson Road to N. Center Street, entering Hildebran from the north. The challenge with this option would be the bridge over the railroad tracks on N Center Street, which is old and possibly considered historic. Options to cross the tracks would be expensive and would require coordination with the railroad as well as coordination with the State Historic Preservation Office (SHPO). *(Note: other concerns related to this option related to terrain were raised after the meeting. An additional conference call meeting is scheduled in November to discuss it).*
  6. Next steps:
    - a. AECOM to investigate the Wilson Rd/N Center St option, including gathering information on the bridge.

## Steering Committee Meeting 2

### Agenda – Steering Committee Meeting January 30, 2024 | 2:00 PM

#### 2:00 PM INTRODUCTIONS

- E) Introductions  
Meeting attendees, NCDOT, and the AECOM team.
- F) Meeting Agenda  
Introduce the project and the purpose of the meeting.

#### 2:05 PM ALIGNMENT OPTIONS

Review and discuss the two current alignment options.

#### 2:25 PM DESIGN UPDATE

Discuss design challenges related to the two options

#### 2:50 PM WRAP UP

The project team will review and summarize outcomes from the work session, discuss next steps/project schedule, and allow time for any questions.

#### Project Schedule:

Task	Timeline
1. Inventory and Evaluation of Current Conditions	August 2023
2. Meet with Stakeholder	August 2023
3. First Steering Committee Meeting	October 2023
4. Develop draft conceptual designs	November 2023
5. Second Steering Committee Meeting/Public Meeting	January 2024
6. Finalize conceptual designs, develop cost estimates	February 2024
7. Implementation Plan and Report	March 2024



## Steering Committee Meeting #2

Hildebran/Long View Trail Connection Feasibility Study

Name	Organization	Phone Number	Email
Nathan Chapman	AECOM		nathan.chapman@aecom.com
Joltn MARSHALL	City of Hickory	826-302-1909	jmarshall@hickorync.gov
Charles Mullis	Town of Long View	828-322-3921	charles.mullis@longviewnc.gov
Michael Stoupe	Town of Hildebran	828-578-3831	mstoupe@hildebrannc.org
Logan Shook	Town of Hildebran	828-397-5801	logan.shook@hildebrannc.org
Chris Eckard	Town of Long View	828-322-3921	chris.eckard@longviewnc.gov
Duncan Cowan	WPCOG	828-322-9191	duncan.cowan@wpcog.org
Todd M. Mulliffe	AECOM		todd.mulliffe@aecom.com

January 30, 2024

2:00 PM

Hildebran/Long View

# Long View / Hildebran Sidepath Feasibility Study

## Steering Committee Meeting #2 at Western Piedmont Council of Governments

### January 30, 2024, 2:00 PM

Duncan Cavanaugh – Senior Planner, Western Piedmont Council of Governments  
Logan Shook – Hildebran Town Manager  
Michael Stroupe – Hildebran Town Council  
John Marshall – City of Hickory  
Charles Mullis – Planning and Zoning for Town of Long View  
Chris Eckard – Public Works Director for Town of Long View  
Nathan Chapman – AECOM  
Todd McAulliffe – AECOM  
Grady McCollum – NCDOT IMD (via Microsoft Teams)  
Sarah Hartshorn – AECOM (via Microsoft Teams)

