

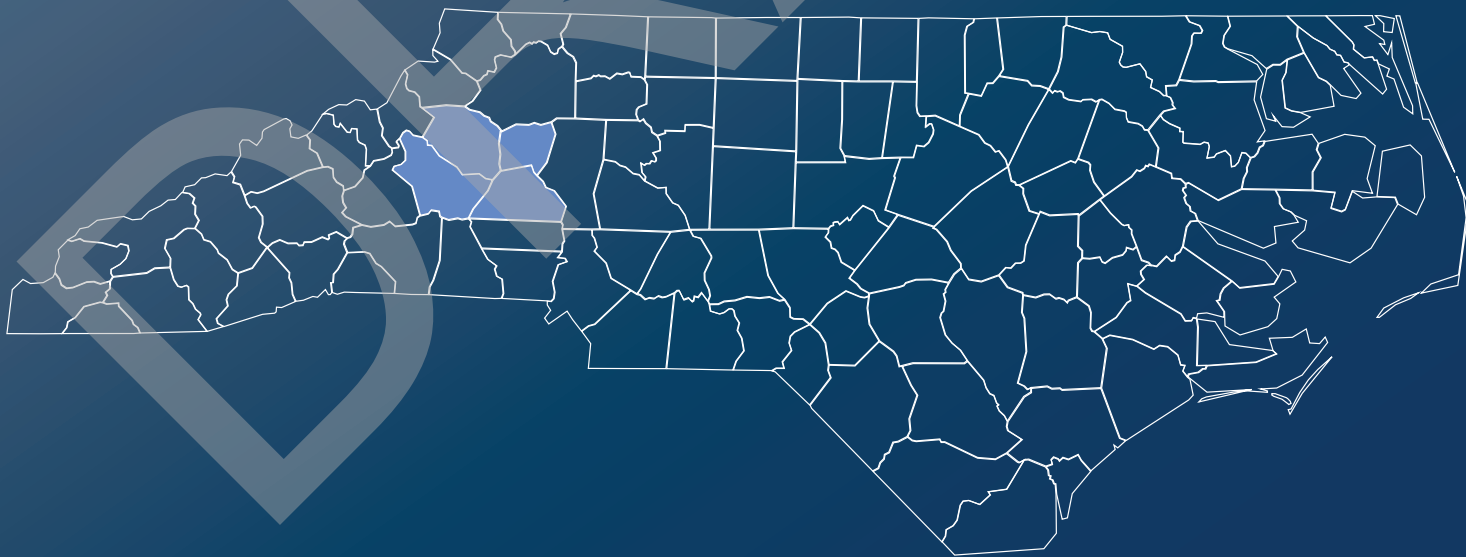
GREATER

HICKORY MPO

ALEXANDER, BURKE, CALDWELL, AND CATAWBA
COUNTIES

COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX



APRIL 2026

TABLE OF CONTENTS

CONSIDERATION OF NATURAL AND HUMAN ENVIRONMENT..... 1

CTP and MTP PROJECT PROPOSALS..... 10

APPROVALS/RESOLUTIONS..... 362

CONTACT INFORMATION..... 365

DEFINITIONS AND RESOURCES 369

ACRONYMS..... 370

GENERAL DEFINITIONS..... 371

ADDITIONAL PLANS AND STUDIES..... 375

FACILITY TYPE AND LEVEL OF SERVICE 376

TYPICAL SECTIONS..... 382

DRAFT

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

In the Interagency Coordination appendix, the long-range transportation planning process coordinates with environmental resource agencies and other local, state, and federal agencies and entities. In North Carolina, this coordination follows an Interagency Coordination Protocol described in that section.

Environmental Features

A full listing of environmental features that are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within the Greater Hickory MPO are shown in **Figure 1** and are shown in **bold** text in the table below.

Table 1 – Environmental Features

<ul style="list-style-type: none"> • 24k Hydro Lines • 303D Streams • Airport Boundaries • Anadromous Fish Spawning Areas • APNEP - Submerged Aquatic Vegetation • Beach and Waterfront Access • Benthic Habitat • Bicycle Routes • Boating Access • Churches and Cemeteries • Colleges and Universities • Conservation Tax Credit Properties • Critical Habitat for Threatened and Endangered Species • Emergency Operation Centers • Fish Nursery Areas • Flood Hazard Area • Geology/ Geologic Features • Hazard Substance Disposal Sites • Hazardous Waste Facilities • High Quality Waters and Outstanding Resource Water Management • Historic Resources – National Register and Determined Eligible • Hospitals • Managed Areas 	<ul style="list-style-type: none"> • National Wetlands Inventory (NWI) • Natural Heritage Element Occurrences • NC-CREWS • NCDOT Maintained - Mitigation Sites • Railroads (1:24,000) • Recreation Projects - Land and Water Conservation Fund • Regional Trails • Rivers and Streams • Sanitary Sewer Systems - Treatment Plants • Schools (Public & Non-Public) • Significant Natural Heritage Areas • State Natural and Scenic Rivers • State Parks • Target Local Watersheds - EEP • Trout Streams (DWQ) • Trout Impoundments • Unique Wetlands • Water Bodies • Water Distribution Systems – Tanks & Treatment Plants • Water Supply Watersheds • Wild & Scenic Rivers
---	---

- Hydrography - 1:24,000-scale
- Landscape Habitat Indicator Guilds (LHIGs) Managed Areas

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.






DRAFT

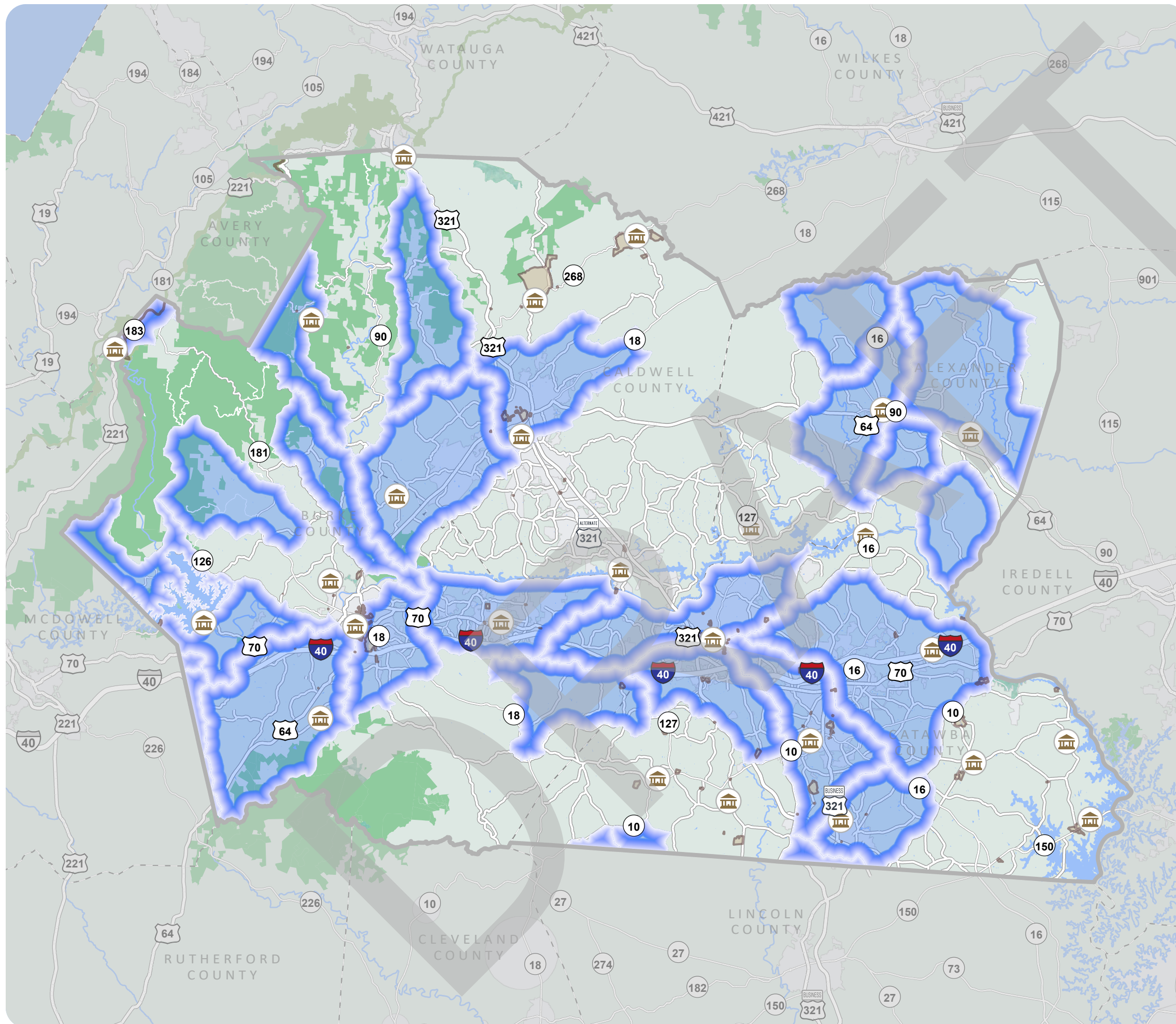
Figure 1
ENVIRONMENTAL FEATURES



GREATER HICKORY MPO
 CTP Analysis and Information

Primary Environmental Features Legend

-  National Register and Determined Eligible
-  Historic Resources - National Register and Determined Eligible
-  Targeted Local Watersheds - EEP
-  Conservation Tax Credit Properties
-  NC National Parks



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 1.1 of 4

Base map date: June 22, 2021

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Plan Date: June 21, 2023

Figure 1
ENVIRONMENTAL FEATURES

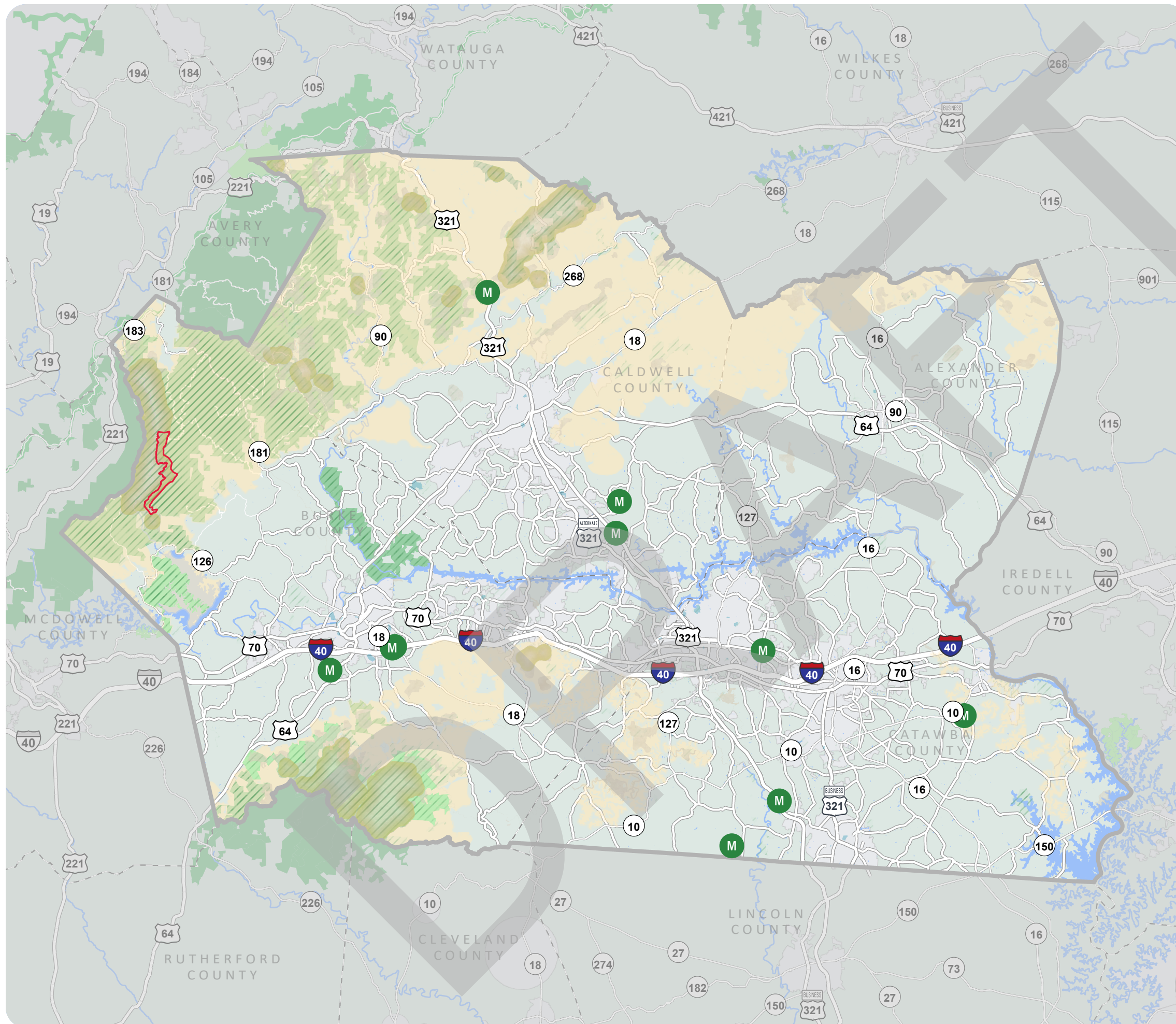


GREATER HICKORY MPO

CTP Analysis and Information

Primary Environmental Features Legend

- Churches and Cemeteries
- Mitigation Site - NCDOT Maintained
- Critical Habitat for Threatened and Endangered Species - Line
- Critical Habitat for Threatened and Endangered Species - polygon
- Natural Heritage Natural Areas
- Managed Areas
- Unique Wetlands
- Land and Water Conservation Fund (Recreation Projects)
- Parks and Recreation
- Landscape Habitat Indicator Guilds



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 1.2 of 4

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Plan Date: June 21, 2023

Figure 1
ENVIRONMENTAL FEATURES



GREATER HICKORY MPO
 CTP Analysis and Information

Primary Environmental Features Legend

- Colleges & Universities
- Technical Colleges
- School - Public
- School - Private

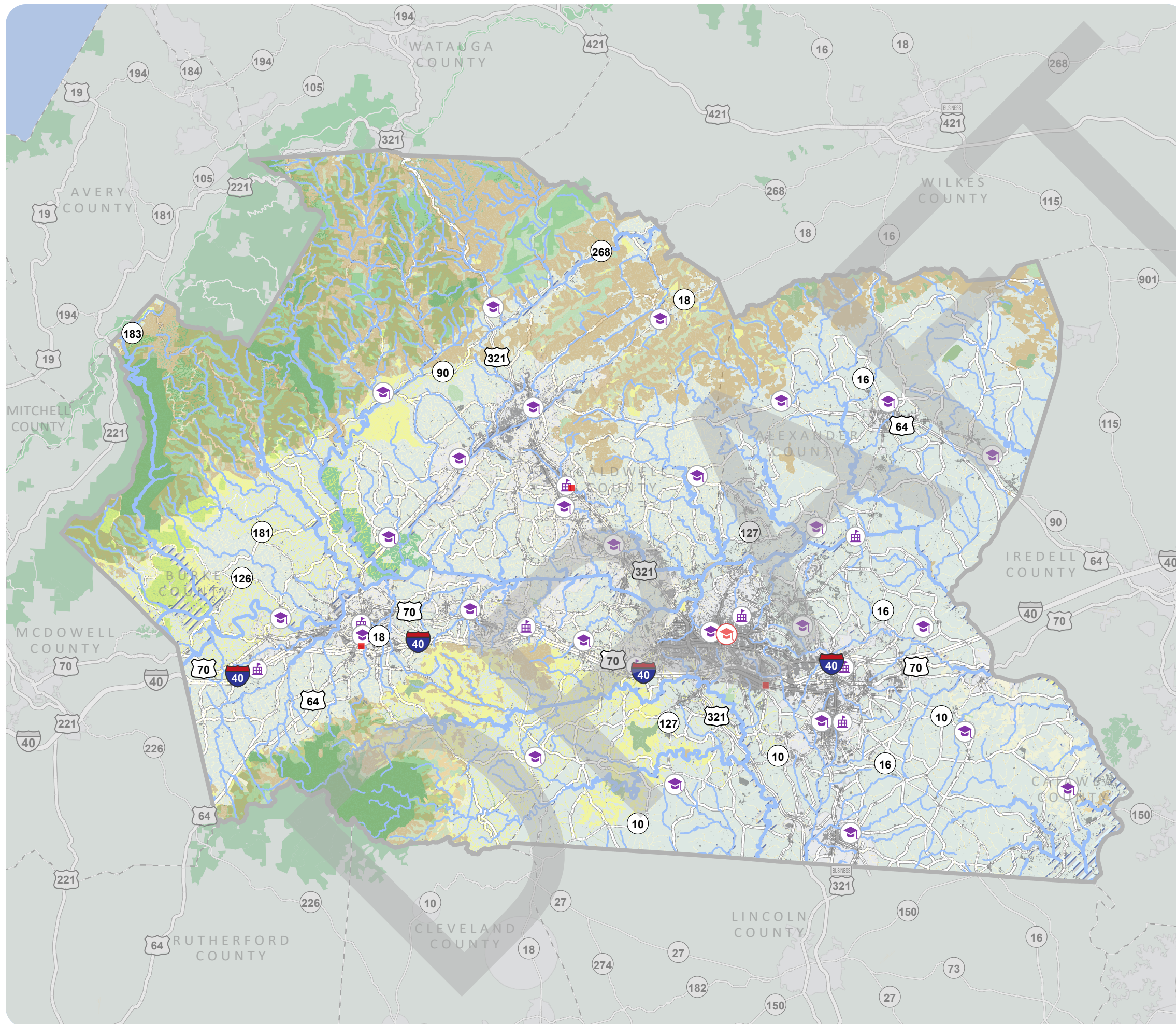
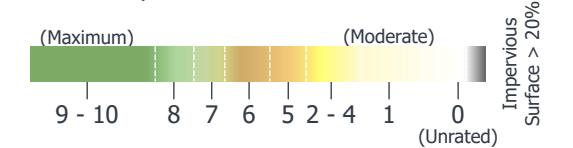
24K Hydro

- Artificial Path
- Stream/River

Airport Boundaries

Flood Hazard Area

Biodiversity Wildlife Habitat Assessment



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 1.3 of 4

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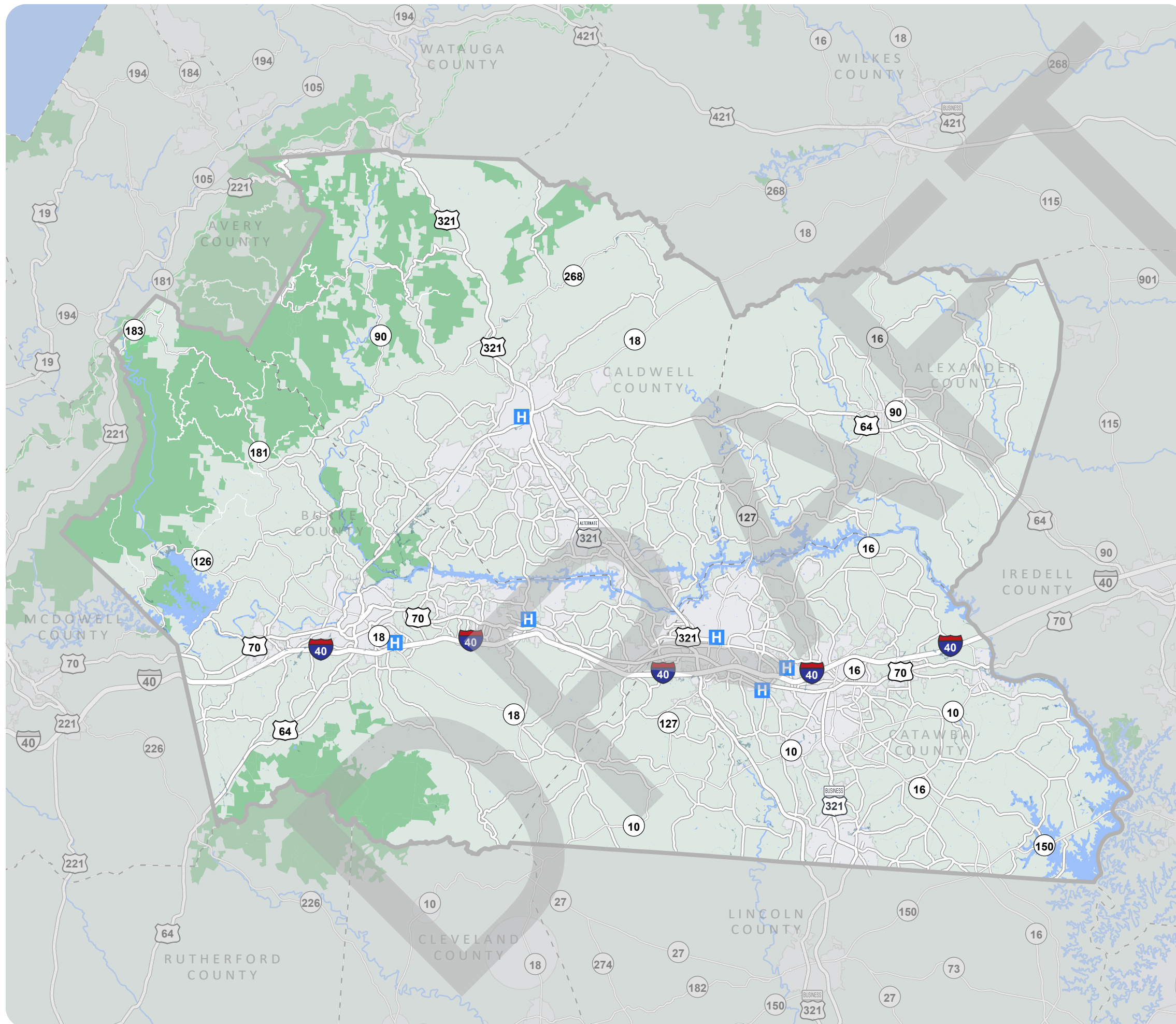
Plan Date: June 21, 2023

Figure 1
ENVIRONMENTAL FEATURES



GREATER HICKORY MPO
 CTP Analysis and Information
 Primary Environmental Features Legend

-  Hospital
-  NC CREWS
-  National Wetlands Inventory (NWI)
-  APNEP Submerged Aquatic Vegetation



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 1.4 of 4

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Plan Date: June 21, 2023

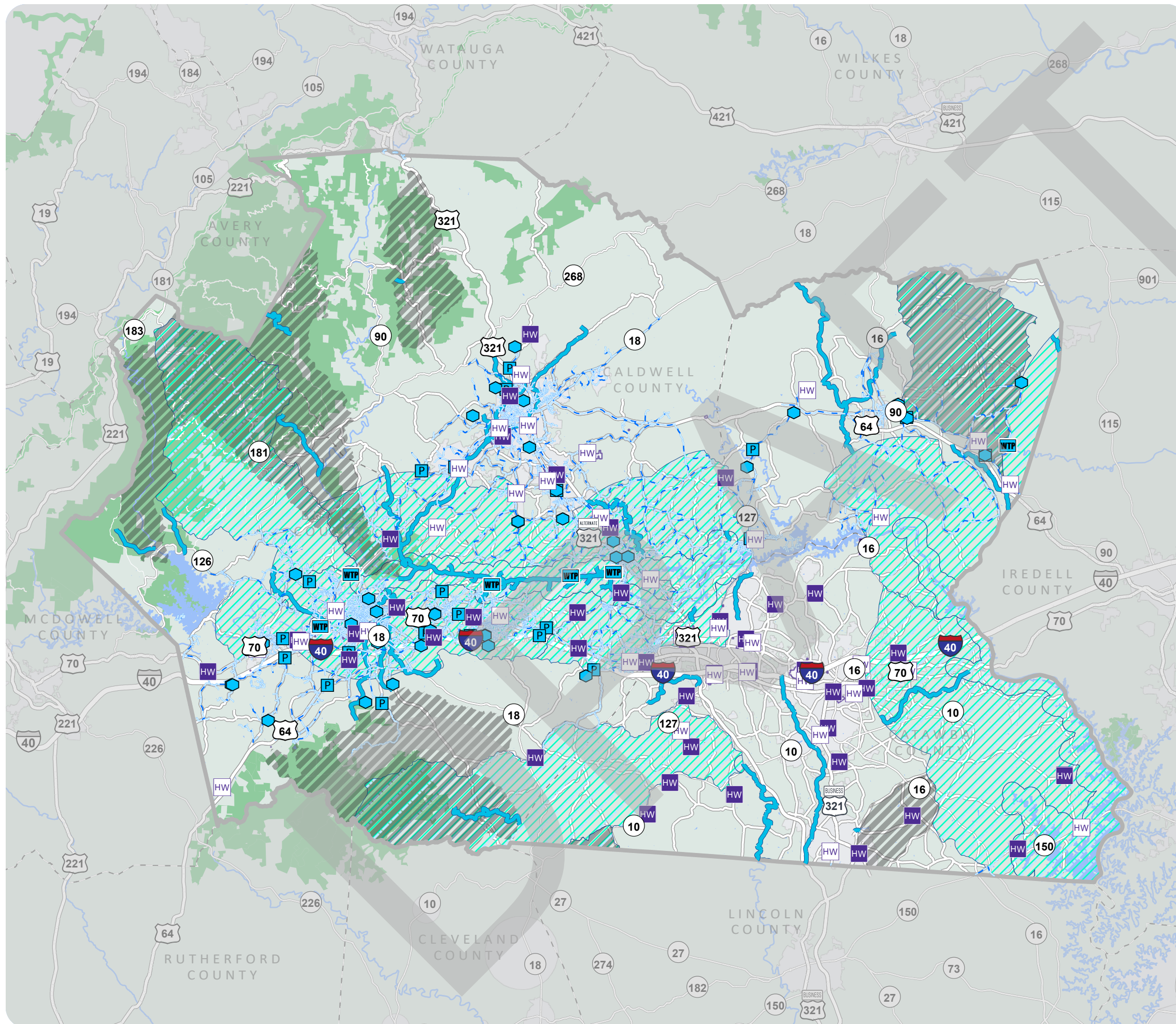
Figure 1
ENVIRONMENTAL FEATURES



GREATER HICKORY MPO
 CTP Analysis and Information

Environmental Features Legend

-  Hazard Substance Disposal Site
-  Hazardous Waste Facility
-  Water Distribution System - Treatment Plant
-  Water Distribution System - Water Tanks
-  Water Distribution System - Water Well
-  Water Pipes
-  303d - Streams
-  Rivers and Streams
-  Waterbodies
-  Hazard Substance Disposal Area
-  Benthic Habitat
-  High Quality Waters and Outstanding Resource Water Management
-  Water Supply Watershed



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>
 0 1.5 3 6 9 12 Miles

Sheet 2.1 of 3

Base map date: June 22, 2021

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Figure 1
ENVIRONMENTAL FEATURES

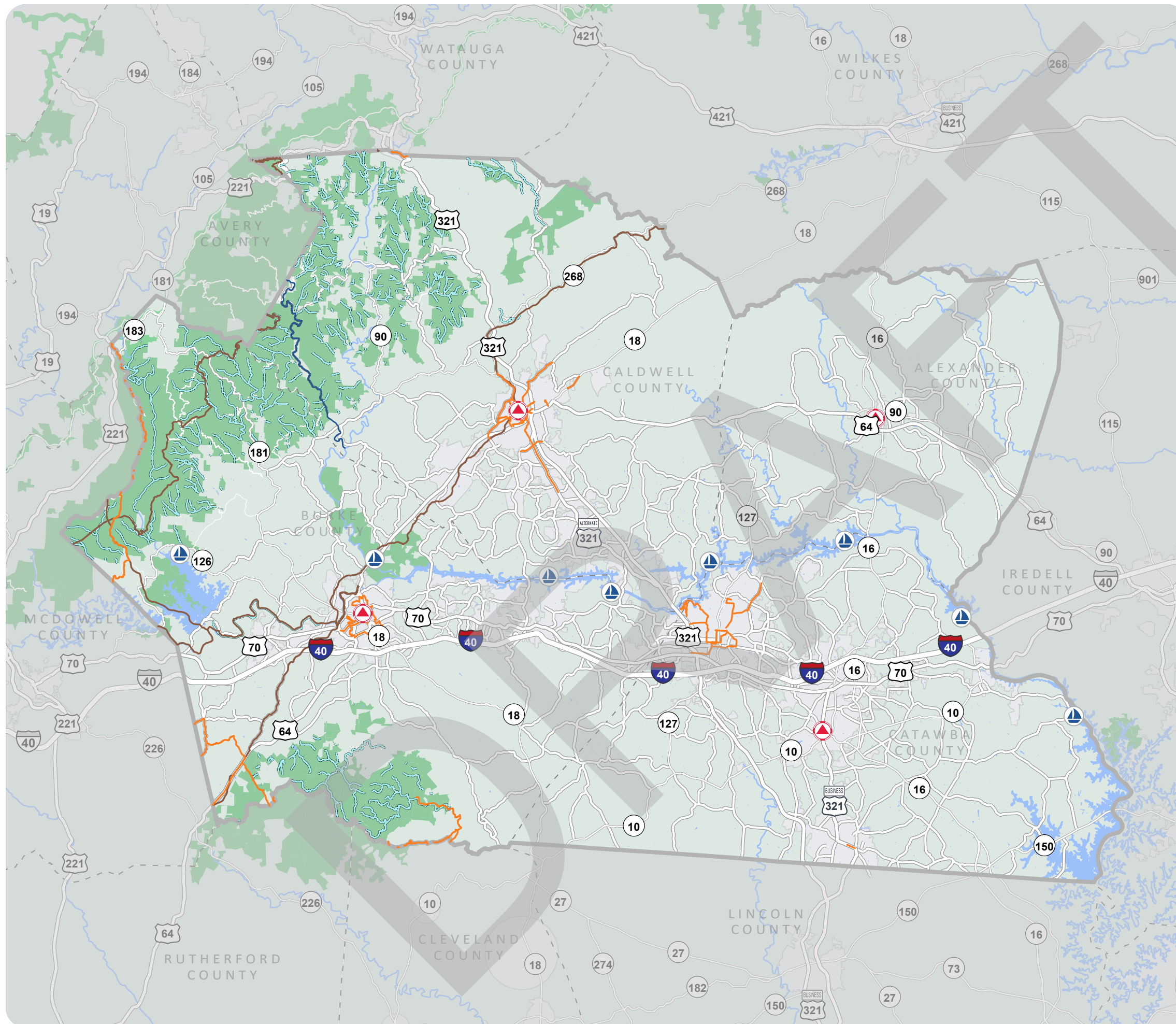


GREATER HICKORY MPO

CTP Analysis and Information

Environmental Features Legend

- Beach & Waterfront Access
- Boating Access - Public
- Emergency Operation Center
- Anadromous Fish Spawning Areas
- Bicycle Routes
- Regional Trails
- Wild & Scenic Rivers
- Trout Streams
- Fish Nursery Areas
- Trout Impoundments



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 2.2 of 3

Base map date: June 22, 2021

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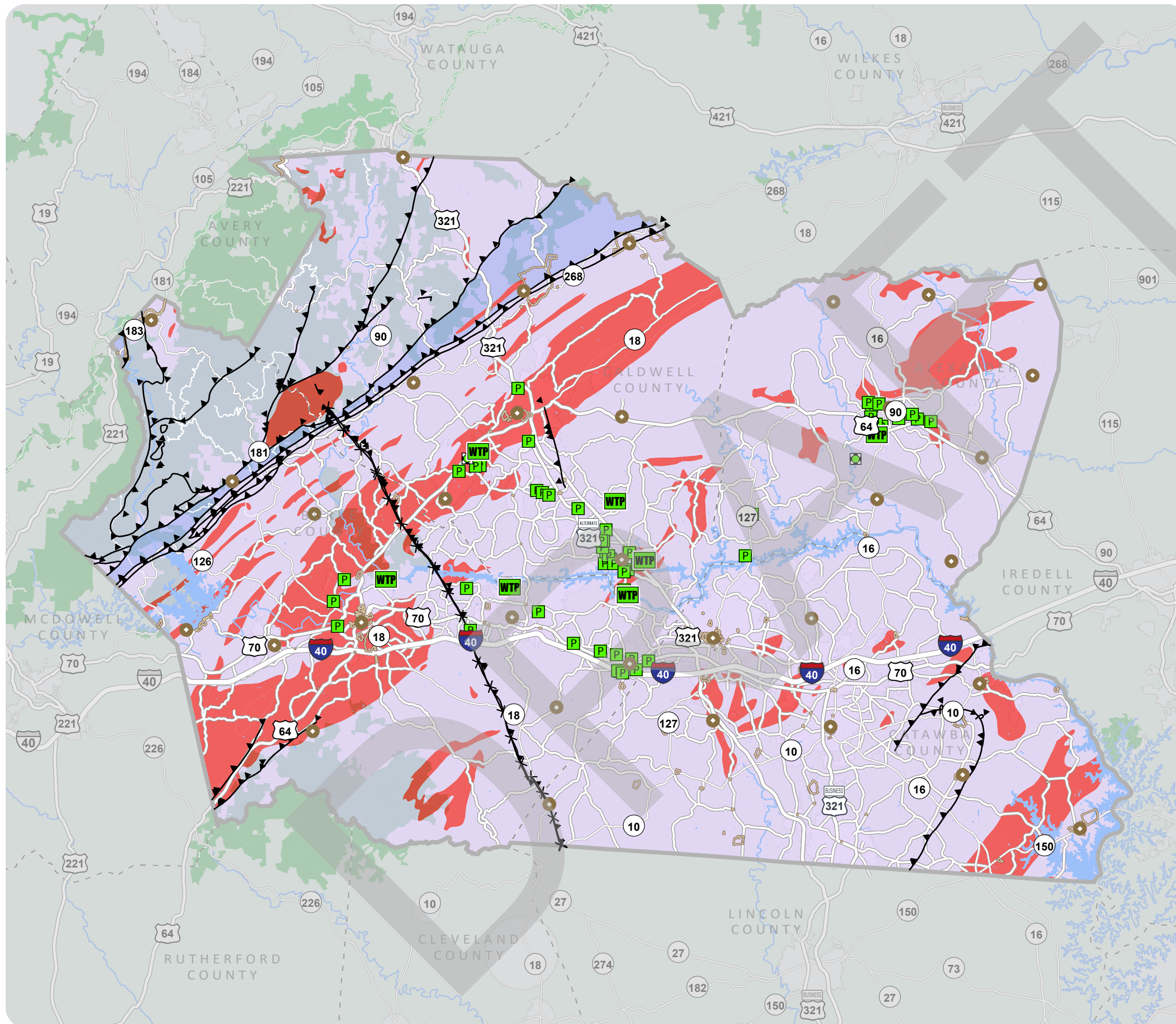
Plan Date: June 21, 2023

Figure 1
ENVIRONMENTAL FEATURES
 Additional Environmental Features



GREATER HICKORY MPO
 CTP Analysis and Information
 Additional Environmental Features Legend

- Historic Resources - National Register and Determined Eligible
- Sanitary Sewer System - Discharges
- Sanitary Sewer System - Pump
- Sanitary Sewer System - Land Application Area
- Sanitary Sewer System - Treatment Plant
- Sanitary Sewer System - Pipe
- Historic Resources - Local District Boundaries
- Historic Resources - Other Categories
- Geologic Features - Faults
- Geologic Features - Dikes
- Geology**
- Intrusive Rocks
- Metamorphic Rocks; Metamorphic rocks
- Sedimentary Rocks
- Sedimentary and Metamorphic Rocks
- Surficial deposits



Full report at:
<https://www.wpcog.org/metropolitan-trans-plan-mtp>



Sheet 3 of 3
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Plan Date: June 21, 2023

CTP AND MTP PROJECT PROPOSALS

The following pages contain project sheets for each recommendation, organized by modal element. The information provided is intended to help support decisions made in the process. Further information on the project proposals that are fiscally constrained can be found in the MTP (the 2050 Greater Hickory MPO Metropolitan Transportation Plan, adopted on 7/26/23).

- [Multi-County Project Sheets](#)

- [Alexander County Project Sheets](#)

- [Burke County Project Sheets](#)

- [Caldwell County Project Sheets](#)

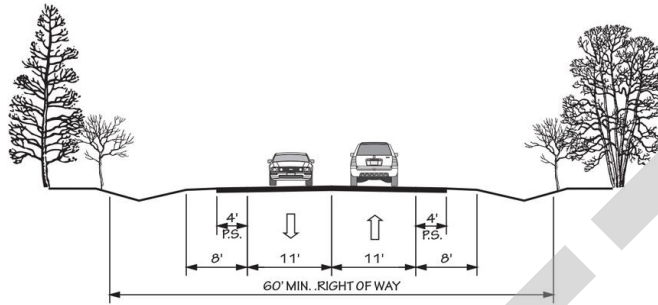
- [Catawba County Project Sheets](#)

Typical Section Options:

02 C

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

STIP project R-2918 modernizes these state roads with some new location from NC 127 to Grace Chapel Road (SR 1751).

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 4 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Shiloh Church Road/Hubbard Road/Icard Dam Road provides a connection from NC HWY 127 to Grace Chapel Road in Caldwell County. Current land use is

predominantly residential, with some highway commercial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 321 US 64/NC 18 Connector

Dry Ponds Road (SR 1115) to US 64/NC 18

Local ID: MULT-HD-03-CTP

Purpose: Mobility

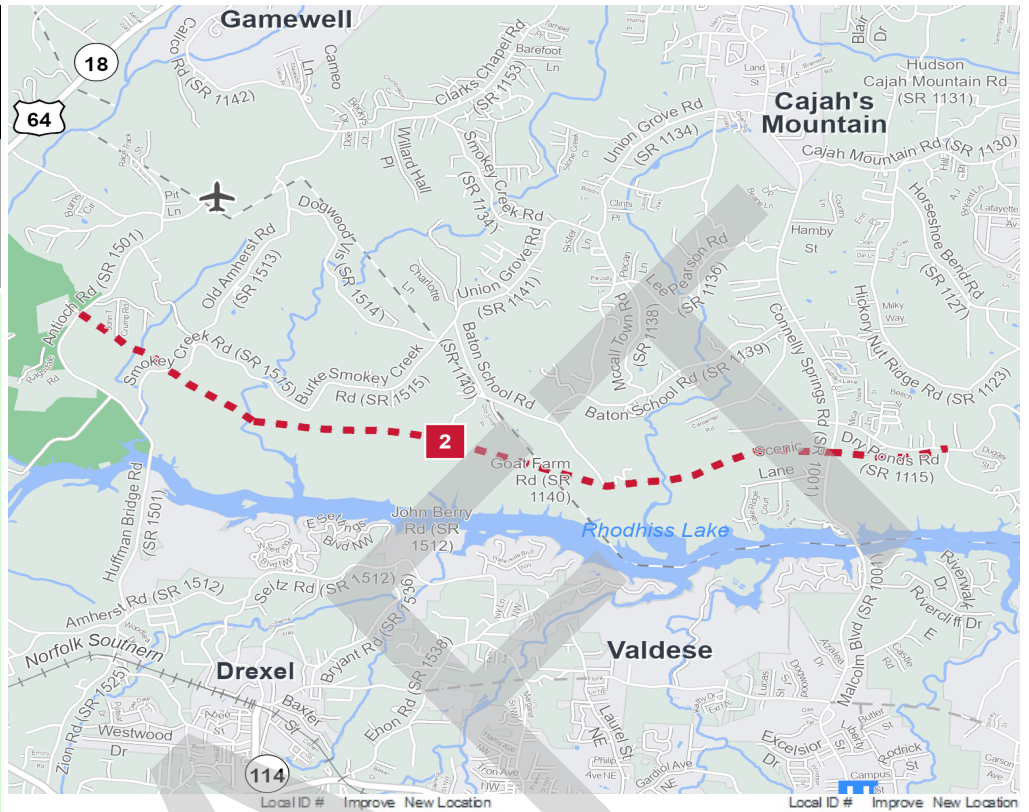
Improvement: New Location

Identified Need

The Morgan-Lenoir Airport has a connectivity need to US 64/18 and is located off of Antioch Road, and to US 321, US 321A, and the regional transportation corridors.

Recommendation

Construct new connector from US 64/NC 90 using part of existing Antioch Road (SR 1501) in Burke County to Dry Ponds Road (SR 1115) in Caldwell County.



Congestion / Mobility	#	-----	Interchange	⊙	□	■
Access Management / Operations	#	-----	Bridge / Overpass	⊙	○	●
Modernization	#	-----	Intersection	⊙	∟	▲
Other	#	-----				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	02 C
Length (miles)	7.00
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Major Thoroughfare 2-lane
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14600

Capacity Data: Year

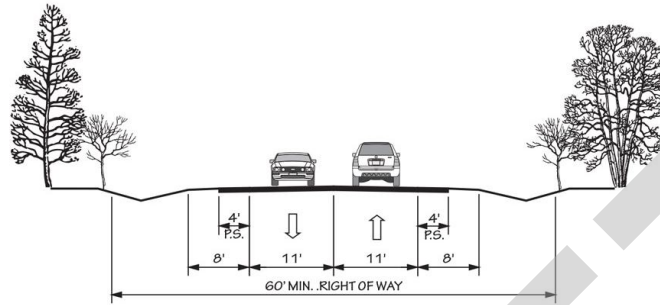
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
02 C

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was originally identified in the Greater Hickory 2045 Comprehensive Transportation Plan and is not currently fiscally constrained.

Multimodal Considerations

At this time, no multimodal accommodations are identified.

Project Vision

Morganton-Lenoir Airport currently suffers from a lack of connectivity to regional transportation corridors. Located off of Antioch Road, current access is limited to US 64/18. The proposed Airport Connection would increase regional connectivity, with specifically increased connection to US-321 and US-321A.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Gameland Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 2 Managed Area Feature(s)
- 15 Wetland Feature(s)
- 12 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)

- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project termini is predominantly residential and agricultural.

Human Environmental Context

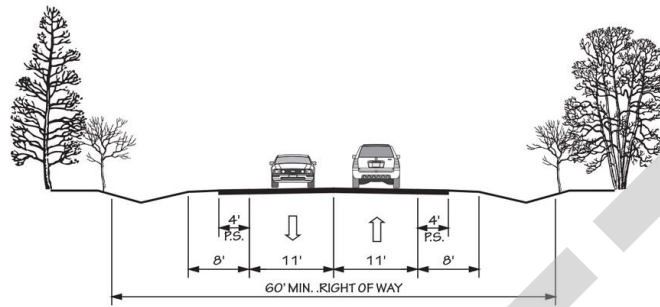
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:
02 C

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Caldwell Street

Powerhouse Road to Burke County Line

Local ID: MULT-HD-04-MTP

Purpose: Facility Deficiencies

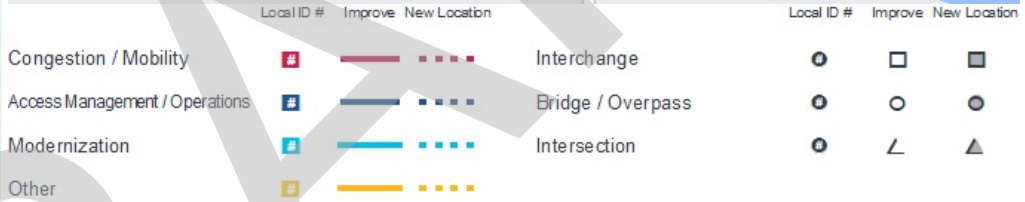
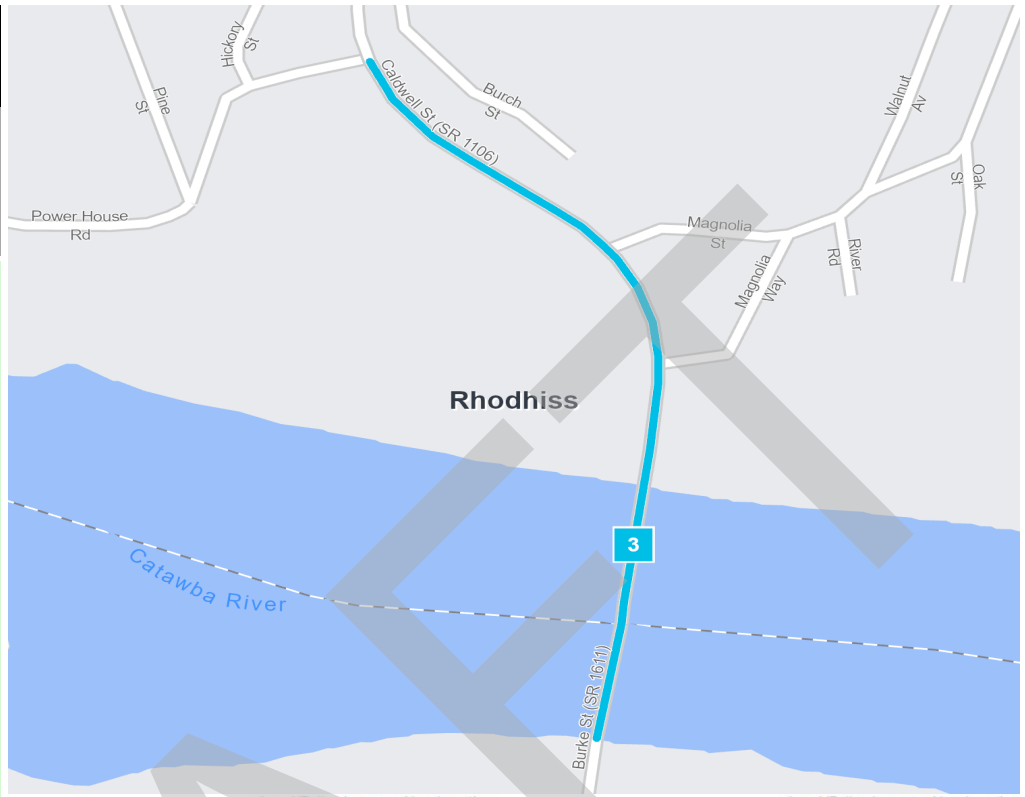
Improvement: Improve Existing

Identified Need

This has roadway condition needs for Caldwell Street and the existing bridge. The focal point is bicycle and pedestrian improvement around the Catawba River in Rhodhiss.

Recommendation

Modernize bridge and roadway from Powerhouse Road to Burke County line in Rhodhiss.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.26
Existing ROW (feet)	100
Safety Risk Score	44-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	7000	8100	8100	
Capacity (vpd)	10200	10200	10200	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

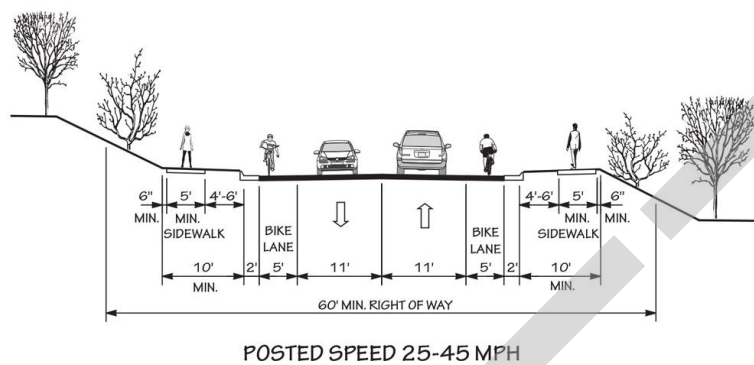


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

**Project Overview****Project History**

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project improves Caldwell Street and existing bridge. The focal point of this improvement is bicycle and pedestrian accommodation and improvement around the Catawba River in Rhodhiss.

Horizon Year: 2050.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 2 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Recent retail development and potential residential development stemming from The Copper Penny are nearby.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-127 STIP: R-3603A

Cloninger Mill Rd (SR 1400) to Richey Rd (SR 1156)

Local ID: MULT-HR-02-MTP

Purpose: Congestion

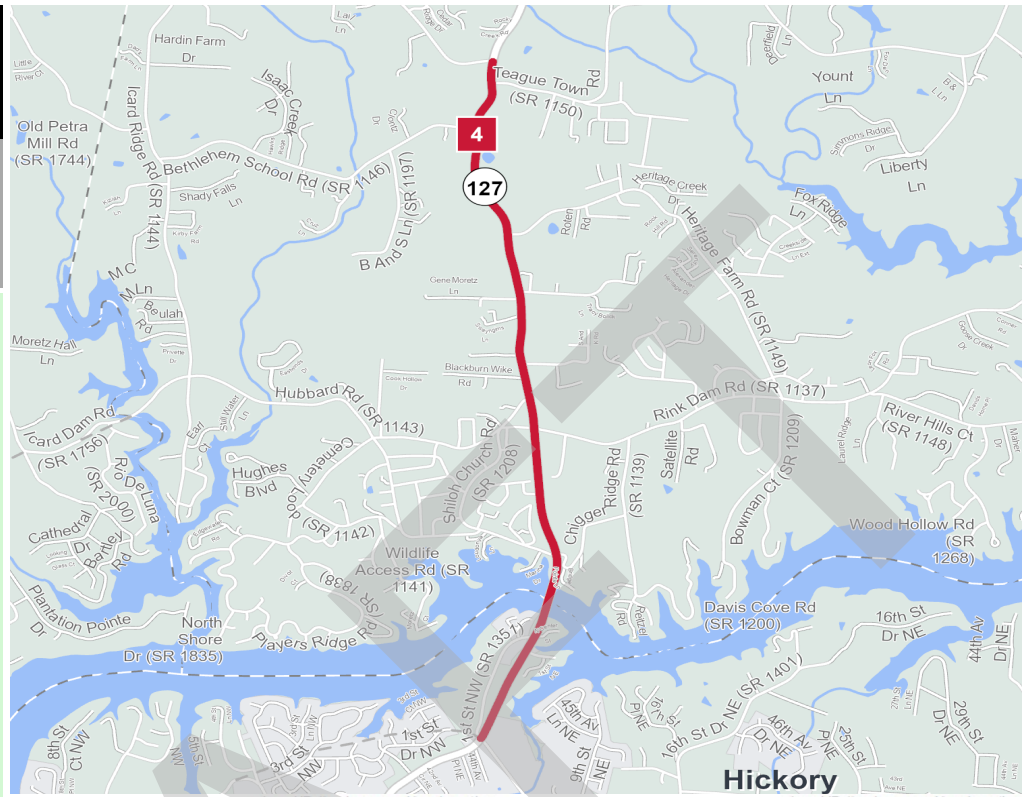
Improvement: Widening

Identified Need

This facility has congestion needs for travel between counties, through sections of Mountain View and north of Cloninger Road.

Recommendation

Cloninger Mill Rd (SR 1400) to Richey Rd (SR 1156).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 J
Section Options	-
Length (miles)	3.70
Existing ROW (feet)	60-170
Safety Risk Score	56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Boulevard	Boulevard	
Travel Lanes	2	4	4	
Volume (vpd)	8400-19300	8800-21000	8800-21000	
Capacity (vpd)	12200	38100	38100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

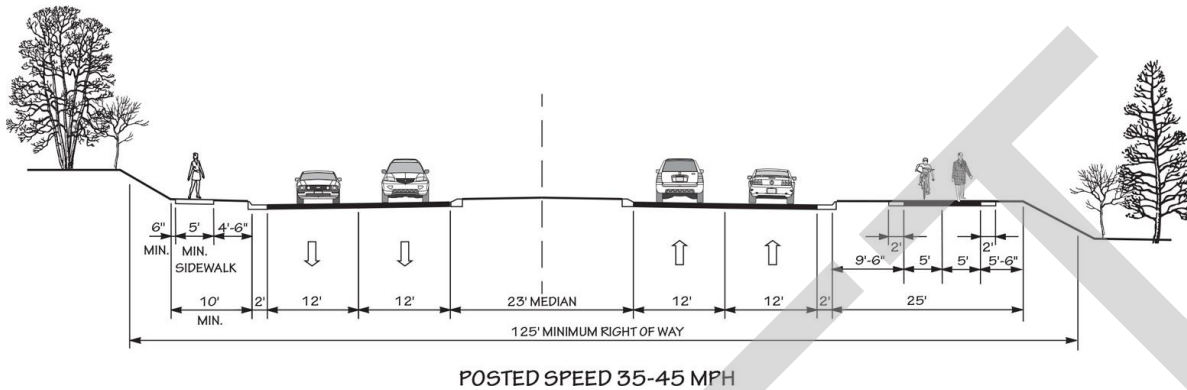


Typical Section Options:

None

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 127 is a major north-south radial serving the Hickory-Brookford-Mountain View area and is one of only two major crossings over Lake Hickory from Alexander County, making it a critical link for travel between counties. The existing typical section of NC 127 varies from 2-3-lanes south of Zion Church Road to 5-lanes through Brookford (SR 1008) and 4-5-lanes in Hickory. The typical section narrows back down to 2-lanes in the area north of Cloninger Mill Road (SR 1400). Currently, traffic volume is reaching capacity at the 2-lanes section through Mountain View and north of Cloninger Road. The problem will increase in the future as the traffic volume increases. Several recommendations are suggested to ease these traffic problems. On the north side, it is recommended that NC 127 be widened to a 4-lane divided boulevard with grass median from Cloninger Road (SR 1400) to Richey Rd (SR 1156) in Alexander County.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Flood Hazard Area Feature(s)
- 5 Major River Feature(s)

- 1 Managed Area Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

A mix of residential, commercial, and institutional land uses can be found along the 127 corridor. The widening of NC HWY 127 could promote development along the corridor in the Bethlehem area. Citizens have voiced the preference to keep the Bethlehem area community oriented (Bethlehem Small Area Plan); however, the widening of NC HWY 127 could create an increased potential for development along the corridor. Land use planning is necessary to ensure the area stays within Bethlehem's vision.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

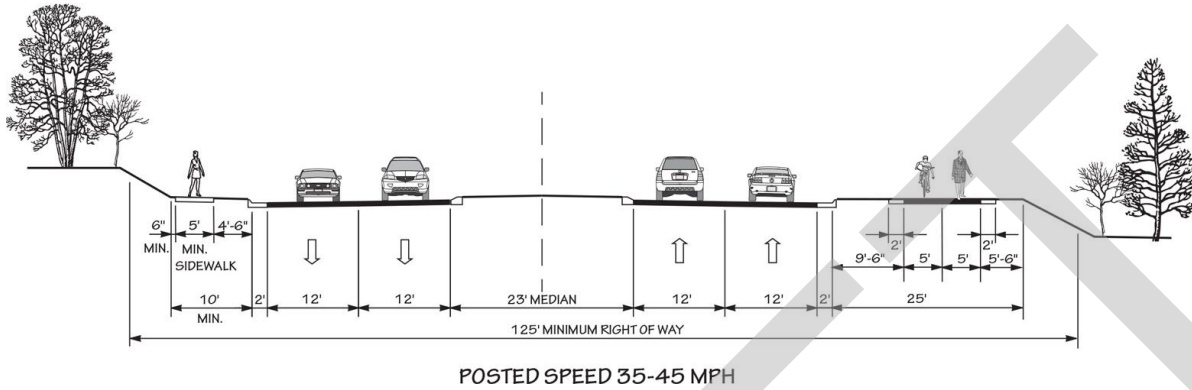
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino

Typical Section Options:

None

TYPICAL SECTION No. 4J

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 64/NC 90

Polk St (SR 1107) to US 64/NC 18

Local ID: MULT-HR-03-MTP

Purpose: Facility Deficiencies

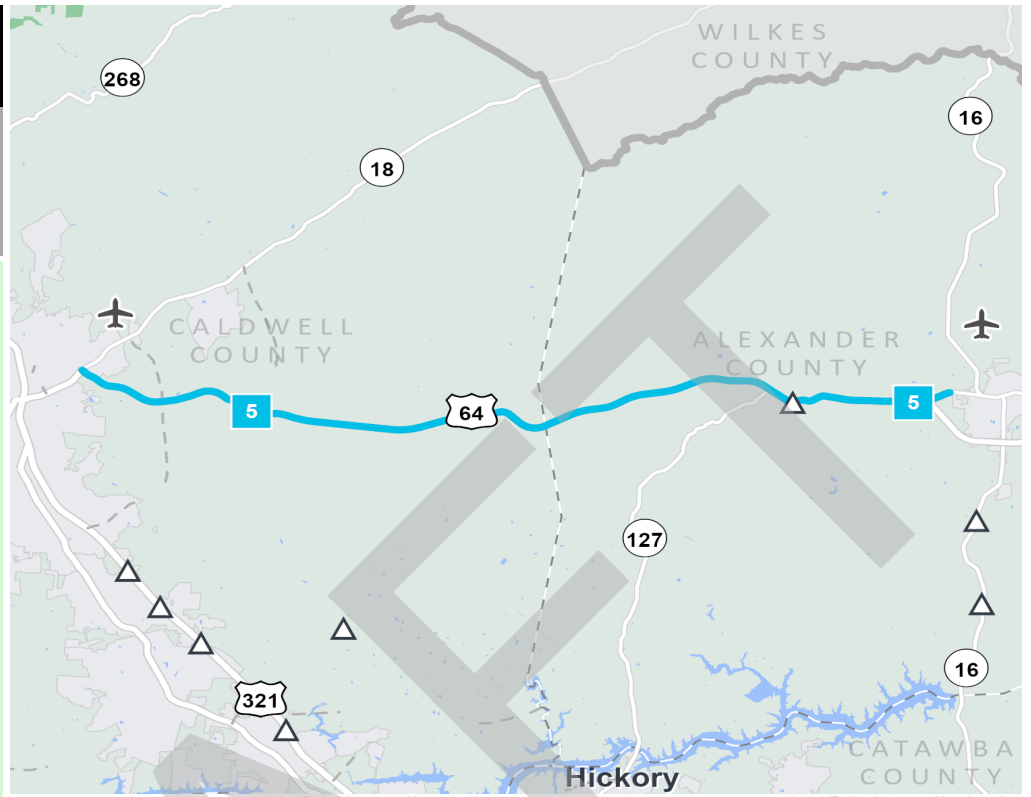
Improvement: Improve Existing

Identified Need

This facility has roadway condition needs and access management from NC 18 in Lenoir to west of Three Forks Road (SR 1313) in Taylorsville.

Recommendation

Upgrade roadway from NC 18 to west of Three Forks Church Rd (SR 1313) in Alexander County.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	21.00
Existing ROW (feet)	60-150
Safety Risk Score	56-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	100-11300	7700-14300	7700-14300	
Capacity (vpd)	11600-14600	11600-14600	11600-14600	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2025
Facility will be Over Capacity (>=100%)	2046

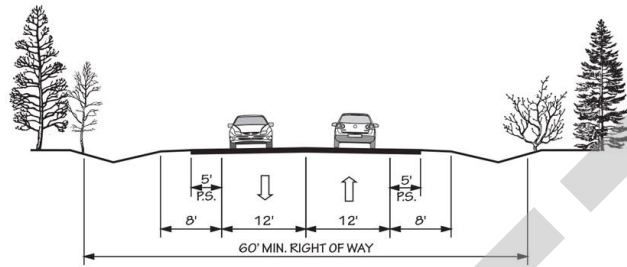


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified and fiscally constrained in the 2045 Metropolitan Transportation Plan. This project is currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

This project upgrades roadway from NC 18 in Lenoir to west of Three Forks Road (SR 1313) in Taylorsville. Recommendations include upgrading the existing 2-lanes, adding paved shoulders, left turn lanes at some locations, and rumble strips.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 48 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 5 Landscape Habitat Indicator Guild Feature(s)
- 4 Major River Feature(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 31 Wetland Feature(s)
- 51 River And Stream Feature(s)
- 2 Protected Area Feature(s)
- 6 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the projects extent are predominantly residential and agricultural, with limited road-side retail. The area surrounding the project is primarily rural.

Human Environmental Context

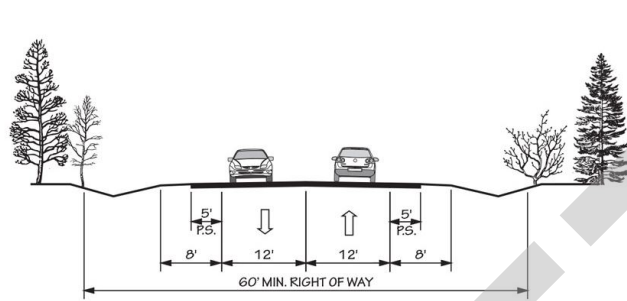
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 15% and 20% identify as Households with No Car

**US 64/NC 18 (Morganton Blvd)
STIP: R-2549**

US 64/Sanford Dr to Rocky Road (SR 1143)

Local ID: MULT-HR-04-MTP

Purpose: Congestion

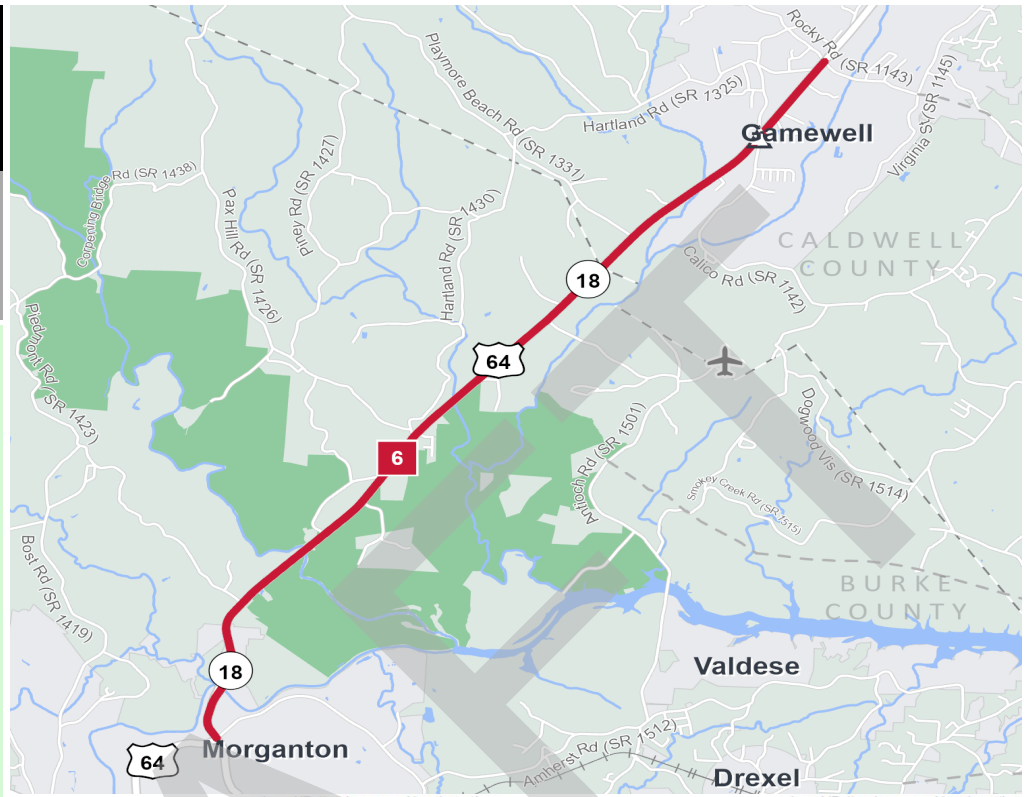
Improvement: Widening

Identified Need

This facility has congestion and connectivity needs from I-40 and the Morganton CBD with expected traffic over capacity by the 2040.

Recommendation

Widen to 4-lane divided facility from US 64/Sanford Dr in Morganton to Rocky Road (SR 1143) in Gamewell.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	-
Length (miles)	9.10
Existing ROW (feet)	50-150
Safety Risk Score	22-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard	
Travel Lanes	2	2	4	
Volume (vpd)	11000-17700	15900-21200	15900-21200	
Capacity (vpd)	11700-26800	11700-26800	11700-43300	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2024

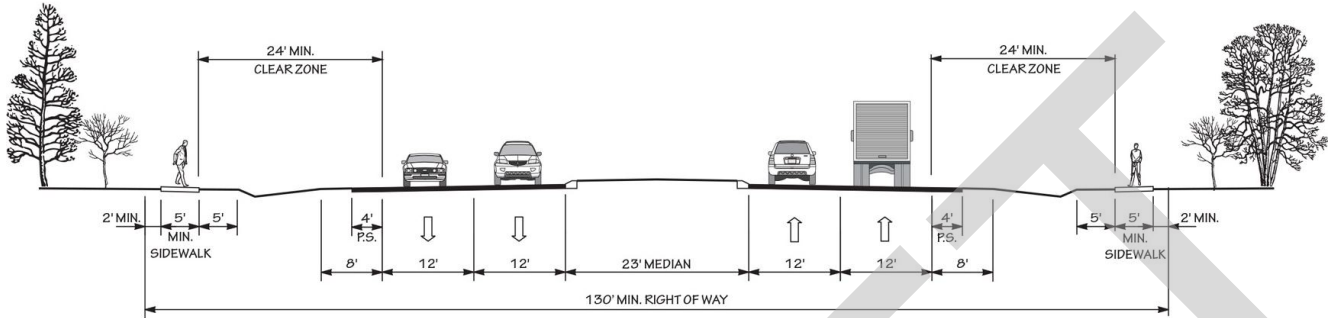


Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Similar to US 64, NC 18 also provides travel service in the Caldwell/Burke County area. This arterial is a part of the Strategic Highway Corridors connecting the Caldwell/Burke County area to Wilkesboro on the north and Shelby on the south. High traffic volumes are located in the vicinity of Lenoir and Morganton and some of the 2-lane section will be over capacity by the 2040.

Contributing to the attractiveness of this route is the direct link it provides between I-40 and the Morganton CBD, as well as the location of several major employers along this facility. Although some improvements have been made to NC 18, the remaining 2-lane sections are expected to exceed the facility's current capacity by the planning year. As development along this corridor increases, the character of the facility may deteriorate more quickly. This change will be due primarily to increasing residential growth in this area and commercial growth near Morganton. It is recommended that NC 18 should be widened to 4-lanes with some 5-lane sections in commercial areas as needed. Improvements to NC 18 included improvements to the interchange 105 at I-40 and which is currently under construction.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered.

This Project is within 150 feet of:

- 1 Conservation Tax Credit Property Feature(s)
- 13 Flood Hazard Area Feature(s)
- 3 Gameland Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 5 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 21 Wetland Feature(s)
- 11 River And Stream Feature(s)
- 2 Protected Area Feature(s)
- 1 Regional Trail Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

US-64 / NC-18 is a major arterial roadway. This project focuses on the section of US-64 and NC-18 connecting Lenoir, the Caldwell county seat, with Morganton. The Morganton-Lenoir Airport is located nearby.

Human Environmental Context

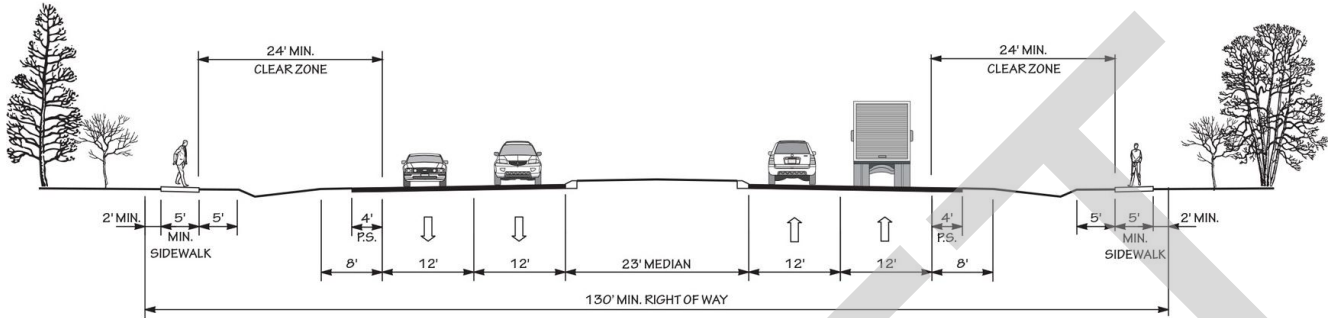
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 127 North to US 321 Connector (Icard Ferry) / 29th Ave Dr NW (SR 1318) Extension (Hickory)

Grace Chapel Rd (SR 1751) to 6th St Dr NW (SR 1318)/32nd Ave Dr NW (SR 1319)/29th Ave Dr NW (SR 1318)

Local ID: **MULT-HR-05-CTP**

Purpose: **Mobility**

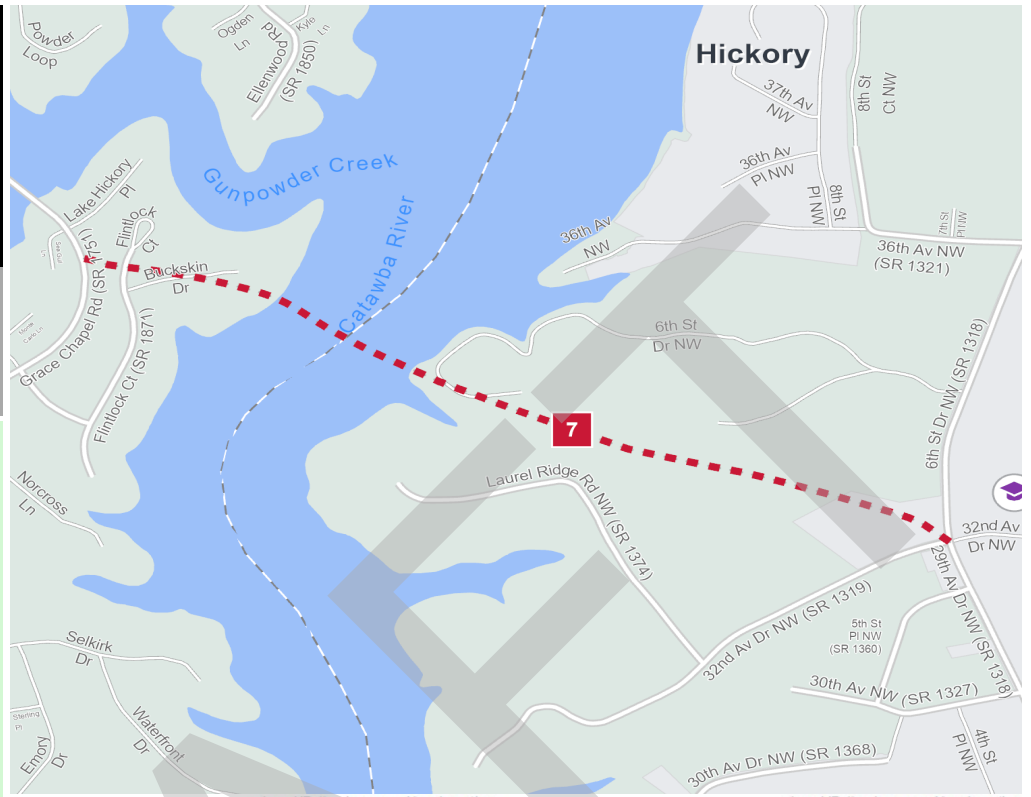
Improvement: **New Location**

Identified Need

This facility has a connectivity need in the northern periphery of Lake Hickory, connecting them to Granite Falls and US 321 on the west and NC 127 in northern Hickory on the east.

Recommendation

Construct a connector from NC 127 North in Hickory at Grace Chapel Rd (SR 1751) to 6th St Dr NW (SR 1318)/32nd Ave Dr NW (SR 1319)/29th Ave Dr NW (SR 1318).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 I
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

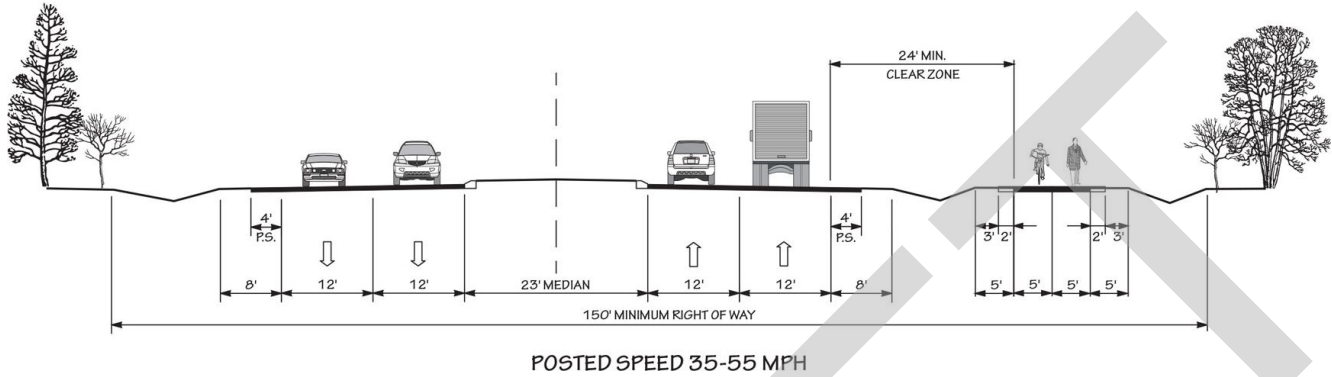


Typical Section Options:

None

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

A new route from US 321 to NC 127, 2-lanes on a 4-lane right-of-way with some new location from 29th Ave. Dr. NW in Hickory to Grace Chapel Road in Caldwell County is part of this loop. This connector is located in the northern fringe of the planning area. The combination of this connector and Sandy Ford Rd (SR 1143) will be a major east-west thoroughfare in Caldwell and Catawba counties. It was previously listed as U-3614 but is no longer in the STIP. This facility will mainly serve the anticipated residential developments in the northern periphery of Lake Hickory, connecting them to Granite Falls and US 321 on the west and NC 127 in northern Hickory on the east. A typical section of 2-lanes is recommended for the Hurricane Hill Rd (SR 1757) - Icard Dam Rd (SR 1756) connector. It includes a bridge over the Catawba River. With its lakefront and good access to the employment centers in both Hickory and Caldwell County, southern Caldwell County has become extremely popular for new housing developments. This trend is expected to continue as the City of Hickory extends water and sewer service to the area. Similar housing growth is also expected in northern Hickory, east of Lake Hickory. The proposed Icard Ferry Road Extension will satisfy demand of both lakefront communities by providing an efficient travel between Hickory and Caldwell County.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 2 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

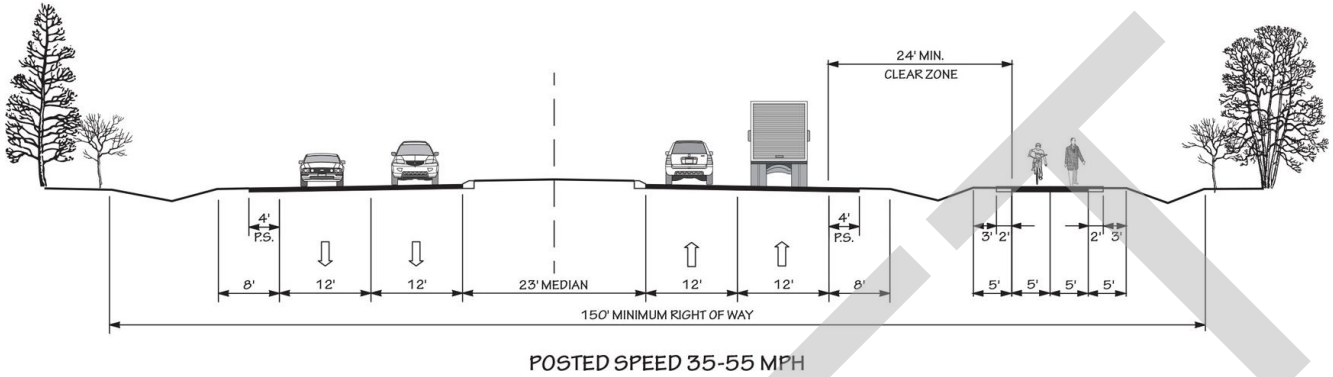
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European

Typical Section Options:

None

TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 321 STIP: U-4700A

US 70 to US 321A

Local ID: MULT-HS-02-MTP

Purpose: Congestion

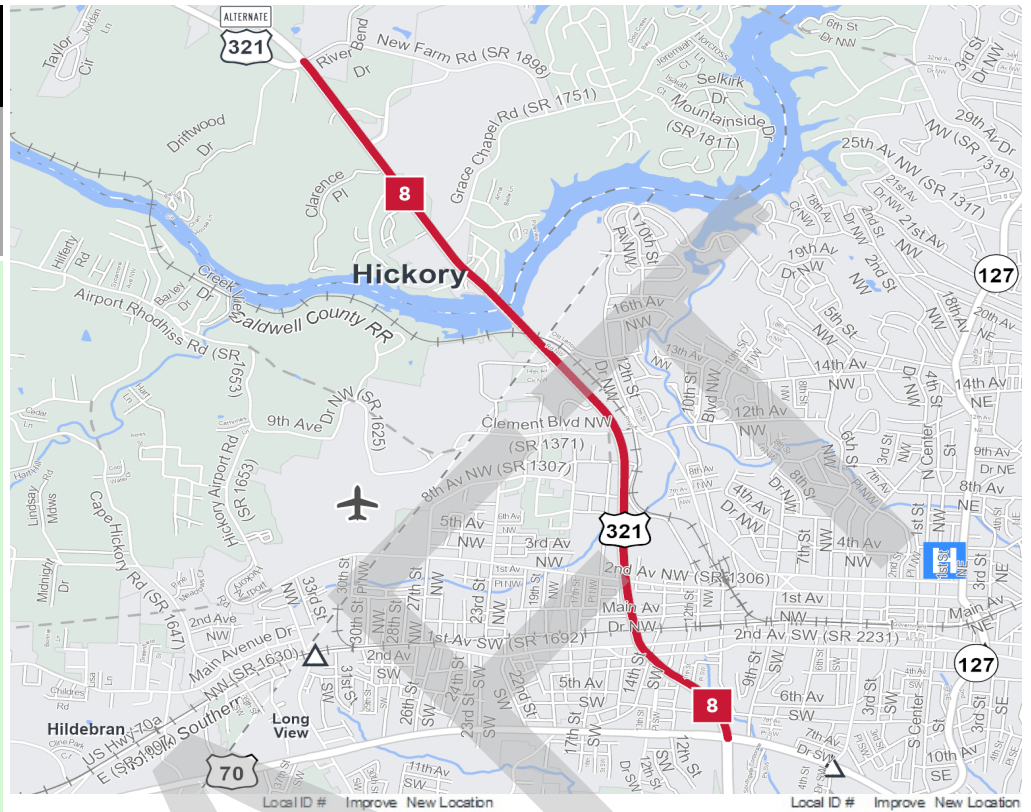
Improvement: Widening

Identified Need

This facility has a congestion need from US 70 in Hickory to US 321-A in Granite Falls.

Recommendation

Widen to 6-lanes/Superstreet from US 70 in Hickory to US 321-A in Granite Falls.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Expressway
Typical Section	06 A
Section Options	-
Length (miles)	4.60
Existing ROW (feet)	75-495
Safety Risk Score	33-56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Expressway	Expressway	Expressway
Travel Lanes	4	4	6
Volume (vpd)	35000-45000	62900-76400	62900-76400
Capacity (vpd)	24600-43300	24600-43300	60600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019

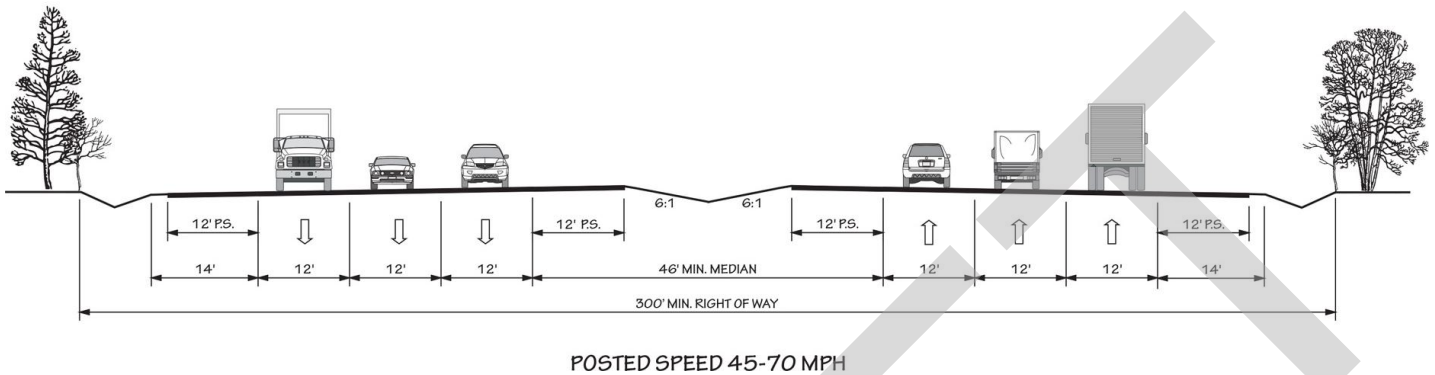


Typical Section Options:

None

TYPICAL SECTION No. 6A

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This major thoroughfare is a north-south facility serving the Western Piedmont area of North Carolina. It connects the Charlotte/Gastonia urban area to the major furniture and textile industrial area of Hickory/Lenoir and to the tourist areas of Blowing Rock and the Blue Ridge Parkway before it crosses into Tennessee. In the Greater Hickory MPO, US 321 provides a critical connection between the Hickory urban area and other towns in Caldwell County such as Lenoir, Hudson, Sawmills and Granite Falls. In certain sections of this highway, the daily traffic was over capacity by 2020. Other sections will be over capacity by 2030 and 2040. Currently, the portion of US 321 from US 70 in Catawba County to US 64/NC 18 in Lenoir is programmed in the TIP for improvements and widening. It is listed as Project U-4700 (A, B & C). It also includes B-4450 which is the widening of the bridge over the Catawba River to 6-lanes.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 15 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Hazard Substance Disposal Site(s)

- 5 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 3 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

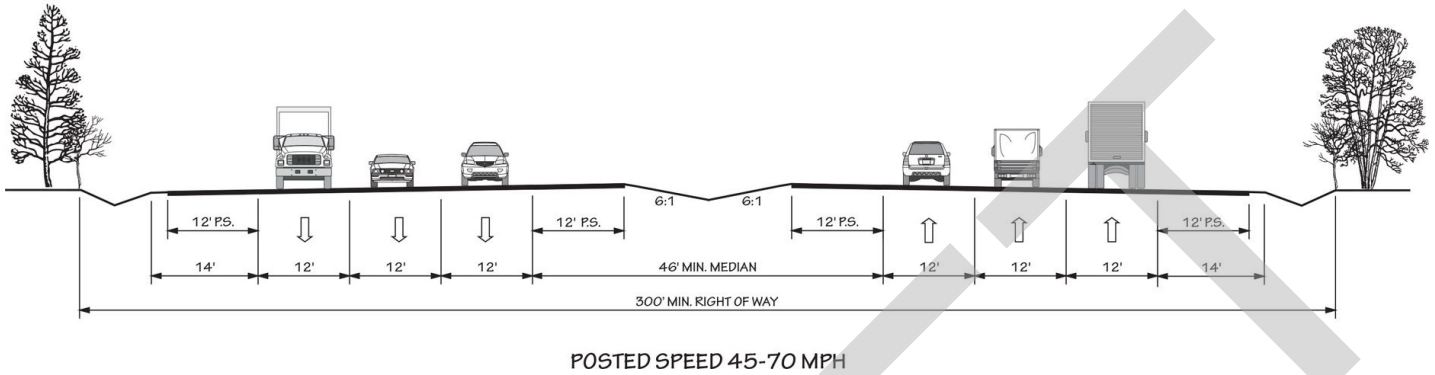
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 20% and 100% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

I-40

US 321 - Exit 123 to Old NC 10 (SR 1761) in Burke County

Local ID: MULT-HS-03-MTP

Purpose: Congestion

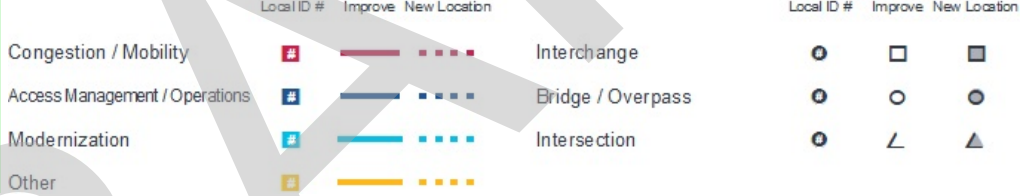
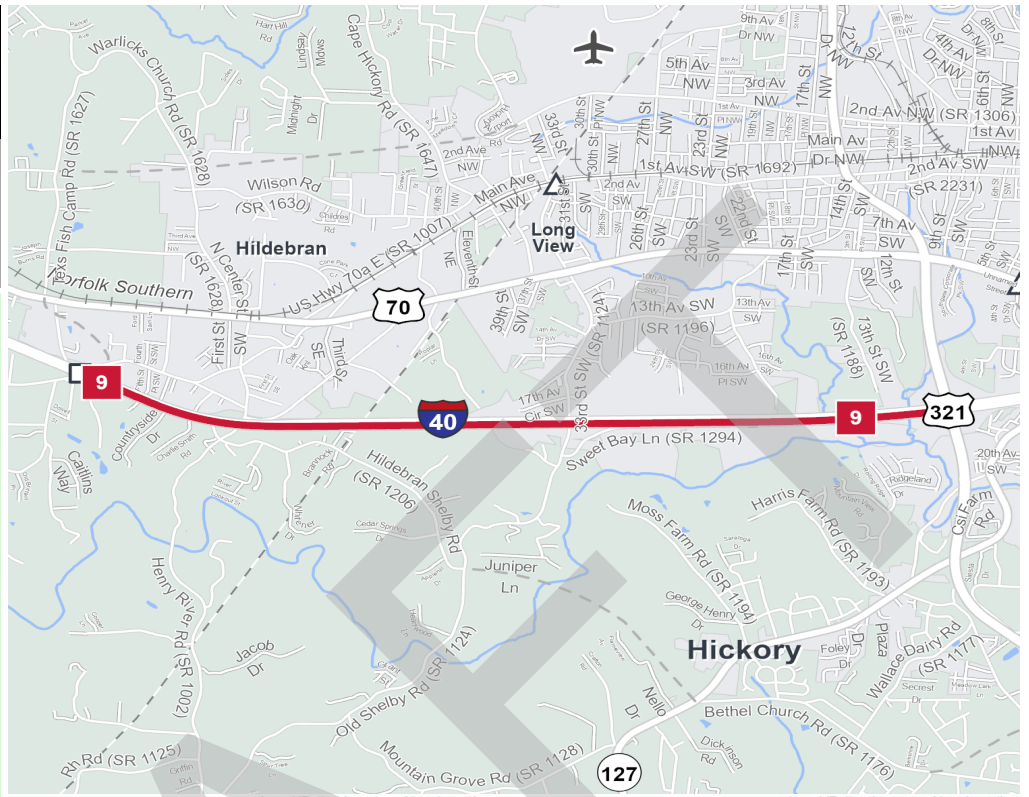
Improvement: Improve Existing

Identified Need

This facility has a congestion need from US 321 - Exit 123 to Old NC 10 (SR 1761) in Burke County) due to anticipated future traffic volumes.

Recommendation

Widen from 4-lane facility to 6-lane facility (US 321 - Exit 123 to Old NC 10 (SR 1761) in Burke County).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	4.90
Existing ROW (feet)	140-185
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	6
Volume (vpd)	51000-53500	58100-66400	58100-66400
Capacity (vpd)	52500	52500	79500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

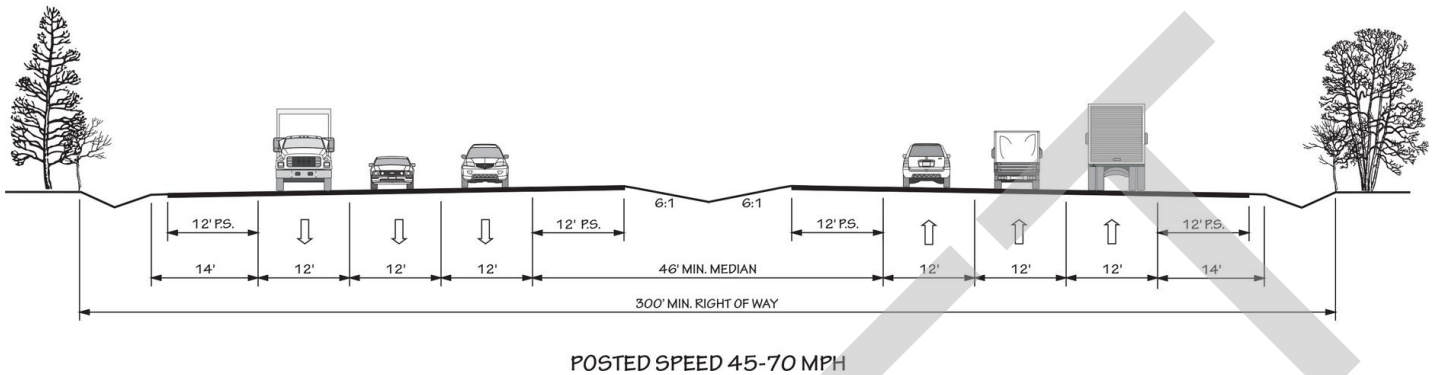


Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

I-40 is anticipated to reach capacity in the future. This project increases capacity in order to accommodate anticipated traffic volumes.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 9 Wetland Feature(s)
- 27 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

I-40 is the region's major east-west interstate highway. Interstate expansion presents the opportunity for an improved commercial corridor, based on the high volumes of traffic that the interstate produces.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

I-40

Iredell County to NC 16/1st Ave N

Local ID: MULT-HS-04-MTP

Purpose: Congestion

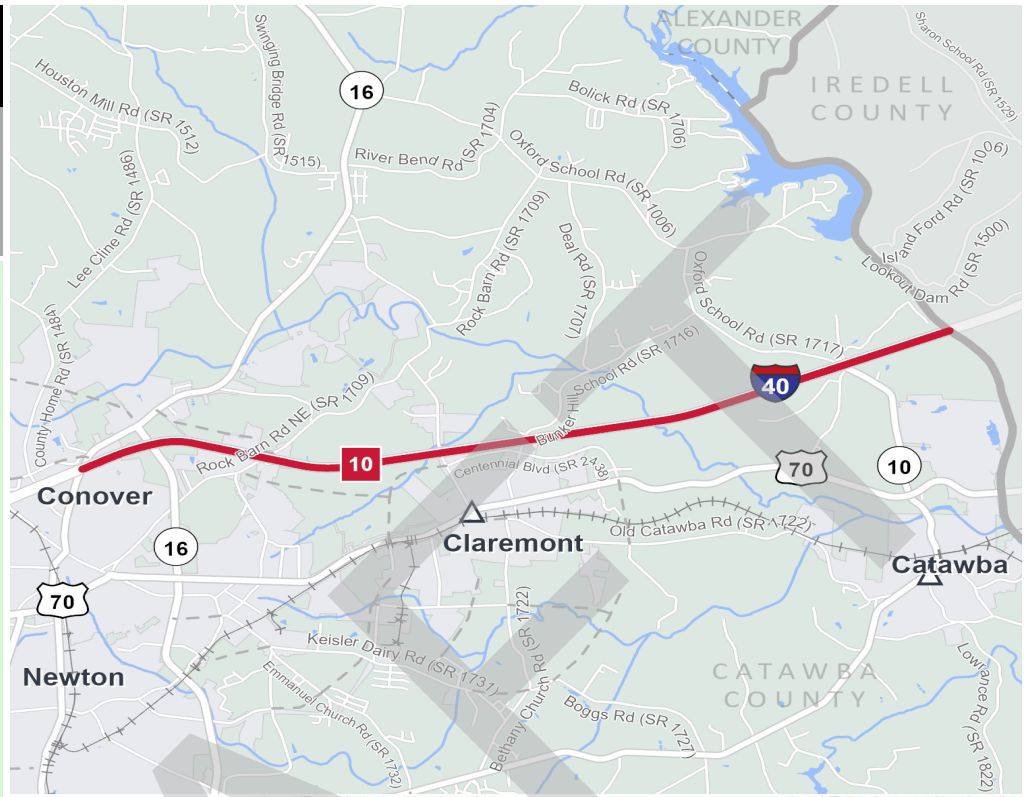
Improvement: Widening

Identified Need

This facility has a congestion need from I-77 in Iredell County line to NC 16/1st Ave N. is expected traffic volumes to be over capacity by 2040.

Recommendation

Widen from 4-lane facility to 6-lane facility from I-77 in Iredell County line to NC 16/1st Ave N.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	8.30
Existing ROW (feet)	130-260
Safety Risk Score	44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Freeway	Freeway	Freeway	
Travel Lanes	4	4	6	
Volume (vpd)	42000-58000	48200-72200	48200-72200	
Capacity (vpd)	49300-54000	49300-54000	74700-81600	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019

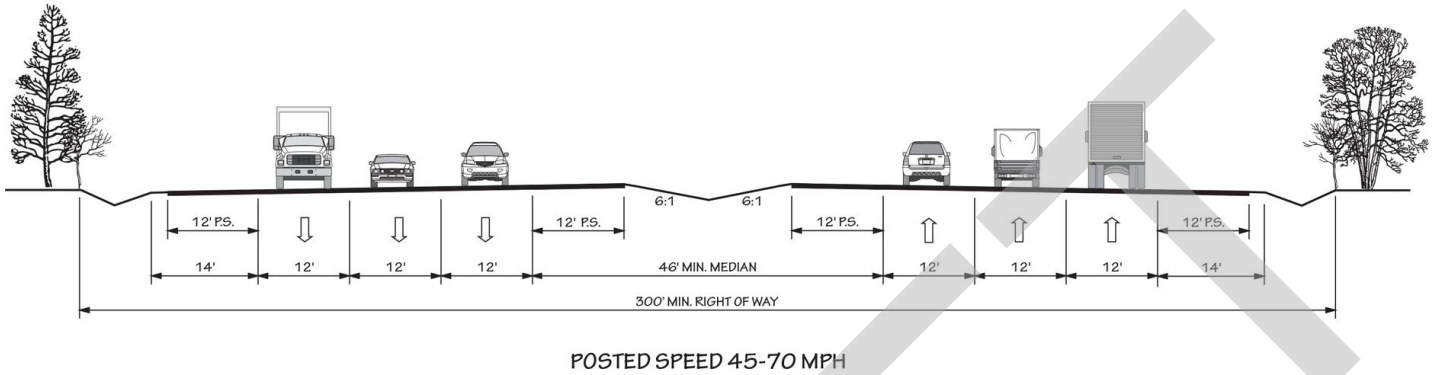


Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

I-40 is anticipated to reach capacity in the future. This project increases capacity in order to accommodate anticipated traffic volumes.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 19 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 3 Major River Feature(s)
- 3 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 16 Wetland Feature(s)
- 11 River And Stream Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

I-40 is the region's major east-west interstate highway. Interstate expansion presents the opportunity for an

improved commercial corridor, based on the high volumes of traffic that the interstate produces. Potential shopping districts may benefit from the proximity to major transportation, as identified by Conover's 2022 plan update, and Hickory by Choice.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

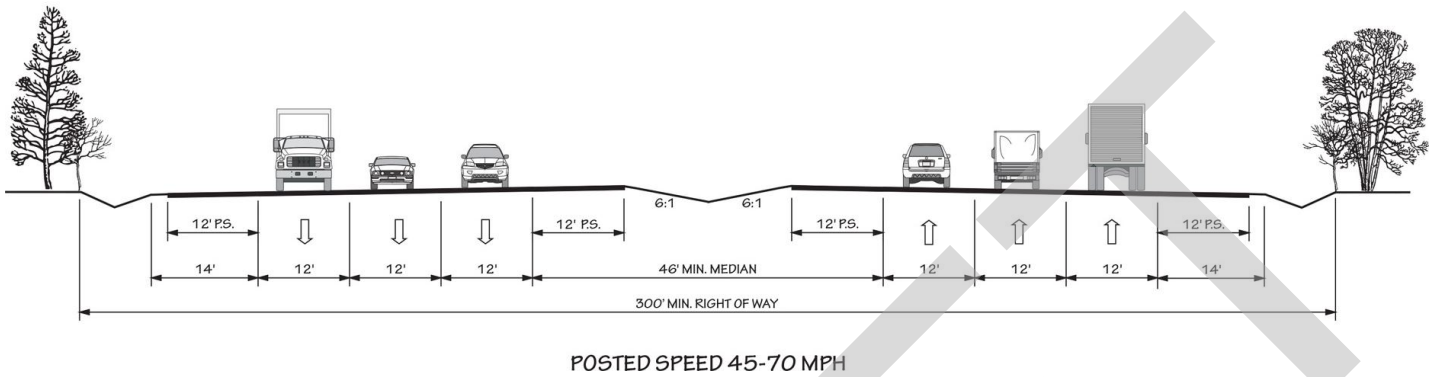
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:

None

TYPICAL SECTION No. 6A

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 0% and 15% identify as Households with No Car

Antioch Road (SR 1002)

NC 127 to NC 90

Local ID: ALEX-HD-02-CTP

Purpose: Facility Deficiencies

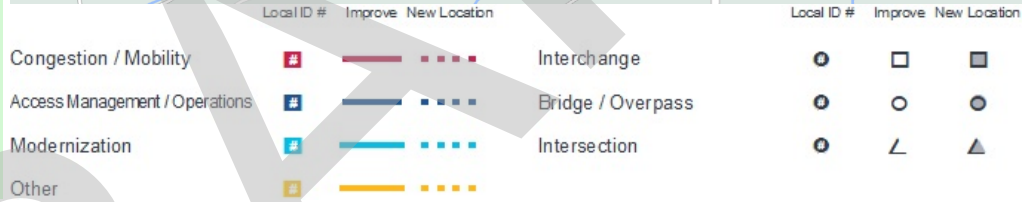
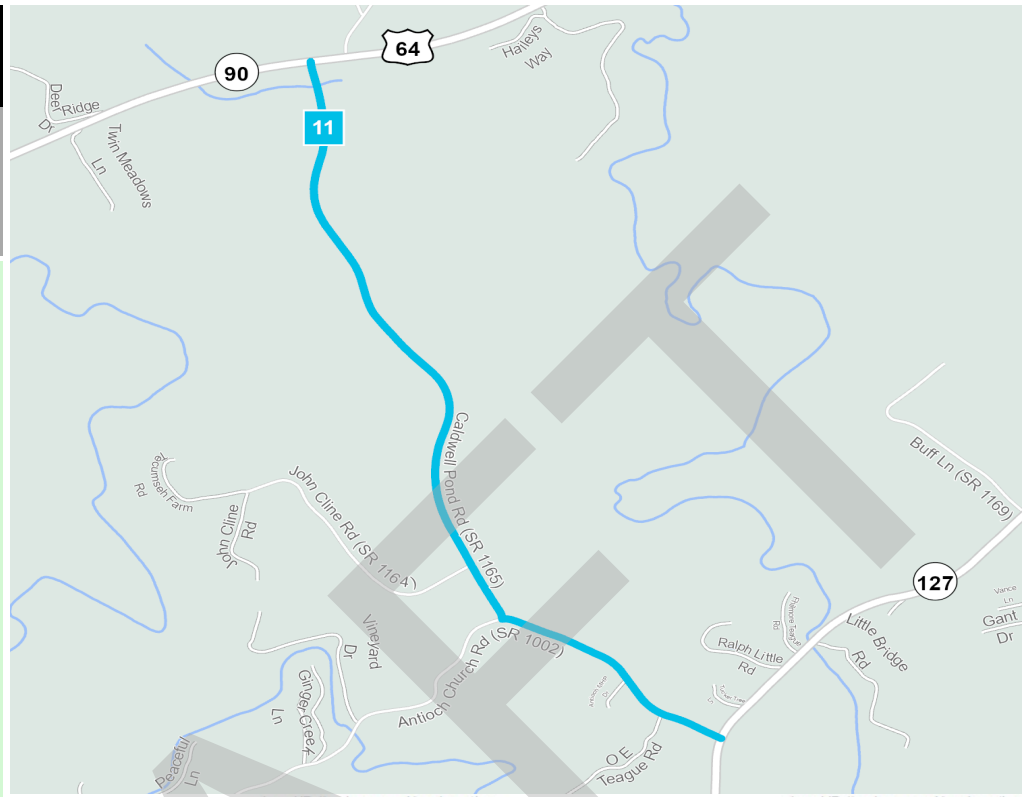
Improvement: Improve Existing

Identified Need

The facility section between US 64 and NC 27 lacks connectivity and continuity and is a substandard roadway width less than 24ft.

Recommendation

Caldwell Pond Rd (SR 1165) and Antioch Church Rd (SR 1002) provide a connection between US 64-NC 90 and NC 127. Realign intersection of Caldwell Pond Rd (SR 1165) and Antioch Church Rd (SR 1002) to create a continuous route. Widen Antioch Church Rd to a minimum of 24 ft.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	2.20
Existing ROW (feet)	
Safety Risk Score	33-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1600-3500	1700-4300	1700-4300	1700-4300
Capacity (vpd)	14600	14600	14600	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

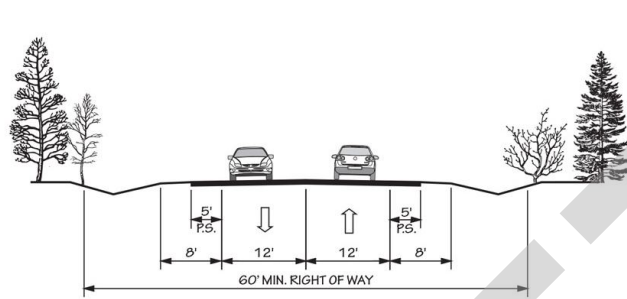


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan, and is not currently funded in the 2050 Metropolitan Transportation Plan.