#### Meeting Minutes:

1. The project was reviewed, including how the option alignments have evolved since the past meeting, and the alignments for the two options today.
2. Option 1 follows (from west to east):
  - a. Hildebran Section:
    - i. US 70
    - ii. 10<sup>th</sup> Street
    - iii. Main Avenue Drive
  - b. Long View Section:
    - i. Main Avenue Drive
    - ii. 34<sup>th</sup> Street
    - iii. 2<sup>nd</sup> Avenue
    - iv. 27<sup>th</sup> Street
    - v. 3<sup>rd</sup> Avenue
    - vi. 26<sup>th</sup> Street
    - vii. 7<sup>th</sup> Avenue
    - viii. 25<sup>th</sup> Street (via easement)
    - ix. 8<sup>th</sup> Avenue to the Hickory Aviation Museum
3. The group discussed modifications to the alignment noting that both alignments should stop in Hildebran at the Food Lion (511 U.S. Hwy 70 SW, Hildebran, NC 28637), where existing sidewalks start. It was also noted that there is a sewer easement on the section of 25<sup>th</sup> Street that uses a vacant lot, and that there is a buried sewer line on 8<sup>th</sup> Street.
4. Option 2 was discussed. Option 2 would follow the relocated alignment of Hickory Airport Road outside of airports Runway Protection Zone (RPZ) from north of the airport and use the same alignment as Option 1 south of airport.
5. Modifications to Option 2 that were identified included tying the northern end of the project into something further north of the airport, including potentially to the widening of SR 1687 (Goat Farm Road) (NCDOT STIP Project R-5967) which includes a 10-foot multi-use path. The option should also include a connection to Long View Recreation Center (3107 2nd Ave NW, Hickory, NC 28601) along 2<sup>nd</sup> Ave.
6. The design team should be aware of other significant projects in the area.

7. Dwarf flowered heartleaf is a threatened flora found in certain sections of the project and will be noted by the design team in the report. Without an environmental survey, exact impacts cannot be determined.
8. In areas with curb and gutter, the path can be pulled in to reduce impacts and gives the most flexibility. In areas without curb and gutter, the drainage requirements can determine how small or large the ditch needs to be which can determine the overall offset. For this phase in the design process, the designs will be drawn with the full offset to show all potential impacts. The path will be designed to avoid impacts (like utilities, homes etc.) where possible in short durations. Another option is to reduce the multi-use path to a 5' sidewalk for longer durations.
9. Some culverts will need to be extended which are impactful cost wise to the project.
10. Designs for the project can advance now that the option alignments have been chosen.
11. Quantities and cost estimates will be given for each option. Extending option 2 can be broken out into an additional supplemental cost to give a more comparable cost to Option 1.

## Long View / Hildebran Sidepath Feasibility Study

Steering Committee Meeting #3 via Microsoft Teams

March 27, 2024, 2:30 PM

Duncan Cavanaugh – Senior Planner, Western Piedmont Council of Governments

Logan Shook – Hildebran Town Manager

John Marshall – City of Hickory

Grady McCollum – NCDOT IMD

Nathan Chapman – AECOM

Todd McAulliffe – AECOM

Kory Wilmot - AECOM

Sarah Hartshorn – AECOM

### Meeting Minutes:

1. The two concept design alternatives were presented for review to the group. The meeting aims for the group to choose a preferred alternative based on their selection criteria so that a finalized concept can be drafted.
2. Option 1:
  - a. Design Path (from west to east)
    - i. Hildebran Section:
      1. US 70
      2. 10<sup>th</sup> Street
      3. Main Avenue Drive
    - ii. Long View Section:
      1. Main Avenue Drive
      2. 34<sup>th</sup> Street
      3. 2<sup>nd</sup> Avenue
      4. 27<sup>th</sup> Street
      5. 3<sup>rd</sup> Avenue
      6. 25<sup>th</sup> Street via
      7. 8<sup>th</sup> Avenue to the Hickory Aviation Museum
  - b. This option is about 4 miles long.
  - c. The standard offsets for both curb and gutter sections and shoulder sections were used for the design in both alternatives. A 4' offset from back of curb in curb and gutter sections will be used. A 24' offset from edge of pavement will be used in shoulder sections which is the standard for two lane roads between 25 MPH – 45 MPH. This width allows for bicycle and pedestrian safety, utilities, and hydraulic design. Without hydraulic design, it is difficult to pull in that offset. The final concept will aim to reduce as many impacts as possible.
  - d. Both options start with a tie-in to the crosswalk at the CVS Pharmacy (200 A Highway 70 East) on the north side of US 70. This crosswalk ties into the existing sidewalk along the south side of US 70. Widening the existing sidewalk at this location to a 10' path could be costly due to utility impacts, so the design team has chosen to begin the path at the CVS on the north side US 70.
  - e. The committee has asked that the option be moved to the east side of 10th Street to reduce impacts in the final concept.

- f. Crossing the railroad tracks will need to be discussed with the railroad when the project is funded. The railroad is specific about what they will and will not allow in their right-of-way which will determine how the path is designed at this location.
  - g. As the path continues to the more residential sections, impacts to homes and businesses will increase in areas where there is no curb and gutter. An option for limiting impacts is to incorporate short sections of closed drainage to bring the offset in.
  - h. The committee requested the path run along the south side of 2nd Street to tie into the Long View Recreation Center.
3. Option 2:
- a. Design Path (from west to east)
    - i. Hildebran Section:
      - 1. US 70
      - 2. 10<sup>th</sup> Street
      - 3. Main Avenue Drive
    - ii. Long View Section:
      - 1. 40th Street
      - 2. Cape Hickory Road
      - 3. 2<sup>nd</sup> Avenue
    - iii. Hickory Section
      - 1. Hickory Regional Airport outside of the Runway Protection Zone (RPZ)
      - 2. Hickory Airport Road
      - 3. 9<sup>th</sup> Ave Drive to Goat Farm Street
  - b. This option is about 3.7 miles long.
  - c. This option does have more impacts to homes because there isn't as much flexibility to avoid impacts by switching to the other side of the road etc.
  - d. Until Hickory Regional Airport has their design in place, it can't be determined exactly where the path would lie within the airport property.
  - e. Immediate residential impacts are less once you connect to Hickory Airport Road.
4. The steering committee selected Option 1 as the preferred alternative based on connectivity.
- a. A finalized conceptual design will be completed for the preferred alternative. Quantities and a cost estimate will be finalized as well.
  - b. The report will be finalized in April 2024.
  - c. A public involvement meeting could be held in May after the report is finalized.