Project Vision

Modernize existing 2-lane facility between US 64 / NC 90 and NC 127. Realign the intersection of Caldwell Pond Rd (SR 1165) and Antioch Church Rd (SR 1002) to create a continuous route and widen Antioch Church Rd (SR 1002) to a minimum of 24 ft

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)

Relation to Land Use

Current land use within the project area is completely residential-agricultural (RA-20). Zoning Jurisdiction is Alexander County.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Rink Dam Rd (SR 1137) and Friendship Church Rd (1134)

NC 16 to NC 127

Local ID: ALEX-HD-03-MTP

Purpose: Facility Deficiencies

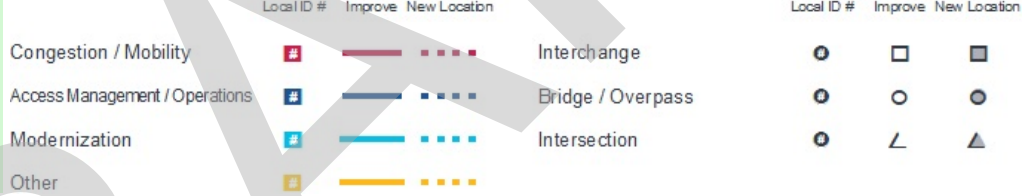
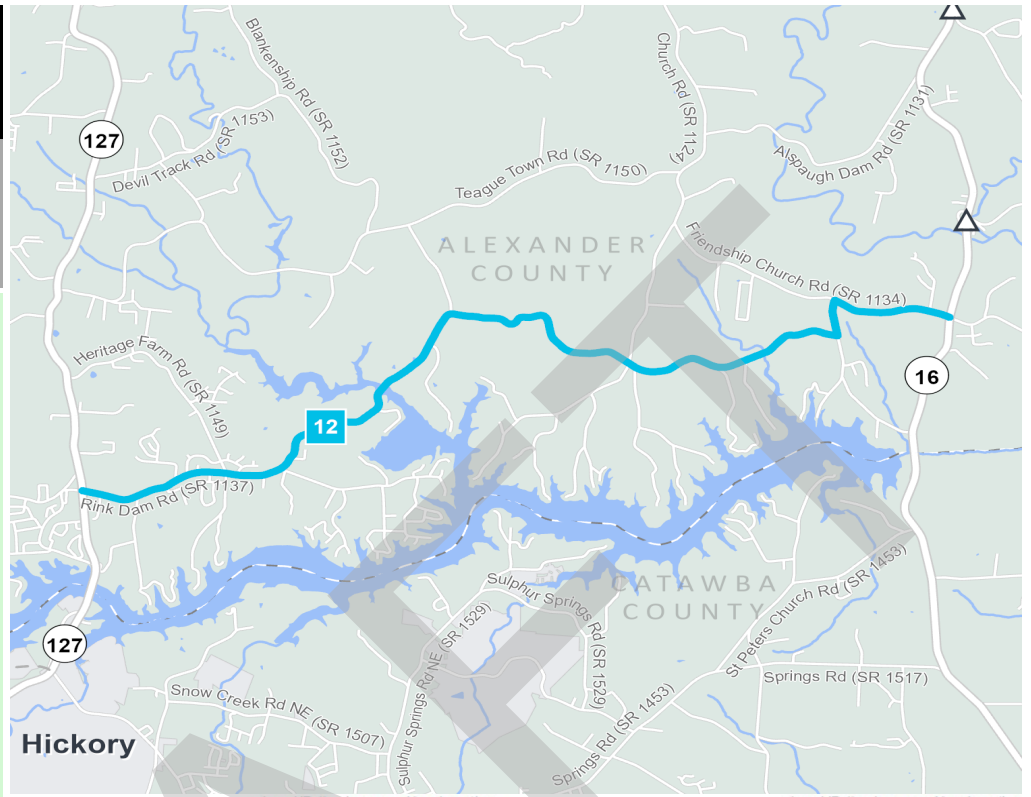
Improvement: Improve Existing

Identified Need

The facility section between NC 16 and NC 127 lacks connectivity to the eastern and western portions of the county.

Recommendation

Modernize roadway between NC 16 and NC 127.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	3A
Length (miles)	8.40
Existing ROW (feet)	60
Safety Risk Score	22-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	Without Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1700-8300	1900-9600	1900-9600	1900-9600
Capacity (vpd)	11700-12200	11700-12200	11700-12200	11700-12200

Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2046
Facility will be Over Capacity (>=100%)	> 2050

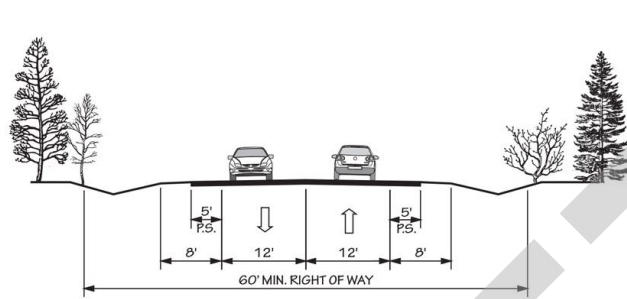


Typical Section Options:

3A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

These roadways are a key connection route between NC-16 and NC 127, connecting the eastern and western portions of the county.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 2 Major River Feature(s)
- 7 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is primarily residential (R-20, RA-20). At the southern most extent of the project, Highway Commercial is present at the intersection of Rink Dam Road and NC 127.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**Teague Town Rd (SR 1150),
Alspaugh Dam Rd (SR 1131), and
Church Rd (SR 1124)**

NC 16 to NC 127

Local ID: ALEX-HD-04-MTP

Purpose: Facility Deficiencies

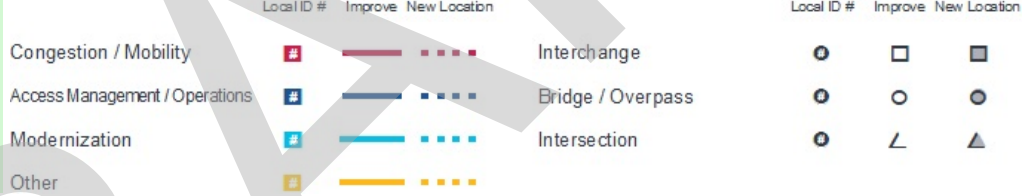
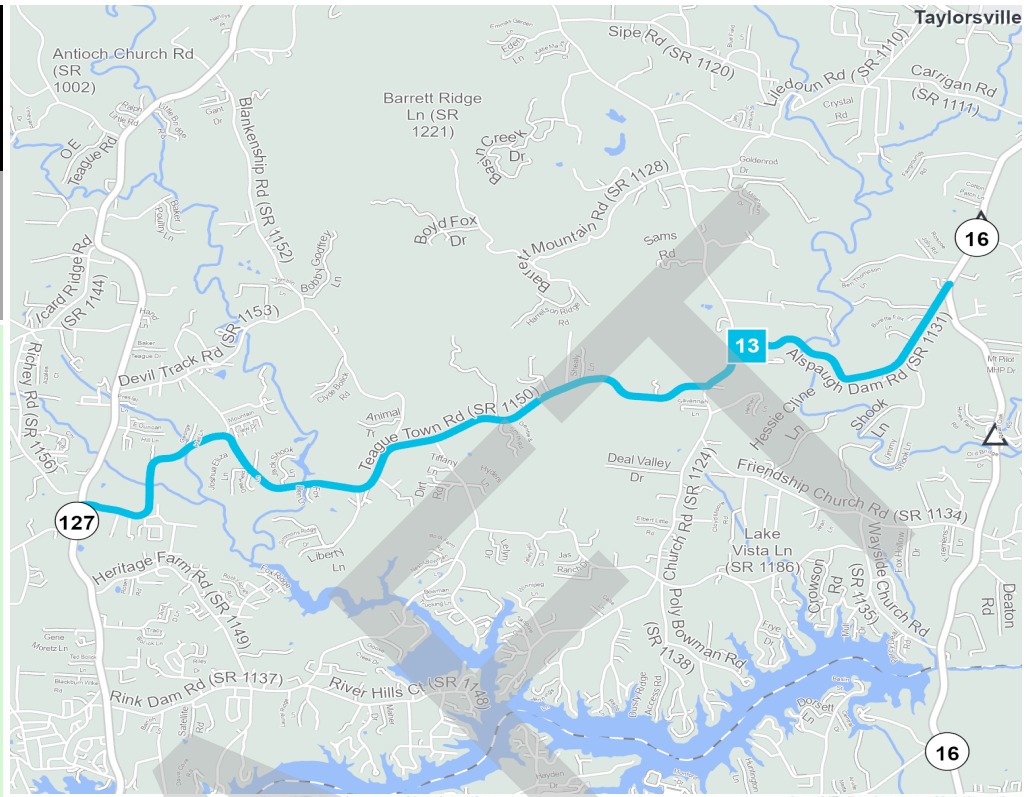
Improvement: Improve Existing

Identified Need

The facility section between NC 16 and NC 127 lacks connectivity to the eastern and western portions of the county.

Recommendation

Modernize roadway between NC 16 and NC 127.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	8.80
Existing ROW (feet)	60
Safety Risk Score	44-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1200-4600	1400-5300	1400-5300
Capacity (vpd)	11700-14600	11700-14600	11700-14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

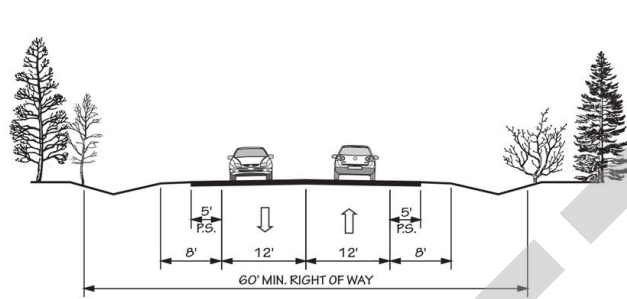


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

These roadways are a key connection route between NC-16 and NC 127, connecting the eastern and western portions of the county.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 17 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 3 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 8 Wetland Feature(s)
- 14 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area is primarily residential (RA-20).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 16 STIP: U-6151

Catawba River to US 64

Local ID: ALEX-HR-04-MTP

Purpose: Mobility

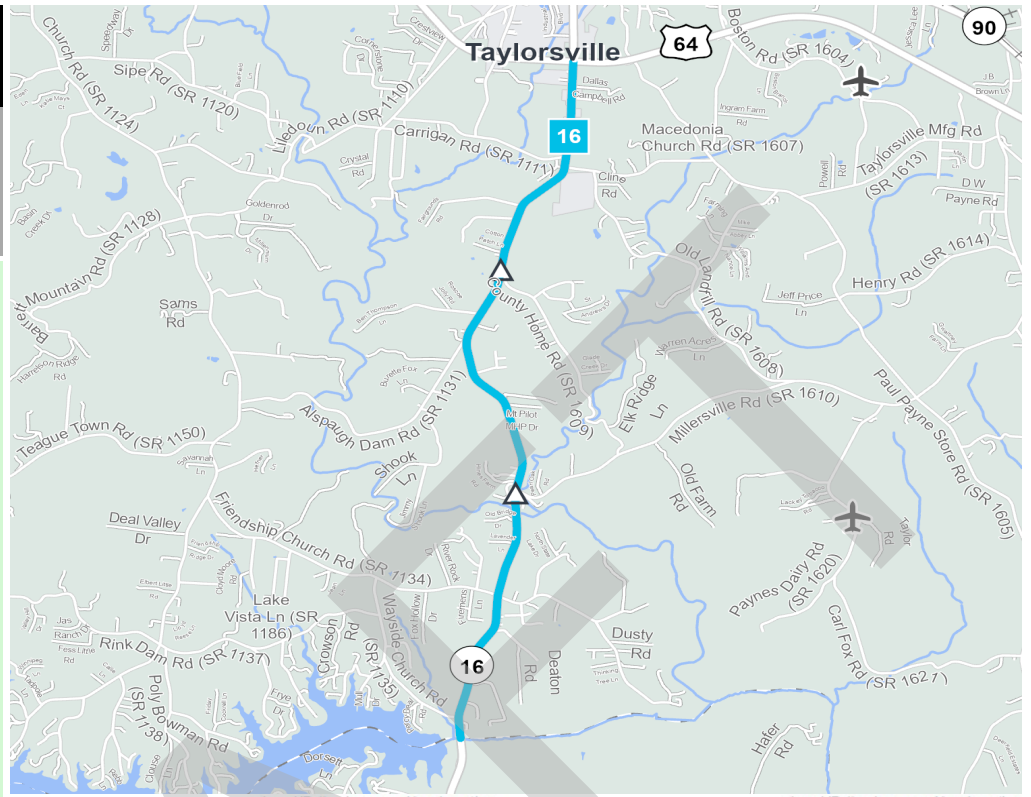
Improvement: Improve Existing

Identified Need

County north – south linkage needed to connect Newton in Catawba County and Wilkesboro in Wilkes County.

Recommendation

Catawba River to US 64. Upgrade to include 5 ft paved shoulders and the addition of left turn lanes at select locations and rumble strips.



Congestion / Mobility	#	—	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	—	Intersection	⊙	∟	▲
Other	#	—	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 A
Section Options	3B
Length (miles)	6.20
Existing ROW (feet)	60-200
Safety Risk Score	67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	8700-19400	8800-21100	8800-21100
Capacity (vpd)	12200-12700	12200-12700	13300-13800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2040
Facility will be Over Capacity (>=100%)	> 2050

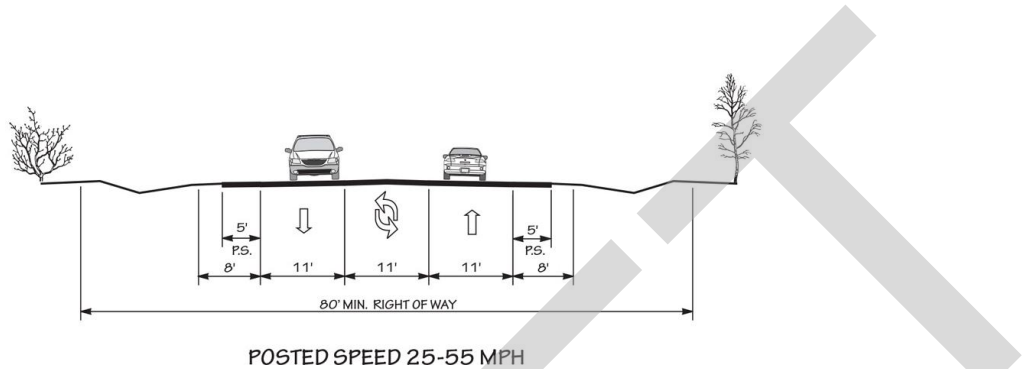


Typical Section Options:

TYPICAL SECTION No. 3A

3B

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is currently fiscally constrained.

Project Vision

NC Highway 16 traverses the County north – south to link Newton in Catawba County and Wilkesboro in Wilkes County. Alexander County's current Comprehensive Plan identifies NC-16 as a needed improvement. This project includes LHTL at certain areas, including a turn lane from Alspaugh Dam Road to Macedonia Church Road.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 2 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project varies. At the projects northern extent, zoning jurisdiction is Taylorsville, and primary land use is Highway Commercial. Land use continues to vary into Alexander County zoning, with some Highway Commercial and Industrial between Macedonia Church Road and

Alspaugh Dam Road. From Alspaugh Dam Road southward, land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

NC 127

Richey Rd (SR 1156) to NC 90

Local ID: ALEX-HR-05-CTP

Purpose: Facility Deficiencies

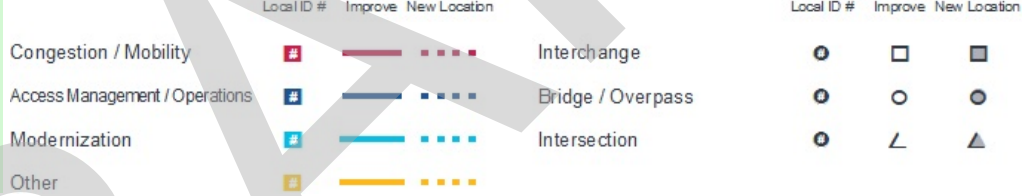
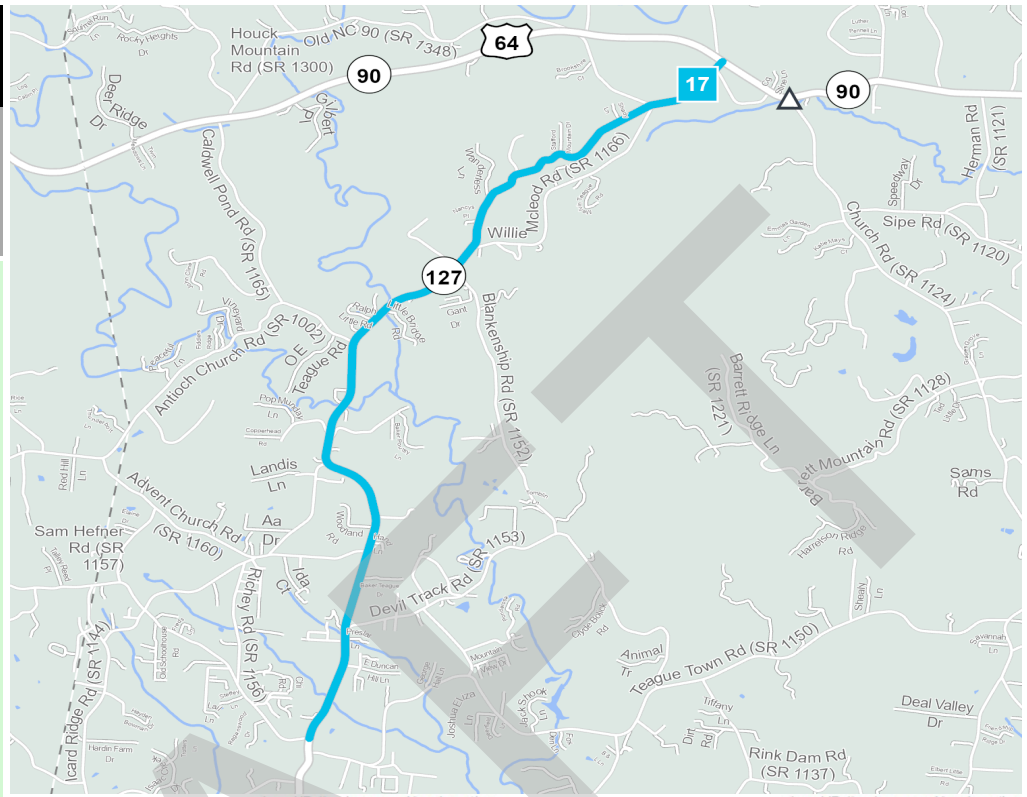
Improvement: Improve Existing

Identified Need

NC 127 is a major roadway and needs connectivity to Cloninger Mill Road to Richey Road. This is a fiscally constrained project, funded within the STIP.

Recommendation

Upgrade 2-lane facility from Richey Rd to US 64 to include 5 ft paved shoulders and the addition of left turn lanes at select locations and rumble strips.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	3A
Length (miles)	7.10
Existing ROW (feet)	100
Safety Risk Score	11-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	4100-5000	4200-5800	4200-5800	4200-5800
Capacity (vpd)	12700	12700	12700	12700

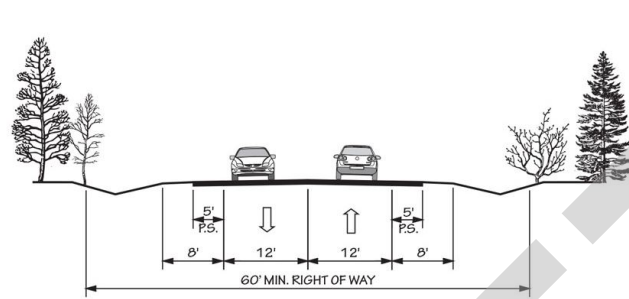
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



Typical Section Options:
3A

TYPICAL SECTION No. 2A
2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project was identified in the 2045 Comprehensive Transportation Plan Update and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

NC 127 is a major north-south roadway in Alexander County, connecting the southwestern portion of the County to Catawba County and US 64. NC 127 from Cloninger Mill Road to Richey Road is currently fiscally constrained and funded within the STIP for improvement. This project improves NC 127 from Richey Road to US 64, to accommodate future growth. These improvements should include paved shoulders and realignments in the northern portion of the existing roadway.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 22 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 10 Wetland Feature(s)
- 12 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use is primarily residential -agricultural

within the project area, with some business use at the projects northern extent and scattered commercial/industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 16

US 64 to Wilkes County Line

Local ID: ALEX-HR-06-MTP

Purpose: Facility Deficiencies

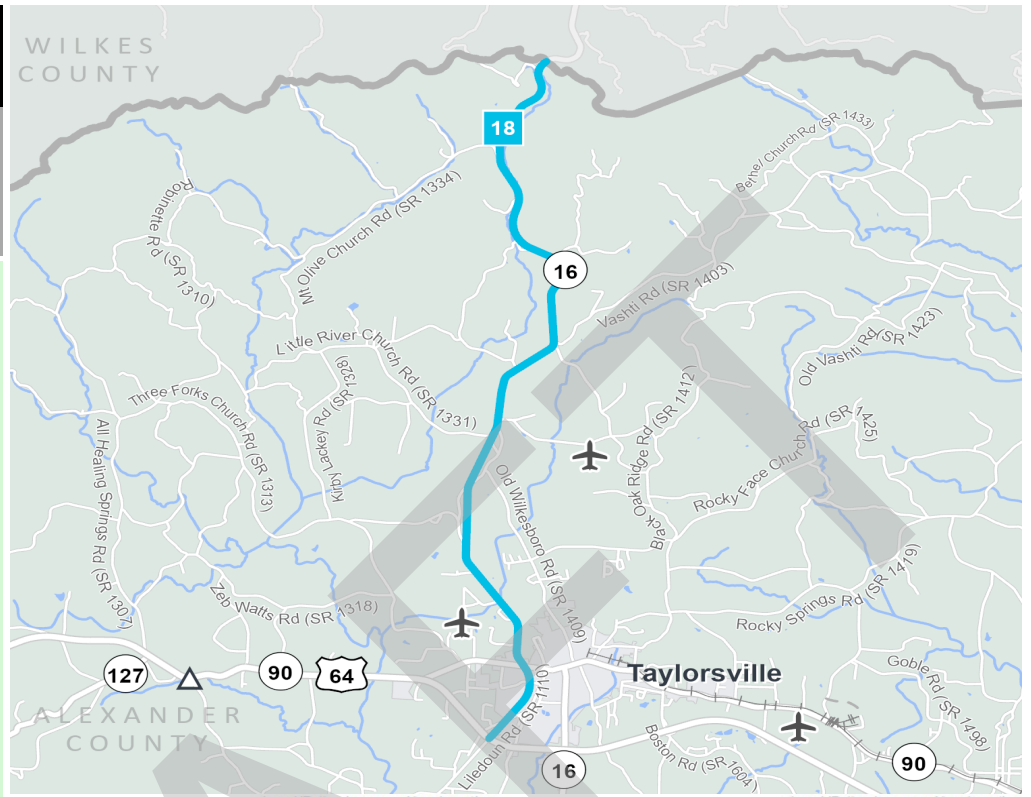
Improvement: Improve Existing

Identified Need

County north – south linkage needed to connect corridor in Alexander County residents to employment and entertainment in Wilkes County (north) and Catawba County (south). The facility needs access into select locations.

Recommendation

Modernize 2 and 3-lane facility from US 64 to Wilkes County Line .



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare Multi-lane
Typical Section	02 A
Section Options	-
Length (miles)	10.00
Existing ROW (feet)	60-100
Safety Risk Score	44-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	2	
Volume (vpd)	3700-8600	4000-8900	4000-8900	
Capacity (vpd)	10200-29100	10200-29100	11100-21900	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2049
Facility will be Over Capacity (>=100%)	> 2050

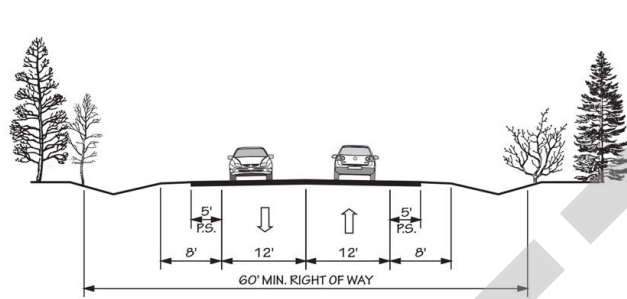


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project was identified in the 2045 Metropolitan Transportation Plan and is currently fiscally constrained within the 2050 Metropolitan Transportation Plan .

Project Vision

NC 16 is the primary north-south corridor in Alexander County. This roadway connects Alexander County residents to employment and entertainment in Wilkes County (north) and Catawba County (south). The addition of turn lanes in select locations and four-foot shoulders are proposed.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 5 Landscape Habitat Indicator Guild Feature(s)
- 1 Landslide Slope Movement Outline Feature(s)
- 8 Wetland Feature(s)
- 11 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within this extensive project termini include business and agricultural in the form of Apple Orchards (Deal's Apple Orchard, Sugar Loaf Apple House). Sugar Loaf Elementary School and Schneider Mills (textiles) are major trip generators within the

corridor.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Industrial Park Drive

White Plains Rd (SR 1422) to W.E. Baab Industrial Rd

Local ID: ALEX-LE-01-MTP

Purpose: Access

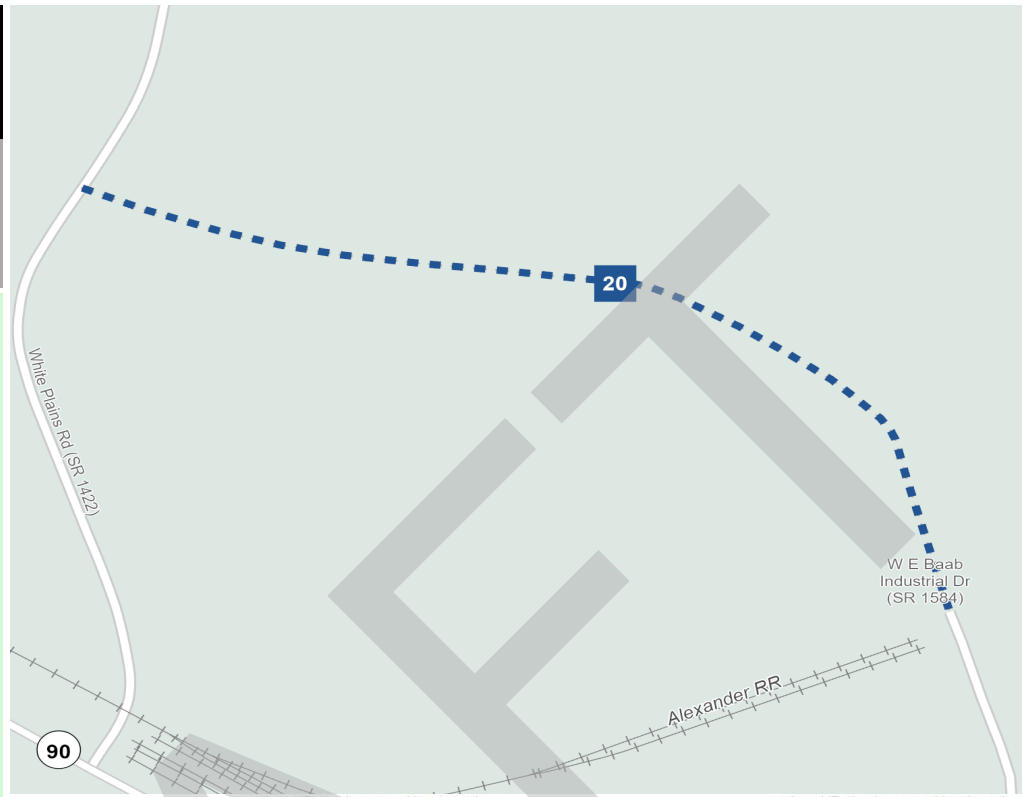
Improvement: New Location

Identified Need

This facility has access management needs from White Plains Road (SR 1422) to W. E. Baab Industrial Road.

Recommendation

Construct access road into the Alexander Industrial Park.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.48
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	-

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

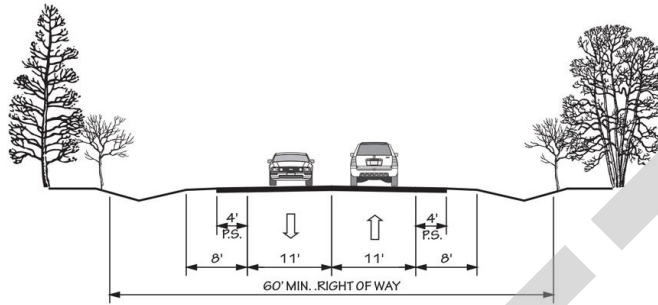


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was not identified in a long-range plan drafted by the GHMPO. Project was locally administered and is now complete.

Project Vision

This project provides Alexander Industrial Park, which is home to Craftmaster Furniture, Paragon Films, Liberty Reload, and Borealis Compounds, increased access to NC 90.

Horizon Year: 2030.

Potential Impacts

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Malcolm Blvd (SR 1001)

US 70 to Catawba River

Local ID: BURK-HD-02-MTP

Purpose: Congestion

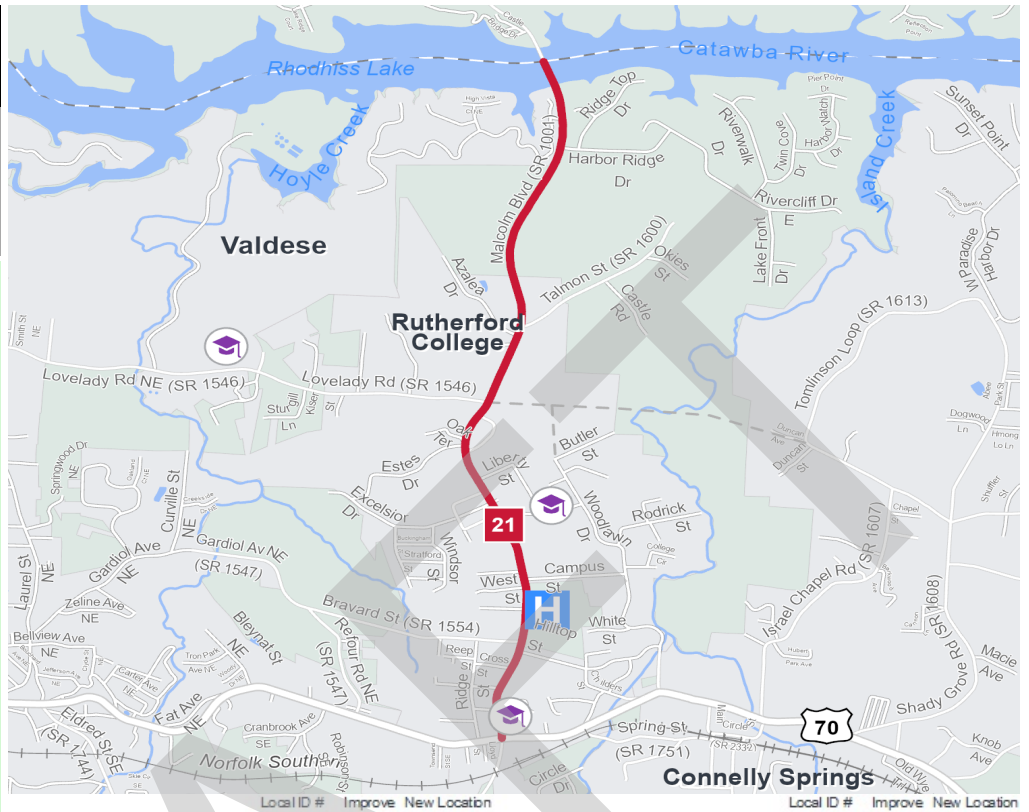
Improvement: Widening

Identified Need

Malcolm Boulevard is currently nearing capacity and will exceed capacity by the horizon year of 2050.

Recommendation

US 70 to Catawba River.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	04 E
Length (miles)	2.90
Existing ROW (feet)	72-100
Safety Risk Score	56-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	10200-11900	13000-15500	13000-15500
Capacity (vpd)	10200-11700	10200-11700	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019

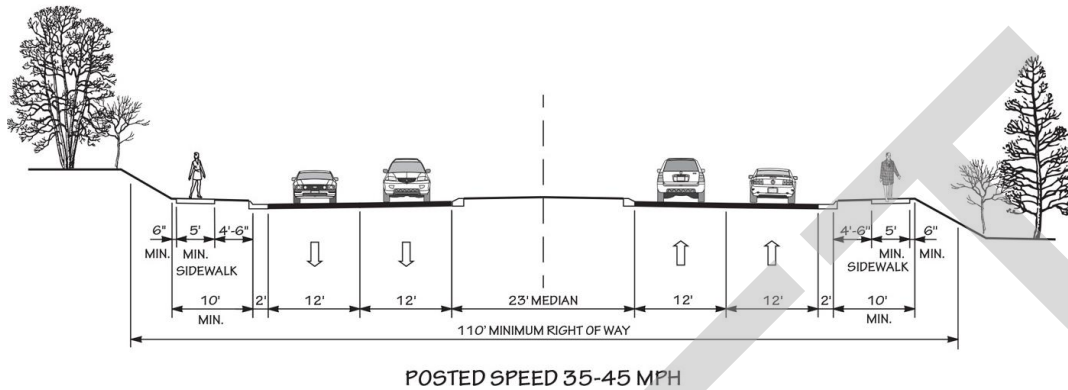


Typical Section Options:

04 E

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained. Multimodal accommodations are identified in the typical section suggestion. This project was originally identified in the Burke County Thoroughfare Plan (1996) which originally suggested 5-lanes.

Multimodal Considerations

Multimodal accommodations are recommended from Lovelady Road to US 70.

Project Vision

Malcolm Boulevard is currently nearing capacity and will exceed capacity by the horizon year of 2050. The 2050 Metropolitan Transportation Plan recommends widening Malcolm Boulevard to a 4-lane divided roadway with Bicycle and Pedestrian accommodations. Additional roadway capacity will ensure that Malcolm Boulevard maintains a LOS of D or better through the horizon year.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 1 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)

- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use along Malcolm Boulevard (SR 1001) is low density residential. Additional residential developments are accessible by cross streets. The City of Rutherford College Zoning Map (2014)17 identified Malcolm Boulevard (SR 1001) from Caldwell County to Lovelady Road (SR 1546) as residential and from Lovelady Road (SR 1546) to US 70 as the Central Business District.

Human Environmental Context

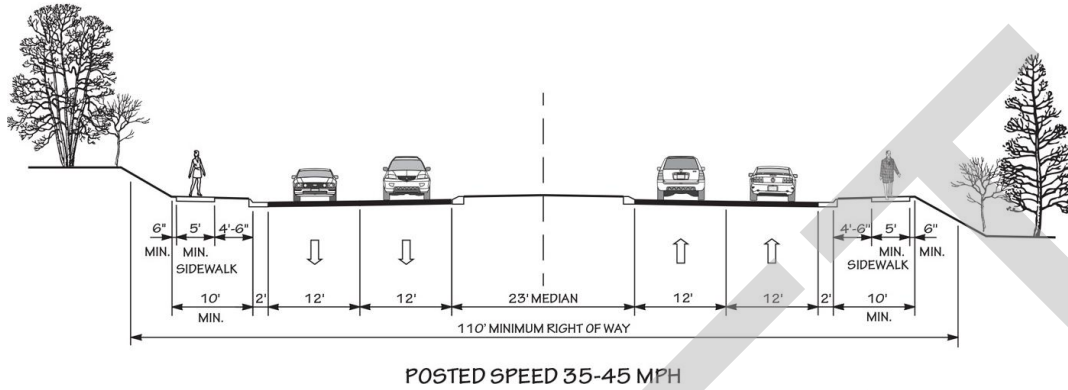
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:
04 E

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Miller Bridge Road

Shoupes Grove Church Road (SR 1785) to Old NC 10 (SR 1761)

Local ID: BURK-HD-03-MTP

Purpose: Mobility

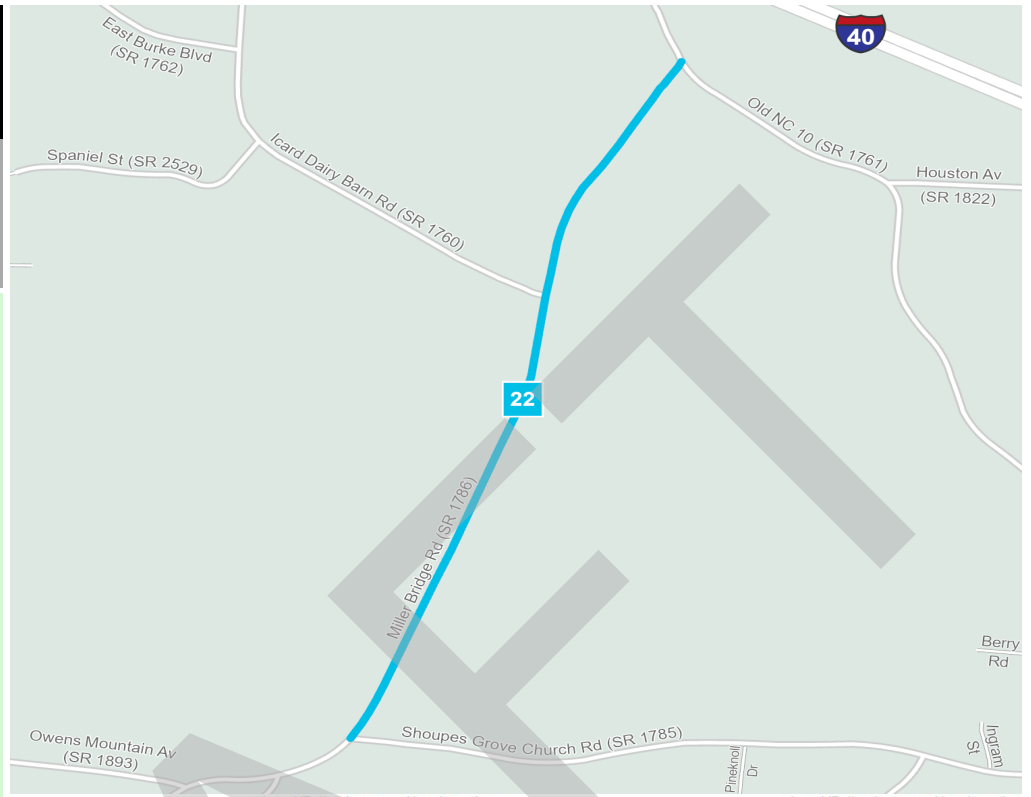
Improvement: Improve Existing

Identified Need

Miller Bridge Road from Shoupes Grove Church Road to I-40 is over capacity in 2050.

Recommendation

Improve Miller Bridge Road (SR 1786) from Shoupes Grove Church Road (SR 1785) to Old NC 10 (SR 1761).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	2A
Length (miles)	0.67
Existing ROW (feet)	60
Safety Risk Score	100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	6600	6800	6800	
Capacity (vpd)	11700	11700	11700	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

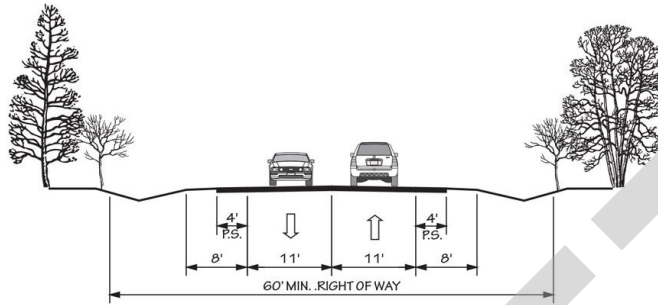


Typical Section Options:

2A

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

This project improves Miller Bridge Road from Shoupes Grove Church Road to I-40, by widening lanes and adding paved shoulders.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

This project has several different land classifications under the jurisdiction of Burke County. Beginning at I-40, the area is classified as General Business (G-B). Continuing South, land is classified as a mix of Residential (R-2) and Rural Mixed-Use (R-MU). Additionally, one parcel is classified as Industrial (IND).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Johnson Bridge Road

Old NC 10 (SR 1761) to George Hildebran School Rd (SR 1800)

Local ID: BURK-HD-04-MTP

Purpose: Mobility

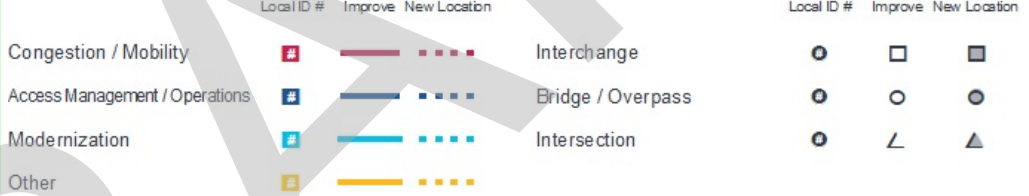
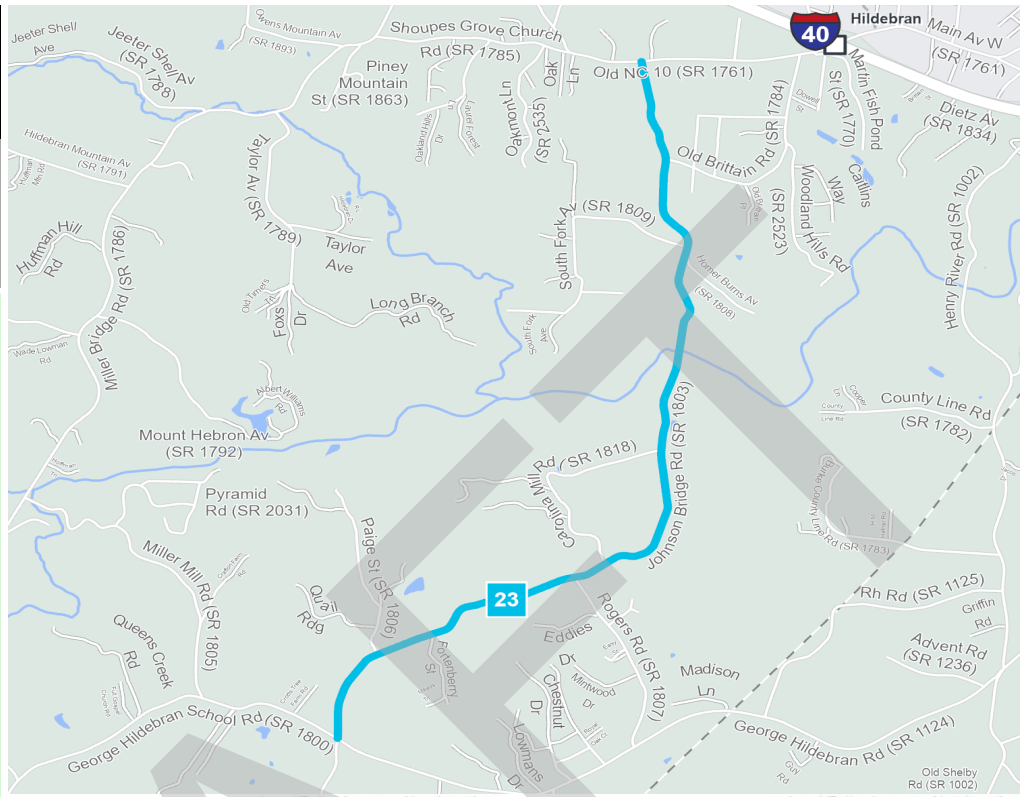
Improvement: Improve Existing

Identified Need

Improvements Johnson Bridge Road (SR 1803) from Old NC 10 (SR 1761) to George Hildebran School Road (SR 1800) from a substandard to standard roadways.

Recommendation

Improve Johnson Bridge Road (SR 1803) from Old NC 10 (SR 1761) to George Hildebran School Road (SR 1800).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	2A
Length (miles)	4.00
Existing ROW (feet)	60-120
Safety Risk Score	22-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	800-2900	800-3300	800-3300
Capacity (vpd)	11700-12200	11700-12200	11700-12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

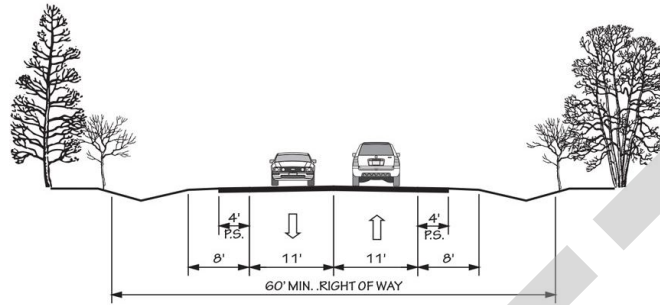


Typical Section Options:

2A

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

This project improves Johnson Bridge Road (SR 1803) from Old NC 10 (SR 1761) to George Hildebran School Road (SR 1800) by widening lanes and paved shoulders. Current shoulder width is limited in some areas.

Horizon Year: 2050.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 15 Wetland Feature(s)
- 41 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Beginning at Old NC-10, a small section of land is classified as General Business (GB) under the jurisdiction of Burke County. The remainder of the project is also

under the jurisdiction of Burke County as a Rural Mixed-Use District (R-MU).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Tex's Fish Camp Rd (SR 1627) – Old NC 10 (SR 1761) Connector

US 70 to Old NC 10 (SR 1761)

Local ID: BURK-HD-05-MTP

Purpose: Congestion

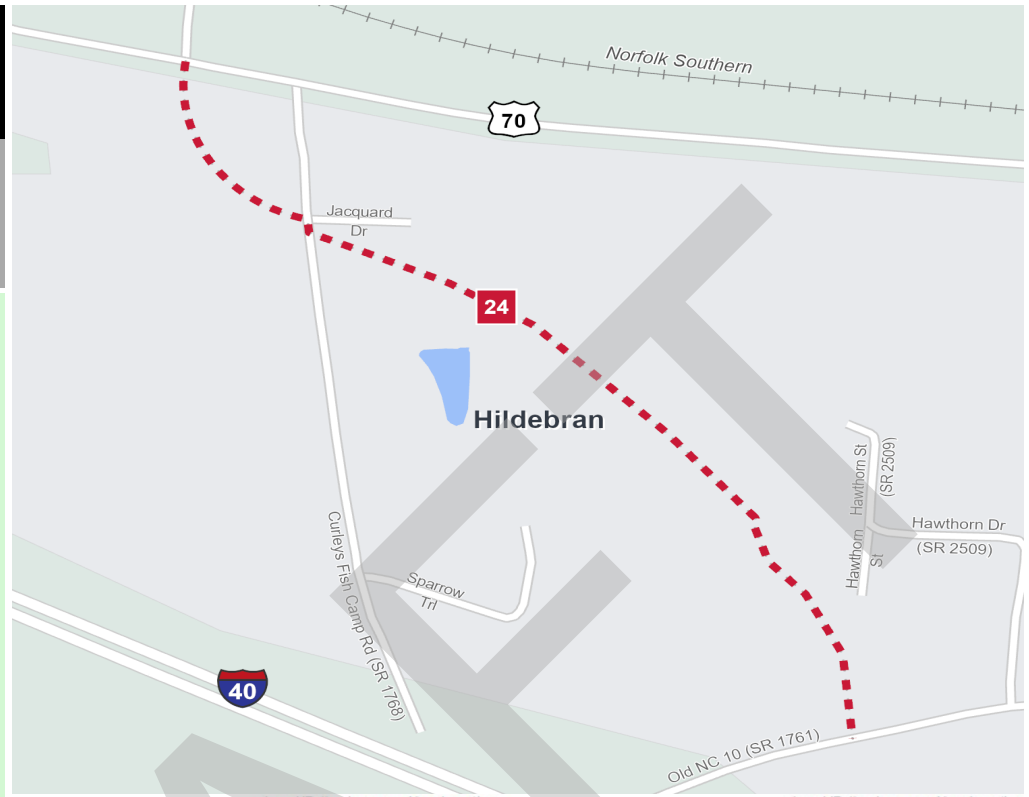
Improvement: New Location

Identified Need

US 70 currently has congestion issues due to access issues at offset/dog-legged intersection of Curley's Fish Camp/ Tex's Fish Camp Road (SR 1627)

Recommendation

Construct 2-lane facility on new location from US 70 to Old NC 10 (SR 1761).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.59
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

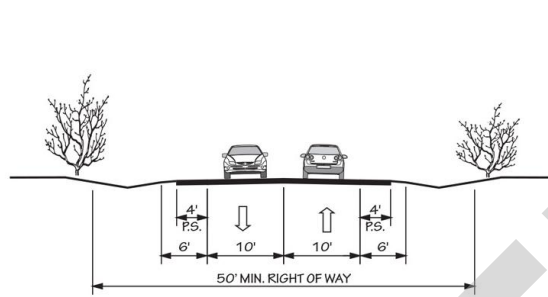


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

The offset/dog-legged intersection of Curley's Fish Camp and Tex's Fish Camp Road (SR 1627) at US-70 currently creates congestion, primarily caused by difficult left turns. The proposed extension of Tex's Fish Camp Road to Old NC 10 will eliminate congestion and provide access to I-40 via Old NC 10.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

This project is mixed in its land classifications under the jurisdiction of the Town of Hildebran. Beginning at Old NC 10 (SR 1761), land is classified as a mix of Residential – Low Density (R-20) and Highway Business (H-B). Continuing North and West, land is classified as Neighborhood Business (N-B) and General Manufacturing (G-M). Reaching US 70, land is classified as Industrial (IND) and Residential – High Density (R-10).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in

population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Airport Connector (Antioch Rd SR 1501)

US 64/NC 18 to Morganton-Lenoir Airport

Local ID: BURK-HD-06-CTP

Purpose: Mobility

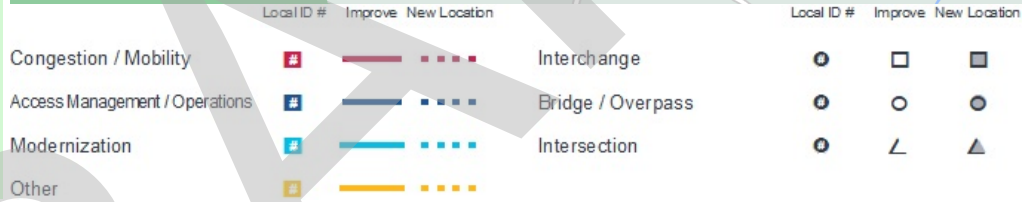
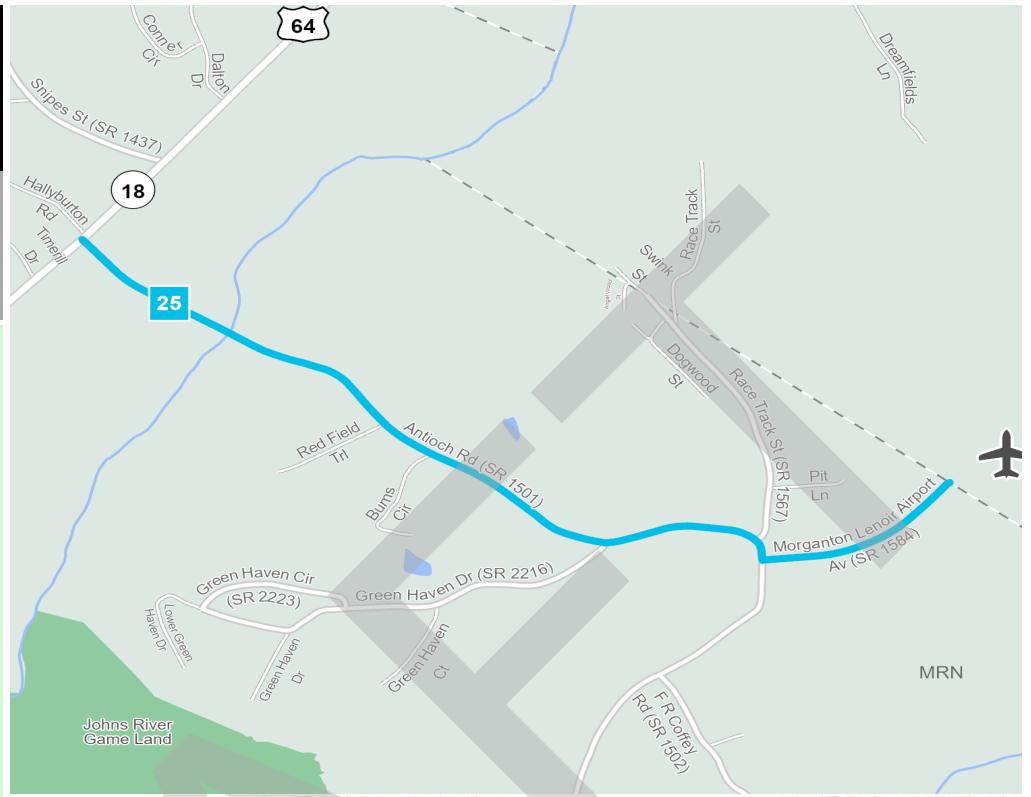
Improvement: Improve Existing

Identified Need

Connectivity from US 64/ NC 18 in Burke County to Connelly Springs Road (SR 1001) in Caldwell County, serving Morganton-Lenoir Airport, and the need for intersection improvements at Antioch Road (SR 1501) and Dry Ponds Road (SR 1115).

Recommendation

Improved Connection for US 64/NC 18 to Morganton-Lenoir Airport using Antioch Road (SR 1501).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 A
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	60
Safety Risk Score	44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	2700	3200	3200	3200
Capacity (vpd)	12200	12200	12200	12200-14000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

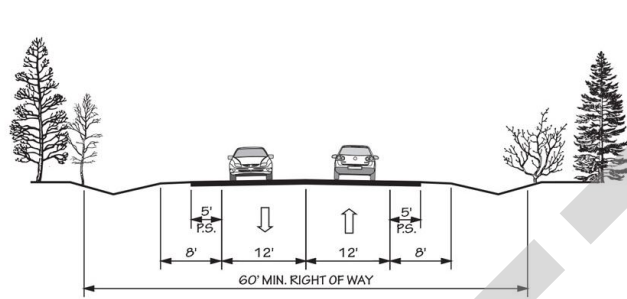


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project History

This project was identified in the 2045 Comprehensive Transportation Plan and is not currently funded within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

No bicycle and pedestrian accommodations are planned at this time.

Project Vision

Construct a new 2-lane facility from US 64/ NC 18 in Burke County to Connelly Springs Road (SR 1001) in Caldwell County, serving Morganton-Lenoir Airport, partially using Antioch Road (SR 1501) and realigning Dry Ponds Road (SR 1115) intersection

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 2 Major River Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Regional Trail Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within the project area is residential, with one commercial industry at the western extent of the project.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- 0% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Rhodhiss-Cape Connector

Airport Rhodhiss Road (SR 1653) to Cape Hickory Road (SR 1647)

Local ID: BURK-HD-07-CTP

Purpose: Mobility

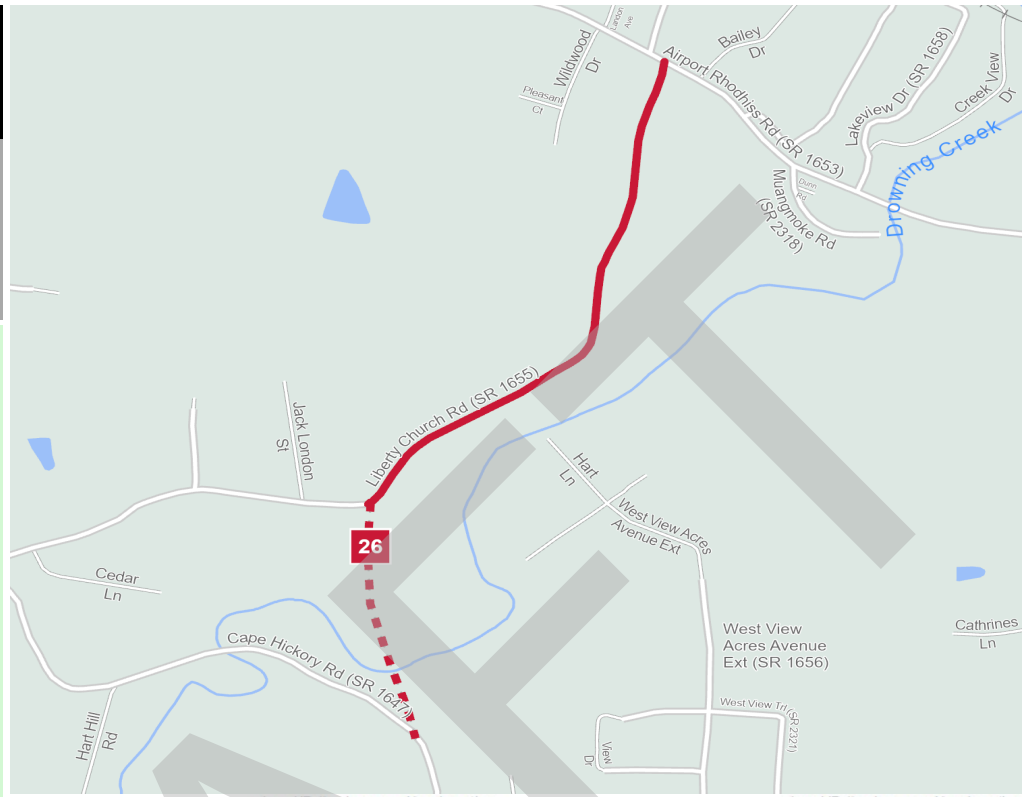
Improvement: New Location (part on existing)

Identified Need

The Extension to Cape Hickory Road lacks needed connectivity.

Recommendation

Airport Rhodhiss-Cape Hickory Road Connector .



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 B
Section Options	-
Length (miles)	0.98
Existing ROW (feet)	60
Safety Risk Score	45

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	3100	3500	-
Capacity (vpd)	14000	14000	43300

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	44500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

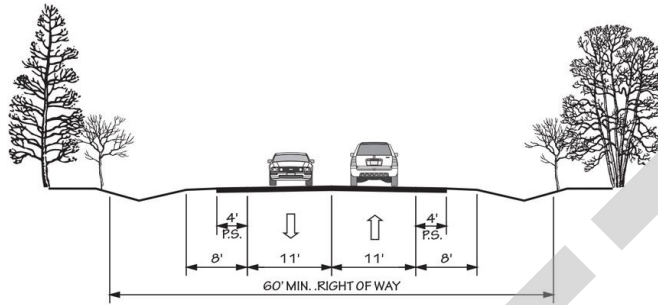


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History

Project History

This project was identified in the 2045 Comprehensive Transportation Plan and is not currently funded within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

No bicycle and pedestrian accommodations are planned at this time.

Project Vision

Vision

Airport Rhodhiss Road to Cape Hickory Road, construct 2-lane facility on new location.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Natural & Human Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)

- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Current land use is residential within the project area.

Human Environmental Context

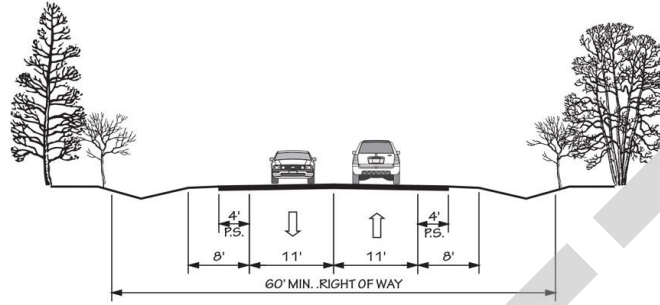
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race

Typical Section Options:
None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Bouchelle Street Extension

E Concord St at Bouchelle St to US 70

Local ID: BURK-HD-08-CTP

Purpose: **Mobility**

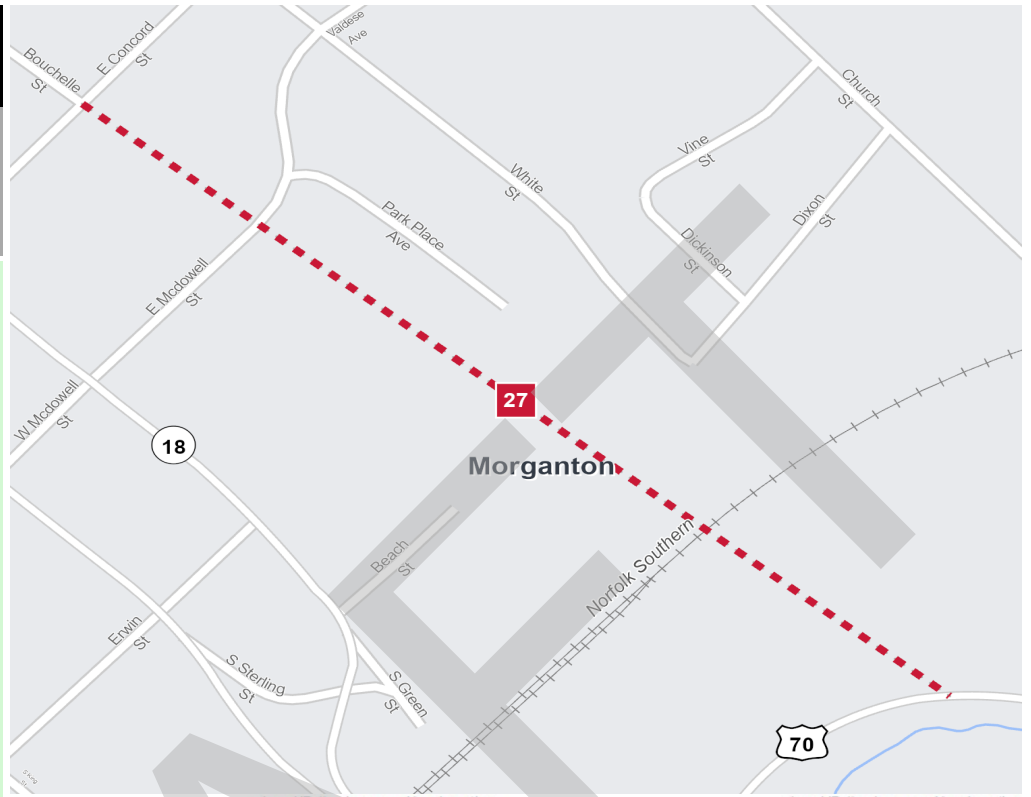
Improvement: **New Location**

Identified Need

Bouchelle Street and Fleming Drive experiences congestion on the one-way traffic pairs in downtown Morganton.

Recommendation

Bouchelle Street Extension.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.42
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

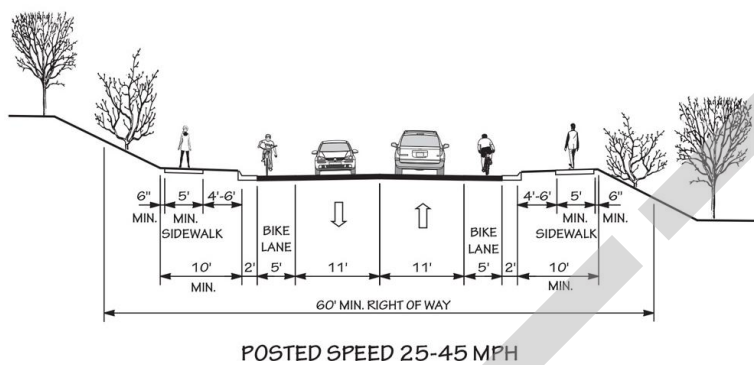


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

Providing an extension between the existing Bouchelle Street and Fleming Drive will help alleviate congestion on the one-way traffic pairs in downtown Morganton. This connection will also open up this portion of the downtown area for redevelopment. This connection will also open up this portion of the downtown area for redevelopment.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Existing Bouchelle Street is within Morganton's Central Business District. The project area then enters a Low Intensity District, before meeting E Fleming Drive within a High Intensity District.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

Glen Alpine Connector

Causby Road (SR 1147) to US 70

Local ID: BURK-HD-09-CTP

Purpose: Mobility

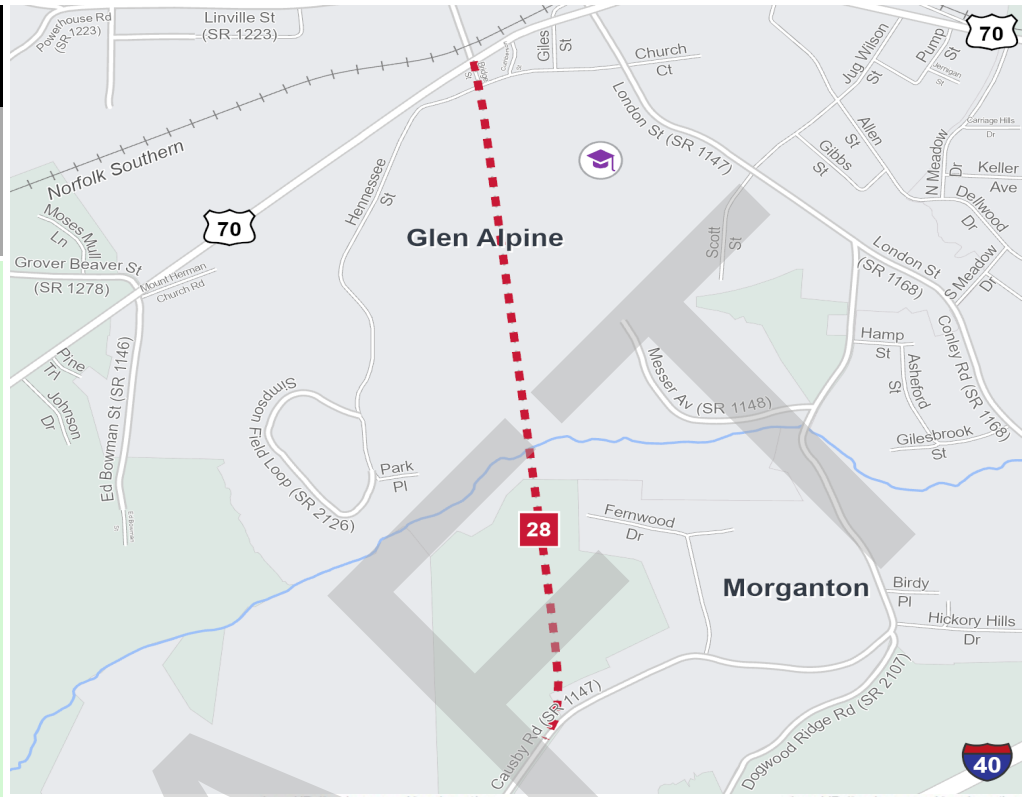
Improvement: New Location

Identified Need

The land between US 70, through the center of Glen Alpine and I-40, has been identified for future expansion of industrial development and needs access for future development to both US 70 and I-40.

Recommendation

Construct 2-lane on new location from Causby Road (SR 1147) to US 70.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.97
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

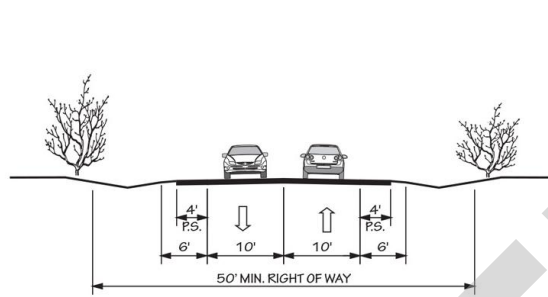


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

This extension is recommended to provide improved access between Glen Alpine and I-40. The land between US 70, through the center of Glen Alpine and I-40, has been identified for future expansion of industrial development. This project is needed to provide access for this future development to both US 70 and I-40.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relationship to Land Use

Current land use within the project area is residential. To the south of the project extent is Duke Power.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Eldred Street (SR 1744)

I 40 to Laurel Street

Local ID: BURK-HD-10-CTP

Purpose: Facility Deficiencies

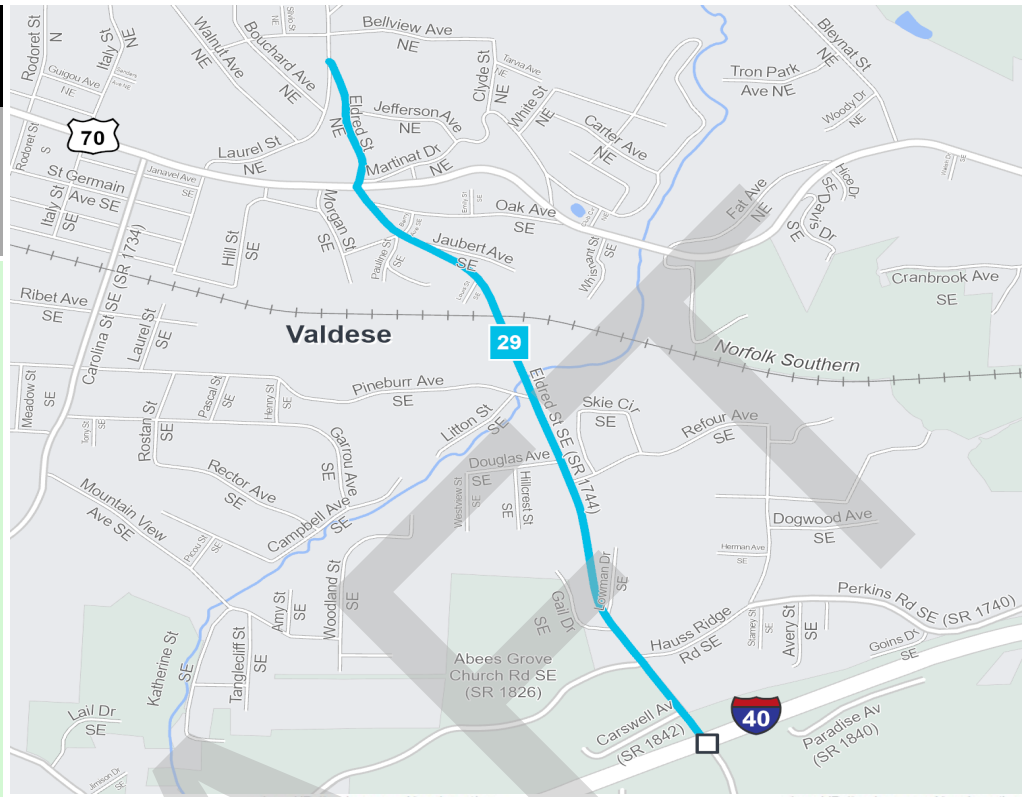
Improvement: Widening

Identified Need

There are no existing parallel facilities to accommodate this growth, the intersection and Eldred Street will need to be improved (Eldred street does not meet NCDOT's roadway standards).

Recommendation

I-40 to US 70 (Main St E) widen this route to 3-lanes and a section of Eldred upgraded to NCDOT standards, from US 70 to Laurel Street.



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊕	□
Access Management / Operations	#	—	Bridge / Overpass	⊕	○
Modernization	#	—	Intersection	⊕	∟
Other	#	—		⊕	△

Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	03 B
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	33-44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	1200-4800	1400-5400	1400-5400	
Capacity (vpd)	10200-11000	10200-11000	12700	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

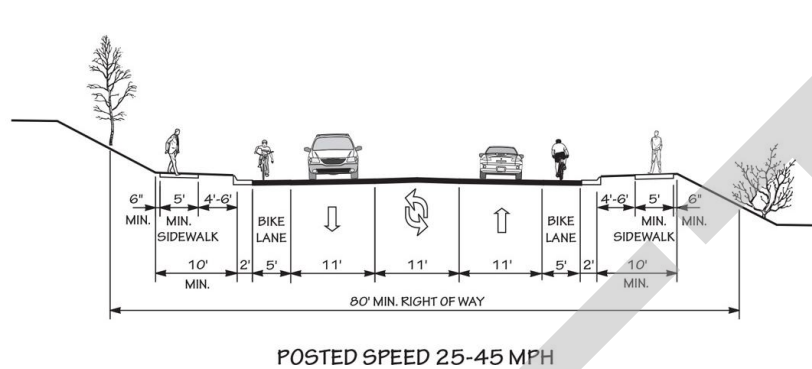


Typical Section Options:

TYPICAL SECTION No. 3C

03 B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

Eldred Street is the main north-south facility through the Town of Valdese. It provides one of only three connections to I-40 in the planning area. It is heavily traveled by residents, as well as trucks that use this route to travel from the northern industrial section of Valdese (especially Lovelady Road) to I-40. Currently, Eldred Street does not meet NCDOT standards. There is currently a substantial amount of commercial development in this area including gas stations, restaurants, shops and offices. In addition, long-term land use plans indicate further industrial development in the north. Eldred Street (portion is a city street) is the main link between I-40, Lovelady Road and US 70. Since there are no existing parallel facilities to accommodate this growth, the intersection and Eldred Street will need to be improved. Improvements to the Eldred Street/US 70/Laurel Street area will improve the flow of traffic on US 70 by reducing the amount of traffic using Laurel Street. It is recommended to upgrade Eldred Street to a 2-lane facility meeting State standards (12' lanes) between Laurel Street and US 70, and closing off Laurel Street with a cul-de-sac. Also, it is recommended to upgrade Eldred Street to a 3-lane facility between I-40 and US 70. These improvements are needed to accommodate existing and future traffic growth.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within this project area consists of residential, business, and some manufacturing use. This project is within Valdese zoning jurisdiction.

Human Environmental Context

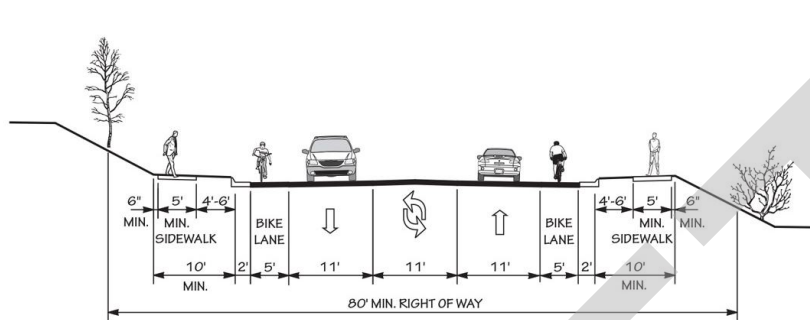
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race

Typical Section Options:
03 B

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 25-45 MPH

- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Enon Road (SR 1538) Realignment

Enon Road (SR 1538) to Oakland Avenue (SR 1535)

Local ID: BURK-HD-11-CTP

Purpose: Mobility

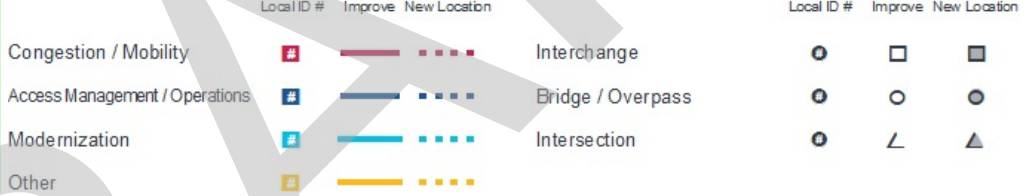
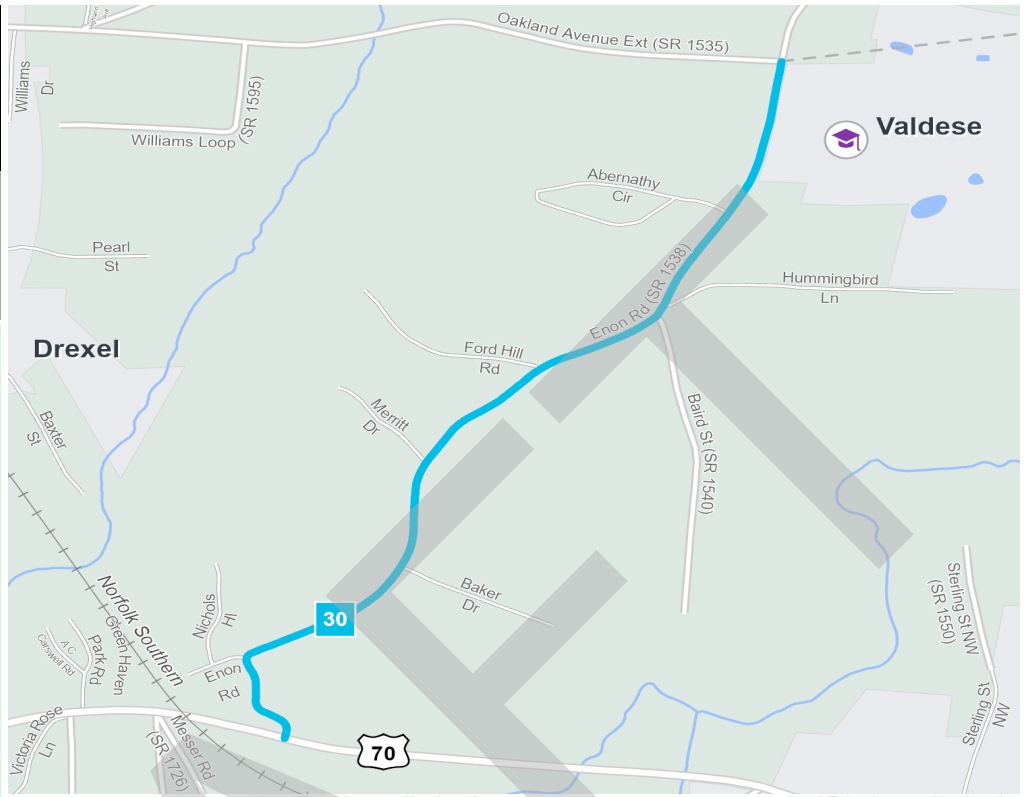
Improvement: Improve Existing

Identified Need

The US 70 intersection is sharply curved and difficult to navigate and also has substandard roadway and paved shoulders

Recommendation

Realign Enon Road (SR 1538) at its intersection with US 70. Improvements to Enon Rd from Oakland Ave (SR 1535).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 C
Length (miles)	1.10
Existing ROW (feet)	
Safety Risk Score	67-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1800-2100	2000-2400	2000-2400	2000-2400
Capacity (vpd)	10200	10200	10200	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

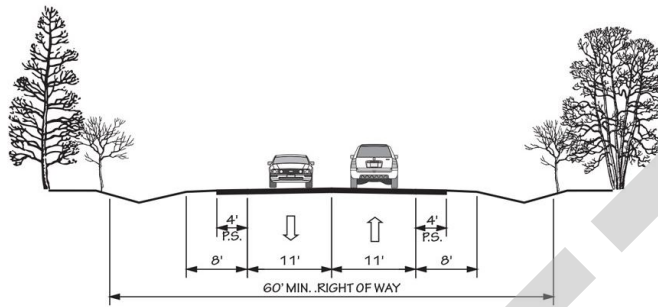


Typical Section Options:

02 C

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

This project realigns Enon Road (SR 1538) at its intersection with US-70. Currently, the roadway prior to the intersection is sharply curved. This project also improves Enon Road to Oakland Avenue (SR 1535) with increased lane width and paved shoulders.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

At the southern extent, the current land use within this project area is General Business. Moving north, land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

I-40 Access Rd (SR 1890)

US 70 West to I 40

Local ID: BURK-HD-12-CTP

Purpose: Mobility

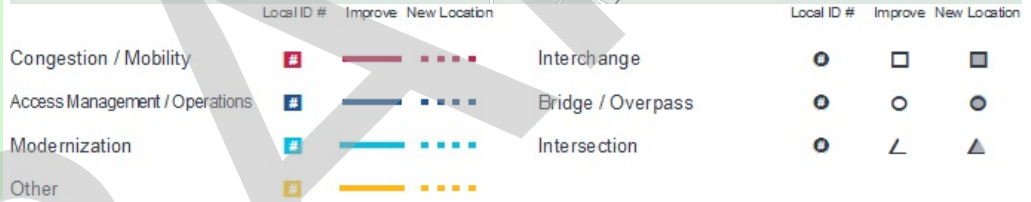
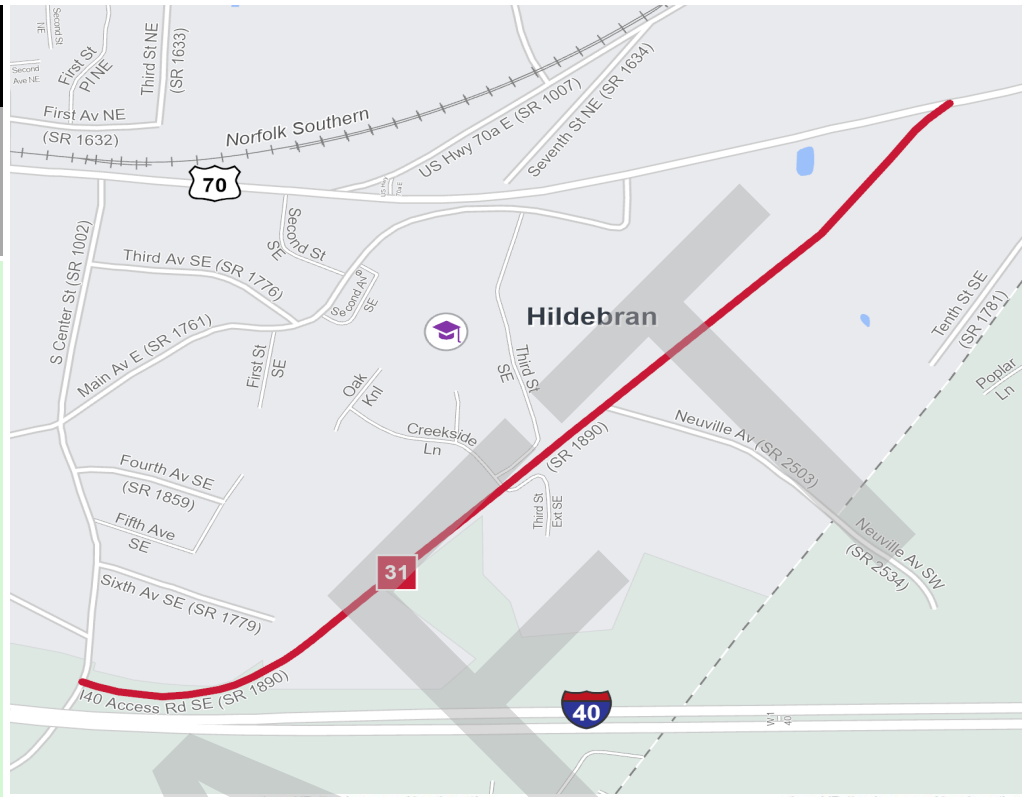
Improvement: Widening

Identified Need

The primary connection between US 70 and I-40 in Hildebran needs to accommodate projected traffic volumes and is substandard to roadway standards.

Recommendation

Widen to multi-lanes (from US 70 West to S Center St (SR 1002)/I-40 interchange in Hildebran).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	04 E
Length (miles)	1.20
Existing ROW (feet)	100
Safety Risk Score	44-56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard	
Travel Lanes	2	2	4	
Volume (vpd)	3900-5800	6200-8800	6200-8800	
Capacity (vpd)	11700	11700	38100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

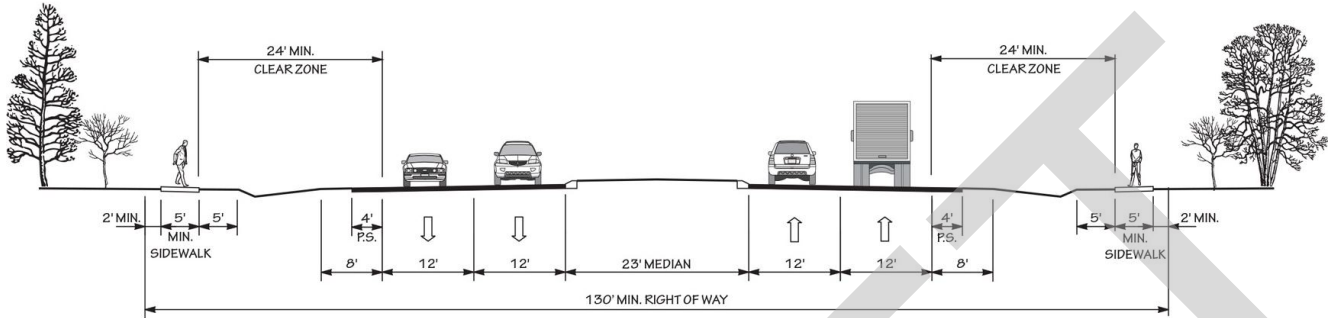


Typical Section Options:

04 E

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History

This project was identified in the 2045 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

Bicycle and pedestrian accommodations are recommended within the suggested typical section.

Project Vision

This road is a primary connection between US-70 and I-40 in Hildebran. To accommodate projected traffic volume between US-70 and I-40, it is recommended that this roadway be widened to 4-lanes with a divided roadway.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relationship to Land Use

Current land use varies heavily within this project extent, including Industrial, General Manufacturing, and business use.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Meytre Avenue

Enon Rd (SR 1538) to Laurel St NE

Local ID: BURK-HD-13-CTP

Purpose: Congestion

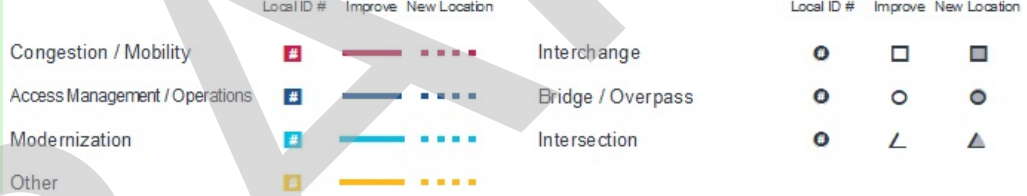
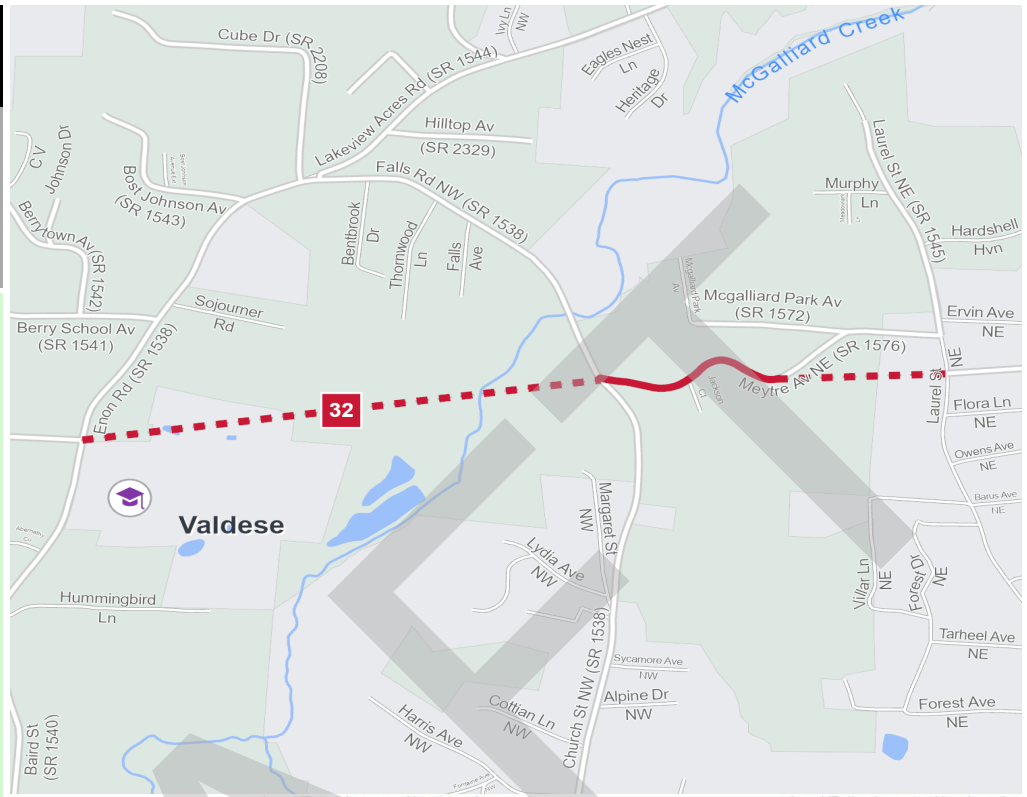
Improvement: New Location (part on existing)

Identified Need

US 70 has future congestion problem connects and accesses Meytre Avenue.

Recommendation

Construct a new location connector from Enon Road (SR 1538) to Church Street NW (SR 1538) and from Meytre Avenue NE (SR 1576) (portions of existing) to Laurel Street NE (SR 1545).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2800	2800	-
Capacity (vpd)	10200	10200	10900

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

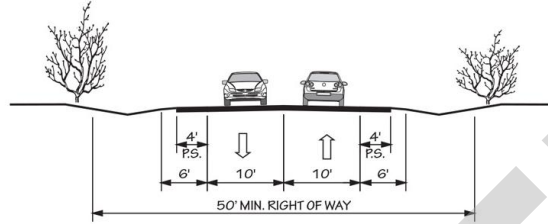


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

Bicycle and pedestrian accommodations are recommended within the suggested typical section.

Project Vision

Meytre Avenue (SR 1576) is an important link in the northern east-west travel through Valdese. It is a 2-lane facility carrying mainly residential traffic. Due to the growing traffic volumes on US 70, Meytre Avenue is quickly becoming an alternate east-west corridor for industrial truck traffic generated by the northern 4-9 industrial park located on Lovelady Road (SR 1546). This type of development is expected to continue. Widening this facility is not feasible because of the commercial and industrial development along US 70 and the existing on-street parking. This recommendation, along with the Lovelady Road Extension, will give the municipalities a continuous northern route to Hickory and the Hickory Regional Airport. Although the current traffic volume does not exceed the capacity of the roadway, improving and extending Meytre Avenue will alleviate some of the congestion problems along US 70. The realignment project will connect two existing major facilities to provide a continuous route by which travelers can access any of the major routes in the eastern and western parts of the planning area. It is recommended that the intersection of Meytre Avenue and Lovelady Road be realigned at the intersection of Laurel Street. It is also recommended to upgrade Meytre Avenue from Laurel Street to Falls Rd NW/Church St (SR 1538) and extend Meytre Ave (SR 1576) to intersection with Oakland Ave (SR 1535).

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use is residential through the majority of the project area. Some business use exists at the Lovelady road portion of the project.

Human Environmental Context

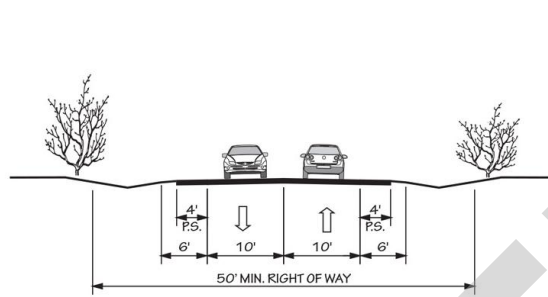
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino

Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Morganton Western Connector

US 64 to NC 181

Local ID: BURK-HD-14-CTP

Purpose: Congestion

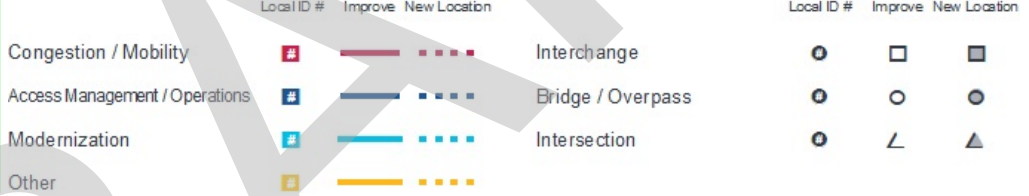
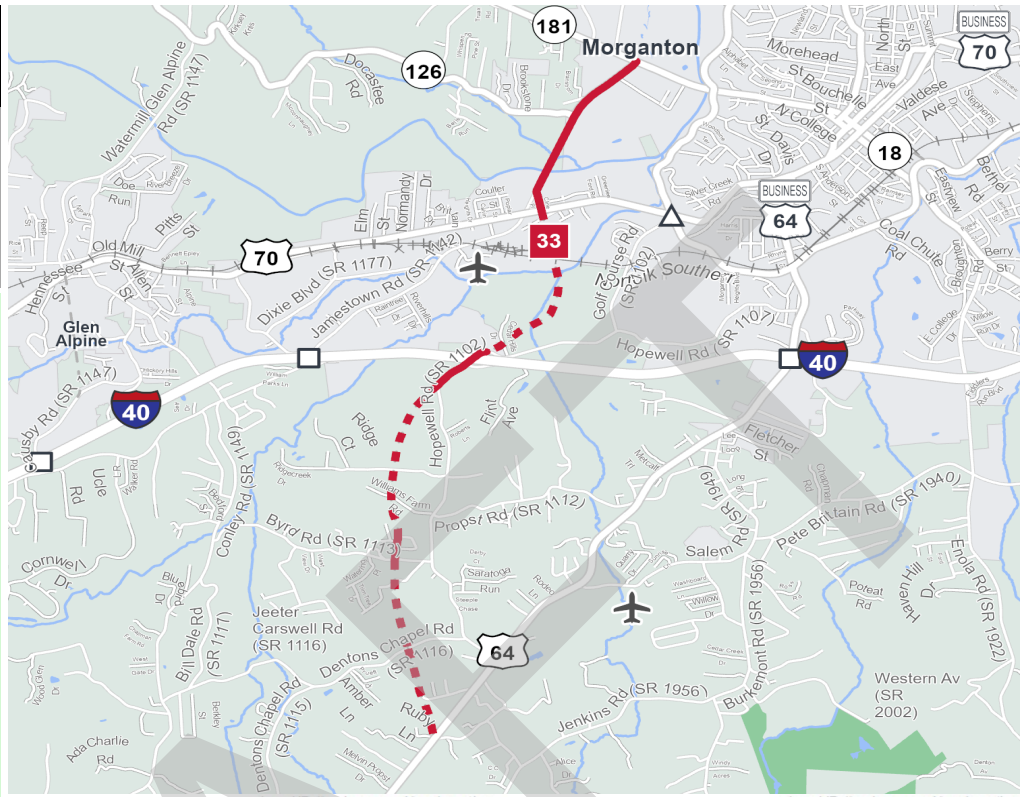
Improvement: New Location (part on existing)

Identified Need

Congestion relief, improved access, and safety are needed from the residential development in northwest Morganton to I-40, NC 181 North and US 64 South

Recommendation

Improvements to Independence Blvd (SR 1304) using a section of Hopewell Rd (SR 1102) to US 64.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	04 C
Length (miles)	6.10
Existing ROW (feet)	50-200
Safety Risk Score	44-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	600-13500	900-15800	-
Capacity (vpd)	10000-12200	10000-12200	12200-43300

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	38100-42900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2020
Facility will be Over Capacity (>=100%)	> 2050

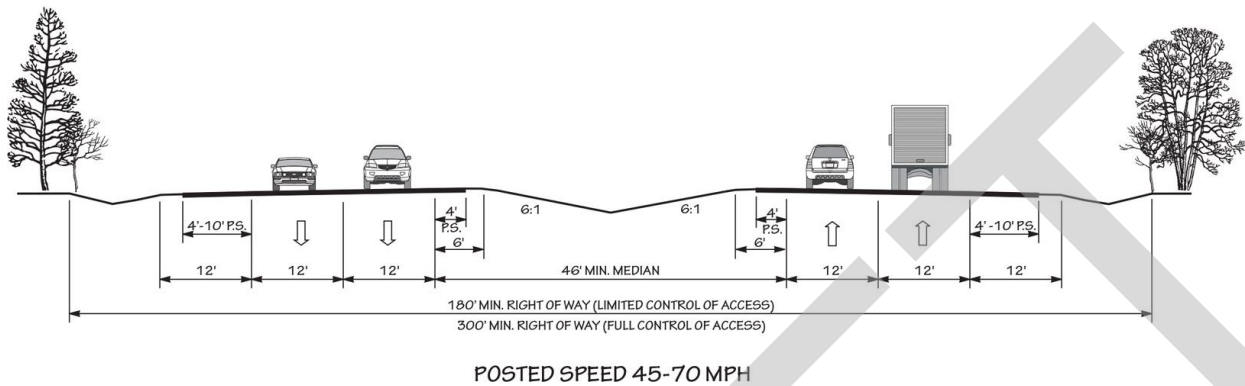


Typical Section Options:

TYPICAL SECTION No. 4A

04 C

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

Bicycle and pedestrian accommodations are recommended within the suggested typical section.

Project Vision

A western connector is needed in Morganton to provide relief to the streets of the CBD where widening is not feasible or desirable. Additionally, the construction of a Western Connector will improve access from the residential development in northwest Morganton to I-40, NC 181 North and US 64 South. An additional interchange along I-40 would provide relief to the US 64 interchange currently experiencing congestion and safety issues.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Ambient Water Quality Monitoring Site(s)
- 32 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)

- 6 Wetland Feature(s)
- 54 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Regional Trail Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Land use within this project area varies greatly due to the project's overall size. However, much of the project falls within Low Intensity and Residential districting.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

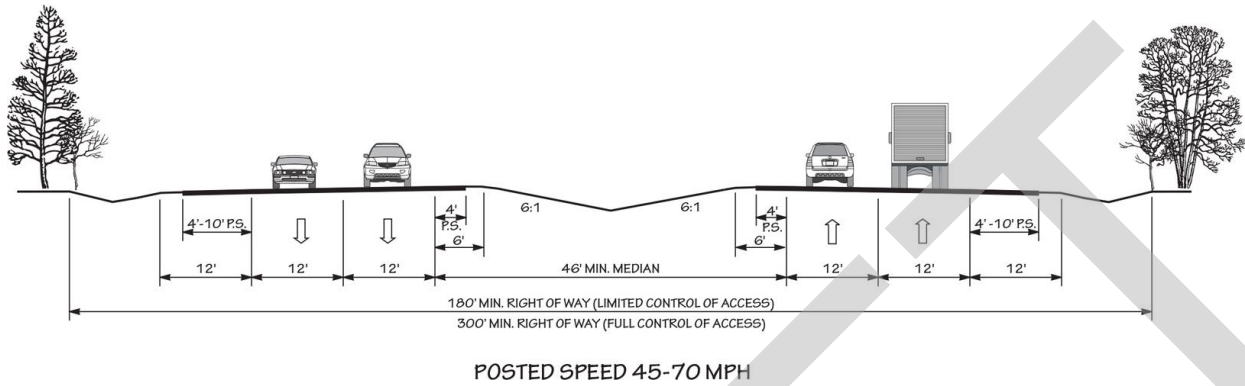
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish

Typical Section Options:

TYPICAL SECTION No. 4A

04 C

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Majority Town Street (SR 1602)

US 70 to Proposed Lovelady Road

Local ID: BURK-HD-15-CTP

Purpose: **Mobility**

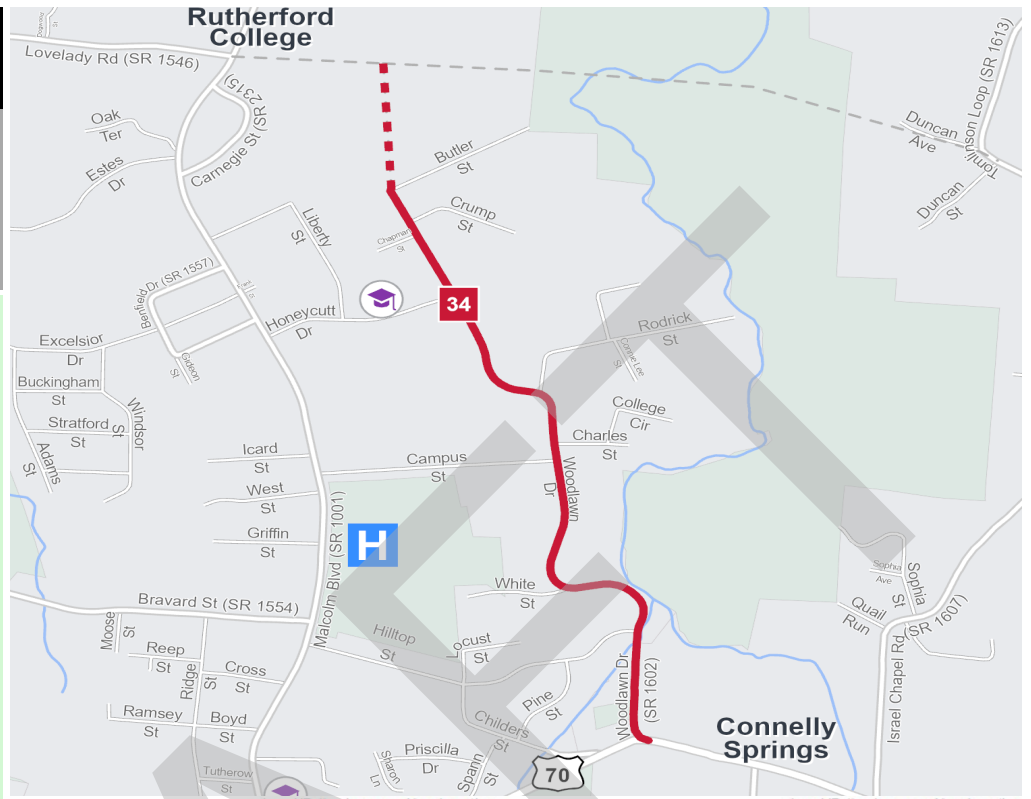
Improvement: **New Location (part on existing)**

Identified Need

This facility is over capacity by 2050 from its northern terminus to the proposed new location section of Lovelady Road.

Recommendation

Extend Woodlawn Drive (SR 1602) to its intersection with the proposed Lovelady Road and improve the horizontal alignment.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	-
Safety Risk Score	44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	4	4	2
Volume (vpd)	7900	-	-
Capacity (vpd)	10200	10200	9500-10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

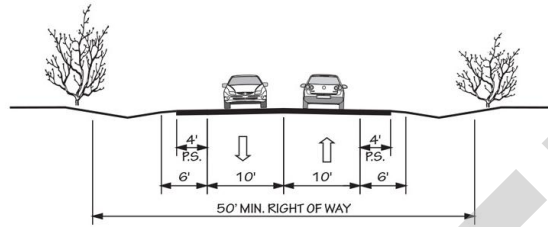


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

The extension of Woodlawn Drive will alleviate some congestion on Malcolm Boulevard. Rutherford College desires to extend Woodlawn Drive from its northern terminus to its intersection with the proposed new location section of Lovelady Road. The extension of Woodlawn Drive will provide an alternate north-south facility to Malcolm Boulevard.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within the project area is residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Northeast Burke Corridor

Enola (SR 1922) to US 70B

Local ID: BURK-HD-17-CTP

Purpose: Mobility

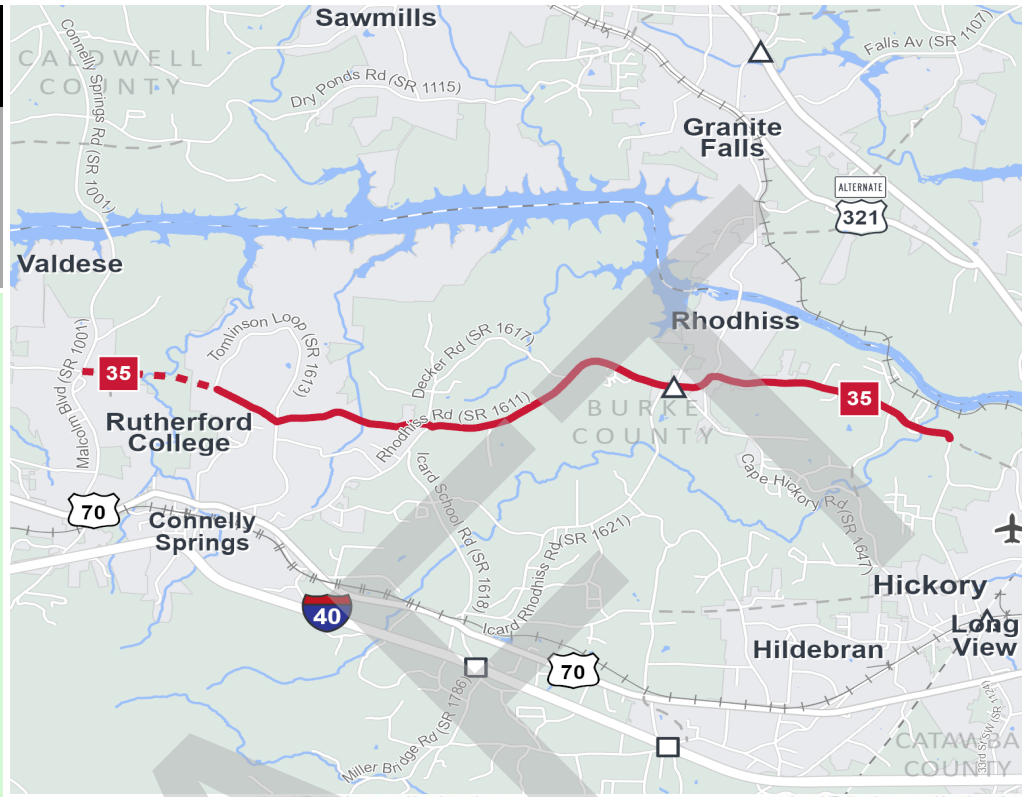
Improvement: New Location (part on existing)

Identified Need

The Lovelady Road (SR 1546) is in need of a northern connection to Valdese, Rutherford College, Hickory, and the Hickory Airport.