# TOWN OF LONG VIEW

## DROP-IN MEETING

**May 29th  
6-8 pm  
Long View  
Town Hall**

*Offer your ideas on the  
Draft Long View Sidepath  
Feasibility Study*

**WEDNESDAY, MAY 29TH  
6:00 TO 8:00 PM**

**LONG VIEW TOWN HALL  
2404 1ST AVE SW  
LONG VIEW, NC 28602**



**828) 322-3921**

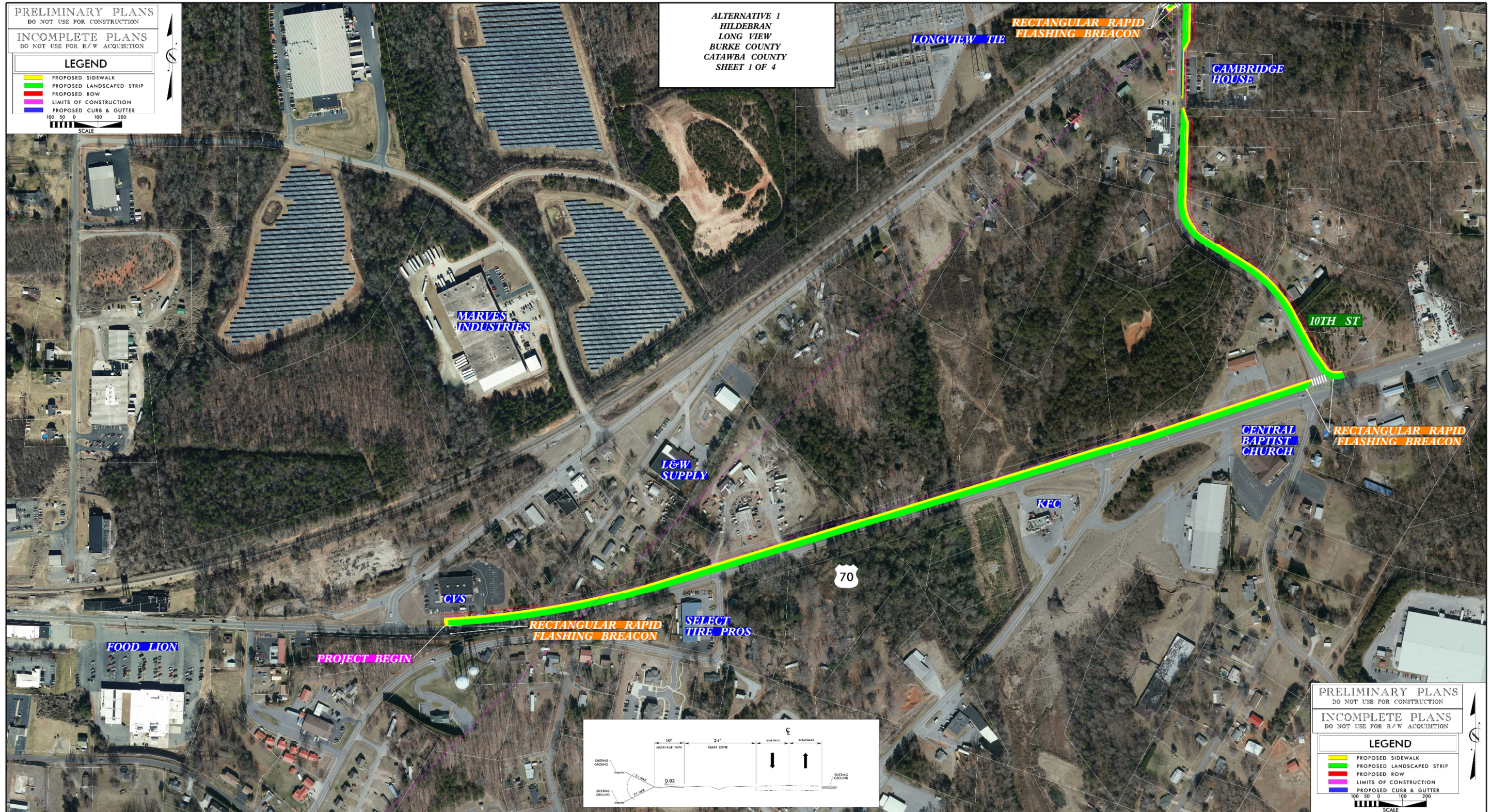


**<https://www.ci.longview.nc.us/>**

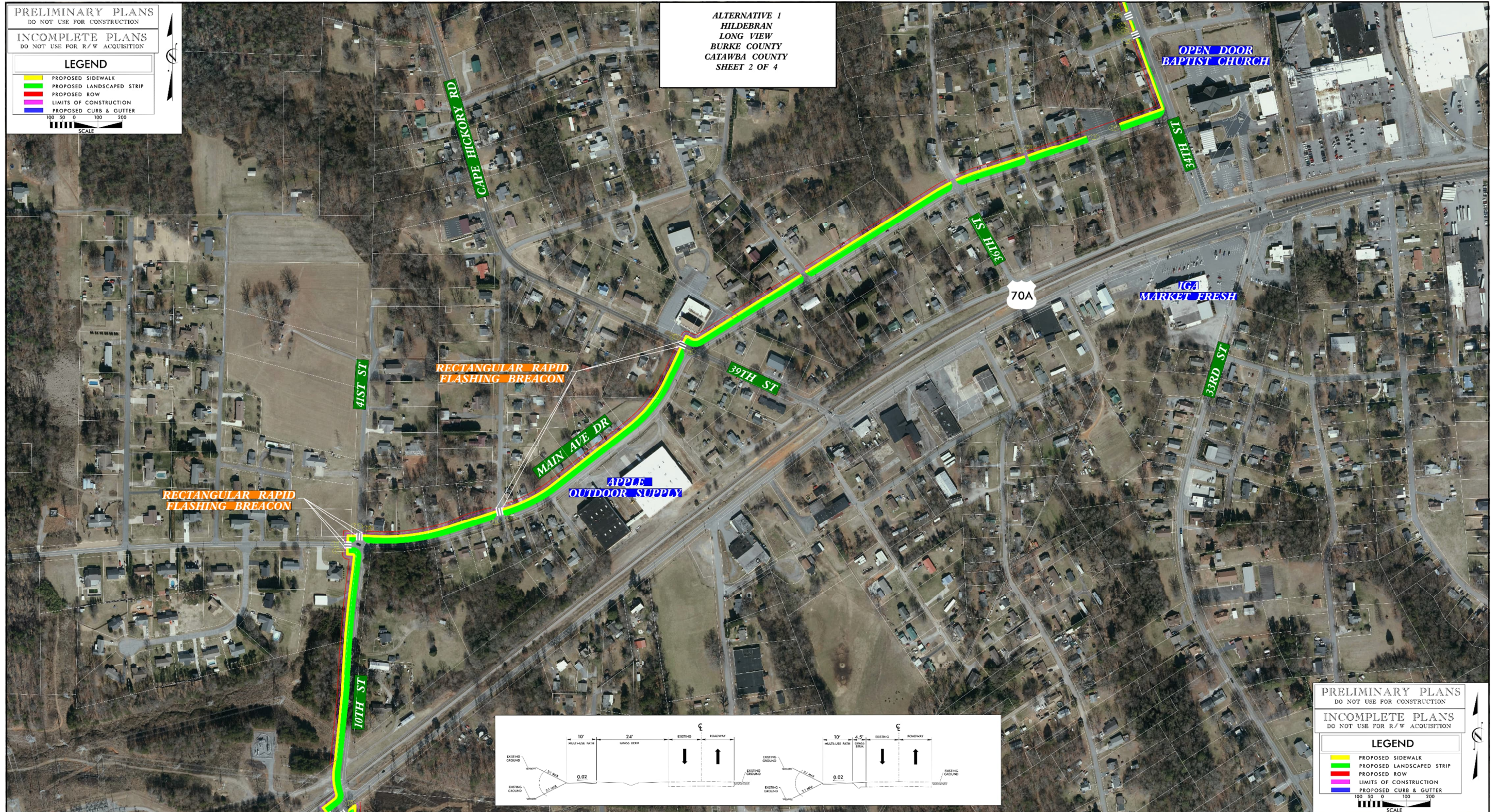
# Appendix B – Concept Plan

## Conceptual Plans

Conceptual Plans



Conceptual Plans





Conceptual Plans



# Appendix C – Cost Estimate

## Conceptual Plan Cost Estimates

**Project:** Town of Hildebran and Town of Long View Multi-Use Path Feasibility Study Planning      County: **Burke & Catawba**  
**Alternative 1**  
 From: US 70 to the Hickory Aviation Museum  
 Typical Section: 10' Multi-Use Path with 4.5' Berm (Curb & Gutter Sections) and 10' Multi-Use Path with 24' Offset (Shoulder Sections)

<b>CONSTR. COST</b>
<b>\$ 4,478,989.50</b>

				<u>Roadway</u>
				<b>\$ 1,376,400.00</b>
Description	Quantity	Unit	Price	Amount
Grading	1	LS	\$ 400,000.00	\$ 400,000.00