Recommendation

Upgrade Thomlinson Loop (SR 1613); Oak Ridge Church Rd (SR 1614); Rhodhiss Rd (SR 1611); Airport Rhodhiss Rd (SR 1653) to a multi-lane facility with some on new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	7.90
Existing ROW (feet)	60-100
Safety Risk Score	11-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	100-7200	100-8700	-
Capacity (vpd)	10200-14000	10200-14000	28100-38100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	38100-41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	> 2050

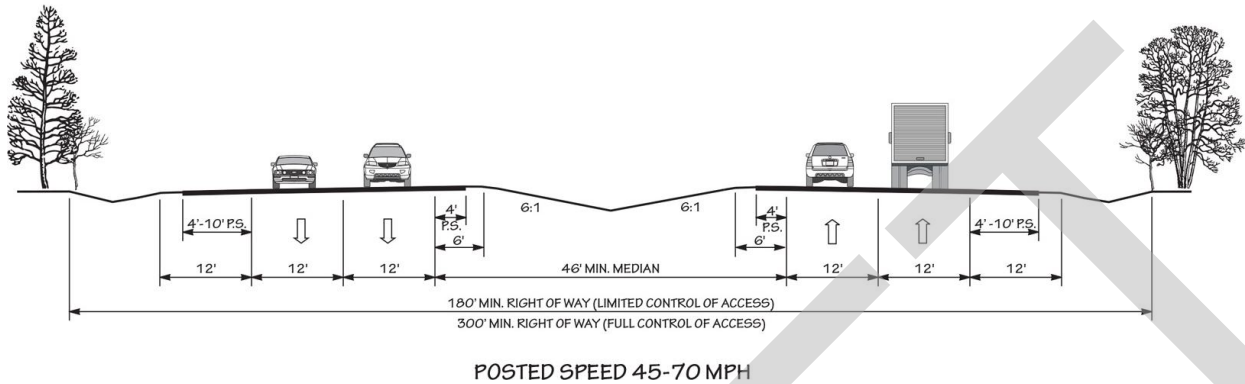


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

This 2-lane corridor is comprised of Lovelady Road (SR 1546), Rhodhiss Road (SR 1611), Oak Ridge Church Road (SR 1614), Hickory Regional Airport Road (SR 1625). Along with previous TIP Project R-2824, the Lovelady Road Extension, this facility will give Burke County a continuous northern route that connects the Valdese and Rutherford College area to Hickory and the Hickory Airport.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 4 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within the project area is primarily residential with scattered business and industrial use throughout the projects extent.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**N. Center Street (SR 1628)
Hildebran**

US 70 to First Ave NE (SR 1632)

Local ID: BURK-HD-18-CTP

Purpose: **Mobility**

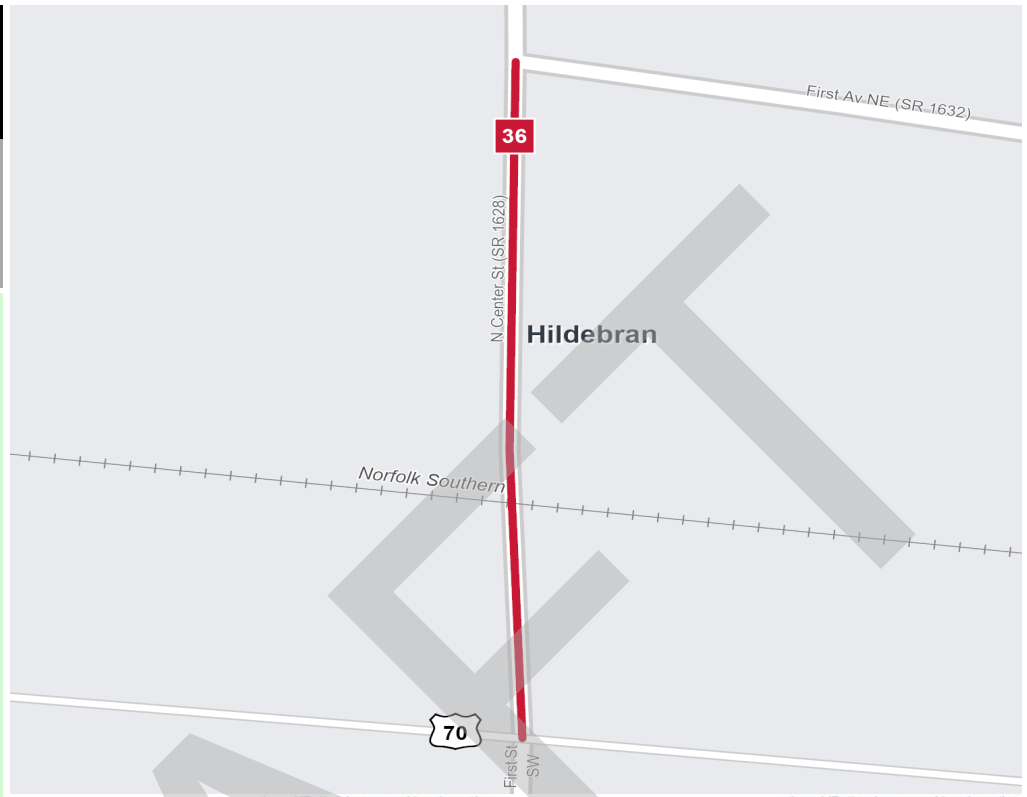
Improvement: **Widening**

Identified Need

Bridge on N. Center Street (SR 1628) over CXS Railroad needs access management from N. Center onto US 70.

Recommendation

Widen Bridge on N. Center Street (SR 1628) over CXS Railroad and provide a center turn lane from N. Center onto US 70.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	3A
Length (miles)	0.06
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes		2	2	2
Volume (vpd)		2400	2600	2600
Capacity (vpd)		10200	10200	11500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

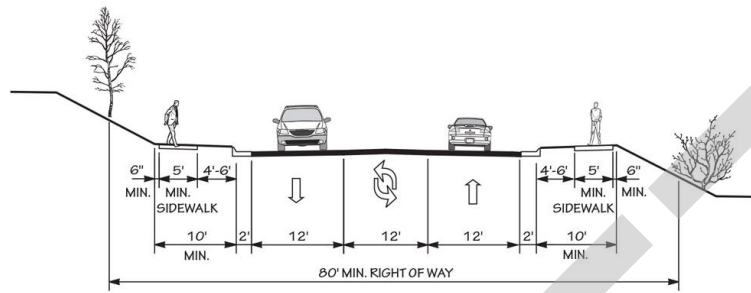


Typical Section Options:

3A

TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History

This project was identified in the 2045 Comprehensive Transportation Plan and is not currently funded within the 2050 Metropolitan Transportation Plan.

Project Vision

Widen Bridge on N. Center Street (SR 1628) over CXS Railroad and provide a center turn lane from N. Center onto US 70.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

The zoning jurisdiction for this project is Hildebran. The projects southern extent is currently within the Central Business District. Other land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Second Ave. Ext. (Long View-Burke County).

Hickory Airport Rd (SR 1653) to Tex's Fish Camp Rd (SR 1627)

Local ID: BURK-HD-19-CTP

Purpose: Mobility

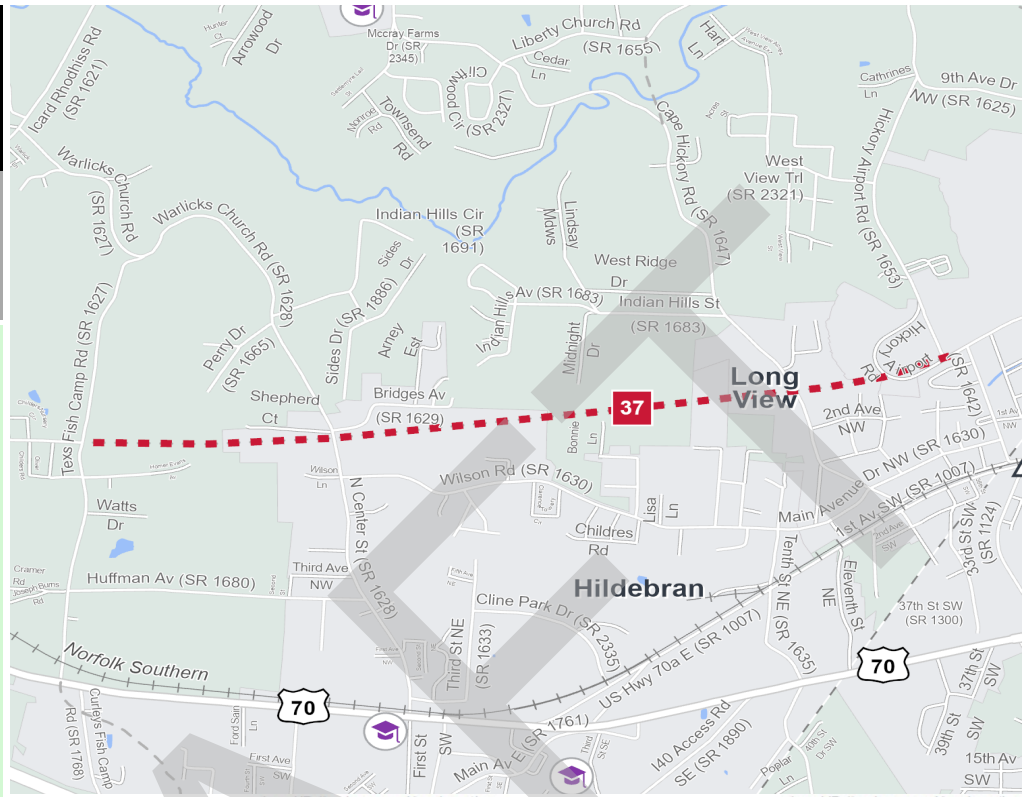
Improvement: New Location

Identified Need

Traffic in eastern Burke County will increase due to anticipated high development growth. Accommodations for new growth and a continuous east-west facility for commuter traffic problems in the northeast part of the planning area .

Recommendation

Construct a multi-lane facility from Hickory Airport Rd (SR 1653) to Texs Fish Camp Rd (SR 1627). New Alignment .



Proposal At A Glance | **Proposal Data:** 2019 Base Year | 2050 Future Year

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	2.60
Existing ROW (feet)	-
Safety Risk Score	-

	Existing	Without Proposal	With Proposal
New Location	-	-	-
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	40000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

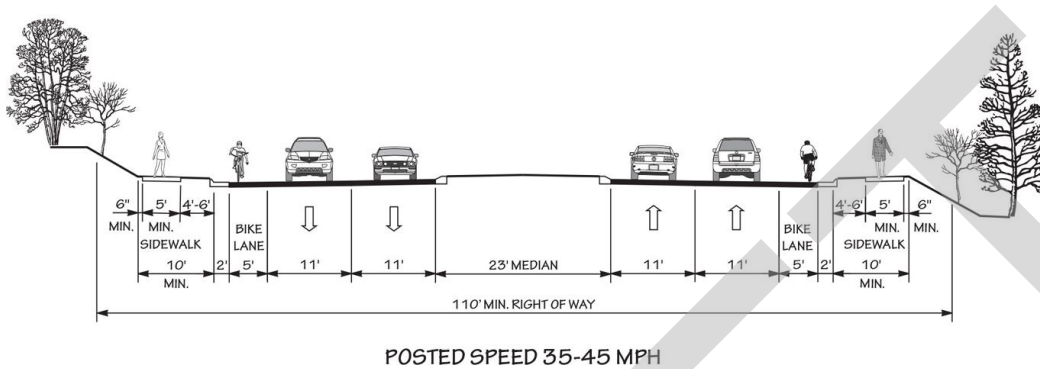


Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project was identified in the 2040 Comprehensive Transportation Plan and is not currently funded within the 2050 Metropolitan Transportation Plan.

Project Vision

This east-west boulevard provides service for travel in the Hickory and Long View urban areas. On the west end, it terminates at Hickory Airport Rd (SR 1653) and turns into the eastbound leg of the Second/Third Avenue one-way pair in downtown Hickory. The existing typical section of Second Avenue NW ranges from 2 to 4-lanes. The 4-lane section extends from US 321 to 30th Street Place NW. Mixed development exists along this facility. Intense commercial and industrial development occupy the section west of downtown Hickory while a mixture of residential, commercial and office uses exist along the one-way pair section. In addition to serving these developments, Second Avenue NW provides a valuable service for travel in the northeast section of the planning area. It links eastern Burke County to Long View and downtown Hickory and connects these urban areas to Hickory Regional Airport just north of the facility. Current travel on Second Avenue NW (SR 1306) is moderate with the highest traffic volume on the section west of US 321. Travel pressure on this facility will increase greatly during the planning period due to high development growth anticipated for this area. To ease potential traffic problems, Second Avenue NW should be extended westward to Texs Fish Camp Rd (SR 1627). This extension will serve new growth in eastern Burke County and provides a continuous east-west facility serving commuter traffic in the northeast part of the planning area. A multi-lane typical section is recommended.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Flood Hazard Area Feature(s)
- 5 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

This project lies within four zoning jurisdictions. Burke County, the Town of Hildebran, the Town of Long View and the City of Hickory. Beginning at Tex's Fish Camp Rd, land is classified as Residential (R-2) within Burke County. Approaching Warlicks Church Road to the East, under the jurisdiction of the Town of Hildebran, land is classified as Residential – Low Impact (R-20) with one parcel being a Neighborhood Business District (N-B). The project runs through a brief area under the jurisdiction of Burke County also classified as Residential (R-2). Residential districts (R-1) (R-2) under the jurisdiction of the City of Hickory and the Town of Long View remains for the rest of the project until it reaches Hickory Airport Road, in which the area is industrial (IND, Long View).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

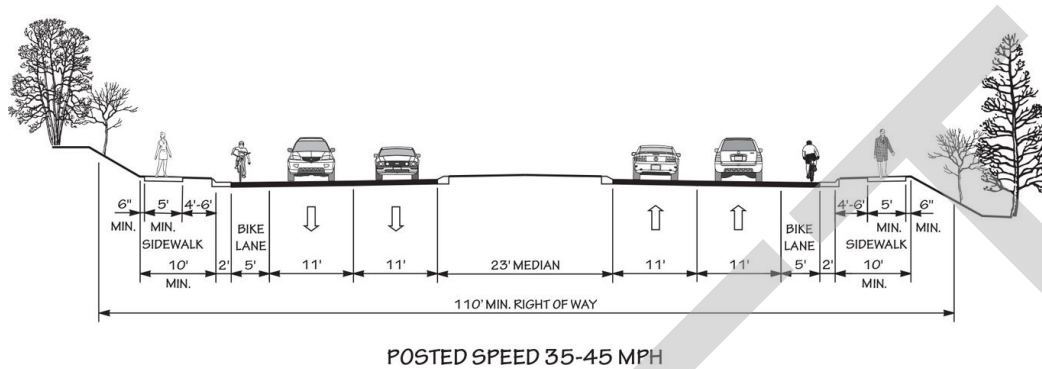
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

9th Ave Dr NW (SR 1625)

Clement Blvd NW to Airport Rhodhiss Rd (SR 1653)

Local ID: BURK-HD-20-CTP

Purpose: Mobility

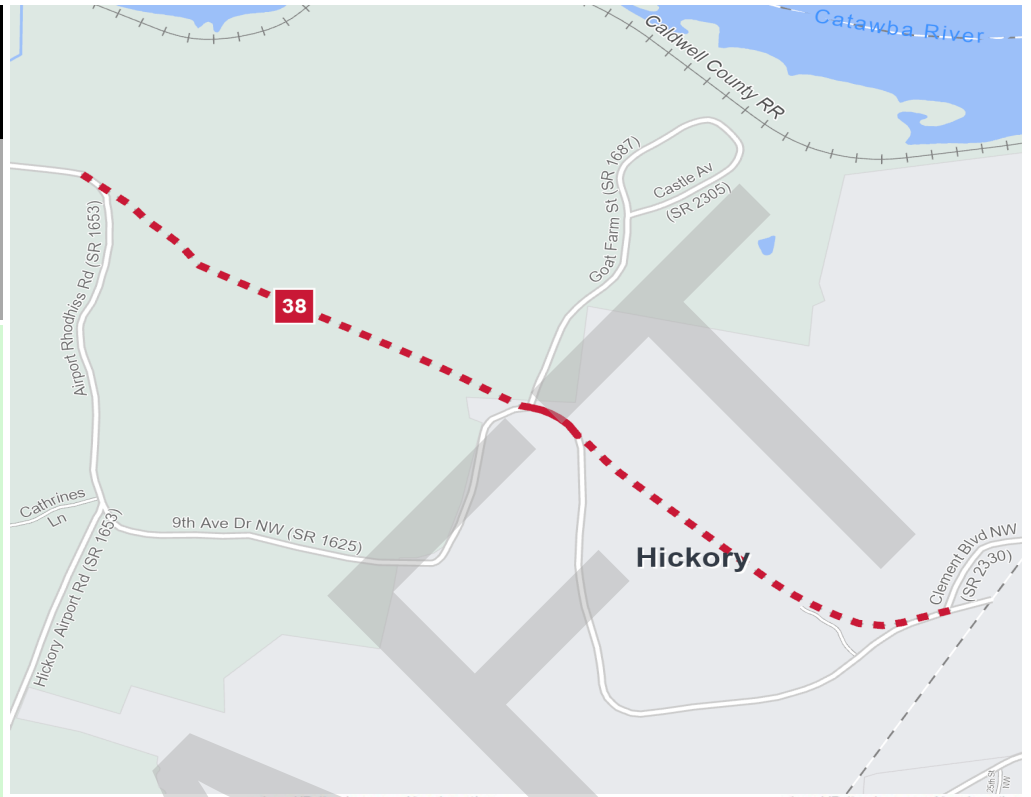
Improvement: New Location (part on existing)

Identified Need

The Extension to Airport Rhodhiss Road (SR 1653) lacks needed connectivity.

Recommendation

Extension to Airport Rhodhiss Rd (SR 1653).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	45

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	2400	2700	-
Capacity (vpd)	10200	10200	28100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

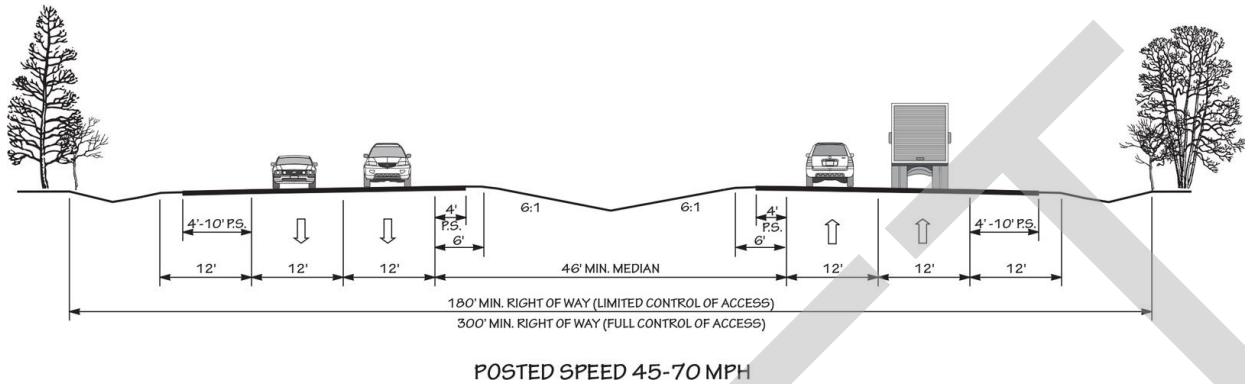


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History

This project was identified in the 2045 Comprehensive Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

Extension to Airport Rhodhiss Road (SR 1653) in Burke County, construct 5-lane on new location

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use varies. Within the Hickory/Long View portion of the project, land use is primarily industrial. Along the majority of the projects extent through Rhodhiss, land use is residential with scattered Business and Manufacturing.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Stonebridge Drive

US 70 to Bethel Rd (SR 1704)

Local ID: BURK-HD-21-CTP

Purpose: Facility Deficiencies

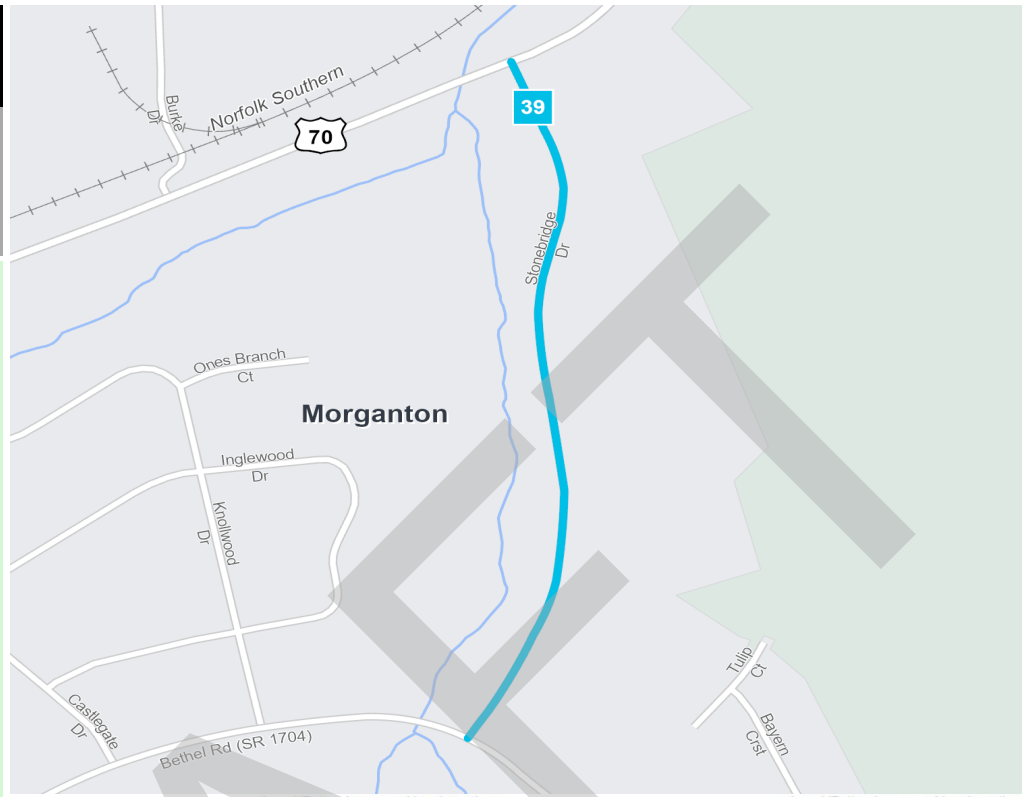
Improvement: Improve Existing

Identified Need

Fleming Drive and Sterling Street is a congested intersection with safety and traffic mobility, and connectivity concerns around Morganton and to the regional UNC Health Blue Ridge.

Recommendation

US 70 to Bethel Rd (SR 1704).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.58
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	
Volume (vpd)	1000	1800	1800	
Capacity (vpd)	10200	10200	10200	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

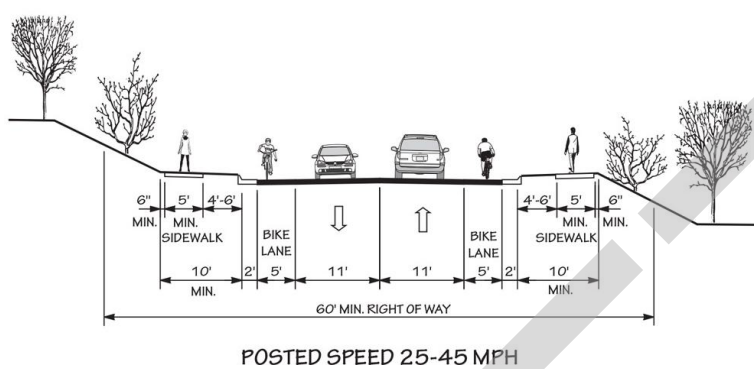


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

The Stonebridge Drive Extension will provide an intermediate loop system between Fleming Drive (US 70 Bypass) and Sterling Street (NC 18). This loop system will allow traffic to bypass the congested intersection of Fleming Drive and Sterling Street. It will also provide relief to the congestion on Sterling Street. This project is important for maintaining safe and efficient traffic flows in and around Morganton. Of vital importance will be quicker and more direct access to UNC Health Blue Ridge, which provides regional medical care. The extension will also improve safety at the intersection of Fleming Drive and Sterling Street by providing an alternative route to access I-40 and employment centers in south Morganton.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Protected Area Feature(s)

- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within the project area is primarily industrial, including American Roller Bearing and Seiren North America.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

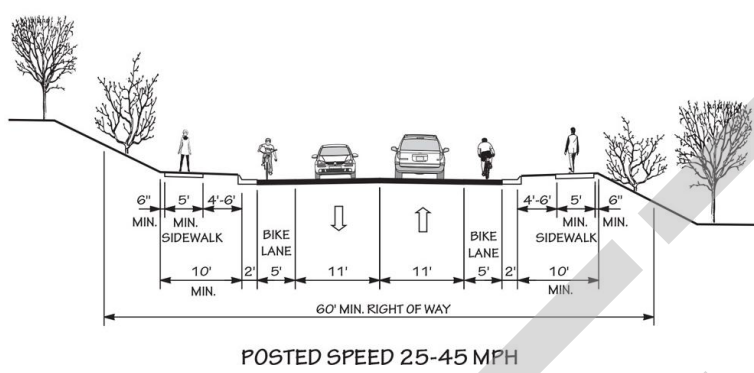
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

South Sterling and Parker Access Management

NC 18 to East Parker (SR 1708)

Local ID: BURK-HD-22-CTP

Purpose: Access

Improvement: Improve Existing

Identified Need

The intersection of Parker and South Sterling, and the roadway from Parker to NC 18 are in need of access management and operations improvement. The facility is currently a 4-lane road with LTL.

Recommendation

NC-18 to East Parker.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	4A
Length (miles)	0.31
Existing ROW (feet)	56-100
Safety Risk Score	78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	16100	20300	20300	
Capacity (vpd)	26800	26800	38100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

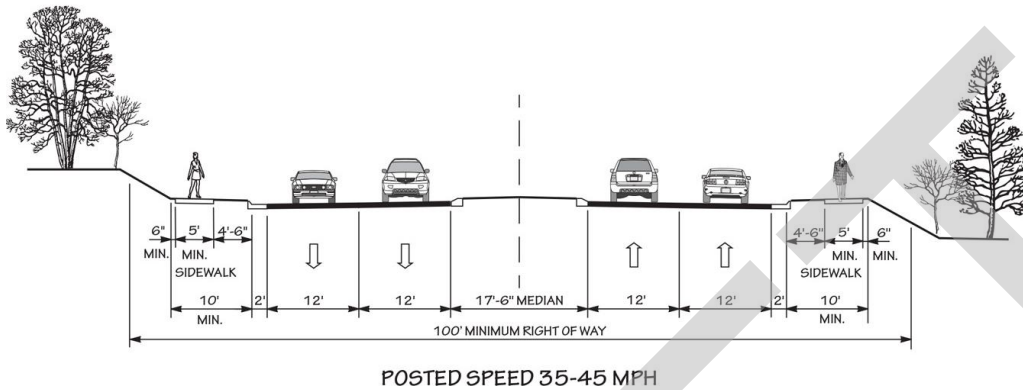


Typical Section Options:

4A

TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project History

This project is identified in the 2050 Comprehensive Transportation Plan at the request of the City of Morganton.

Project Vision

The intersection of Parker and South Sterling, and the roadway from Parker to NC 18 are in need of access management and operations improvement. The facility is currently 4-lanes with LTL.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 7 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

This area is a commercial corridor, with the multiple commercial drive-way cuts necessitating the access management and operations improvements.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-181 STIP: U-5836

St. Mary's Church Rd (SR 1414) to Morganton ETJ

Local ID: BURK-HR-03-MTP

Purpose: Congestion

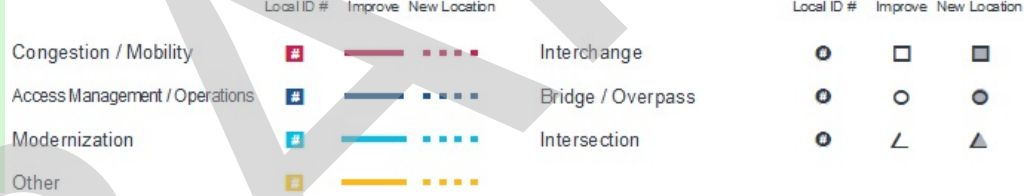
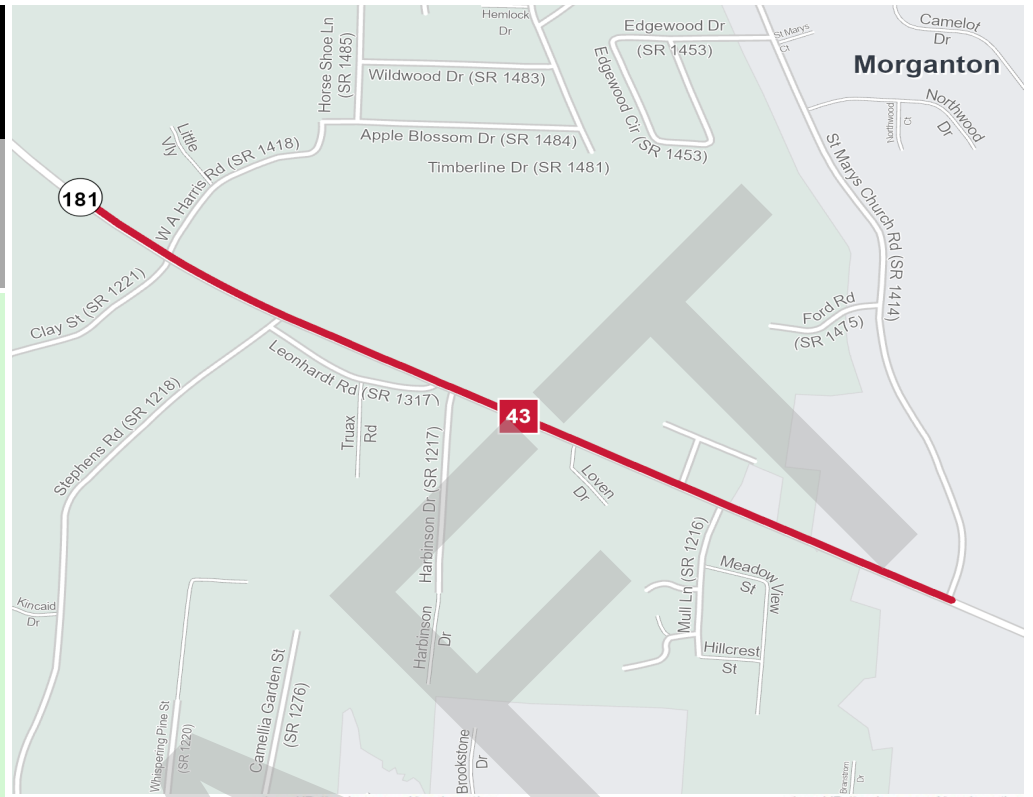
Improvement: Widening

Identified Need

This route is expected to be over capacity by 2030, and bicycle and pedestrian needs as well.

Recommendation

Saint Mary's Church Road (SR 1414) to Morganton ETJ. Widen existing roadway.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 R
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	60
Safety Risk Score	44-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Boulevard	Boulevard
<i>Travel Lanes</i>	2	4	2
<i>Volume (vpd)</i>	9200-9600	10500-11000	10500-11000
<i>Capacity (vpd)</i>	11100-14600	14000-21900	14000-21900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

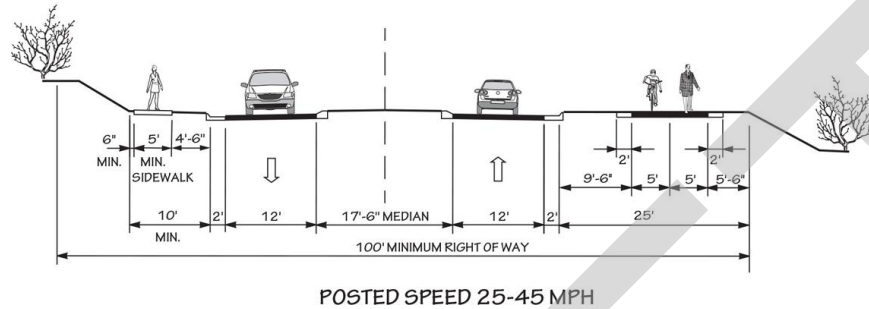


Typical Section Options:

None

TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

This route traverses the northern part of Burke County and provides access to the Pisgah National Forest and a number of recreational areas. It is also the most direct route to the Blue Ridge Parkway from Morganton. Portions of NC 181 were approved as a NC Scenic Byway as part of the Pisgah Loop Scenic Byway. The facility is designated as a bicycle route and is part of the Mountain-to-Sea and the Piedmont Spur trails. Because of the mountainous terrain of this facility, there is some concern about trucks traveling along this route. In Morganton, NC 181 (North Green Street) serves primarily residential traffic into the CBD. East of Bost Road commercial development to the north and industrial to the south are the primary users of the facility. This route is expected to be over capacity by 2030. It is recommended to widen NC 181 from St. Mary's Church Rd (SR 1414) to the Morganton ETJ. Future year typical typical section needs a reduced R.O.W, by reducing the island width and/or by eliminating the sidewalk if need be. This is in part to have a lesser impact on existing adjacent properties. Crosswalks and pedestrian signals would be needed at road intersections throughout this project.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

NC-181 supports recent and projected mixed use development in Morganton. According to Morganton's Mission 2030 Plan, NC-181 supports small commercial centers in the immediate area that are supported by new residential development in the area.

Human Environmental Context

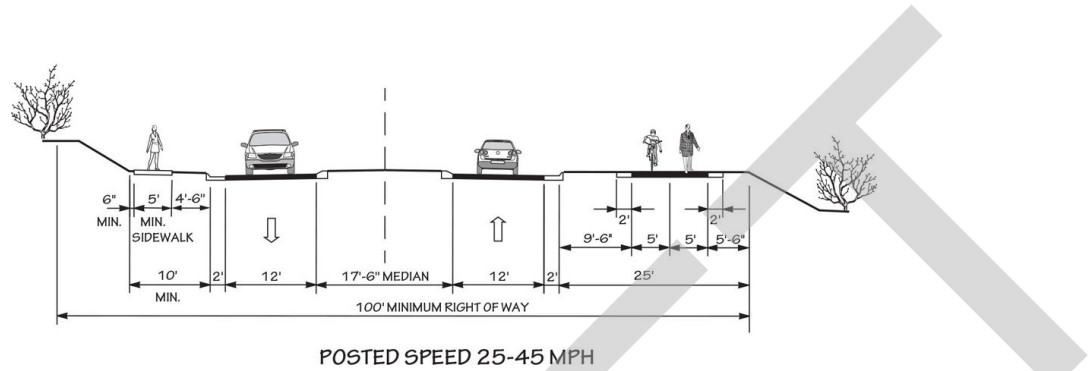
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line

Typical Section Options:
None

TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- Between 0% and 15% identify as Households with No Car

NC-126

Independence Blvd (SR 1304) to
Watermill Rd (SR 1250)

Local ID: BURK-HR-04-MTP

Purpose: Facility Deficiencies

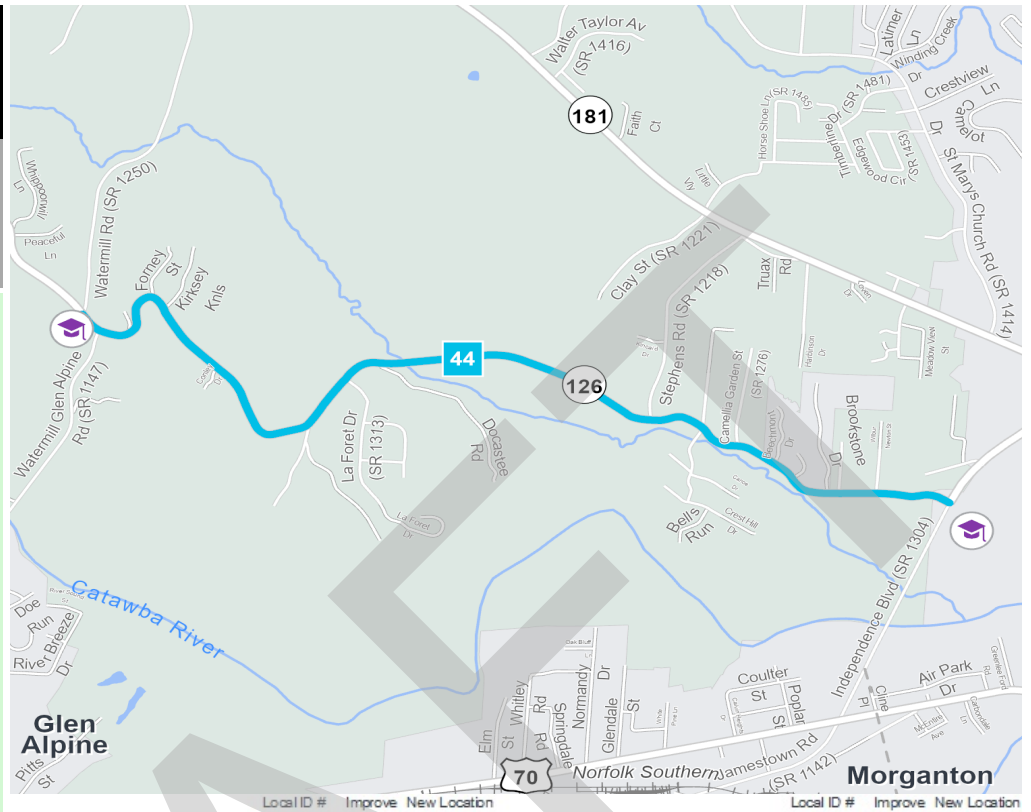
Improvement: Improve Existing

Identified Need

The facility lacks seamless connectivity from Lake James with Morganton via trails in this section and at the road intersections.

Recommendation

Independence Blvd (SR 1304) to Watermill Rd (SR 1250) construct wide outside shoulders and modernize roadway.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	02 M
Length (miles)	3.30
Existing ROW (feet)	60-100
Safety Risk Score	11-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2700-7700	3900-9000	3900-9000
Capacity (vpd)	12200-12700	12200-12700	12200-12700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

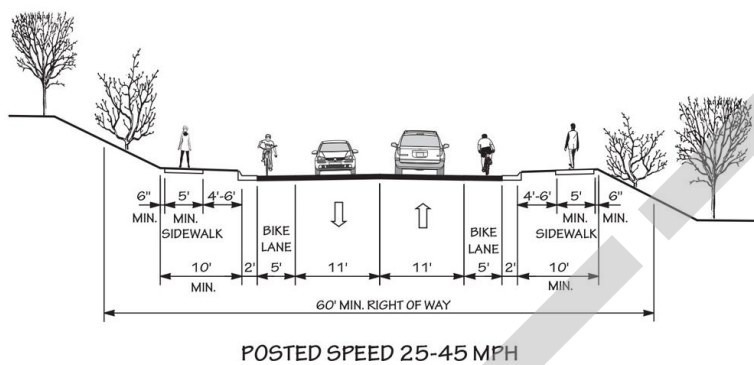


Typical Section Options:

TYPICAL SECTION No. 2E

02 M

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Bicycle and pedestrian accommodations are identified within the suggested typical section.

Project Vision

Modernize 2-lane facility from Independence Blvd (SR 1304) to Watermill Road (SR 1250). Recommendations include wide outside shoulders. Blueprint Burke identifies NC 126 as a priority to coordinate bicycle lane identification with NCDOT. Establish a Multi-Use Path on one side versus sidewalk on both sides. It is anticipated that a trail type pedestrian travel way is more in keeping with rural nature of this area and offers a more seamless connection to plans of connecting Lake James with Morganton via trails. Crosswalks and pedestrian signals would be needed at road intersections throughout this project.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 21 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 35 River And Stream Feature(s)

- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use is primarily residential.

Human Environmental Context

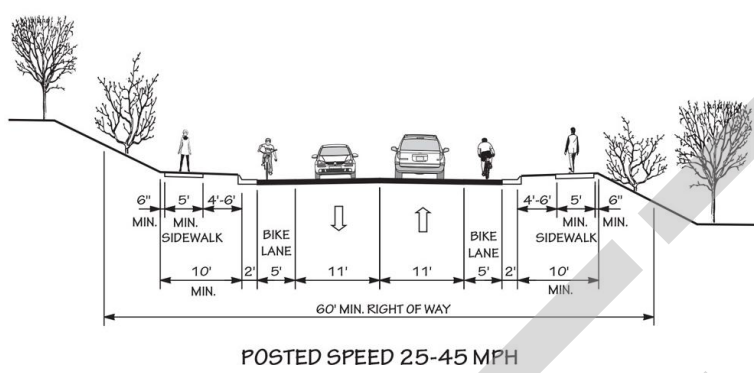
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:
02 M

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-126

Watermill Rd (SR 1250) to Fish Hatchery (SR 1254)

Local ID: BURK-HR-05-MTP

Purpose: Facility Deficiencies

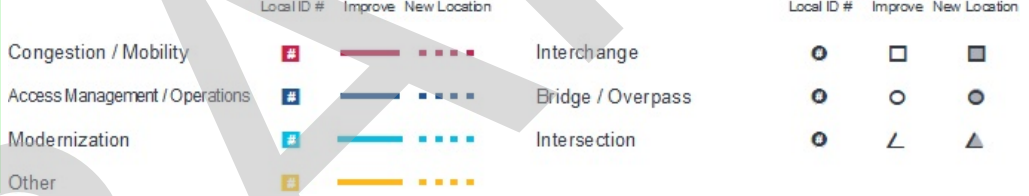
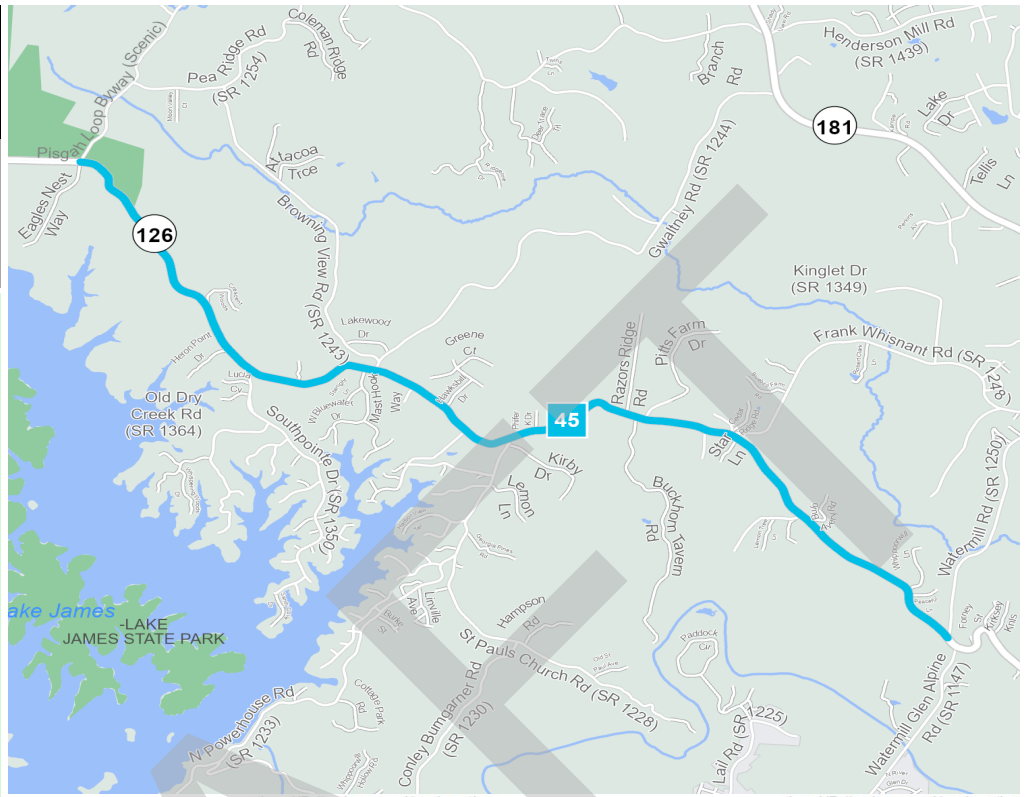
Improvement: Improve Existing

Identified Need

Connectivity from Watermill Road (SR 1250) to Fish Hatchery Road (SR 1254) is needed in this section. Intersection improvements for road intersections throughout this facility.

Recommendation

Watermill Rd (SR 1250) to Fish Hatchery (SR 1254) widen curves and add paved shoulders with re-alignment.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 E
Section Options	02 M
Length (miles)	6.60
Existing ROW (feet)	100
Safety Risk Score	11-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	400-2900	400-3900	400-3900
Capacity (vpd)	12700	12700	12700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

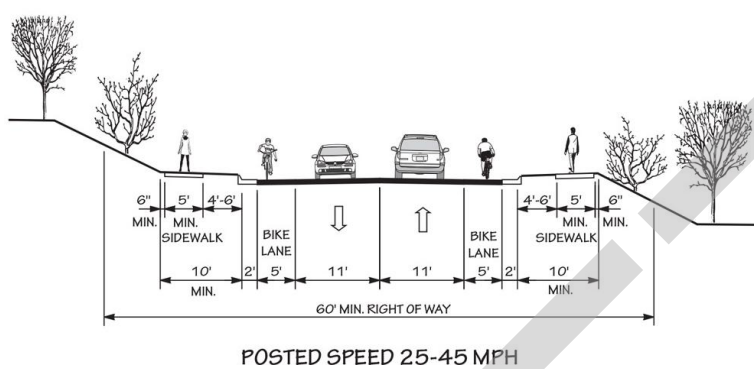


Typical Section Options:

TYPICAL SECTION No. 2E

02 M

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Bicycle and pedestrian accommodations are identified within the suggested typical section.

Project Vision

Modernize 2-lane facility from Watermill Road (SR 1250) to Fish Hatchery Road (SR 1254). Recommendations include widened curves and paved shoulders. Blueprint Burke identifies NC 126 as a priority to coordinate bicycle lane identification with NCDOT. Establish a Multi-Use Path on one side versus sidewalk on both sides. It is anticipated that a trail type pedestrian travel way is more in keeping with rural nature of this area and offers a more seamless connection to plans of connecting Lake James with Morganton via trails. Crosswalks and pedestrian signals would be needed at road intersections throughout this project.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Gameland Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 3 Managed Area Feature(s)
- 7 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

US 64

Salem Rd (SR 1949) to Jenkins Rd (SR 1956)

Local ID: BURK-HR-06-CTP

Purpose: Congestion

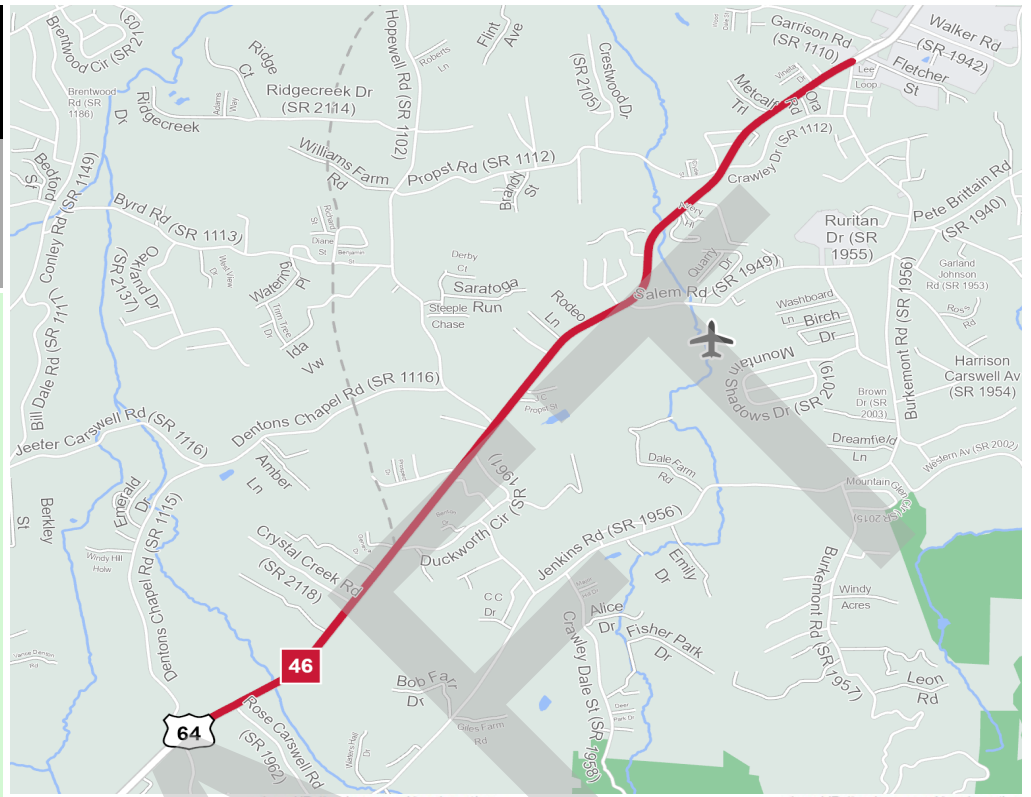
Improvement: Widening

Identified Need

US 64 south of I-40 has significantly increased the traffic volumes and turning movements in this vicinity resulting in a negative impact to the traffic carrying capacity of US 64 south in 2050.

Recommendation

Upgrade to Boulevard from Salem Rd (SR 1949) to Jenkins Rd (SR 1956). There is a gap between Old Salem Rd (SR 1111) and Salem Rd (SR 1949) of 2-lane road.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	4.50
Existing ROW (feet)	100
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	5300-6800	6100-7900	6100-7900
Capacity (vpd)	12200-14600	12200-14600	38100-43900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

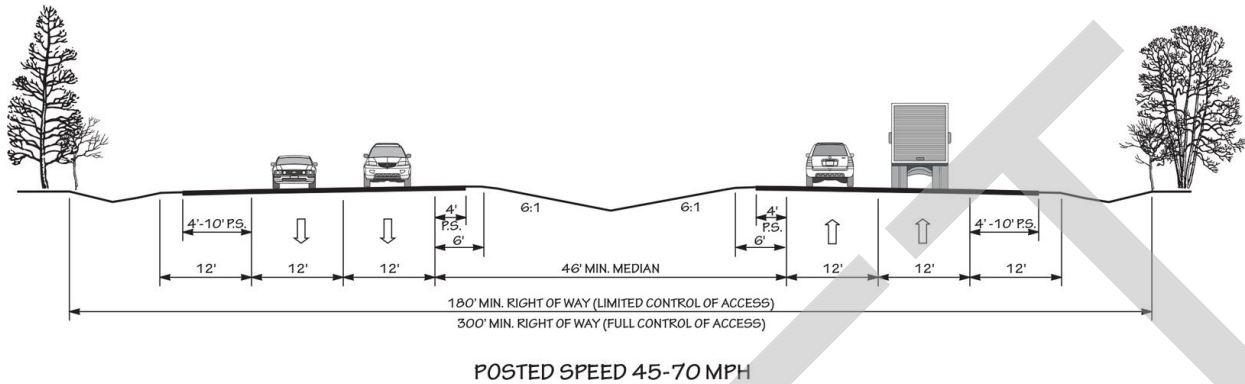


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

US 64 (Lenoir Road, Avery Avenue, and Burkemont Avenue) is a major north-south radial through the City of Morganton which provides access to I-40, Western Piedmont Community College, the North Carolina School for the Deaf, the Morganton loop system and the heart of the CBD. In recent years, US 64 south of I-40 has become a center for commercial and retail development. This development has significantly increased the traffic volumes and turning movements in this vicinity resulting in a negative impact to the traffic carrying capacity of US 64 south. US 64 is recommended to be widened to a 4-lane divided facility from the Morganton City Limits south of I-40 to the McDowell County line. The interchange with I-40 is project I-5009 in the STIP. No funds have been allocated at this time.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 24 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use is primarily residential, with scattered General Business with some more concentrated G-B at the projects northern extent.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

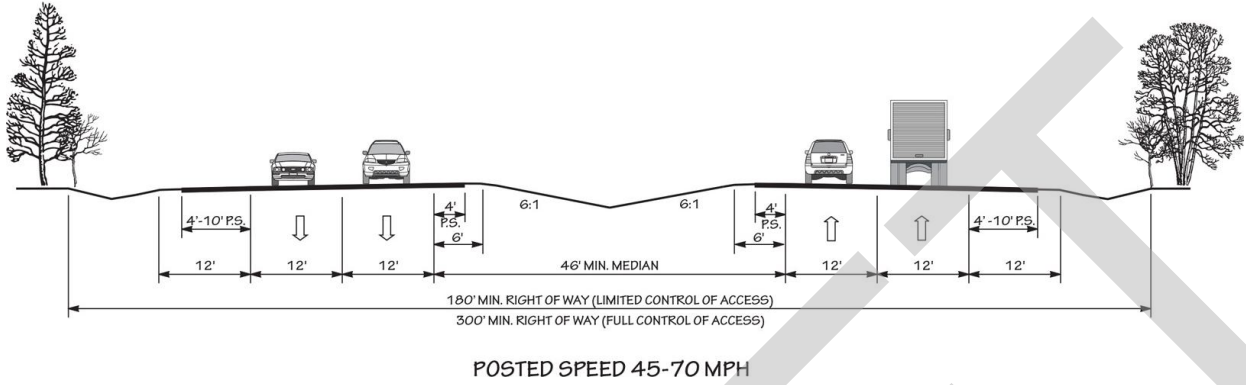
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line

Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 0% and 15% identify as Households with No Car

US 70

Icard School Road (SR 1618) to Malcolm Blvd (SR 1001)

Local ID: BURK-HR-07-CTP

Purpose: Congestion

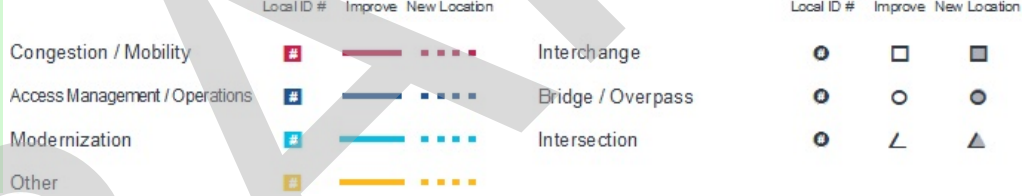
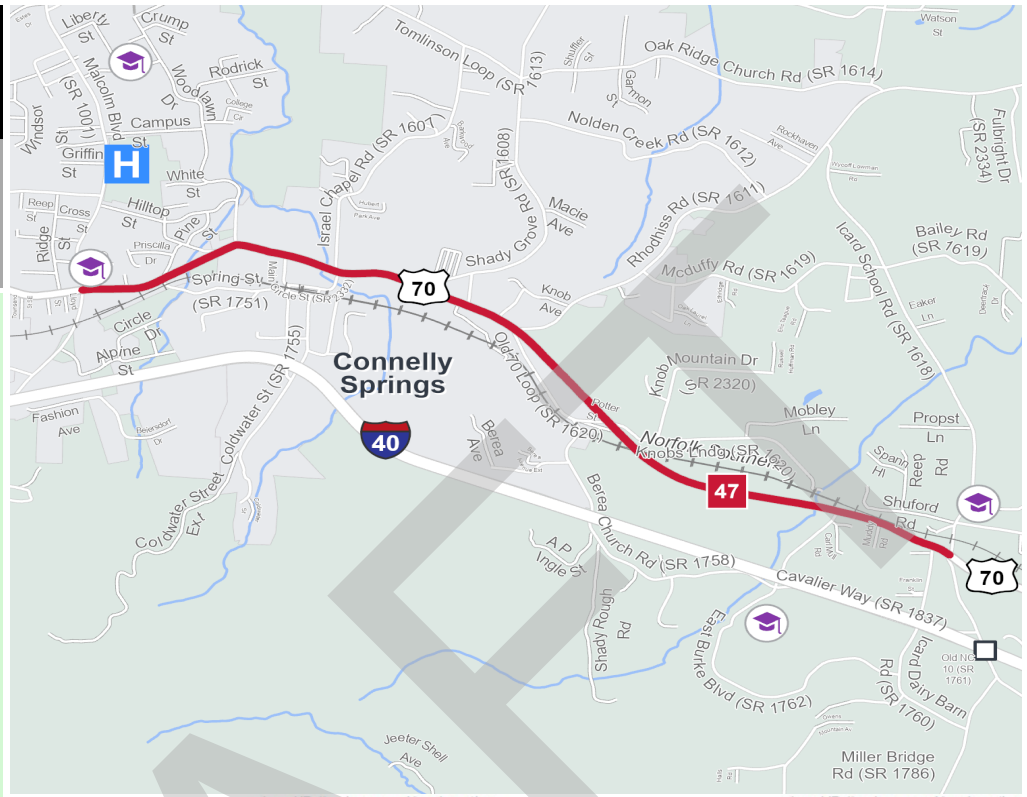
Improvement: Improve Existing

Identified Need

US 70 is anticipated to be over capacity in roadway sections producing congestion and delays as early as 2020. This facility serves multiple travel needs through seven (7) towns, heavy trucks, residential and commercial traffic, and used as an emergency alternate route for I-40.

Recommendation

Upgrade US 70 through Connelly Springs. Icard School Road (SR 1618) to Malcolm Blvd (SR 1001).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 E
Section Options	-
Length (miles)	3.50
Existing ROW (feet)	11-60
Safety Risk Score	67-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	1900-4300	2200-6200	2200-6200
Capacity (vpd)	11100-12200	11100-12200	28100-38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

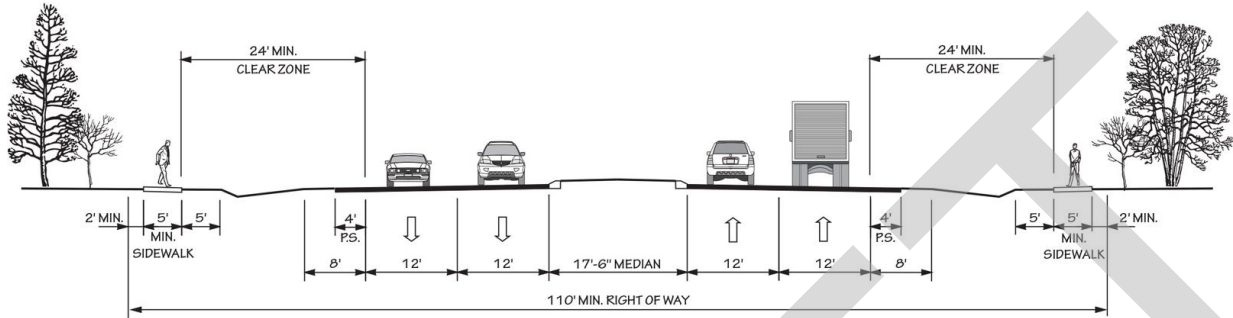


Typical Section Options:

None

TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

While not a part of the North Carolina Strategic Transportation Corridors, this east-west arterial traverses the entire Greater Hickory MPO planning area paralleling I-40. It serves the CBDs of smaller towns like Glen Alpine, Valdese, Rutherford College, Connelly Springs, Hildebran, Long View and Claremont and links them to larger urban area of Morganton, Hickory and Conover. It also serves as an alternative route to I-40 in emergency situations when portions of I-40 must be closed. Each weekday, this facility carries a substantial number of heavy trucks, residential and commercial traffic. It is traveled heavily by residents and those who work along this facility. There is currently a substantial amount of dense commercial development either existing or planned within the corridor including small businesses, service facilities, and industry. Daily traffic volumes vary along the corridor but the heaviest areas are located in the vicinity of Valley Hills Mall in Hickory and, to a lesser extent, the CBDs of the towns it crosses. US 70 near Valley Hills Mall and near Rutherford College will be over capacity by 2020. By 2030 US 70 through Connelly Springs will be over capacity and by 2040 the portion through Valdese will be at capacity. In addition, since the Valdese General Hospital is located on a route adjacent to this corridor and may use US 70 as an emergency route, this facility's smooth operation is crucial to the well being of the area residents. It is possible that an increase in residential development in the Lake James area may affect travel patterns. For this reason, Burke County should limit access along this roadway through subdivision regulations and building setbacks. If portions of US 70 are not widened at some point, excessive congestion and delays will occur along

the facility resulting in increased air pollution due to the stop-and-start conditions along the roadway.

Safety Concerns

Safety conditions along the roadway will also be compromised due to the high number and closeness of vehicles in the traffic stream.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 4 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within this projects extent is primarily Highway Business to the south, and residential to the North.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

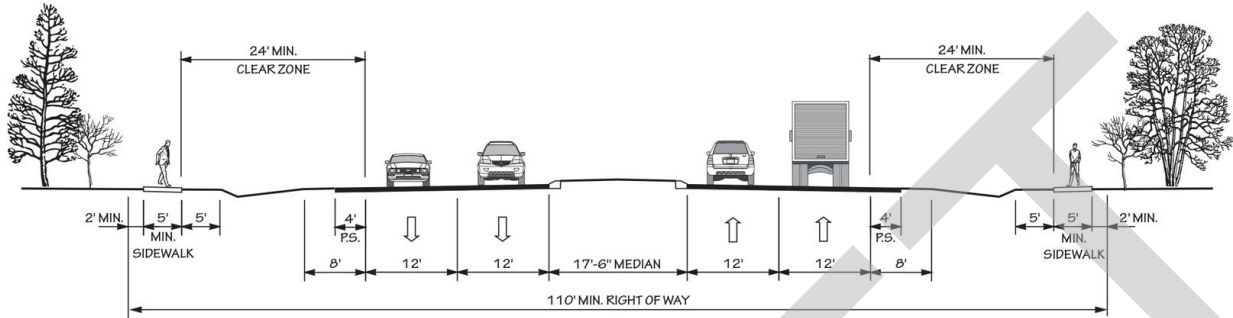
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian

Typical Section Options:

None

TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 70

Reep Dr. (SR 1150) to Independence Blvd (SR 1304)

Local ID: BURK-HR-08-CTP

Purpose: Facility Deficiencies

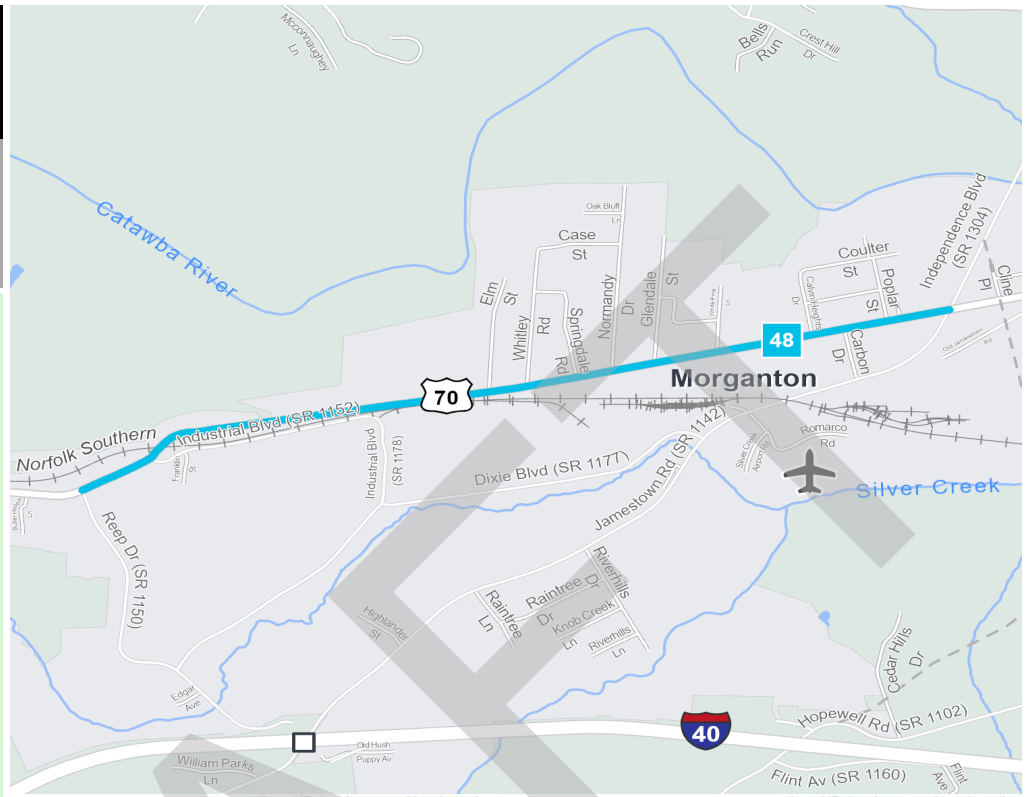
Improvement: Improve Existing

Identified Need

This facility needs connectivity throughout the main artery for the City of Morganton, providing the city crucial east-west.

Recommendation

US 70 West Improvements from Jamestown Road (SR 1142) to Reep Drive (SR 1150).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	04 E
Section Options	-
Length (miles)	2.00
Existing ROW (feet)	50-120
Safety Risk Score	56-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	2900-5300	4000-7400	4000-7400	4000-7400
Capacity (vpd)	10700-11800	10700-11800	11100-12200	11100-12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

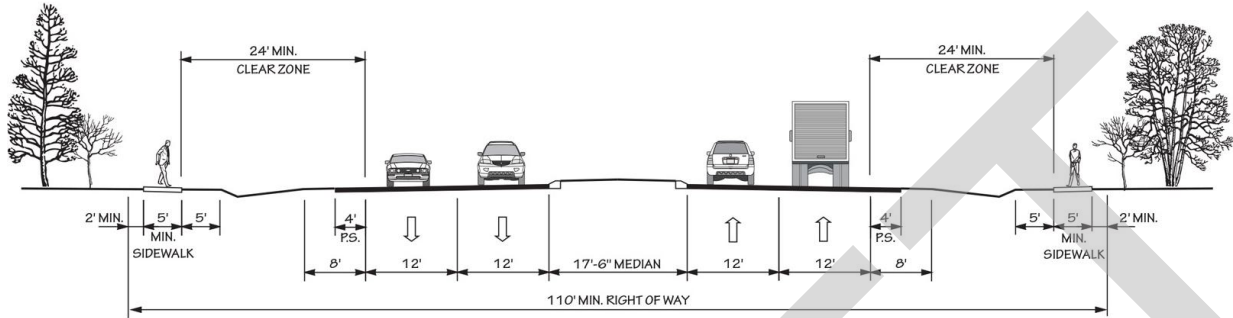


Typical Section Options:

None

TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH
PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

US-70, while not part of the North Carolina Strategic Transportation Corridor, is a major east-west arterial serving the MPO planning area. It serves as a main artery for the City of Morganton, providing the city crucial east-west connectivity.

Establish a Multi-Use Path on one side versus sidewalk on both sides. It is anticipated that a trail type pedestrian travel way offers a more consolidated and safer means of connecting Morganton to neighboring cities via trails. Crosswalks and pedestrian signals would be needed at road intersections throughout this project.

Safety Concerns

Safety conditions along the roadway will also be compromised due to the high number and closeness of vehicles in the traffic stream.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Area Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 9 River And Stream Feature(s)
- 1 Protected Area Feature(s)

- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use includes an Exclusive Industrial District, with low intensity and high intensity districts in the western portion of the project.

Human Environmental Context

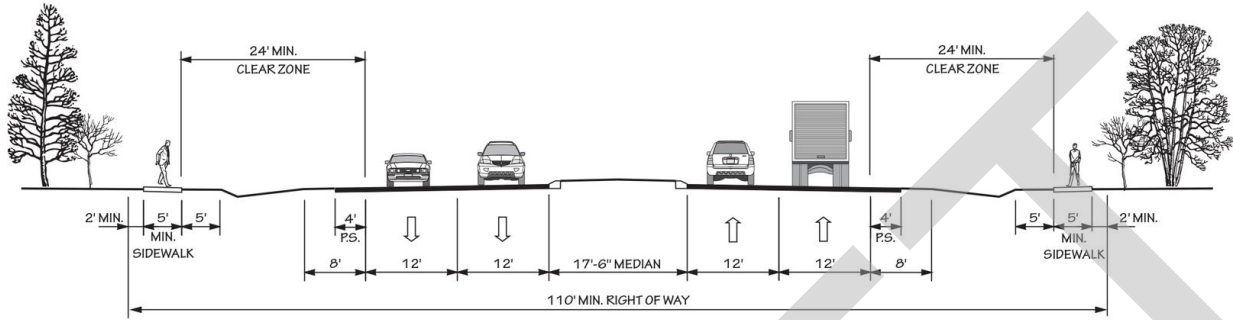
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

Typical Section Options:
None

TYPICAL SECTION No. 4E

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

- Between 15% and 25% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

US 70 (Hildebran)

Icard School Rd (SR 1618) to I 40 Access Rd (SR 1890)

Local ID: BURK-HR-09-CTP

Purpose: Congestion

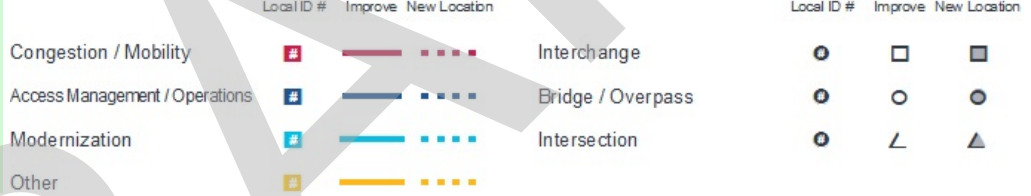
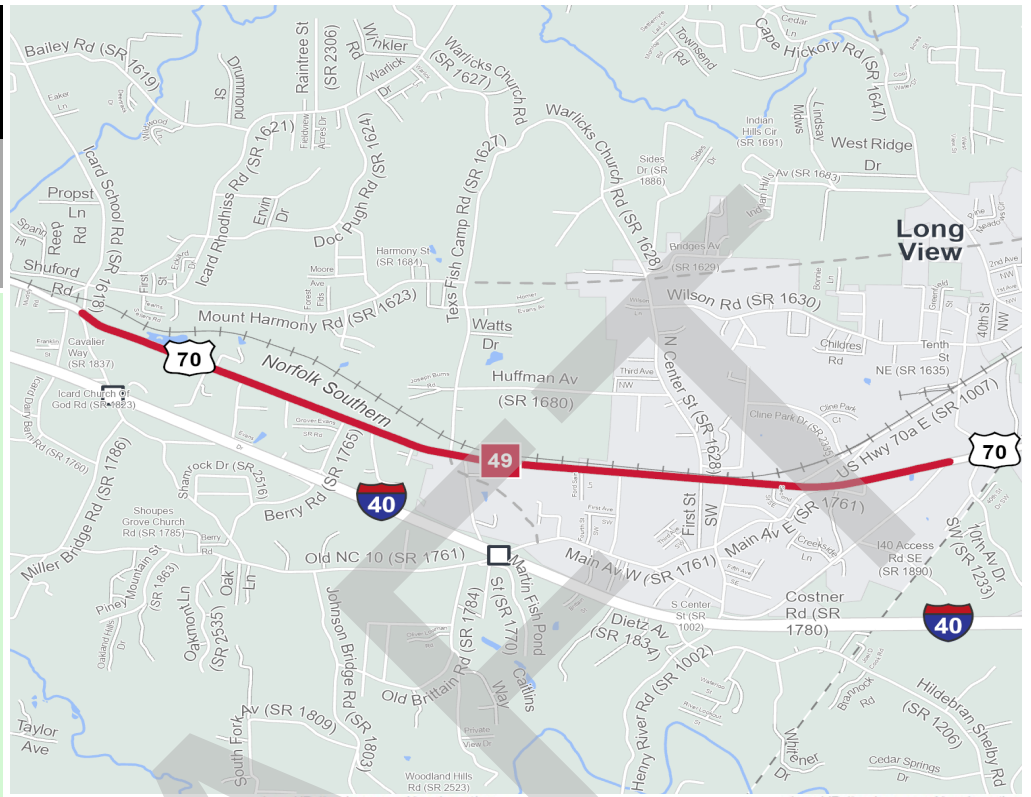
Improvement: Widening

Identified Need

This facility will anticipate future congestion along various roadway sections through shopping and community college areas, while serving heavy trucks, residential and commercial traffic, and several nearby small towns.

Recommendation

Widen to 3-lane from Icard School Rd (SR 1618) to I-40 Access Rd (SR 1890).



Proposal At A Glance | **Proposal Data:** 2019 Base Year | 2050 Future Year

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	03 A
Length (miles)	3.80
Existing ROW (feet)	50
Safety Risk Score	100

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	1700-6000	2500-7300	2500-7300	2500-7300
Capacity (vpd)	11100-12200	11100-12200	11100-12200	12300-13300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

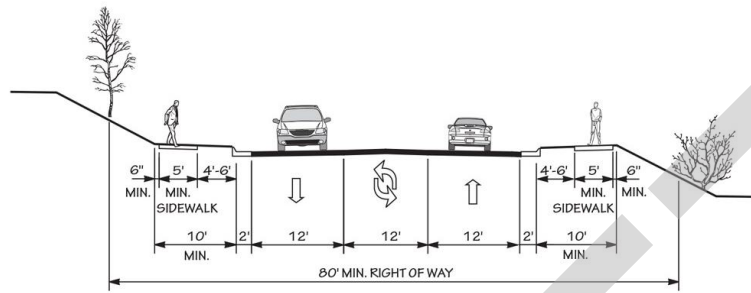


Typical Section Options:

TYPICAL SECTION No. 3B

03 A

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

While not a part of the North Carolina Strategic Highway Corridors, this east-west arterial traverses the entire Greater Hickory MPO planning area paralleling I-40. It serves the CBDs of smaller towns like Glen Alpine, Valdese, Rutherford College, Connelly Springs, Hildebran, Long View and Claremont and links them to larger urban area of Morganton, Hickory and Conover. It also serves as an alternative route to I-40 in emergency situations when portions of I-40 must be closed. Each weekday, this facility carries a substantial number of heavy trucks, residential and commercial traffic. It is traveled heavily by residents and those who work along this facility. There is currently a substantial amount of dense commercial development either existing or planned within the corridor including small businesses, service facilities, and industry. Daily traffic volumes vary along the corridor but the heaviest areas are located in the vicinity of Valley Hills Mall in Hickory and, to a lesser extent, the CBDs of the towns it crosses. US 70 near Valley Hills Mall and near Rutherford College will be over capacity by 2020. By 2030 US 70 through Connelly Springs will be over capacity and by 2040 the portion through Valdese will be at capacity. In addition, since the Valdese General Hospital is located on a route adjacent to this corridor and may use US 70 as an emergency route, this facility's smooth operation is crucial to the well being of the area residents. It is possible that an increase in residential development in the Lake James area may affect travel patterns. For this reason, Burke County should limit access along this roadway through subdivision regulations and building setbacks. If portions of US 70 are not widened at some point, excessive congestion and delays will occur along the facility

resulting in increased air pollution due to the stop-and-start conditions along the roadway.

Safety Concerns

Safety conditions along the roadway will also be compromised due to the high number and closeness of vehicles in the traffic stream.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 5 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Current land use within this project area includes Hildebran's CBD, and various residential, business and industrial uses.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

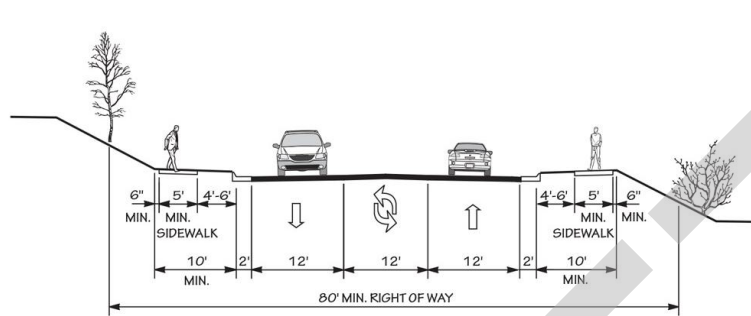
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian

Typical Section Options:

TYPICAL SECTION No. 3B

03 A

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS



POSTED SPEED 25-45 MPH

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-181 STIP: U-5978

Spainhour Rd (SR 1440) to Bost Rd (SR 1419)

Local ID: BURK-HR-23-MTP

Purpose: Congestion

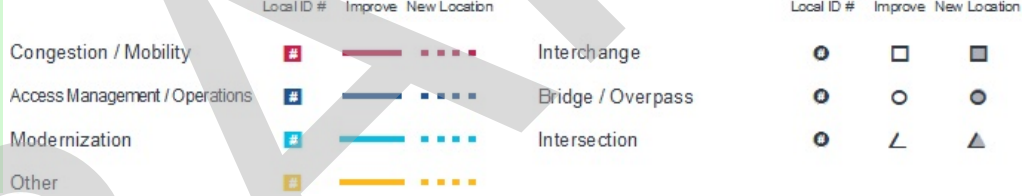
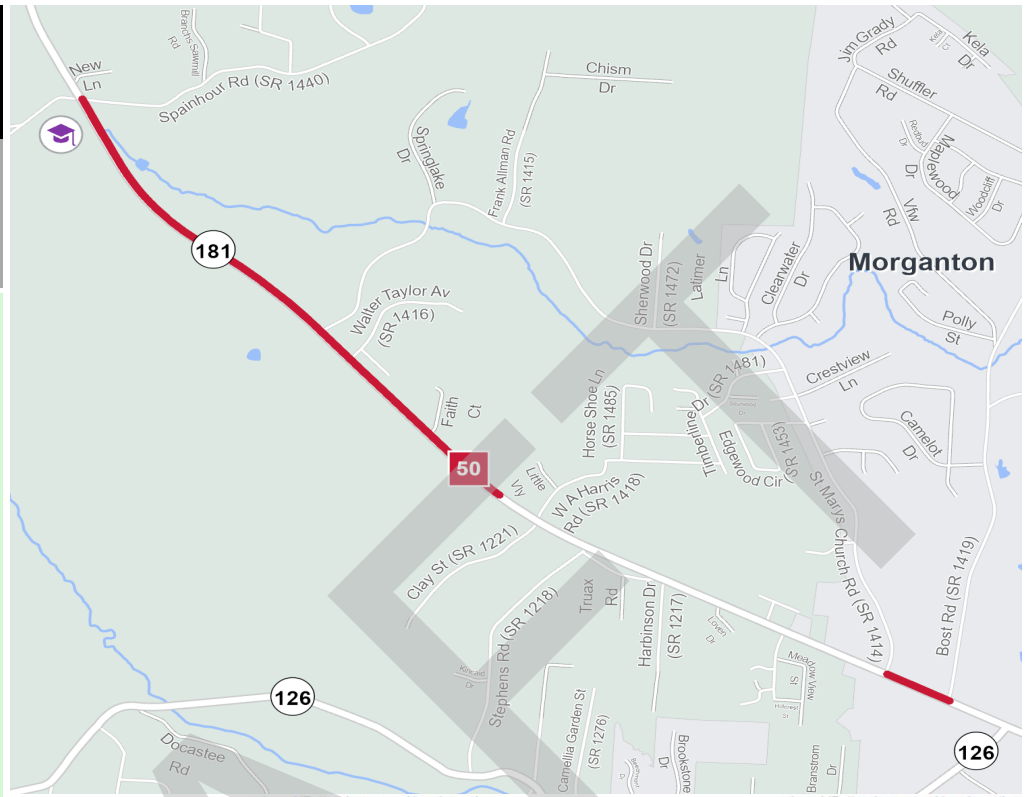
Improvement: Widening

Identified Need

This route traverses the northern part of Burke County needs access to the Pisgah National Forest and other recreational destinations. It also serves as a direct route to the Blue Ridge Parkway from Morganton. Portions of NC 181 were approved as a NC Scenic Byway.

Recommendation

Spainhour Rd (SR 1440) to Bost Rd (SR 1419). Widen to 3-lanes.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 R
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	60-90
Safety Risk Score	67-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	2	4	4
Volume (vpd)	6900-9600	7900-11000	7900-11000
Capacity (vpd)	12700-14600	12700-14600	38100-43900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

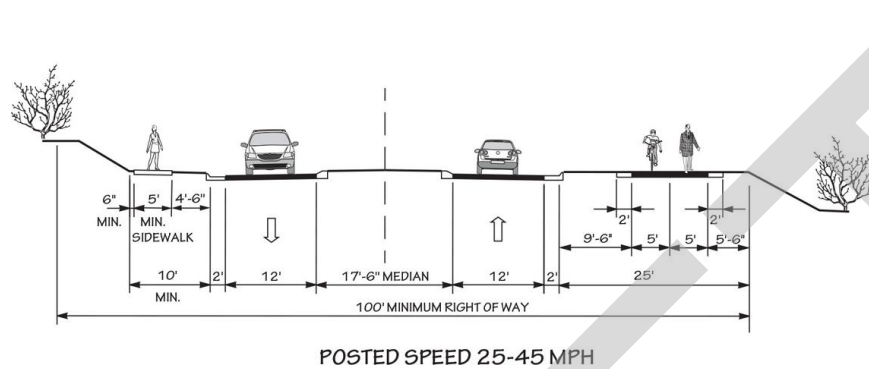


Typical Section Options:

None

TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



Project History

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained. Multimodal Considerations Multimodal accommodations are identified in the cross-section suggestion.

Project Vision

This route traverses the northern part of Burke County and provides access to the Pisgah National Forest and a number of recreational areas. It is also the most direct route to the Blue Ridge Parkway from Morganton. Portions of NC 181 were approved as a NC Scenic Byway as part of the Pisgah Loop Scenic Byway. The facility is designated as a bicycle route and is part of the Mountain-to-Sea and the Piedmont Spur trails. Because of the mountainous terrain of this facility, there is some concern about trucks traveling along this route. In Morganton, NC 181 (North Green Street) serves primarily residential traffic into the CBD. East of Bost Road commercial development to the north and industrial to the south are the primary users of the facility. Future year typical typical section needs a reduced R.O.W, by reducing the island width and/or by eliminating the sidewalk if need be. This is in part to have a lesser impact on existing adjacent properties. Crosswalks and pedestrian signals would be needed at road intersections throughout this project.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)

- 8 River And Stream Feature(s)
- 1 Regional Trail Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

NC-181 supports recent and projected mixed use development in Morganton. According to Morganton's Mission 2030 Plan, NC-181 supports small commercial centers in the immediate area that are supported by new residential development in the area.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

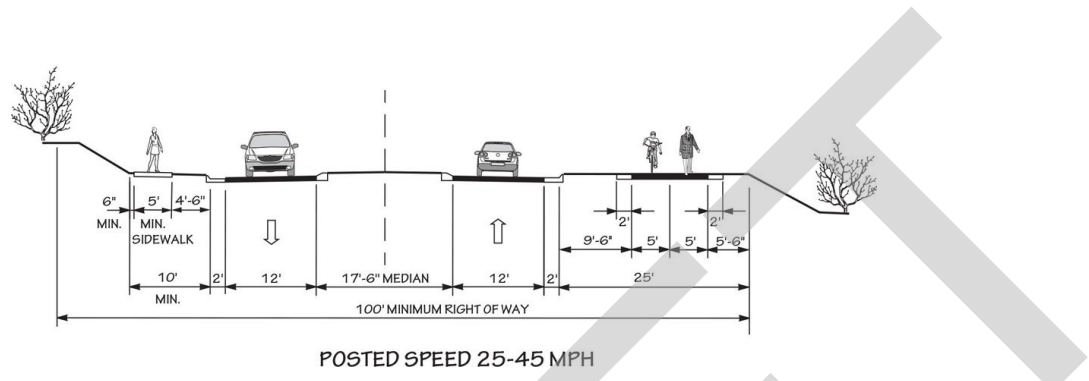
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race

Typical Section Options:

None

TYPICAL SECTION No. 2R

2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, SIDEWALKS AND SIDEPATH



- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

I-40
McDowell County to Old NC 10 (SR 1761)

Local ID: BURK-HS-09-CTP

Purpose: Congestion

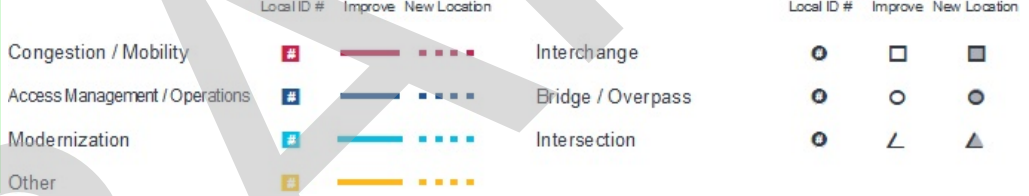
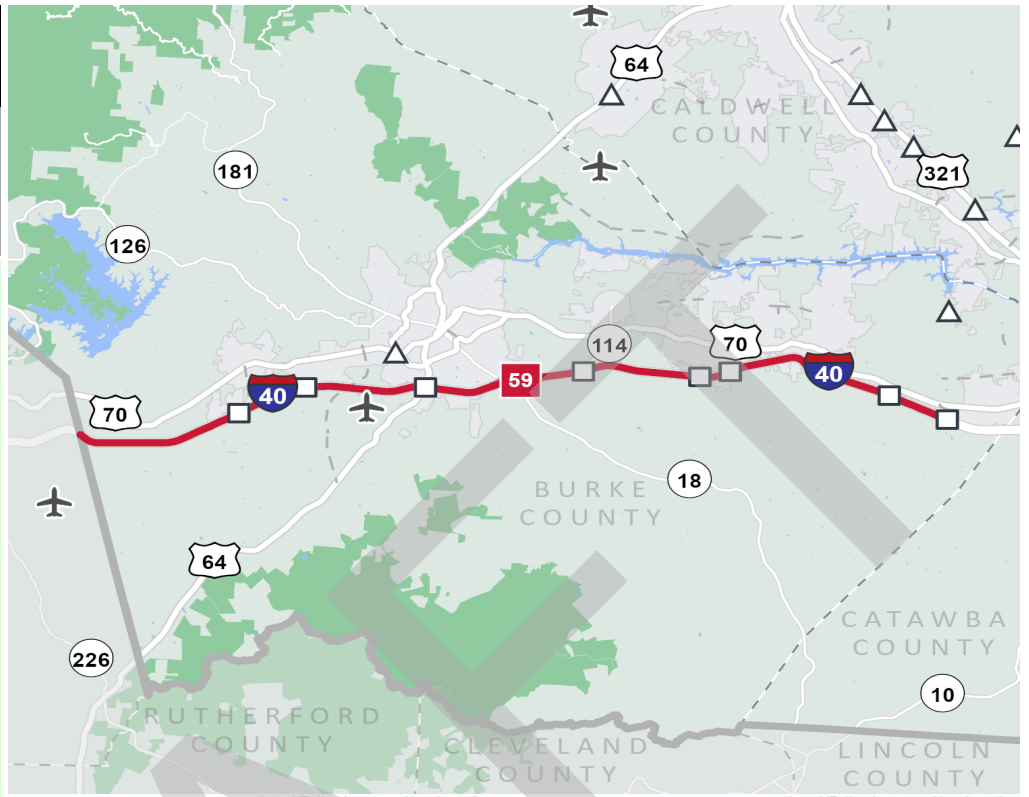
Improvement: Widening

Identified Need

I-40 is projected to be at or near capacity by 2050.

Recommendation

McDowell County to Old NC 10 (SR 1761).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	50.00
Existing ROW (feet)	100-155
Safety Risk Score	44-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	6
Volume (vpd)	37000-52500	38000-64300	38000-64300
Capacity (vpd)	49300-54000	49300-54000	74700-81600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2019

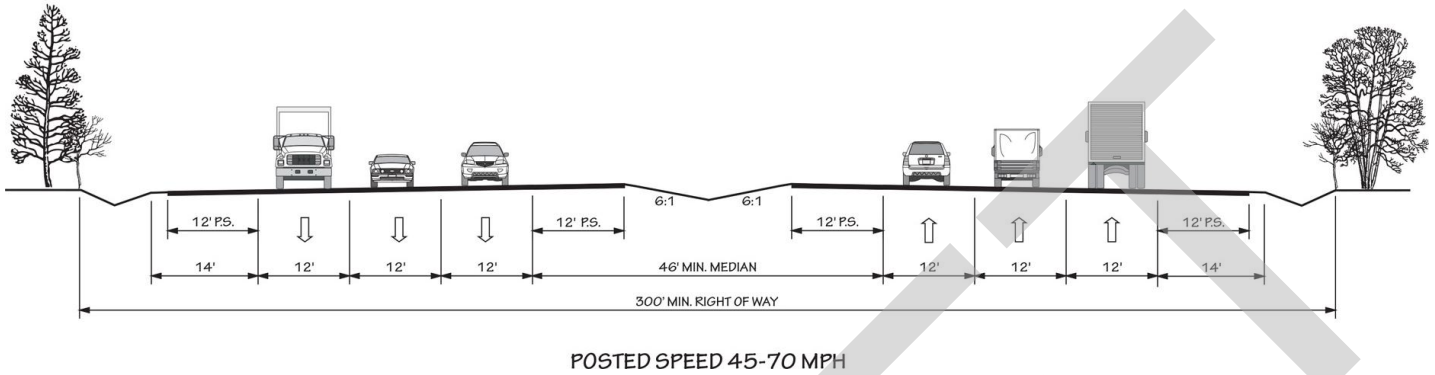


Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project History

This project was identified in the 2040 Long Range Transportation Plan and is not currently fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

I-40 is projected to be at or near capacity by 2050. This project is recommended to increase roadway capacity to accommodate projected traffic volumes.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 81 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 3 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Major River Feature(s)
- 4 Managed Area Feature(s)
- 1 Mitigation Point(s)
- 5 Natural Heritage Element Occurrence Feature(s)
- 36 Wetland Feature(s)
- 169 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Protected Area Feature(s)
- 1 Regional Trail Feature(s)
- 6 Quality Monitored River And Stream Feature(s)
- 8 Target Local Watershed Feature(s)

- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Land use for this project will vary greatly, as the extent of the project nearly aligns with the Burke County Line itself.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

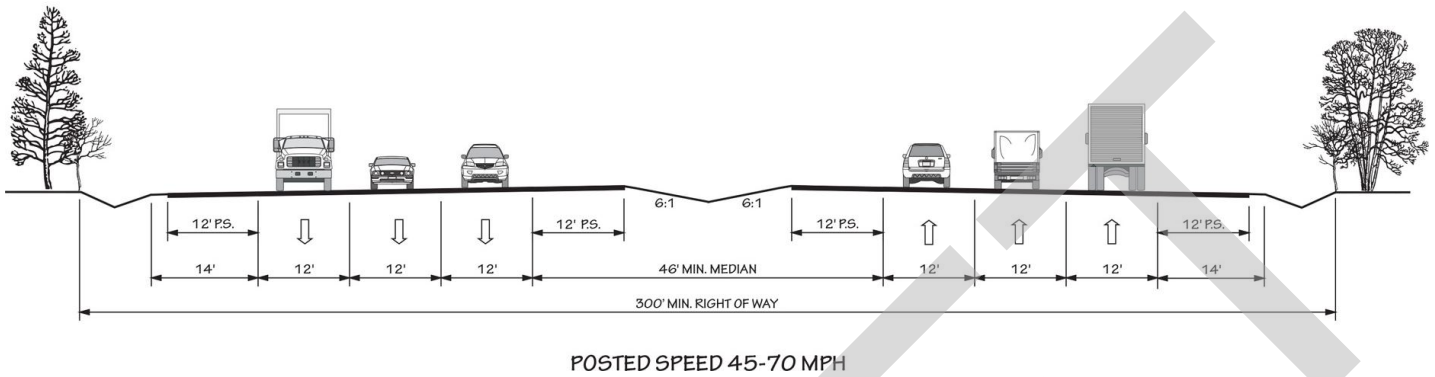
- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 6A

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Goat Farm Road STIP: R-5967

9th Ave Dr NW (SR 1625) to Castle Ave (SR 2305)

Local ID: BURK-LE-01-MTP

Purpose: Access

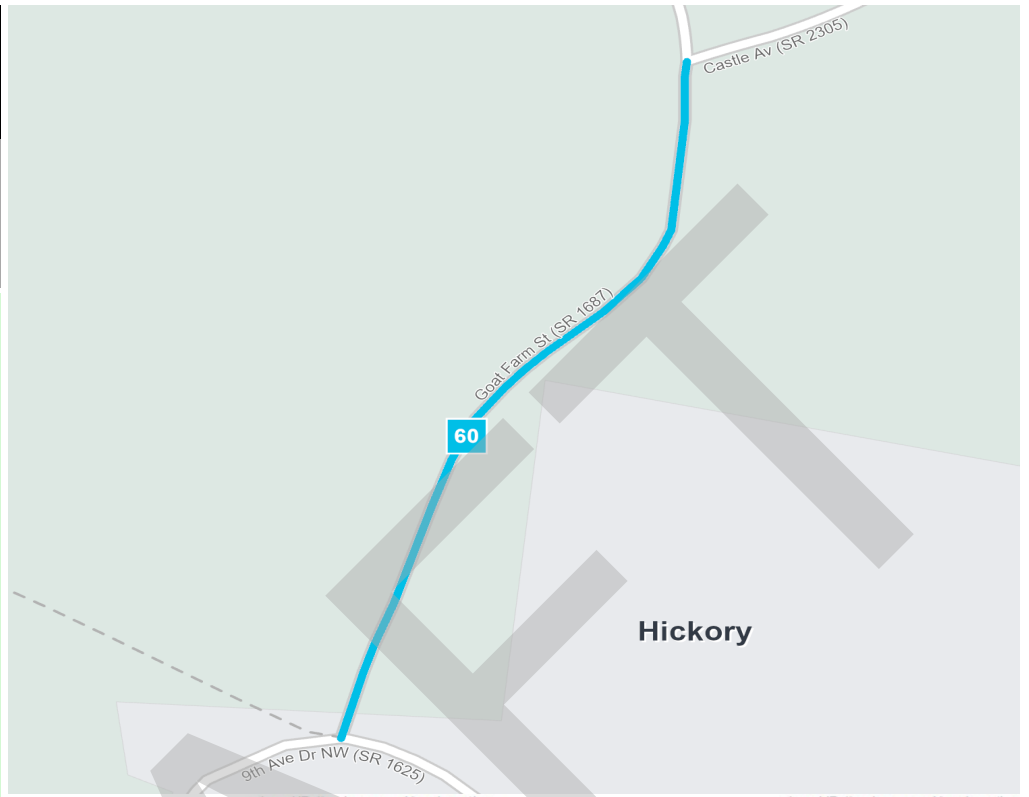
Improvement: Improve Existing

Identified Need

Improvement to existing Goat Farm Road for industrial use.

Recommendation

Improve existing Goat Farm St (SR 1687) access into the proposed industrial park.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.30
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	2400	2800	2800	2800
Capacity (vpd)	-	-	-	13100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

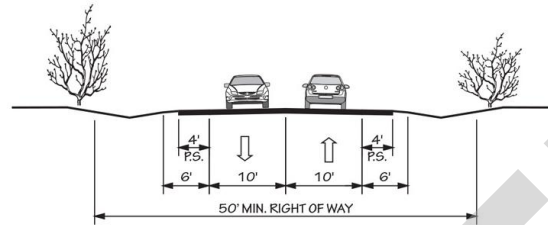


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project History

This project is identified in the 2050 Metropolitan Plan and is fiscally constrained.

Project Vision

Improvement to existing Goat Farm Road for industrial use.

Horizon Year: 2030.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relationship to Land Use

Current and future land use is planned to be industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander

- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**South Sterling / West Parker
STIP: U-6057**

NC 18 (S Sterling St) to W Parker Rd

Local ID: BURK-LE-02-MTP

Purpose: **Mobility**

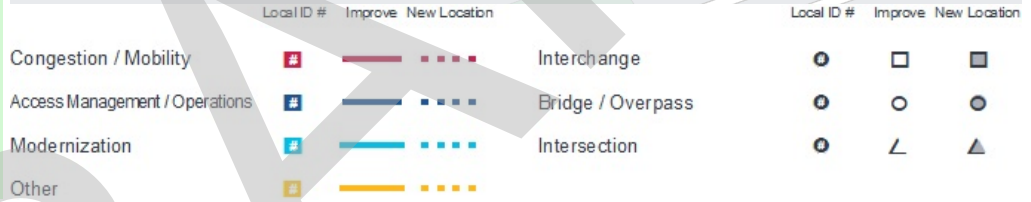
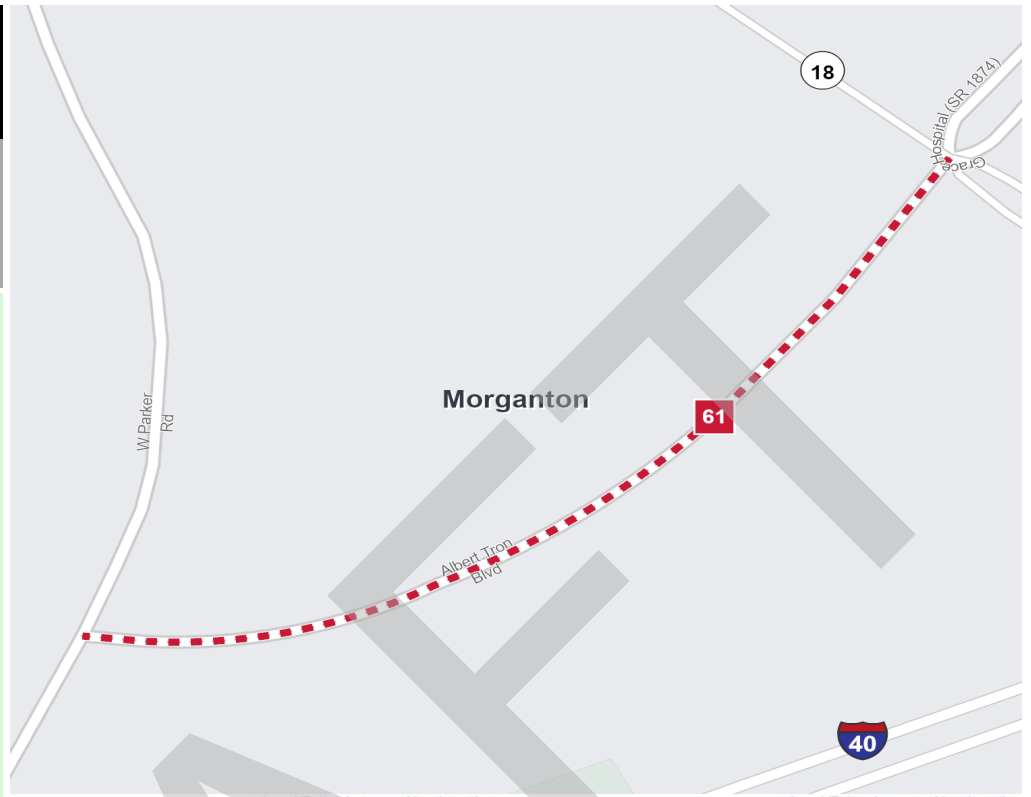
Improvement: **New Location**

Identified Need

This facility identifies congestion and connectivity need from NC 18/South Sterling to West Parker Road.

Recommendation

Construct Connector Street from NC 18/South Sterling to West Parker Road .



Proposal At A Glance **Proposal Data:** 2019 Base Year 2050 Future Year

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 D
Section Options	-
Length (miles)	0.27
Existing ROW (feet)	-
Safety Risk Score	-

	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	-	-	Minor Thoroughfare
<i>Travel Lanes</i>	-	-	2
<i>Volume (vpd)</i>	-	-	-
<i>Capacity (vpd)</i>	-	-	-

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

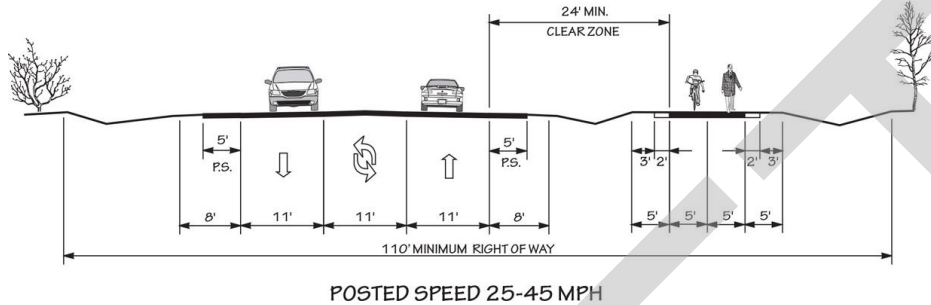


Typical Section Options:

None

TYPICAL SECTION No. 3D

2 LANE WITH TWO WAY LEFT TURN LANE,
PAVED SHOULDERS AND SIDEPATH



Project History

Project History

This project was completed and opened in February of 2020, serving as a connector between South Sterling Street and West Parker Road. This connector supports Morganton's continued growth and development within the hospitality corridor. Multimodal Considerations
Multimodal accommodations feature a multiuse path.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relationship to Land Use

Natural & Human Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- 0% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Pinewood Rd (SR 1109) STIP: U-6036

US 321 to Bert Huffman Rd (SR 1252)

Local ID: CALD-HD-02-MTP

Purpose: Facility Deficiencies

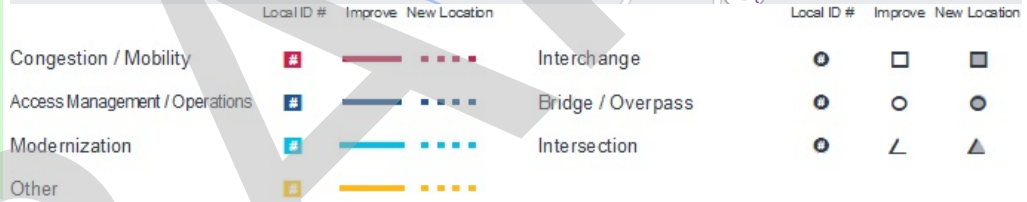
Improvement: Improve Existing

Identified Need

The need to address current facility deficiencies for Pinewood Road and improve bicycle and pedestrian accessibility.

Recommendation

US 321 to Bert Huffman Dr (SR 1252) modernization.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 L
Section Options	02 E, 02 D
Length (miles)	0.61
Existing ROW (feet)	
Safety Risk Score	56-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	3200-7800	4300-11300	4300-11300	
Capacity (vpd)	10200	10200	10200	

Capacity Data: Year

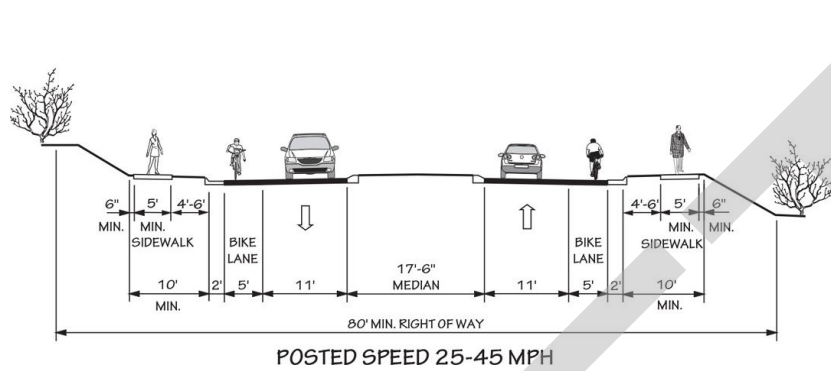
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2045



Typical Section Options:
02 E, 02 D

TYPICAL SECTION No. 2L

2 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion. The Caldwell County Comprehensive Plan includes sidewalks with this project.

Project Vision

This project addresses current facility deficiencies for Pinewood Road. The bicycle and pedestrian amenities also improve bicycle and pedestrian accessibility.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Protected Area Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Pinewood Road serves predominantly residential and retail land use near Hickory Boulevard (US-321).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Cajah's Mtn Rd (SR 1130) STIP: U-6157

Connelly Springs Rd (SR 1001) to 321A

Local ID: CALD-HD-05-MTP

Purpose: Facility Deficiencies

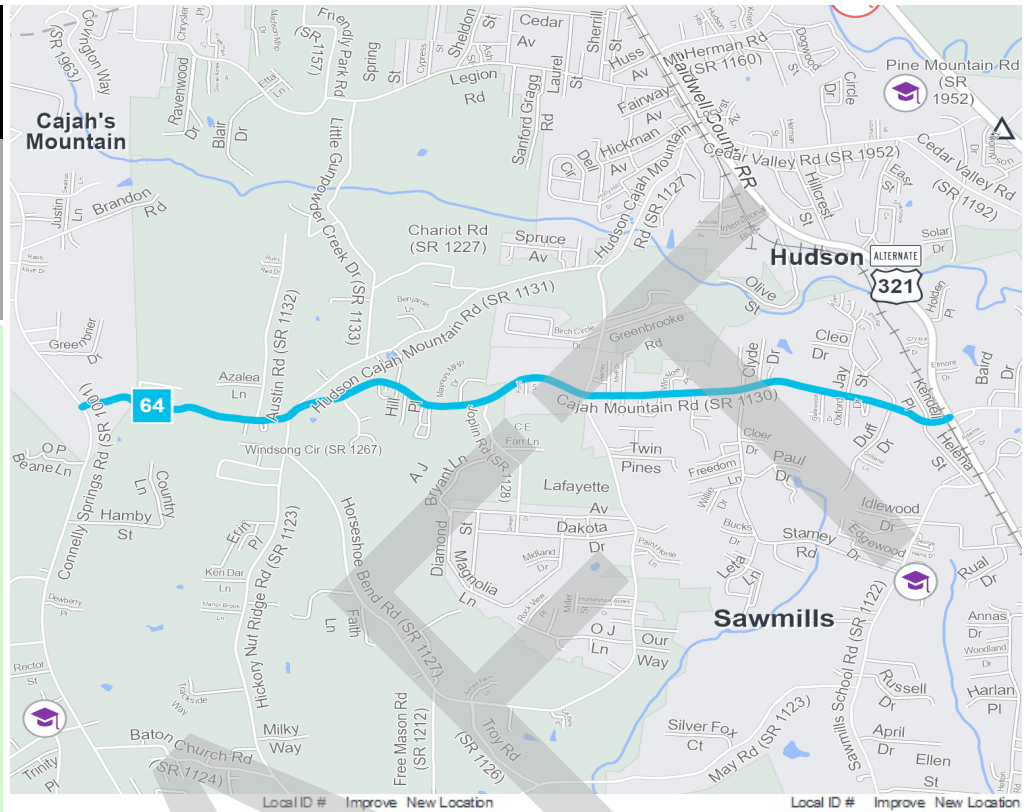
Improvement: Improve Existing

Identified Need

This facility has deficiencies below NCDOT's standard 24 foot wide lanes on Cajah's Mountain Road.

Recommendation

Improvements from Connelly Springs Rd (SR 1001) to 321A.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	3.40
Existing ROW (feet)	60-80
Safety Risk Score	67-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3100-6000	3800-7100	3800-7100
Capacity (vpd)	10200	10200	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

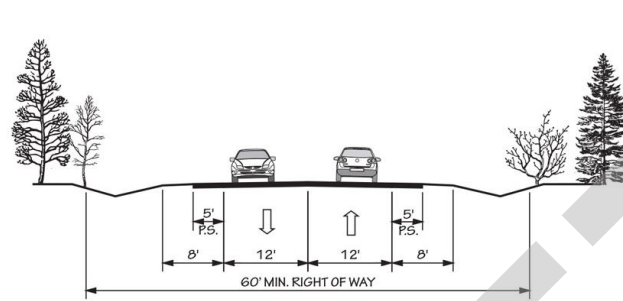


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project addresses current facility deficiencies for Cajah's Mountain Road.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Cajah's Mtn Road from Connelly Springs Road to US-321A primarily serves residential land use, and some highway retail in the form of convenience stores.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American

- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

**Connelly Springs Road (SR 1001)
STIP: R-3430C**

North of Burke County line to Southwest Blvd (SR 1933)

Local ID: CALD-HD-06-MTP

Purpose: Mobility

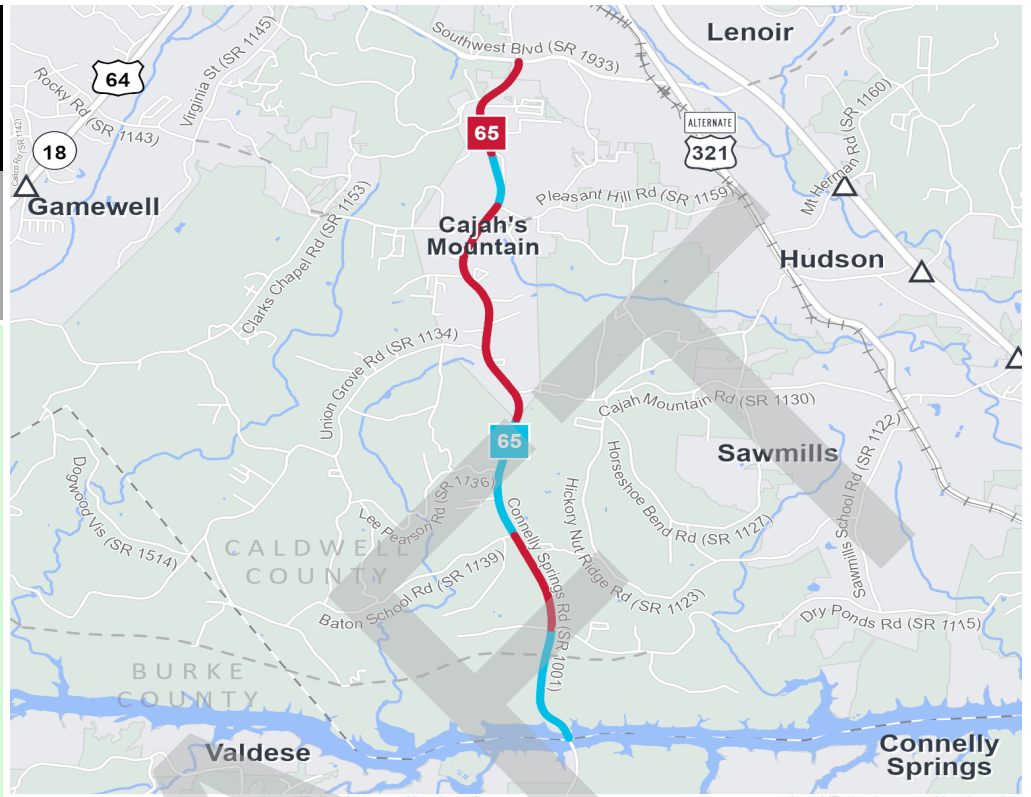
Improvement: Widening

Identified Need

The entire section of Connelly Springs Road between Southwest Boulevard and the Catawba River will over capacity in the future horizon year.

Recommendation

Widen to multi-lane facility from just north of Burke County line to Southwest Blvd (SR 1933).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	03 A, 03 B, 03 E
Length (miles)	7.10
Existing ROW (feet)	60
Safety Risk Score	67-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	Without Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	3	2	3
Volume (vpd)	8900-11800	10900-14300	10900-14300	10900-14300
Capacity (vpd)	10200-14000	11100-15300	11100-15300	11100-15300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	2031

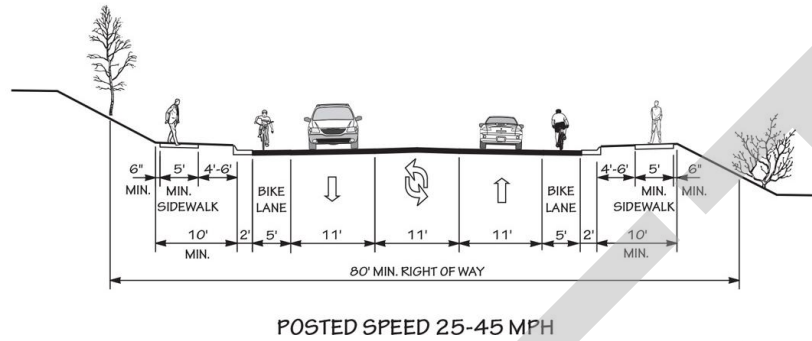


Typical Section Options:

03 A, 03 B, 03 E

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion. Typical typical sections for this project will differ by segment, as identified in the Caldwell County Comprehensive Plan. Please see typical section suggestion and typical section options. The projects Northern area in Lenoir should include typical sections with bicycle and pedestrian accommodations.

Project Vision

Connelly Springs Road from Southwest Boulevard (SR 1933) to the Catawba River is currently a 2-lane facility. The entire section of Connelly Springs Road between Southwest Boulevard and the Catawba River will exceed its present capacity in the horizon year. It is recommended that this section be widened to 4-lane median divided facility.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Flood Hazard Area Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 1 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)

- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Connelly Springs Road from the Burke County Line to Southwest Blvd serves a variety of land uses. These uses include industrial (Bernhardt Furniture), retail, and residential. In Caldwell County Comprehensive Plan 2020, the intersection of Connelly Springs Road and Baton Road was identified as a commercial node, providing opportunity and intention for commercial development along the Connelly Springs corridor.

Human Environmental Context

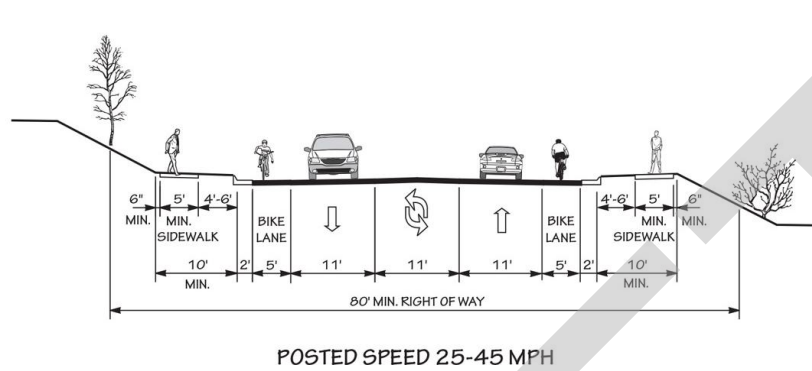
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:
03 A, 03 B, 03 E

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

Dry Ponds Rd (SR 1115)

Connelly Springs Rd (SR 1001) to Pinewood Rd (SR 1109)

Local ID: CALD-HD-07-MTP

Purpose: Facility Deficiencies

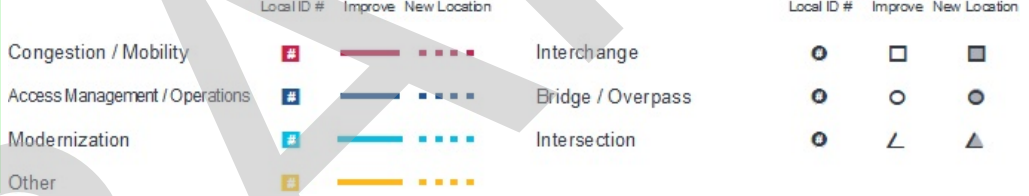
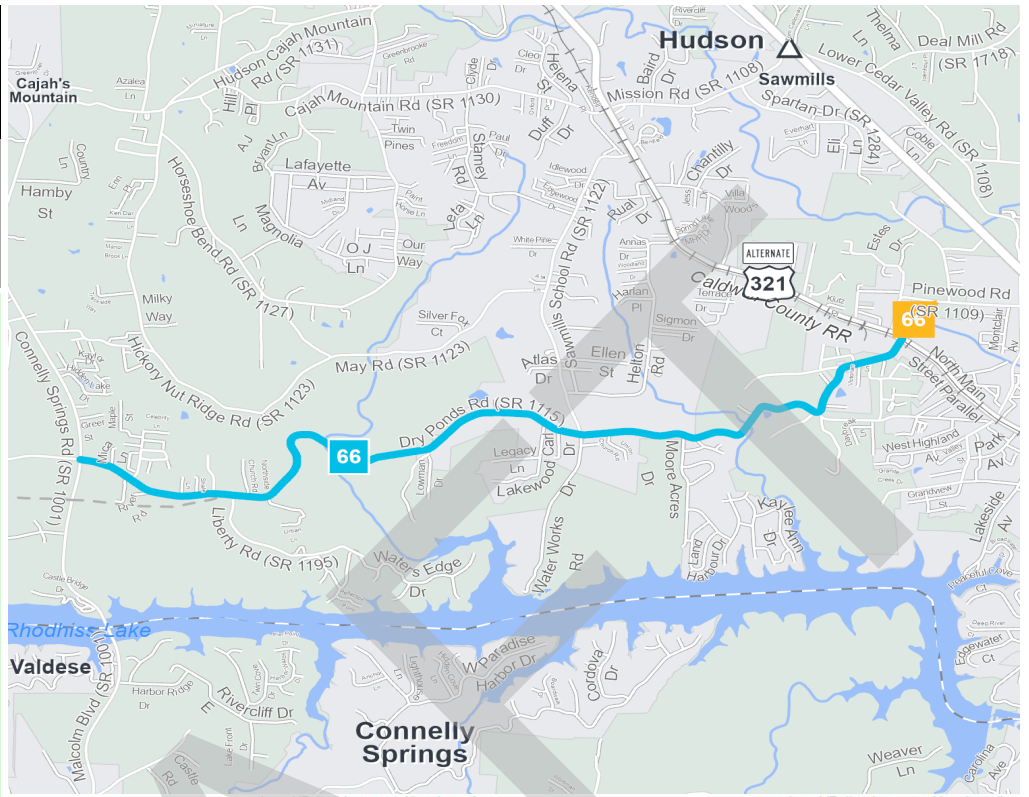
Improvement: Improve Existing

Identified Need

This facility has a connectivity need at between Connelly Springs Road (SR 1001) to Pinewood Road (SR 1109) and continuing to US 321A.

Recommendation

Improve Dry Ponds Rd from Sawmills to Pinewood Rd. New location from Pinewood Rd to US 321 A .



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	03 A
Length (miles)	5.90
Existing ROW (feet)	
Safety Risk Score	33-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	400-3600	600-5900	600-5900
Capacity (vpd)	10000-11700	10000-11700	10000-11700

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	6000	6000
Capacity (vpd)	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

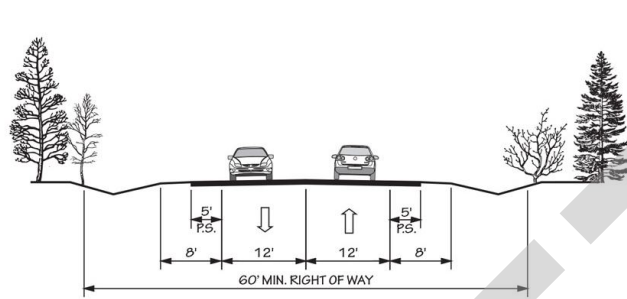


Typical Section Options:

03 A

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Modernize 2-lane facility from Connelly Springs Road (SR 1001) to Pinewood Road (SR 1109) and construct a 2-lane facility on new location from Pinewood Road (SR 1109) to US 321A. The enhanced connectivity would provide for more direct travel between US 321-A and US 321.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 12 Flood Hazard Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 4 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use for the majority of this project's extent (Connelly Springs Road to Sawmills at US-321A) is low density residential. From US-321A to Pinewoods Road

the current land use is Highway Business and Manufacturing. Future Direction, Sawmills' comprehensive plan, identifies the section of US-321A within this project's extent as a possible Central Business District.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Pleasant Hill Road (SR 1159)

Connelly Springs Rd (SR 1001) to US 321 A

Local ID: CALD-HD-08-MTP

Purpose: Facility Deficiencies

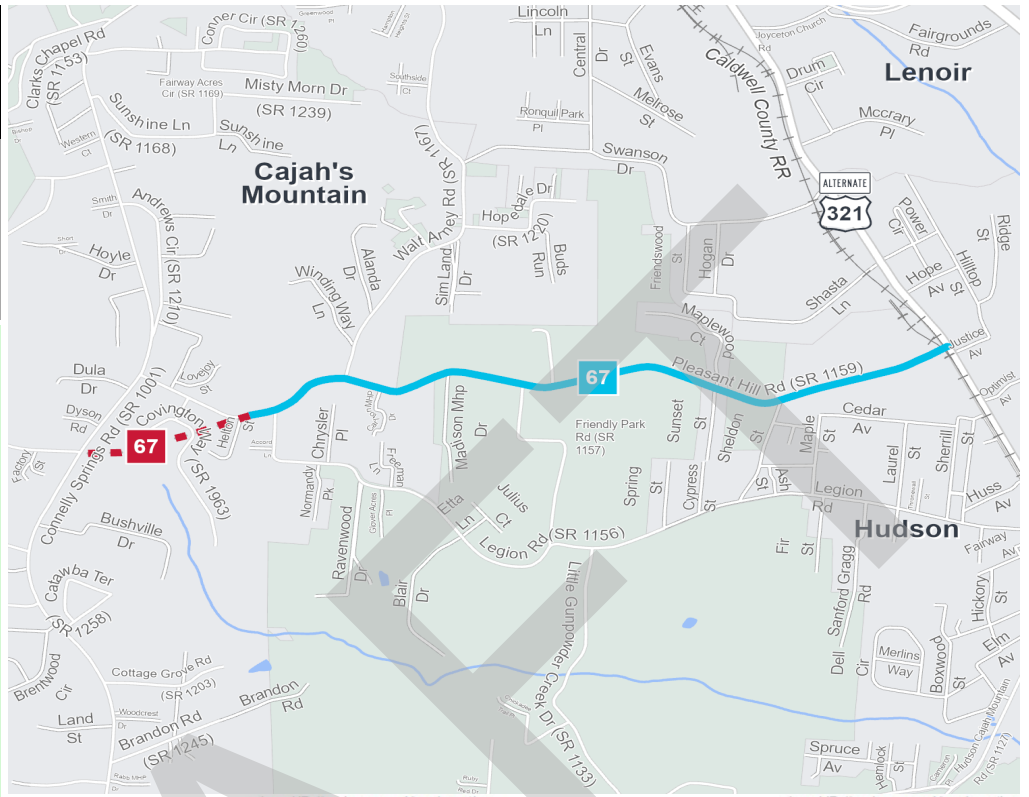
Improvement: New Location (part on existing)

Identified Need

US 321-A to Connelly Springs Road (SR 1001) needs to upgrade from a substandard road to a standard roadway.

Recommendation

Improve Pleasant Hill Rd from Connelly Springs Rd to US 321 A.



Congestion / Mobility	#	—	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	—	Intersection	⊙	∟	▲
Other	#	—	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	2.40
Existing ROW (feet)	80
Safety Risk Score	33-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1000-2700	1400-3200	1400-3200
Capacity (vpd)	10200	10200	10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

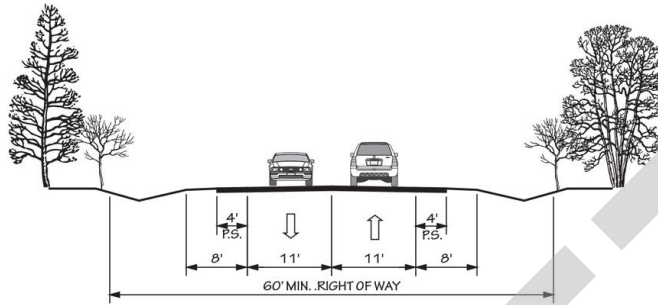


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Modernize 2-lane facility from US 321-A to Connelly Springs Road (SR 1001). Recommendations include widened 12-foot lanes and straightened curves.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use along Pleasant Hill Road is mixed. In Hudson, manufacturing, business, and medium/low density residential are present. In Cahah's mountain, use is mixed as well, with both low and medium density residential, and general business use.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Crump Road Modernization and Extension

Clarks Chapel Rd (SR 1153) to Virginia St (SR 1145)

Local ID: CALD-HD-09-MTP

Purpose: Mobility

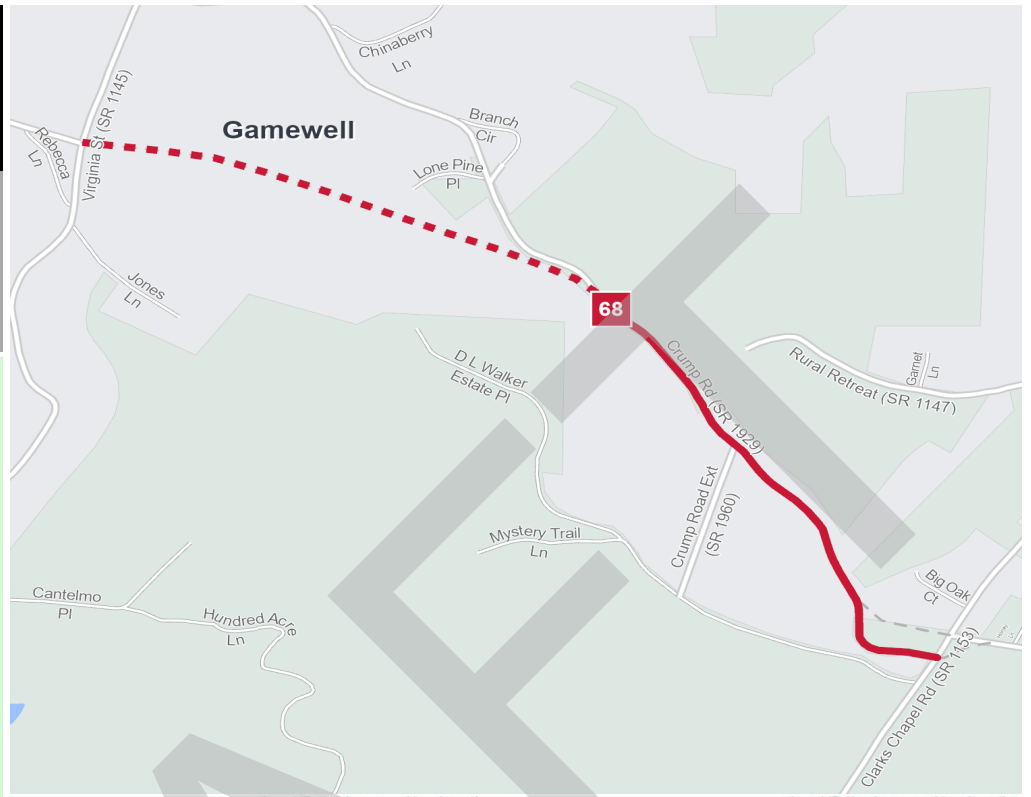
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need between US 64 / NC 18 and US 321, link Rocky Road at Miller Road to Crump Road (SR 1929), as well as the communities of Granite Falls, Cahaj's Mountain, and Hudson.

Recommendation

New location from Crump Rd (SR 1929) to Rocky Road. Widen and align intersection of Orchard Drive with Crump Road (Sr 1929) at Clarks Chapel Road (SR 1153). Modernize Crump Road.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	1.50
Existing ROW (feet)	60
Safety Risk Score	56-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2800	3000	3000
Capacity (vpd)	10200	10200	10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

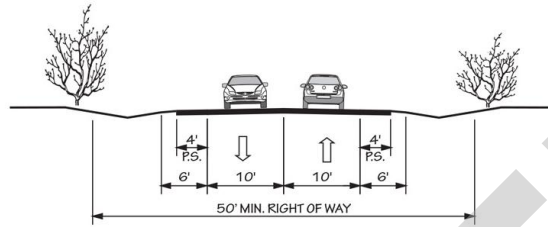


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

The Rocky Road Connector is one of a series of recommendations to improve connectivity between US 64 / NC 18 and US 321, as well as the communities of Granite Falls, Cahah's Mountain, and Hudson. The connector would link Rocky Road at Miller Hill Road to Crump Road (SR 1929) on new location and is proposed as a 2-lane facility.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered.

This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use In the project area is low density residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in

population characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Orchard Drive

Clarks Chapel Rd (SR 1153) to Connelly Springs Rd (SR 1001)

Local ID: CALD-HD-10-MTP

Purpose: Facility Deficiencies

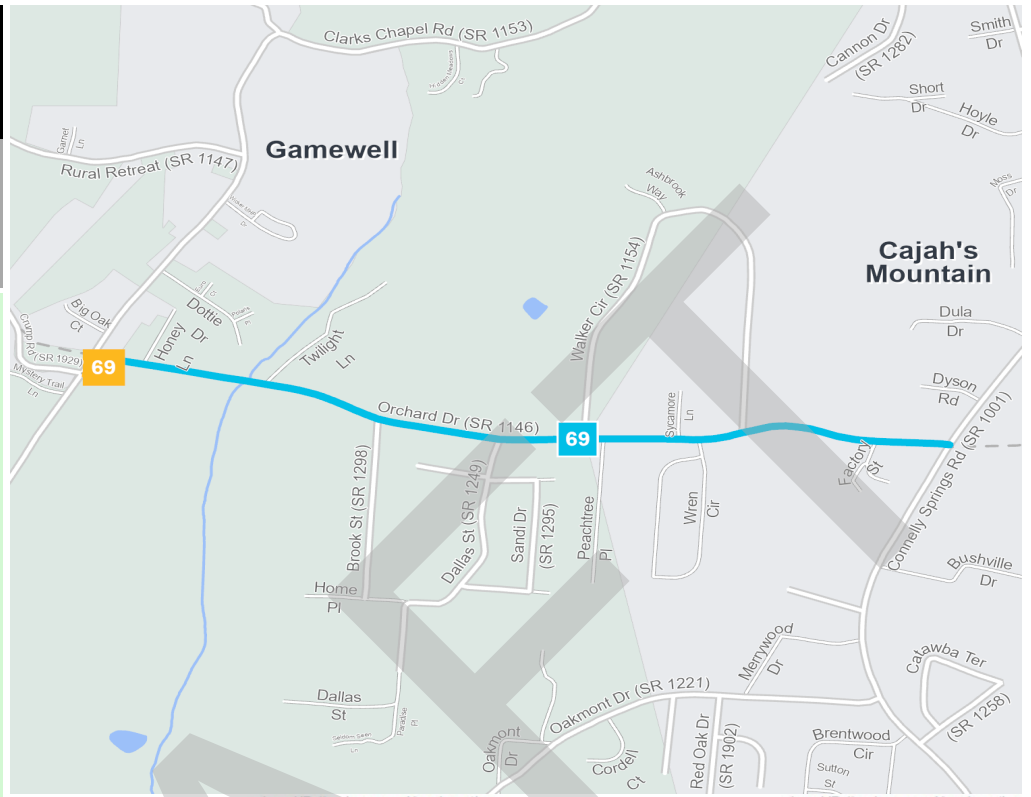
Improvement: Improve Existing

Identified Need

Crump Road has a need for connectivity between US 64/NC 18 to US 321 as well as the towns of Granite Falls, Cahaj's Mountain, and Hudson.

Recommendation

Improve Orchard Drive (SR 1146) by widening and align intersection of Orchard Drive with Crump Road (SR 1929) at Clark's Chapel Road.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 E
Length (miles)	1.40
Existing ROW (feet)	
Safety Risk Score	45-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2800-3900	2900-4100	2900-4100
Capacity (vpd)	11700	11700	11700

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	
Volume (vpd)	-	-	2900-4100
Capacity (vpd)	-	-	11700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

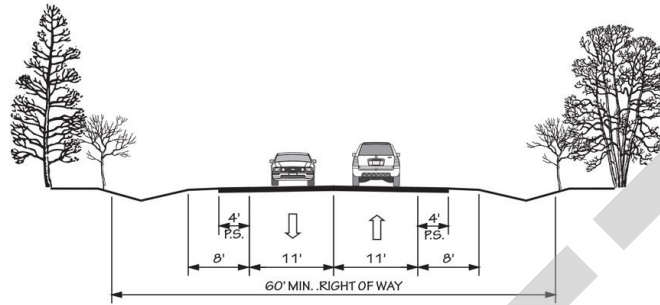


Typical Section Options:

02 E

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

The Crump Road realignment is part of a series of recommendations to improve the connectivity between US 64/NC 18 to US 321 as well as the towns of Granite Falls, Cahah's Mountain and Hudson. The realignment is recommended on the section of road between west of Clarks Chapel Road and Orchard Drive and is proposed as a 2-lane facility

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential, with some highway retail at the projects eastern extent.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Pinewood Road Extension

Dudley Shoals Rd (SR 1002) to Wike Rd (SR 1753)

Local ID: CALD-HD-11-MTP

Purpose: Mobility

Improvement: New Location

Identified Need

This facility has a connectivity need at Pinewood Road at Dudley Shoals Road with Wyke Road.

Recommendation

Dudley Shoals Rd (SR 1002) to Wike Rd (SR 1753) on new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 B
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

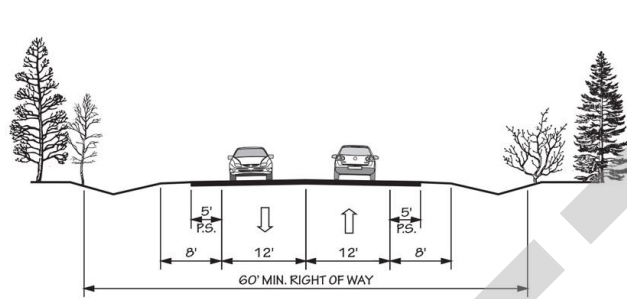


Typical Section Options:

02 B

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 2-lane major thoroughfare be constructed connecting Pinewood Road at Dudley Shoals Road with Wyke Road. This recommendation is a part of an overall recommendation to provide a northern connector for Granite Falls.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Impaired Waters Polygon Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use in the project area is residential-agricultural.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Duke St Connector

Duke St (SR 1106) to US 321A at Poovey Dr

Local ID: CALD-HD-13-CTP

Purpose: Mobility

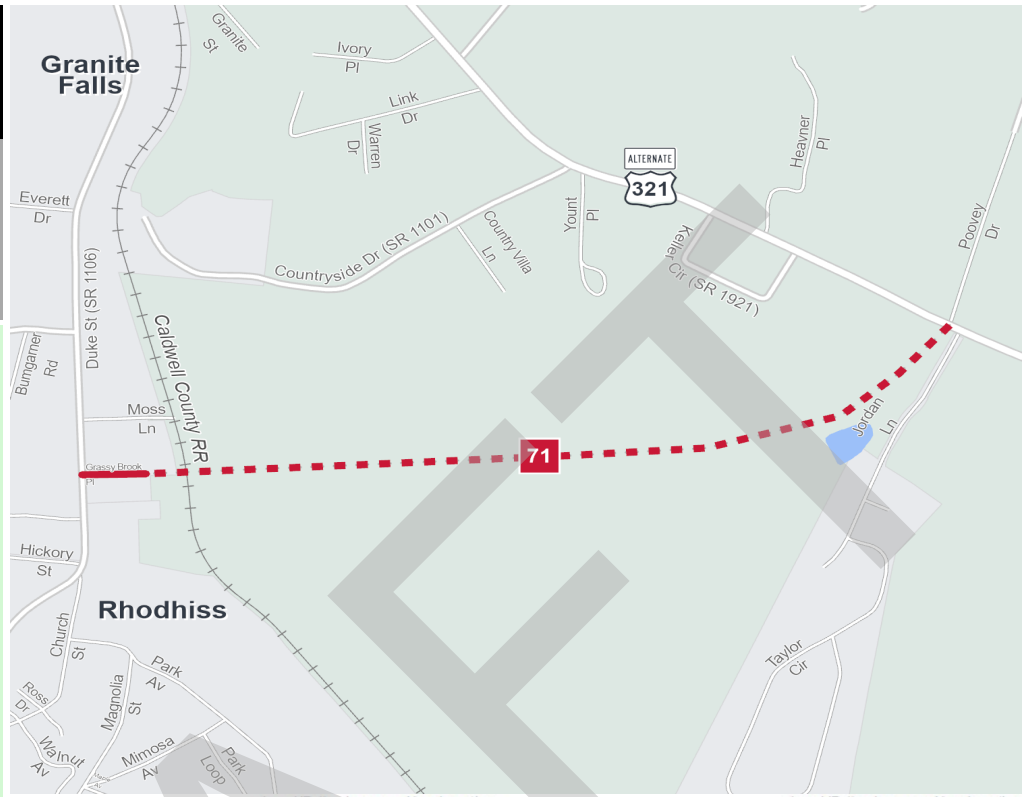
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need at Duke Street with Main Street (US 321-A).

Recommendation

Duke St (SR 1106) to US 321A at Poovey Dr.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 B
Length (miles)	0.89
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

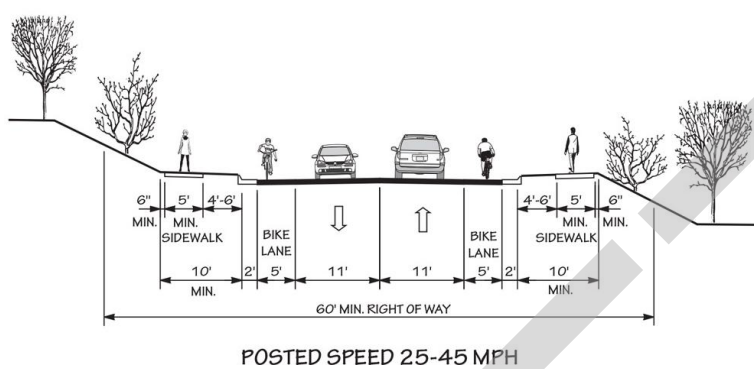


Typical Section Options:

TYPICAL SECTION No. 2E

02 B

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 2-lane minor thoroughfare be constructed connecting Duke Street with Main Street (US 321-A). This connector would serve development along Duke Street as well as the Town of Rhodhiss providing better access to US 321-A and US 321.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Natural Heritage Element Occurrence Feature(s)
- 4 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land within the project area is Residential-Agricultural (RA-20)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- 0% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Duke Street Improvements /W Caldwell Dr/Burke St

US 321A to Airport Rhodhiss Rd (SR 1653)

Local ID: CALD-HD-14-CTP

Purpose: Mobility

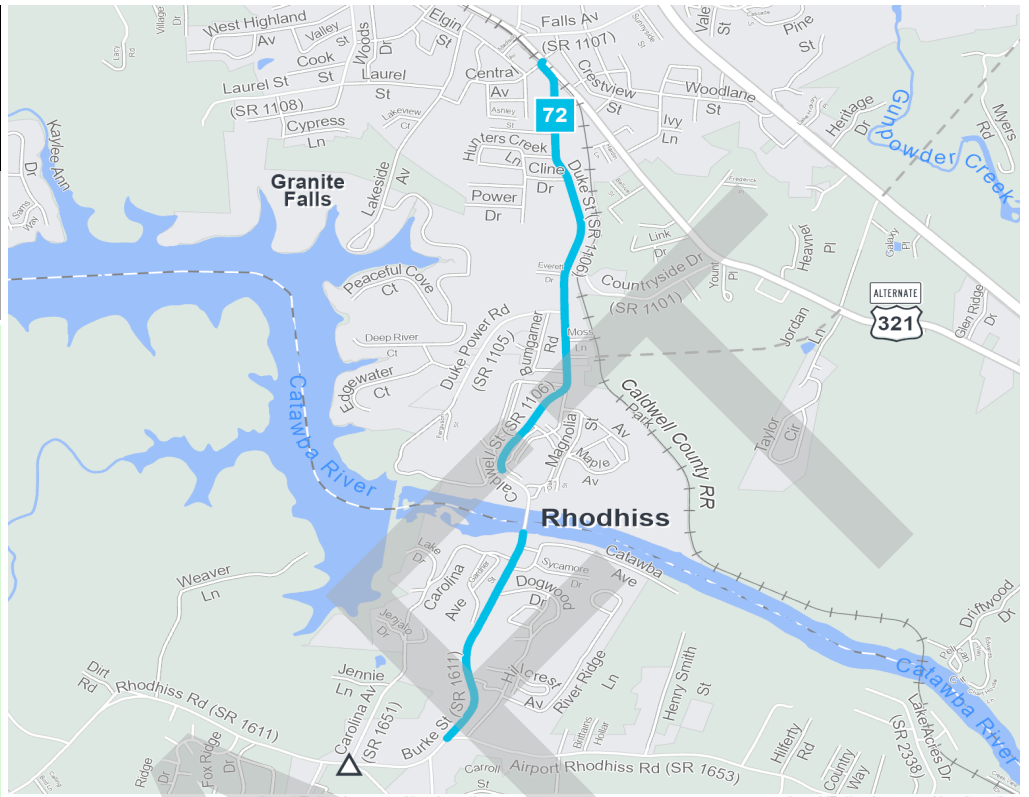
Improvement: Improve Existing

Identified Need

Duke Street from US 321A to Airport Rhodhiss Road was projected to exceed capacity by the year 2045.

Recommendation

US 321A to Airport Rhodhiss Rd (SR 1653).



Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance | **Proposal Data:** 2019 Base Year | 2050 Future Year

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	03 C
Length (miles)	2.40
Existing ROW (feet)	60-100
Safety Risk Score	33-67

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	7000-7700	8100-9900	8100-9900
Capacity (vpd)	10200	10200	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2026
Facility will be Over Capacity (>=100%)	> 2050

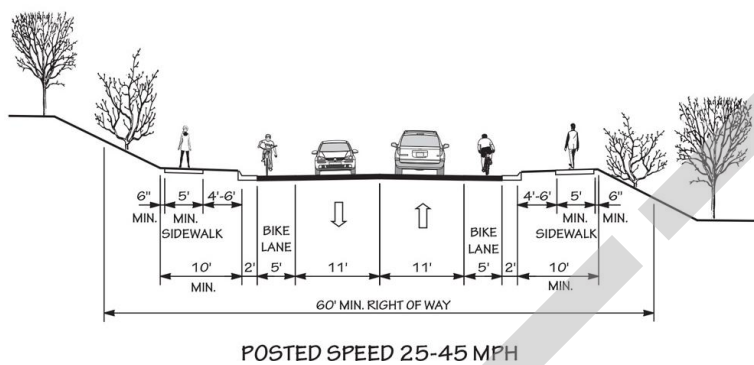


Typical Section Options:

TYPICAL SECTION No. 2E

03 C

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

During the 2045 Comprehensive Transportation Plan update, Duke Street from US 321A to Airport Rhodhiss Road was projected to exceed capacity by the horizon year. Improvements are suggested in traffic volume projections continue to align with growth projections.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 5 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use for the Rhodhiss portion of this project is primarily residential, with some retail. In Granite Falls, land use is primarily residential as well, with some manufacturing.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Falls Avenue (SR 1107)

US 321 to US 321-A

Local ID: CALD-HD-15-CTP

Purpose: Congestion

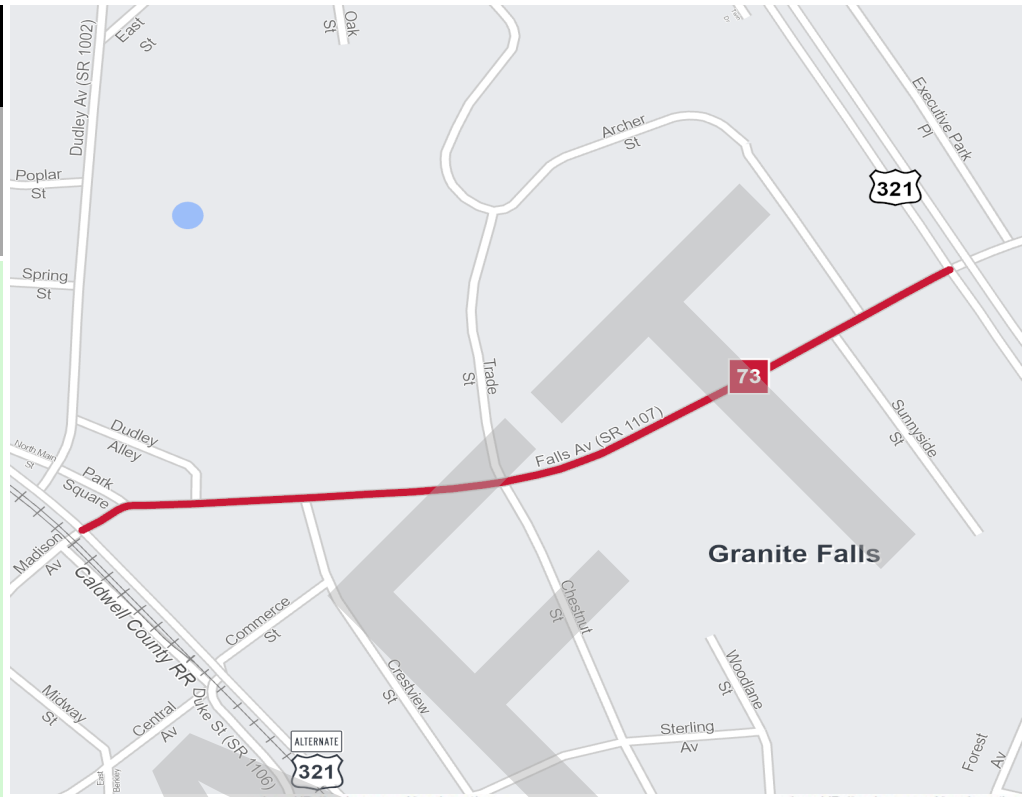
Improvement: Widening

Identified Need

This facility has a need to address access management for the many commercial and residential driveways along this section of road and help to better handle the projected traffic.

Recommendation

Widen to multi-lane from US 321 to US 321-A and modify interchange.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 B
Section Options	3A
Length (miles)	0.46
Existing ROW (feet)	
Safety Risk Score	78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	3100	4400	4400	
Capacity (vpd)	10000	10000	11100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

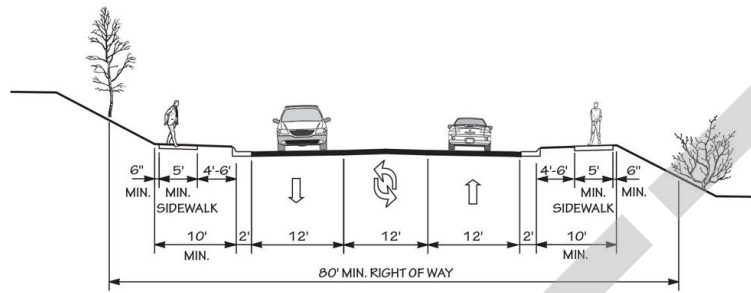


Typical Section Options:

3A

TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

The section of Falls Avenue between Main Street (US 321-A) and Hickory Boulevard (US 321) is a 2-lane facility 34 feet in width. It is recommended that this section of Falls Avenue be widened to a 3-lane facility 33-36 feet in width to meet future demands. This recommendation will accommodate the left turning traffic accessing the many commercial and residential driveways along this section of road and help to better handle the projected traffic. Previous STIP Project R-2619 calls for this section of Falls Avenue to be widened to multi-lanes and for modifications to the interchange at US 321 (Hickory Blvd). The US-321 Feasibility Study FS #9911C also calls for modifications to this interchange.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area is primarily General Manufacturing at the US-321A extent of the project, and mixture of residential and Highway Business throughout the project area. The entire project is within

Granite Falls zoning.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- 0% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Harper Ave

US 64/NC 18 to Norwood St

Local ID: CALD-HD-16-CTP

Purpose: Mobility

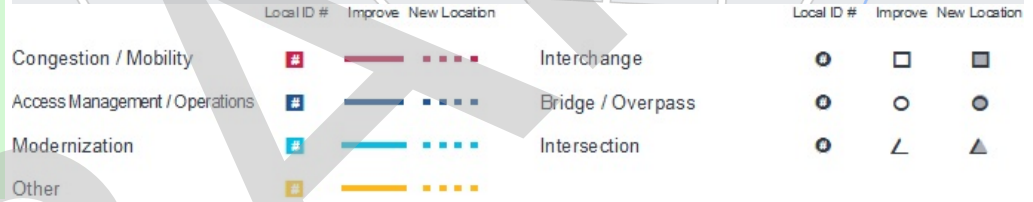
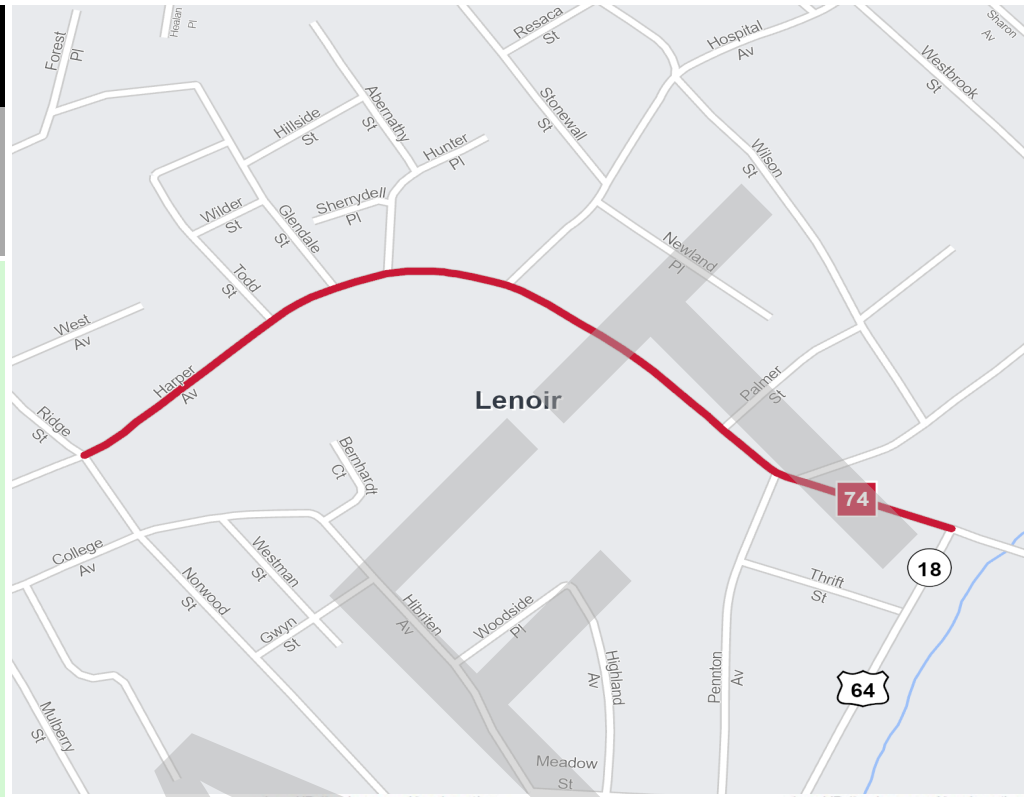
Improvement: Improve Existing

Identified Need

This facility has a connectivity need at east onto Wilkesboro Blvd and west on Harper Ave into the Lenoir Central Business District.

Recommendation

Improvements to Harper Ave from US 64/NC 18 to Norwood St.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.62
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane	
Travel Lanes	3	3	4	
Volume (vpd)	5300-6600	6100-7500	6100-7500	
Capacity (vpd)	11500	11500	24300	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

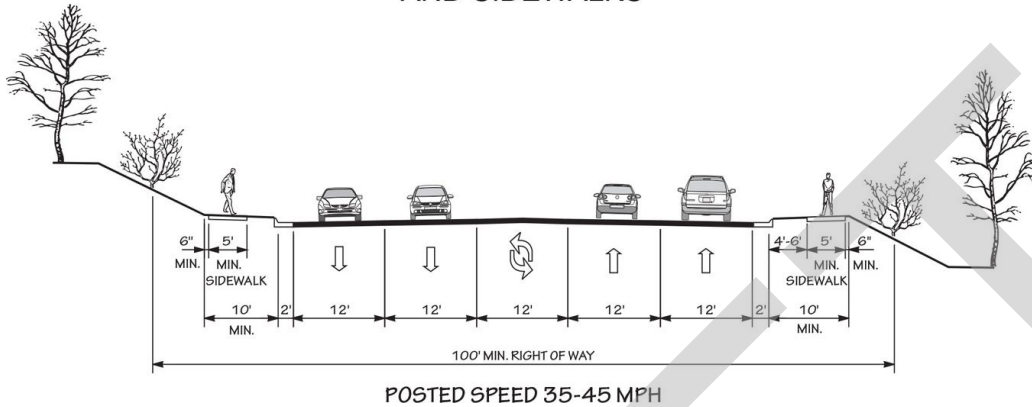


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

The section of road between Hickory Boulevard (US 321) and Morganton Blvd (US 64/NC 18) is a 6lane section 64 feet in width. This short section of road facilitates turning moves both north and south onto US 321, south onto Morganton Blvd as well as into two commercial driveways. The road serves though movements east onto Wilkesboro Blvd and west on Harper Ave into the Lenoir Central Business District. It is recommended to improve the 3-lane section from US64/NC 18 to Norwood Avenue.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 4 Flood Hazard Area Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area varies greatly, and includes Light and Heavy industrial, multiple business uses, and varying residential uses.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in

population characteristics:

- Between 25% and 50% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% identify as Some Other Race
- 0% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Hibriten Ext

US 64/NC 18 to Lower Creek Dr

Local ID: CALD-HD-17-CTP

Purpose: **Mobility**

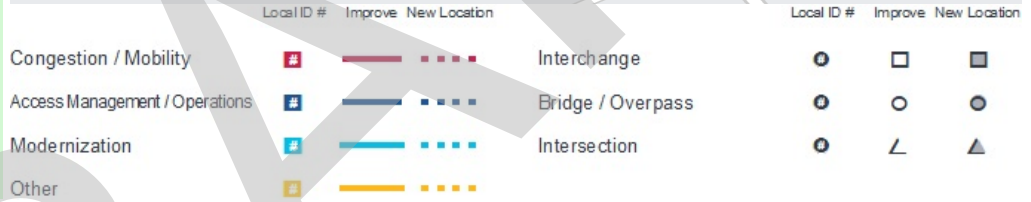
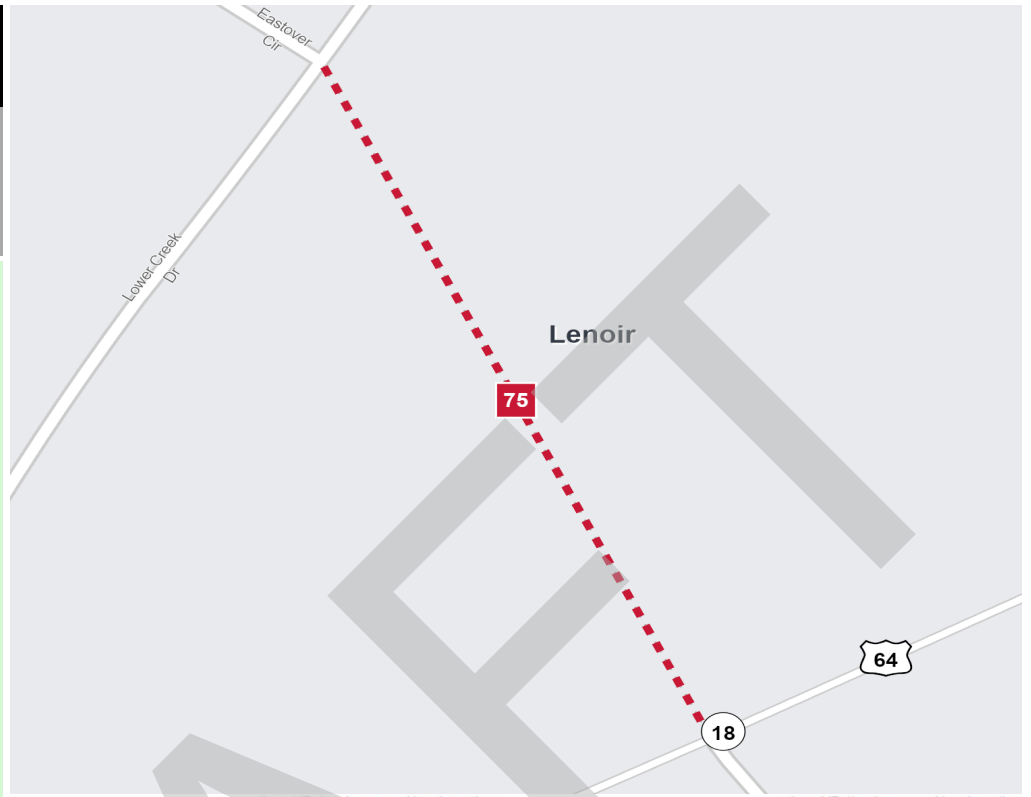
Improvement: **New Location**

Identified Need

This facility has a connectivity need from Hibriten Drive (SR 1178) to Lower Creek Drive.

Recommendation

Hibriten Dr (SR 1178) extension to Lower Creek Dr.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.15
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:

	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

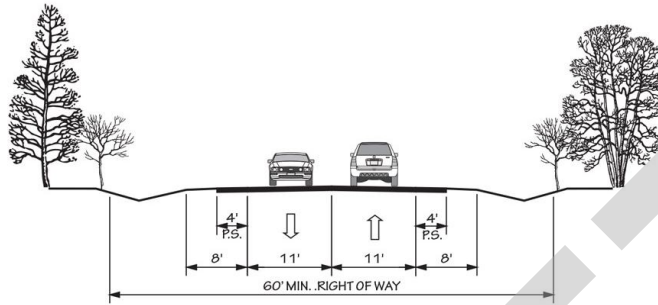


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Extend US 64/NC 18 at Hibriten Drive (SR 1178) to Lower Creek Drive.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area is primarily General Business and Mixed Density Residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

Hospital Ave Ext

Hospital Ave to Pennell St

Local ID: CALD-HD-18-CTP

Purpose: **Mobility**

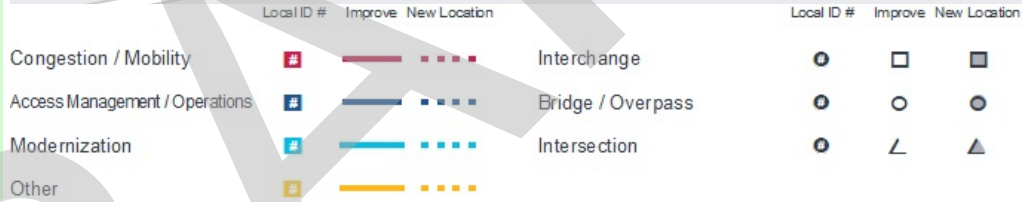
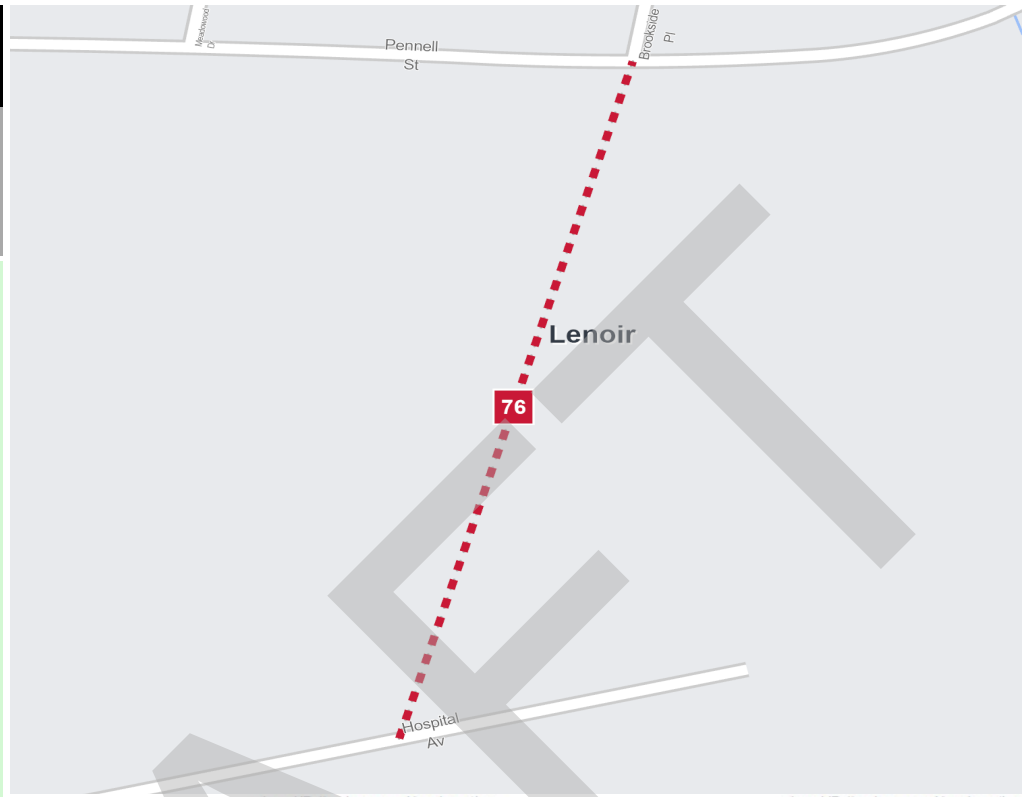
Improvement: **New Location**

Identified Need

A need for better connectivity from Powell Road to Blowing Rock Boulevard (US 321) and access to the Caldwell County Public Library.

Recommendation

Hospital Ave to Pennell St.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.14
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

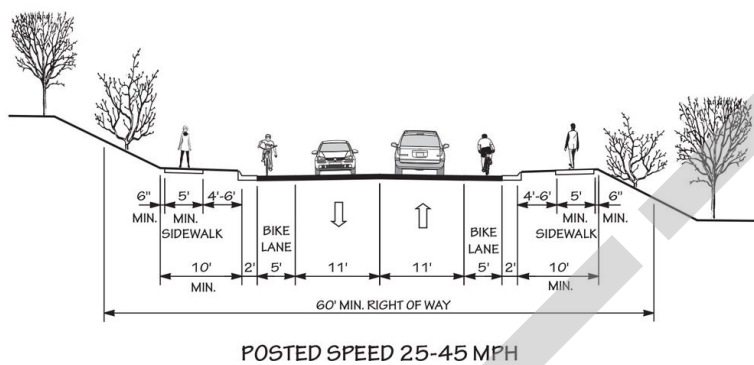


Typical Section Options:

None

TYPICAL SECTION No. 2E

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion. Multimodal accommodations should include access to the nearby Lenoir Greenway.

Project Vision

It is recommended that a 2-lane minor thoroughfare be constructed connecting Hospital Avenue with Pennell Street. This connector would remove the offset intersection with Seehorn Street. It would also provide better connectivity from Powell Road to Blowing Rock Boulevard (US 321) and access to the Caldwell County Public Library.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

Mcrary Creek Rd (SR 1721)-NC 18 Connector

Mcrary Creek Rd (SR 1721) to NC 18

Local ID: CALD-HD-19-CTP

Purpose: **Mobility**

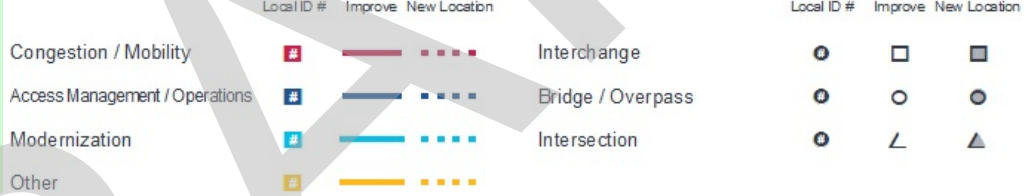
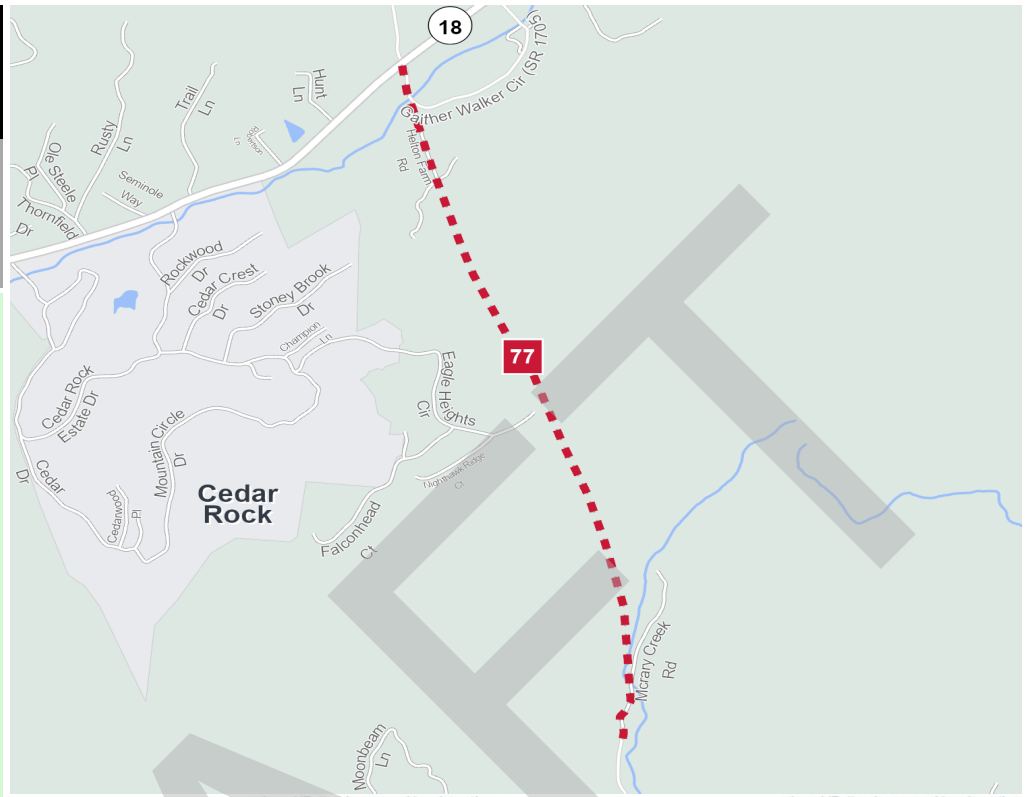
Improvement: **New Location**

Identified Need

This facility has a connectivity need at US 64 and NC 18.

Recommendation

New location from Mcrary Creek Rd (SR 1721) to NC 18.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	2.40
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	15100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

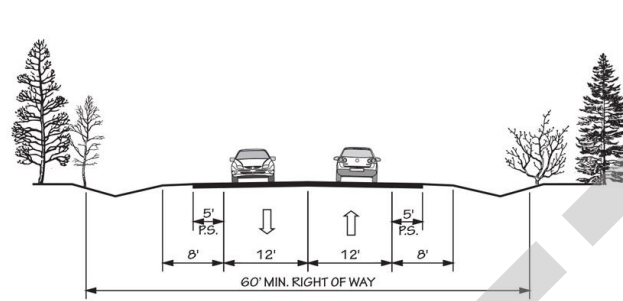


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project increases connectivity between US 64 and NC 18.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Flood Hazard Area Feature(s)
- 6 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 5 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 1 Protected Mountain Ridge Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is residential agricultural. This project area falls just outside of the zoning jurisdiction. Connectivity to the Village should be considered.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Myers Rd Connector

Myers Road (SR 1754) to US 321 on new location

Local ID: CALD-HD-20-CTP

Purpose: Congestion

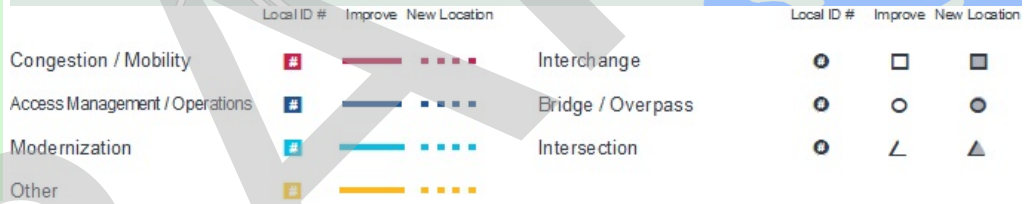
Improvement: New Location

Identified Need

This facility has a connectivity need at around Granite Falls east of US 321 and a congestion need Falls Ave/US 321 interchange.

Recommendation

Meyer Rd (SR 1754) to US 321 on new location .



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.74
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

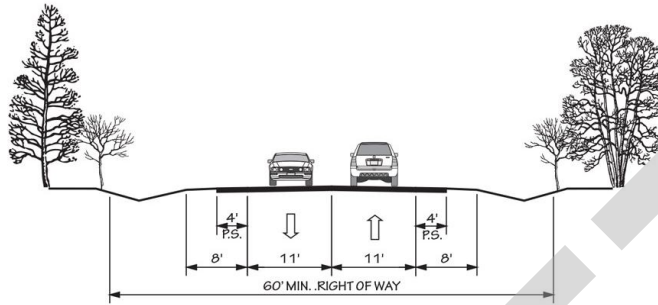


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 2-lane major thoroughfare be constructed connecting Myers Road with Hickory Boulevard. This recommendation is a part of an overall recommendation to provide better connectivity around Granite Falls east of US 321. This connector would serve the development occurring in 4-14 southeast Caldwell County and relieve southbound traffic congestion at the Falls Ave/US 321 interchange.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is residential (R-20) and manufacturing.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Rocky Rd Improvements

Virginia St (SR 1145) to US 64/NC 18

Local ID: CALD-HD-23-CTP

Purpose: Facility Deficiencies

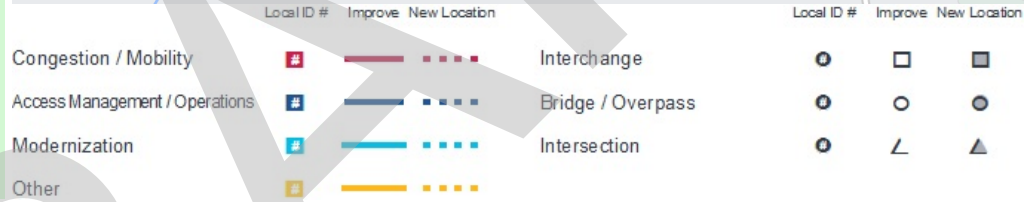
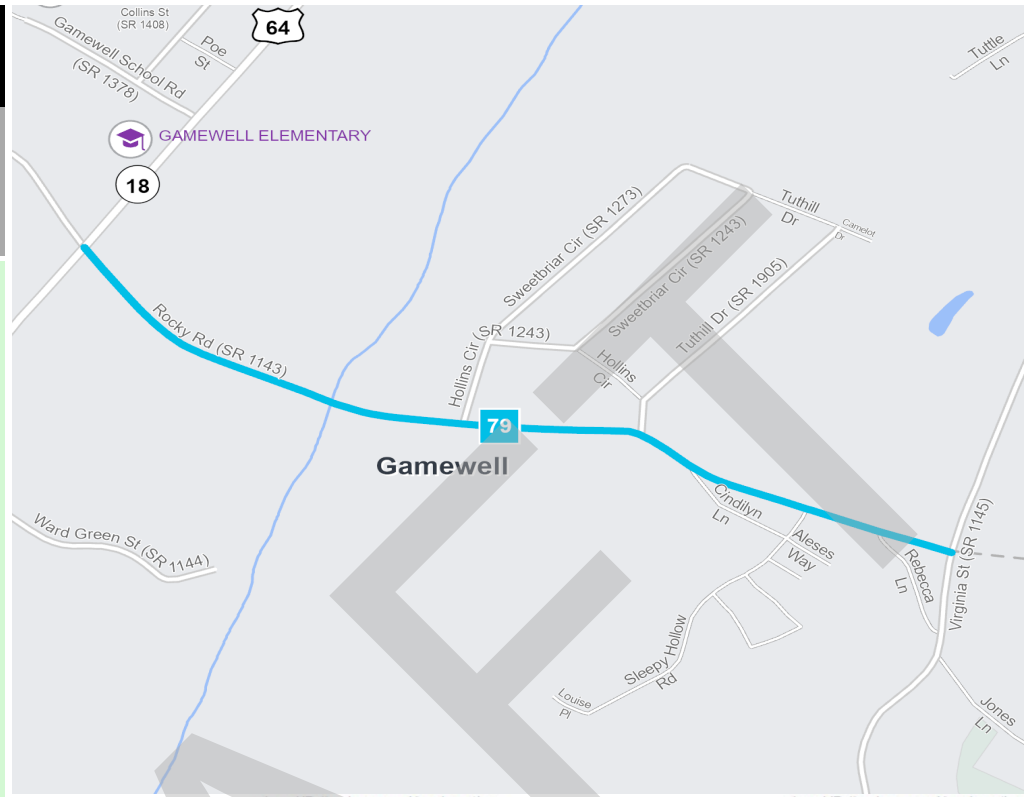
Improvement: Improve Existing

Identified Need

This facility does not meet NCDOT 24 ft standards at Virginia (SR 1145) to US 64/NC 18.

Recommendation

Improve Rocky Rd from Virginia St (SR 1145) to US 64/NC 18.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.93
Existing ROW (feet)	60
Safety Risk Score	67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	2700-4500	4800-5400	4800-5400	
Capacity (vpd)	11700	11700	11700	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

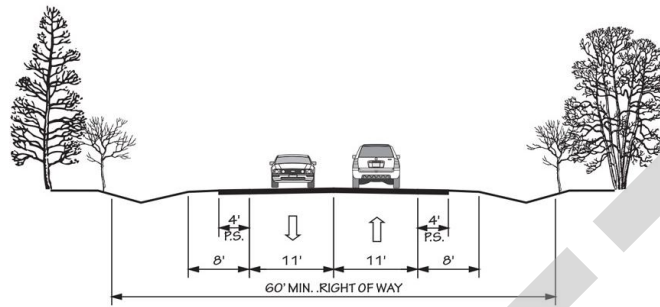


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Improve Rocky Road from Virginia (SR 1145) to US 64/NC 18.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 14 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Major River Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Regional Trail Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area includes varying residential, and General Manufacturing in the form of McReary Modern.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

SouthEast Boulevard

US 321 to NC 18

Local ID: CALD-HD-24-CTP

Purpose: Congestion

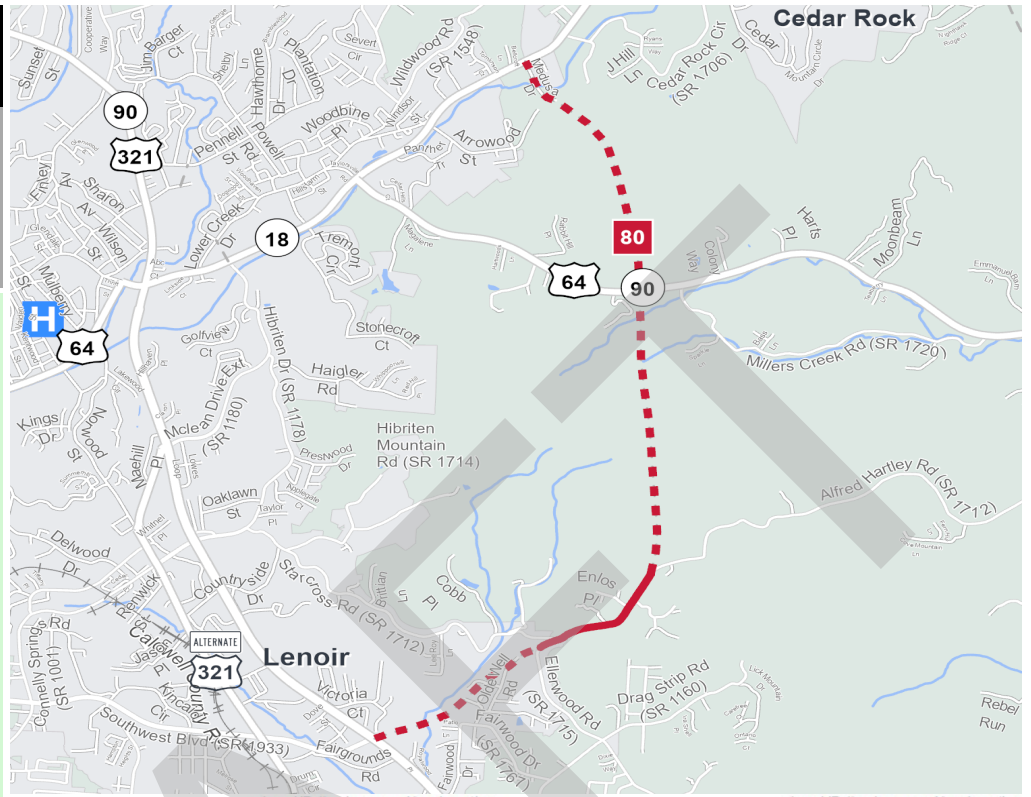
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need at between US 64/NC 18 and US 321.

Recommendation

US 321 from the existing SW Blvd to NC 18 using existing Alfred Hartley (SR 1712) and new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	04 C
Length (miles)	5.50
Existing ROW (feet)	50
Safety Risk Score	11-11

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	700-1100	1000-1900	-
Capacity (vpd)	10200-14600	10200-14600	41400

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	41400-42900

Capacity Data: Year

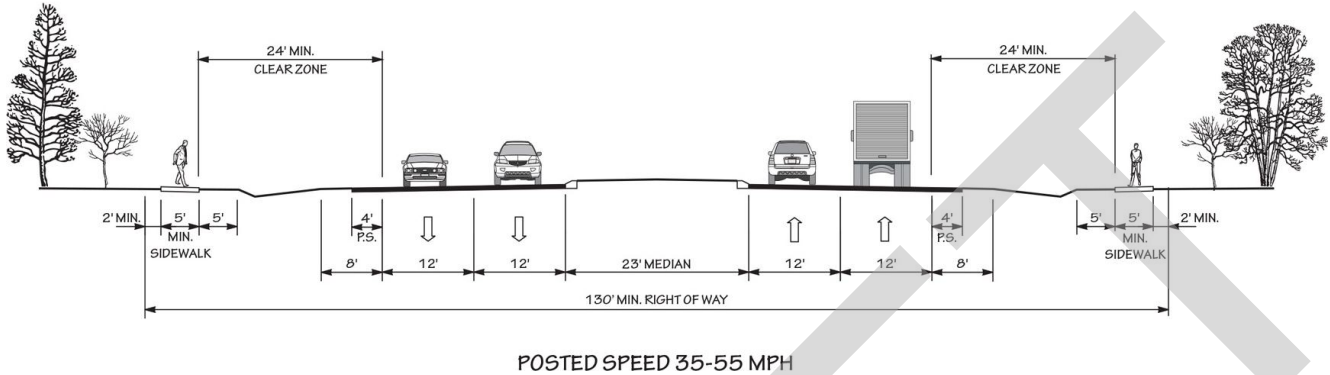
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



Typical Section Options:

TYPICAL SECTION No. 4B

04 C
4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 4-lane divided facility be constructed connecting US 321 with US64/NC18. This connector would work in conjunction with existing roads to provide a continuous route between US 64/NC 18 and US 321.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 17 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 6 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 11 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area, based on current mapping of project extents, is varying residential.

Should the project extent change, it will likely intersect more land use types.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

Spruce St Ext

Pennton Ave to US 64/NC 18

Local ID: CALD-HD-25-CTP

Purpose: **Mobility**

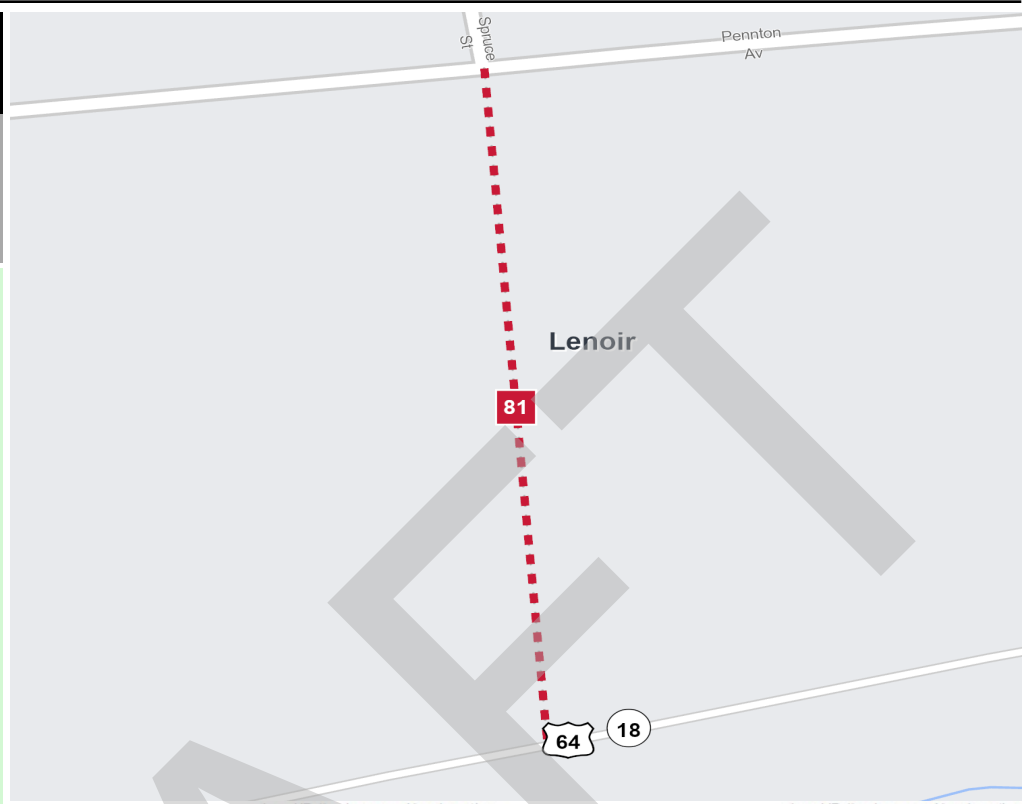
Improvement: **New Location**

Identified Need

This facility needs to alleviate traffic on Norwood Street (US 321-A) which will reach its capacity to handle traffic in the design year.

Recommendation

Pennton Ave to US 64/NC 18.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	0.10
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

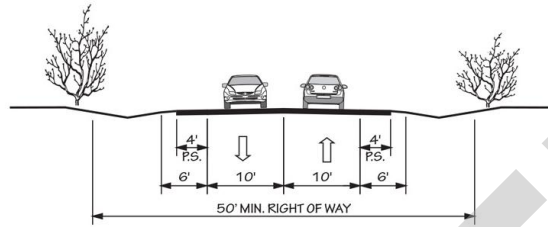


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 2-lane minor thoroughfare be constructed to extend Spruce Street at Pennton Avenue to Delwood Drive at Harrisburg Drive. The extension would serve as a north-south radial route and would help alleviate traffic on Norwood Street (US 321-A) which will reach its capacity to handle traffic in the design year.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area is residential. To

the south of the project extent is Duke Power.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- 0% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Southwest Boulevard

US 321/NC 90 to US 321

Local ID: CALD-HD-26-CTP

Purpose: Congestion

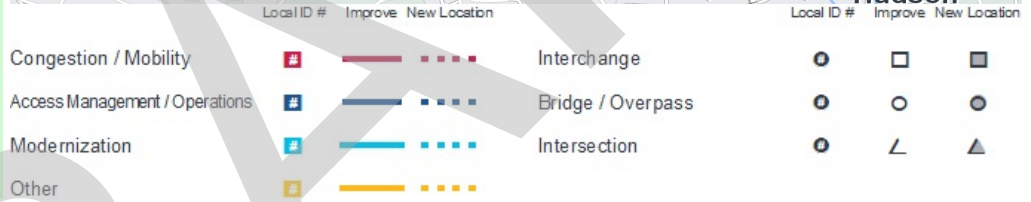
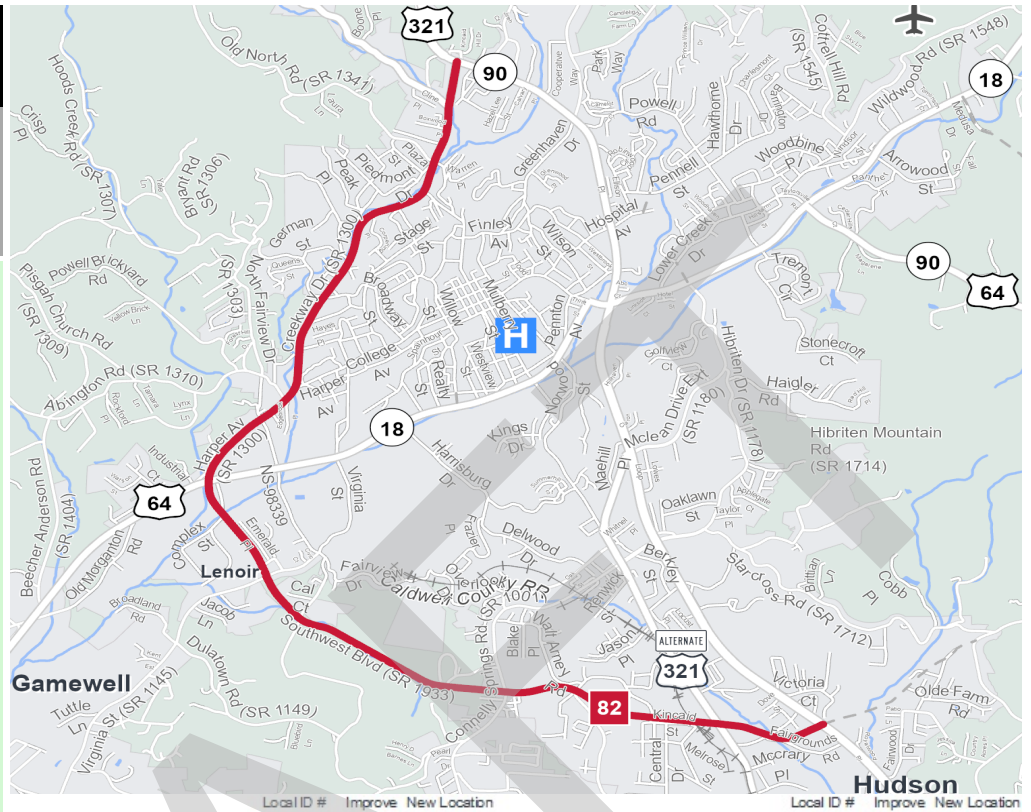
Improvement: Improve Existing

Identified Need

This facility has a connectivity need at between Hickory Boulevard (US 321) and Wilkesboro Boulevard. The topography on the eastern side of Lenoir is mountainous and any new roads would carry a steep grade.

Recommendation

Construct Loop Bypass of US 321 .



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	04 C
Length (miles)	8.00
Existing ROW (feet)	35-150
Safety Risk Score	11-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	9100-15600	11100-18900	11100-18900
Capacity (vpd)	22200-43300	22200-43300	27200-43300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2043
Facility will be Over Capacity (>=100%)	> 2050

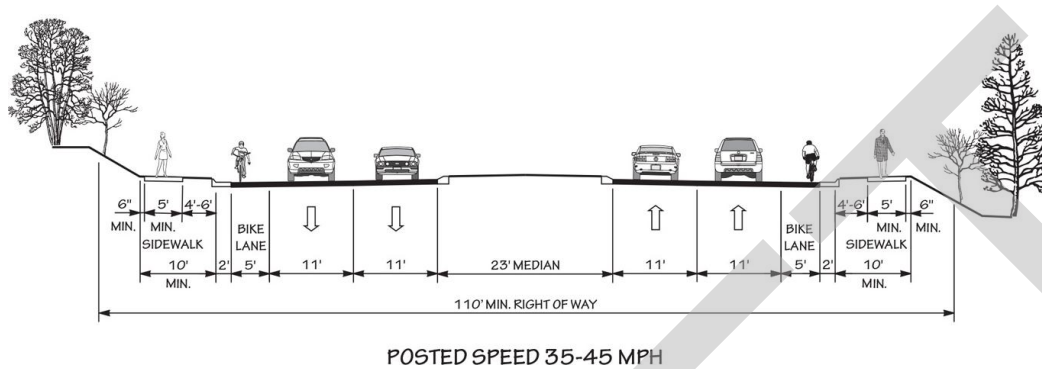


Typical Section Options:

TYPICAL SECTION No. 4D

04 C

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that a 2-lane major thoroughfare be constructed connecting Southwest Boulevard with NC 18. This connection would be a route around the eastern side of Lenoir. This route would provide connectivity between Hickory Boulevard (US 321) and Wilkesboro Boulevard. The topography on the eastern side of Lenoir is mountainous and any new roads would carry a steep grade. The grade of a road dictates both its speed and facility type. For this reason, a new road in this vicinity should not be designed as a high-speed facility or one similar to the standards of the current Southwest Boulevard (SR 1933).

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 58 Flood Hazard Area Feature(s)
- 4 Hazard Substance Disposal Area Feature(s)
- 3 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)

- 1 Regional Trail Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area as mapped is primarily residential, with business and industrial use included in smaller quantities.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

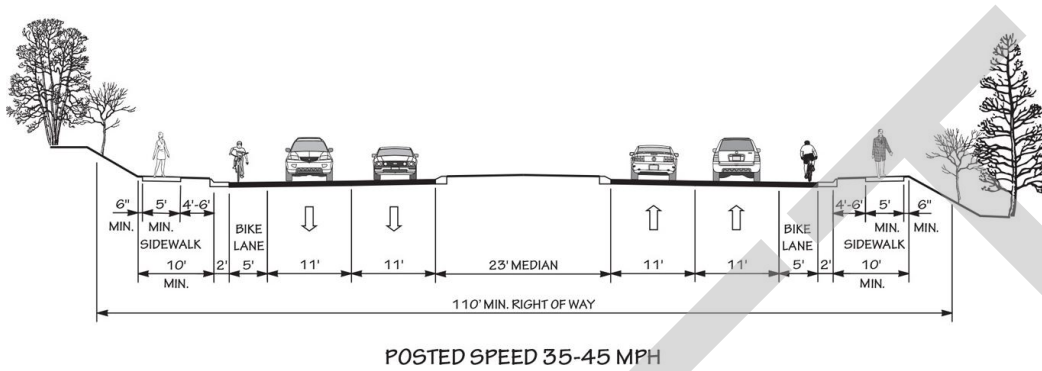
- Between 25% and 50% identify as 65+
- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race

Typical Section Options:

TYPICAL SECTION No. 4D

04 C

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

- Between 5% and 10% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Abington Rd (SR 1310)

Harper Rd (SR 1300) to Cheraw Rd (SR 1301)

Local ID: CALD-HD-27-MTP

Purpose: Facility Deficiencies

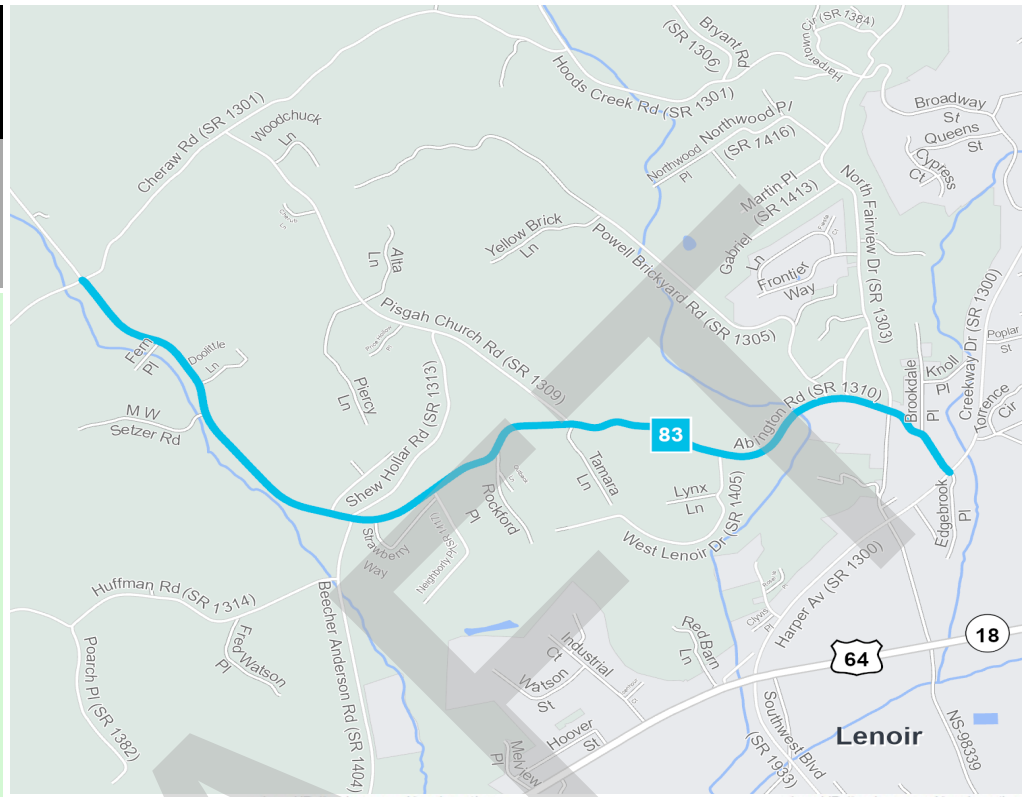
Improvement: Improve Existing

Identified Need

This facility has a access need at Abington road.

Recommendation

Modernize Harper Rd (SR 1300) to Cheraw Rd (SR 1301).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	03 A, 03 C, 03 E
Length (miles)	2.70
Existing ROW (feet)	100
Safety Risk Score	67-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2400-4500	3500-5200	3500-5200
Capacity (vpd)	10200-11700	10200-11700	10200-11700

Capacity Data: Year

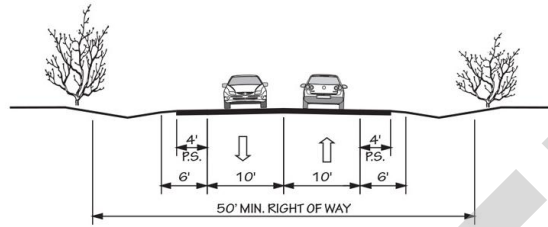
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



Typical Section Options:
03 A, 03 C, 03 E

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project was identified in the 2050 Greater Hickory Metropolitan Transportation Plan update. This project is fiscally constrained. Multimodal accommodations are identified in the typical section. Sections of Abington Road are also identified in the Western Piedmont Regional Bicycle and Pedestrian Plan and should be considered in project development.

Project Vision

Abington road is currently 2-lane within the project extent, with some turn lanes at select locations. Improvements should consider additional turn lanes where necessary.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area is residential. To the south of the project extent is Duke Power.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 50% and 75% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Grace Chapel Rd (SR 1751)

US 321 to Recommended 29th Ave Ext.

Local ID: CALD-HD-29-MTP

Purpose: Facility Deficiencies

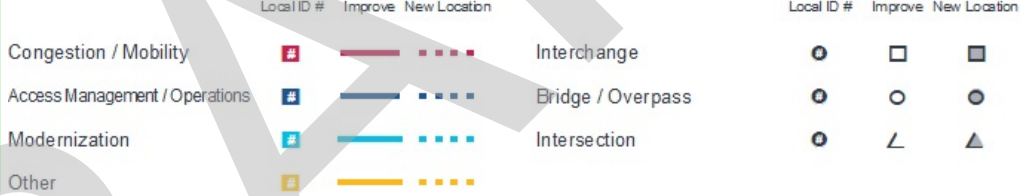
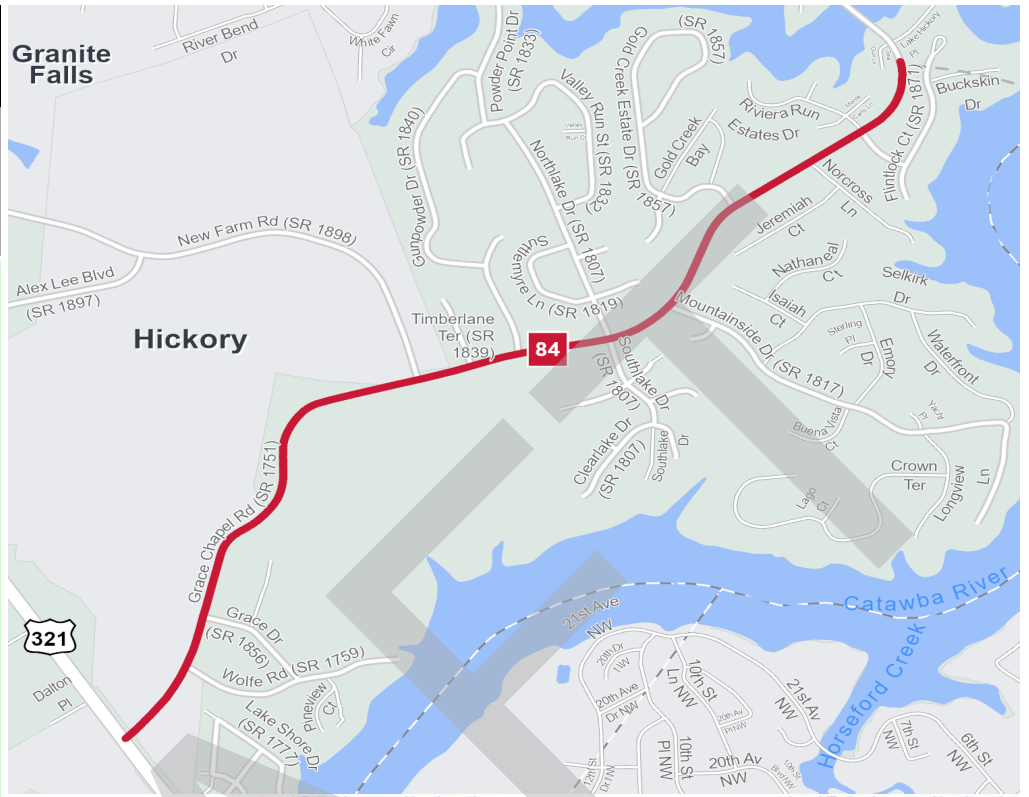
Improvement: Improve Existing

Identified Need

This facility has a mobility and connectivity need at NC 127 in Catawba County over the Catawba River.

Recommendation

Modernize from US 321 to northeast.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	04 H
Section Options	-
Length (miles)	2.20
Existing ROW (feet)	50-90
Safety Risk Score	33-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	4000-6800	6000-9000	6000-9000
Capacity (vpd)	10200-11700	10200-11700	13300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	> 2050

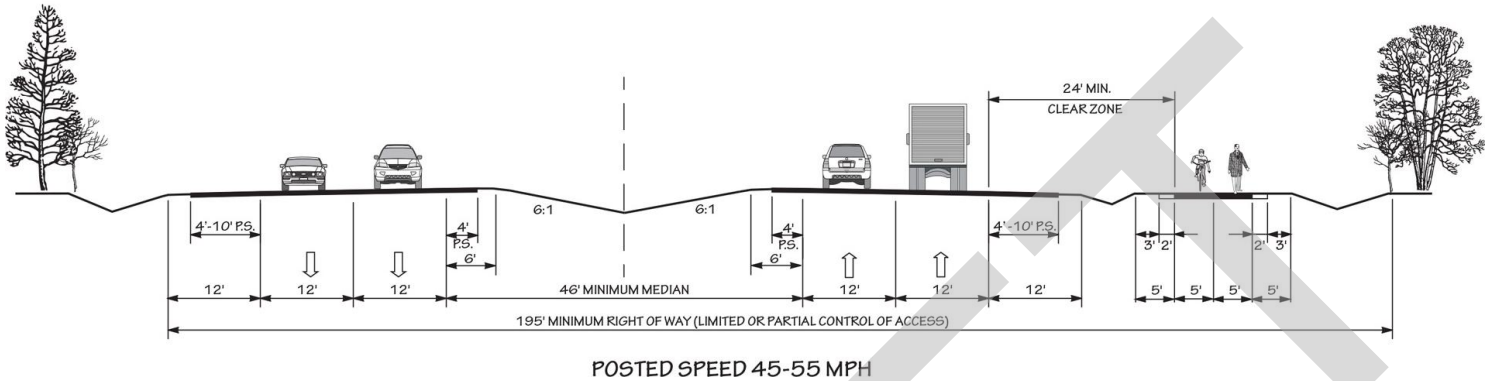


Typical Section Options:

None

TYPICAL SECTION No. 4H

4 LANE DIVIDED (46' DEPRESSED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



Project Overview

Project History

This project was identified in the 2050 Greater Hickory Metropolitan Transportation Plan update. This project is fiscally constrained. Multimodal accommodations are identified in the typical section. Sections of Abington Road are also identified in the Western Piedmont Regional Bicycle and Pedestrian Plan and should be considered in project development.

Project Vision

Grace Chapel Road is a 2-lane major thoroughfare 20-22 feet in width. Previous STIP Project R-3614 calls for improving the two existing lanes of Grace Chapel Road from US 321 (Hickory Boulevard) to a point east of Musket Dr (SR 1870) and to reserve an additional 2-lanes of right-of-way for a future multi-lane project. An additional route should be constructed on new location and to connect with NC 127 in Catawba County requiring a new bridge over the Catawba River.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area is residential, including lakefront/lakeview development.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 1% and 5% identify as Below Poverty Line
- 0% identify as Households with No Car

Dudley Shoals Road

US 321 to Burns Rd (SR 1749)

Local ID: CALD-HD-30-MTP

Purpose: Mobility

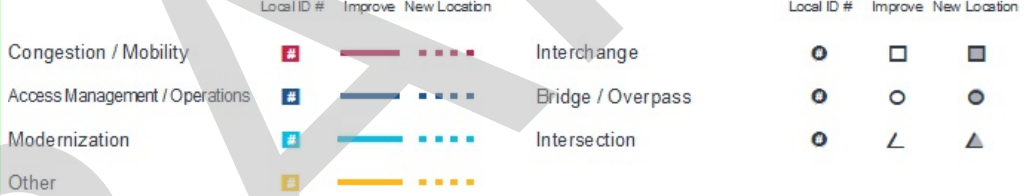
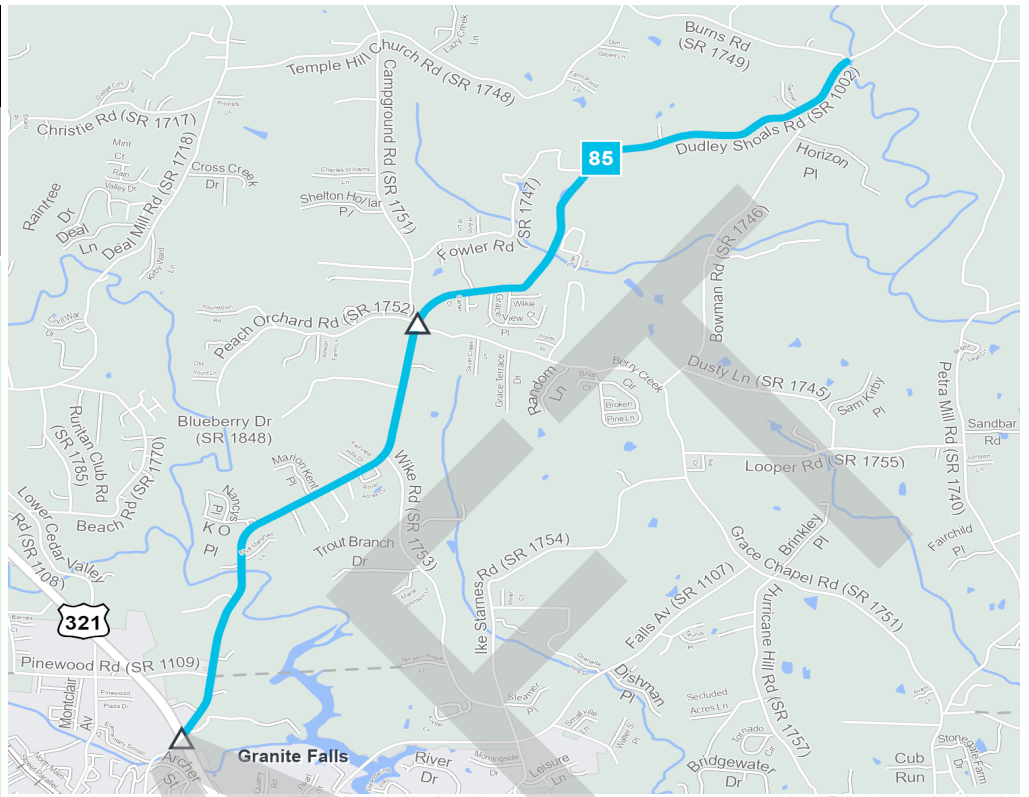
Improvement: Improve Existing

Identified Need

Dudley Shoals Road will be over capacity for future traffic volumes.

Recommendation

Modernize from US 321 to northeast.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	04A
Length (miles)	5.60
Existing ROW (feet)	
Safety Risk Score	44-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2900-6100	3400-7100	3400-7100
Capacity (vpd)	10200-12200	10200-12200	10400-13200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

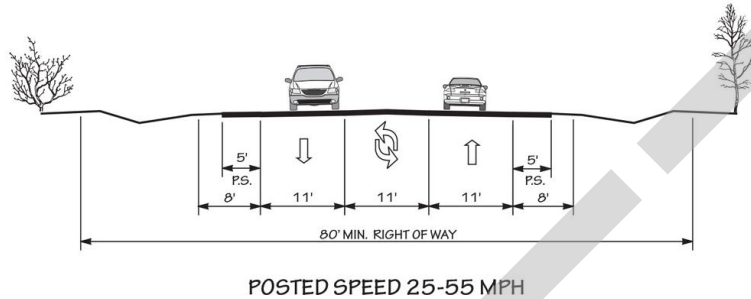


Typical Section Options:

TYPICAL SECTION No. 3A

04A

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



Project Overview

Project History

This project was identified in the 2050 Greater Hickory Metropolitan Transportation Plan update. This project is fiscally constrained. Multimodal accommodations are identified in the typical section. Sections of Abington Road are also identified in the Western Piedmont Regional Bicycle and Pedestrian Plan and should be considered in project development.