10' Multi-Use Path	7,594	SY	\$ 90.00	\$ 683,500.00
Driveway Repairs	68	EA	\$ 400.00	\$ 27,200.00
2'-6" Concrete Curb and Gutter	1,120	LF	\$ 35.00	\$ 39,200.00
Traffic Control	1	LS	\$ 60,000.00	\$ 60,000.00
Erosion Control	12	Acre	\$ 3,000.00	\$ 36,000.00
Pedestrian Signals	12	EA	\$ 875.00	\$ 10,500.00
Rectangular Rapid Flashing Beacons (Mid-Block Crossings)	4	EA	\$ 25,000.00	\$ 100,000.00
Thermo and Markers	1	LS	\$ 20,000.00	\$ 20,000.00
Misc. Utilities (15%)	1	LS	\$ 206,500.00	\$ 206,500.00
<b>Construction Contract Cost</b> .....				<b>\$ 1,582,900.00</b>
<b>Construction Cost Contingency (30%)</b> .....				<b>\$ 474,870.00</b>
<b>Right of Way Cost</b> .....				<b>\$ 1,260,000.00</b>
<b>Surveying, Engineering, &amp; Public Involvement (15%)</b> .....				<b>\$ 497,665.50</b>
<b>Mobilization (10%)</b> .....				<b>\$ 331,777.00</b>
<b>Construction Engineering and Inspection (10%)</b> .....				<b>\$ 331,777.00</b>
<b>Alternative 1 Full Project Implementation Cost</b> .....				<b>\$ 4,478,989.50</b>

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.