Project Vision

Dudley Shoals road is a primary artery in Eastern Caldwell County. This project increases roadway capacity to better accommodate future traffic volumes.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 13 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 7 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use along the Dudley Shoals road corridor is primarily low density residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US-321A STIP: U-6034

Pinewood Road (SR 1109) to Duke Street (SR 1106)

Local ID: CALD-HR-02-MTP

Purpose: Facility Deficiencies

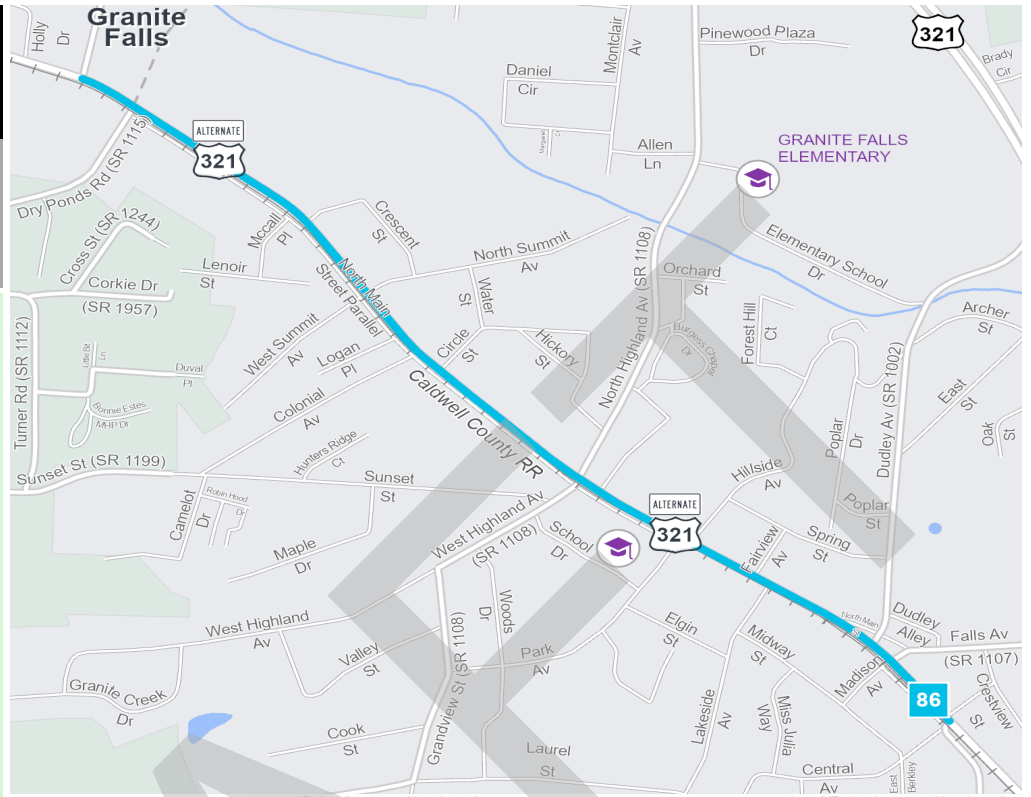
Improvement: Improve Existing

Identified Need

This facility has access and mobility needs between Pinewood Road (SR 1109) to Duke Street (SR 1106). See STIP project U-6034.

Recommendation

Pinewood Road (SR 1109) to Duke Street (SR 1106).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Length (miles)	1.30
Existing ROW (feet)	60
Safety Risk Score	67-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	2000-8700	4100-12400	4100-12400
Capacity (vpd)	11100	10600-11100	10600-11100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2037
Facility will be Over Capacity (>=100%)	2039

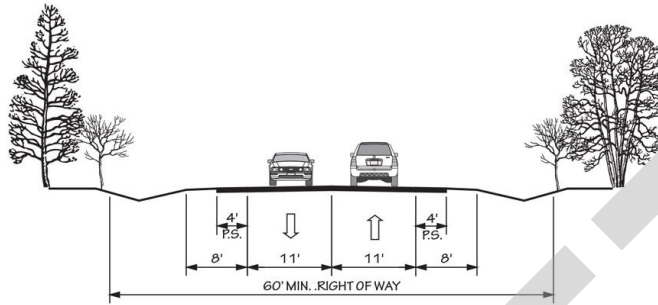


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

STIP project U-6034 upgrades roadway from Pinewood Road (SR 1109) to Duke Street (SR 1106). Right-of-way is programmed for 2022 and construction for 2024.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

US-321A from Pinewood Road to Duke Street serves the town of Granite Falls. Land use is mixed, with considerable residential along Sunset Street and W Highland Drive, education in the form of Granite Falls Middle School, and assorted retail and light industry.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 268

US 321 to Wilkes County Line

Local ID: CALD-HR-06-CTP

Purpose: Facility Deficiencies

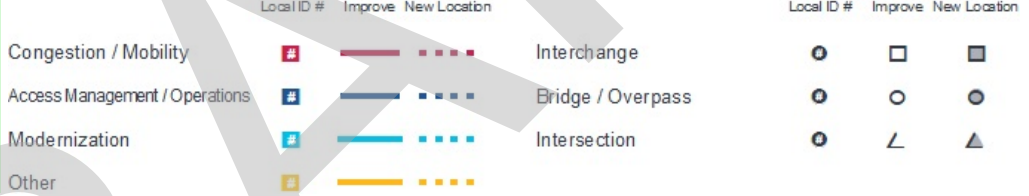
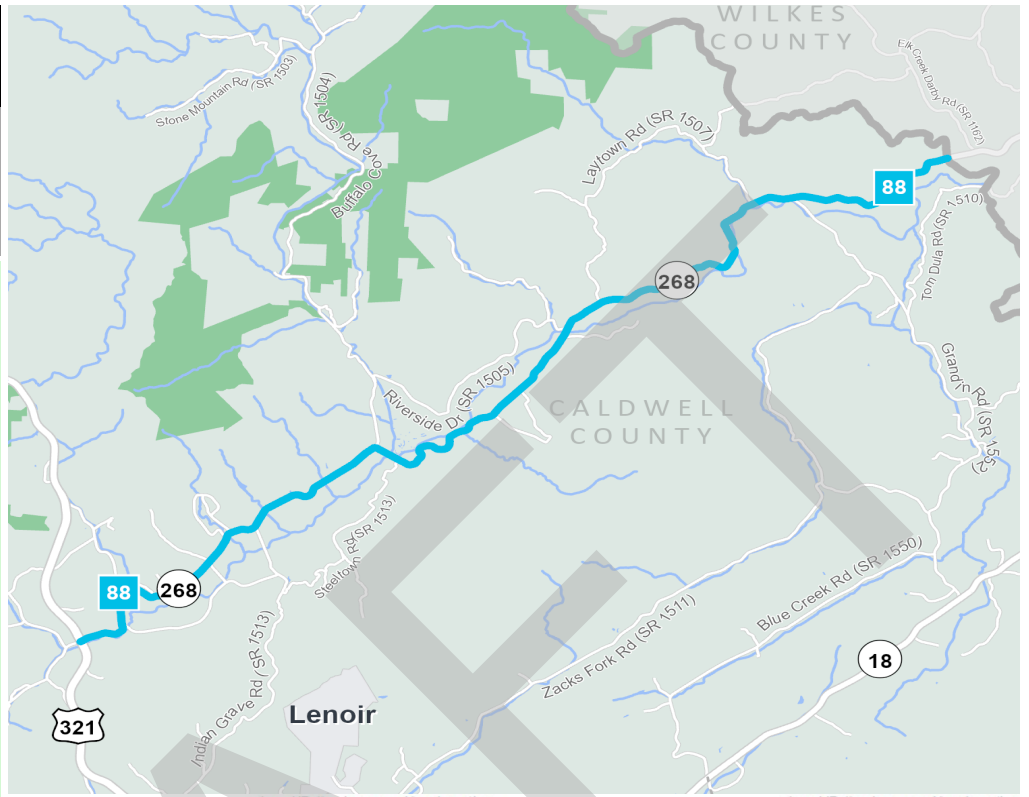
Improvement: Improve Existing

Identified Need

Substandard roadway from US 321 to Wilkes County Line and a need to improve safety.

Recommendation

Upgrade and modernize roadway from US 321 to Wilkes County Line to improve safety.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Length (miles)	13.00
Existing ROW (feet)	30-120
Safety Risk Score	44-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
<i>Facility Type</i>	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
<i>Travel Lanes</i>	2	2	2
<i>Volume (vpd)</i>	100-5100	100-5800	100-5800
<i>Capacity (vpd)</i>	11600-14600	11600-14600	11600-14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

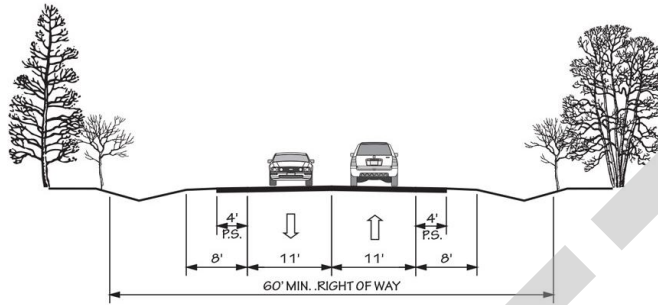


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Upgrade and modernize roadway from US 321 to Wilkes County Line to improve safety.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 25 Flood Hazard Area Feature(s)
- 6 Landscape Habitat Indicator Guild Feature(s)
- 10 Major River Feature(s)
- 8 Managed Area Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 17 Wetland Feature(s)
- 31 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 2 Protected Area Feature(s)
- 1 Regional Trail Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 1 Trout Stream Feature(s)

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 90

Setzers Gap Road (SR 1350) to Globe Mtn Road (SR 1368)

Local ID: CALD-HR-07-CTP

Purpose: Facility Deficiencies

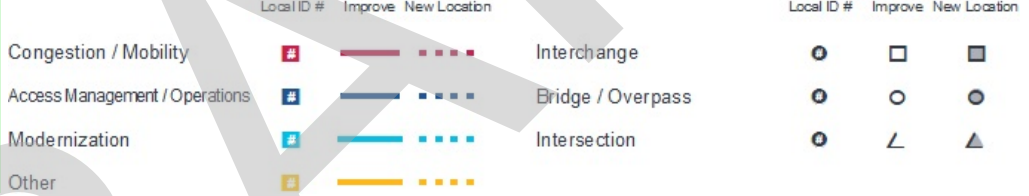
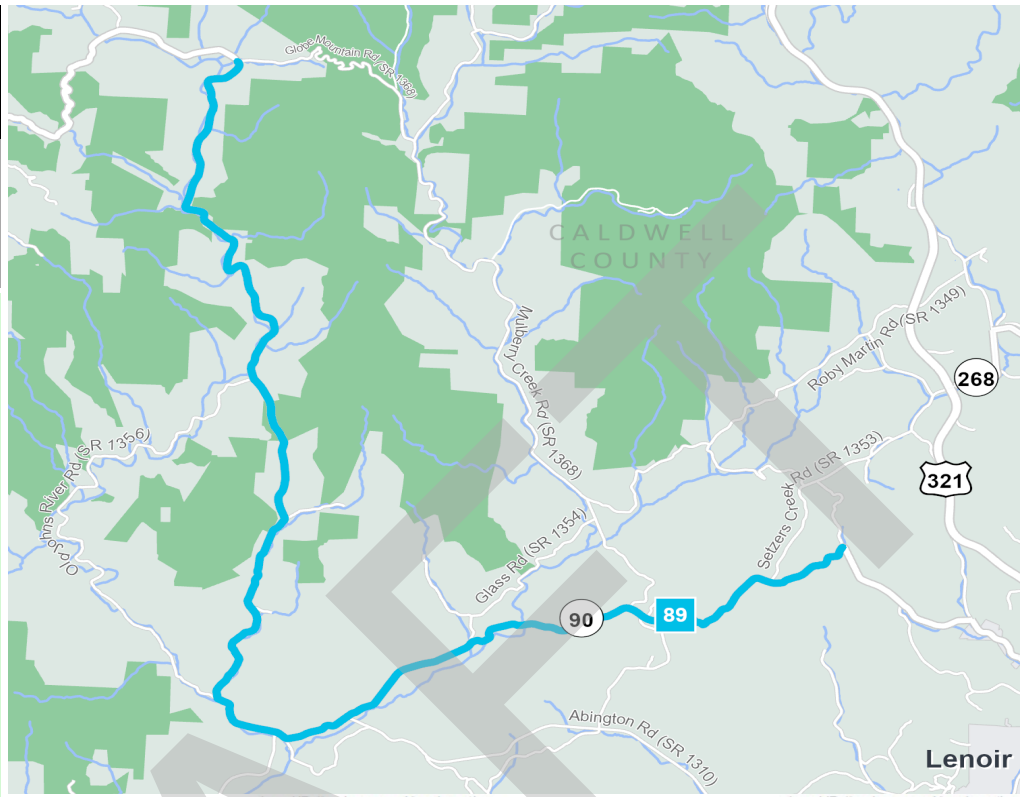
Improvement: Improve Existing

Identified Need

Substandard roadway from Setzers Gap Rd (SR 1350) to Globe Mountain Rd (SR 1368).

Recommendation

Modernize Roadway from Setzers Gap Rd (SR 1350) to Globe Mountain Rd (SR 1368).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	02 B
Section Options	-
Length (miles)	15.00
Existing ROW (feet)	60
Safety Risk Score	11-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	
Travel Lanes	2	2	2	
Volume (vpd)	300-2600	400-3100	400-3100	
Capacity (vpd)	11600-14600	11600-14600	12300-14600	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

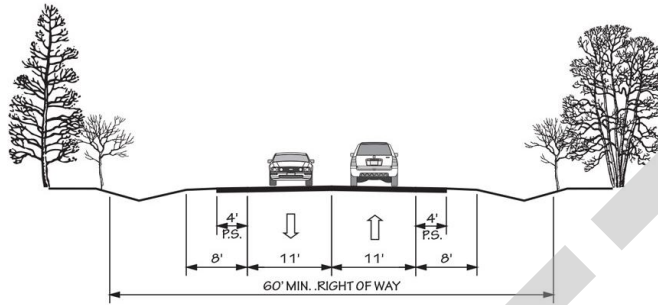


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Modernize Roadway from Setzers Gap Rd (SR 1350) to Globe Mountain Rd (SR 1368).

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 97 Flood Hazard Area Feature(s)
- 2 Gameland Feature(s)
- 6 Landscape Habitat Indicator Guild Feature(s)
- 2 Landslide Slope Movement Outline Feature(s)
- 9 Major River Feature(s)
- 1 Managed Area Feature(s)
- 8 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 24 Wetland Feature(s)
- 41 River And Stream Feature(s)
- 3 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 5 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 3 Trout Stream Feature(s)

Relation to Land Use

Within the MPO area, land use within this project area is residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 64/NC-18 Access Management

US 321 to US 64/Taylorville Rd

Local ID: CALD-HR-12-MTP

Purpose: Access

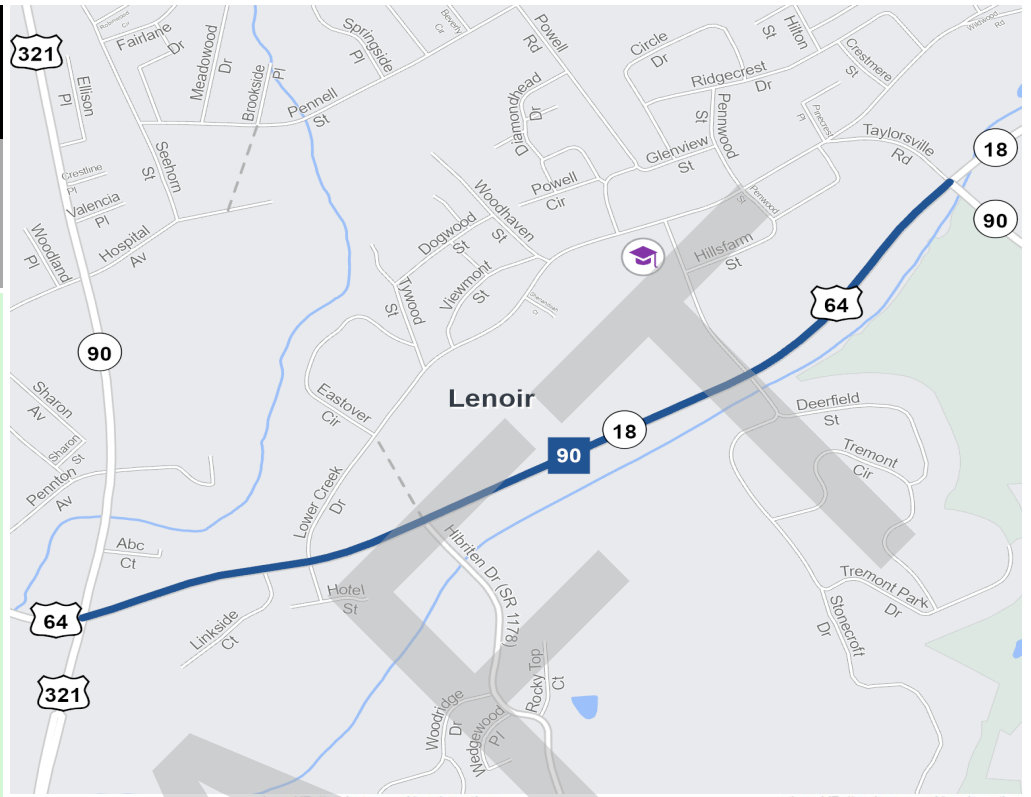
Improvement: Improve Existing

Identified Need

This facility has an access management need at between US-321 to Taylorville Road.

Recommendation

From US-321 to Taylorville Road. Construct access management improvements.



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	05 A
Section Options	-
Length (miles)	1.40
Existing ROW (feet)	150
Safety Risk Score	33-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Boulevard	Boulevard	Boulevard	
Travel Lanes	4	4	4	
Volume (vpd)	18100-25400	21700-31400	21700-31400	
Capacity (vpd)	24300-28100	24300-28100	24300-28100	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2034

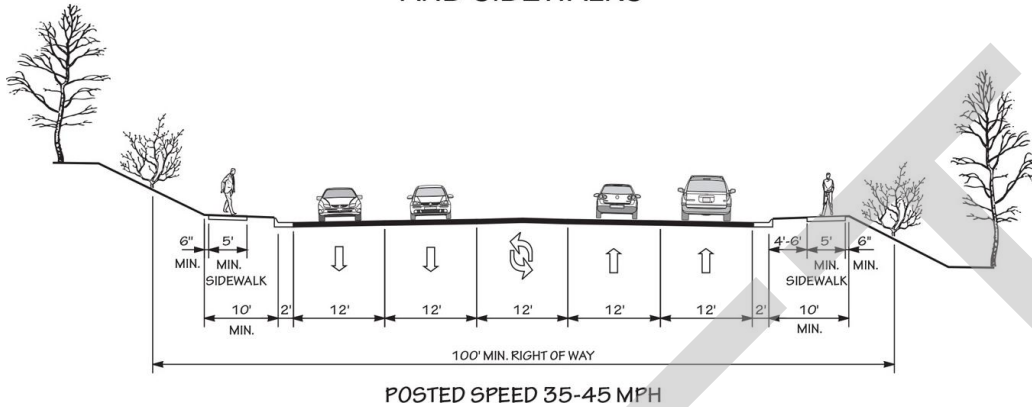


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

From US-321 to Taylorsville Road. Construct access management improvements

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Flood Hazard Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use is primarily commercial throughout the project area (B-2 General Business).

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

US-321 STIP: U-4700B

US 321A in Granite Falls to Mission Road (SR 1108)

Local ID: CALD-HS-05-MTP

Purpose: Congestion

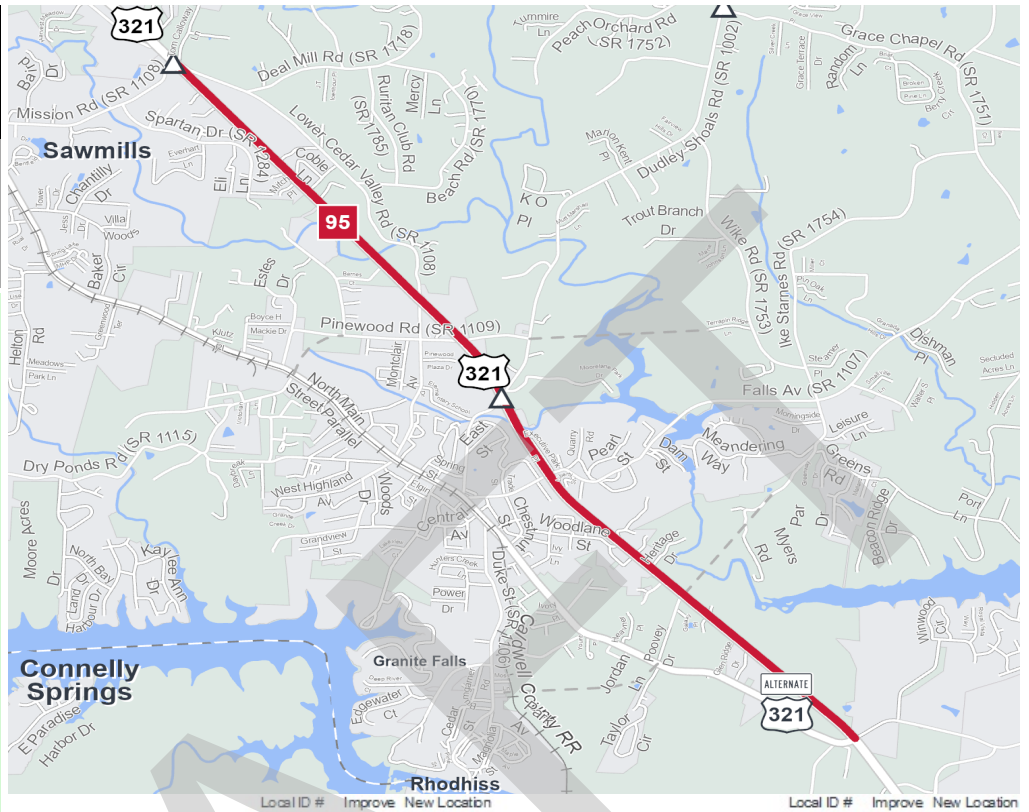
Improvement: Widening

Identified Need

At US 321, the daily traffic volume was over capacity by 2020.

Recommendation

Widen/Superstreet from US 321-A in Granite Falls to Mission Road (SR 1108).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Expressway
Typical Section	06 A
Section Options	06 G
Length (miles)	9.30
Existing ROW (feet)	90-180
Safety Risk Score	44

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Expressway
Travel Lanes	2	2	6
Volume (vpd)	31500-36000	45800-49500	45800-49500
Capacity (vpd)	22200-28000	22200-28000	60600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

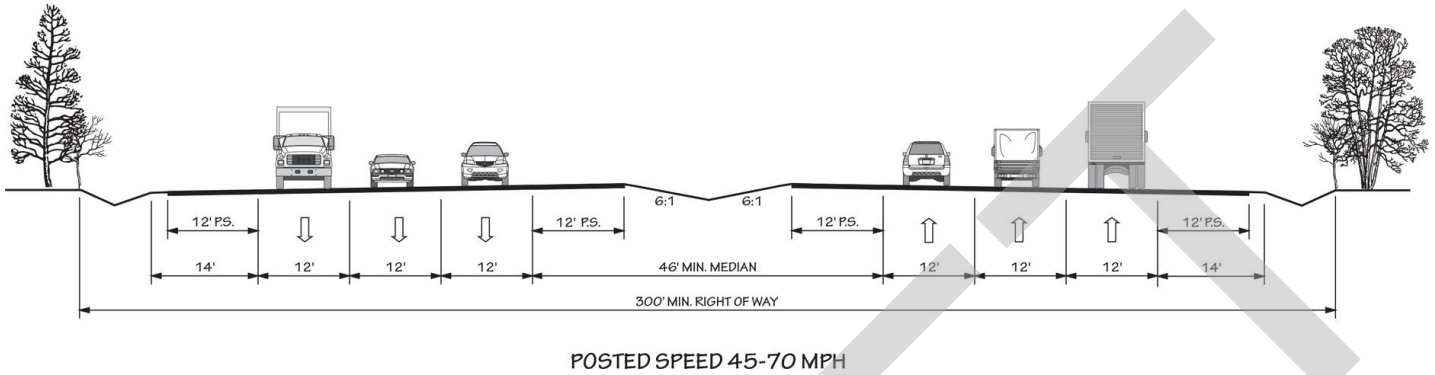


Typical Section Options:

TYPICAL SECTION No. 6A

06 G

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

This highway is a major north-south facility serving the Western Piedmont area of North Carolina. It connects the Charlotte/Gastonia urban area to the major furniture and textile industrial area of Hickory/Lenoir and to the tourist areas of Blowing Rock and the Blue Ridge Parkway before it crosses into Tennessee. In the Greater Hickory MPO, US 321 provides a critical connection between the Hickory urban area and other towns in Caldwell County such as Lenoir, Hudson, Sawmills and Granite Falls. In certain sections of this highway, the daily traffic volume was over capacity by 2020. Other sections will be over capacity by 2030 and 2040. Currently, the portion of US 321 from US 70 in Catawba County to US 64/NC 18 in Lenoir is programmed in the TIP for improvements and widening. It is listed as Project U-4700 (A, B & C;). It also includes B-4450 which is the widening of the bridge over the Catawba River to 6-lanes.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Managed Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)

- 1 Natural Heritage Natural Area Feature(s)
- 6 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

US 321 from Granite Falls to Mission Road is currently mostly Highway Business, with additional Residential-Agricultural to the south. Residential land use nearing the Highway Business district is accessed via cross street.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

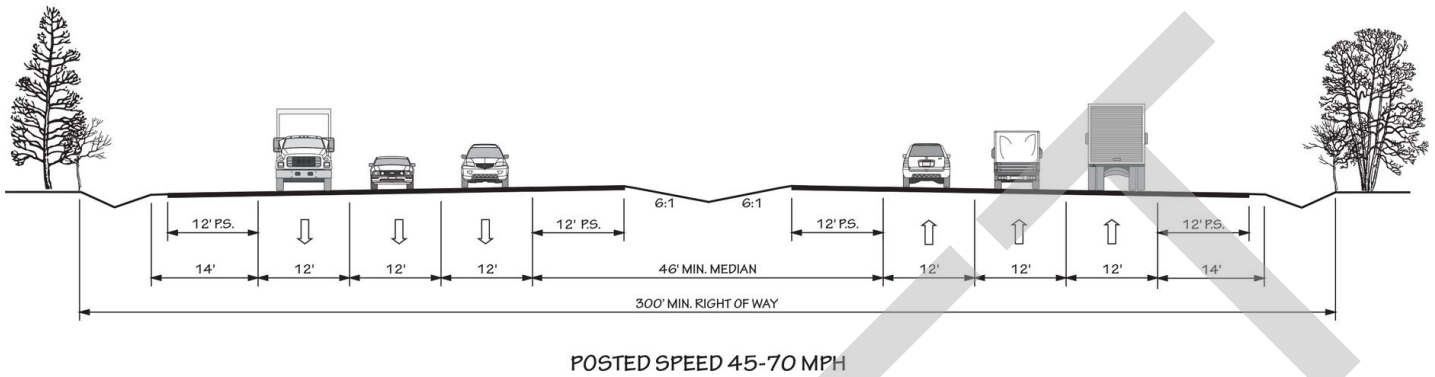
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

TYPICAL SECTION No. 6A

06 G

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US-321 STIP: U-4700C

Mission Road (SR 1108) to Southwest Blvd (SR 1933)

Local ID: CALD-HS-06-MTP

Purpose: Congestion

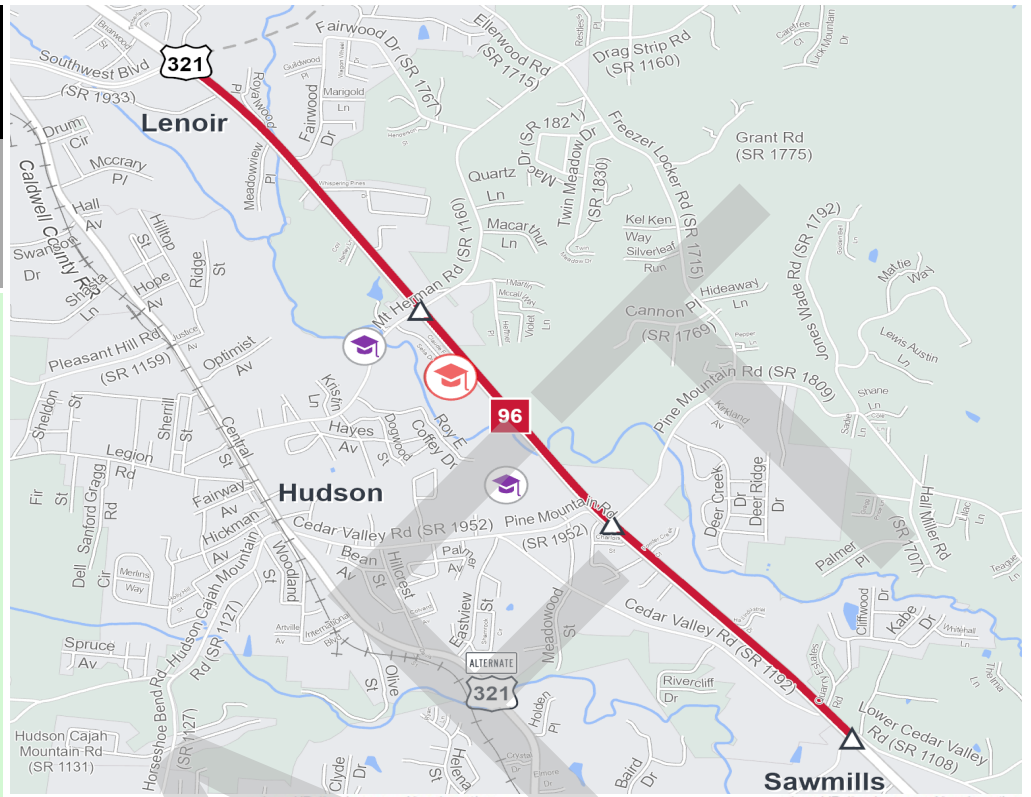
Improvement: Widening

Identified Need

At US 321, the daily traffic volume was over capacity by 2020.

Recommendation

Widen/Superstreet from Mission Road (SR 1108) to Southwest Blvd (SR 1933).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Expressway
Typical Section	06 A
Section Options	06 G
Length (miles)	6.90
Existing ROW (feet)	90-260
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Expressway
Travel Lanes	4	4	6
Volume (vpd)	29500-31500	38900-40600	38900-40600
Capacity (vpd)	22200-28000	22200-28000	60600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

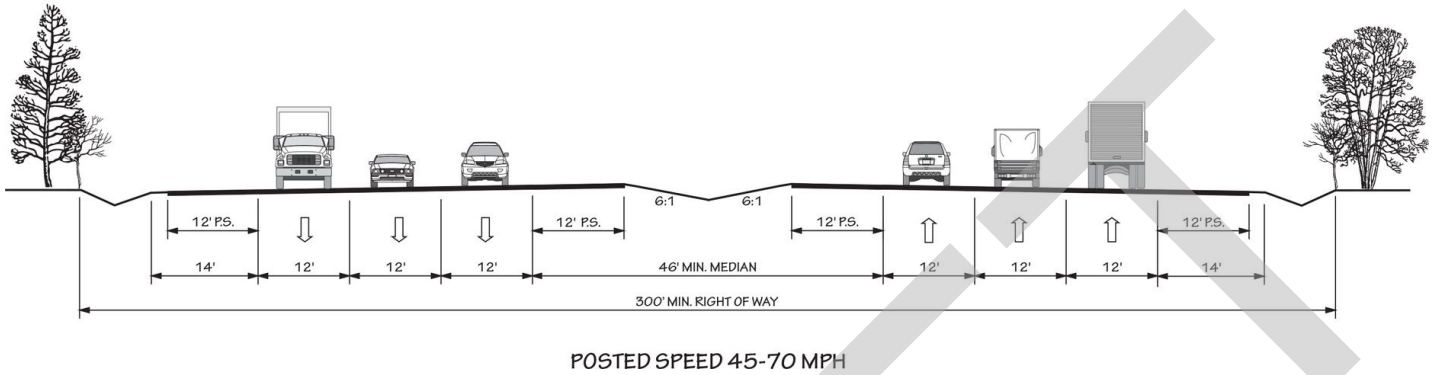


Typical Section Options:

TYPICAL SECTION No. 6A

06 G

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This highway is a major north-south facility serving the Western Piedmont area of North Carolina. It connects the Charlotte/Gastonia urban area to the major furniture and textile industrial area of Hickory/Lenoir and to the tourist areas of Blowing Rock and the Blue Ridge Parkway before it crosses into Tennessee. In the Greater Hickory MPO, US 321 provides a critical connection between the Hickory urban area and other towns in Caldwell County such as Lenoir, Hudson, Sawmills and Granite Falls. In certain sections of this highway, the daily traffic volume was over capacity by 2020. Other sections will be over capacity by 2030 and 2040. Currently, the portion of US 321 from US 70 in Catawba County to US 64/NC 18 in Lenoir is programmed in the TIP for improvements and widening. It is listed as Project U-4700 (A, B & C;). It also includes B-4450 which is the widening of the bridge over the Catawba River to 6-lanes.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 27 Flood Hazard Area Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)

- 5 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

US 321 from Mission Road to Southwest Boulevard: Current land use is predominantly Highway Business, with some industrial and high density residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

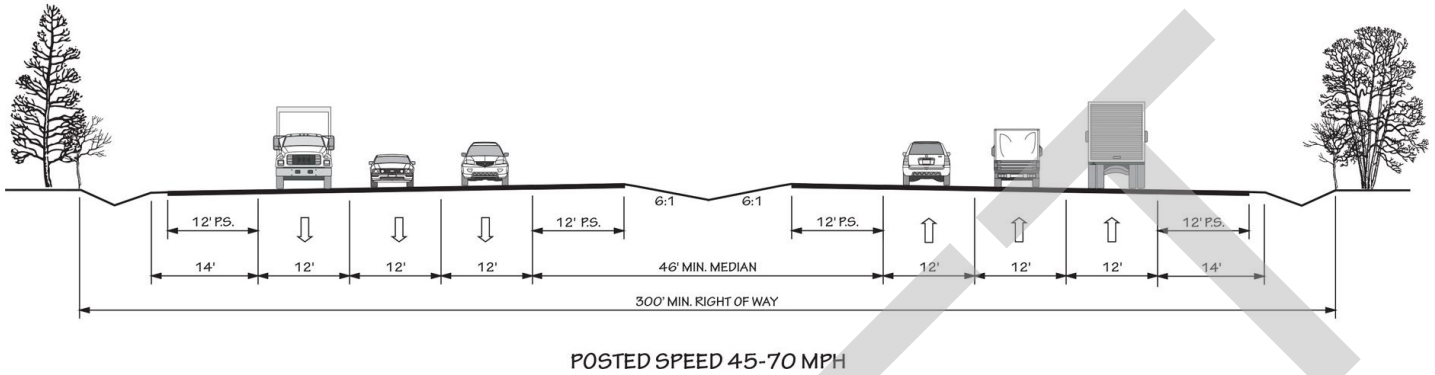
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

TYPICAL SECTION No. 6A

06 G

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**17th Street NW Connector STIP:
HL-0004**

9th Ave NW to Clement Blvd NW (SR 1371)

Local ID: CATA-HD-01-MTP

Purpose: **Mobility**

Improvement: **New Location**

Identified Need

This facility needs connectivity for local residents to US 321 between Clement Boulevard and US 70. Bicycle and Pedestrian accommodations need to align with the Hickory By Choice 2030 complete streets vision.

Recommendation

Construct 2-lane connector from 9th Ave NW to Clement Blvd NW.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 M
Section Options	02 O
Length (miles)	0.17
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	2300	2300
Capacity (vpd)	-	-	-	9700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

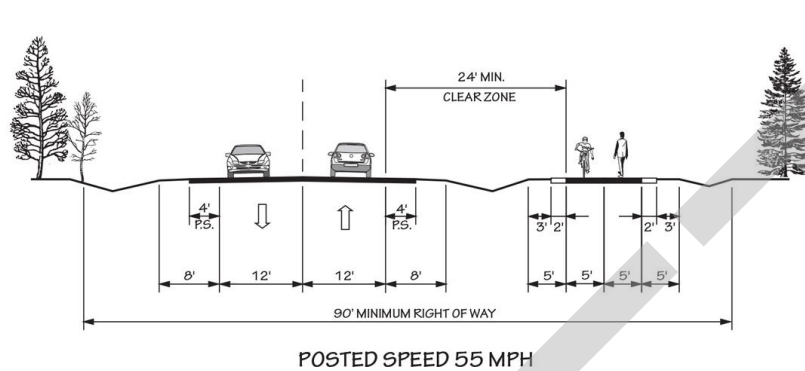


Typical Section Options:

TYPICAL SECTION No. 2M

02 O

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained. 17th Street NW is a collector that runs parallel to US 321 and serves both residential and industrial development. This project includes a multi-use path.

Multimodal Considerations

Multimodal options are found within the typical section.

Project Vision

Extending this connection to Clement Boulevard NW provides local residents an alternative route to US 321 between Clement Boulevard and US 70. Bicycle and Pedestrian accommodations align with the Hickory By Choice 2030 complete streets vision.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Corning Cable Systems, The Rosemyr Corporation, and Signature Holdings are among industrial and residential uses in the project area.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

17th St NW

2nd Ave NW (SR 1308) to 9th Ave NW

Local ID: CATA-HD-05-MTP

Purpose: Facility Deficiencies

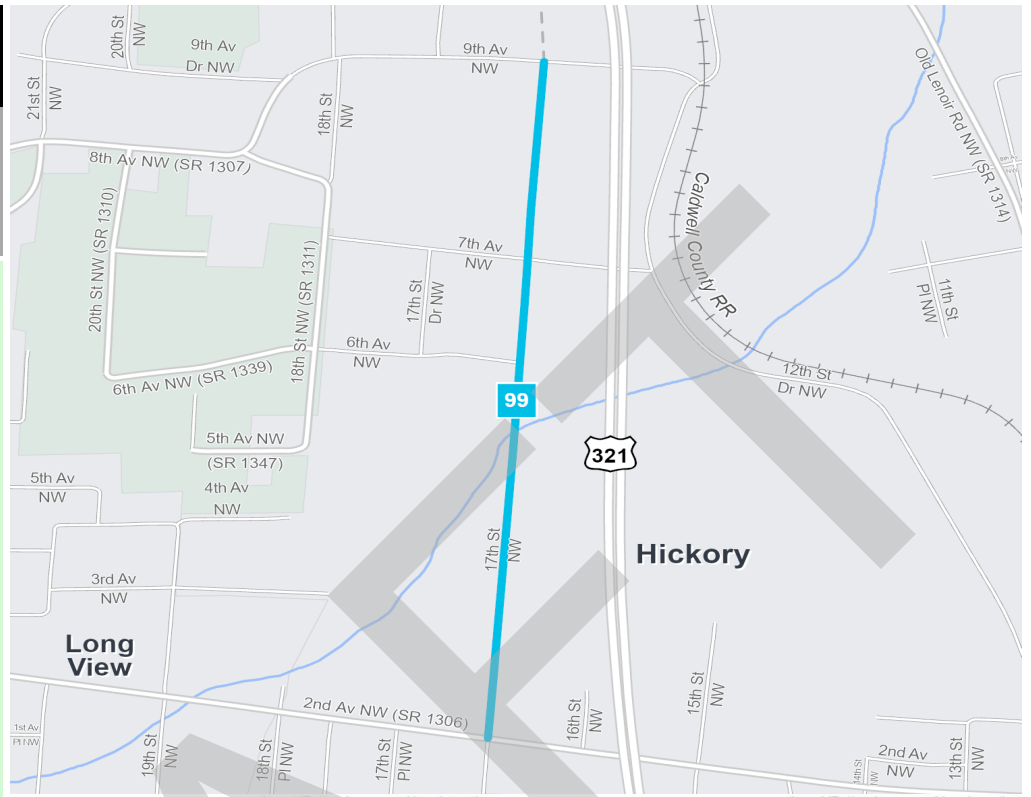
Improvement: Improve Existing

Identified Need

This facility has a congestion need from 2nd Avenue NW to 9th Avenue NW.

Recommendation

Widen 17th St NW adding turn lanes.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	02 E
Length (miles)	0.67
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	2100-3400	2100-4500	2100-4500	2100-4500
Capacity (vpd)	10000-10200	10000-10200	10900-11100	10900-11100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

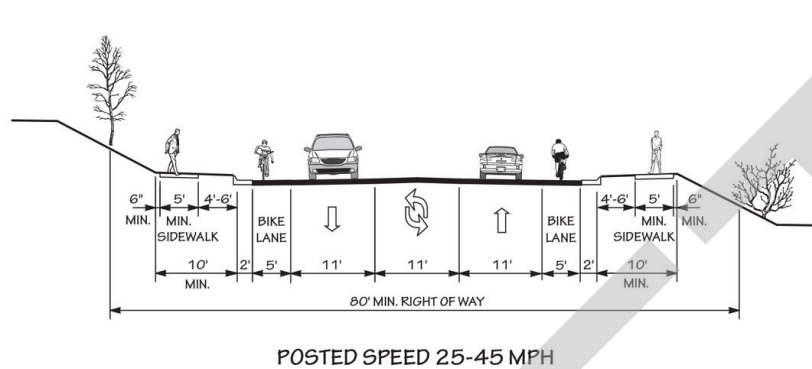


Typical Section Options:

TYPICAL SECTION No. 3C

02 E

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

This project recommends multimodal accommodations including bicycle lanes.

Project Vision

Widen for turn lanes and bicycle lanes from 2nd Avenue NW to 9th Avenue NW. Bicycle and Pedestrian accommodations align with the Hickory By Choice 2030 complete streets vision.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in the project area is mixed, with notable commercial and industrial presence along nearby US-321, and residential along nearby 6th Ave NW and 17th St NW. The Appalachian State University Hickory Campus is also within the extent of the project.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

17th St SW

US 70 to 2nd Ave NW (SR 1306)

Local ID: CATA-HD-06-MTP

Purpose: Facility Deficiencies

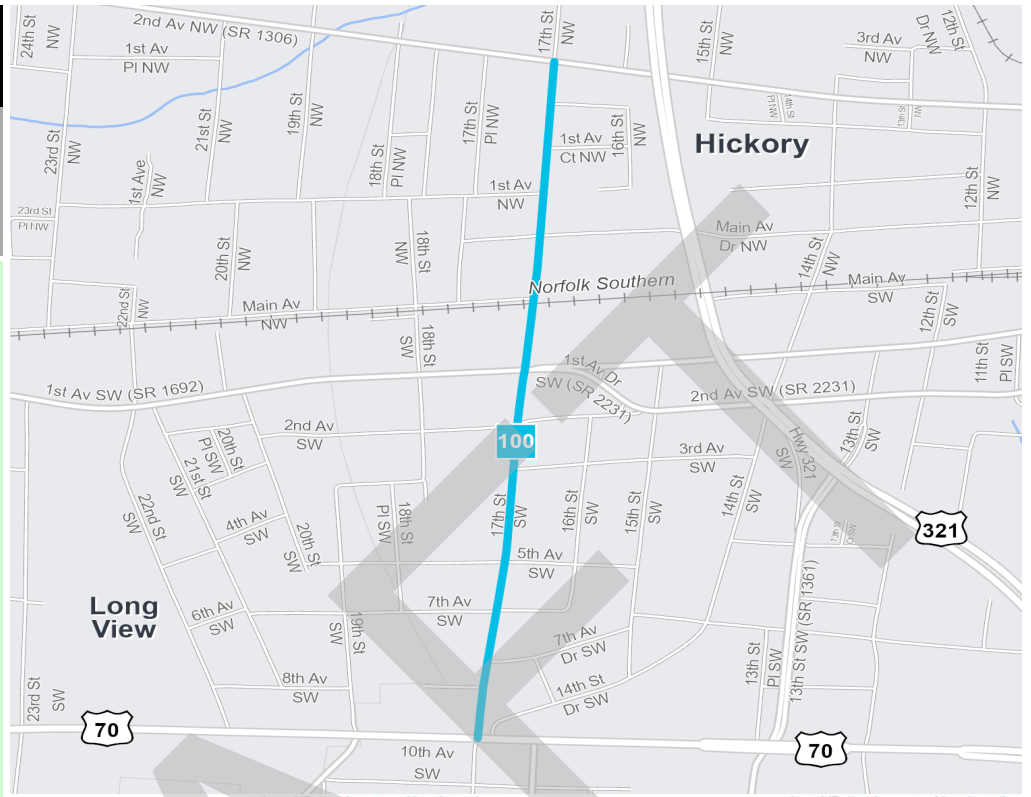
Improvement: Widening

Identified Need

This facility has congestion and access needs from US 70 to 2nd Avenue NW (SR 1306).

Recommendation

Widen to 3-lane from US 70 to 2nd Avenue NW (SR 1306).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	-
Length (miles)	0.88
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	1200-3100	1200-3700	1200-3700	
Capacity (vpd)	10200	10200	11500	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

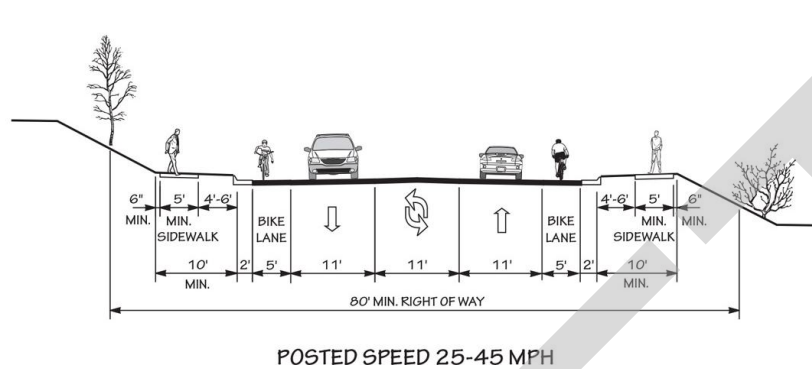


Typical Section Options:

None

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Widen to 3-lane facility and add bicycle lanes from US 70 to 2nd Avenue NW (SR 1306). Bicycle and Pedestrian accommodations align with the Hickory By Choice 2030 complete streets vision.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Area Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in the project area is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

Fairgrove Church Road

I 40 to Tate Boulevard (SR 1692)

Local ID: CATA-HD-07-MTP

Purpose: Congestion

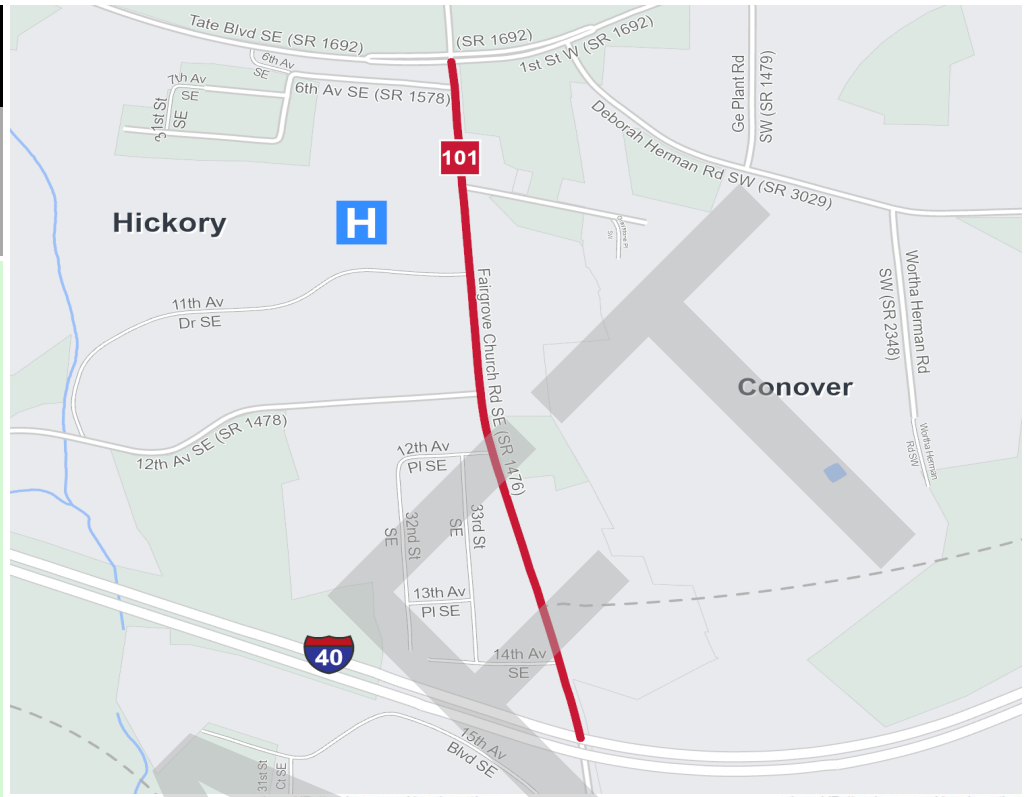
Improvement: Widening

Identified Need

This facility has a congestion need between US 70 and Highland Avenue NE and is currently near/ over capacity from I-40 to Tate Boulevard.

Recommendation

Widen Fairgrove Church Rd (SR 1476) from I-40 to Tate Boulevard to a 4-lane divided roadway.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	0.97
Existing ROW (feet)	60-120
Safety Risk Score	78-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	12000-13900	13700-15900	13700-15900
Capacity (vpd)	11500	11500	27200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

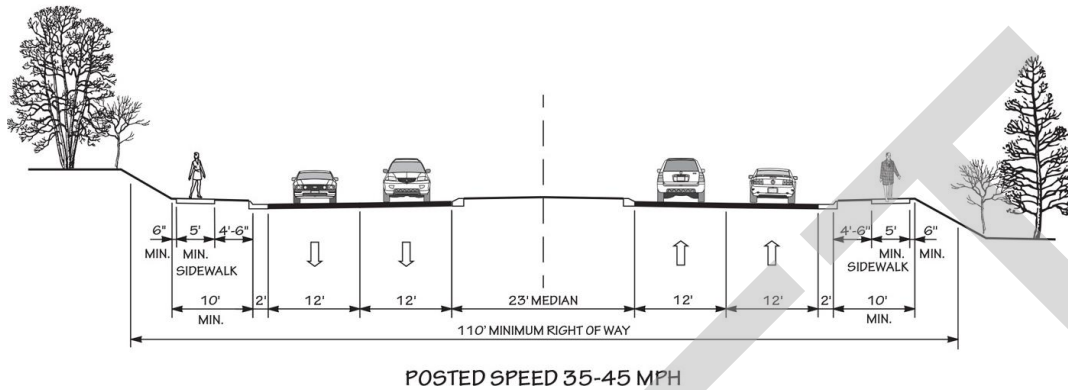


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Widen to a 4-lane divided facility from I-40 to Tate Boulevard. This major north-south facility currently connects US 70 and Highland Avenue NE and is currently near to over capacity.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Area Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Land use in this project area is primarily general business. There are large numbers of commercial driveways along this facility, impacting corridor mobility. Hickory By Choice 2030 identifies the southern portion of Fairgrove Church Road as a location for potential industrial development.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Lap Road

Rock Barn Rd (SR 1709) to NC 16.

Local ID: CATA-HD-08-MTP

Purpose: **Mobility**

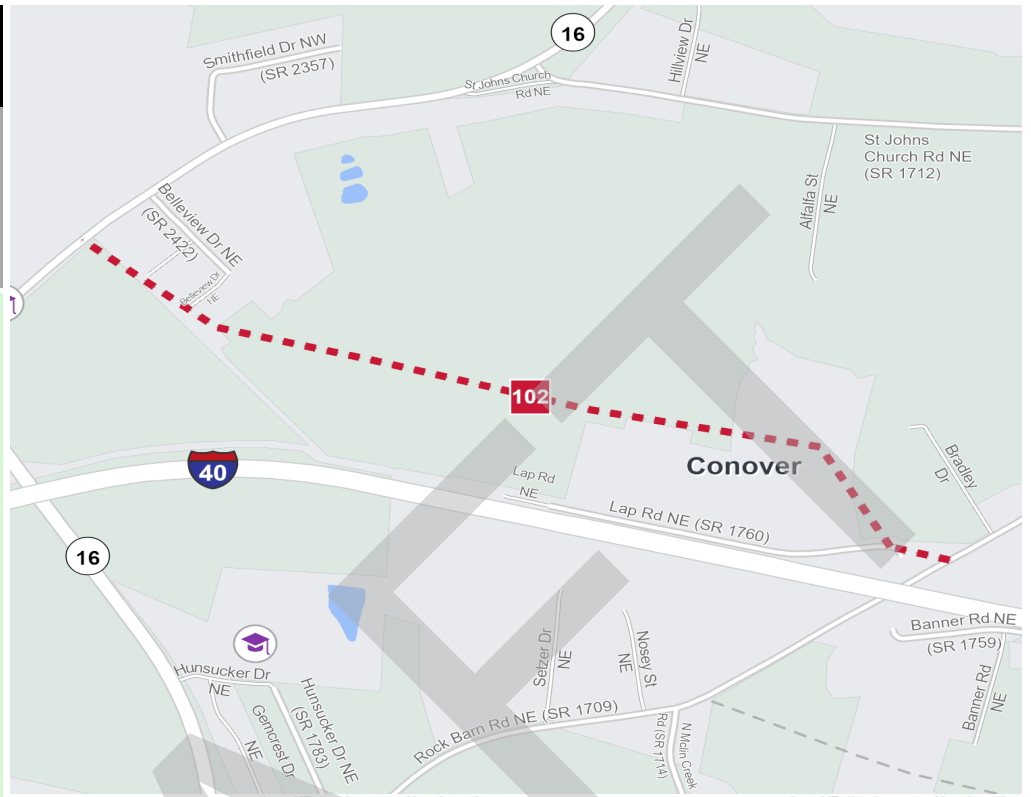
Improvement: **New Location (part on existing)**

Identified Need

This facility has access and connectivity and needs from Rock Barn Road (SR 1709) to NC 16.

Recommendation

Improve and extend Lap Road from Rock Barn Road to NC 16.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 C
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900

Capacity Data: Year

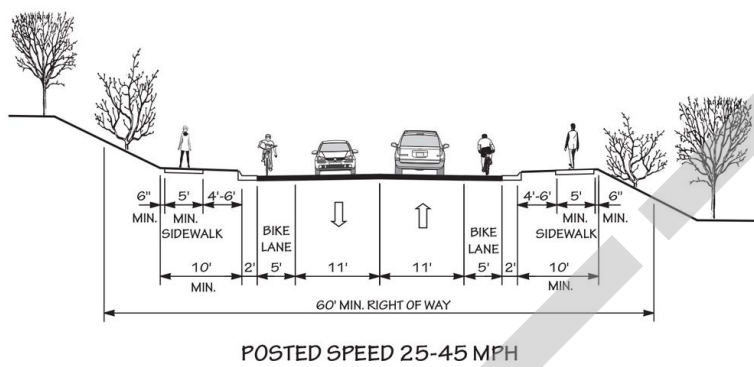
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:

TYPICAL SECTION No. 2E

02 C
2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Lap Road already provides access to industrial property near I-40 and with the extension from Rock Barn Road (SR 1709) to NC 16 can create a parallel access road with I-40 that can serve additional commercial property and create a connector that can remove traffic from I-40.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Beginning at Rock Barn Road, the project intersects through a small area classified as Highway Business (B-2) before entering a Residential District (R-20). Looking West, the project then enters areas classified as Neighborhood Residential (NR) and Mixed Use (MX) as it

approaches NC-16. The zoning district for this project is Conover.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

**29th Ave Dr NE (SR 1402/1404)
STIP: U-2307B**

Springs Rd (SR 1453) to NC 127

Local ID: CATA-HD-09-MTP

Purpose: Congestion

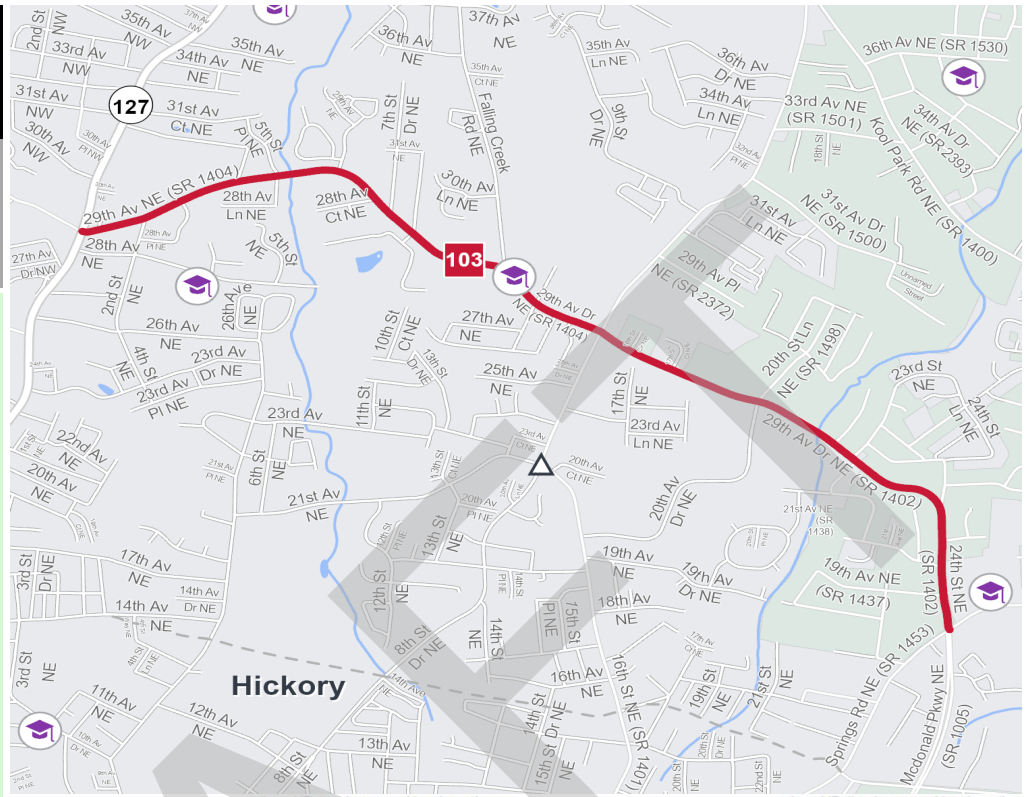
Improvement: Widening

Identified Need

This facility has access and mobility needs in northern Hickory and the industrial area

Recommendation

Springs Rd (SR 1453) to NC 127.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	3.20
Existing ROW (feet)	60-140
Safety Risk Score	78-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Boulevard	Boulevard
Travel Lanes	3	4	4
Volume (vpd)	3100-15500	3400-15500	3400-15500
Capacity (vpd)	10200-11700	38100	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

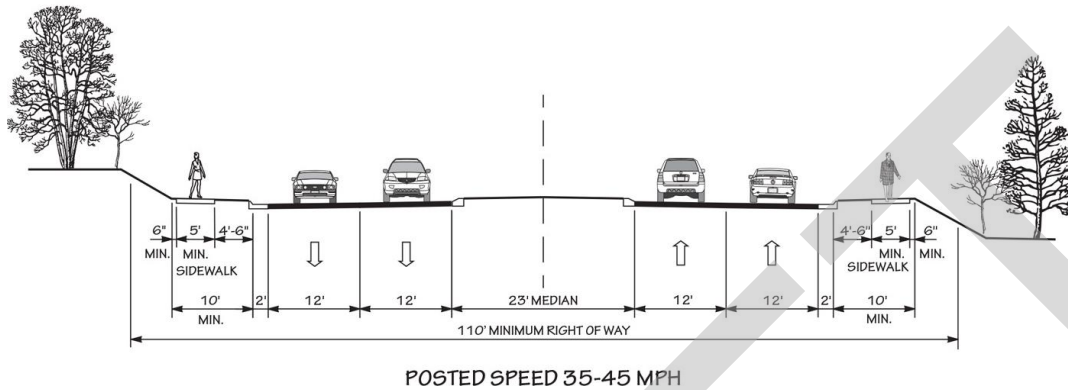


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project is a portion of the overall McDonald Parkway (SR 1005), or Eastside Thoroughfare project. The City of Hickory prefers a 4-lane divided boulevard crosssection. If the City's preference is to be constructed, a special typical section with a narrower lane and median will need to be designed for the 29th Avenue NE, 29th Avenue Drive NE portion (NC 127 to Springs Road (SR 1453)). In addition to relieving the traffic from the downtown Hickory, this facility will also improve home-to-work travel between the major residential area in northern Hickory and the industrial area around Highland Avenue/Tate Boulevard and the commercial area along US 70.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 12 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 4 River And Stream Feature(s)

- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

29th ave drive NE is a primary artery identified in Hickory. It serves mostly neighborhood mixed use development. These include commercial establishments like grocery stores, pharmacies, etc.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

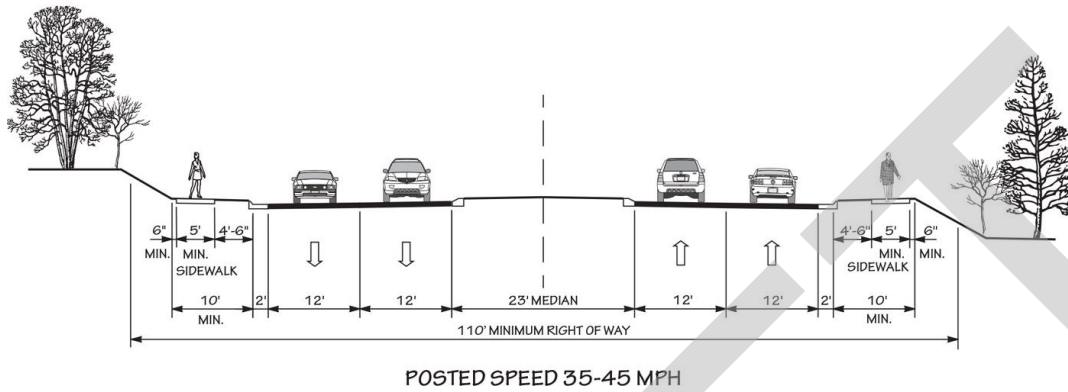
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race

Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Newton Conover Loop Southern Portion STIP: U-3450

NC 10 to NC 16

Local ID: CATA-HD-10-MTP

Purpose: Mobility

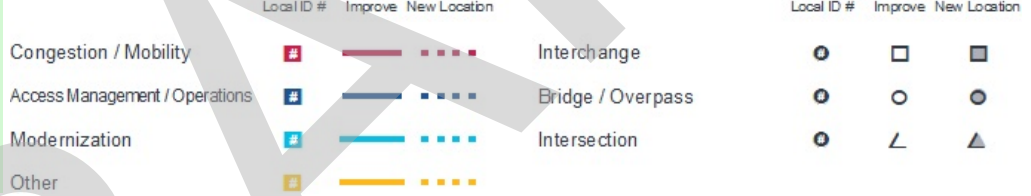
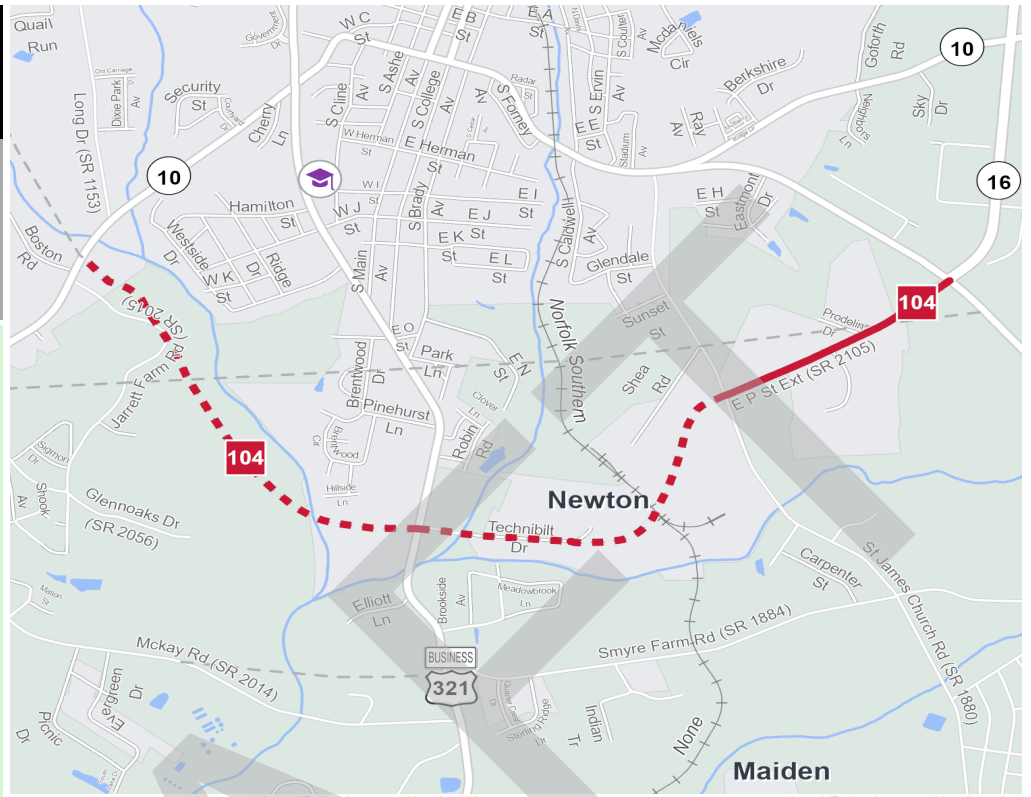
Improvement: New Location (part on existing)

Identified Need

This area has a connectivity and congestion need that serves south of Newton and the existing NC 10 primary route through Newton.

Recommendation

Construct multi-lane facility from NC 10 southwest of Newton to NC 16 via "P" St (SR 2105). Portion on new location.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	3.60
Existing ROW (feet)	45-90
Safety Risk Score	56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	3000-4400	4500-5000	4500-5000
Capacity (vpd)	10200	10200	27200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	14500-20400	14500-20400
Capacity (vpd)	-	-	36800-41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

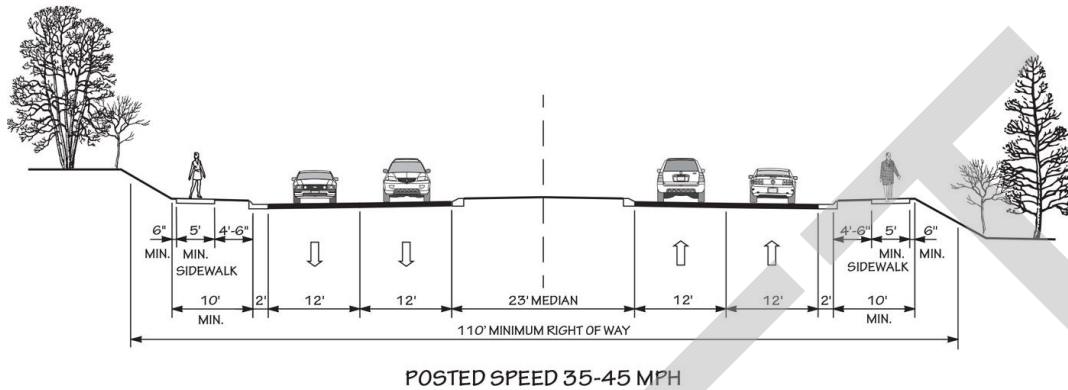


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

STIP project U-3450 creates a new loop to the south of Newton. Existing NC 10 is a primary route through Newton.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 21 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 6 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

The Southern Portion of the Newton Conover Loop consists of areas primarily classified as residential (R-20). The area in which the project is planned to meet with NC

16 contains several lots classified as general and exclusive manufacturing (M-1, EM-1) and highway business districts (B-2) within Newton's city and ETJ limits.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

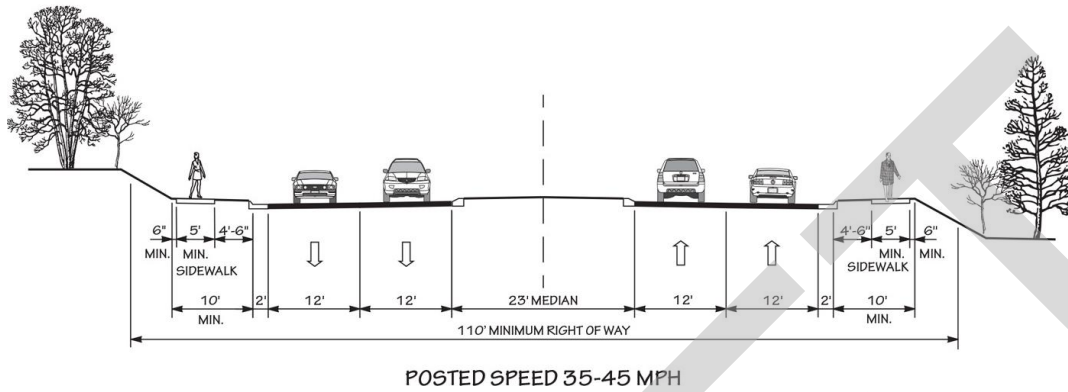
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line

Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- Between 15% and 20% identify as Households with No Car

Punch Loop Road and Extension East

County Home Rd (SR 1484) to Fairgrove Church Rd (SR 1476)

Local ID: CATA-HD-11-MTP

Purpose: Congestion

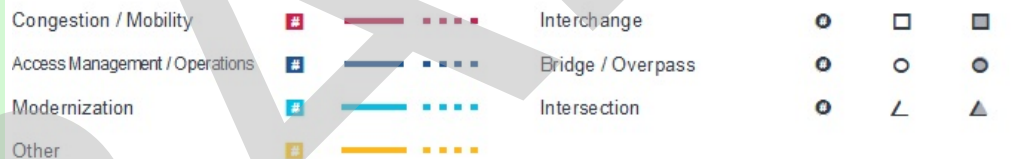
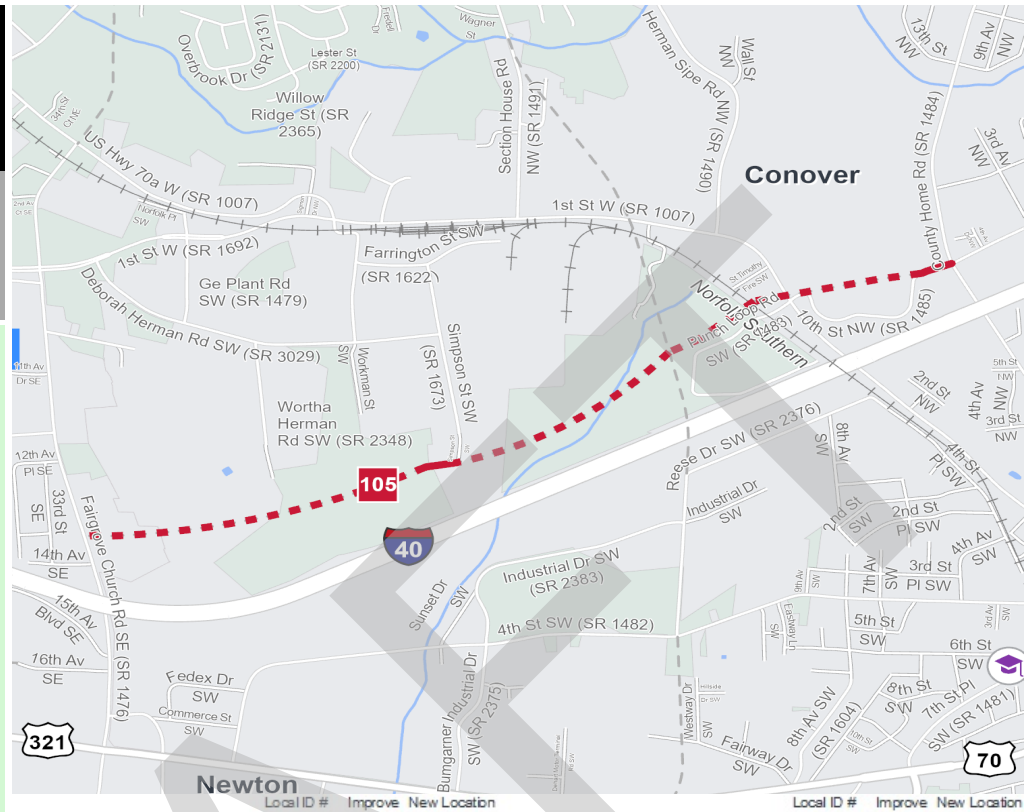
Improvement: New Location

Identified Need

This facility has a congestion and connectivity need from County Home Rd to Fairgrove Church Rd and to 10th St PI W (SR 1485).

Recommendation

Construct 2-lane facility on new location (from County Home Rd to Fairgrove Church Rd) and upgrade 10th St PI W (SR 1485).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	02 C
Section Options	-
Length (miles)	2.40
Existing ROW (feet)	100
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	18900

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

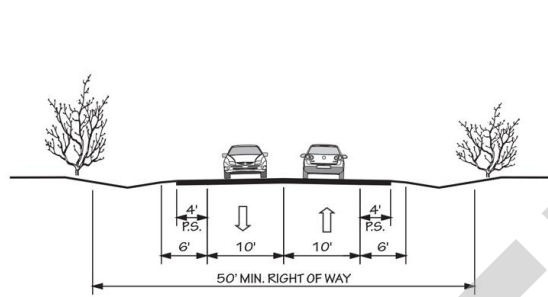


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project accommodates congestion and improves connectivity.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use is the project area is extensive industrial in the form of Arhaus furniture.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Startown Road (SR 1005) STIP: R-5113

US 70 to NC 10

Local ID: CATA-HD-12-MTP

Purpose: Congestion

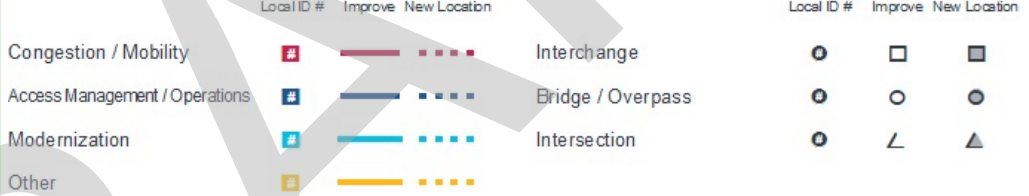
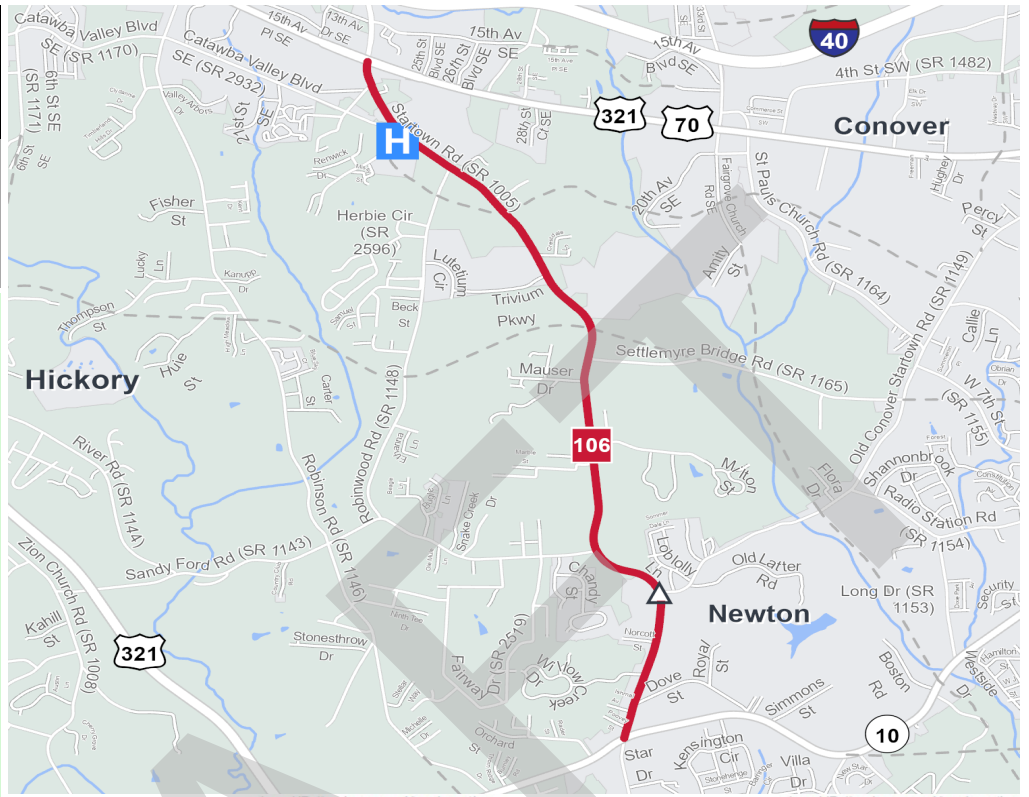
Improvement: Widening

Identified Need

This facility has a congestion and safety need due to projected traffic volumes from US-70 to NC-10.

Recommendation

Widen 2-lane facility from US-70 to NC-10.



Proposal At A Glance | **Proposal Data:** 2019 Base Year | 2050 Future Year

Highway Class	Congestion & Mobility	Improved Route		
		Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Minor Thoroughfare	Boulevard	Boulevard
Typical Section	04 B	2	4	4
Section Options	-	6900-14000	8900-16200	8900-16200
Length (miles)	4.60	10200-11700	28100-38100	28100-38100
Existing ROW (feet)	60-160			
Safety Risk Score	56-89			

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

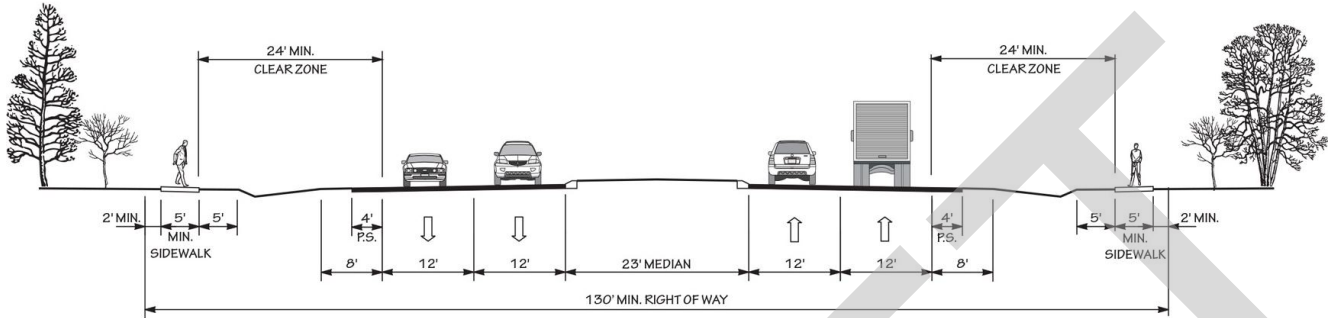


Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project accommodates projected traffic volumes, and also addresses safety issues along the corridor. Bicycle and Pedestrian accommodations align with the Hickory By Choice 2030 complete streets vision.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Recent land use development in relation to startown road comes in the form of Trivium Corporate Center, formerly referred to as Park 1764. The total area of this park will consist of approximately 300 acres of land area and access to I-40 and US-70.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Centennial Western Claremont Loop

N Oxford (SR 1715) to US 70

Local ID: CATA-HD-13-MTP

Purpose: Mobility

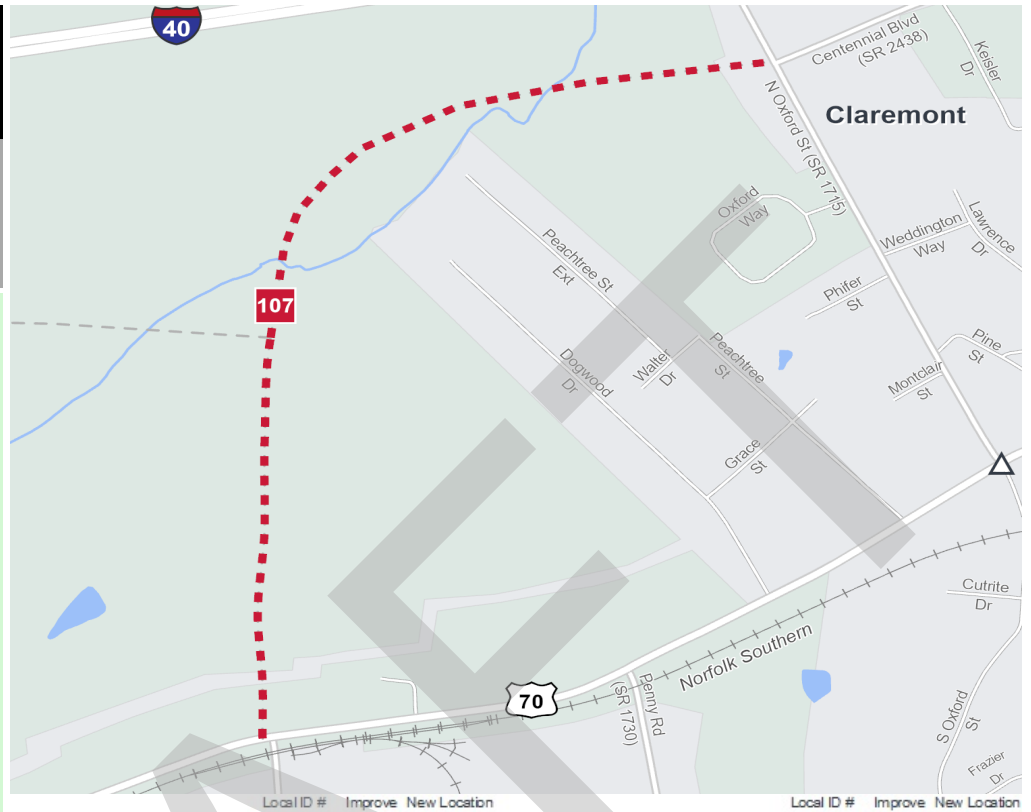
Improvement: New Location

Identified Need

This facility has a connectivity need on US 70 around Claremont

Recommendation

Construct 2-lane facility on new location (from N. Oxford St. to US 70 .



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02C
Length (miles)	1.20
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	12200

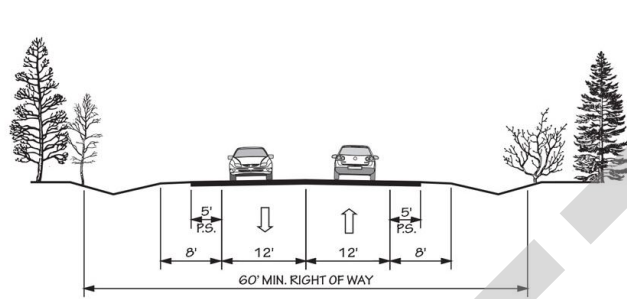
Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
02C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

The area west of Claremont suffers from a lack of connectivity. Area roadways currently load most trips onto US 70. Recommendations are to create a new 2-lane loop around Claremont to divert through traffic. Centennial Boulevard (SR 2438) currently provides this loop function in northeast Claremont. The new facility would complete a western loop from NC 16 at Centennial Boulevard to US 70

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 7 Flood Hazard Area Feature(s)
- 2 Wetland Feature(s)
- 5 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

The Centennial Western Claremont Loop project beginning at US-70 a small section of land classified as Manufacturing (M-1) and Highway Business Districts (B-3) within the city of Claremont. Continuing North, the project enters a district classified as Residential Agriculture (R-2) before heading east into another

Highway Business District (B-3) at N. Oxford St, also in Claremont.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

First Street East (SR 1007)

I 40 to US 70

Local ID: CATA-HD-14-MTP

Purpose: Congestion

Improvement: Widening

Identified Need

This facility has a congestion and connectivity need from County Home Rd to Fairgrove Church Rd and to 10th St Pl W (SR 1485).

Recommendation

Widen from I-40 to US 70.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	1.30
Existing ROW (feet)	60
Safety Risk Score	44-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4	4
Volume (vpd)	13200-21500	16500-26000	16500-26000	16500-26000
Capacity (vpd)	10200-26800	10200-26800	22200-26800	22200-26800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	> 2050

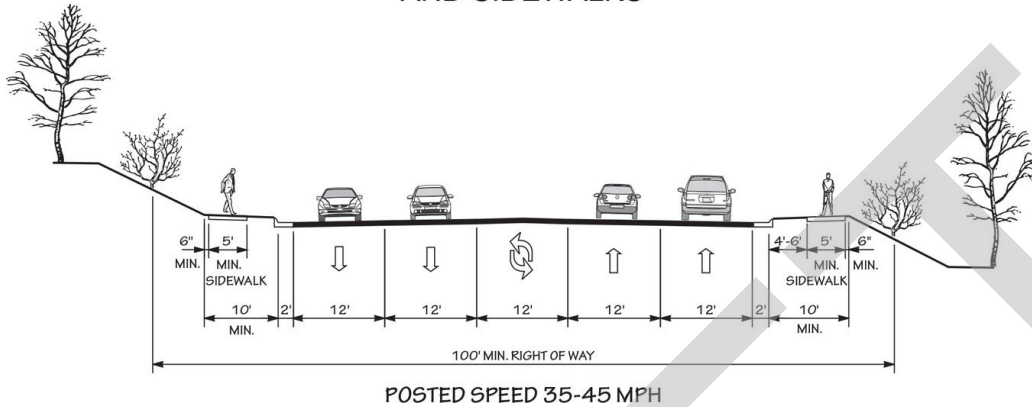


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

The existing typical section varies from two to 3-lanes on the section north of NC 16 to 4-lanes in the downtown area. Traffic congestion currently occurs during peak hours. Recommended improvements such as the Newton-Conover Loop and Conover-Startown Extension will provide some relief for First Street in the future; however, traffic on this facility will remain high. Recommendation is to widen to multi-lanes from I-40 to NC 16 Business.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Area Feature(s)
- 1 Managed Area Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use along 1st Street West varies, with a central business district, a mixed use district, general manufacturing, Office and Institutional, and some highway business districting. The Conover Comprehensive Plan identifies 1st Street West as key in accommodating potential industrial development

locations.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Newton Conover Loop Western Portion STIP: U-2529

NC 10 West in Newton to Section House Rd (SR 1491)

Local ID: CATA-HD-15-MTP

Purpose: Congestion

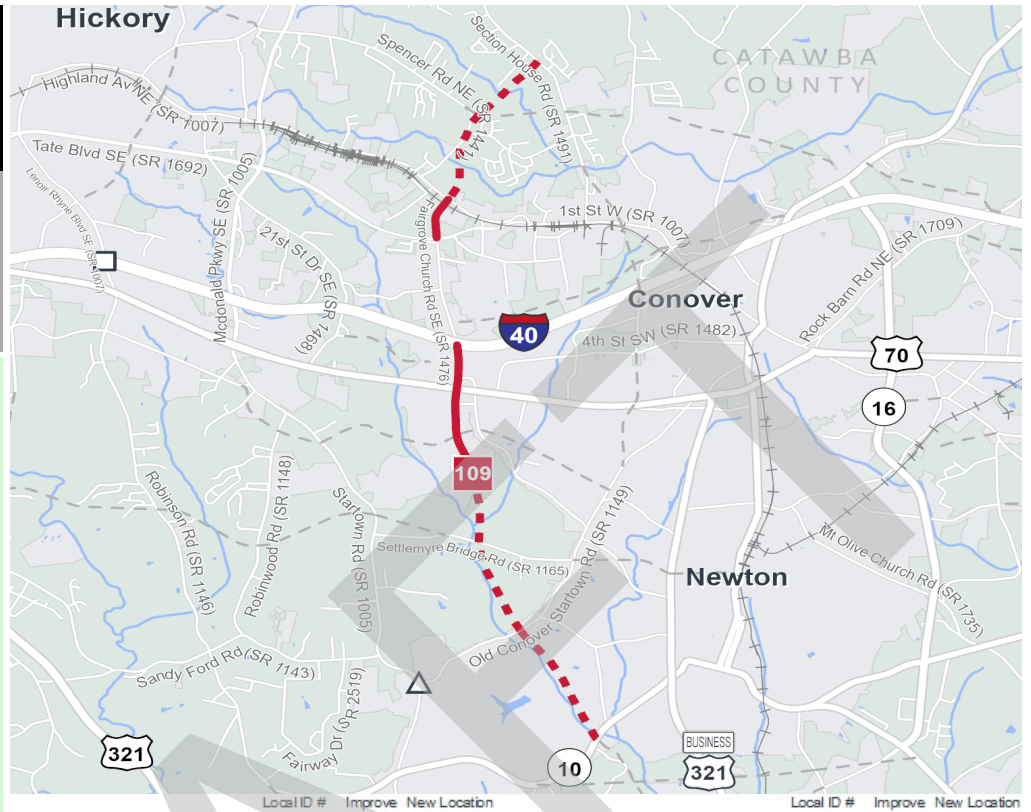
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need from Fairgrove Church Road (SR 1476), to south on NC 10 West in Newton, and north to Section House Rd (SR 1491).

Recommendation

Widen Fairgrove Church Rd. (SR 1476) and extend new roadway south to NC 10 West in Newton and new roadway north to Section House Rd. (SR 1491).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	03 C
Length (miles)	5.90
Existing ROW (feet)	60-100
Safety Risk Score	67-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4
Volume (vpd)	1300-24500	1500-28300	1500-28300
Capacity (vpd)	10200-14000	10200-14000	24300-30800

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	19600-23500	19600-23500
Capacity (vpd)	-	-	27600-41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	> 2050

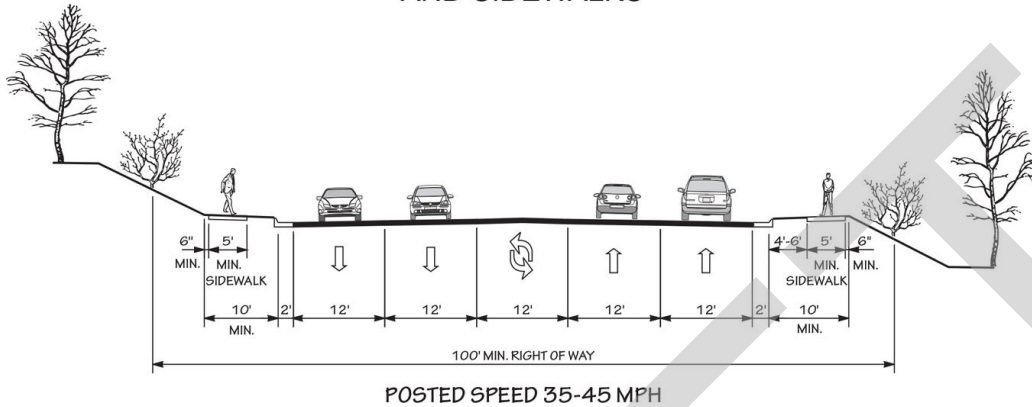


Typical Section Options:

03 C

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

STIP project U-2529 seeks to enhance connectivity, construct a loop facility by widening Fairgrove Church Road (SR 1476), extending new roadway south to NC 10 West in Newton, and creating new roadway north to Section House Rd. (SR 1491). Recommendations are for a 4-lane divided facility on new location and some 5-lane for portions of existing Fairgrove Church Road (SR 1476).

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 27 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Hazard Substance Disposal Site(s)
- 2 Impaired Waters Line Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 8 Wetland Feature(s)
- 10 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

- 2 Target Local Watershed Feature(s)

Relation to Land Use

Primarily classified as residential with zoning districts including Catawba County, Hickory and Conover. Business and commercial areas for both Hickory and Conover are found South of I-40 and North of U.S. 70. Catawba County Medical Center and the areas surrounding it off Fairgrove Church Road are listed as Office and Institutional (OI) for the City of Hickory. Additionally, a small area classified as industrial can be found at Fairgrove Church Rd and Amity St.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

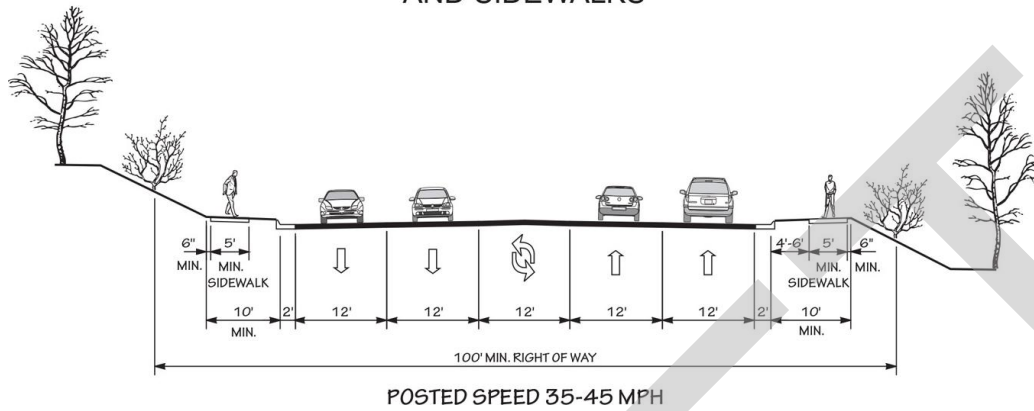
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American

Typical Section Options:

03 C

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

N. Oxford Street (SR 1715)

I 40 to US 70

Local ID: CATA-HD-16-CTP

Purpose: Congestion

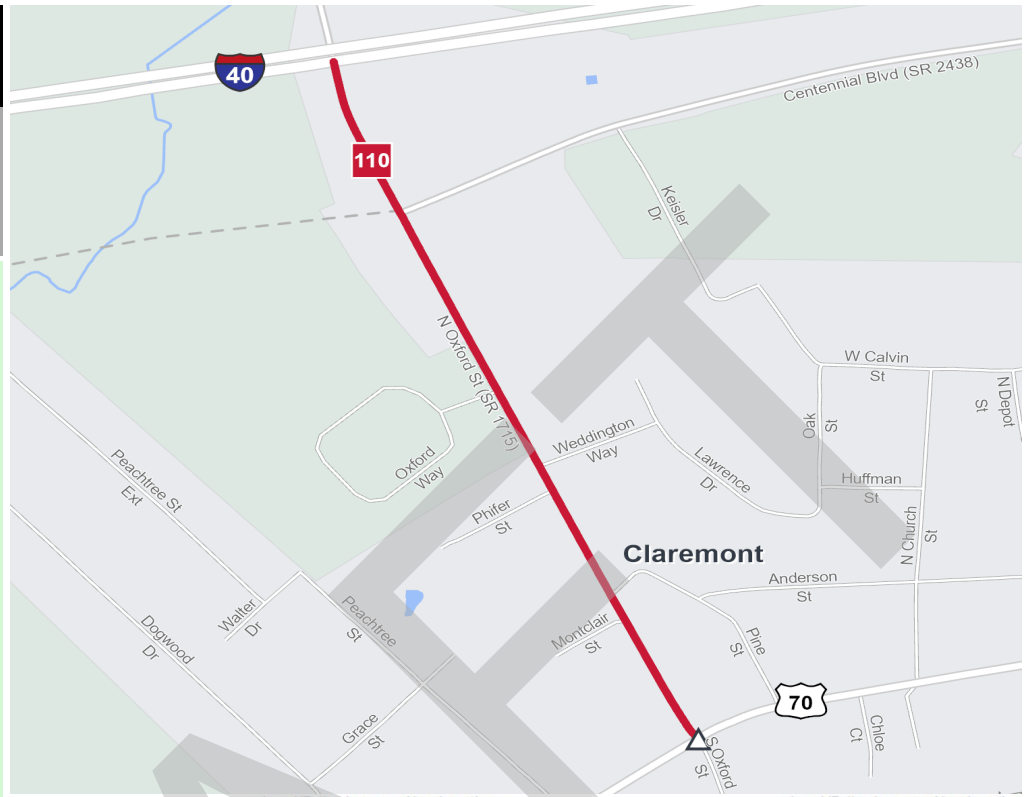
Improvement: Widening

Identified Need

This facility has a congestion need for projected traffic volumes along Oxford Street.

Recommendation

Widen to multi-lane (from I-40 to US 70).



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊕	□
Access Management / Operations	#	—	Bridge / Overpass	⊕	○
Modernization	#	—	Intersection	⊕	∟
Other	#	—		⊕	△

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	03 C
Length (miles)	0.69
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	11000-15900	12900-17200	12900-17200
Capacity (vpd)	10200	10200	24300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

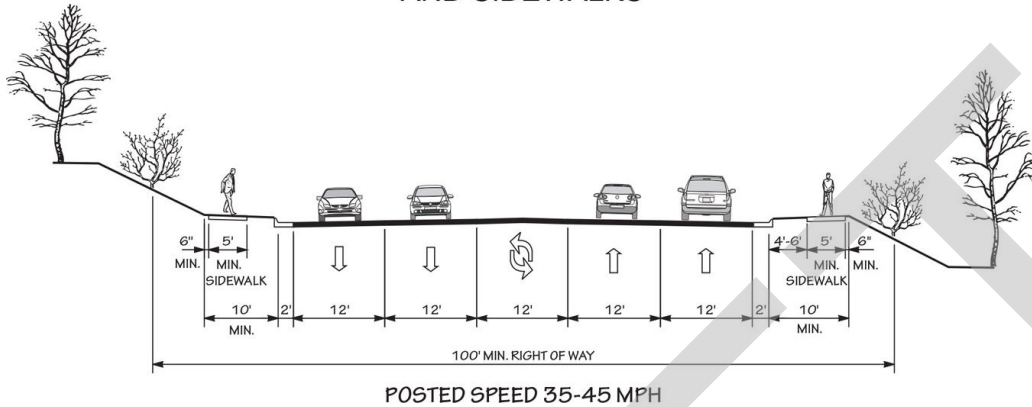


Typical Section Options:

03 C

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane facility extends from US 70 in downtown Claremont to Rock Barn Rd (SR 1709). It functions as a north-south radial providing the only connection to I-40 from the Claremont area. To accommodate projected traffic volumes, it is recommended that this section of Oxford Street is widened to multi-lanes.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use varies, and includes residential, highway retail.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Western Claremont Loop/Heart Drive /Burris Rd Connector

US 70 to Keisler Dairy Rd (SR 1731)

Local ID: CATA-HD-19-CTP

Purpose: Congestion

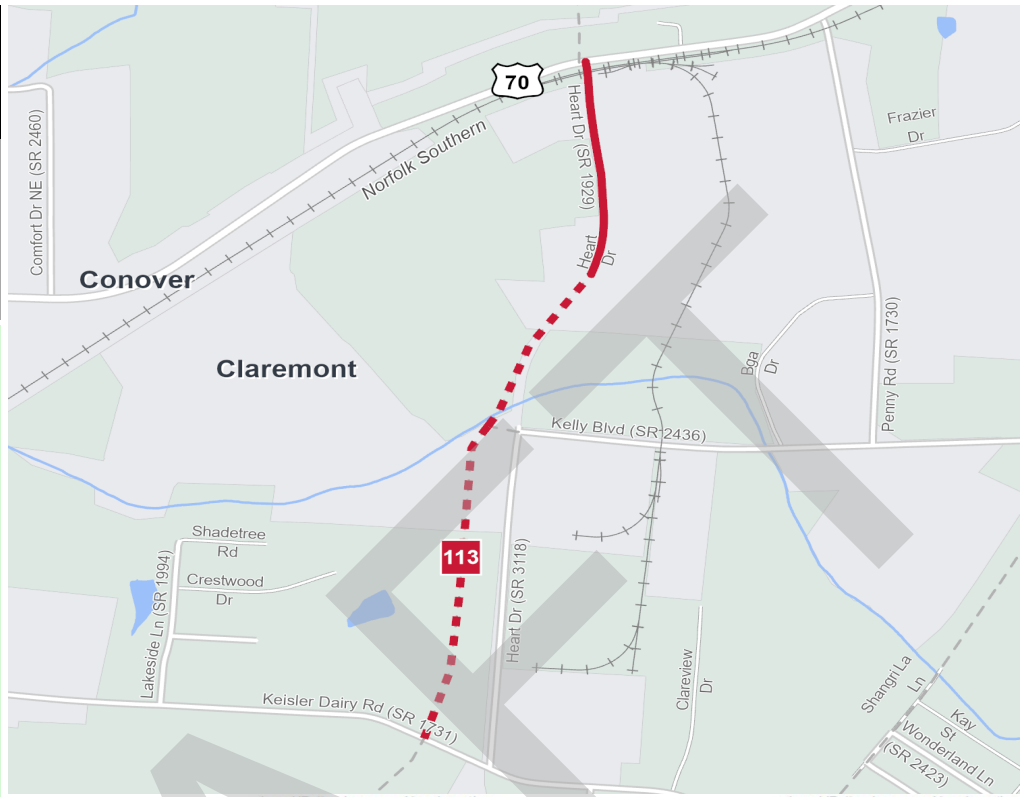
Improvement: New Location (part on existing)

Identified Need

This facility has a congestion need for projected traffic volumes along Oxford Street.

Recommendation

Construct 2-lane facility part new location using Heart Drive at US 70 to Burris Rd. Ext. Newton.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.30
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	10000-10200	10000-10200	10000-10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

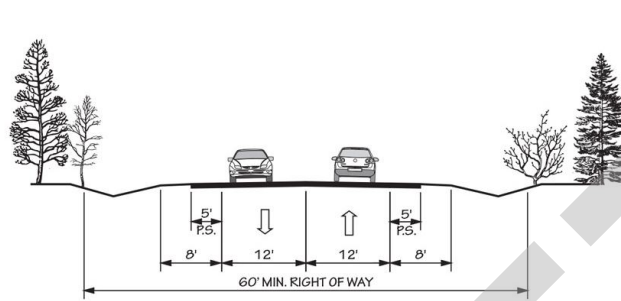


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This loop will reduce the future travel pressure from downtown Claremont by diverting through traffic from this area. This 2-lane loop system is comprised of two existing and three new roads. The existing Centennial Boulevard (SR 2438) and its recently completed extension to US 70 make up the north and northeast part of the Loop. The other existing route is Keisler Road (SR 1731), which forms the southern part of the Loop. The extension of Keisler Road to the east and north connecting to US 70 will cross both Claremont Road and Catawba Street to create the southeast part of the Loop. The southwest part of the Loop consists of Heart Drive (SR 1929) and the northern segment of the proposed Burriss Road Extension. Finally, the extension of Centennial Boulevard to the west and south connecting to Heart Drive at US 70 will make up the northwest part of the Loop.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

2nd Avenue NW (SR 1306)

US 321 to 9th Street NW

Local ID: CATA-HD-20-CTP

Purpose: Congestion

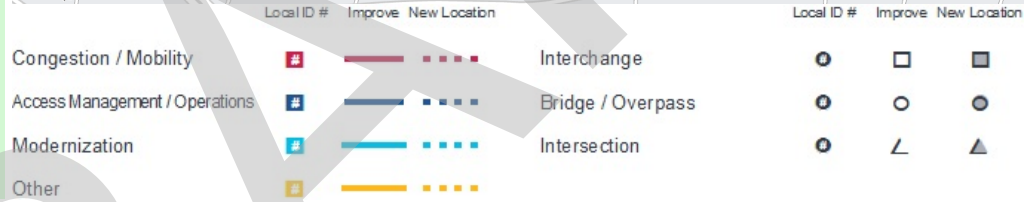
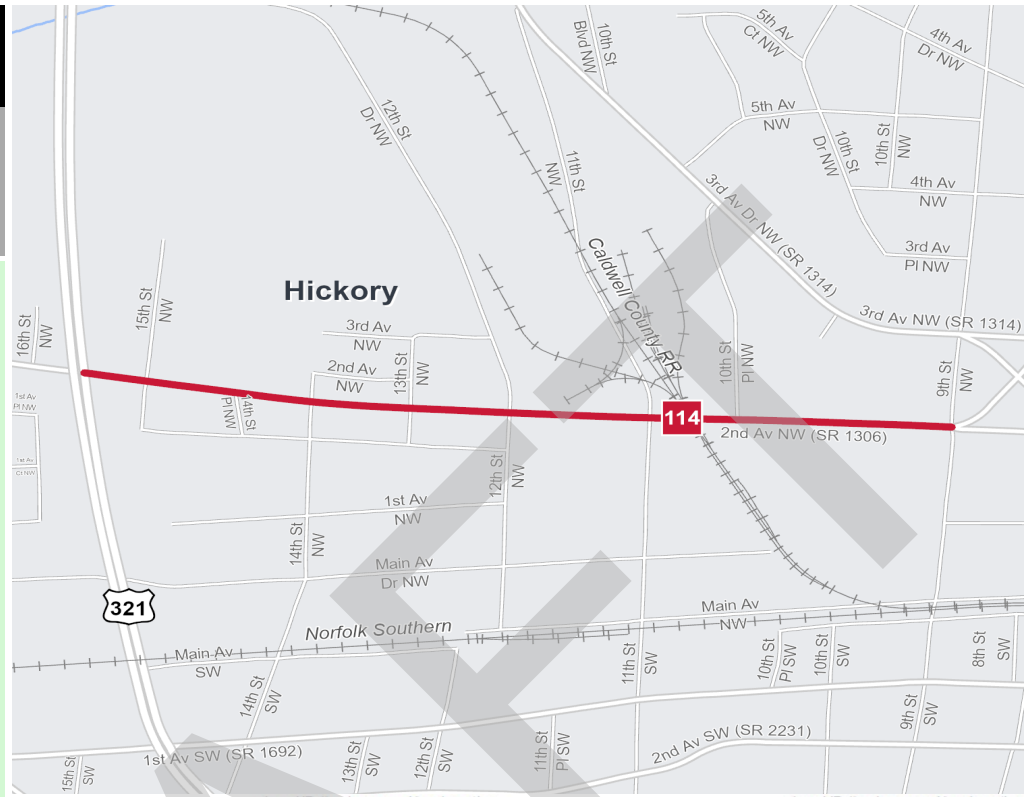
Improvement: Widening

Identified Need

This facility has a congestion need from US 321 to 9th Street.

Recommendation

Widen to multilane from US 321 to 9th Street.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	04 B
Section Options	04 C
Length (miles)	0.74
Existing ROW (feet)	
Safety Risk Score	33

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare	Multi-lane
Travel Lanes	2	2	4	
Volume (vpd)	5400-7200	7700-9500	7700-9500	
Capacity (vpd)	10200	10200	24300	

Capacity Data: Year

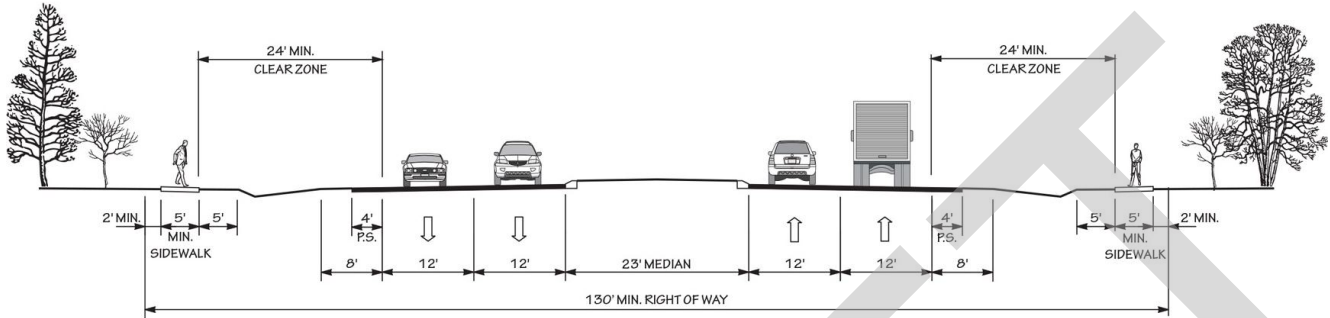
Facility will be Approaching Capacity (>80%)	2037
Facility will be Over Capacity (>=100%)	> 2050



Typical Section Options:

TYPICAL SECTION No. 4B

04 C
 4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project Overview

Project History

This project was identified in the 2045 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Transportation Plan

Project Vision

Widen roadway from US 321 to 9th Street.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in this project area is primarily business and industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

2nd Avenue NW (SR 1306)

27th St (SR 1307) to US 321

Local ID: CATA-HD-21-CTP

Purpose: Congestion

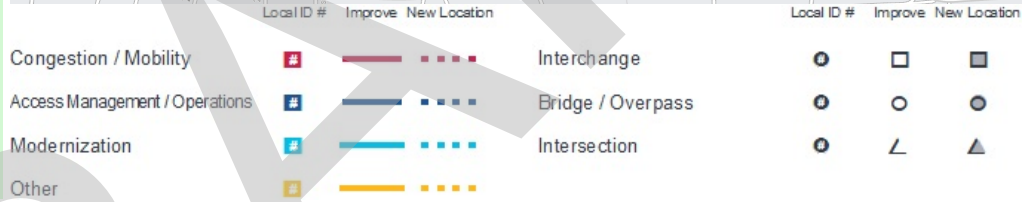
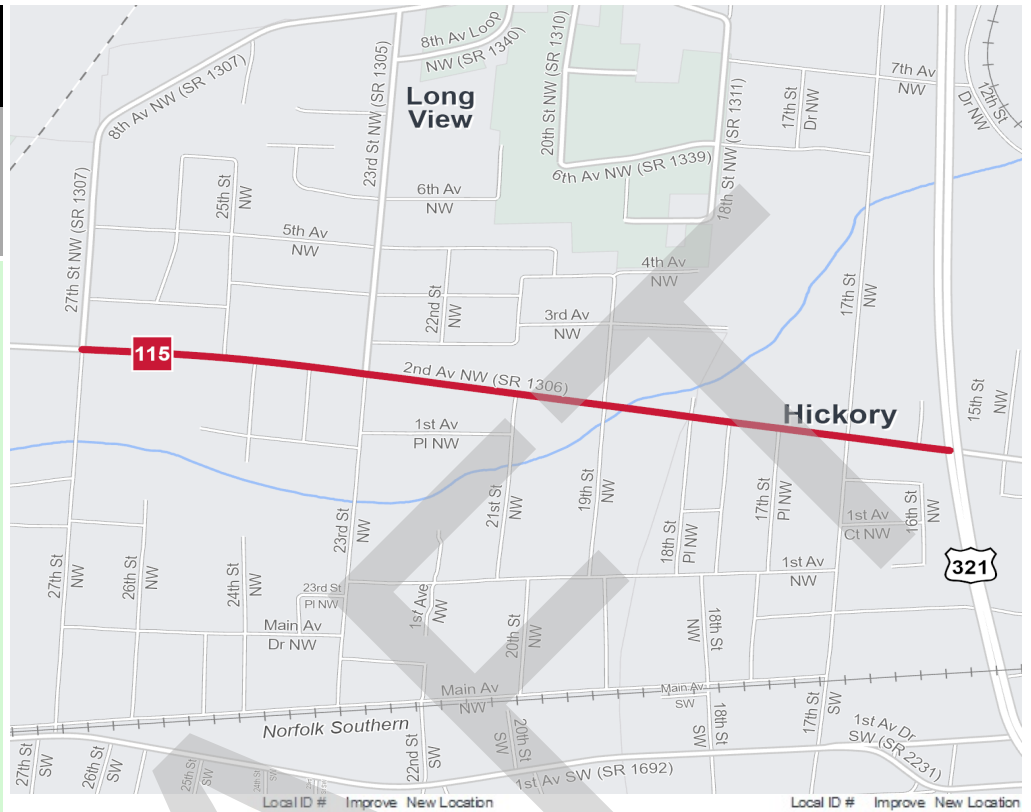
Improvement: Improve Existing

Identified Need

This facility has a congestion and connectivity need from US 321 to Hickory Airport Road.

Recommendation

Improve from US 321 to 27th St NW (SR 1307).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	03 B
Section Options	03 D
Length (miles)	0.99
Existing ROW (feet)	
Safety Risk Score	33-56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4
Volume (vpd)	7400-15300	11500-22600	11500-22600
Capacity (vpd)	24600	24600	26800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2042
Facility will be Over Capacity (>=100%)	> 2050

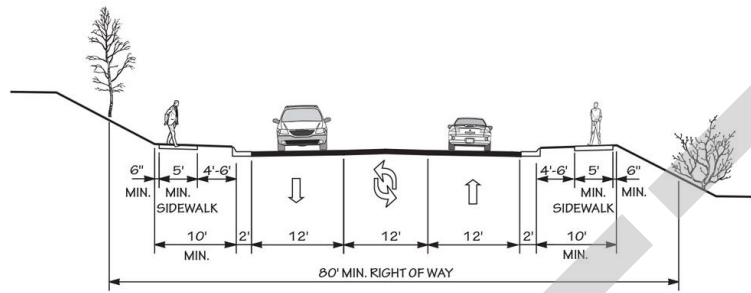


Typical Section Options:

TYPICAL SECTION No. 3B

03 D

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the 2045 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Transportation Plan

Project Vision

Widen roadway from US 321 to Hickory Airport Road. A divided 4 lane will encourage free flow and reduce congestion issues along this corridor connecting Long View and Hickory.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in this project area is primarily residential, but does feature Hickory Airport and some industrial development.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

4th St. Dr SW (SR 1358)

US 321/US 70 to NC 127

Local ID: CATA-HD-22-CTP

Purpose: Congestion

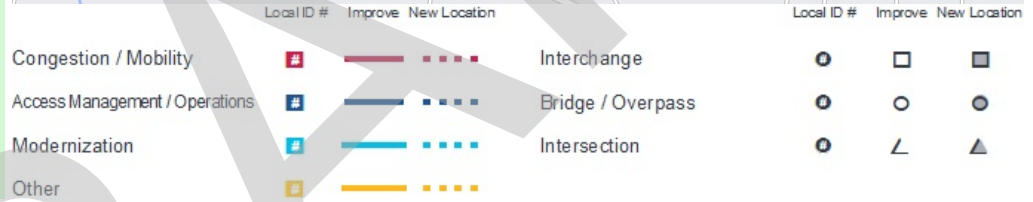
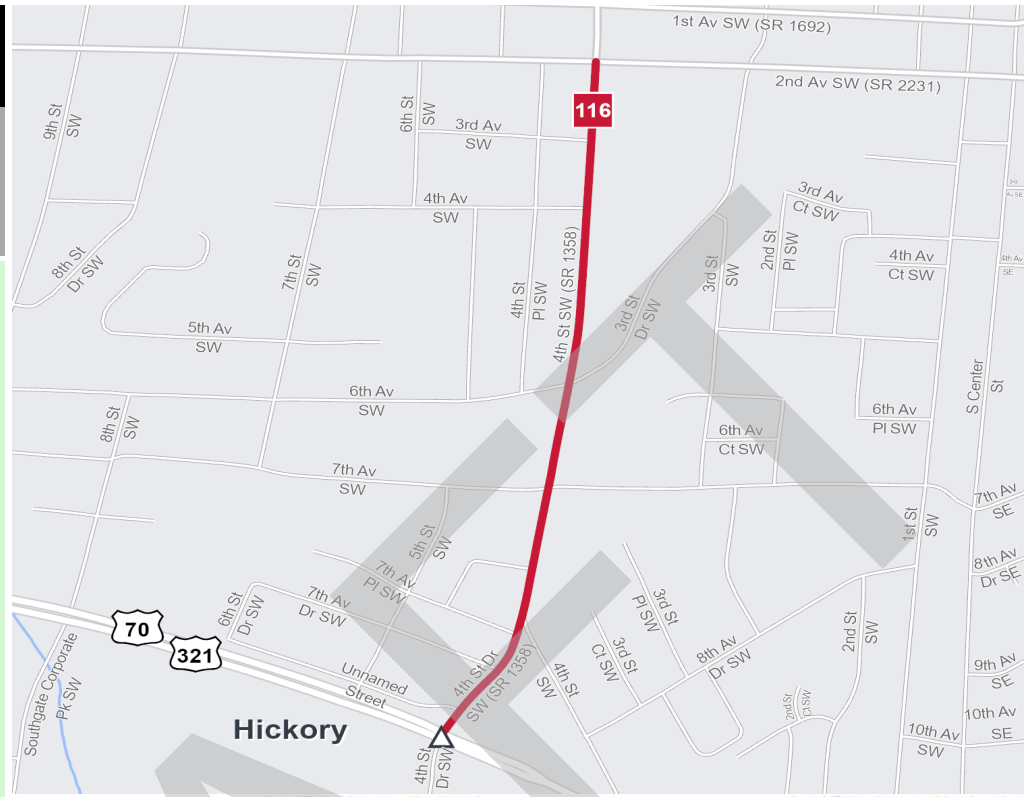
Improvement: Widening

Identified Need

This facility has a congestion need from US 70 to 2nd Ave NW in Hickory.

Recommendation

Widen from US 70 to 2nd Ave. NW (SR 2231).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	0.71
Existing ROW (feet)	
Safety Risk Score	78

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes		2	2	4
Volume (vpd)		4000-8600	4800-10400	4800-10400
Capacity (vpd)		10200	10200	28100

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2049

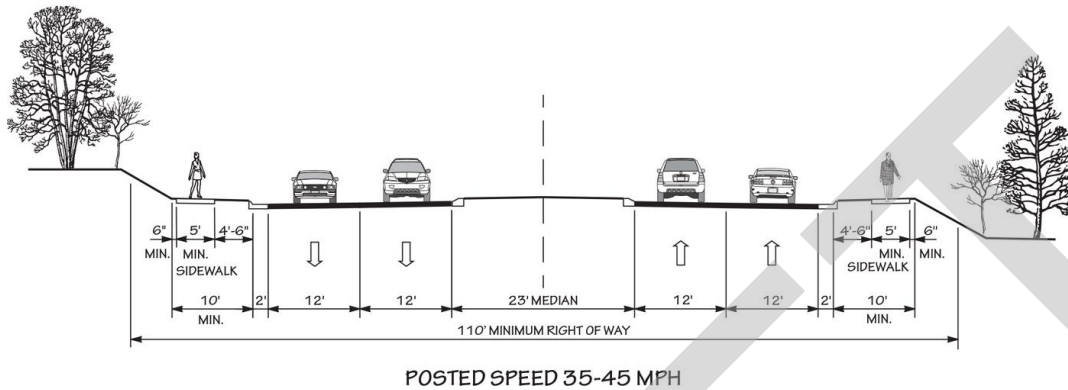


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the 2045 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Transportation Plan.

Project Vision

Widen 4th Street to multi-lane from US-70 to 2nd Ave NW in Hickory. This project widens the northern portion of 4th Street. CATA-HD-23 widens the southern portion.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

This project area is heavily developed, with mixed land use throughout. Land use is predominantly business oriented. Hickory Police Department is located adjacent to the projects northern terminus.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

4th Street SW Ext.

2nd St Dr SW (SR 1182) to US 70

Local ID: CATA-HD-23-CTP

Purpose: Congestion

Improvement: New Location (part on existing)

Identified Need

This facility has a congestion need from 2nd Avenue SW to US 70 in Hickory.

Recommendation

Multi-lane from 2nd Ave. SW to US 70 in Hickory.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊙	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊙	○	●
Modernization	#	—	---	Intersection	⊙	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	0.42
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	-	4700	-
Capacity (vpd)	10200	10200	28100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	28100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

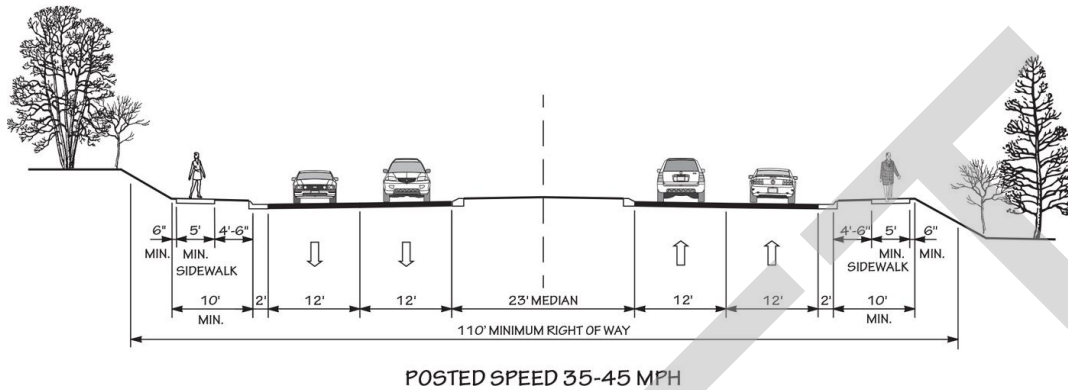


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Widen 4th Street to multi-lane from 2nd Avenue SW to US 70 in Hickory.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

The project area is heavily developed. Land use is primarily business oriented.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

6th Street Extension

Catawba Valley Blvd SE (SR 1170) to Proposed Southern Loop

Local ID: CATA-HD-24-CTP

Purpose: Mobility

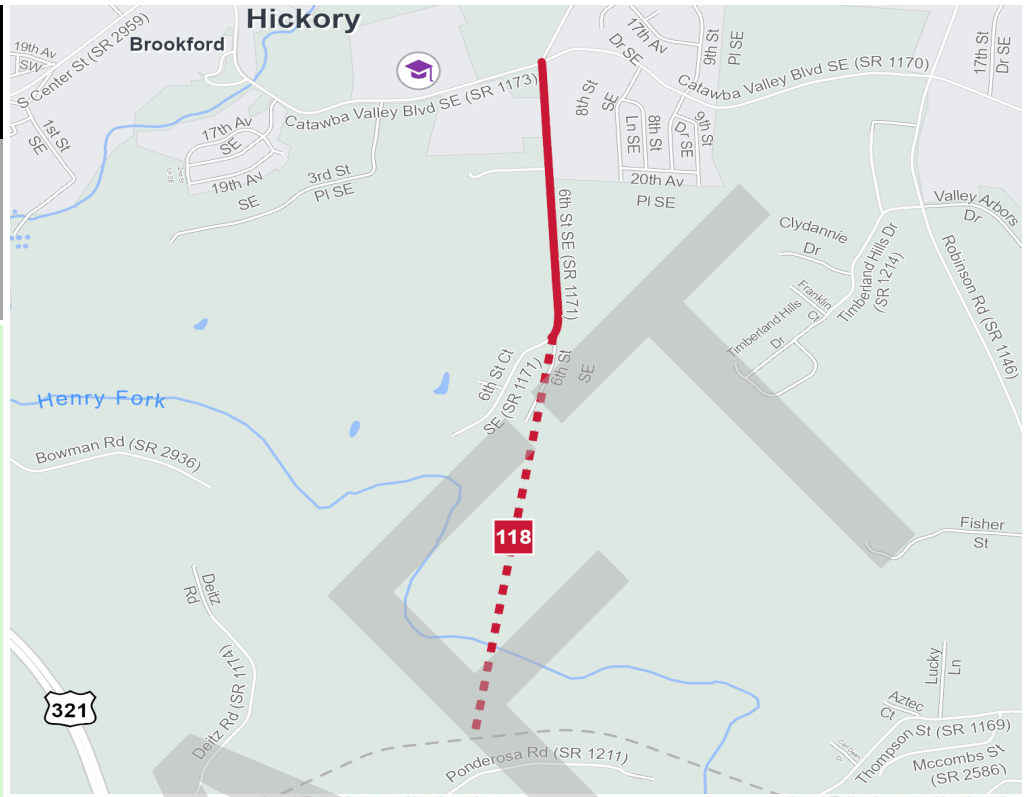
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need for the south of Catawba Valley Blvd to the Southern Corridor near the River Road Interchange of US 321.

Recommendation

Improve and Extend 6th Street SE (SR 1171) from Catawba Valley Blvd to the Southern Loop.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 C
Length (miles)	1.50
Existing ROW (feet)	60
Safety Risk Score	33

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	14000	14000	14000	14000

New Location	Existing		Without Proposal		With Proposal	
	Existing	Without Proposal	Without Proposal	With Proposal	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare	-	-
Travel Lanes	-	-	-	2	-	-
Volume (vpd)	-	-	-	-	-	-
Capacity (vpd)	-	-	-	14000	-	-

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

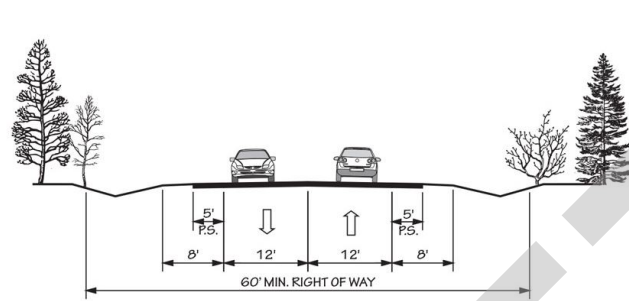


Typical Section Options:

02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Extend Sixth Street from the existing location south of Catawba Valley Blvd to the Southern Corridor near the River Road Interchange of US 321.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 6 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

8th Avenue

8th Ave Extension to Old Mill Road (SR 1872).

Local ID: CATA-HD-25-CTP

Purpose: **Mobility**

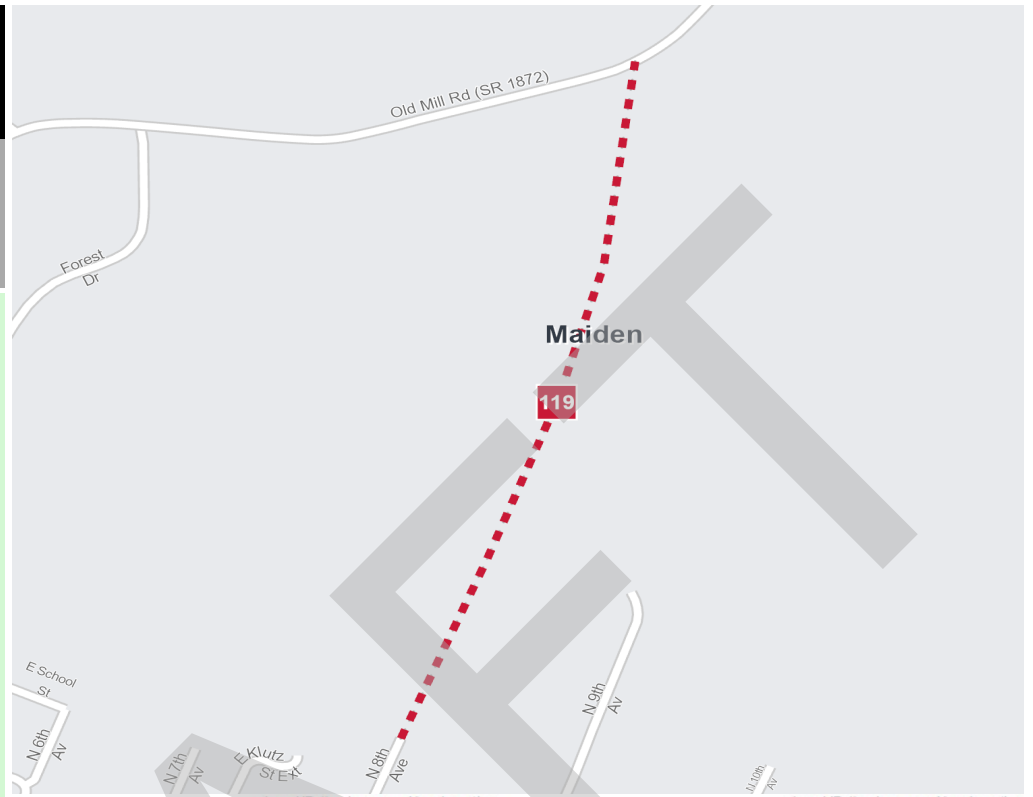
Improvement: **New Location**

Identified Need

This facility has a connectivity need on Old Mill Road (SR 1872) and 8th Avenue.

Recommendation

The extension of 8th Avenue north to Old Mill Road (SR 1872).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	02 C
Length (miles)	0.36
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type		-	-	Minor Thoroughfare
Travel Lanes		-	-	2
Volume (vpd)		-	-	-
Capacity (vpd)		-	-	9500

Capacity Data: Year

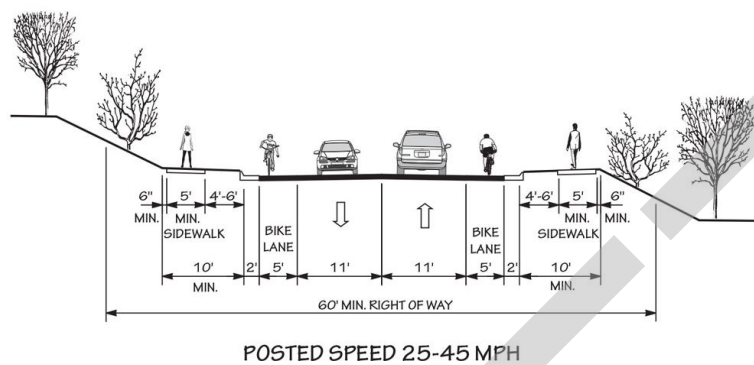
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:**TYPICAL SECTION No. 2E**

02 C

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

**Project Overview****Project History**

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

With a connection north to Old Mill Road (SR 1872), 8th Avenue provides a continuous north/south crosstown route

Horizon Year: 2050 and Beyond.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential. However, as a crosstown roadway, the extent of 8th Avenue would serve multiple land uses in Maiden

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% identify as Some Other Race
- 0% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

9th Street SW

US 70/US 321 to 3rd Avenue NW (SR 1314)

Local ID: CATA-HD-26-CTP

Purpose: Mobility

Improvement: Widening

Identified Need

This facility has a connectivity need on US 321 and US 64/ NC 18.

Recommendation

Loop bypass of US 321.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	03 B
Length (miles)	0.96
Existing ROW (feet)	50
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	900-3300	200-3300	200-3300
Capacity (vpd)	10200	10200	12700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

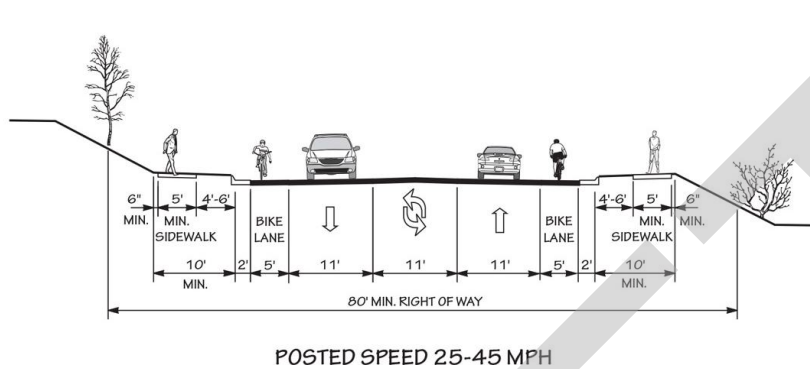


Typical Section Options:

03 B

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the 2045 Comprehensive Transportation Plan update. This project is not fiscally constrained within the 2050 Metropolitan Transportation Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

It is recommended that the existing Southwest Boulevard connecting US 321 and US 64/NC 18 be widened to 4-lanes. This widening provides continuity between the southwest and southeast portions of the US-321 Loop Bypass. The southeastern portion of the project is also within the Comprehensive Transportation Plan, see "Southeast Boulevard".

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 25 Flood Hazard Area Feature(s)
- 1 Managed Area Feature(s)
- 4 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area as mapped is primarily residential, with business and industrial use

included in smaller quantities.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

11th Street Extension

NC 16B (N Main Ave) to US 321B

Local ID: CATA-HD-27-CTP

Purpose: Mobility

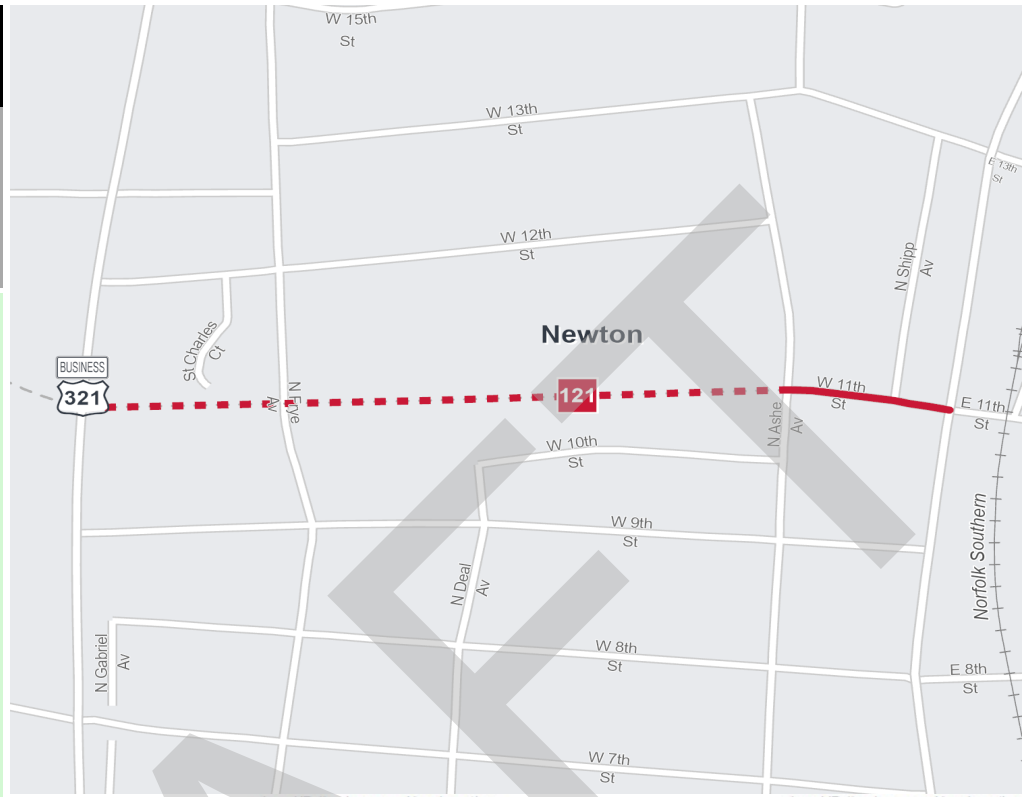
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need on 11th Street from US 321B to N. Ashe Ave.

Recommendation

Widen to multi-lane 11th Street from US 321B to N Ashe Ave and new location from N Ashe Ave to NC 16B (N Main Ave).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.54
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	26800

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	27600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

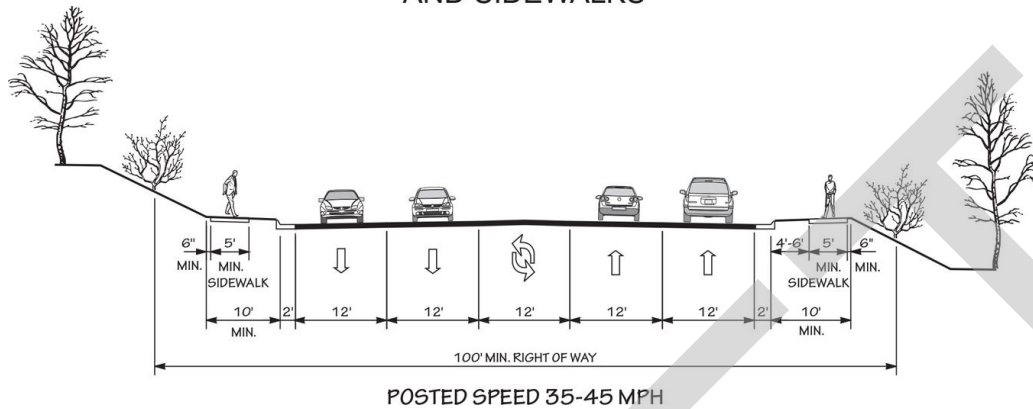


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project increases connectivity.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

13th Ave. Drive SE Ext.

Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE (SR 1476)

Local ID: CATA-HD-28-CTP

Purpose: Congestion

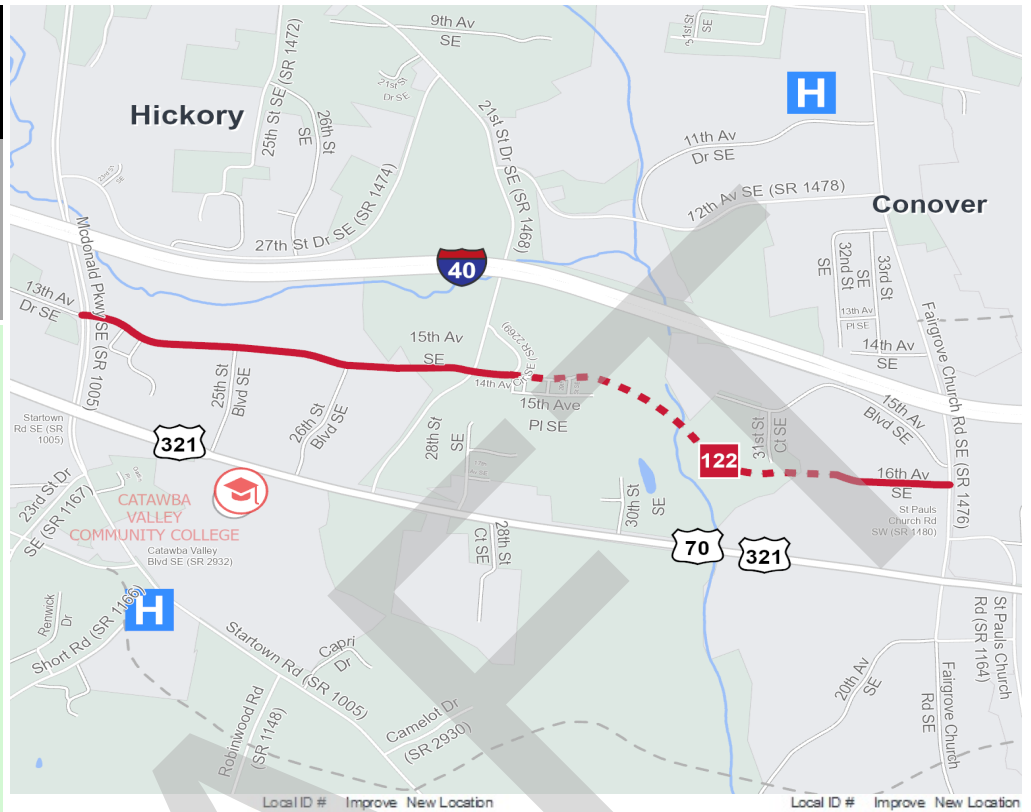
Improvement: New Location (part on existing)

Identified Need

This facility has a congestion need along US 70 from Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE (SR 1476).

Recommendation

Improve existing and construct new location from Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE (SR 1476).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	60
Safety Risk Score	22

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	100-9700	100-10200	100-10200	-
Capacity (vpd)	10000-10200	10000-10200	10000-10200	10000-11100

New Location	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	12700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	> 2050

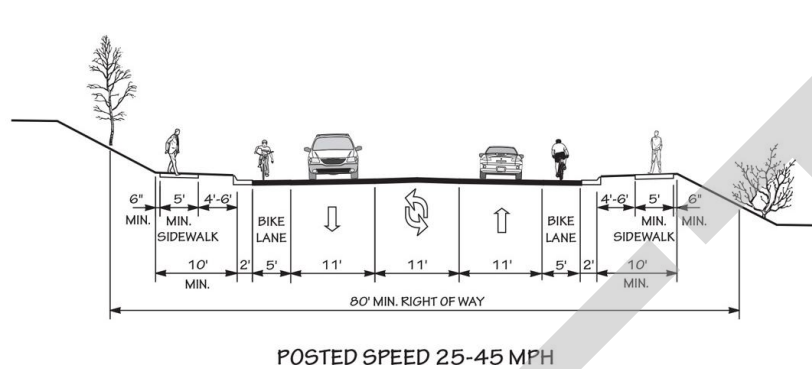


Typical Section Options:

None

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane minor thoroughfare extends from Tenth Avenue Drive SE to Lenoir-Rhyne Boulevard (SR 1007). The proposed extension runs along the corridor sandwiched between I-40 and US 70 extending from Lenoir-Rhyne Boulevard to Fairgrove Church Road (SR 1476). The more important reason for this extension is to create a parallel facility that can share the future traffic burden with US 70. Travel on US 70 will continue to be increased due to a significant growth in commercial development along its corridor. A secondary benefit is to provide service for the land on the north side of the US 70 corridor. A typical section of 3-lanes is recommended for the extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)

- 2 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current Land Use is primarily commercial along I-40.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

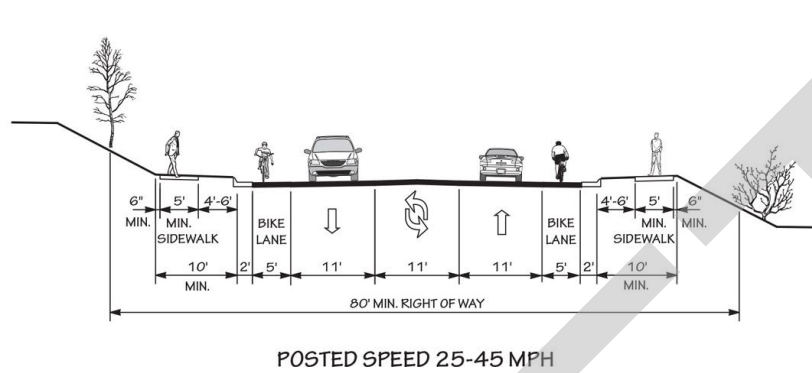
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

16th St. NE (Sandy Ridge Road)

21st Ave NE to Cloninger Mill Rd (SR 1400)

Local ID: CATA-HD-29-CTP

Purpose: Congestion

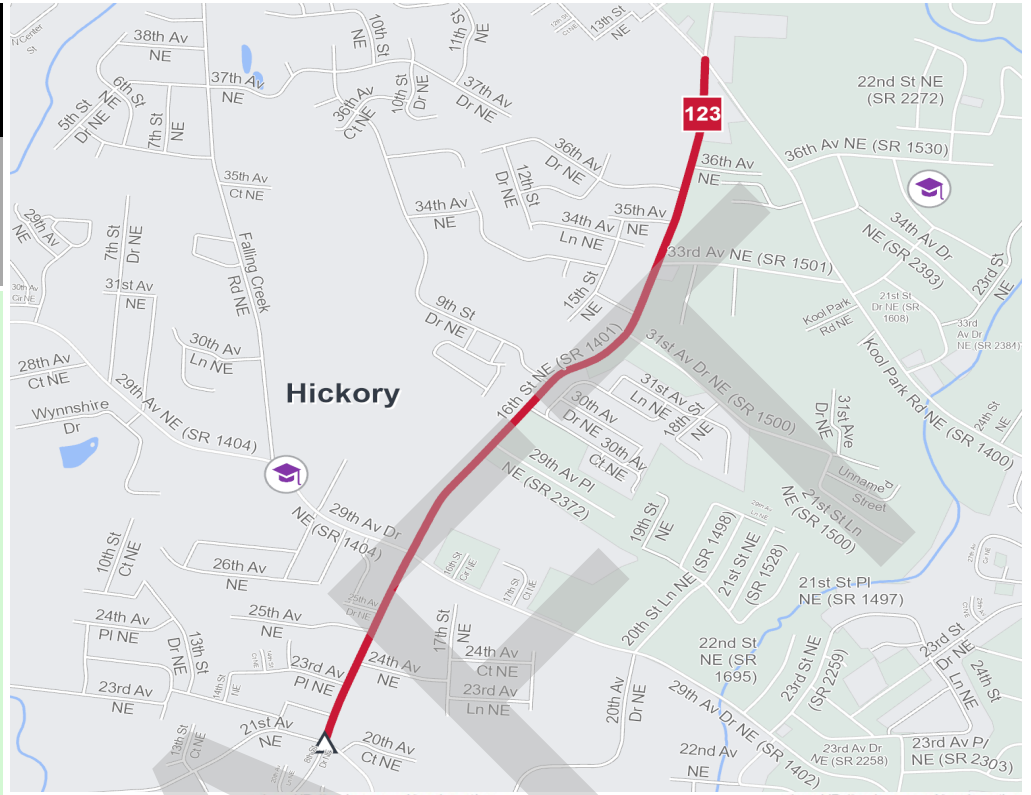
Improvement: Widening

Identified Need

This facility has a congestion need along Sixteenth Street NE from 21st Ave. NE to Cloninger Mill Road (SR 1400).

Recommendation

Widen from 21st Ave. NE to Cloninger Mill Road (SR 1400).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	7600-9900	9600-11800	9600-11800
Capacity (vpd)	11700	11700	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2038
Facility will be Over Capacity (>=100%)	> 2050

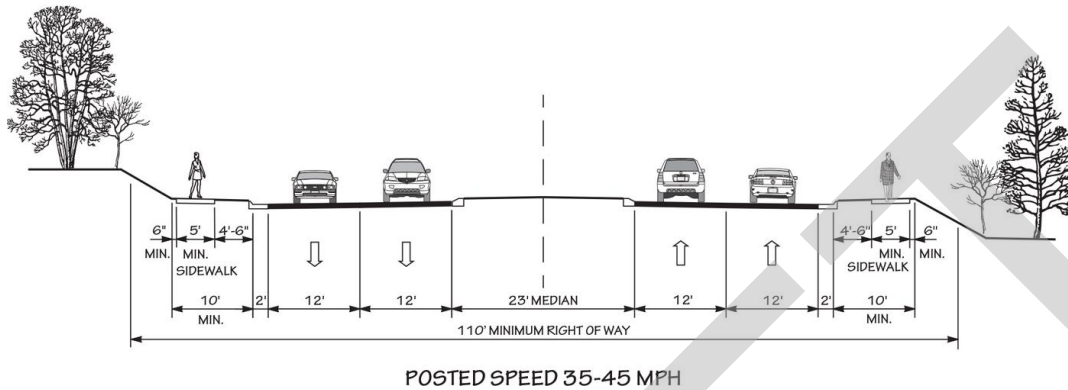


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane thoroughfare is located in northern Hickory. It terminates at Sandy Ridge Road on the north end and Springs Road on the south end. The combination of Sixteenth Street NE (SR 1601) and Sandy Ridge Road forms a major north-south facility connecting northern Hickory to the industrial area off Highland Avenue (SR 1007) in east Hickory. With high growth anticipated for northern Hickory, travel on Sixteenth Street NE is expected to deteriorate. To ease the potential traffic problem on this facility, Sixteen Street NE should be extended southward connecting to Tenth Avenue SE at Lenoir-Rhyne Boulevard (multi-lane typical section). Sixteenth Street NE should also be widened to multi-lanes. These improvements will create a new north-south road system delivering trips from northern Hickory directly to the industrial area and the commercial area off Lenoir-Rhyne Boulevard.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Relation to Land Use

Hickory By Choice 2030 identifies 16th Street NE as a prime artery in supporting neighborhood commercial and residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

16th Street NE (SR 1401) Extension)

Springs Road (SR 1453)/16th Street NE (SR 1453) to Lenoir Rhyne Boulevard (SR 1007)

Local ID: CATA-HD-30-CTP

Purpose: Mobility

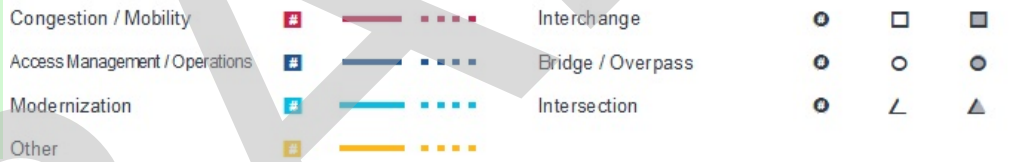
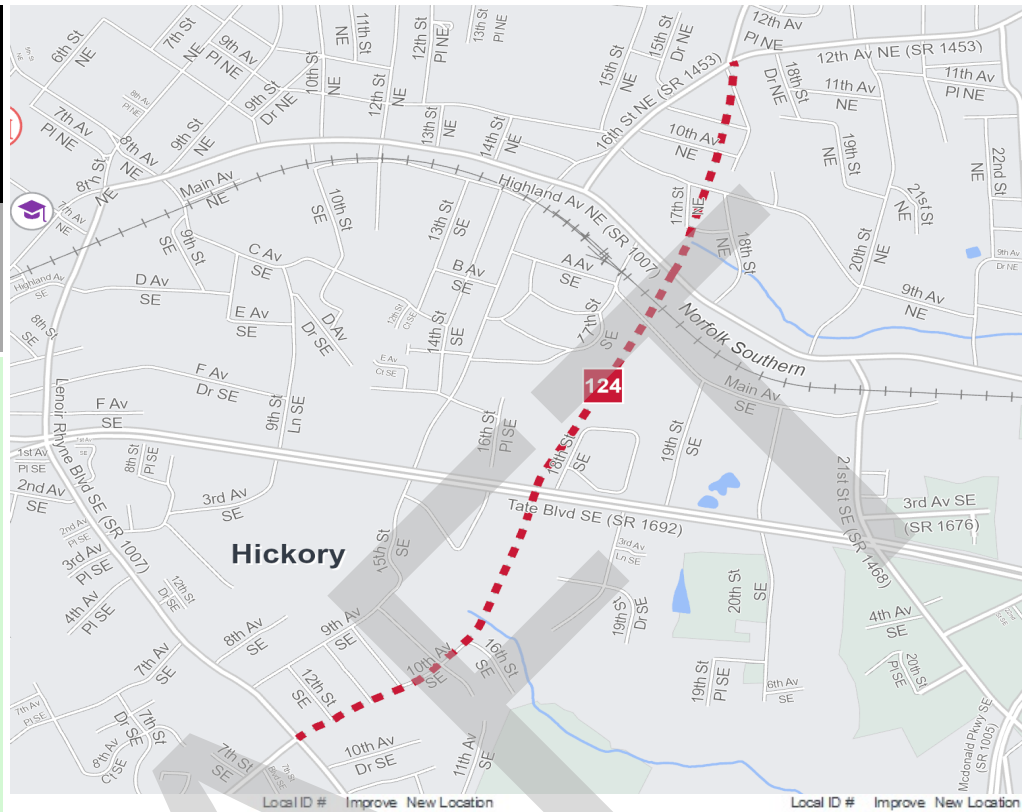
Improvement: New Location

Identified Need

This facility has a connectivity need from Springs Road (29th Ave) to Lenoir Rhyne Boulevard.

Recommendation

16th St. NE Ext.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	05 B
Section Options	-
Length (miles)	1.70
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
<i>Facility Type</i>	-	-	Boulevard
<i>Travel Lanes</i>	-	-	4
<i>Volume (vpd)</i>	-	-	-
<i>Capacity (vpd)</i>	-	-	28100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

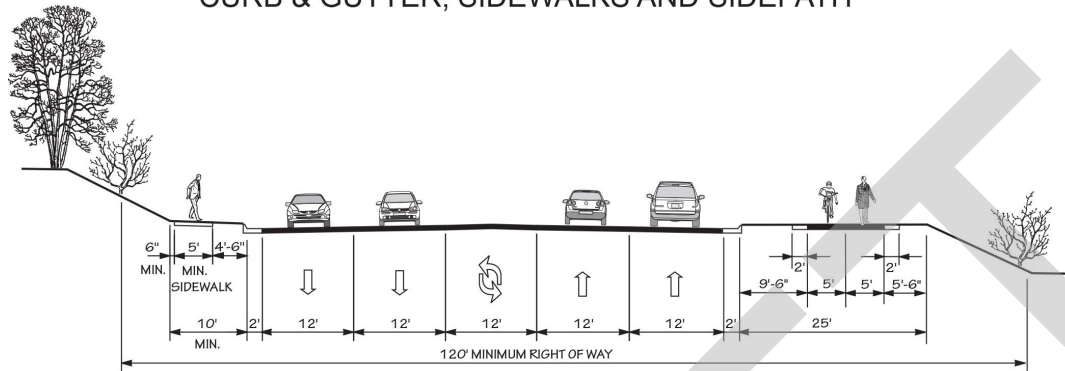


Typical Section Options:

None

TYPICAL SECTION No. 5B

4 LANE WITH TWO WAY LEFT TURN LANE,
CURB & GUTTER, SIDEWALKS AND SIDEPATH



POSTED SPEED 35-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

From Springs Road (29th Ave) to Lenoir Rhyné Boulevard, construct new 5 lane facility.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Flood Hazard Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 4 Target Local Watershed Feature(s)

Relation to Land Use

Hickory By Choice 2030 identifies 16th Street NE Extension as a parkway, intended to carry high volumes of traffic. The anticipated project area is heavily developed.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 50% and 75% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

20th Street (SR 1739)

N Rankin Ave (SR 1735) to NC 16

Local ID: CATA-HD-31-CTP

Purpose: Congestion

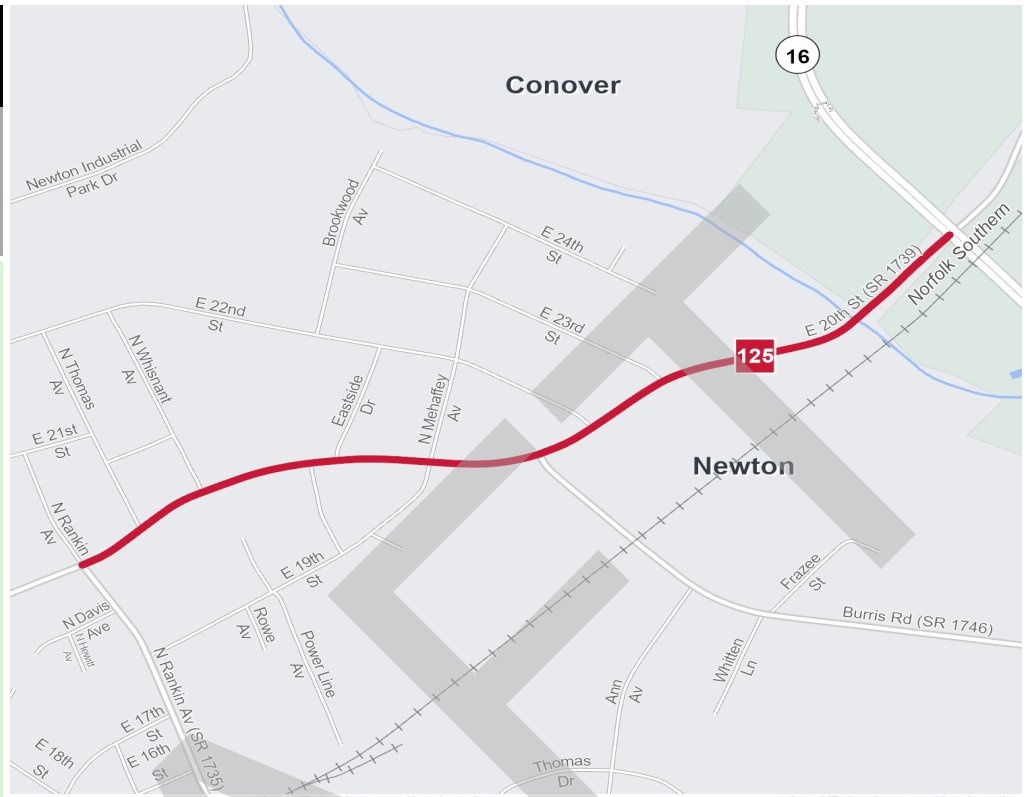
Improvement: Widening

Identified Need

This facility has a congestion need from Rankin Avenue to NC 16.

Recommendation

Widen to multi-lane (from Rankin Avenue to NC 16).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.94
Existing ROW (feet)	60-144
Safety Risk Score	44-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane	
Travel Lanes	2	2	4	
Volume (vpd)	2700-3700	3300-4400	3300-4400	
Capacity (vpd)	10200	10200	26800	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

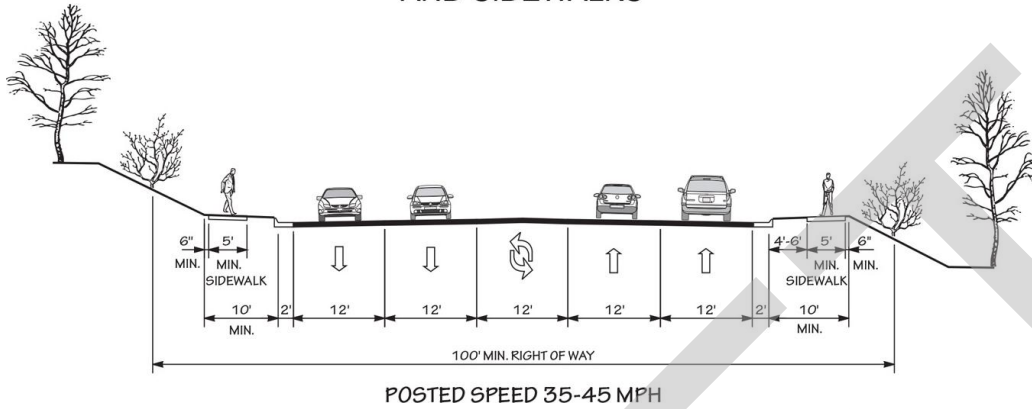


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project accommodates projected traffic volumes by increasing roadway capacity.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Land use in the project area is primarily residential. Bassett Upholstery is also near the project area.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+

- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

29th Ave Dr NW (SR 1318) Extension (Hickory)
 39th Ave Dr NW (SR 1318) to NC 127

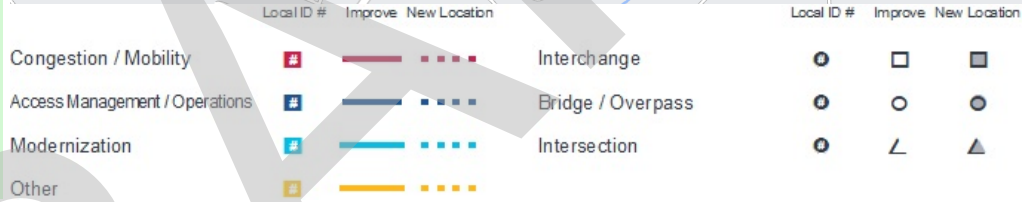
Local ID: CATA-HD-32-CTP
 Purpose: Mobility
 Improvement: New Location

Identified Need

This facility has a connectivity, bicycle, and pedestrian need.

Recommendation

Construct 2-lane facility on new location from 39th Ave Dr NW (SR 1318) to NC 127.



Proposal At A Glance | **Proposal Data:** 2019 Base Year | 2050 Future Year

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	-

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14600

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

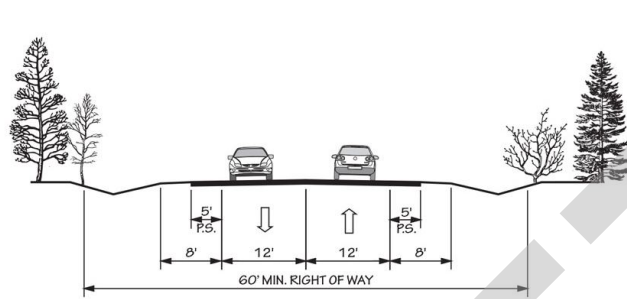


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project increases connectivity and improves bicycle and pedestrian accommodation.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 3 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in the project area is residential along Lake Hickory, in the form of lake access housing developments.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Burriss Road Connector

Burriss Road to Keisler Dairy Rd (SR 1731)

Local ID: CATA-HD-33-CTP

Purpose: **Mobility**

Improvement: **New Location**

Identified Need

Keisler Dairy Road (SR 1731) has a connector need between Newton and the City of Claremont.

Recommendation

Construct 2-lane facility on new location (from Burriss Road to Keisler Dairy Rd (SR 1731)).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.10
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

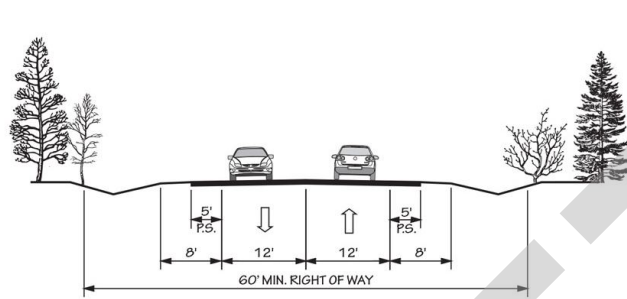


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane road serves the industrial area in eastern Newton. Currently, this facility terminates at Travis Road (SR 1734). Extending this facility to Keisler Dairy Road (SR 1731) will provide a much-needed connector for traveling between Newton and the City of Claremont. This connection will especially benefit the local commuters by providing an efficient alternative for travel between the residential areas in Claremont and the industrial center in eastern Newton. Second, the facility will allow for future development in the area. A rural 2-lane road is recommended.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use in the project area. However, nearby industry includes Poppelmann Plastics and Hanes industries.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Catawba Boulevard Extension

Old Conover Startown Rd (SR 1105) to Catawba Valley Blvd (SR 2922)

Local ID: CATA-HD-34-CTP

Purpose: Mobility

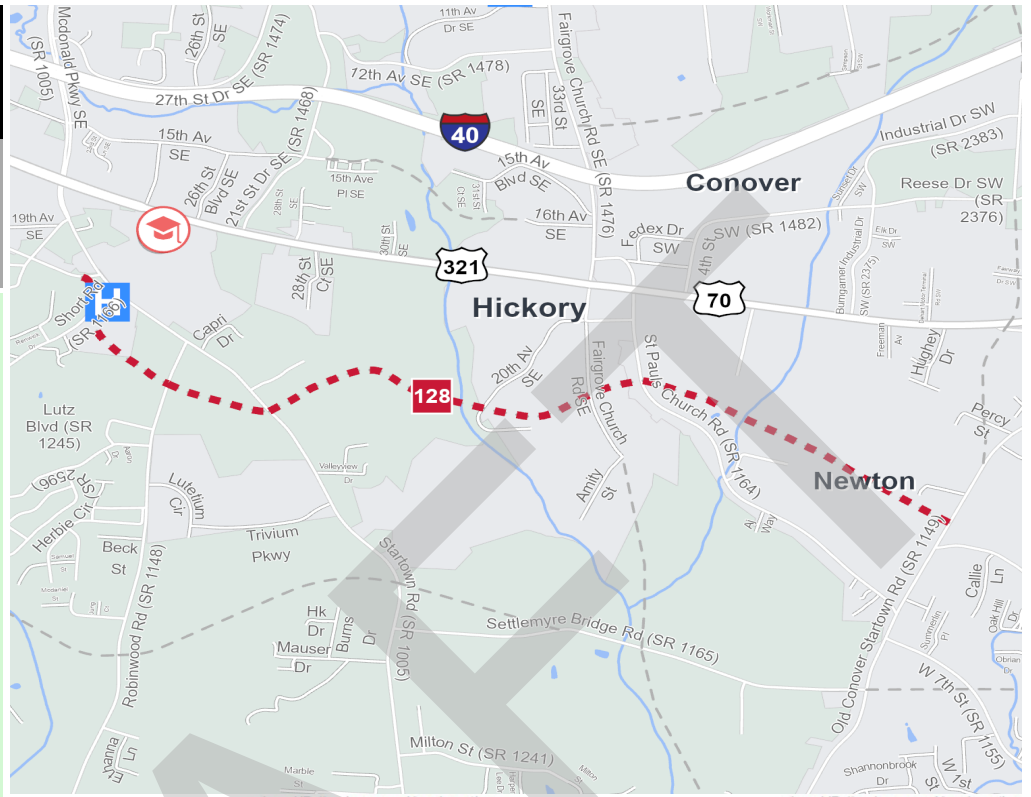
Improvement: New Location

Identified Need

This facility has a congestion and connectivity need from Catawba Valley Boulevard to Twentieth Street in Newton (parallel to US 70) due to high growth on US 70 and expected traffic demand.

Recommendation

Construct 4-lane facility on new location (from Startown Road to existing Catawba Valley Blvd).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	02 C
Length (miles)	3.50
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	38100

Impacted Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4
Volume (vpd)	16800-26200	26600-32800	26600-32800
Capacity (vpd)	26800	26800	26800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

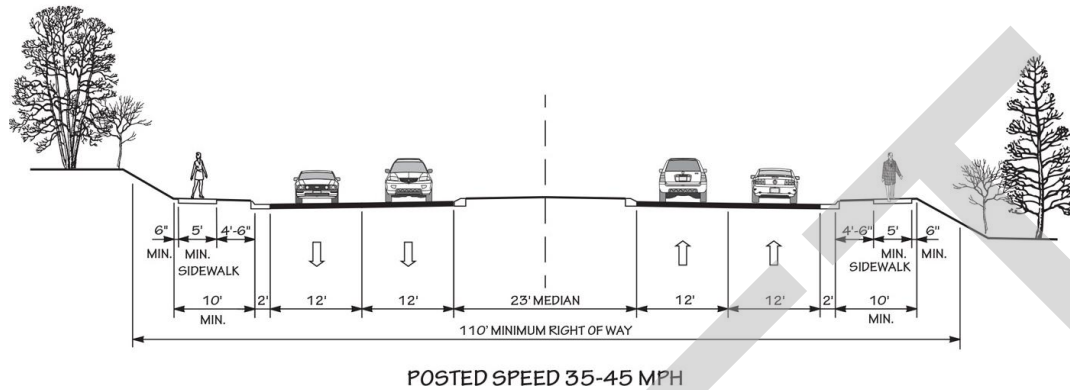


Typical Section Options:

02 C

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Catawba Valley Boulevard is located on the south side of the Valley Hills Mall extending from Robinson Road (SR 1146) to Startown Road (SR 1005). This 5-lane facility serves major commercial and residential developments and provides a connecting service between Startown Road (SR 1005) and Robinson Road (SR 1146). The proposed extension will connect Catawba Valley Boulevard to Twentieth Street in Newton and create a major east-west facility paralleling US 70. Due to the anticipated high growth on US 70, future travel demands are expected to increase exponentially causing major congestion problems along this facility. The proposed road will also create an efficient route to link Hickory and Newton. A 4-lane divided boulevard with a grass median is recommended west of Fairgrove Church Road. East of Fairgrove Church Road, a 2-lane rural typical section is recommended.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 1 Impaired Waters Line Feature(s)

- 1 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 11 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Land use is primarily commercial, and notable establishments within the project area include Hickory Motor Speedway, Hickory Legion Fairgrounds, and fedex ground

Human Environmental Context

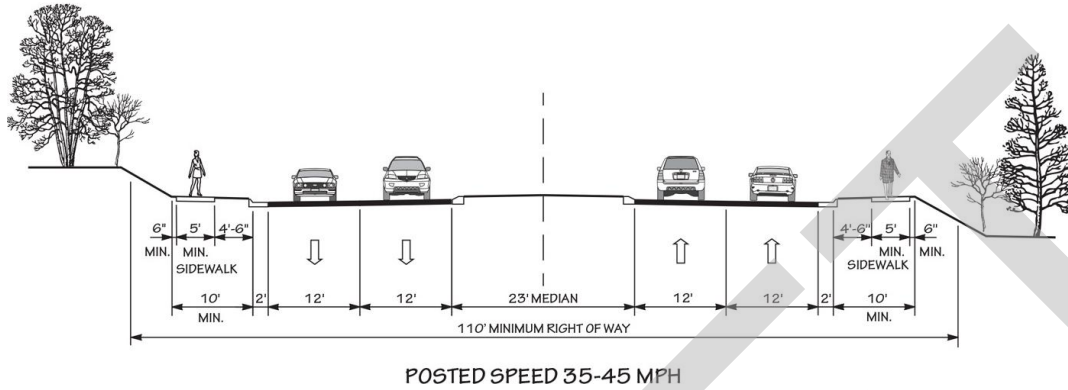
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:
02 C

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Center St (SR 2959)

US 70 to 8th Ave Dr SE

Local ID: CATA-HD-35-CTP

Purpose: Facility Deficiencies

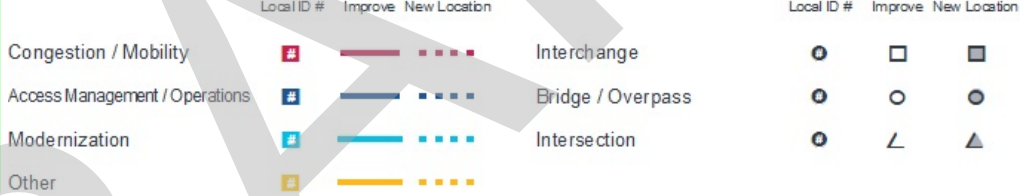
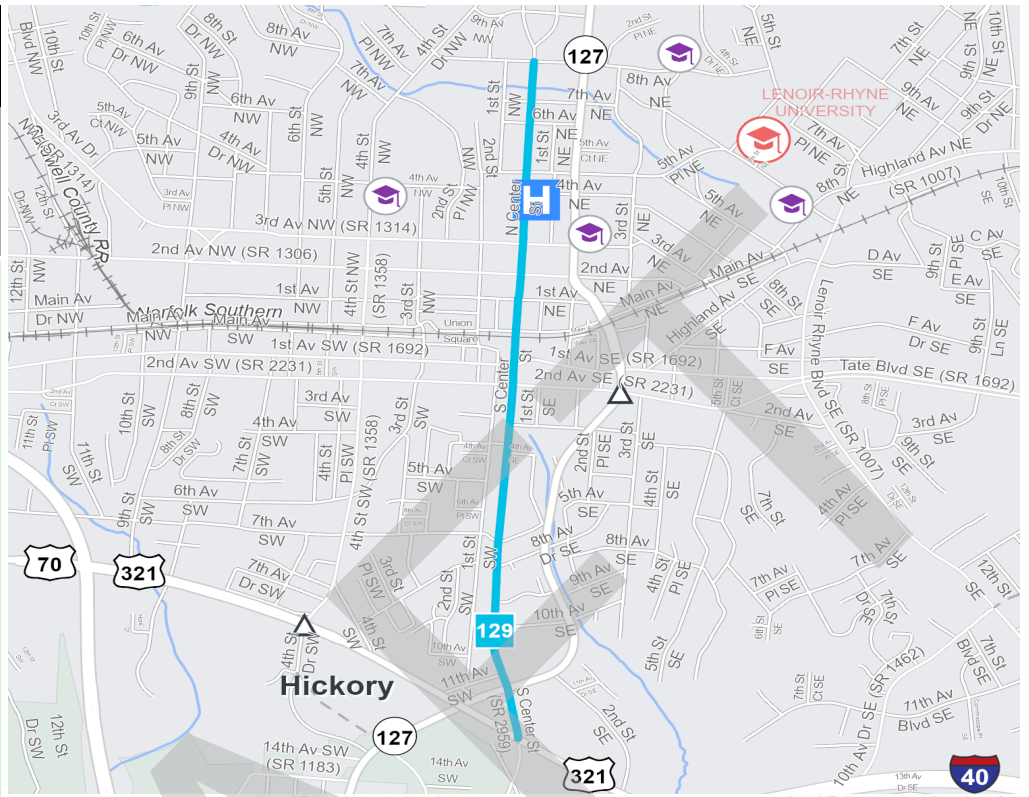
Improvement: Improve Existing

Identified Need

This facility has a congestion need from Second/Third Avenue NE and First/Second Avenue SE one-way pairs beyond the practical capacity limit of this road.

Recommendation

Improve Center St from US 70 to 8th Ave Dr NW.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 C
Section Options	03 B
Length (miles)	1.90
Existing ROW (feet)	80
Safety Risk Score	67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	100-9000	100-10000	100-10000
Capacity (vpd)	10000-10200	10000-10200	11900-12700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2029
Facility will be Over Capacity (>=100%)	> 2050

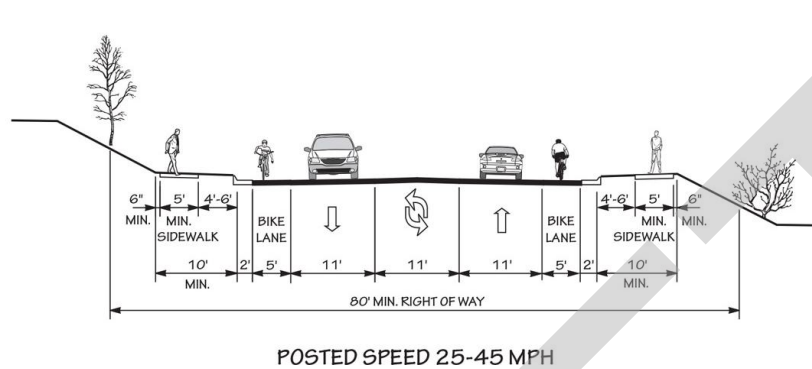


Typical Section Options:

TYPICAL SECTION No. 3C

03 B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane minor thoroughfare is located in downtown Hickory and extends from US 70 to Eighth Avenue NW. This facility serves the adjacent residential communities and provides service for northsouth crosstown travel. Currently, travel on this facility is moderate. By the horizon year, the traffic volumes on the section between the Second/Third Avenue NE and First/Second Avenue SE one-way pairs are expected to increase beyond the practical capacity limit of this road. To accommodate the future traffic, it is recommended that this section be widened to 3-lanes.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project area is primarily residential, with commercial development near US 70.

Human Environmental Context

This recommendation passes through one or more

census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Claremont South Loop

US 70 to Keisler Dairy Rd (SR 1731)

Local ID: CATA-HD-36-CTP

Purpose: Mobility

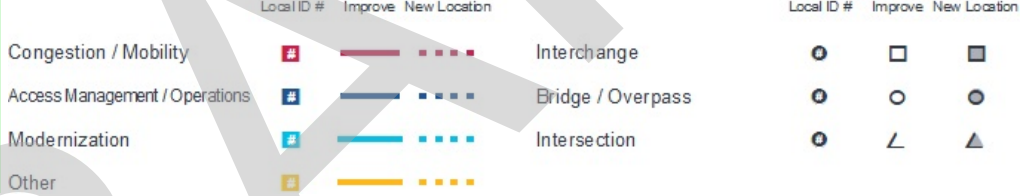
Improvement: New Location (part on existing)

Identified Need

This facility has a congestion need from downtown Claremont by diverting through traffic from this area.

Recommendation

Construct 2-lane facility on new location (from US 70 to Keisler Dairy Rd (SR 1731)).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	3.20
Existing ROW (feet)	40-60
Safety Risk Score	67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3400	5500	-
Capacity (vpd)	11700	11700	11700

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11300-11800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

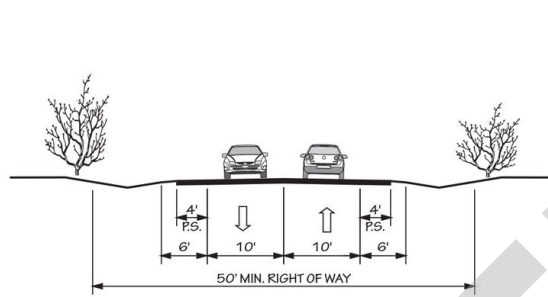


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This loop will reduce the future travel pressure from downtown Claremont by diverting through traffic from this area. This 2-lane loop system is comprised of two existing and three new roads. The existing Centennial Boulevard and its recently completed extension to US 70 make up the north and northeast part of the Loop. The other existing route is Keisler Road (SR 1731), which forms the southern part of the Loop. The extension of Keisler Road to the east and north connecting to US 70 will cross both Claremont Road and Catawba Street to create the southeast part of the Loop. The southwest part of the Loop consists of Heart Drive (SR 1929) and the northern segment of the proposed Burris Road Extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 4 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Cloninger Mill Rd. (SR 1400/Kool Park Rd).

NC 127 to Springs Road NE (SR 1453)

Local ID: CATA-HD-37-CTP

Purpose: Congestion

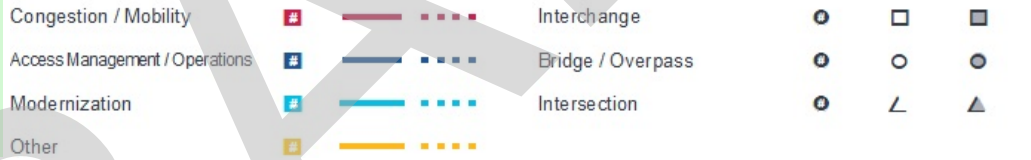
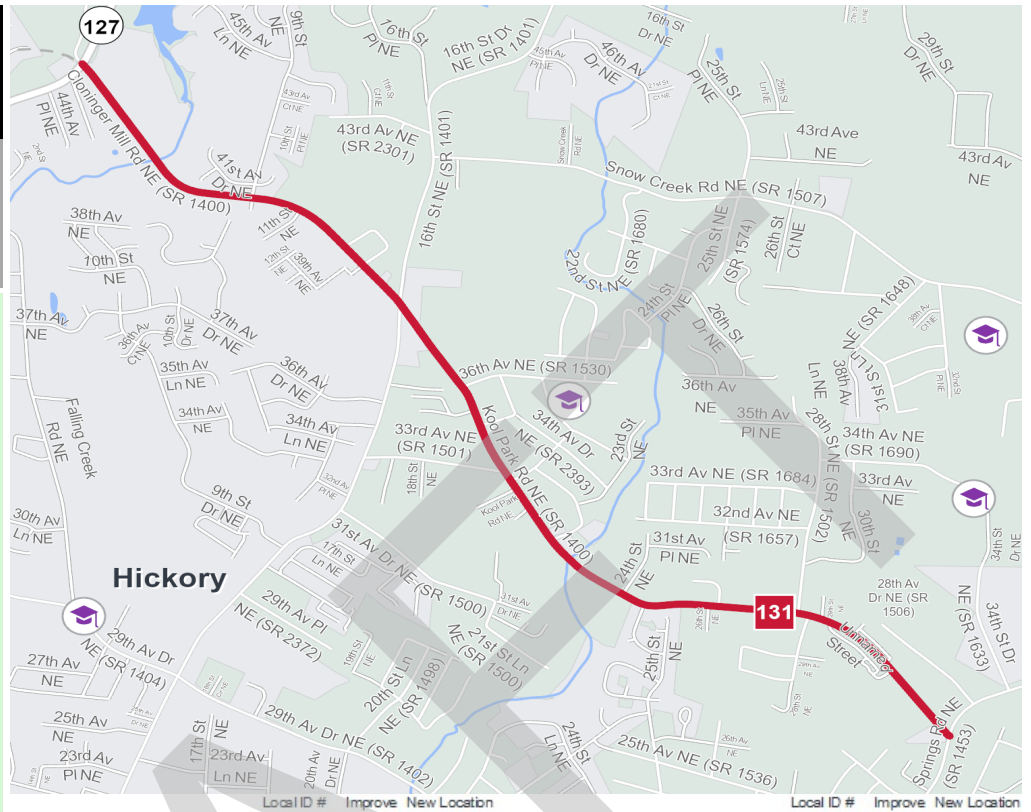
Improvement: Widening

Identified Need

This facility has a congestion and connectivity need from NC 127 in northern Hickory to US 70-A in Conover. Although no traffic problems currently exist, the future traffic volume is expected to more than double.

Recommendation

Widen to 4-lanes with a landscaped median (from NC 127 North in Hickory to Springs Road).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 C
Section Options	-
Length (miles)	3.20
Existing ROW (feet)	
Safety Risk Score	56-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	6600-11600	7500-13400	7500-13400
Capacity (vpd)	11700	11700	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2021

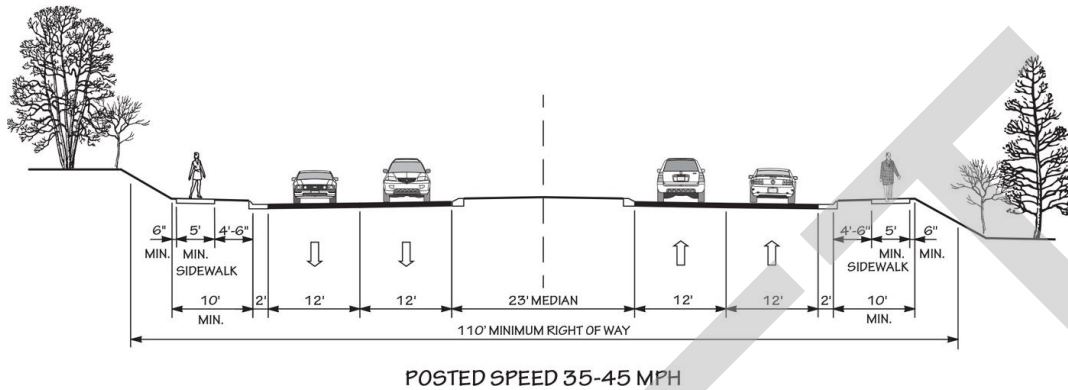


Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This facility provides a major travel service for the traffic in the northeastern part of the planning area extending from NC 127 in northern Hickory to US 70-A in Conover. Although no traffic problems currently exist, the future traffic volume is expected to more than double. To accommodate the projected traffic, it is recommended that this facility be widened to a 4-lane divided boulevard with a grass median.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 16 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)
- 3 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Conover Startown Road Extension (SR 1149)

Conover-Startown Rd (SR 1005) to Section House Road Extension/1st St W (SR 1007)

Local ID: CATA-HD-38-MTP

Purpose: Mobility

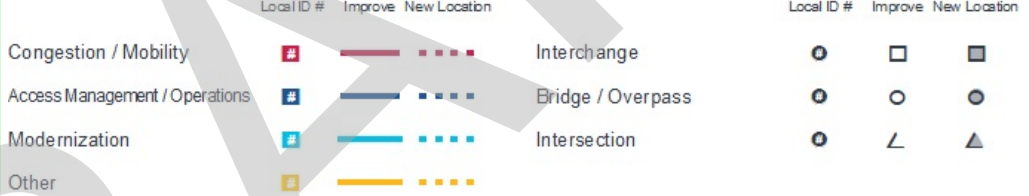
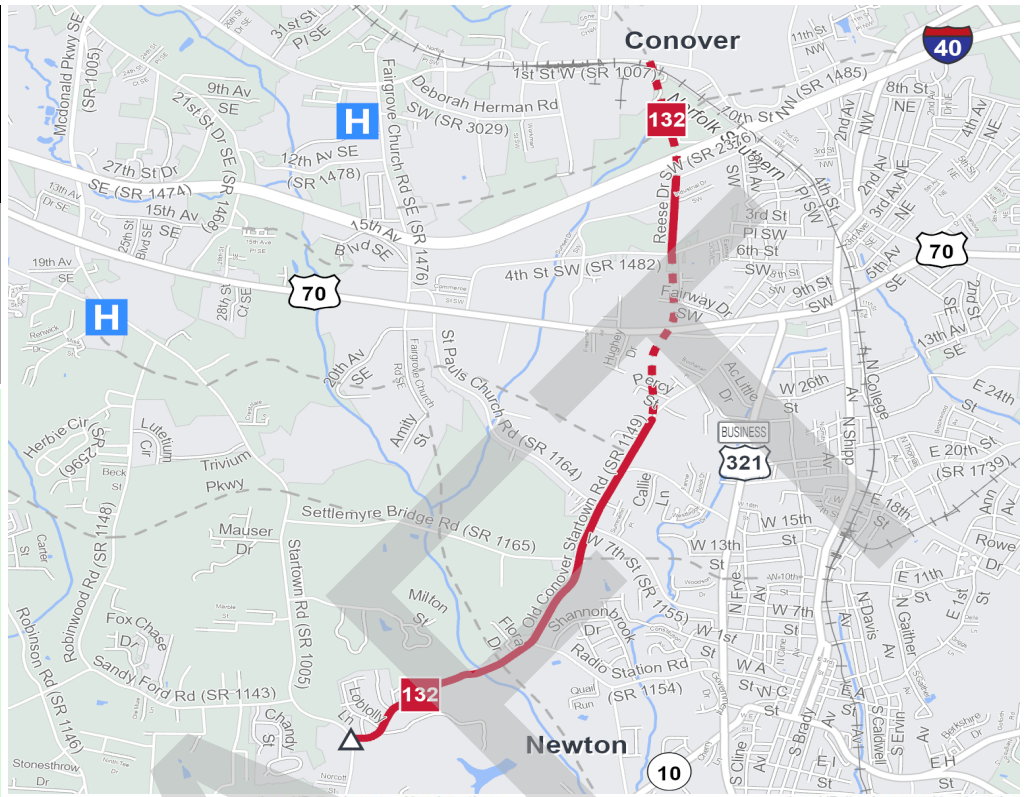
Improvement: New Location (part on existing)

Identified Need

Section has a congestion and connectivity need from the anticipated residential growth in western Newton and the Conover West Industrial Park off of US 70 as well as other industrial centers off of US 70-A in Conover.

Recommendation

Widen to multi-lane (from Conover-Startown Road to Section House Road (SR 1491)).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	05 B
Length (miles)	5.10
Existing ROW (feet)	60
Safety Risk Score	44-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	8600-12700	9900-14000	9900-14000
Capacity (vpd)	10200-11700	10200-11700	24300-26800

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	24300-26800

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	2038
Facility will be Over Capacity (>=100%)	2038

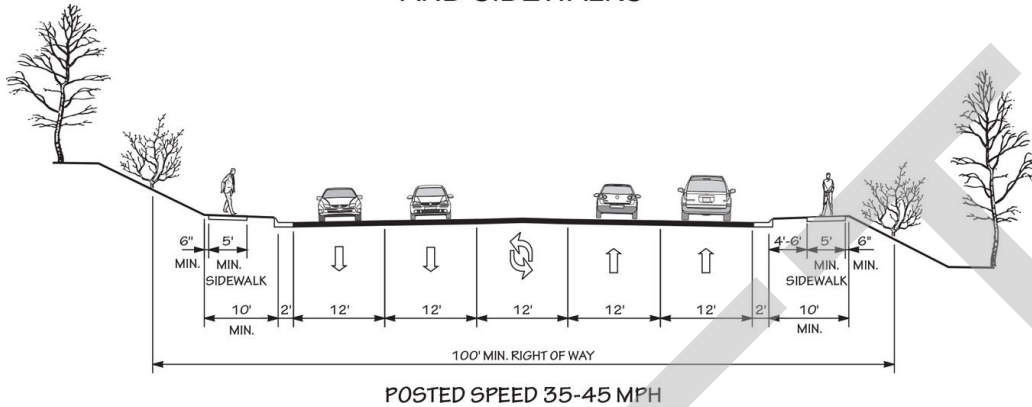


Typical Section Options:

05 B

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Currently, this 2-lane facility serves western Newton by providing a connection between Startown Road and US 70. The proposed extension to Section House Road will facilitate the travel between the anticipated residential growth in western Newton and the Conover West Industrial Park off of US 70 as well as other industrial centers off of US 70-A in Conover. In addition, the combination of this facility with the Section House Road-Kool Park Road-Cloninger Mill Road will form a major north-south corridor serving the entire central part of the planning area. A multi-lane typical section is recommended.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 6 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 7 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

East Maiden Rd (SR 1855)

US 321B/Island Ford Road to NC 150

Local ID: CATA-HD-40-CTP

Purpose: Facility Deficiencies

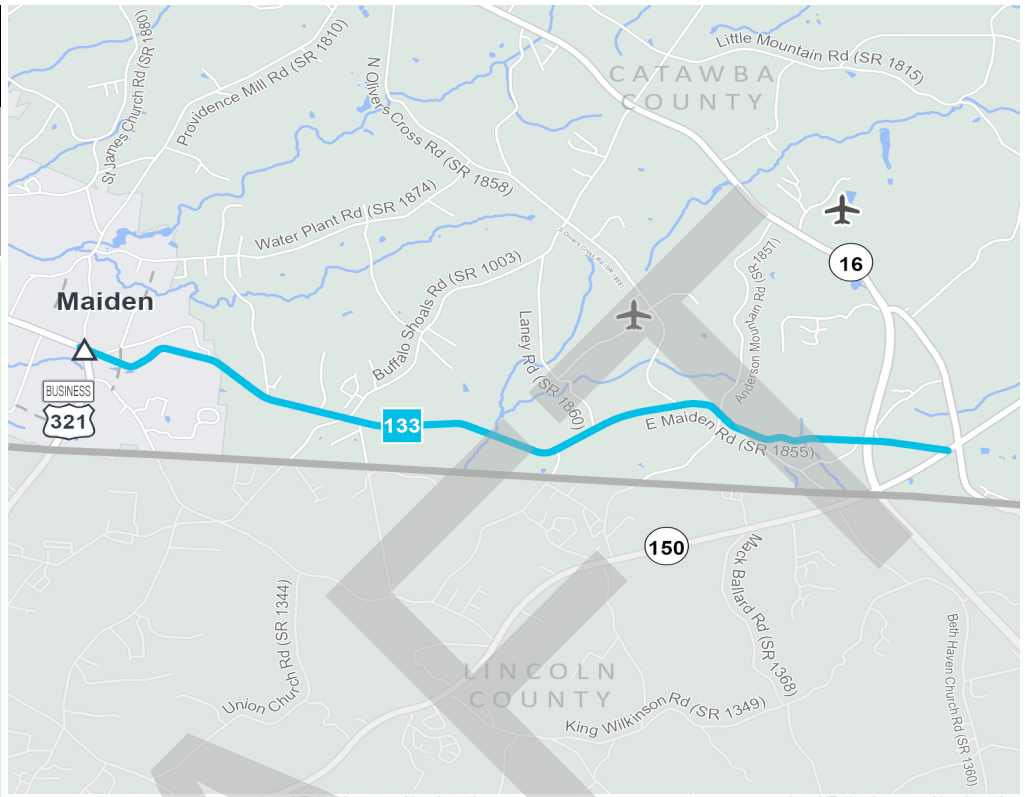
Improvement: Improve Existing

Identified Need

This facility has a need for safety improvements.

Recommendation

Safety improvements to East Maiden Rd (SR 1855) from US 321-B (Island Ford Road) to NC 150.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	8.00
Existing ROW (feet)	
Safety Risk Score	11-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3100-4500	6000-9300	6000-9300
Capacity (vpd)	10200-12200	10200-12200	10200-12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

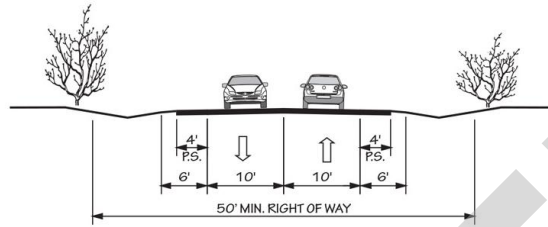


Typical Section Options:

None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project addresses safety issues.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 High Quality And Outstanding Resource Water Feature(s)
- 1 Major River Feature(s)
- 12 Wetland Feature(s)
- 11 River And Stream Feature(s)
- 3 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Emmanuel Church Rd Ext. to SR 1804 (Bethany Church Rd)

NC 10 to Bethany Church Rd (SR 1804)

Local ID: CATA-HD-41-CTP

Purpose: **Mobility**

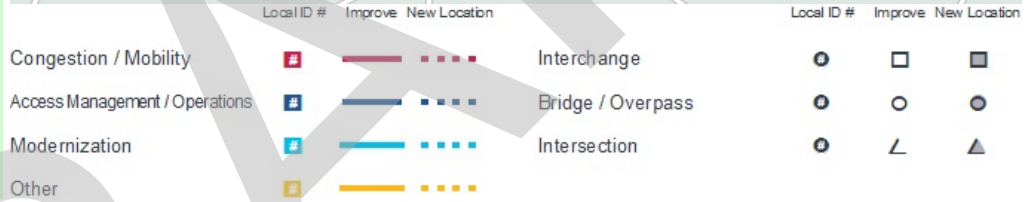
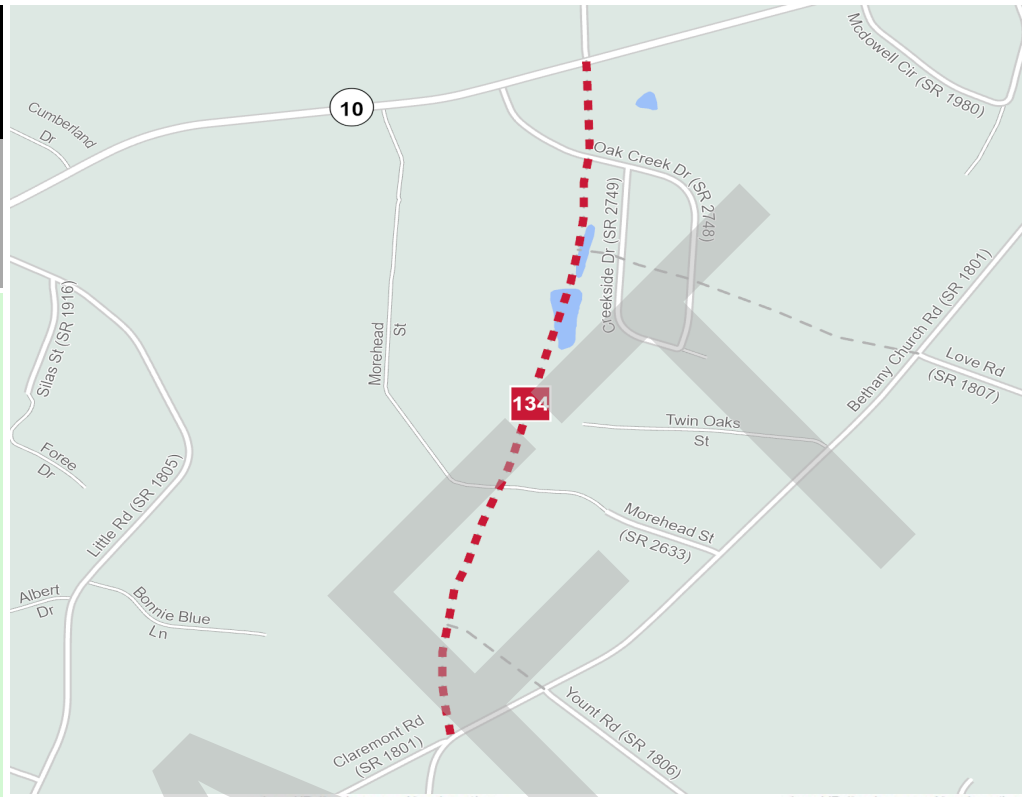
Improvement: **New Location**

Identified Need

This facility has a congestion need in the vicinity of the McLin Creek Road (SR 1739) and Emmanuel Church Rd (SR 1732) juncture.

Recommendation

Construct 2-lane facility on new location (from NC 10 to Bethany Church Rd (SR 1804)).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 C
Length (miles)	0.78
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

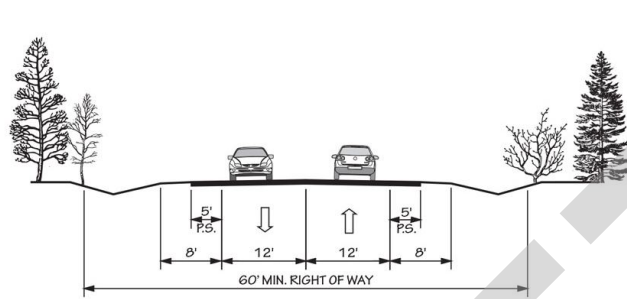


Typical Section Options:

02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This major thoroughfare provides service between NC 10 and the major industrial center in eastern Newton and Conover. Traffic problems are currently being experienced in the vicinity of the McLin Creek Road (SR 1739) and Emmanuel Church Rd (SR 1732) juncture. High anticipated growth in the area will further deteriorate the traffic condition on Emmanuel Church Road (SR 1732). Several improvements are recommended for this facility. Emmanuel Church Road should be extended westward to connect to the proposed Newton-Conover East Loop. Second, the geometry at the Emmanuel Church Road, McLin Creek Road intersection should be modified by realigning Emmanuel Church Rd (SR 1732) to connect to McLin Creek Road (SR 1739). Finally, the section of Emmanuel Church Road between this intersection and NC 10 should be widened to multi-lanes. These improvements will maximize the efficiency of this facility, allowing it to serve future traffic at a more acceptable level. A 2-lane extension to the south connecting Emmanuel Church Road to Bethany Church Rd (SR 1804) is also recommended. This extension will create a continuous north-south facility serving the area east of Newton and Conover.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

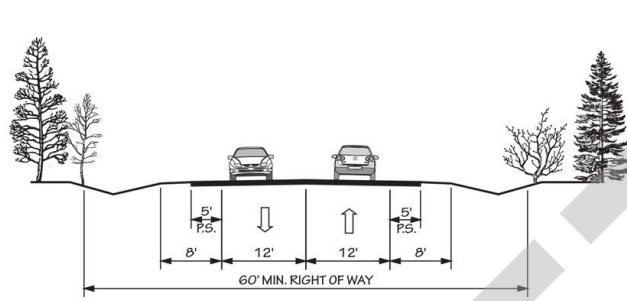
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:
02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Emmanuel Church Road (SR 1732/1734) & Extension

NC 10 to NC 16

Local ID: CATA-HD-42-CTP

Purpose: Congestion

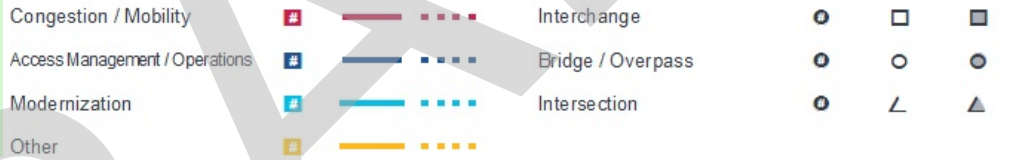
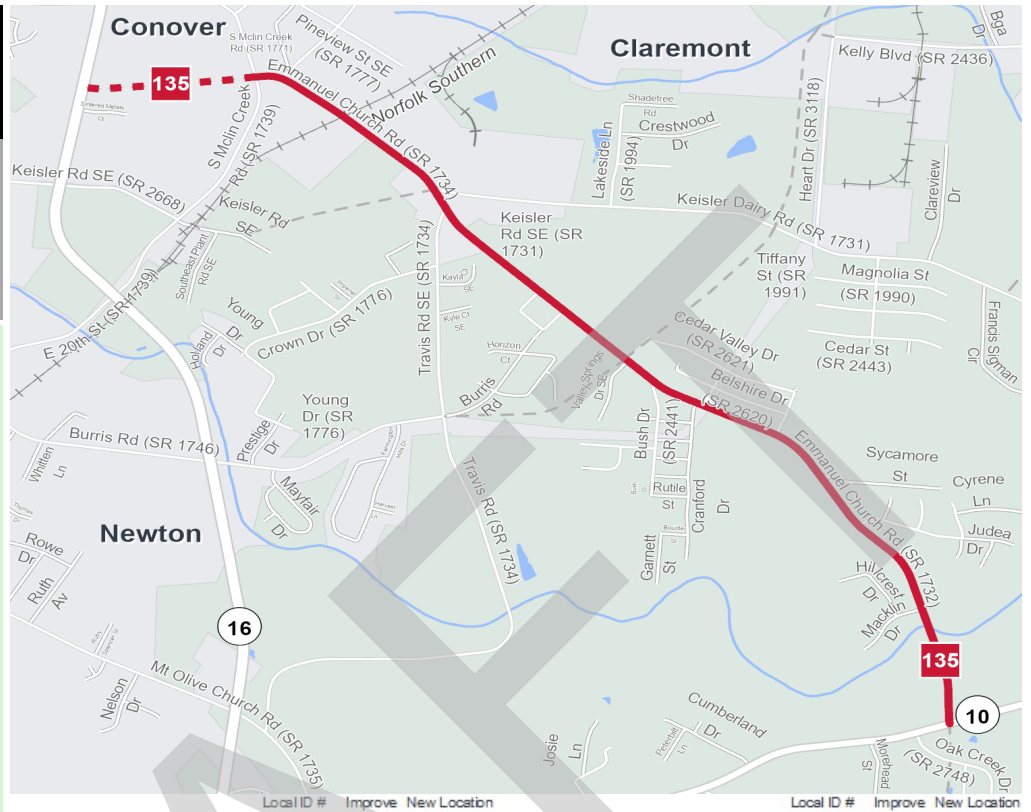
Improvement: New Location (part on existing)

Identified Need

This facility has a mobility need for future traffic in 2050.

Recommendation

Widen to multi-lane from NC 10 to Newton-Conover Loop/NC 16 (Thornburg Dr.).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	3.10
Existing ROW (feet)	
Safety Risk Score	22-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	5100-11600	5800-13800	-
Capacity (vpd)	11700	11700	26800

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	26800

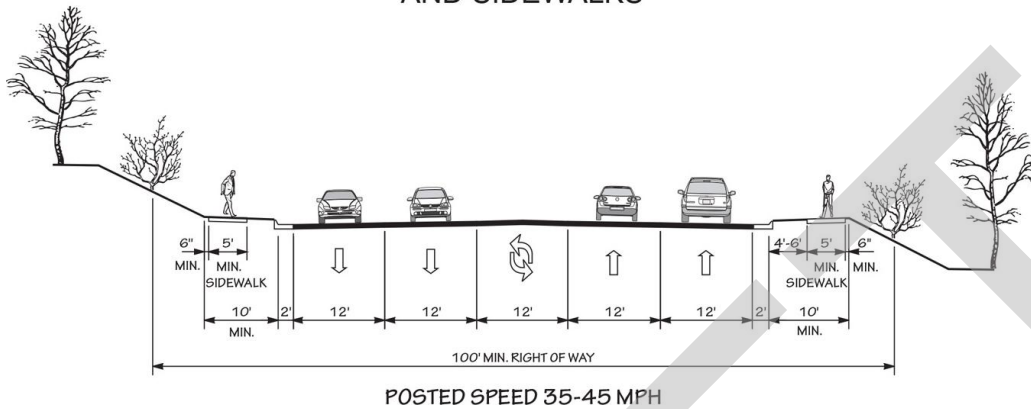
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2021



Typical Section Options:

None

TYPICAL SECTION No. 5A4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS**Project Overview****Project History**

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This major thoroughfare provides service between NC 10 and the major industrial center in eastern Newton and Conover. Traffic problems are currently being experienced in the vicinity of the McLin Creek Road (SR 1739) and Emmanuel Church Rd (SR 1732) juncture. High anticipated growth in the area will further deteriorate the traffic condition on Emmanuel Church Road (SR 1732). Several improvements are recommended for this facility. Emmanuel Church Road should be extended westward to connect to the proposed Newton-Conover East Loop. Second, the geometry at the Emmanuel Church Road, McLin Creek Road intersection should be modified by realigning Emmanuel Church Rd (SR 1732) to connect to McLin Creek Road (SR 1739). Finally, the section of Emmanuel Church Road between this intersection and NC 10 should be widened to multi-lanes. These improvements will maximize the efficiency of this facility, allowing it to serve future traffic at a more acceptable level. A 2-lane extension to the south connecting Emmanuel Church Road to Bethany Church Rd (SR 1804) is also recommended. This extension will create a continuous north-south facility serving the area east of Newton and Conover.

Horizon Year: 2050 and Beyond.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Impaired Waters Line Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

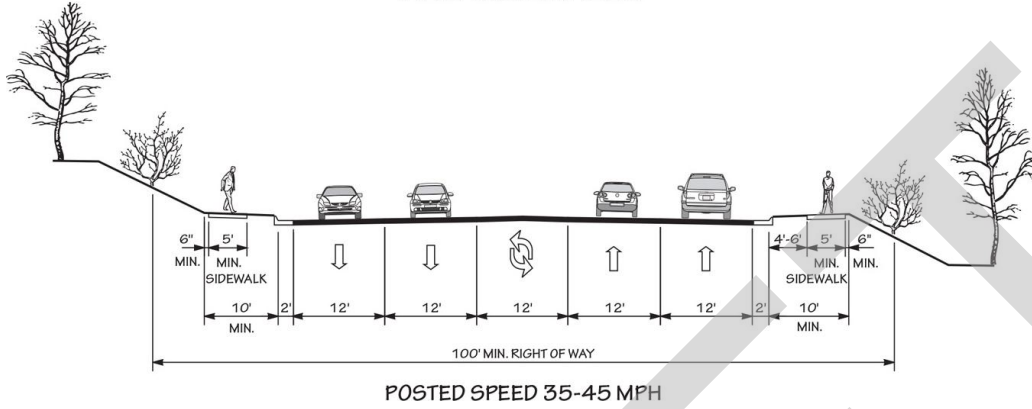
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other

Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Frazier Dr

Penny Rd (SR 1730) to S Depot St (SR 1722)

Local ID: CATA-HD-43-CTP

Purpose: Facility Deficiencies

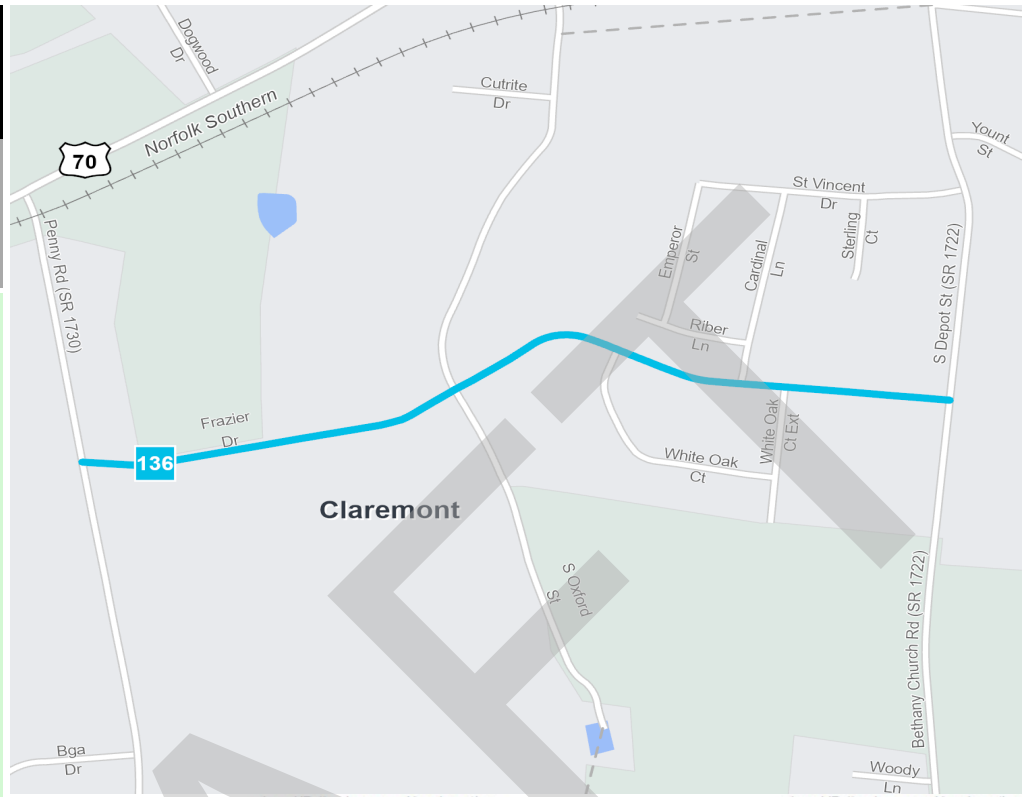
Improvement: Improve Existing

Identified Need

This facility has a connectivity need and roadway deficiencies between Claremont Road and the industrial area off South Oxford Road.

Recommendation

Improve Frazier Dr from Penny Rd to Depot St.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.71
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	10200	10200	10200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

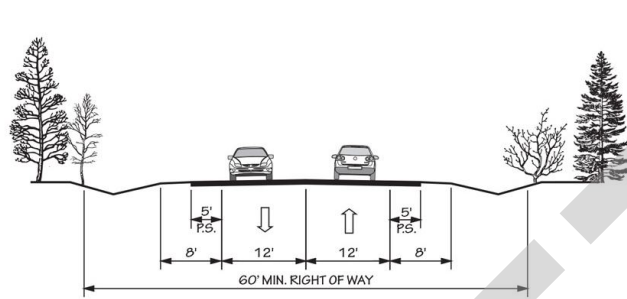


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Frazier Drive is located in south section of the Claremont downtown area extends from Claremont Road to South Oxford Road. Currently, this 2-lane facility provides connecting service between Claremont Road and the industrial area off South Oxford Road. The proposed Frazier Drive Extension Improvement is recommended to straighten the sharp curve on the western end of the road and extend service to the industrial area off Penny Road. A 2-lane typical section is recommended for the extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Flood Hazard Area Feature(s)
- 3 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current Land use is industrial, including Prysmian Cables and Progressive Furniture.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Keisler Road Extension East

Keisler Road SE (SR 2668) to Emmanuel Church Rd (SR 1734)

Local ID: CATA-HD-44-CTP

Purpose: **Mobility**

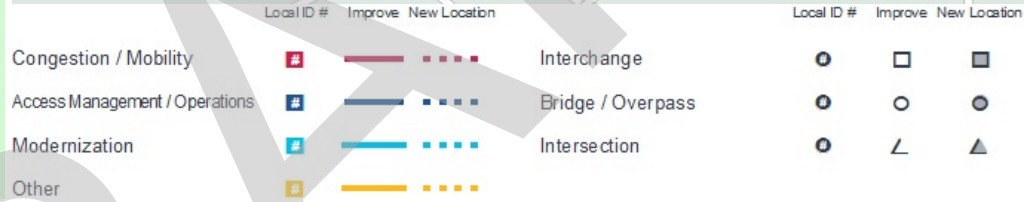
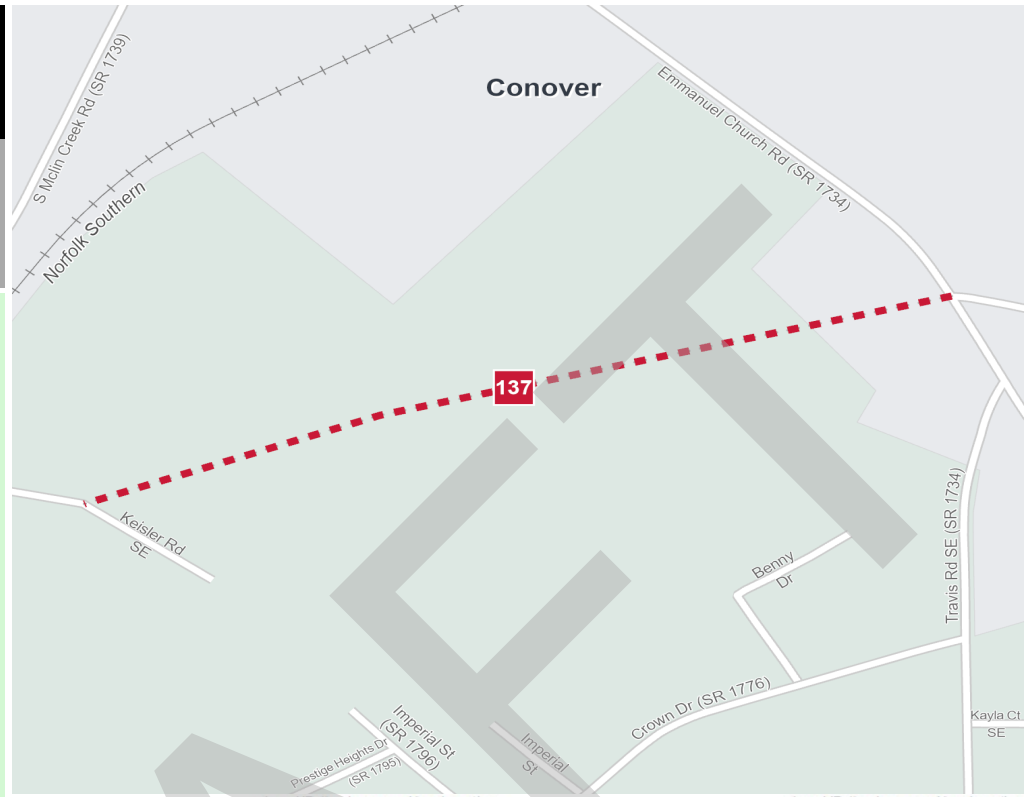
Improvement: **New Location**

Identified Need

This facility has a connectivity need between Keisler Road to US 70 on the west and Keisler Dairy Road (SR 1731) on the east.

Recommendation

Construct 2-lane facility on new location from Keisler Road to Emmanuel Church Road.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 C
Length (miles)	0.50
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data:

2019 Base Year

2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type		-	-	Minor Thoroughfare
Travel Lanes		-	-	2
Volume (vpd)		-	-	-
Capacity (vpd)		-	-	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

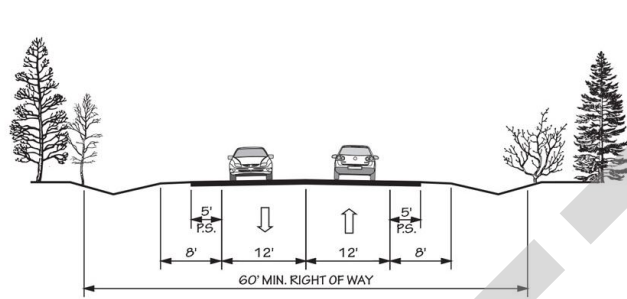


Typical Section Options:

02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This 2-lane facility is located in the industrial area in eastern Newton. Currently, it is a dead-end road serving the industrial sites along its corridor. The proposed extension of this facility will create a continuous east-west facility connecting Keisler Road to US 70 on the west and Keisler Dairy Road (SR 1731) on the east. This facility will provide a connecting service for the travel between the industrial area and other major thoroughfares such as Emmanuel Church Road (SR 1732), NC 10 and US 70. It will also open up land in eastern Newton for development. A 2-lane typical section is recommended for the extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 16 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Hazard Substance Disposal Site(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is primarily industrial, with some residential in the project area.

Human Environmental Context

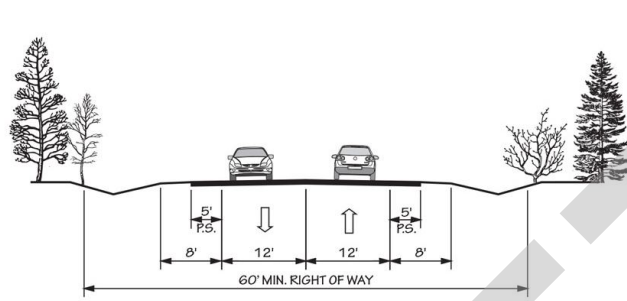
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:
02 C

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 0% and 15% identify as Households with No Car

Kelly Blvd (SR 2436) Improvements and Extension (East)

Recommended Claremont South Loop to Recommended Claremont East Loop

Local ID: CATA-HD-45-CTP

Purpose: Mobility

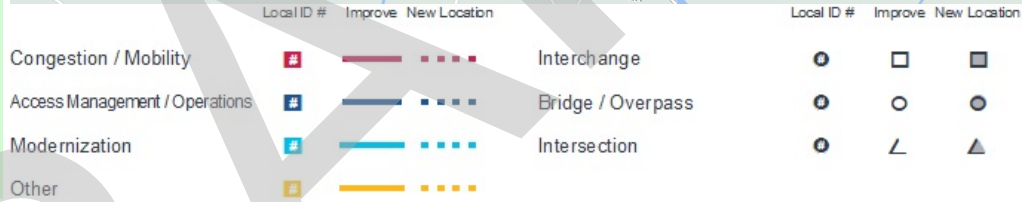
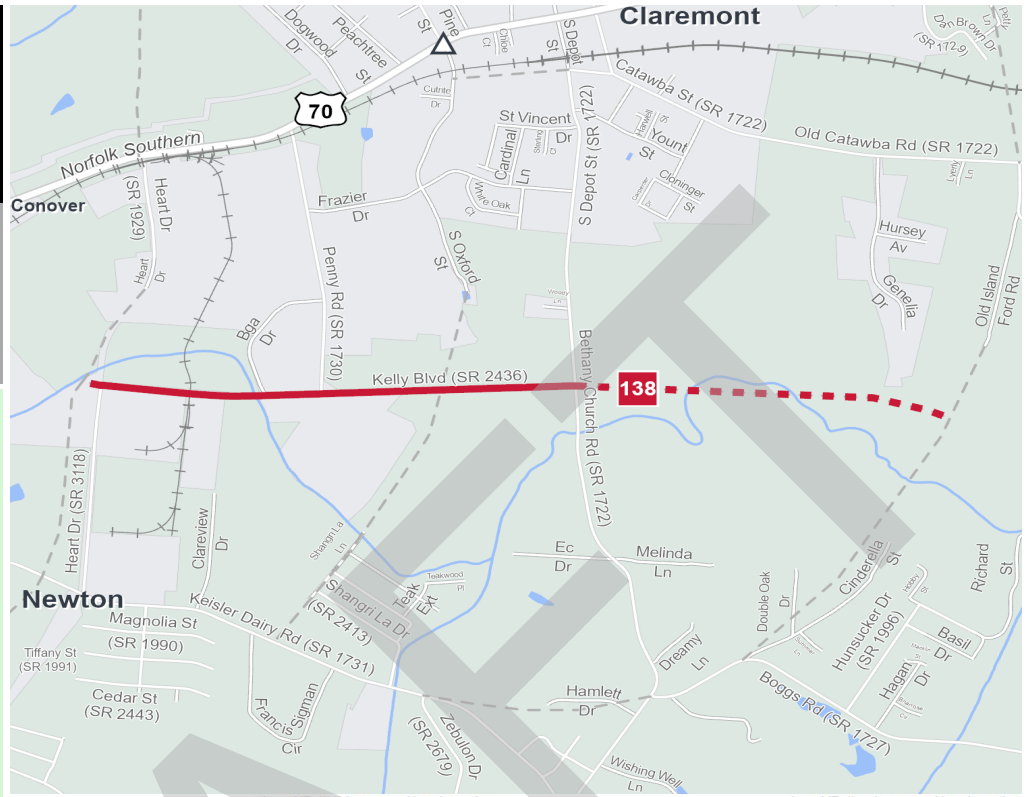
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need between Keisler Road to US 70 on the west and Keisler Dairy Road (SR 1731) on the east.

Recommendation

Improve Kelly Blvd (SR 2436) and construct 2-lane facility on new location from Depot Street to Claremont South Loop



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 E
Length (miles)	2.20
Existing ROW (feet)	80
Safety Risk Score	11

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	11700	11700	11700

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

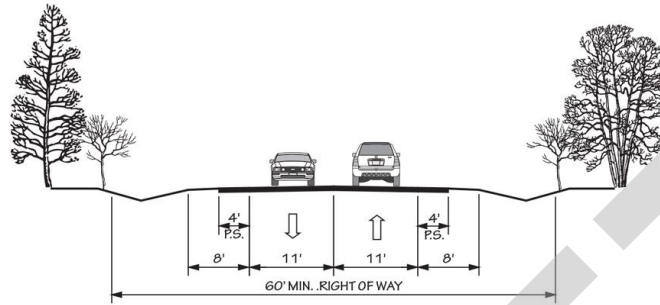


Typical Section Options:

02 E

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Kelly Blvd (SR 2436) extends from Heart Dr (SR 3118) to Bethany Church Rd (SR 1722) in southern Claremont. This 2-lane facility serves the industrial/manufacturing developments along the corridor and provides a connector for travel in southern Claremont. The proposed Kelly Road Extension will extend from Claremont Road to the proposed Claremont East Loop. The combination of Kelly Blvd and its extension will form a continuous east-west facility in southern Claremont serving the existing and future

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 22 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 6 Wetland Feature(s)
- 7 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is primarily industrial, with some residential in the project area

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Love Road (SR 1807) Extension

Bethany Church Rd (SR 1801) to Emmanuel Church Ext. S

Local ID: CATA-HD-46-CTP

Purpose: Congestion

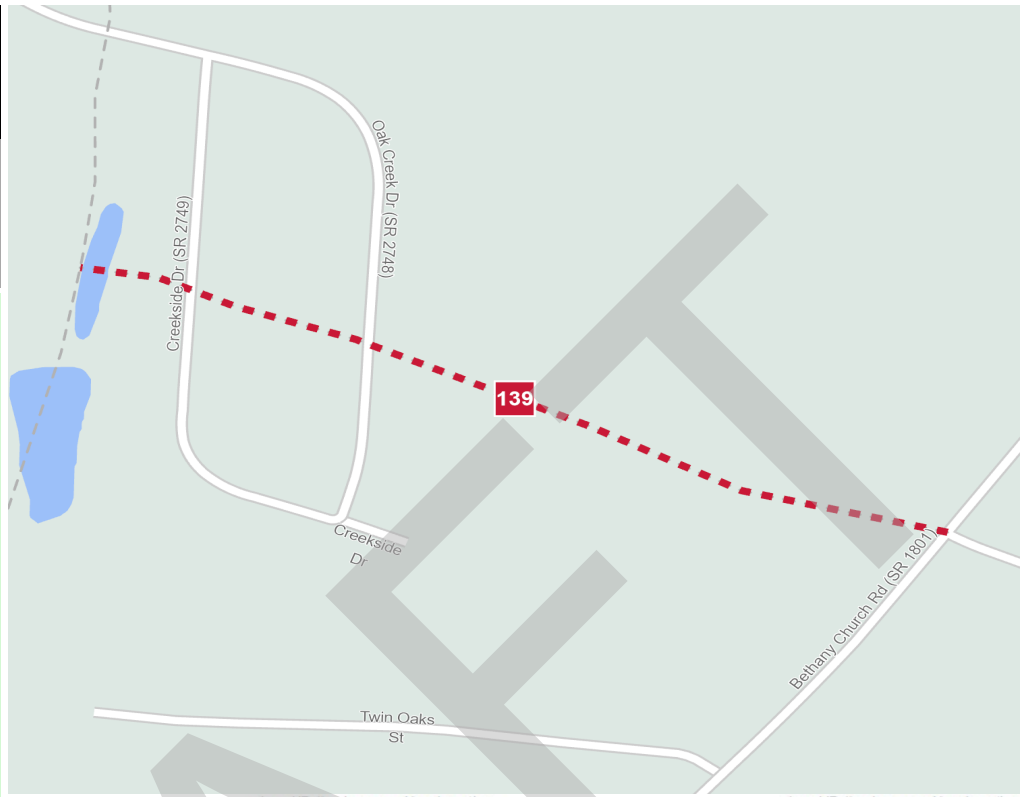
Improvement: New Location

Identified Need

The Bethany Church Rd (SR 1801) and Emmanuel Church Rd Ext. facilities have connectivity and congestion needs.

Recommendation

Construct 2-lane facility on new location from Bethany Church Rd (SR 1801) to Emmanuel Church Ext.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.35
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data:	2019 Base Year		2050 Future Year	
	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	10200

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

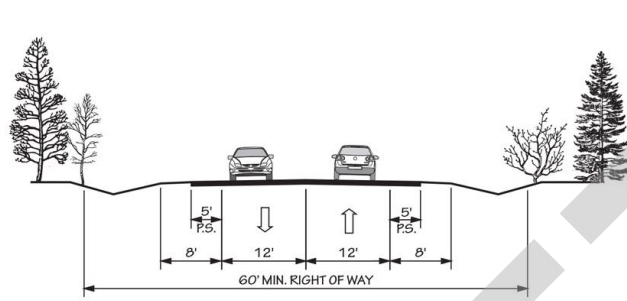


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project increases connectivity and addresses congestion.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area is residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+

- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

McKay Road Extension

McKay Road (SR 2014) to US 321B

Local ID: CATA-HD-47-CTP

Purpose: Congestion

Improvement: New Location

Identified Need

This facility has a connectivity need to Smyre Farm Road (SR 1884) to serve the residential communities in southern Newton.

Recommendation

Construct 2-lane facility on new location (from McKay Road to US 321B).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.76
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

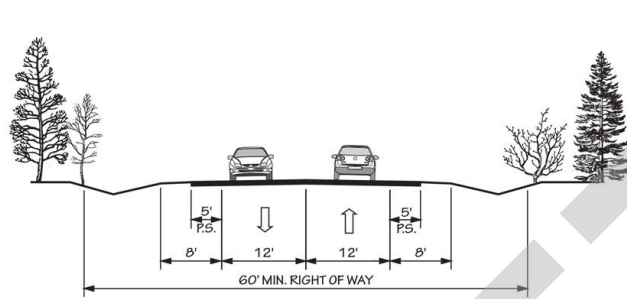


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This minor thoroughfare links Sigmon Dairy Rd (SR 2013) to US 321 in the southern fringe of the planning area. The extension of this facility will connect to Smyre Farm Road (SR 1884) to create a major east-west facility serving the residential communities in southern Newton. A typical-section of 2-lanes is recommended for the extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered.

This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 2 Managed Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current Land use is primarily residential

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

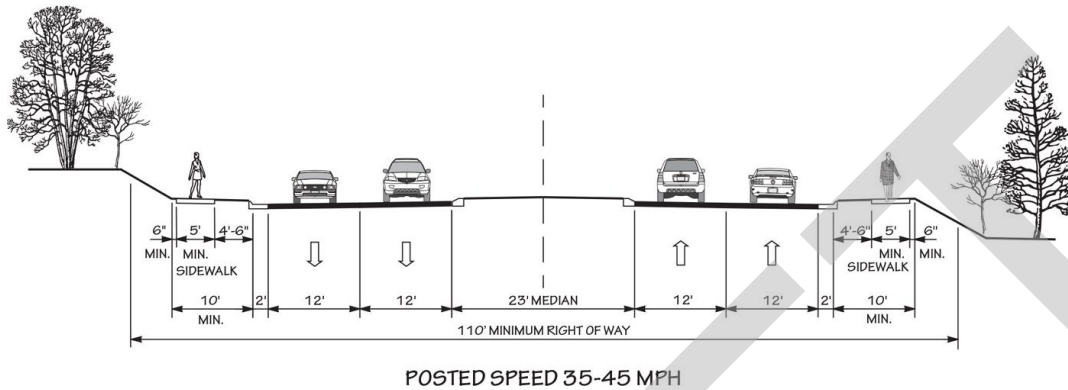
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 15% and 20% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Currently, Highland Avenue is the only major continuous east-west thoroughfare serving the northern Hickory-Newton-Conover planning area. The rapid growth in housing and employment and the high demand for inter-city travel between Hickory, Newton and Conover will cause a dramatic deterioration in travel service on this corridor. The Northern Crosstown is proposed to provide travel relief for Highland Avenue and to open up the land in the northern planning area for new development. The eastern extension from Twelfth Avenue Drive NE is also the northern part of the proposed Newton-Conover Loop. The linkage of Northern Corridor, the Newton-Conover Loop, the proposed Southern Corridor and 33rd Street in Long View will form a loop for the entire planning area. This system will provide a safe and efficient alternative route to serve suburban travel as well as the inter-city travel. The recommended Northern Crosstown consists of three parts. The first part is the widening of Twelfth Avenue Drive NE (SR 1441) to a 4-lane divided boulevard with a grass median. The other two parts consist of the extensions from Twelfth Avenue Drive NE. The east extension terminates at NC 16 in Conover and the west extension terminates at NC 127 in Hickory. The recommended typical section for the extensions is also a 4-lane divided boulevard with a grass median. The Northern Crosstown is programmed as previous STIP project U-2531.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 43 Flood Hazard Area Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Major River Feature(s)
- 2 Managed Area Feature(s)
- 8 Wetland Feature(s)
- 9 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 2 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

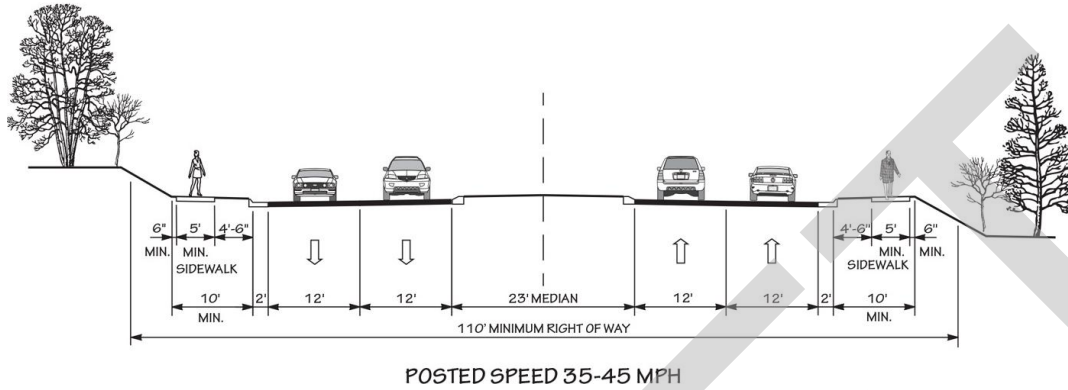
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino

Typical Section Options:

None

TYPICAL SECTION No. 4C

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

Northwest Loop

I 40 to Clement Blvd NW (SR 1371)

Local ID: CATA-HD-49-CTP

Purpose: Congestion

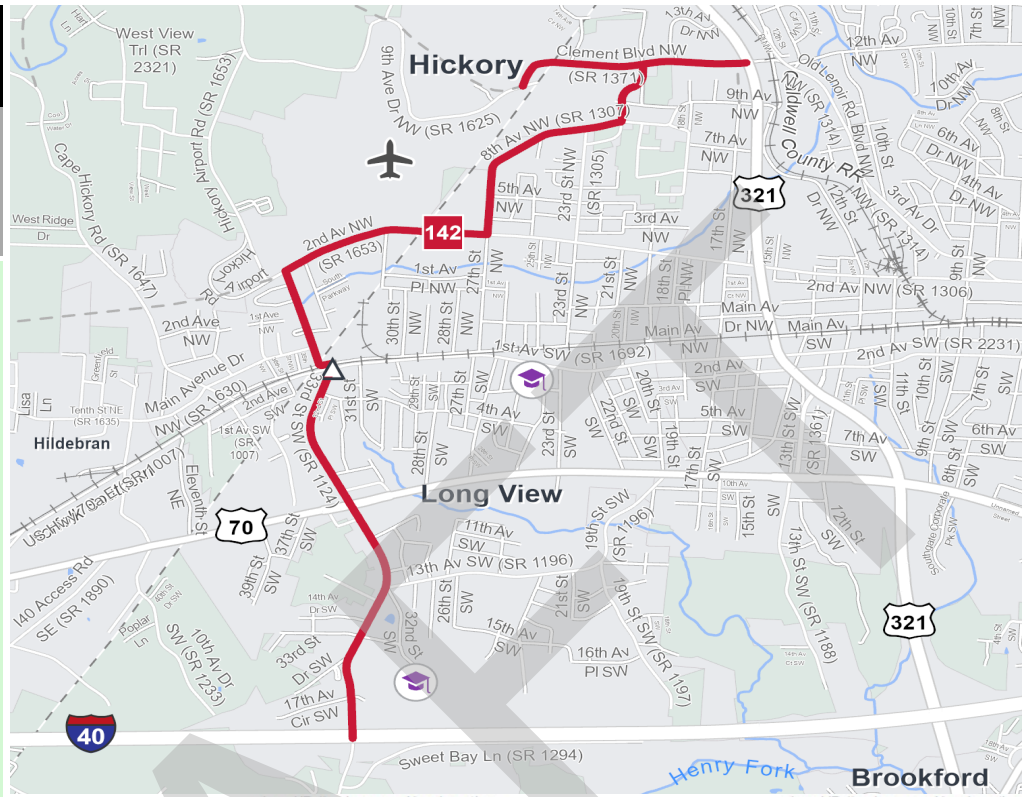
Improvement: Widening

Identified Need

This facility has a congestion need between Long View and the southwest sector

Recommendation

Improve 33rd St. SW (SR 1124) from I-40 to 8th Ave. NW in Long View and Clement Blvd. in Hickory to multilane with paved shoulders.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	4.90
Existing ROW (feet)	50-990
Safety Risk Score	22-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane	
Travel Lanes	2	2	4	
Volume (vpd)	700-5100	700-7000	700-7000	
Capacity (vpd)	10200-28100	10200-28100	24300-28100	

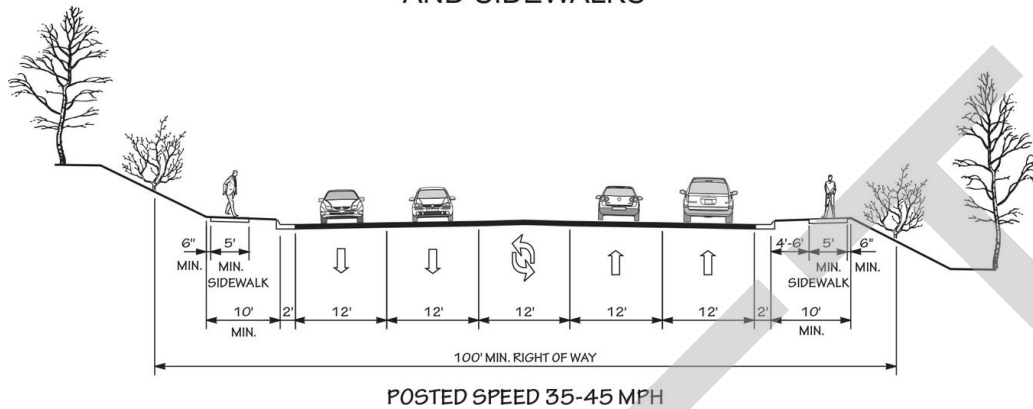
Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



Typical Section Options:

None

TYPICAL SECTION No. 5A4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
AND SIDEWALKS**Project Overview****Project History**

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

33rd St SW (SR 1124) extends from I-40 to Main Street in Long View. At this location, it connects to 34th St NW (SR 1642) through a dog-leg intersection. Currently, there is no connection between 33rd Street SW and I-40. Both streets have a 2-lane cross section. This facility functions as a radial serving the travel between Long View and the southwest sector of the planning area. Both 33rd St and 34th St should be widened to 5-lanes to provide the needed capacity for future traffic.

Horizon Year: 2050 and Beyond.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Land Water Conservation Fund Property Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use within the project area is primarily residential, with commercial development near US 70 and 1st Ave SW

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

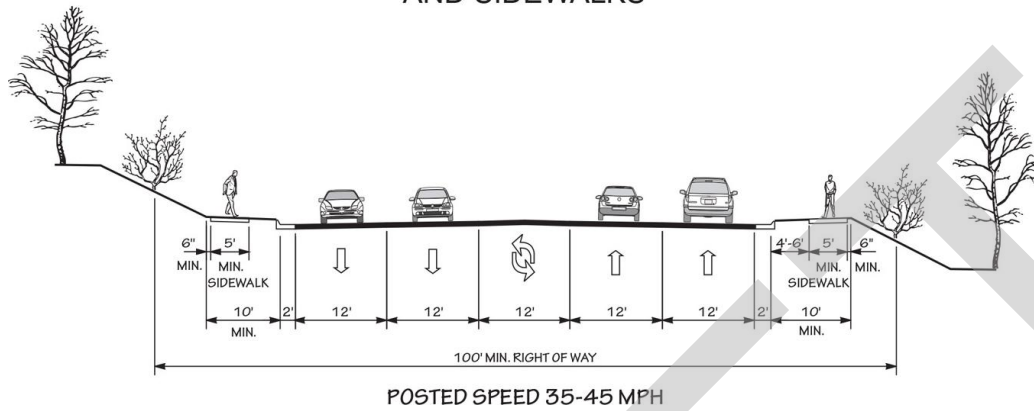
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Catawba Road (SR 1722) Extension

S Depot St (SR 1722) to S Oxford St

Local ID: CATA-HD-50-CTP

Purpose: Congestion

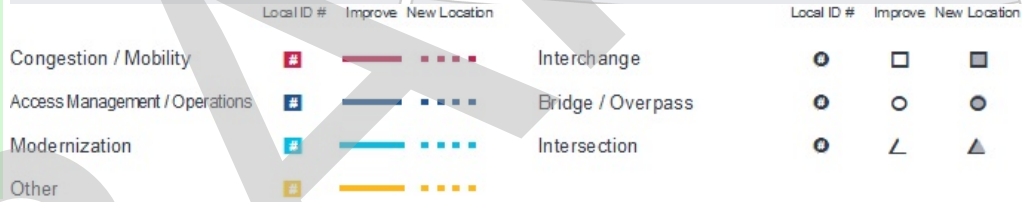
Improvement: New Location

Identified Need

This facility has congestion and connectivity needs.

Recommendation

Construct 2-lane facility on new location from S. Oxford St (SR 1722).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 D
Section Options	-
Length (miles)	0.29
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

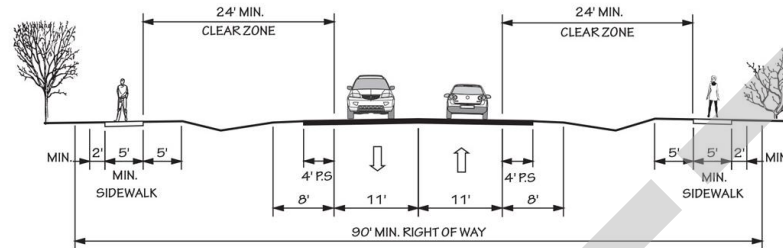


Typical Section Options:

None

TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview**Project History**

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project addresses congestion and increases connectivity.

Horizon Year: 2050 and Beyond.

Potential Impacts**Natural Environmental Context**

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use in the project area includes industrial, and residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Penny Road (SR 1730)

US 70 to Frazier Drive

Local ID: CATA-HD-51-CTP

Purpose: Facility Deficiencies

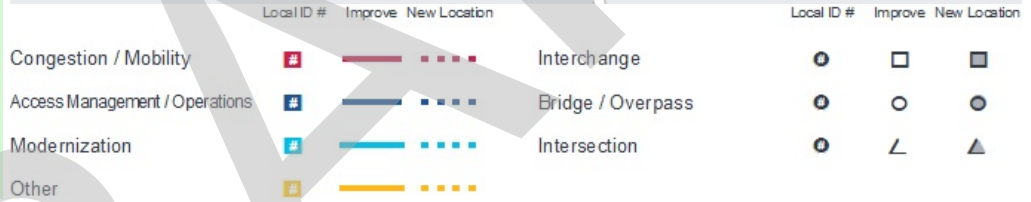
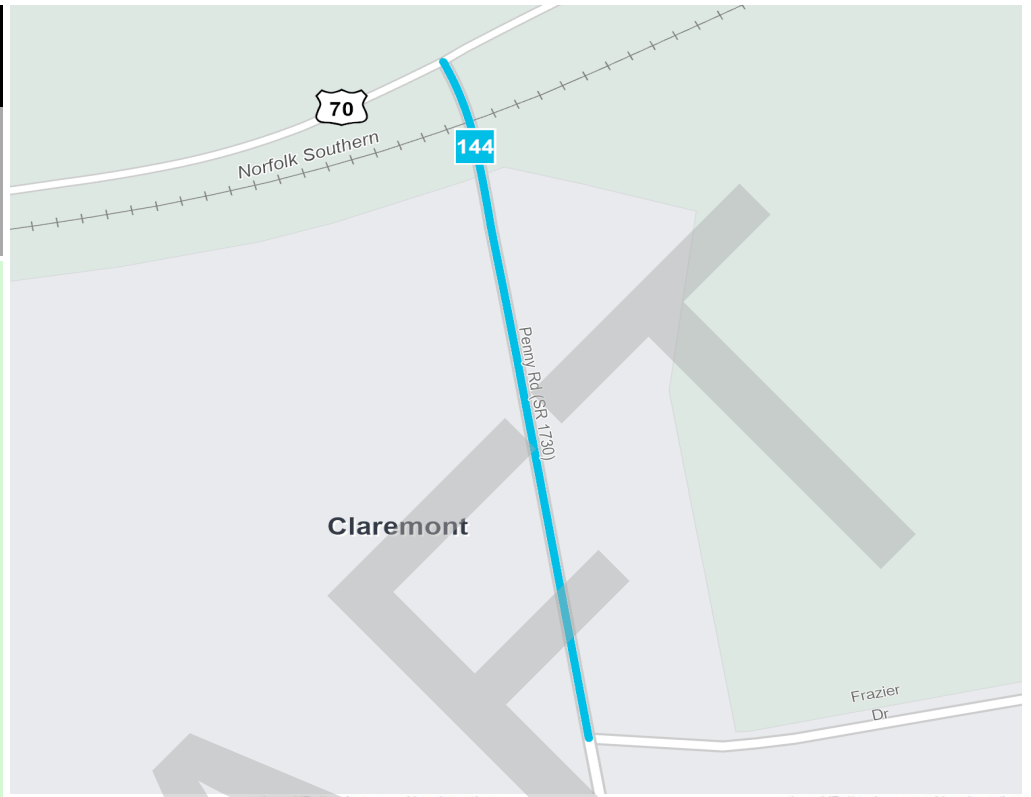
Improvement: Improve Existing

Identified Need

Penny Road has a connectivity need from US 70 to Frazier Dr.

Recommendation

Improve Penny Rd (SR 1730) from US 70 to Frazier Dr.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	0.25
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	
Travel Lanes	2	2	2	
Volume (vpd)	-	-	-	
Capacity (vpd)	10200	10200	10200	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

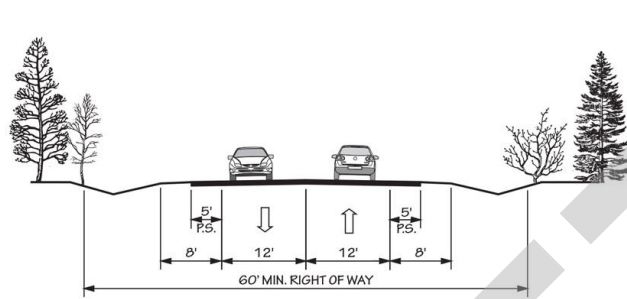


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project increases connectivity.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current Land use is industrial, including Prysmian Cables and Progressive Furniture.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Robinson Road

Robinson Rd (SR 1146) to Rocky Ford Rd (SR 2019)

Local ID: CATA-HD-52-MTP

Purpose: Mobility

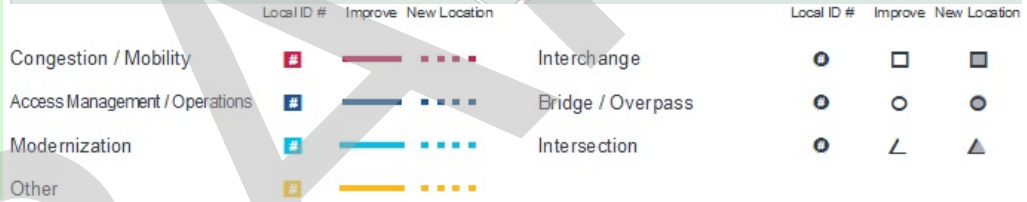
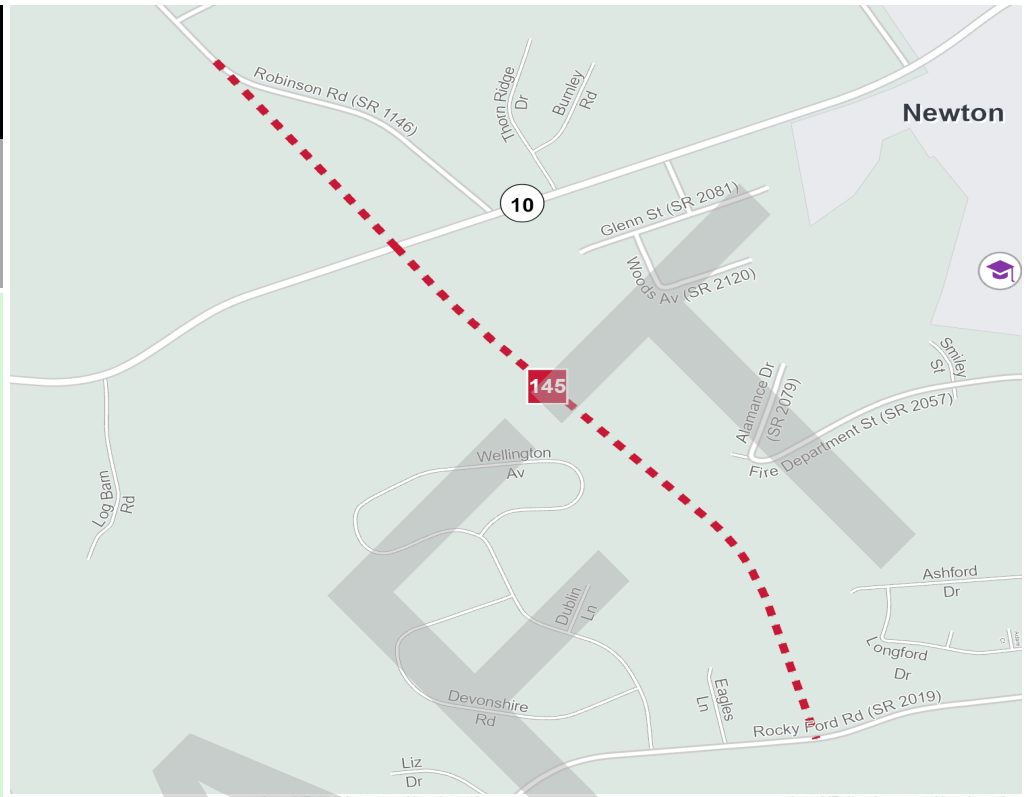
Improvement: New Location

Identified Need

This facility has a connectivity need from regional commercial centers in Hickory and the Town of Maiden.

Recommendation

Extend new 2-lane roadway to Rocky Ford Rd (SR 2019).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

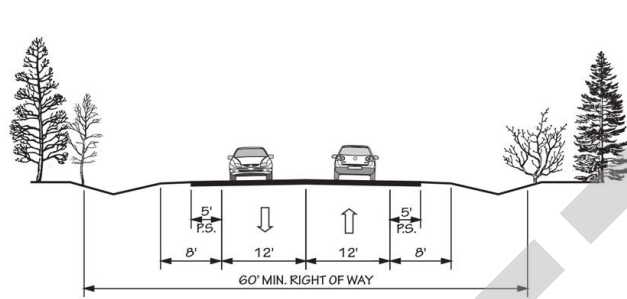


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This new 2-lane road extends southward from a location approximately 2000 feet north of NC 10. Paralleling Startown Rd (SR 1005), this facility will connect back to the existing West Maiden Road at a location just west of the West Maiden/Startown Road intersection. This facility was proposed to provide continuity and to add capacity for the travel in the area. When complete, the Robinson Road Extension will provide the missing link for a continuous travel between the Catawba Boulevard/Valley Hills regional commercial center of Hickory and the Town of Maiden. The route will provide additional capacity to disburse the traffic that will be generated from the anticipated growth in the area east of US 321 freeway.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Wetland Feature(s)
- 4 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use in the project area is residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

Robinson Road

Catawba Valley Blvd (SR 2932) to
Recommended Southern Corridor

Local ID: CATA-HD-53-CTP

Purpose: Congestion

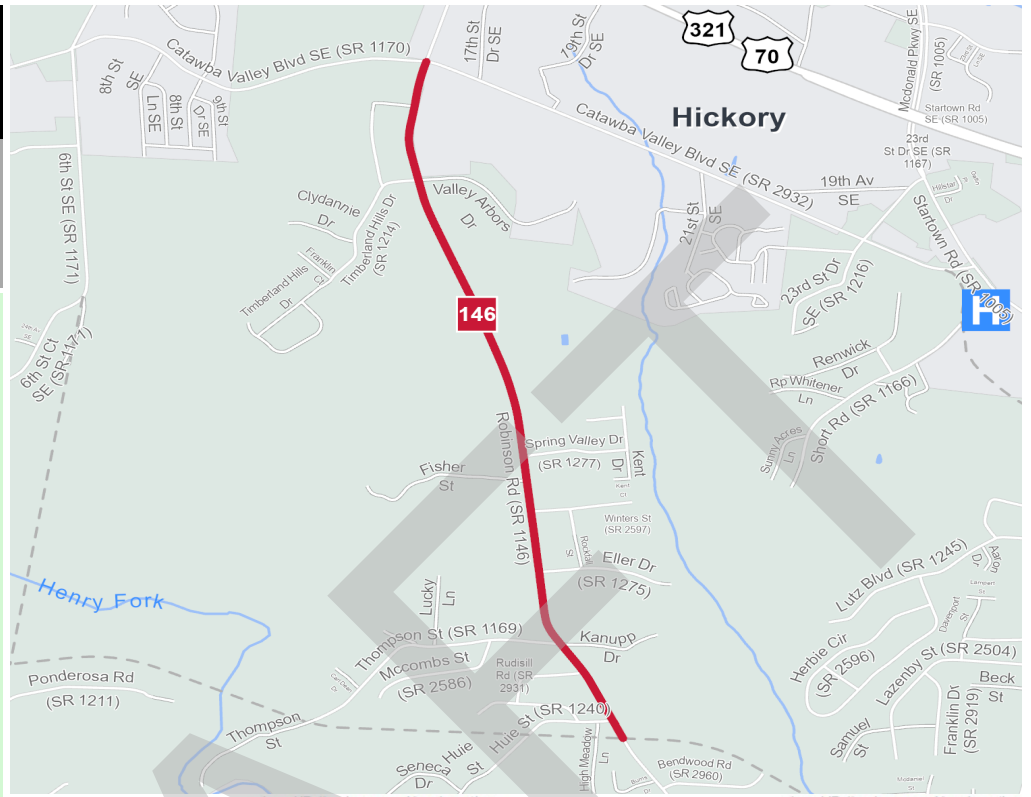
Improvement: Widening

Identified Need

This facility has congestion and connectivity needs from Catawba Valley Blvd. to Southern Corridor.

Recommendation

Widen to multi-lane (from Catawba Valley Blvd. to Southern Corridor).



Congestion / Mobility	#	—	•	•	•	•	•	•	•
Access Management / Operations	#	—	•	•	•	•	•	•	•
Modernization	#	—	•	•	•	•	•	•	•
Other	#	—	•	•	•	•	•	•	•

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	1.80
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	2300-2800	3200-4000	3200-4000
Capacity (vpd)	11700-13100	11700-13100	38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

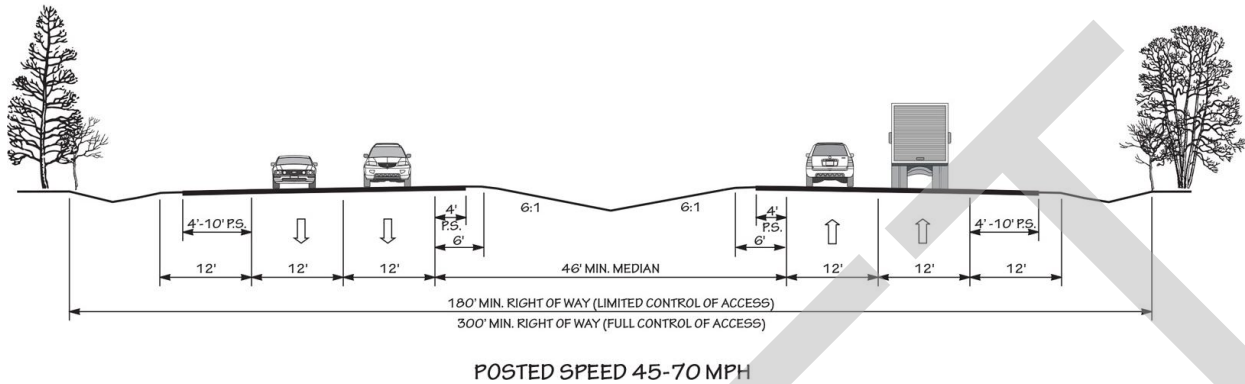


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This thoroughfare functions as a north-south radial for the central section of the planning area. Except for a 5-lane section between Catawba Valley Boulevard and US 70, the existing typical section on this facility is 2-lanes. Considerable growth in housing and commercial is expected in the area served by this corridor. The most critical section is located north of the proposed Southern Corridor. It is recommended that this section be widened to a 4-lane boulevard with a grass median.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the project extent is residential, with commercial and retail near Catawba Valley Boulevard.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Rock Barn Road – Claremont W. Loop

Rock Barn Rd NE (SR 1709) to Claremont W Loop

Local ID: CATA-HD-54-CTP

Purpose: Mobility

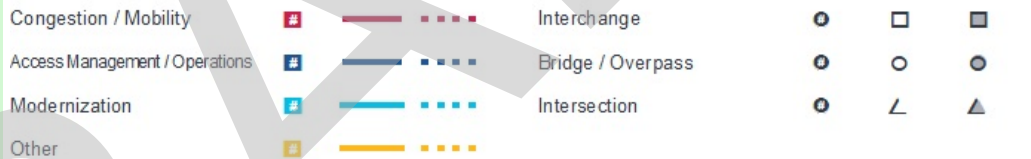
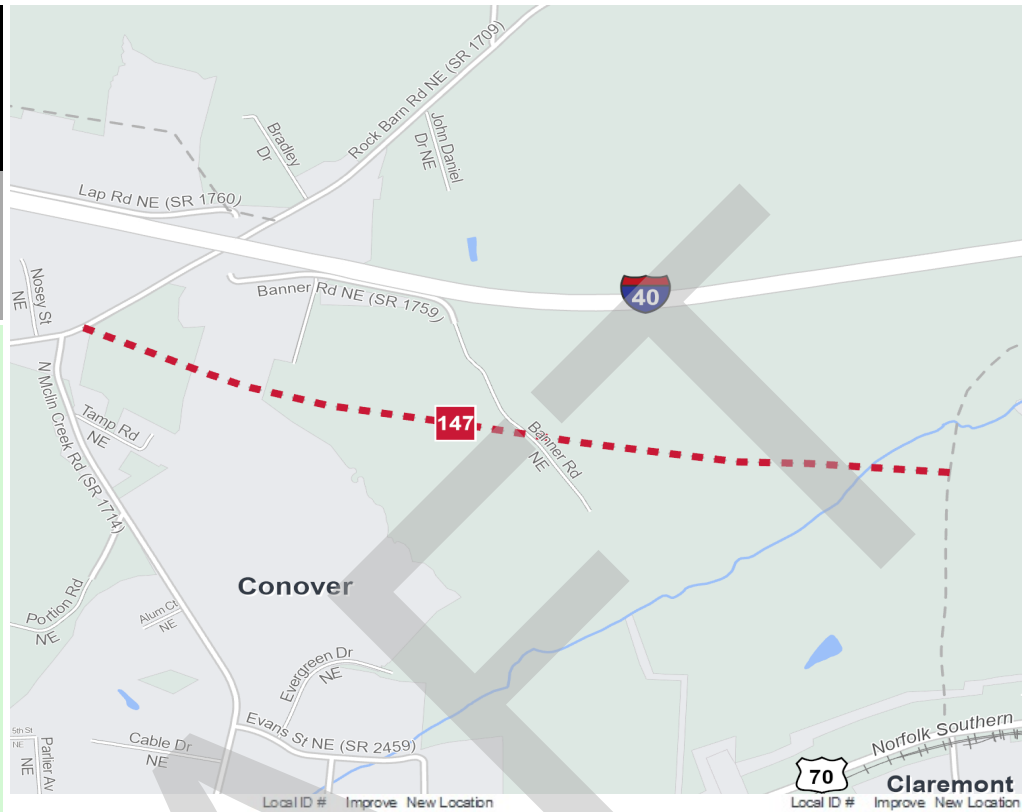
Improvement: New Location

Identified Need

This facility has a connectivity need between Claremont and Conover at a location between McLin Creek Road and the I-40 interchange.

Recommendation

Construct 2-lane facility on new location (from Rock Barn Rd. to Claremont W. Loop).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	02 E
Length (miles)	1.40
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type		-	-	Minor Thoroughfare
Travel Lanes		-	-	2
Volume (vpd)		-	-	-
Capacity (vpd)		-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

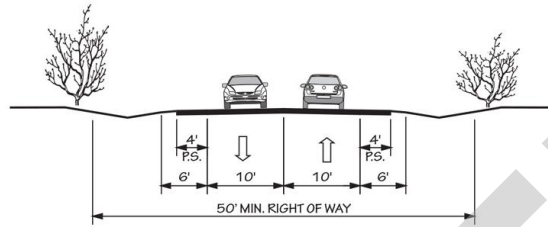


Typical Section Options:

02 E

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This proposed extension would provide a connector between Claremont and Conover. This proposed 2-lane facility will connect the northwest corner of the Loop to Rock Barn Road at a location between McLin Creek Road and the I-40 interchange.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 13 Flood Hazard Area Feature(s)
- 3 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is primarily industrial, including Hanes Industries and Prysmian Cables.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Rock Barn Rd (SR 1709)

1st St East (SR 1713) to I 40

Local ID: CATA-HD-55-MTP

Purpose: Congestion

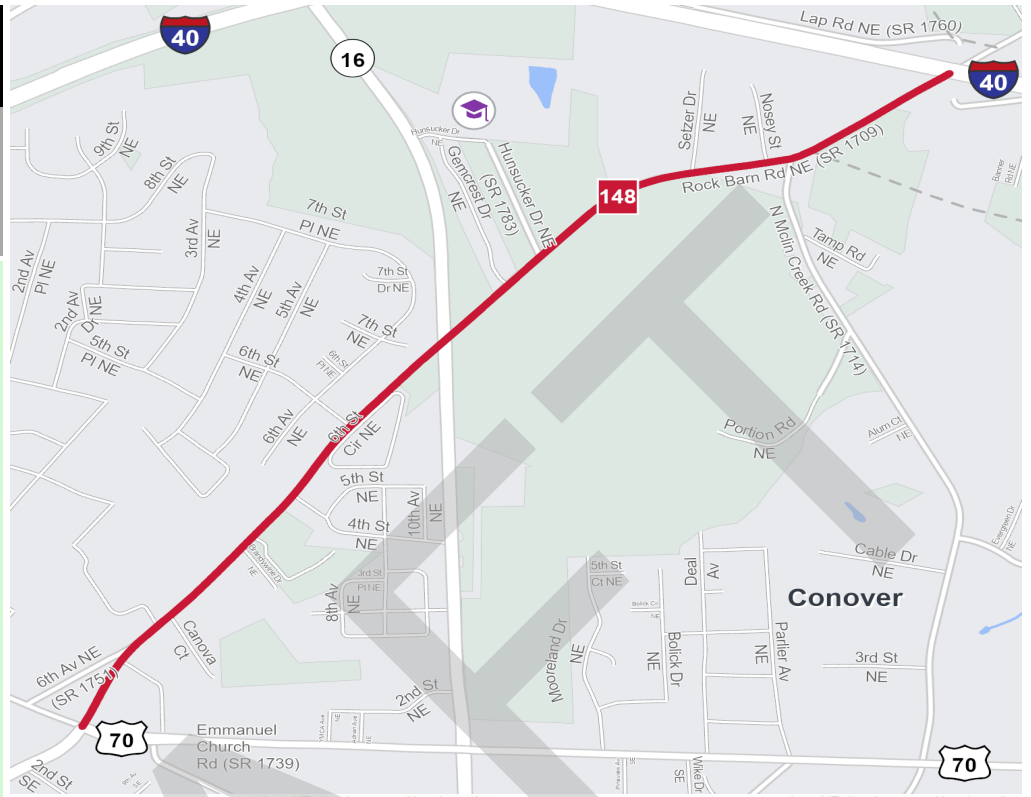
Improvement: Widening

Identified Need

This facility has a connectivity need between the interstate and downtown and in the southern section especially between the proposed Newton-Conover Loop and I-40.

Recommendation

Widen Rock Barn Road (SR 1709) to multi-lane.



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊙	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊙	○	●
Modernization	#	—	—	Intersection	⊙	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	03 C
Section Options	03 E, 04 C
Length (miles)	1.90
Existing ROW (feet)	60-80
Safety Risk Score	78

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	10100-14300	12100-17400	12100-17400	12100-17400
Capacity (vpd)	10200-11700	10200-11700	10200-11700	11500-13100

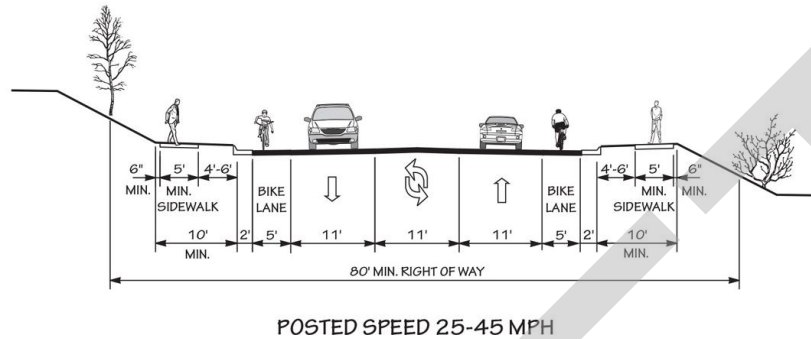
Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2022



Typical Section Options:
03 E, 04 C

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER,
BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This major thoroughfare extends from First Street in Conover to Oxford School Road (SR 1006). It functions as a radial for the City of Conover providing service between the City and the northeast section of the planning area. The section south of I-40 is especially important to the City. It provides a vital link between the interstate and downtown as well as the industrial facilities in the south and eastern Conover. Traffic increase is highest in the southern section especially between the proposed Newton-Conover Loop and I-40. It is recommended that this segment of Rock Barn Road be widened to multi-lanes.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use in the project area is primarily residential, with Hanes Industries to the East.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

S. Oxford Street Lane Extension

US 70 to Keisler Dairy Rd (SR 1731)

Local ID: CATA-HD-56-CTP

Purpose: Mobility

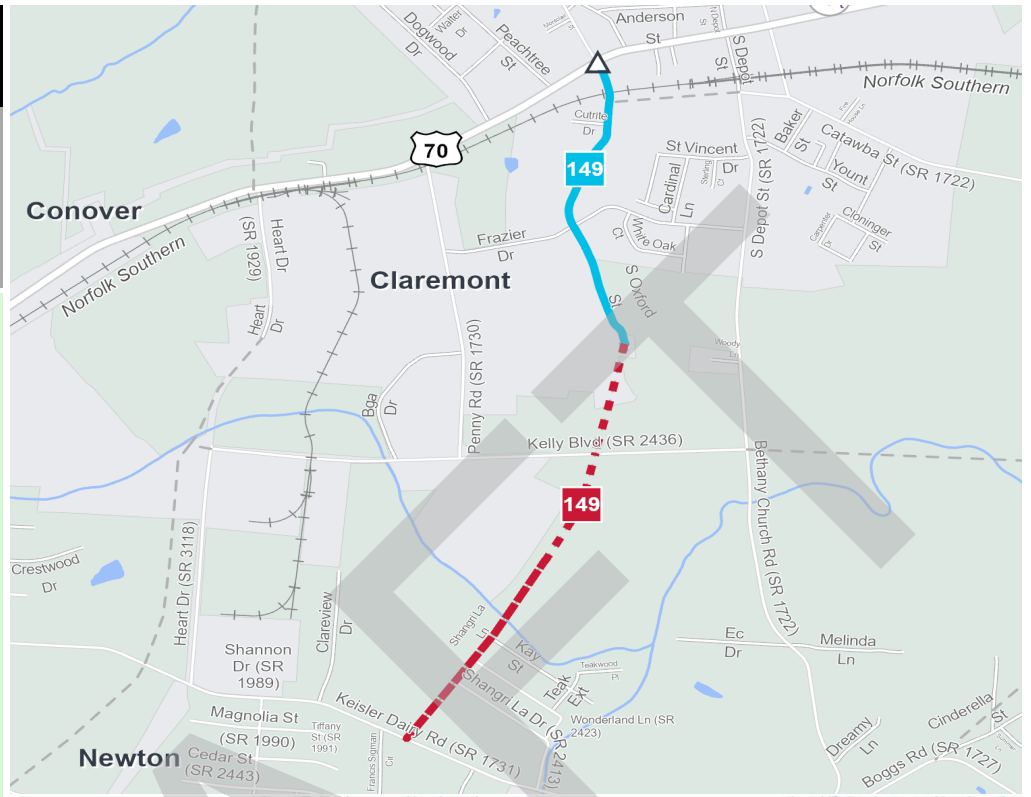
Improvement: New Location (part on existing)

Identified Need

This facility has a connectivity need to serve the industrial development along the corridor and to US 70. There is a need to serve the future industrial and residential development in the area.

Recommendation

Construct 2-lane facility on new location from US 70 to Keisler Dairy Rd SE (SR 1731).



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	02 E
Length (miles)	2.50
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	10200	10200	10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

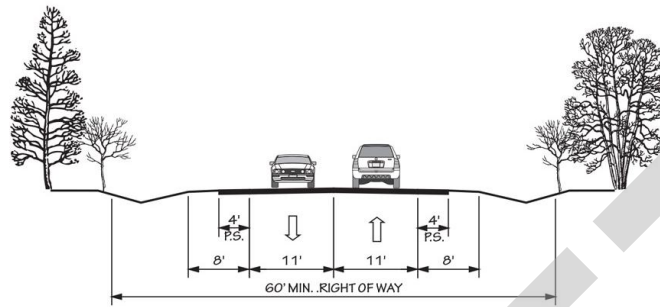


Typical Section Options:

02 E

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This minor thoroughfare extends from US 70 to Frazier Drive on the south side of downtown Claremont. Currently, this 2-lane facility's main function is to serve the industrial development along the corridor and to provide a connector to US 70. The proposed extension will connect South Oxford Road to Keisler Dairy Rd (SR 1731) in southern Claremont. The addition of this extension will create a continuous north-south facility serving the future industrial and residential development in the area. A 2-lane typical section is recommended for the extension.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 11 Flood Hazard Area Feature(s)
- 5 Managed Area Feature(s)
- 2 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Section House Road and Extension

Springs Road (SR 1453) to US 70

Local ID: CATA-HD-57-CTP

Purpose: Facility Deficiencies

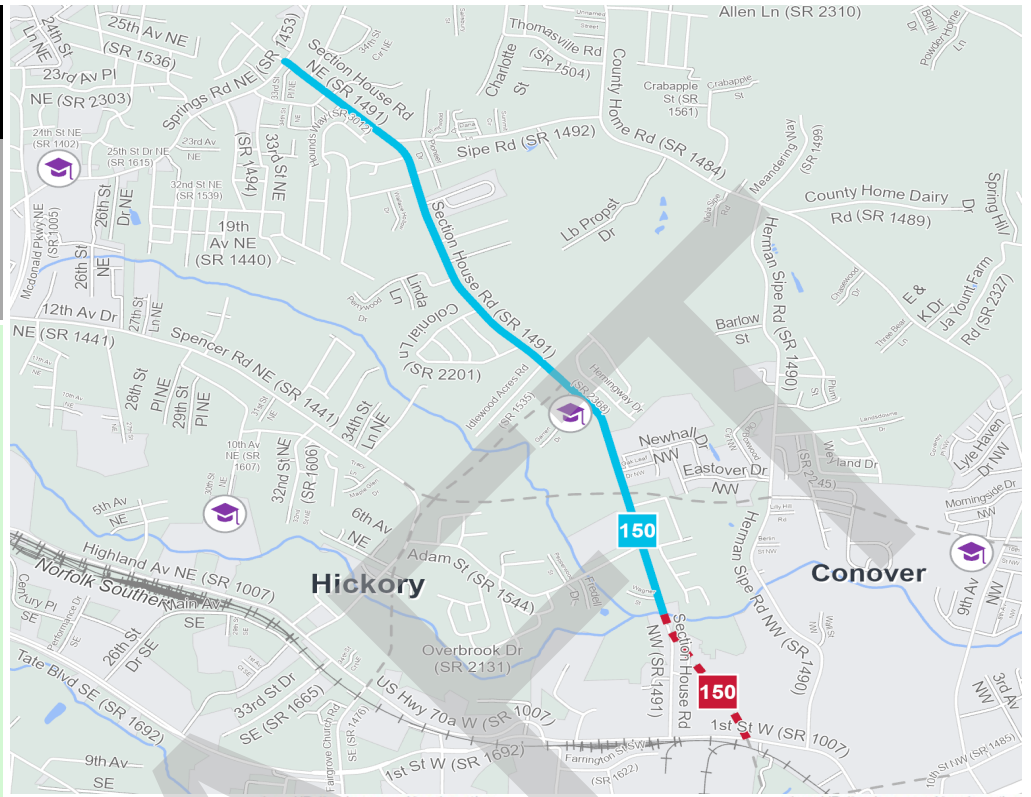
Improvement: New Location (part on existing)

Identified Need

This facility has a deficient facility need and is below NCDOT 24ft wide roadway standards from Springs Road to US 70A.

Recommendation

Modernize from Springs Road to US 70A.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 A
Section Options	03 C
Length (miles)	3.40
Existing ROW (feet)	
Safety Risk Score	44-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	4900-7200	5400-8100	-
Capacity (vpd)	11700	11700	12200-12700

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	13100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

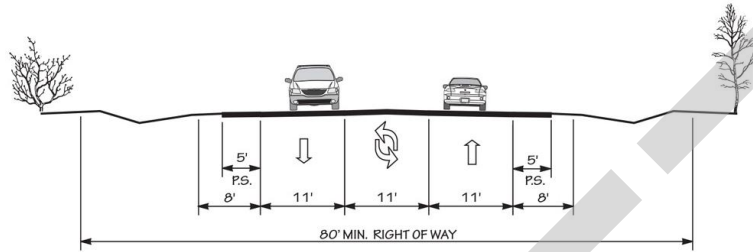


Typical Section Options:

TYPICAL SECTION No. 3A

03 C

2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS



POSTED SPEED 25-55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

From US 70A to Conover Startown Road, modernize.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 9 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

South "C" Avenue

W Murray St to US 321B

Local ID: CATA-HD-59-CTP

Purpose: **Mobility**

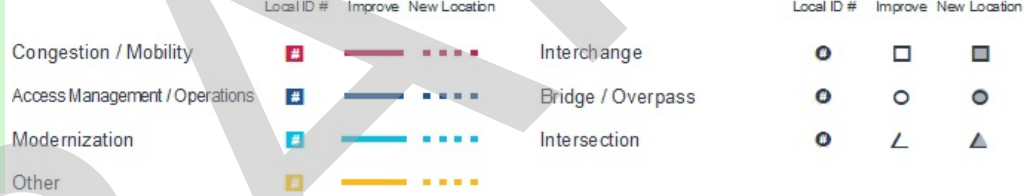
Improvement: **New Location**

Identified Need

This facility has a connectivity need from South C Avenue to US 321 Business (North Carolina Avenue).

Recommendation

The extension of South "C" Avenue to connect with North Carolina Avenue (US 321-B).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 B
Section Options	-
Length (miles)	0.24
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-	Minor Thoroughfare
Travel Lanes	-	-	-	2
Volume (vpd)	-	-	-	-
Capacity (vpd)	-	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

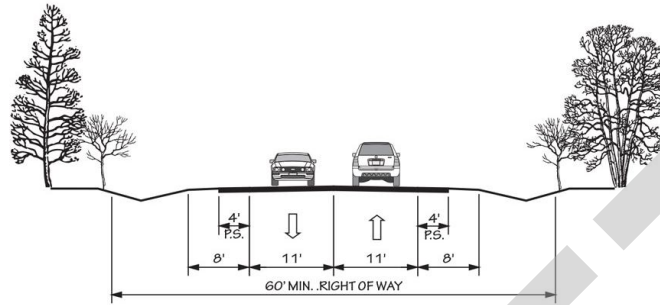


Typical Section Options:

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Construct 2-lane facility on new location from South C Avenue to US 321 Business (North Carolina Avenue)

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

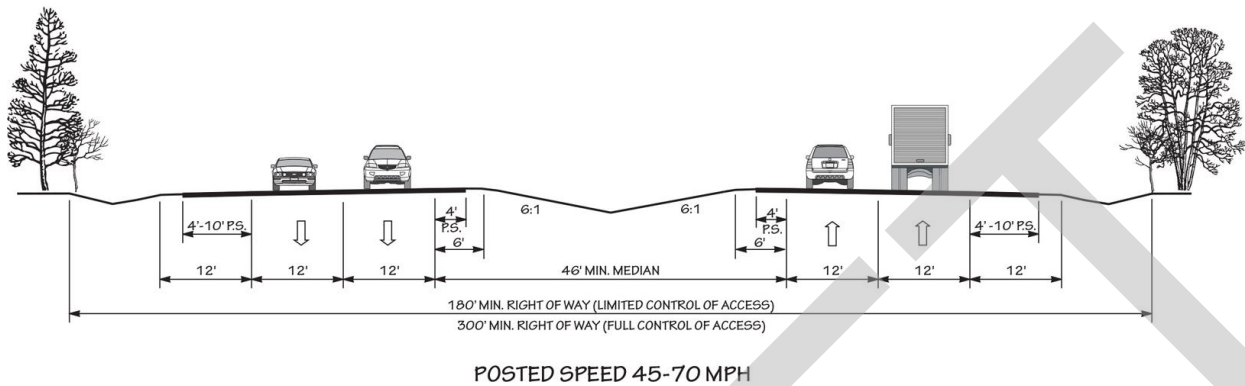
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- 0% identify as Some Other Race
- 0% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Currently, NC 10 is the only major thoroughfare that serves the southern part of Hickory and Newton. This 2-lane highway mostly provides for travel to and from the City of Newton. The Southern Corridor has been proposed to serve the area between the NC 10 and US 70/ I-40 corridors connecting four future growth areas in the region -- western Newton, River Road/US 321 interchange, Mountain View and southern Brookford. The link between this project, the Newton-Conover Loop, the Northern Crosstown and Hildebran-Shelby Road (SR 1206)/Costner Road (SR 1780) would form an east-west system in the planning area. This system will facilitate the suburban travel as well as the inter-city travel between Hickory, Newton, Conover, Long View and eastern Burke County. The recommended Southern Corridor extends from the City of Newton (NC 16 Business) on the east to the Exit 119 in Burke County on the west. The corridor consists of the widening of Settlemyre Bridge Road (SR 1165), River Road at the US 321 South interchange, Bethel Church Road (SR 1176) and Hildebran-Shelby Road (SR 1206)/Costner Road (SR 1780). Between these roads are the new location segments. The recommended typical section for this project is a 4-lane divided boulevard with a grass median. The Southern Corridor is needed to serve the future travel in the southern part of the planning area. The Southern Corridor is programmed as previous STIP Project U-2532.

Horizon Year: 2050 and Beyond.

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 25 Flood Hazard Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 2 Major River Feature(s)
- 3 Natural Heritage Element Occurrence Feature(s)
- 1 Natural Heritage Natural Area Feature(s)
- 17 Wetland Feature(s)
- 17 River And Stream Feature(s)
- 3 Quality Monitored River And Stream Feature(s)
- 3 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Due to the extent of the project, multiple land uses should be expected to be impacted by the project.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

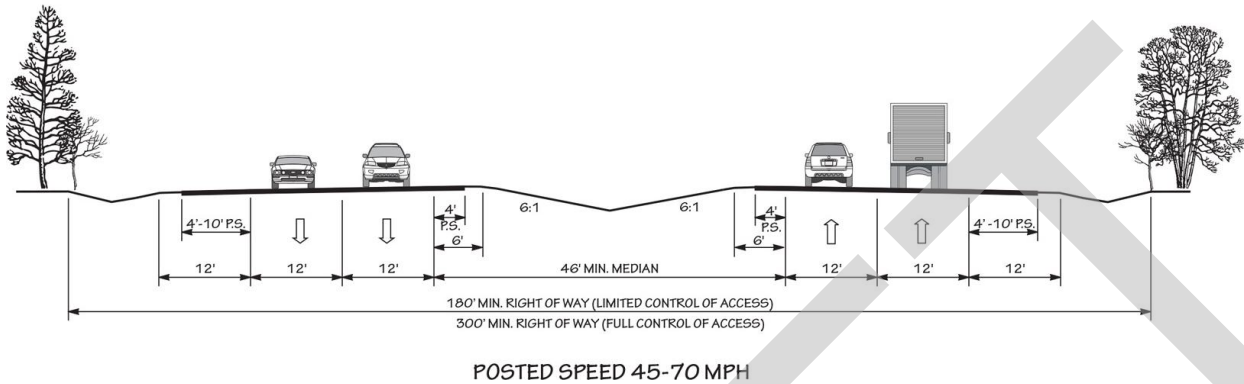
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino

Typical Section Options:

None

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Southern Loop (Maiden)

Salem Church Road (SR 2004) to Island Ford Road (US 321-B)

Local ID: CATA-HD-61-CTP

Purpose: Mobility

Improvement: New Location (part on existing)

Identified Need

This facility has a congestion and connectivity need from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321-B).

Recommendation

Construction of southern loop from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321-B).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	Intersection	⊕	∟	▲
Other	#	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	2	2	
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

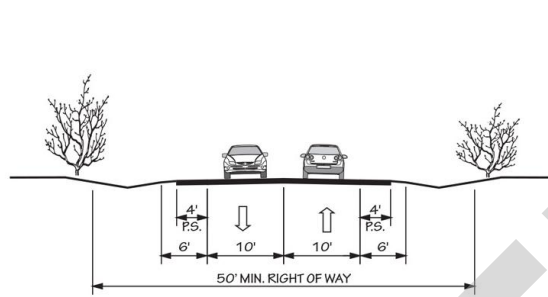
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



Typical Section Options:
None

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

This facility would connect Salem Church Road at South Main Avenue to South Island Ford Road. This connection is intended to provide an additional east-west crosstown route to help relieve congestion on East Main Street. The recommended typical section is 2-lanes.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Target Local Watershed Feature(s)

Relation to Land Use

Glen Oaks County Club is the primary land use within the project extent.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Tenth Street Pl. Extension East (Conover)

10th St NW (SR 1485) to NC 16

Local ID: CATA-HD-62-CTP

Purpose: **Mobility**

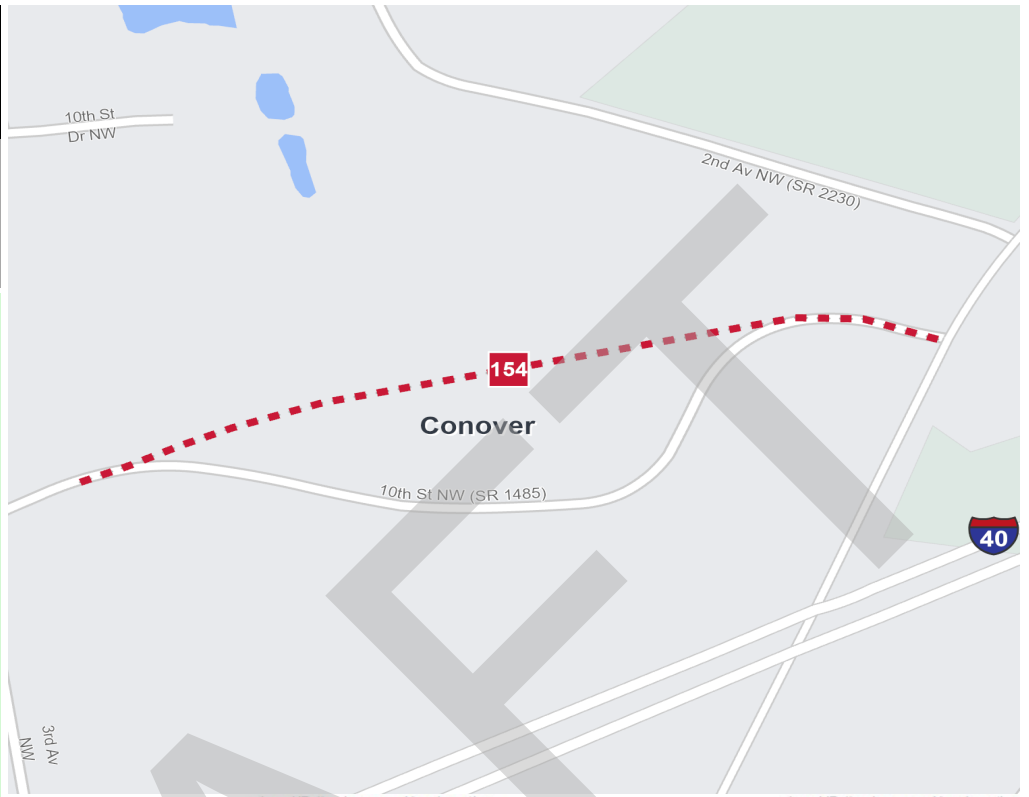
Improvement: **New Location**

Identified Need

This facility has a mobility need from from 10th Street Pl. to NC 16.

Recommendation

Construct 2-lane facility on new location (from 10th Street Pl. to NC 16).



	Local ID #	Improve	New Location		Local ID #	Improve	New Location
Congestion / Mobility	#	—	---	Interchange	⊕	□	■
Access Management / Operations	#	—	---	Bridge / Overpass	⊕	○	●
Modernization	#	—	---	Intersection	⊕	∟	▲
Other	#	—	---				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 E
Length (miles)	0.31
Existing ROW (feet)	
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	New Location	Existing	Without Proposal	With Proposal
Facility Type		-	-	Minor Thoroughfare
Travel Lanes		-	-	2
Volume (vpd)		-	-	-
Capacity (vpd)		-	-	11700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

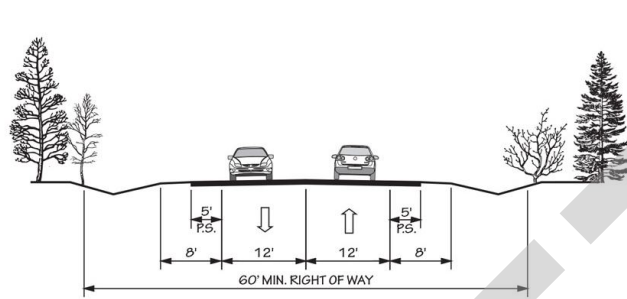


Typical Section Options:

02 E

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Tenth Street Place is located in northern Conover and extends from NC 16 to County Home Road (SR 1484). The combination of this facility and its proposed extension to Fairgrove Church Road will create an east-west road serving the northern corridor of I-40. A typical section of 2-lanes is recommended.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Upper Springs Road

Charlotte St (SR 1504) to NC 16

Local ID: CATA-HD-63-CTP

Purpose: Congestion

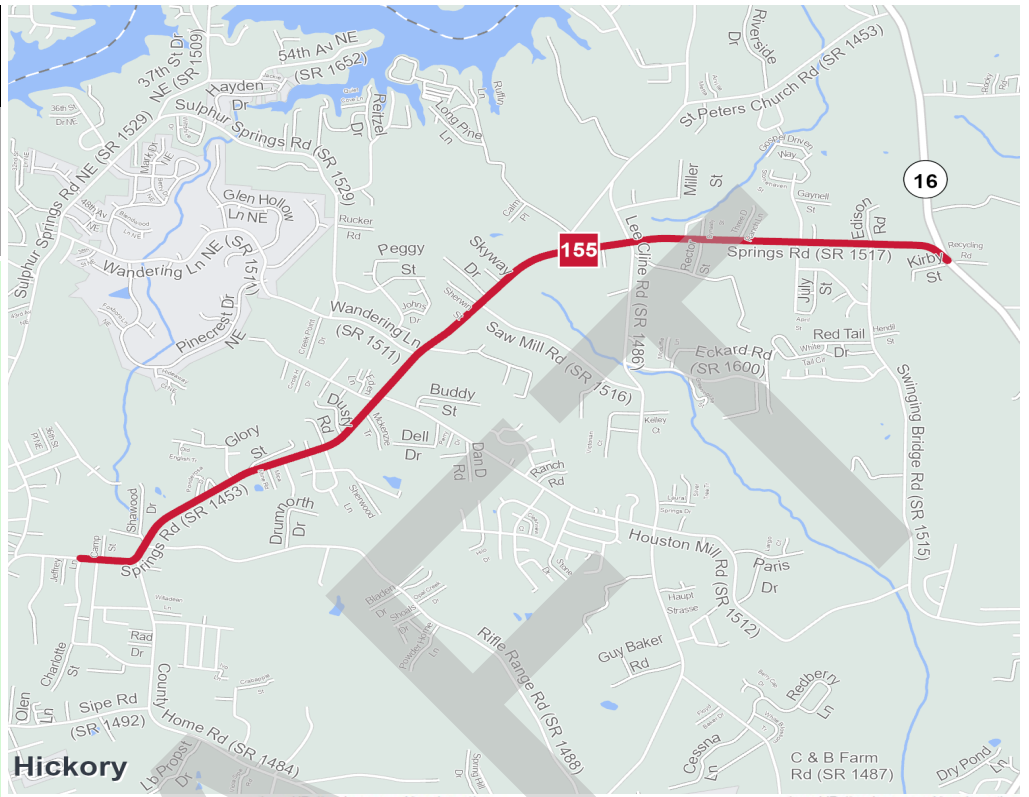
Improvement: Widening

Identified Need

This facility has a congestion need from Sulphur Springs Rd NE to NC 16.

Recommendation

Widen to 4-lane – Divided Sulphur Springs Rd NE to to NC 16 .



Local ID #	Improve	New Location	Local ID #	Improve	New Location
Congestion / Mobility	#	—	Interchange	⊙	□
Access Management / Operations	#	—	Bridge / Overpass	⊙	○
Modernization	#	—	Intersection	⊙	△
Other	#	—			

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	4.70
Existing ROW (feet)	
Safety Risk Score	56-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	3000-14400	3300-16200	3300-16200
Capacity (vpd)	11700-13100	11700-13100	36800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2025

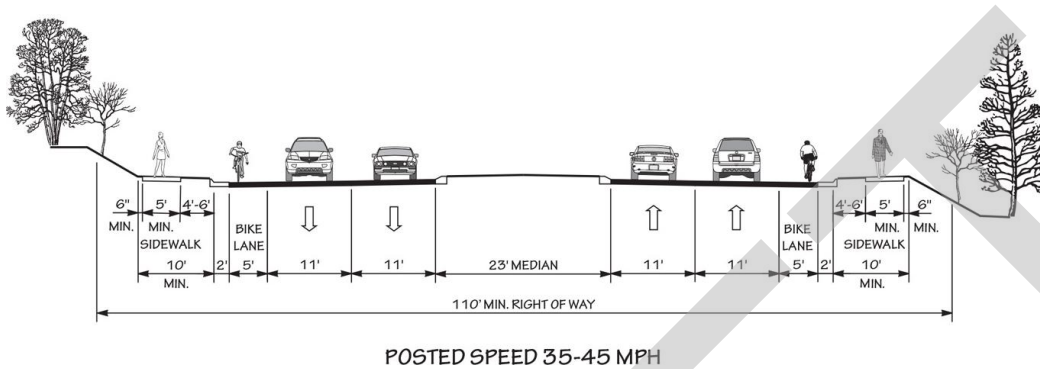


Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Widen to 4-lane – Divided Sulphur Springs Rd NE to to NC 16

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Western Connector (Maiden)

West Maiden Road (SR 2007) to Salem Church Road (SR 2004)

Local ID: CATA-HD-64-CTP

Purpose: Mobility

Improvement: New Location

Identified Need

This facility has a connectivity need from Salem Church Road (SR 2004).

Recommendation

Construct connector from West Maiden Road (SR 2007) to Salem Church Road (SR 2004).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	-
Length (miles)	1.90
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

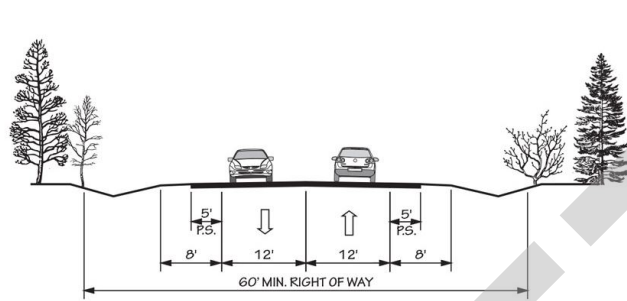


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Project Vision

Construct connector from West Maiden Road (SR 2007) to Salem Church Road (SR 2004)

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Flood Hazard Area Feature(s)
- 1 Wetland Feature(s)
- 2 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Western Loop

West Maiden Road (SR 2007) to US 321-B

Local ID: CATA-HD-65-CTP

Purpose: Facility Deficiencies

Improvement: Improve Existing

Identified Need

This facility has a connectivity need from US 321 to Salem Church Road and West Maiden Road at Zeb Haynes Road.

Recommendation

Continuation of Western Loop Facility from West Maiden Road (SR 2007) at Zeb Haynes Road (SR 2010) to US 321-B.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	02 A
Section Options	02 E
Length (miles)	1.10
Existing ROW (feet)	60-120
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2	2
Volume (vpd)	1700	-	-	-
Capacity (vpd)	12200	12200	12200	12200

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

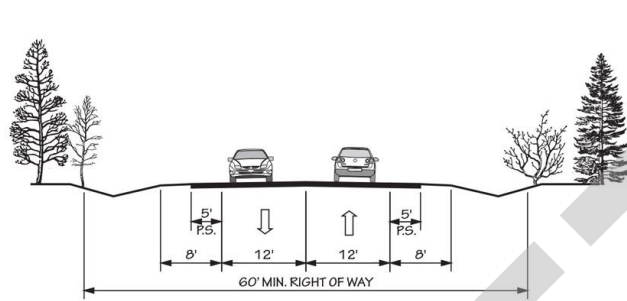


Typical Section Options:

02 E

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This facility provides a connection from US 321 to Salem Church Road. The recommended crosssection is 2-lanes. Continuation of Western Loop Facility from West Maiden Road at Zeb Haynes Road.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 0% and 1% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- 0% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- 0% identify as Households with No Car

Withers Road (SR 1870)

Bost Nursery Rd (SR 1869) to Water Plant Rd (SR 1874)

Local ID: CATA-HD-66-CTP

Purpose: Mobility

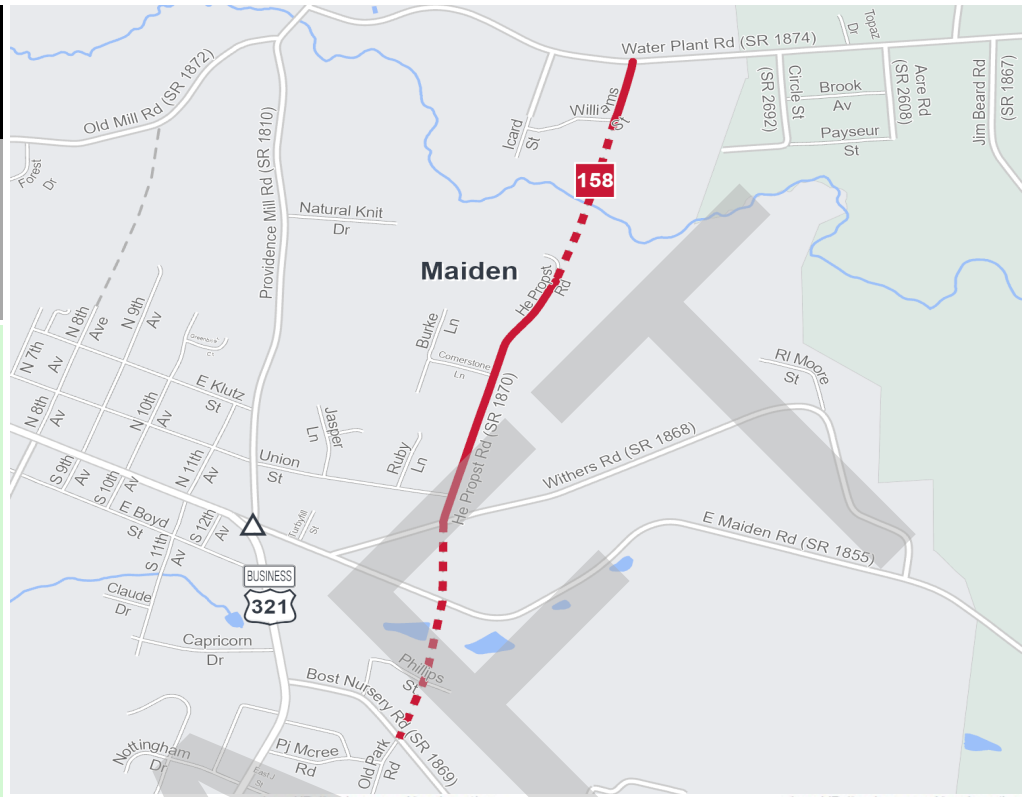
Improvement: New Location (part on existing)

Identified Need

These facilities have a connectivity need from Water Plant Road (SR 1874) to Bost Nursery Road (SR 1869) at Old Park Road.

Recommendation

The extension of H.E. Propst Rd (SR 1870) North to Water Plant Road (SR 1874) and South to Bost Nursery Rd (SR 1869).



Congestion / Mobility	#	—	—	—	Interchange	⊕	□	■
Access Management / Operations	#	—	—	—	Bridge / Overpass	⊕	○	●
Modernization	#	—	—	—	Intersection	⊕	∟	△
Other	#	—	—	—				

Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Minor Thoroughfare
Typical Section	02 C
Section Options	02 E
Length (miles)	1.30
Existing ROW (feet)	60
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	-	-	-
Capacity (vpd)	10200	10200	9500-10200

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

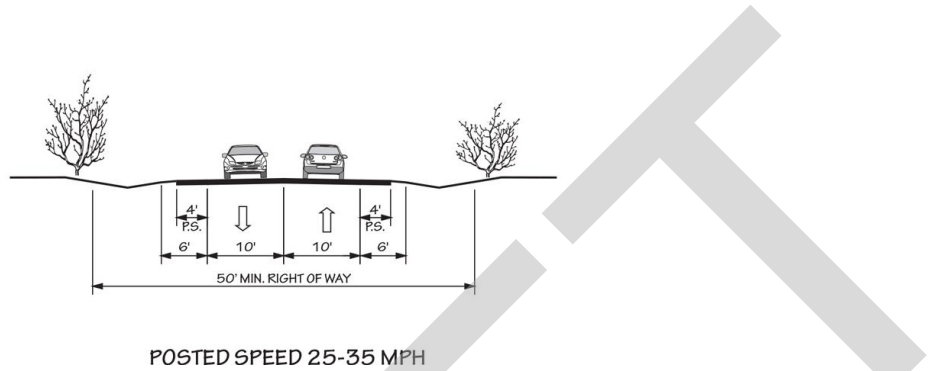


Typical Section Options:

02 E

TYPICAL SECTION No. 2C

2 LANE UNDIVIDED WITH PAVED SHOULDERS



Project Overview

Project History

This project was identified in the Greater Hickory 2045 Comprehensive Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

From Water Plant Road (SR 1874) to Bost Nursery Road (SR 1869) at Old Park Road, construct 2-lane facility on new location and improve existing

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 10 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 2 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- 0% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

Yount Road (SR 1706) Ext

Emmanuel Church Rd Ext to Bethany Church Rd (SR 1801)

Local ID: CATA-HD-67-CTP

Purpose: **Mobility**

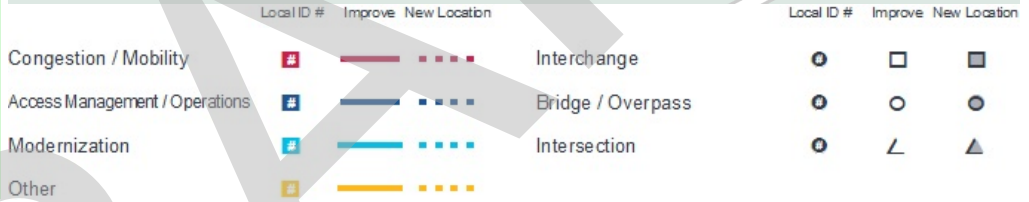
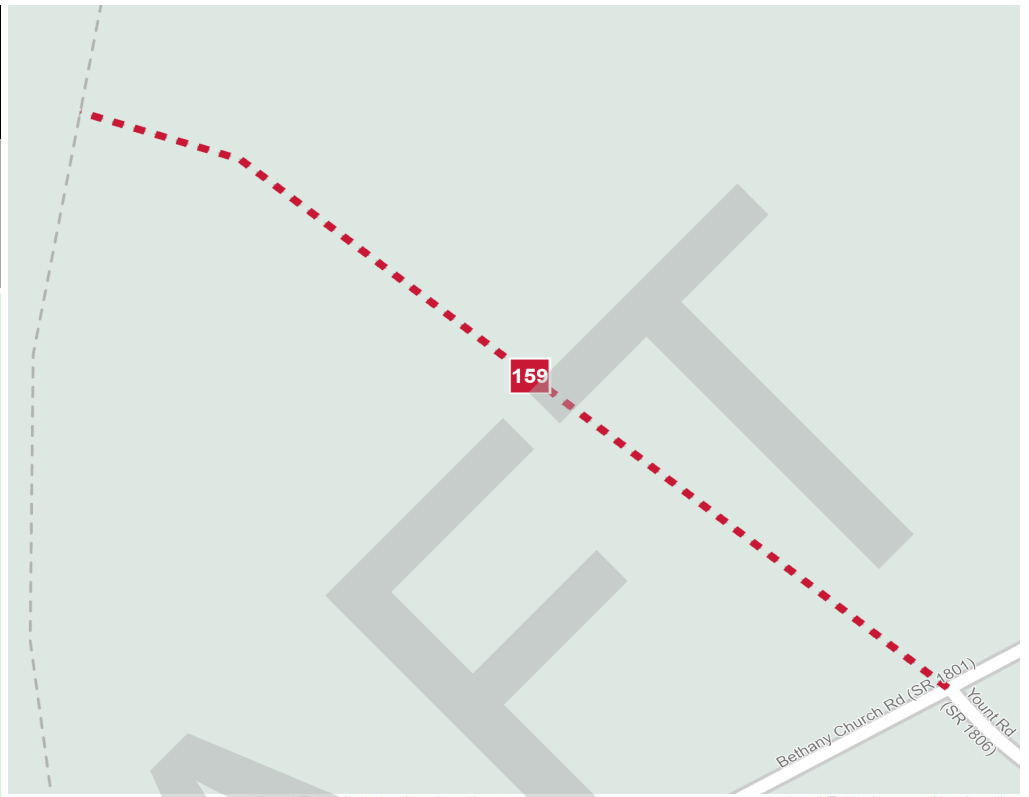
Improvement: **New Location**

Identified Need

This facility has a connectivity need from US 321 to southern Catawba County and the industrial development in eastern Newton.

Recommendation

Emmanuel Church Rd Ext to Claremont Rd.



Proposal At A Glance **Proposal Data:** 2019 Base Year 2050 Future Year

		2019 Base Year		2050 Future Year	
		New Location	Existing	Without Proposal	With Proposal
Highway Class	Congestion & Mobility				
Facility Type	Minor Thoroughfare				Minor Thoroughfare
Typical Section	02 B				
Section Options	02 E				
Length (miles)	0.12				
Existing ROW (feet)					
Safety Risk Score	-				
		<i>Facility Type</i>	-	-	Minor Thoroughfare
		<i>Travel Lanes</i>	-	-	2
		<i>Volume (vpd)</i>	-	-	-
		<i>Capacity (vpd)</i>	-	-	9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

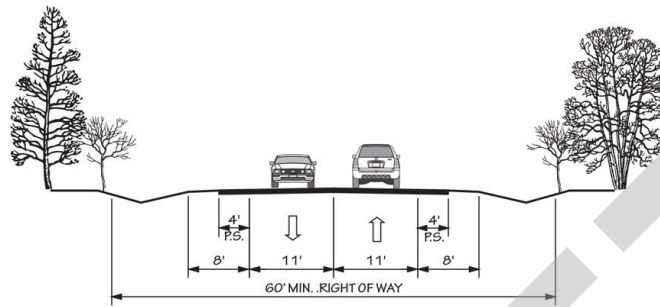


Typical Section Options:

02 E

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Both of these facilities terminate at Claremont Road (SR 1801) in the eastern fringe of the planning area. They provide a connecting service between southern Catawba County and the planning area and the housing development along their corridors. The proposed extensions will connect these routes to the Emmanuel Church Road Extension, improving the service between southern Catawba County and the industrial development in eastern Newton. A typical section of 2-lanes is recommended.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+

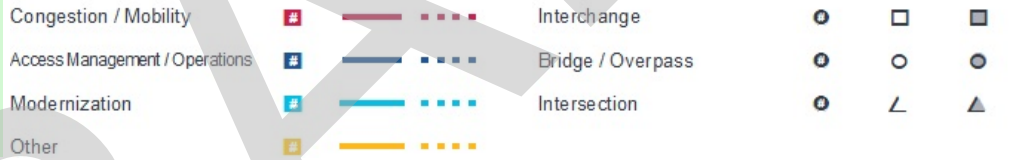
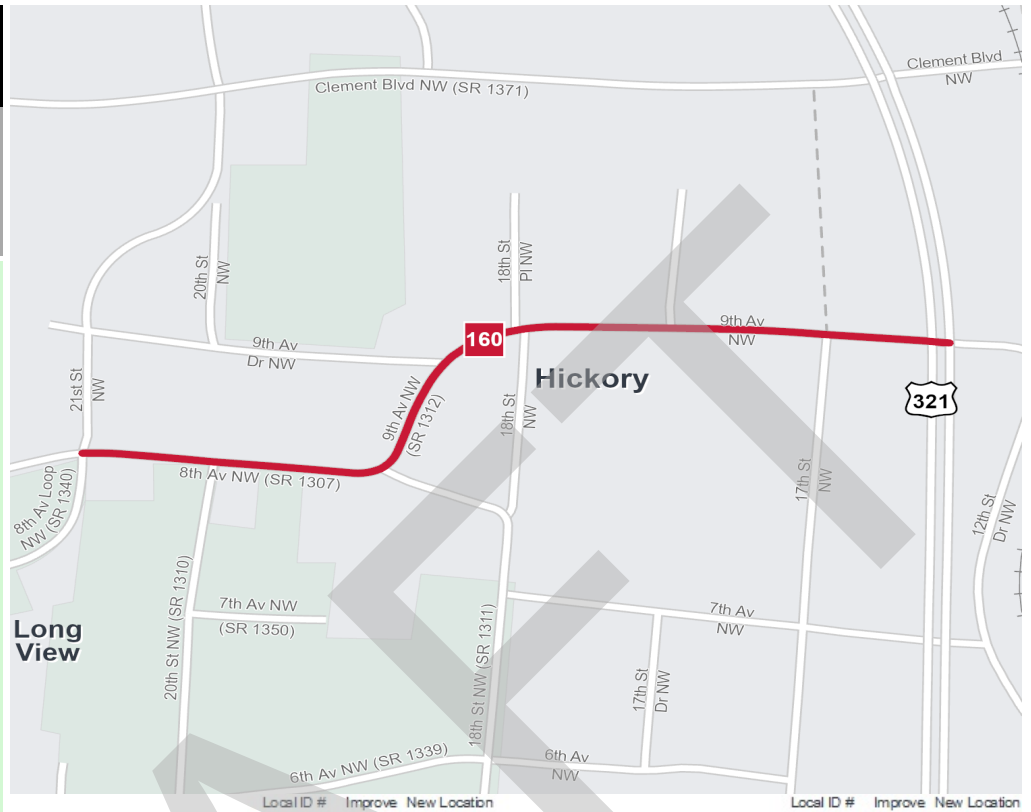
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

8th Ave NW / 9th Ave NW
US 321 to 8th Ave Loop NW (SR 1340)

Local ID: CATA-HD-68-CTP
Purpose: **Mobility**
Improvement: **Improve Existing**

Identified Need
This facility has a connectivity need from US 321 to Long View to US 321 and the Hickory Regional Airport via Clement Boulevard.

Recommendation
US 321 to 8th Avenue NW in Hickory and Longview.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.55
Existing ROW (feet)	
Safety Risk Score	67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane	
Travel Lanes	2	2	4	
Volume (vpd)	700-6100	700-6100	700-6100	
Capacity (vpd)	10200	10200	24300	

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

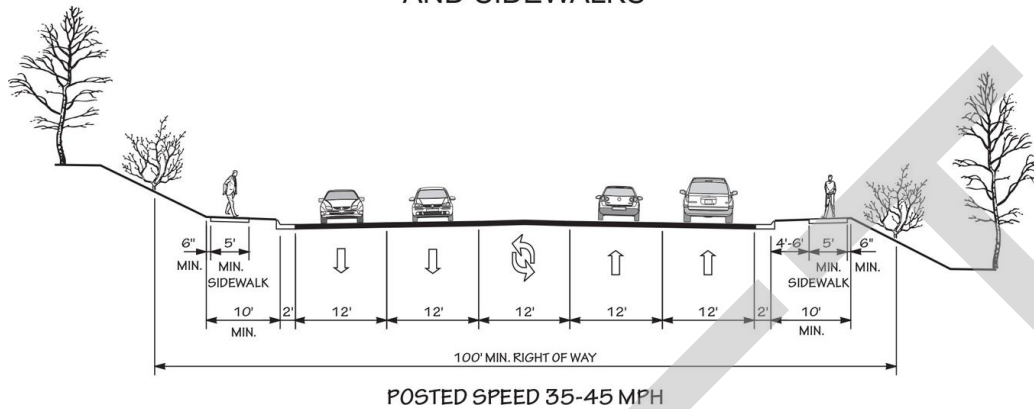


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This 2-lane thoroughfare extends from First Avenue NW to Eighth Avenue NW in northern Long View. This current facility serves the housing development along the corridor and provides a connector service from Long View to US 321 and the Hickory Regional Airport via Clement Boulevard. 8th Avenue NW and its extension are a part of a project called the Northwest Loop (Previous STIP U-2528), a series of widening to multi-lanes and new location improvements that extend from I-40 in southern Long View to Clement Boulevard.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

County Home Rd (SR 1484)

NC 16B to Northern Dr NW

Local ID: CATA-HD-70-MTP

Purpose: Facility Deficiencies

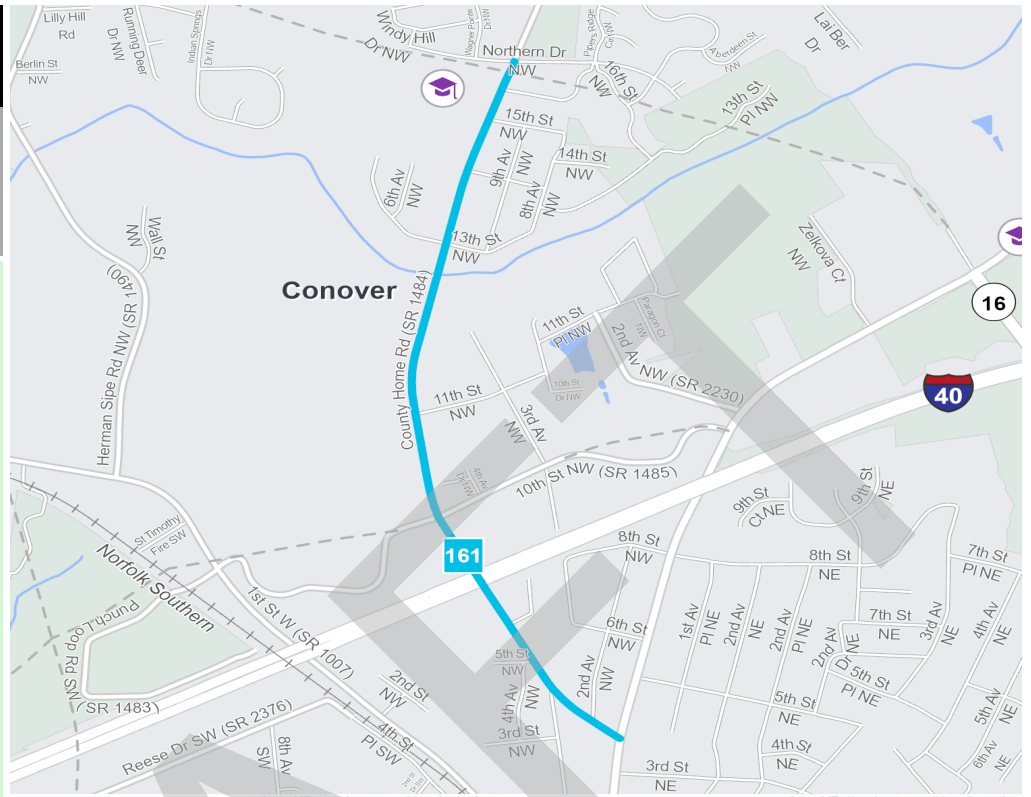
Improvement: Improve Existing

Identified Need

County Home road has deficiency facility and access needs from NC-16 to Northern Drive to include: 1st Ave N (NC 16B) and 10th Street NW.

Recommendation

Modernize County Home Rd (SR 1484) from NC-16 to Northern Drive to include: 1st Ave N (NC 16B) and 10th Street NW intersection upgrade, bridge replacement, bike lanes, and sidewalks.



Proposal At A Glance

Highway Class	Modernization
Facility Type	Minor Thoroughfare
Typical Section	03 E
Section Options	-
Length (miles)	1.60
Existing ROW (feet)	
Safety Risk Score	78-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	5700-6000	7100-7700	7100-7700
Capacity (vpd)	11700	11700	12200-13100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

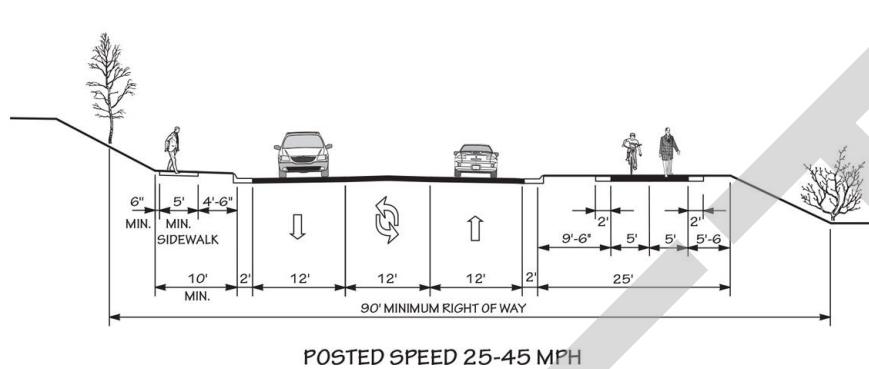


Typical Section Options:

None

TYPICAL SECTION No. 3E

2 LANE WITH TWO WAY LEFT TURN LANE,
CURB & GUTTER, SIDEWALKS, AND SIDEPATH



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

This project visions an intensive modernization of County Home Road. This should include: pedestrian crossings, potential traffic signal at 1st Ave N. Bridge replacement (existing installed 1993) – elevate/improve channel to reduce flood risk, widen to accommodate pedestrian/bike improvements.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 8 Flood Hazard Area Feature(s)
- 1 Major River Feature(s)
- 2 Wetland Feature(s)
- 3 River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Hudson Chapel Rd
NC 10 to Catawba River/Catawba County Line

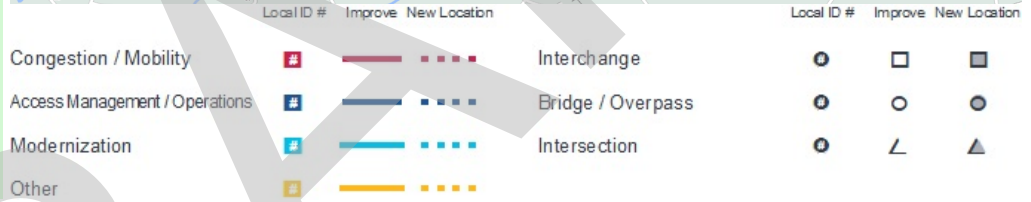
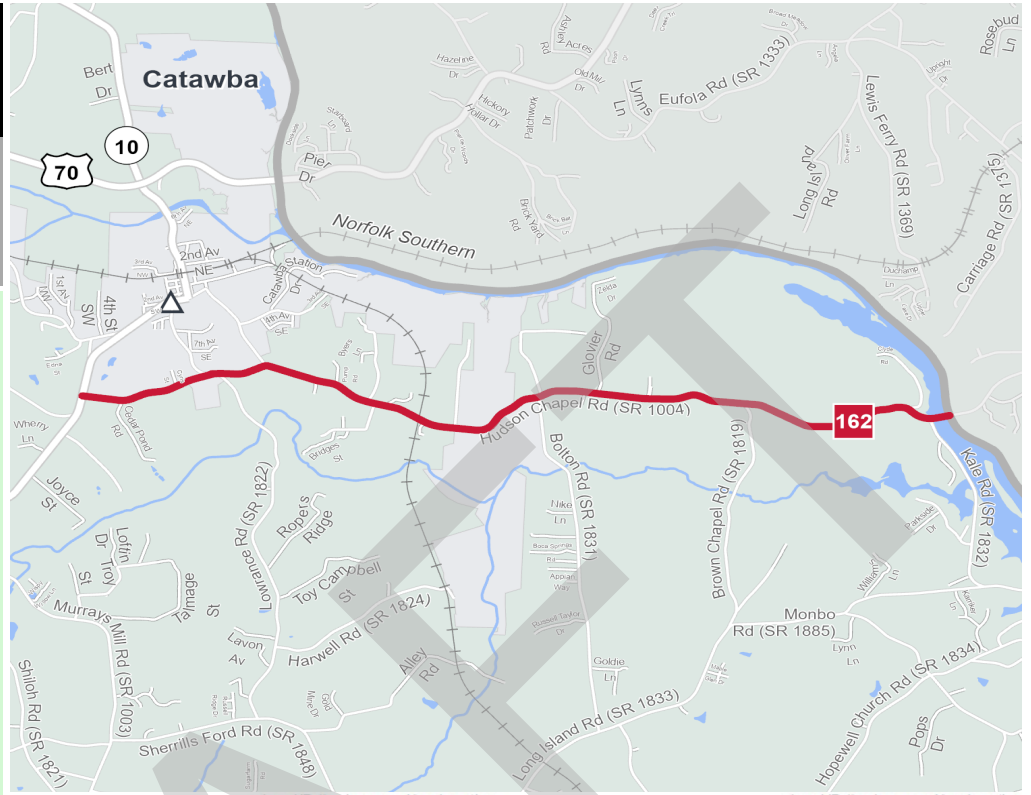
Local ID: CATA-HD-71-CTP
Purpose: Mobility
Improvement: Widening

Identified Need

This facility has a connectivity and mobility need from Catawba County to Lake Norman.

Recommendation

NC 10 to Catawba River.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	02 A
Section Options	-
Length (miles)	5.70
Existing ROW (feet)	
Safety Risk Score	44-67

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	1400-3800	2700-7300	2700-7300
Capacity (vpd)	12200-14600	12200-14600	27600-32000

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

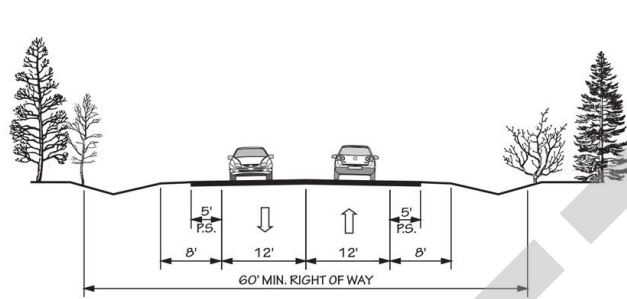


Typical Section Options:

None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

Project Overview

Project History

This project was identified in the 2050 update of the Comprehensive Transportation Plan.

Project Vision

Hudson Chapel Road is identified in the Sherrills Ford small area plan as a key "rural commercial node" for the area. Hudson Chapel Road connects Catawba County to Lake Norman, and carries significant east-west traffic exiting NC 10. This improvement project should include the construction of bicycle lanes as outlined in the Sherrill's Ford small area plan.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Conservation Tax Credit Property Feature(s)
- 2 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 1 Major River Feature(s)
- 3 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Target Local Watershed Feature(s)

- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Land use within the project area is primarily agricultural. While the project area is currently largely undeveloped, demographic projections expect the corridor to grow as southeastern Catawba County grows.

Human Environmental Context

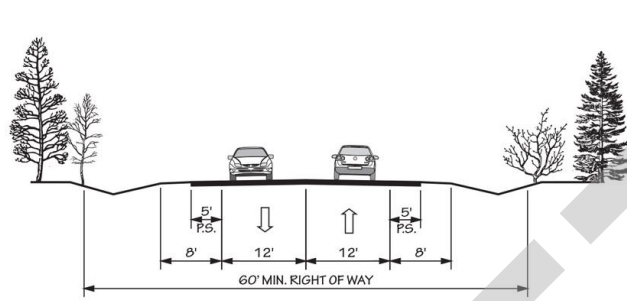
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line

Typical Section Options:
None

TYPICAL SECTION No. 2A

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

- Between 0% and 15% identify as Households with No Car

Springs Road (SR 1453)

9th Ave NE to Charlotte St (SR 1504)

Local ID: CATA-HD-83-MTP

Purpose: Mobility

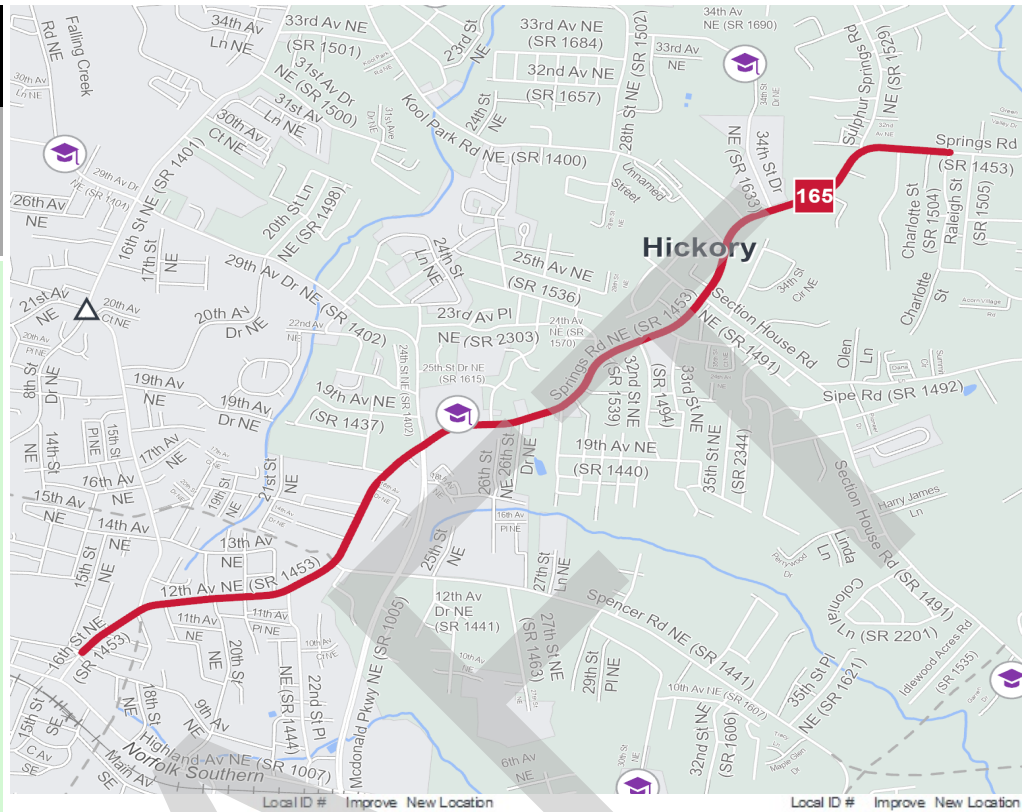
Improvement: Improve Existing

Identified Need

This facility has access and connectivity needs from 9th Avenue NE to Charlotte Street (SR 1504).

Recommendation

Planned project would convert this facility from 5-lanes to 4-lane divided with a grass median, turn lanes, and driveway consolidation.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	3.80
Existing ROW (feet)	60-120
Safety Risk Score	11-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	11400-23400	13200-27000	13200-27000
Capacity (vpd)	13100-26800	13100-26800	36800

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2050

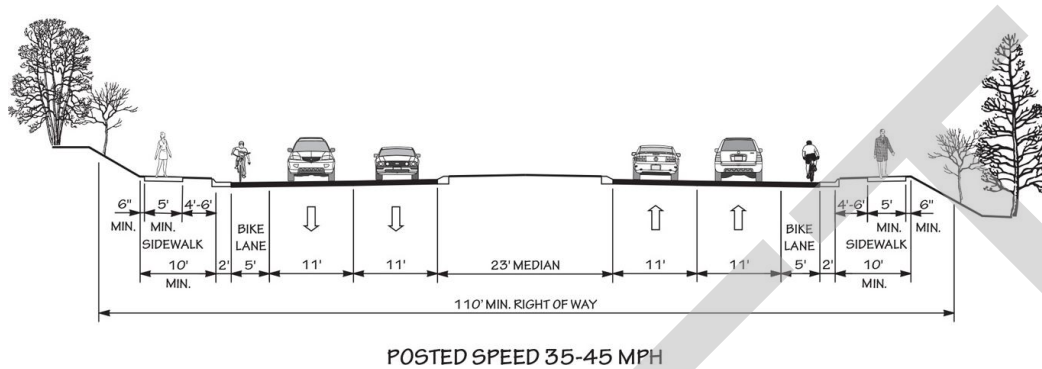


Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

From 9th Avenue NE to Charlotte Street (SR 1504), this corridor primarily serves commercial development with some residential development. The number of turns has led to safety concerns. Planned project would convert this facility from 5-lanes to fourlane divided with a grass median, turn lanes, and driveway consolidation

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Hazardous Waste Facility(s)
- 2 Hazard Substance Disposal Site(s)
- 1 Managed Area Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Current land use is primarily commercial along the corridor.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

US-321 Business

S Carolina Ave (US 321B) to S Main Ave (SR 2003)

Local ID: CATA-HR-01-MTP

Purpose: Mobility

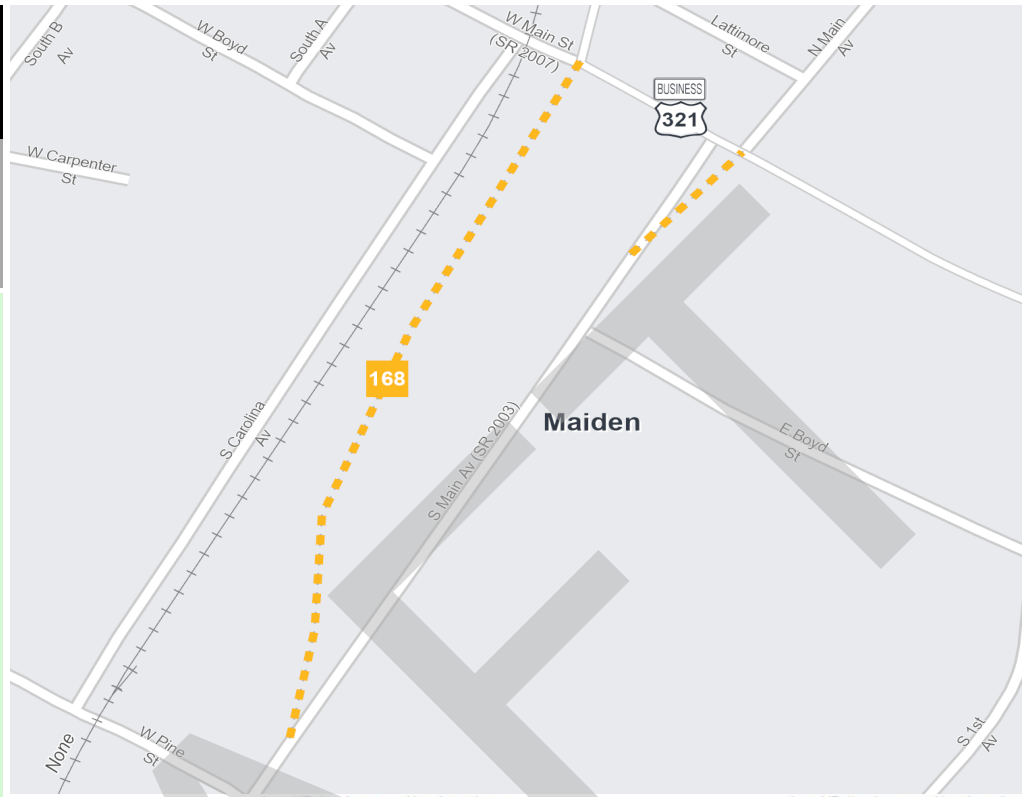
Improvement: Improve Existing

Identified Need

This facility has a mobility need in Maiden.

Recommendation

“US-321B: Improve traffic flow from N. Carolina Ave (US-321B) to S Main Ave.”.



Proposal At A Glance

Highway Class	Other
Facility Type	Minor Thoroughfare
Typical Section	02 E
Section Options	-
Length (miles)	0.27
Existing ROW (feet)	-
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

	Existing	Without Proposal	With Proposal
New Location			
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9300-9900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

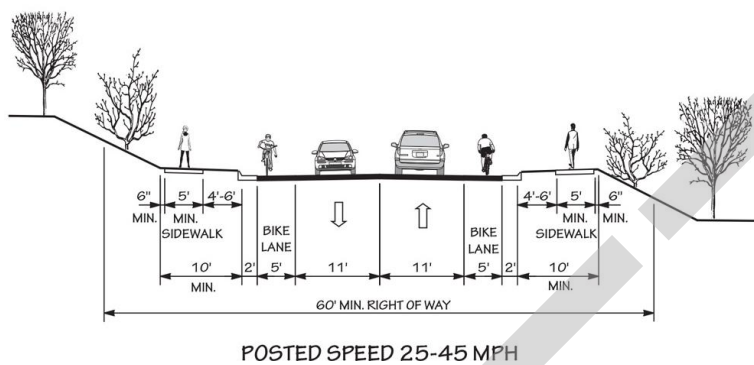


Typical Section Options:

TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

Traffic flow issues are currently experienced in this section of Maiden. Flow improvements are needed.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Relation to Land Use

Current land use within the extent of this project are central commercial, as recognized by the Town of Maiden Unified Development Ordinance

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-16 STIP: R-3100 A&B;

Tower Road (SR 1895) to Claremont Road (SR 1801)

Local ID: CATA-HR-02-MTP

Purpose: Congestion

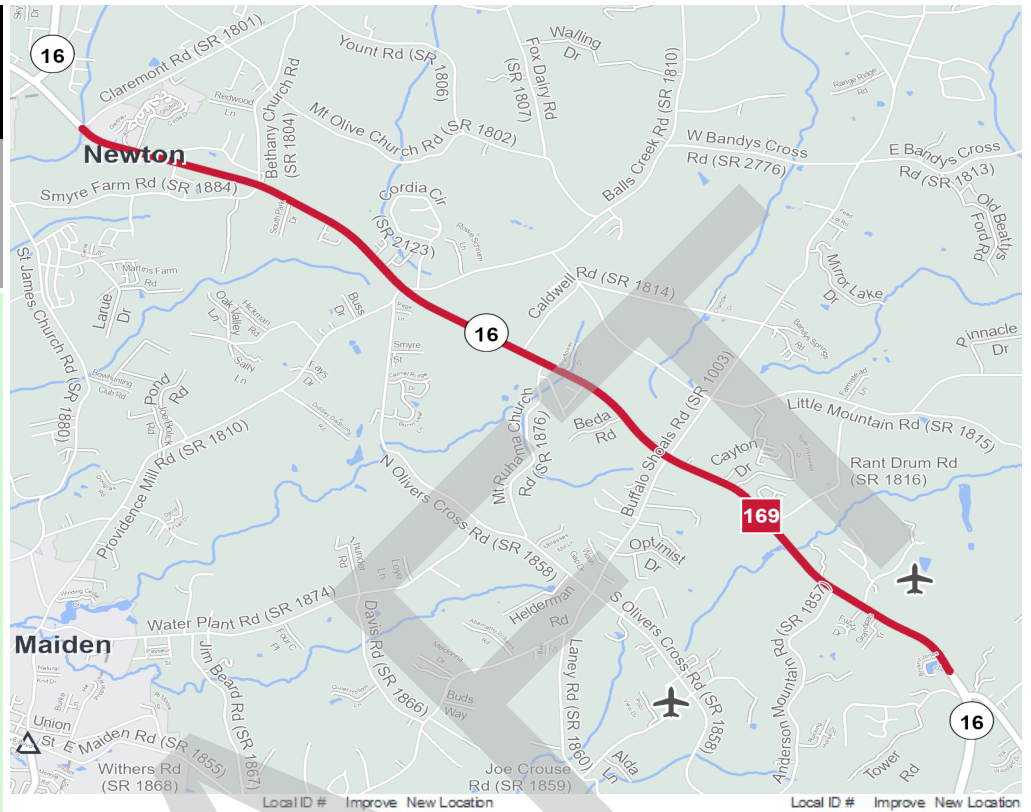
Improvement: Widening

Identified Need

NC 16 has a congestion need serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Recommendation

Widen to 4-lane divided facility from Tower Rd (SR 1895) to Claremont Rd (SR 1801) southeast of Newton.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	-
Length (miles)	7.90
Existing ROW (feet)	60-103
Safety Risk Score	67-89

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	14500-22100	26500-38400	26500-38400
Capacity (vpd)	12200-14600	12200-14600	38100-43900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019

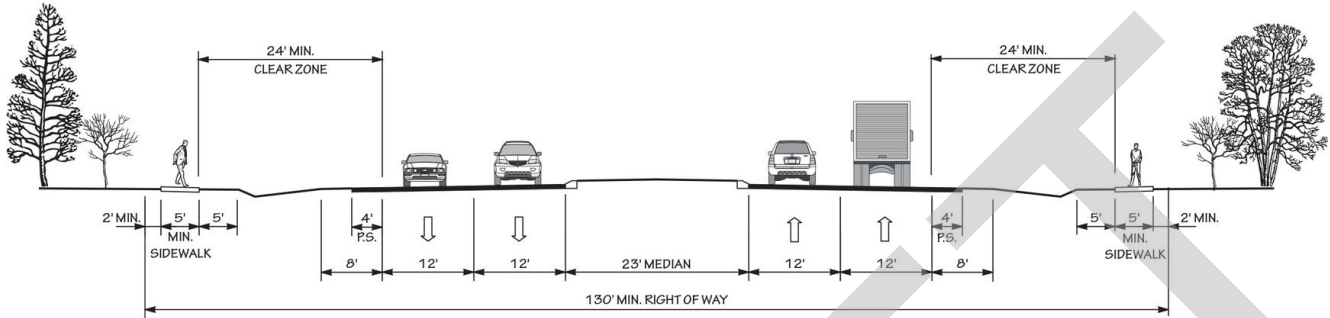


Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 High Quality And Outstanding Resource Water Feature(s)
- 9 Wetland Feature(s)
- 14 River And Stream Feature(s)
- 3 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-127 STIP: U-2530A

Huffman Farm Rd (SR 1132) to Zion Church Rd (SR 1008)

Local ID: CATA-HR-04-MTP

Purpose: Congestion

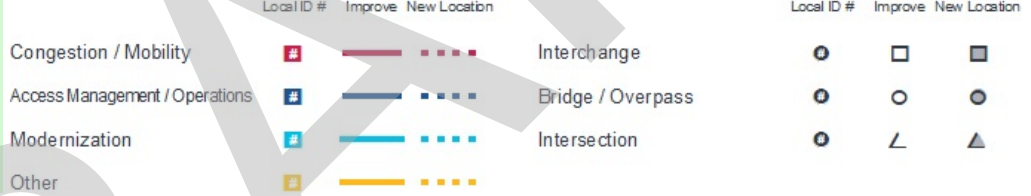
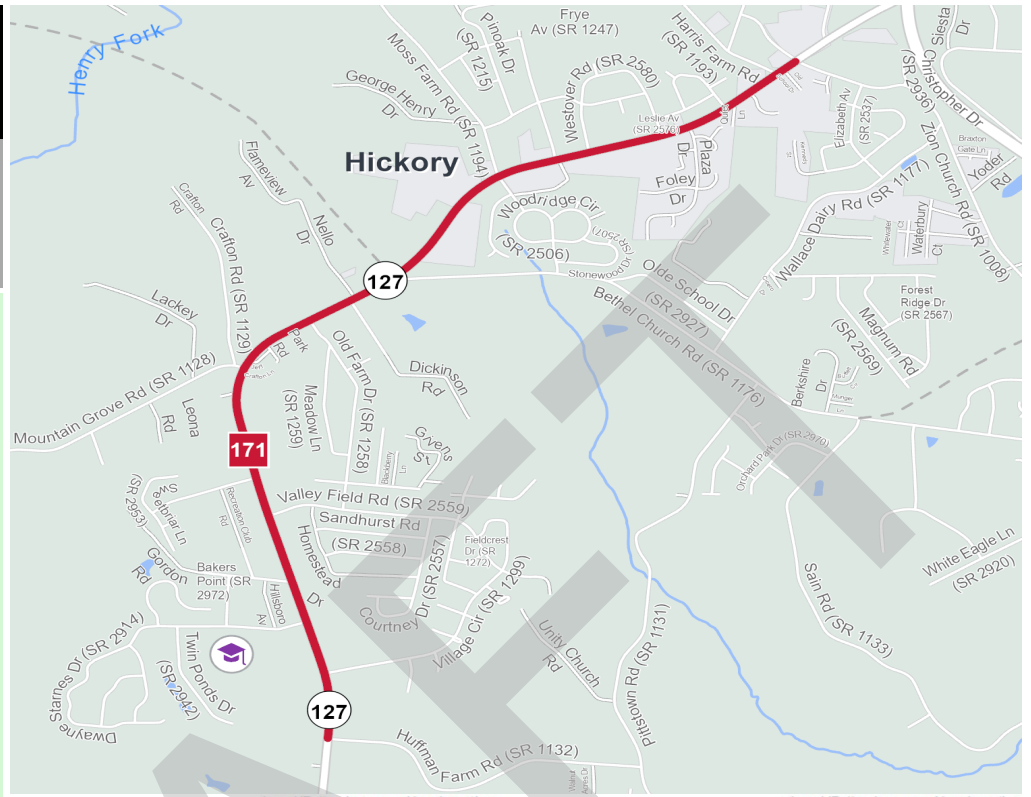
Improvement: Widening

Identified Need

This facility has a congestion need serving the Hickory-Brookford-Mountain View area from Lake Hickory from Alexander County.

Recommendation

Widen to multi-lane from Huffman Farm Rd (SR 1132) to Zion Church Rd (SR 1008).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	3.10
Existing ROW (feet)	60-150
Safety Risk Score	56-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	6900-16700	7500-18300	7500-18300
Capacity (vpd)	12200-26800	38100-41400	38100-41400

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

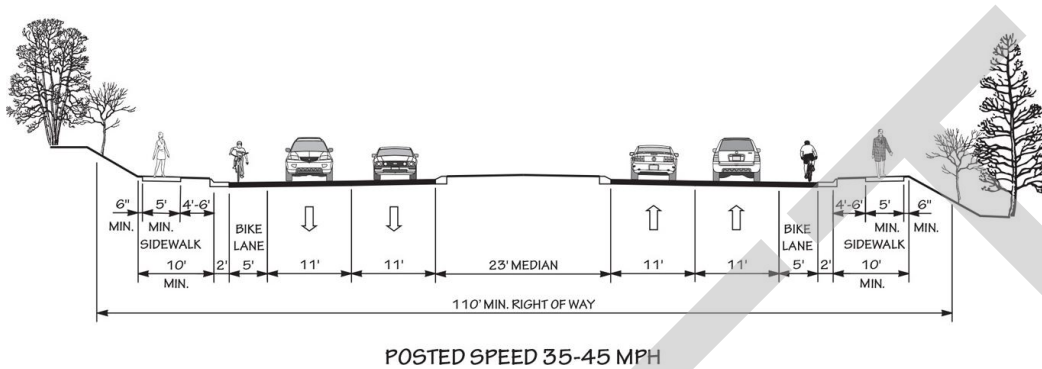


Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 127 is a major north-south radial serving the Hickory-Brookford-Mountain View area and is one of only two major crossings over Lake Hickory from Alexander County, making it a critical link for the travel between the Counties. The existing typical section of NC 127 varies from 2-3-lanes south of Zion Church Road to 5-lanes through Brookford (SR 1008) and 4-5-lanes in Hickory. The typical section narrows back down to 2-lanes in the area north of Cloninger Mill Road (SR 1400). On the south side, NC 127 is recommended to be widened to a 4-lane divided boulevard with a grass median from Zion Church Road Huffman Farm and then extend to NC 10. This recommendation is included in the TIP as Project U-2530.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use is commercial through Mountain View.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- 0% identify as Households with No Car

NC 127 South

Huffman Farm Rd (SR 1132) to NC 10

Local ID: CATA-HR-05-MTP

Purpose: Congestion

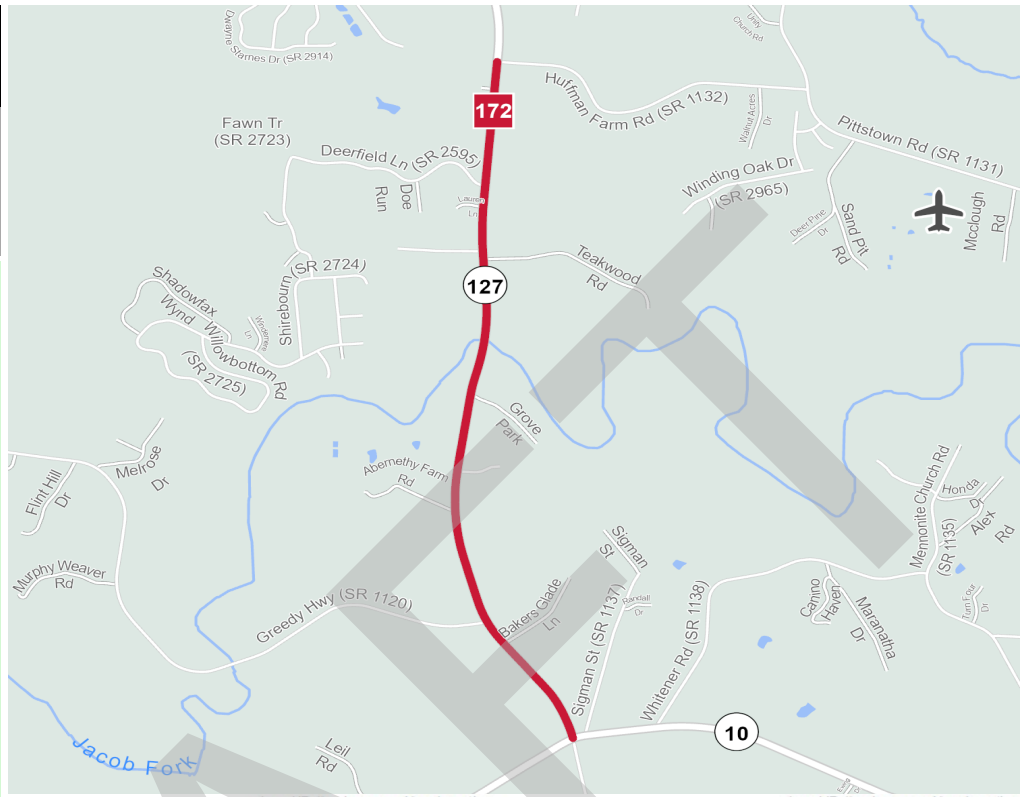
Improvement: Improve Existing

Identified Need

This facility has a congestion need from Lake Hickory to Alexander County.

Recommendation

Widen to multi-lane (from Huffman Farm Rd (SR 1132) to NC 10).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 D
Section Options	-
Length (miles)	2.30
Existing ROW (feet)	60
Safety Risk Score	78-89

Proposal Data:	2019 Base Year		2050 Future Year	
	Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare	Major Thoroughfare	Major Thoroughfare	Boulevard
Travel Lanes	2-lane	2-lane	2-lane	4
Volume (vpd)	6500-6800	7100-7400	7100-7400	7100-7400
Capacity (vpd)	12700-14600	12700-14600	12700-14600	41400-43900

Capacity Data:	Year
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

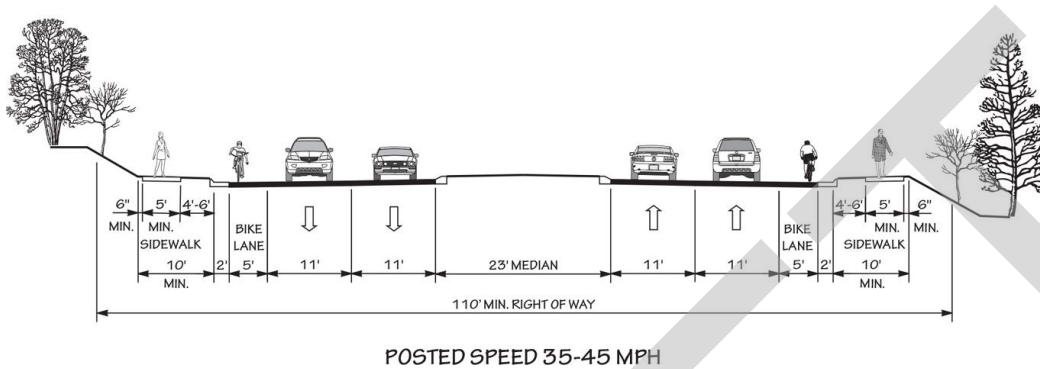


Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 127 is a major north-south radial serving the Hickory-Brookford-Mountain View area and is one of only two major crossings over Lake Hickory from Alexander County, making it a critical link for the travel between counties. The existing typical section of NC 127 varies from 2-3-lanes south of Zion Church Road to 5-lanes through Brookford (SR 1008) and 4-5-lanes in Hickory. The typical section narrows back down to 2-lanes in the area north of Cloninger Mill Road (SR 1400). On the south side, NC 127 is recommended to be widened to a 4-lane divided boulevard with a grass median from Zion Church Road Huffman Farm and then extend to NC 10. This recommendation is included in the TIP as Project U-2530.

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 5 Flood Hazard Area Feature(s)
- 1 Landscape Habitat Indicator Guild Feature(s)
- 4 Natural Heritage Element Occurrence Feature(s)
- 2 Natural Heritage Natural Area Feature(s)
- 2 Wetland Feature(s)

- 2 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use along this project area is primarily residential.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

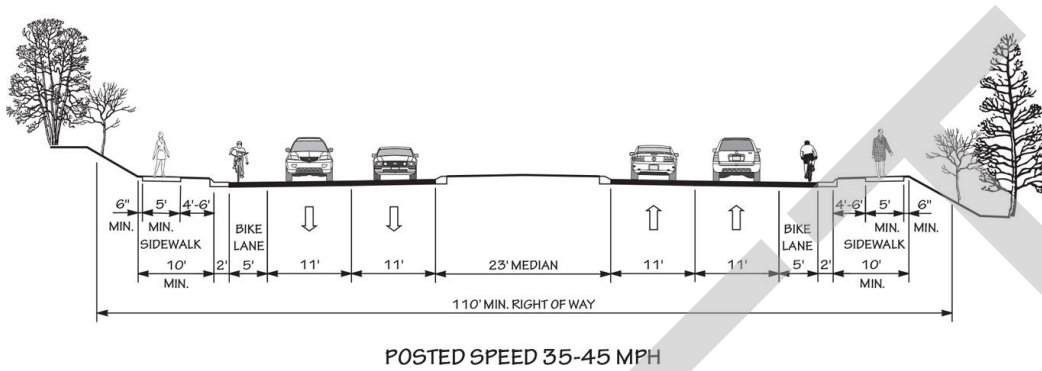
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 4D

4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 127

8th Ave NE to 30th Ave NW

Local ID: CATA-HR-06-MTP

Purpose: Access

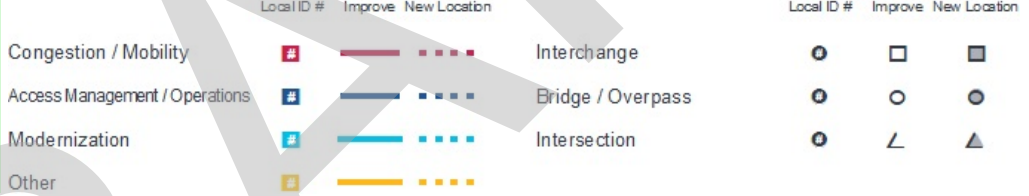
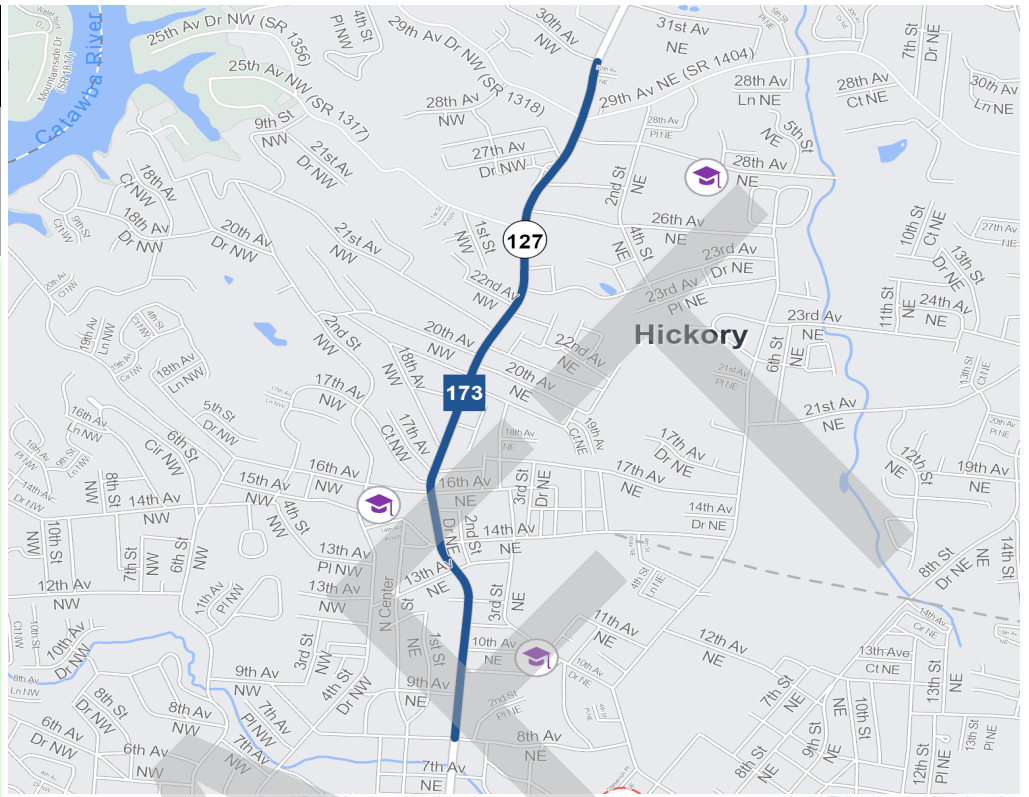
Improvement: Improve Existing

Identified Need

This facility has a connectivity need serving a commercial corridor from 8th Ave NE to 30th Ave NW.

Recommendation

Convert 8th Ave NE to 30th Ave NW to 4-lane divided with sidewalks and left turn median openings .



Proposal At A Glance

Highway Class	Access Management & Operation
Facility Type	Boulevard
Typical Section	04 F
Section Options	-
Length (miles)	2.10
Existing ROW (feet)	60-100
Safety Risk Score	33-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	18700-30000	21500-35000	21500-35000
Capacity (vpd)	24300-26800	24300-26800	28100-38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

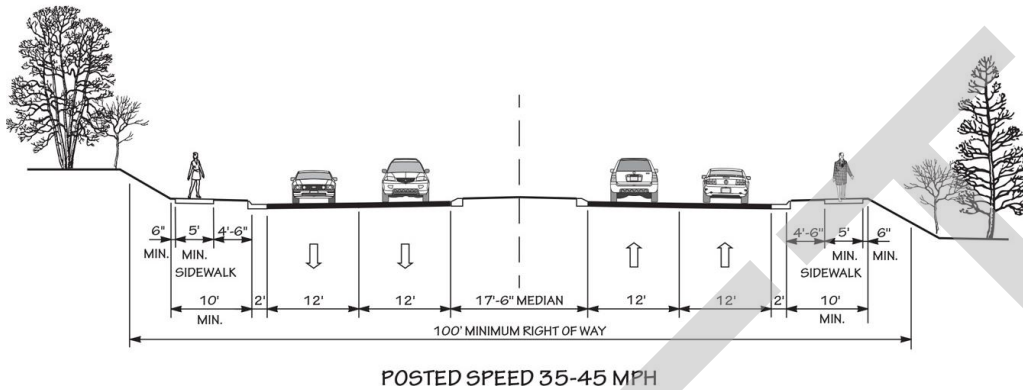


Typical Section Options:

None

TYPICAL SECTION No. 4F

4 LANE DIVIDED (17'-6" RAISED MEDIAN)
WITH CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC-127 is currently a commercial corridor. Hickory by Choice 2030 identifies this corridor as a target area for the development of pedestrian friendly community commercial neighborhoods

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Hazard Substance Disposal Site(s)
- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Current land use along this corridor is primarily commercial/retail.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+

- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 15% and 20% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC-150 STIP: R-2307A

East of Greenwood Rd (SR 1840) to Relocated NC 16 (TIP R-2206)

Local ID: CATA-HR-07-MTP

Purpose: Congestion

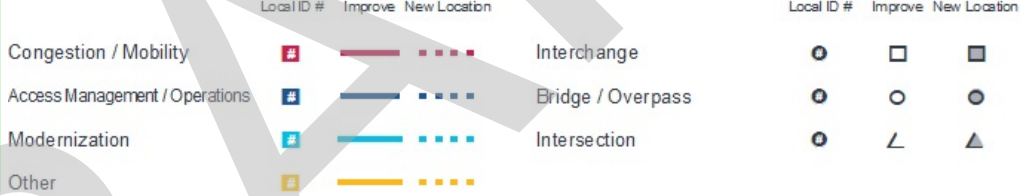
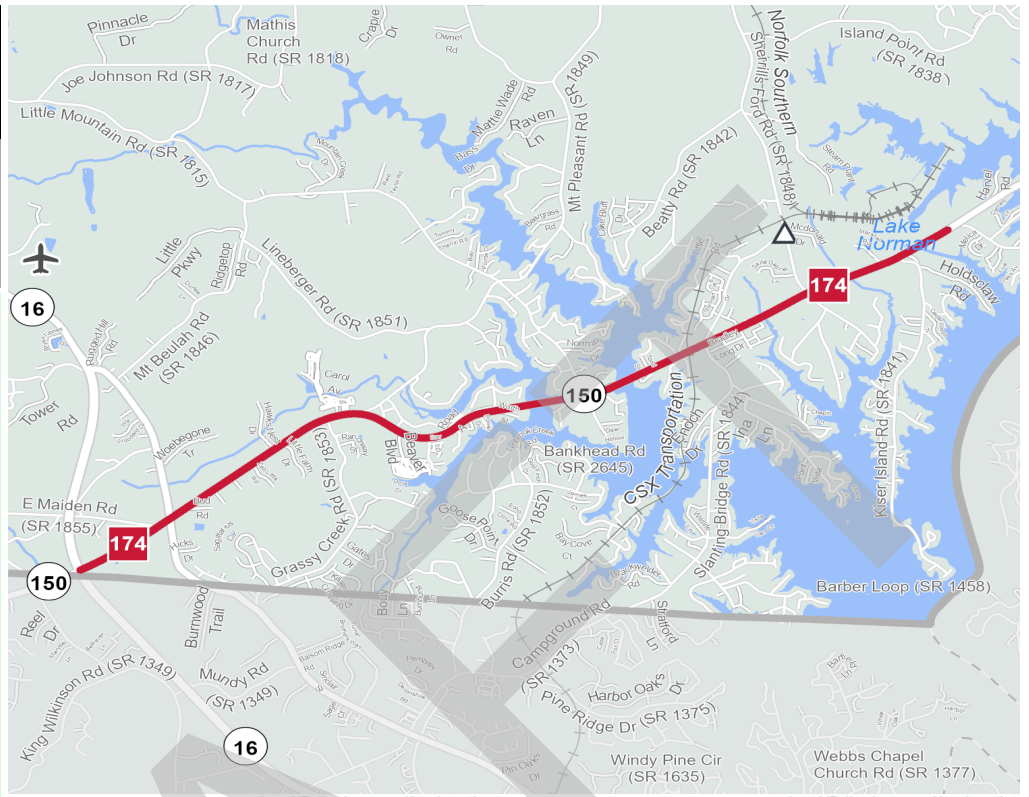
Improvement: Widening

Identified Need

This facility has a congestion need from NC 16 in Catawba County to I-77 (R-2307).

Recommendation

East of Greenwood Rd (SR 1840) to Relocated NC 16 (TIP R-2206). Widen to multi-lanes. Intersection Improvements at Greenwood Rd.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 A
Section Options	-
Length (miles)	7.60
Existing ROW (feet)	30-60
Safety Risk Score	22-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	10500-19000	17100-34800	17100-34800
Capacity (vpd)	12700-14600	12700-14600	41400-43900

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2022
Facility will be Over Capacity (>=100%)	2021

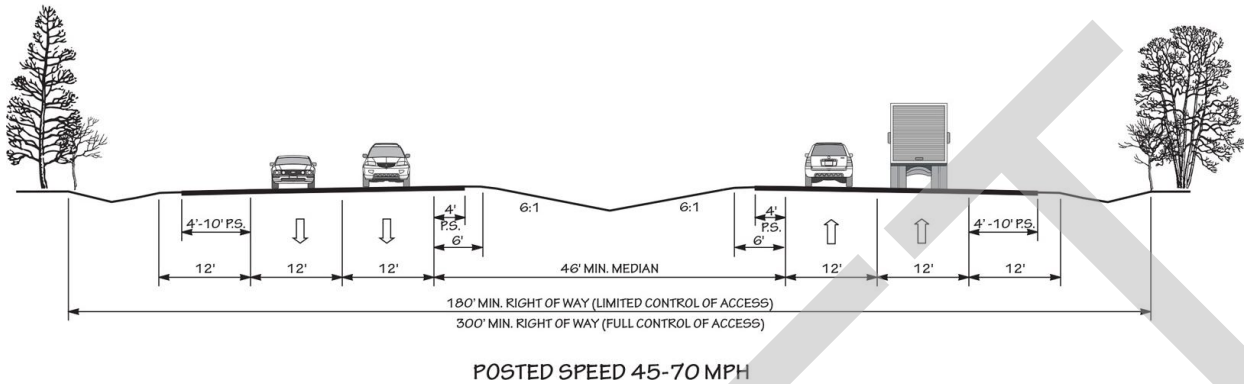


Typical Section Options:

TYPICAL SECTION No. 4A

None

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

NC 150 is a major east-west route between Shelby, Lincolnton, and Mooresville (I-77). A small portion of NC 150 goes through the southeast corner of Catawba County. NC 150 is recommended to be widened from 2-lanes to multi-lanes from NC 16 in Catawba County to I-77 (R-2307).

Horizon Year: 2030.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 3 Flood Hazard Area Feature(s)
- 1 Hazardous Waste Facility(s)
- 1 Hazard Substance Disposal Site(s)
- 4 Major River Feature(s)
- 7 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 2 Lake And Pond Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

NC-150 in southeastern Catawba county accommodates recent growth and development residentially. Recent

Traffic Analysis Zone projections anticipated considerable residential development in southeastern Catawba county.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- 0% identify as Native American
- Between 1% and 5% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 16

I 40 to Catawba River

Local ID: CATA-HR-08-MTP

Purpose: Congestion

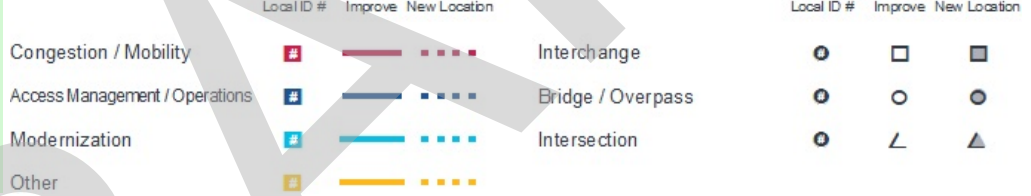
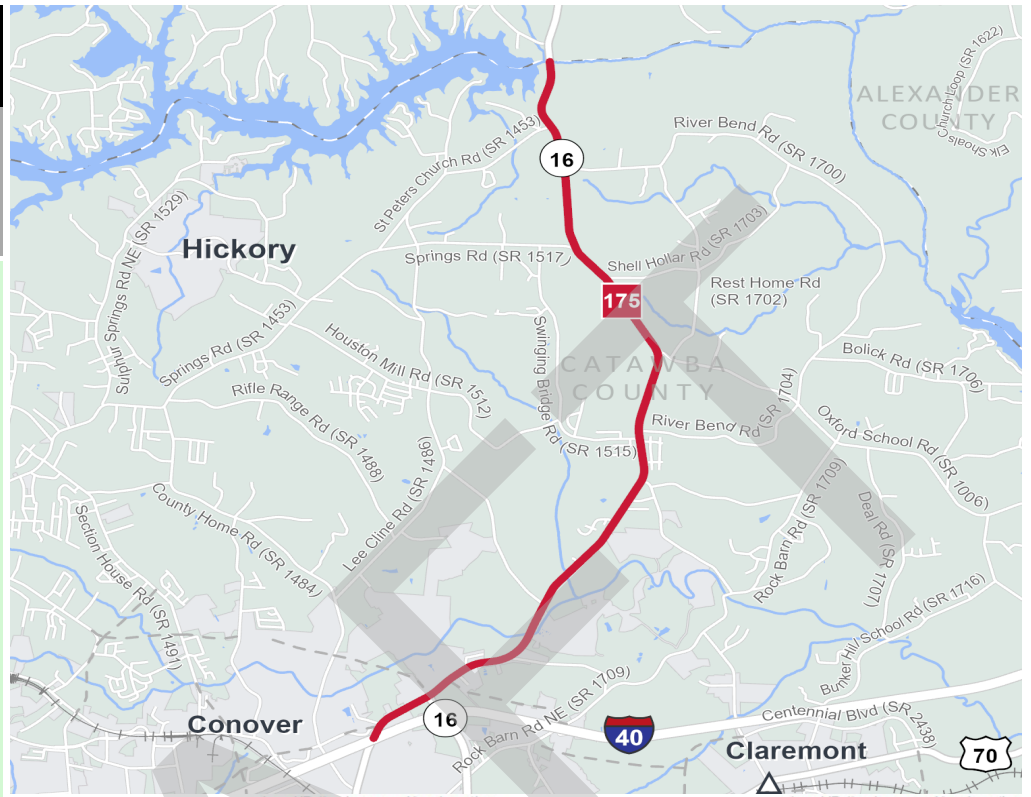
Improvement: Improve Existing

Identified Need

NC 16 has a congestion need serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Recommendation

Modernize from I-40 to Catawba River.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	03 C
Section Options	-
Length (miles)	8.50
Existing ROW (feet)	60-100
Safety Risk Score	22-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	3	3	2
Volume (vpd)	3200-21000	4800-24700	4800-24700
Capacity (vpd)	12200-12700	12200-12700	13800-20700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

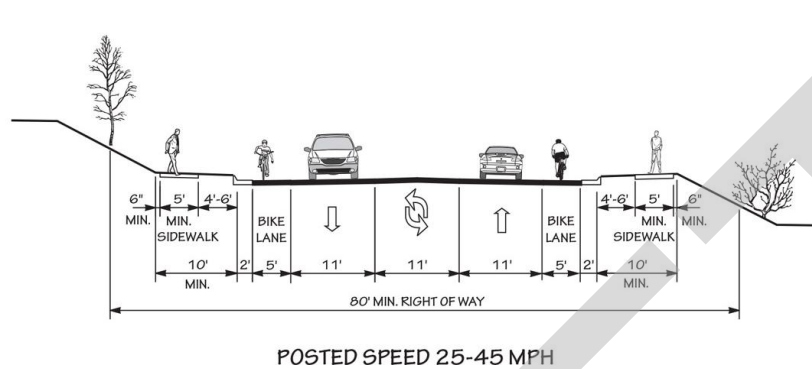


Typical Section Options:

None

TYPICAL SECTION No. 3C

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Horizon Year: 2050.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 25 Flood Hazard Area Feature(s)
- 2 Major River Feature(s)
- 1 Managed Area Feature(s)
- 6 Wetland Feature(s)
- 10 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Target Local Watershed Feature(s)
- 2 Water Supply Watershed Feature(s)

Relation to Land Use

Land use along this corridor is primarily residential in the northern portion, with retail near the southern extent.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 15% and 25% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 70 (Claremont)

Lookout St (SR 1716) to Western Claremont Loop

Local ID: CATA-HR-10-CTP

Purpose: Mobility

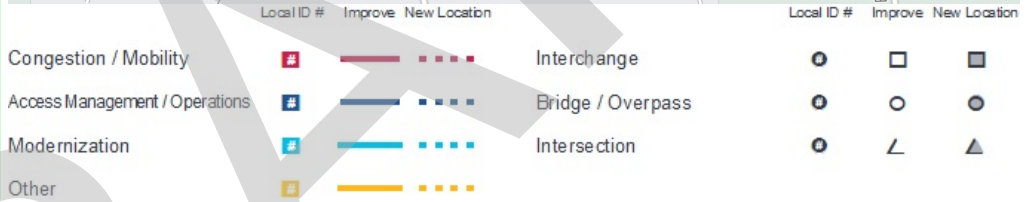
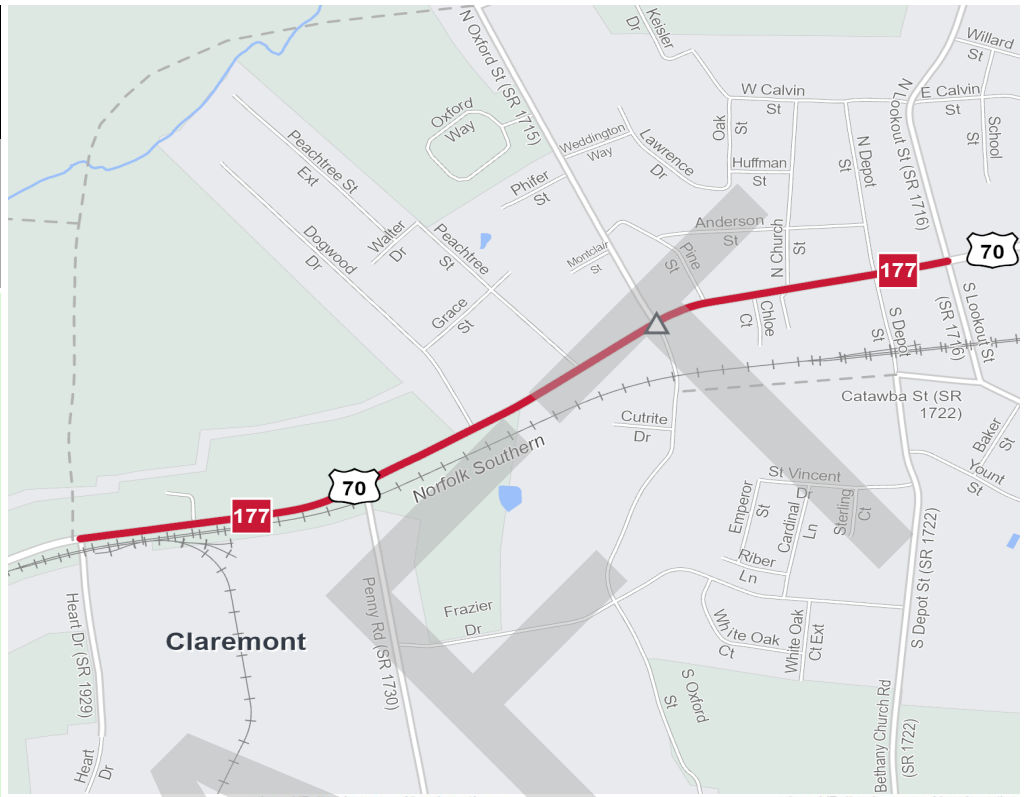
Improvement: Widening

Identified Need

This facility has a mobility need in which US 70 carries regional, commercial, and industrial traffic.

Recommendation

Widen to 3-lane (from Lookout Street to Claremont W. Loop).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare 2-lane
Typical Section	03 B
Section Options	-
Length (miles)	1.20
Existing ROW (feet)	60
Safety Risk Score	56-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	With Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2	2
Volume (vpd)	1800-9000	4300-11900	4300-11900	4300-11900
Capacity (vpd)	11000-12200	11000-12200	12700-13300	12700-13300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2045

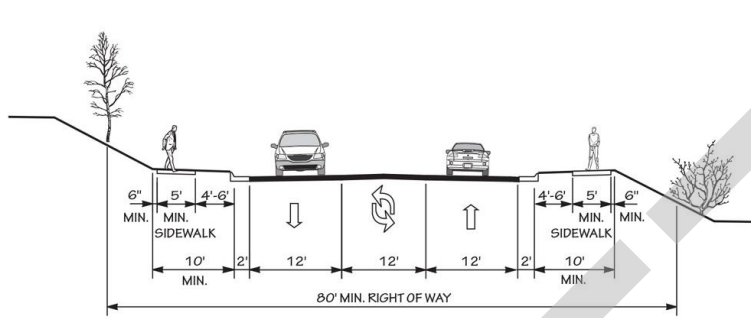


Typical Section Options:

None

TYPICAL SECTION No. 3B

2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



POSTED SPEED 25-45 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

US 70 carries regional commercial and industrial traffic.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use along this corridor is primarily commercial and industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander

- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 10% and 15% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

US 70 (Conover-Claremont)

Western Claremont Loop to US 321B

Local ID: CATA-HR-11-CTP

Purpose: **Mobility**

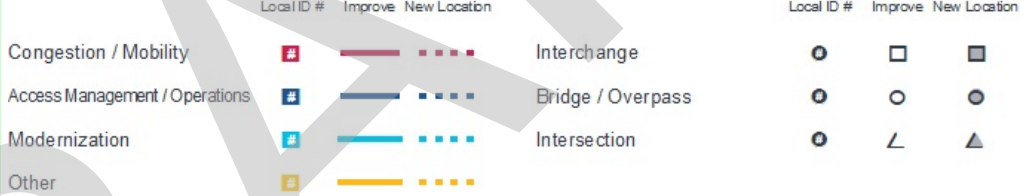
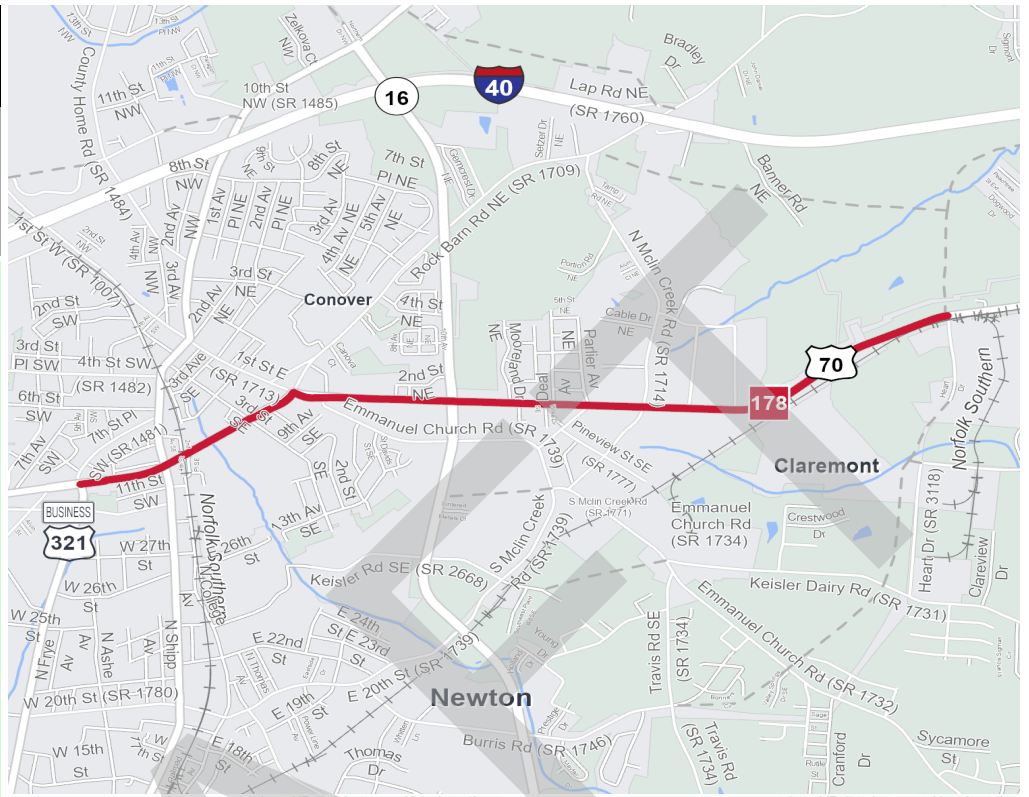
Improvement: **Widening**

Identified Need

This facility has a mobility need in which US 70 carries regional, commercial, and industrial traffic.

Recommendation

Widen to multi-lane (from Claremont W. Loop to US 321B).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	05 A
Section Options	-
Length (miles)	3.60
Existing ROW (feet)	60-150
Safety Risk Score	33-100

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Boulevard	Boulevard	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	3900-23500	4800-28300	4800-28300
Capacity (vpd)	12200-38100	12200-38100	23200-38100

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2031
Facility will be Over Capacity (>=100%)	2024

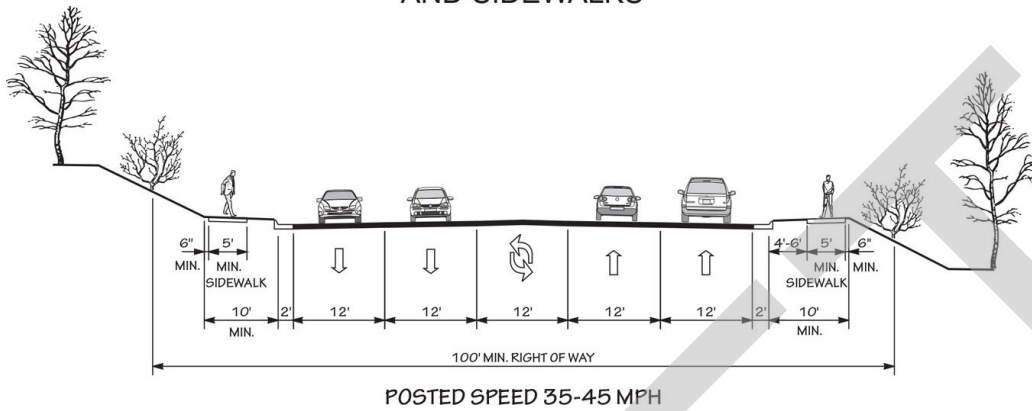


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

US 70 carries regional commercial and industrial traffic.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 2 Flood Hazard Area Feature(s)
- 2 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)
- 1 Water Supply Watershed Feature(s)

Relation to Land Use

Land use along this corridor is primarily commercial and industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in

population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 5% and 10% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 15% and 25% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 10 and South Bypass

US 321 to NC 16

Local ID: CATA-HR-12-CTP

Purpose: Congestion

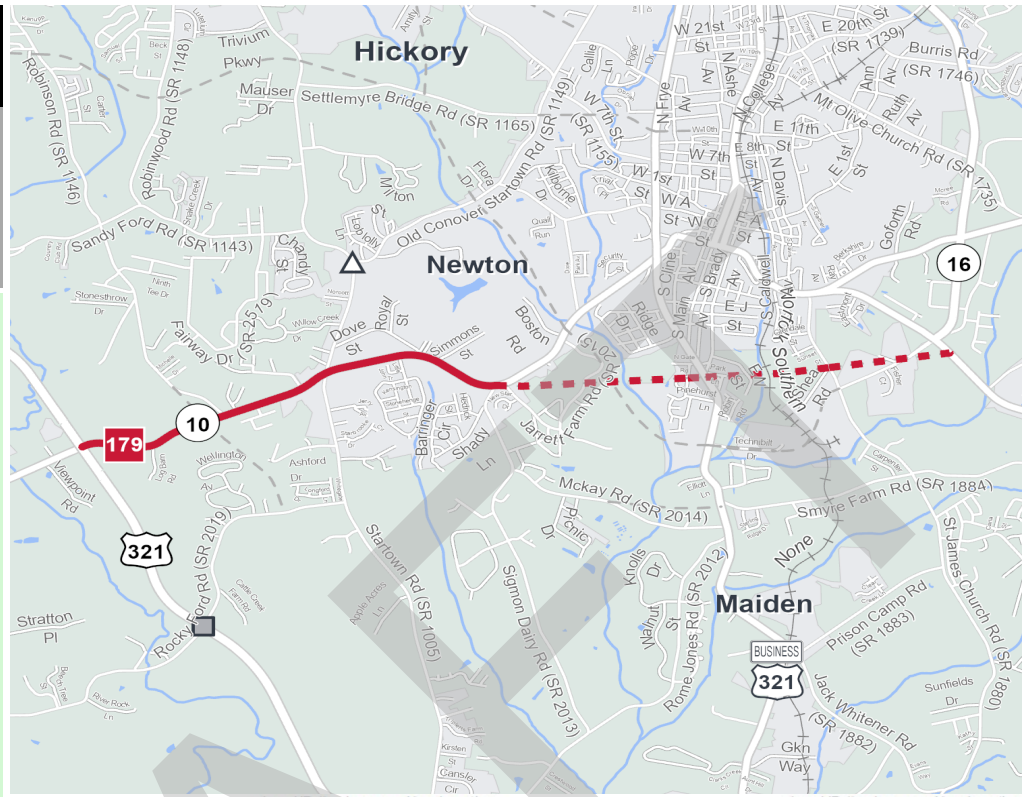
Improvement: New Location (part on existing)

Identified Need

This facility has congestion and access needs from US 321 and Sigmon Dairy Rd (SR 2013) and Sigmon Dairy Rd (SR 2013) to NC 16.

Recommendation

Widen between US 321 and Sigmon Dairy Rd (SR 2013) to 4-lane divided and construct new 4-lane divided from Sigmon Dairy Rd (SR 2013) to NC 16.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Boulevard
Typical Section	04 B
Section Options	-
Length (miles)	6.00
Existing ROW (feet)	60-140
Safety Risk Score	-

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	2019 Base Year		2050 Future Year	
	Existing	Without Proposal	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	2	4
Volume (vpd)	10100-12700	12400-16000	12400-16000	-
Capacity (vpd)	11100-12200	11100-12200	11100-12200	28100-38100

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	-
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2036

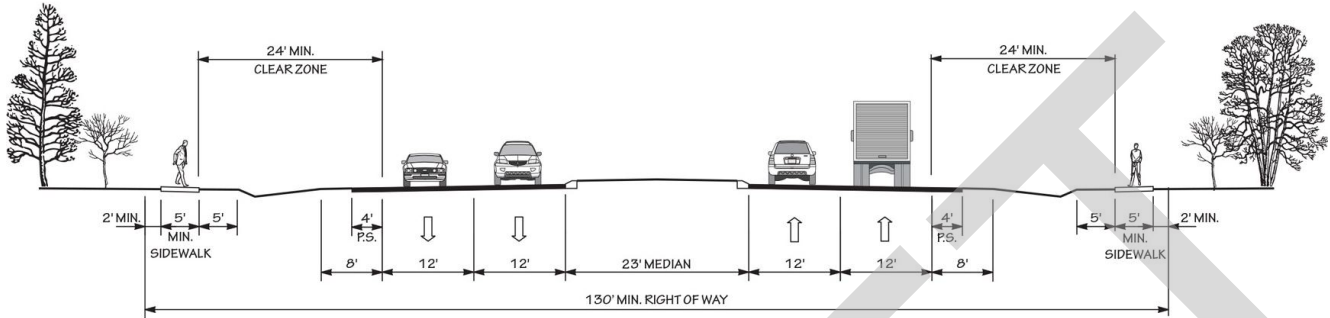


Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 35-55 MPH

Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 10 is a major radial that serves the southern part of the planning area. Development along the corridor is sparse except for the section through downtown Newton where it serves a mixture of residential and commercial businesses. The downtown Newton section has been experiencing extreme pressure created by a few factors. First, as a merged facility (NC 16 merges onto NC 10 at this section), traffic volume on this section has been heavy. The second factor is the high number of trucks that use the facility. Coupling with the poor design of the facility itself, these factors have made travel through this section of NC 10 very dangerous, especially during peak hours.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 21 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 2 Impaired Waters Line Feature(s)
- 3 Managed Area Feature(s)
- 6 Wetland Feature(s)

- 11 River And Stream Feature(s)
- 1 Lake And Pond Feature(s)
- 1 Protected Area Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Land use is a mixture of residential and commercial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

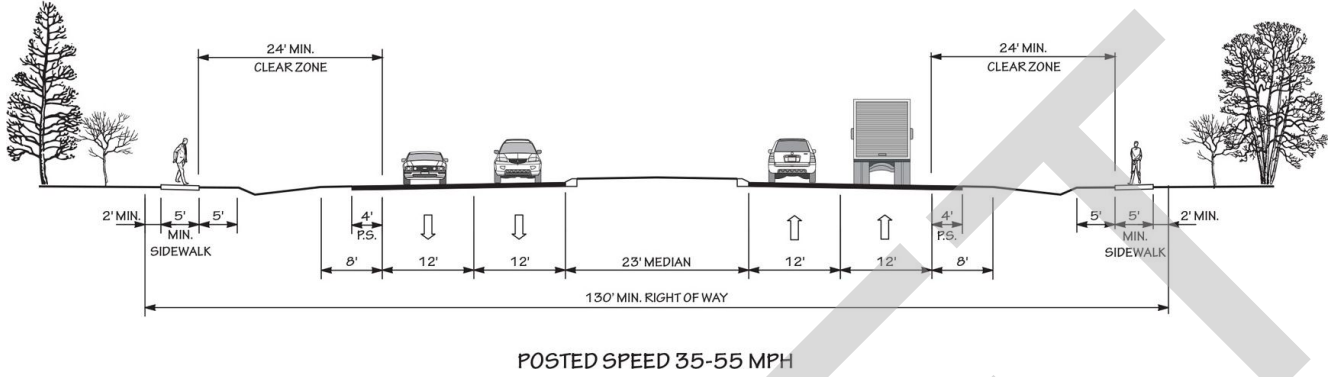
- Between 0% and 25% identify as 65+
- Between 25% and 50% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race

Typical Section Options:

None

TYPICAL SECTION No. 4B

4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS



- Between 15% and 20% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

NC 16 (Conover)

1st St SW (SR 1007) to I 40

Local ID: CATA-HR-13-CTP

Purpose: Congestion

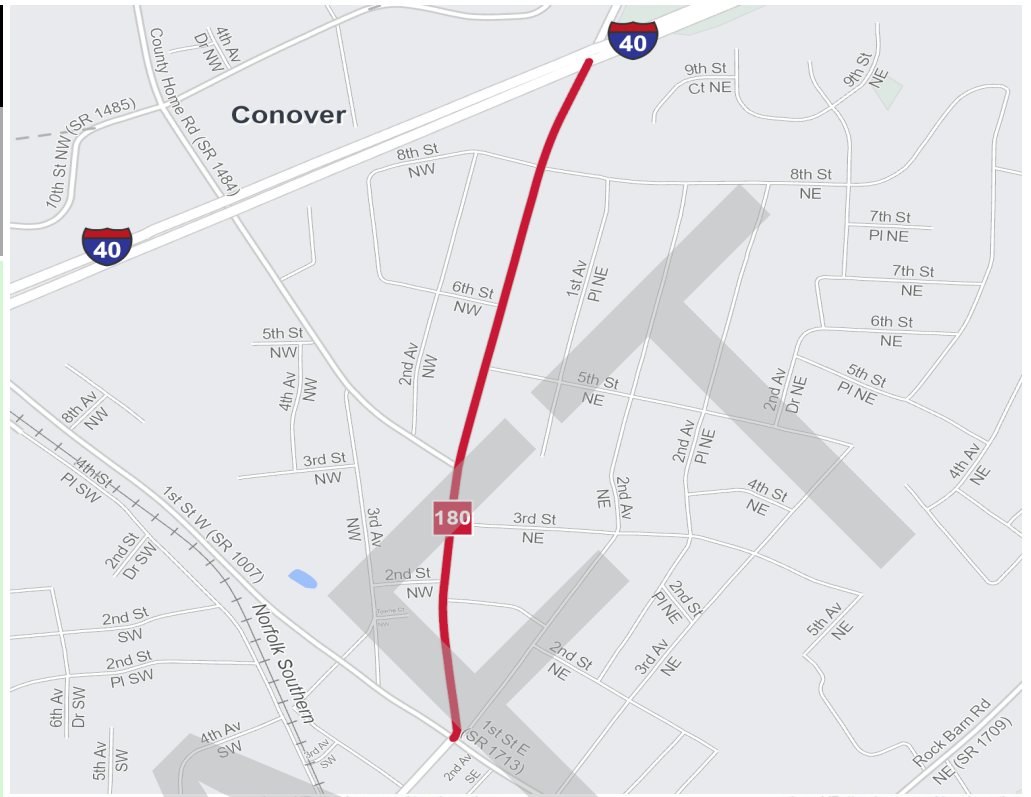
Improvement: Widening

Identified Need

NC 16 has a congestion need serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Recommendation

Widen to multi-lane (from First Street to I-40).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	0.91
Existing ROW (feet)	60
Safety Risk Score	78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	3400-8300	4800-11000	4800-11000
Capacity (vpd)	11100	11100	24300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2027
Facility will be Over Capacity (>=100%)	> 2050

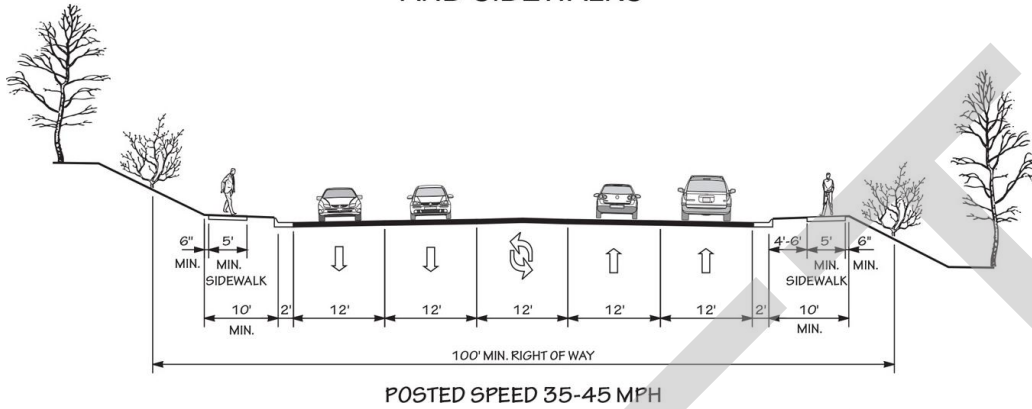


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Target Local Watershed Feature(s)

Relation to Land Use

Land use is a mixture of residential with potential for further industrial and commercial development.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American

- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

NC 16 Business (Newton)
 NC 16B to 7th Street Pl (SR 1481)

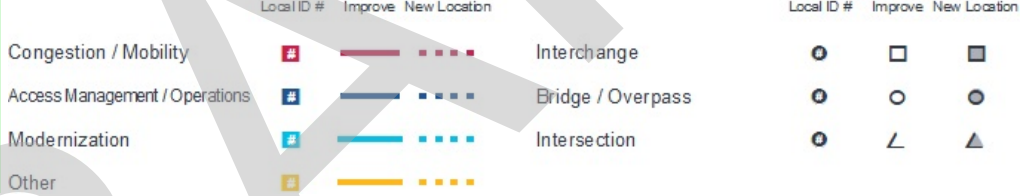
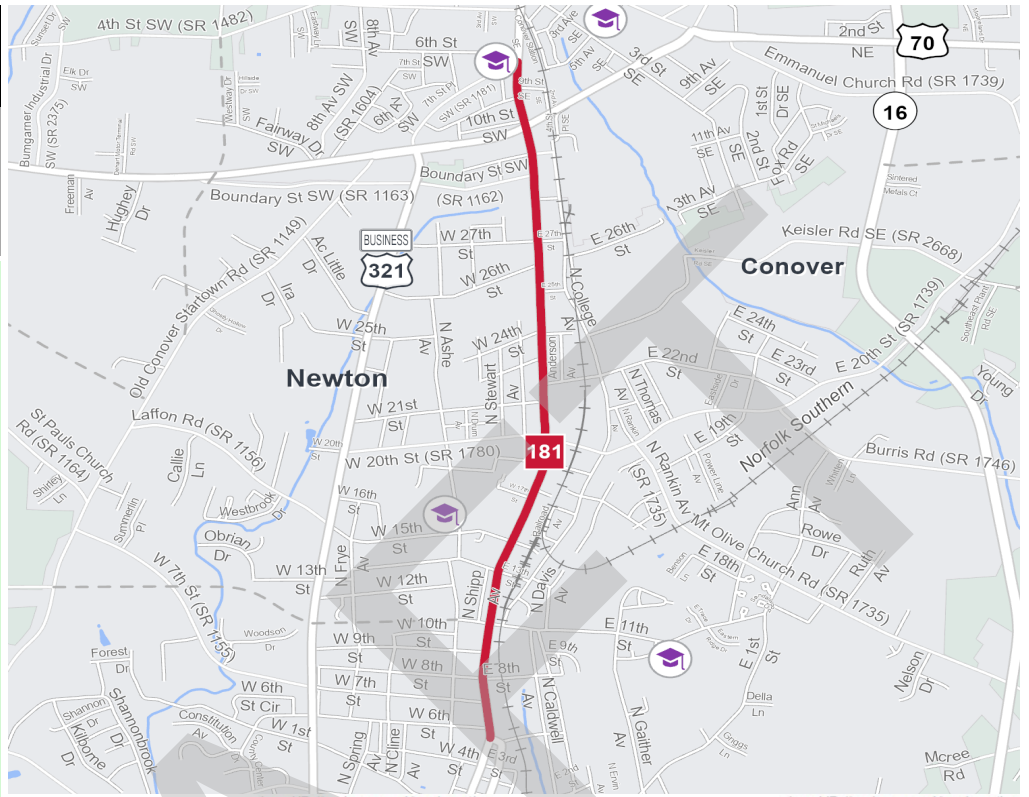
Local ID: CATA-HR-14-CTP
 Purpose: Congestion
 Improvement: Widening

Identified Need

This facility has access and connectivity needs from the one-way pair to 7th Street Pl. to Charlotte.

Recommendation

Widen to multi-lane (from one-way pair to 7th Street Pl. in Conover).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Major Thoroughfare Multi-lane
Typical Section	05 A
Section Options	-
Length (miles)	2.40
Existing ROW (feet)	40-60
Safety Risk Score	33-56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare Multi-lane
Travel Lanes	2	2	4
Volume (vpd)	3400-8700	3700-11200	3700-11200
Capacity (vpd)	11100-12700	11100-12700	24300

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	2027
Facility will be Over Capacity (>=100%)	> 2050

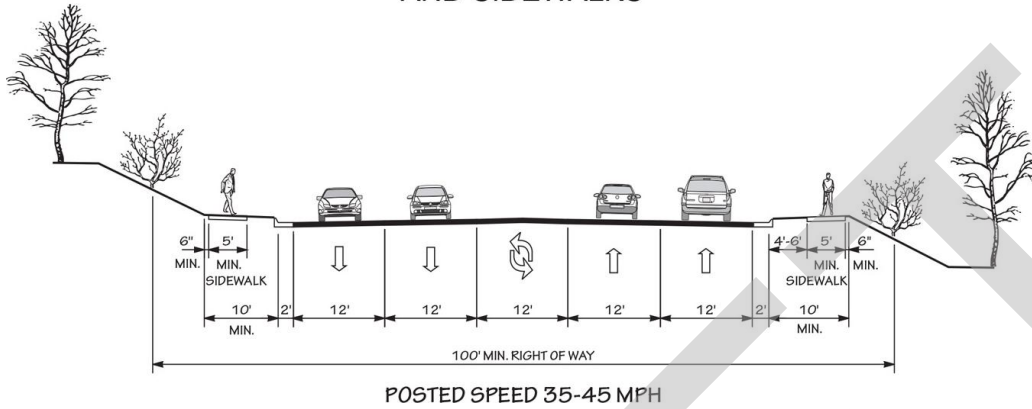


Typical Section Options:

None

TYPICAL SECTION No. 5A

4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS



Project Overview

Project History

This project was identified in the Greater Hickory 2040 Long Range Transportation Plan. This project is not fiscally constrained within the 2050 Metropolitan Plan.

Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

Project Vision

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

Horizon Year: 2050 and Beyond.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 1 Hazard Substance Disposal Site(s)
- 1 Wetland Feature(s)
- 1 River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

Land use along this project area is primarily industrial.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

- Between 25% and 50% identify as 65+

- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 10% and 15% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

I-40 STIP: I-5991A
 US 321 to Fairgrove Church Rd (SR 1476)

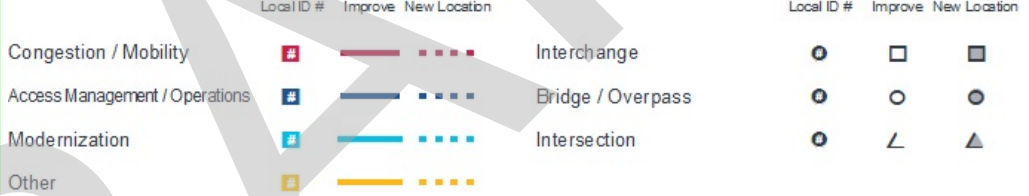
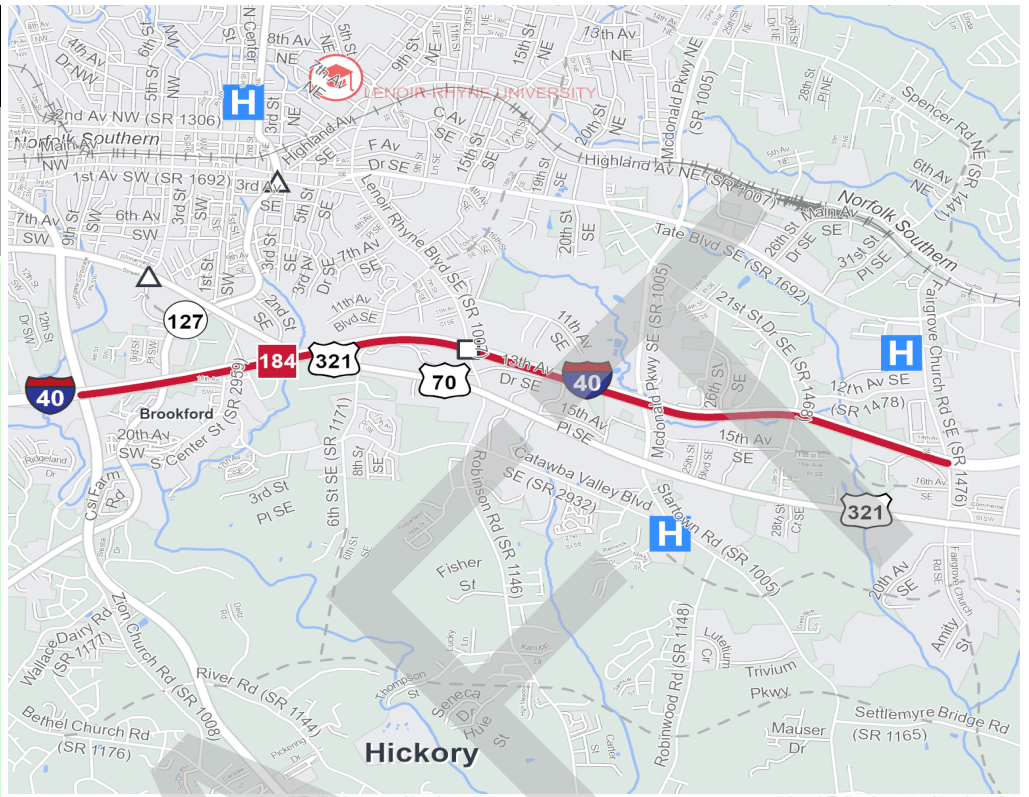
Local ID: CATA-HS-02-MTP
 Purpose: Congestion
 Improvement: Widening

Identified Need

This facility has a congestion need from Fairgrove Church Rd (SR 1476).

Recommendation

Widen from 4-lane facility to 6-lane facility from US 321 to Fairgrove Church Rd (SR 1476).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	11.00
Existing ROW (feet)	170-185
Safety Risk Score	33-78

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	6
Volume (vpd)	41000-68500	53500-77800	53500-77800
Capacity (vpd)	49300-52500	49300-52500	74700-79500

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2036

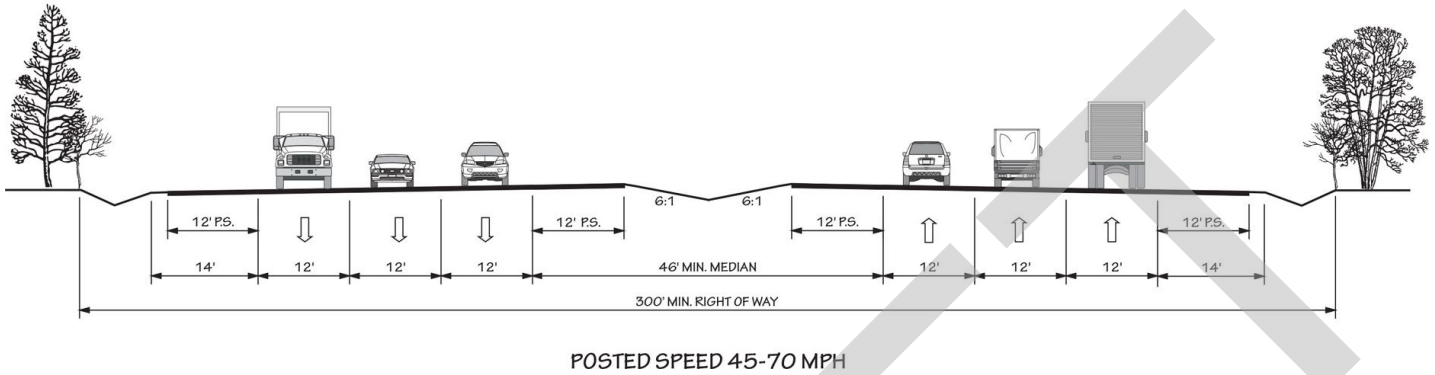


Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

I-40 is the region's major east-west interstate highway. Interstate expansion presents the opportunity for an improved commercial corridor, based on the high volumes of traffic that the interstate produces. Potential shopping districts may benefit from the proximity to major transportation, as identified by Hickory By Choice 2030.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 37 Flood Hazard Area Feature(s)
- 1 Hazard Substance Disposal Area Feature(s)
- 1 Impaired Waters Line Feature(s)
- 1 Managed Area Feature(s)
- 3 Natural Heritage Element Occurrence Feature(s)
- 5 Wetland Feature(s)
- 8 River And Stream Feature(s)
- 1 Quality Monitored River And Stream Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

I-40 is the region's major east-west interstate highway.

Interstate expansion presents the opportunity for an improved commercial corridor, based on the high volumes of traffic that the interstate produces. Potential shopping districts may benefit from the proximity to major transportation, as identified by Hickory By Choice 2030.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

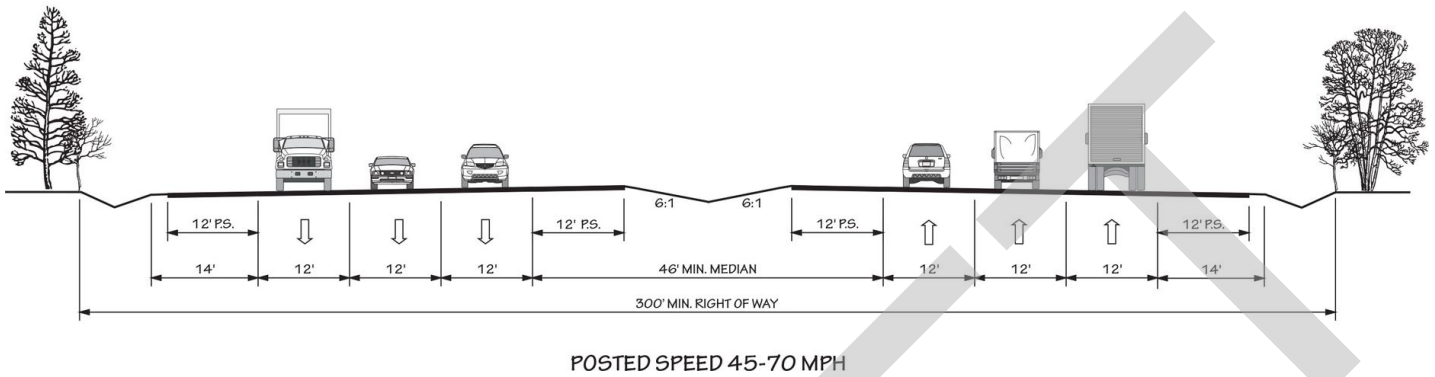
- Between 0% and 25% identify as 65+
- Between 50% and 75% identify as African American
- Between 25% and 50% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 1% and 5% identify as Two of More Races

Typical Section Options:

None

TYPICAL SECTION No. 6A

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



- Between 25% and 50% identify as Below Poverty Line
- Between 15% and 20% identify as Households with No Car

I-40 STIP: I-5991B

Fairgrove Church Rd (SR 1476) to NC 16

Local ID: CATA-HS-03-MTP

Purpose: Congestion

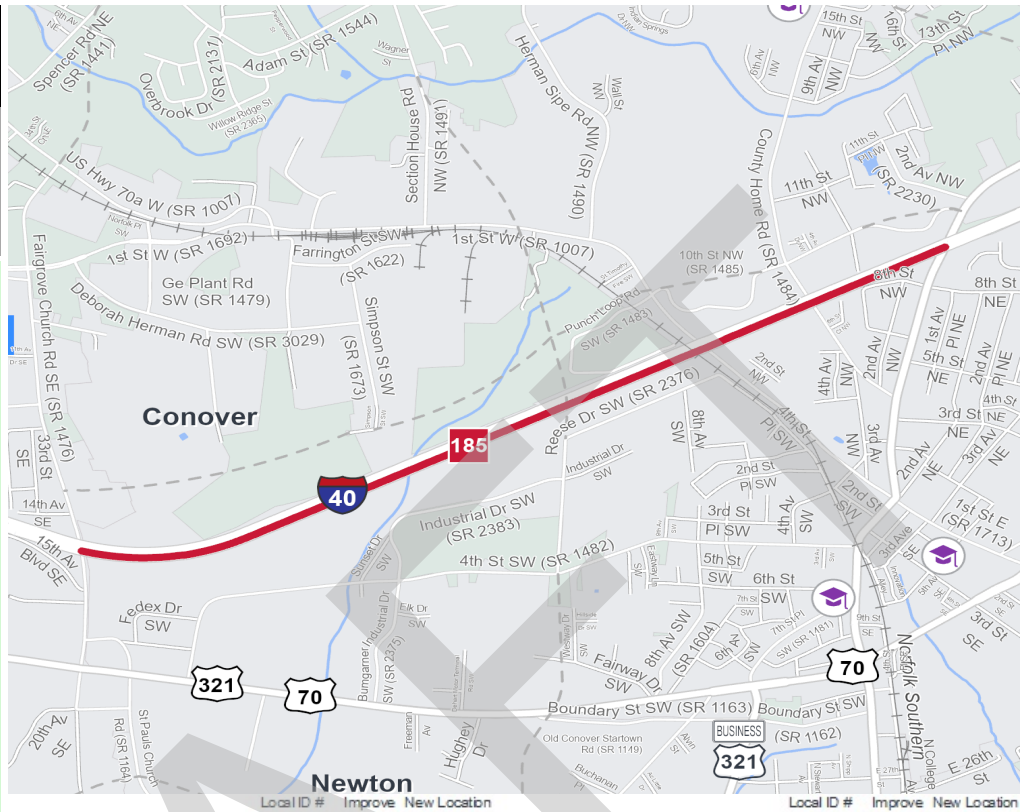
Improvement: Widening

Identified Need

This facility has a congestion need from Exit 128 (Fairgrove Church Rd) to Exit 132 (NC 16).

Recommendation

Widen I-40 to 6-lanes from Exit 128 (Fairgrove Church Rd) to Exit 132 (NC 16).



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	06 A
Section Options	-
Length (miles)	5.70
Existing ROW (feet)	130-175
Safety Risk Score	33-56

Proposal Data: 2019 Base Year 2050 Future Year

Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Freeway	Freeway	Freeway
Travel Lanes	4	4	6
Volume (vpd)	57500-58000	63600-72200	63600-72200
Capacity (vpd)	49300	49300	74700

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

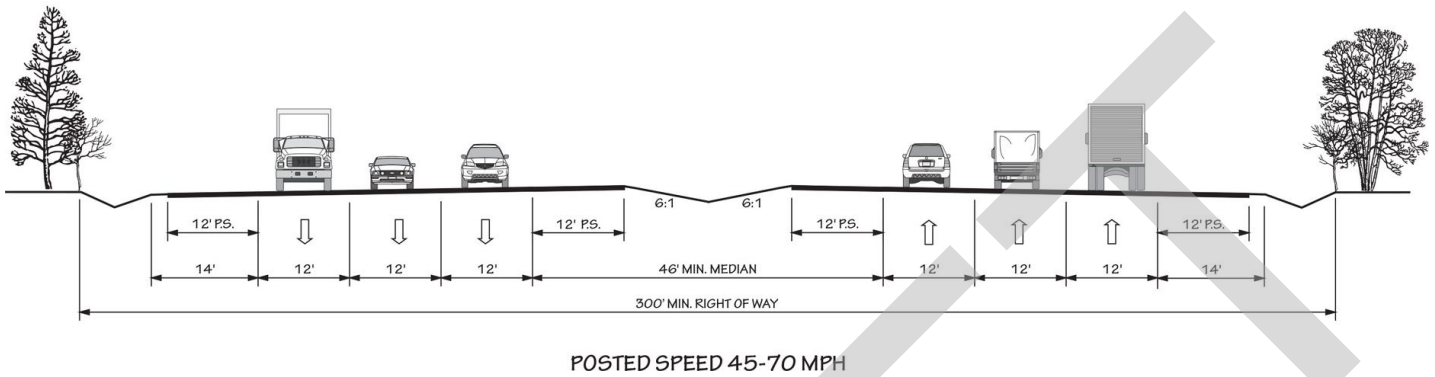


Typical Section Options:

TYPICAL SECTION No. 6A

None

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



Project Overview

Project History

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained.

Project Vision

I-40 is the region's major east-west interstate highway. Interstate expansion presents the opportunity for an improved commercial corridor, based on the high volumes of traffic that the interstate produces. Potential shopping districts may benefit from the proximity to major transportation, as identified by Hickory By Choice 2030.

Horizon Year: 2040.

Potential Impacts

Natural Environmental Context

All environmental data in the database was considered. This Project is within 150 feet of:

- 13 Flood Hazard Area Feature(s)
- 2 Managed Area Feature(s)
- 1 Natural Heritage Element Occurrence Feature(s)
- 7 Wetland Feature(s)
- 6 River And Stream Feature(s)
- 1 Protected Area Feature(s)
- 2 Target Local Watershed Feature(s)

Relation to Land Use

I-40 is the region's major east-west interstate highway. Interstate expansion presents the opportunity for an improved commercial corridor, based on the high volumes of traffic that the interstate produces. Potential

shopping districts may benefit from the proximity to major transportation, as identified by Hickory By Choice 2030.

Human Environmental Context

This recommendation passes through one or more census blocks with the following percentages in population characteristics:

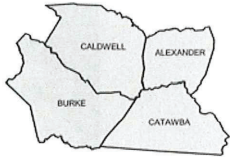
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Asian and Pacific Islander
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Other
- 0% identify as Over 18 with Limited English Proficiency (LEP) - Spanish
- Between 5% and 15% identify as Native American
- Between 20% and 100% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

APPROVALS/ RESOLUTIONS

The following pages contain copies of adoption resolutions of the Greater Hickory MPO CTP.

NC State Statute 136-66.2 requires that “After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO.”





**GREATER HICKORY
METROPOLITAN PLANNING ORGANIZATION (MPO)**
1880 2nd Avenue NW, PO Box 9026
Hickory, NC 28603



RESOLUTION ADOPTING THE 2050 METROPOLITAN TRANSPORTATION PLAN

A motion was made by Jill Patton and seconded by Bruce Eckard for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Fixing America's Surface Transportation (FAST) Act requires all Metropolitan Planning Organizations (MPOs) to develop and maintain a Metropolitan Transportation Plan;
AND

WHEREAS, the Metropolitan Transportation Plan (MTP) must address all modes of transportation in an urban area, have a horizon year of at least 20 years, and be financially constrained; **AND**

WHEREAS, the 2050 MTP for the MPO is based on the latest planning assumptions and the travel demand model with a horizon year of 2050; **AND**

WHEREAS, the 2050 MTP was reviewed by the general public in accordance with the GHMPO Public Participation Policy; **AND**

WHEREAS, the Transportation Advisory Committee (TAC) has found that the 2050 MTP demonstrates a continuous, cooperative, and comprehensive planning process;

NOW THEREFORE be it resolved that the GHMPO TAC approves the 2050 MTP.

Bruce Eckard, Greater Hickory MPO TAC Chair

Averi Ritchie, Greater Hickory MPO TAC
Secretary



**GREATER HICKORY
METROPOLITAN PLANNING ORGANIZATION (MPO)**
1880 2nd Avenue NW, PO Box 9026
Hickory, NC 28603



RESOLUTION ADOPTING THE COMPREHENSIVE TRANSPORTATION PLAN

A motion was made by Jerry Hodge and seconded by Jill Patton for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, State law (NCGS 136-66.2) requires all Metropolitan Planning Organizations (MPOs) to develop and maintain a Comprehensive Transportation Plan (CTP) in cooperation with the North Carolina Department of Transportation (NCDOT); AND

WHEREAS, the street and highway elements of the CTP serve as the Plan referenced in State law (NCGS 136-66.10(a)) for dedication of right-of-way under local ordinances; AND

WHEREAS, the CTP represents an agreement of identified transportation network needs and potential improvements and new alignments to address those needs; AND

WHEREAS, the CTP network exceeds the fiscally constrained projects recommended by the 2050 Metropolitan Transportation Plan (MTP); AND

WHEREAS, the CTP was reviewed by the general public in accordance with the GHMPO Public Participation Policy;

NOW THEREFORE be it resolved that the GHMPO TAC approves the CTP.

Bruce Eckard, Greater Hickory MPO TAC Chair

Averi Ritchie, Greater Hickory MPO TAC
Secretary

CONTACT INFORMATION

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:
1-877-DOT-4YOU (1-877-368-4968)
<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

Secretary of Transportation

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

Board of Transportation Members

1578 Mail Service Center
Raleigh, NC 27699-1578
(828)735-1428
bot-mcphillips@ncdot.gov
bot-bclail@ncdot.gov
bot-wclarke@ncdot.gov

Highway Division Engineers

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

Highway Division 11
801 Statesville Road
North Wilkesboro, NC 28659
(336) 667-9111

Highway Division 12
1710 E. Marion Street
Shelby, NC 28151
(980) 552-4206

Highway Division 13
55 Orange Street
Asheville, NC 28801
(828) 250-3000

Division Construction Engineers

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Highway Division 11
801 Statesville Road
North Wilkesboro, NC 28659
(336) 903-9245

Highway Division 12
1710 E. Marion Street
Shelby, NC 28151
(980) 552-4204

Highway Division 13
55 Orange Street
Asheville, NC 28801
(828) 250-3000

Division Traffic Engineers

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Highway Division 11
801 Statesville Road
North Wilkesboro, NC 28659
(336) 903-9132

Highway Division 12
1710 E. Marion Street
Shelby, NC 28151
(980) 552-4214

Highway Division 13
55 Orange Street
Asheville, NC 28801
(828) 250-3000

Division Maintenance Engineers

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit, and the Equipment Unit.

Highway Division 11
 801 Statesville Road
 North Wilkesboro, NC 28659
 (336) 903-9121

Highway Division 12
 1710 E. Marion Street
 Shelby, NC 28151
 (980) 552-4212

Highway Division 13
 55 Orange Street
 Asheville, NC 28801
 (828) 250-3000

District Engineers

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt-A-Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

Highway Division 11:
 District Engineer - Elkin
 P. O. Box 558
 Elkin, NC 28621
 (336) 530-6018

District Engineer - Boone
 P. O. Box 1460
 Boone, NC 28607
 (828) 268-6026

District Engineer - N. Wilkes.
 P. O. Box 250
 North Wilkesboro, NC 28659
 (336) 903-9172

Highway Division 12:
 District 1 – Cleveland, Gaston
 1702 E. Marion Street
 Shelby, NC 28151
 (980) 552-4104

District 2 – Alexander, Iredell
 124 Prison Camp Road
 Statesville, NC 28625
 (704) 380-6040

District 3 – Lincoln, Catawba
 1031 E. Gaston Street
 Lincolnton, NC 28092
 (704) 748-2400

Highway Division 13:
 District 1 – Burke, McDowell, Mitchell,
 Rutherford
 3931 NC 226 S
 Marion, NC 28752
 (828) 803-6100

District 2 – Buncombe, Madison, Yancey
 11 Old Charlotte Highway
 Asheville, NC 28803
 (828) 298-2740

Transportation Planning Division (TPD)

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

1554 Mail Service Center
 Raleigh, NC 27699-1554
 (919) 733-4705

<http://www.ncdot.gov/doh/preconstruct/tpb/>

Greater Hickory Planning Metropolitan Organization (GHMPO)

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

1880 2nd Avenue NW

Hickory, NC 28601

(828) 485-4248

<https://www.wpcog.org/metropolitan-planning-org>

Strategic Prioritization Office

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

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 7107-2858

<https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054>

Project Development & Environmental Branch (PDEA)

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

1548 Mail Service Center

Raleigh, NC 27699-1548

Program Development Branch

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

1534 Mail Service Center

Raleigh, NC 27699-1534

(919) 733-2039

<http://www.ncdot.org/planning/development/>

Integrated Mobility Division

Contact the Integrated Mobility Division for information on bicycle and pedestrian transportation information and public transit systems throughout the state.

1550 Mail Service Center

Raleigh, NC 27699-1550

(919) 733-4713

<http://www.ncdot.org/transit/nctransit/>

Rail Division

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553

(919) 733-7245

<http://www.bytrain.org/>

Bridge Maintenance Unit

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center

Raleigh, NC 27699-1565

(919) 733-4362

http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Highway Design Branch

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center

Raleigh, NC 27699-1584

(919) 250-4001

<http://www.ncdot.gov/doh/preconstruct/highway/>

Other State Government Offices

Department of Commerce – Division of Community Assistance

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

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

DEFINITIONS AND RESOURCES

This appendix provides definitions and resources used in the Comprehensive Transportation Plan and other parts of its appendix.

Resources covered in this section include:

- [Acronyms and Definitions](#)
- [Additional Plans and Studies](#)
- [Facility Type and Level of Service](#)
- [Typical Sections](#)

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ACRONYMS

AADT - Average Annual Daily Traffic

AADTT - Average Annual Daily Truck Traffic

ACS - American Community Survey

ADT - Average Daily Traffic

AGR - Annual Growth Rate

BLS - Bureau of Labor Statistics

BOT - Board of Transportation

CIA - Community Impact Assessment

CMAQ - Congestion Mitigation & Air Quality

COE - Army Corps of Engineers

COG - Council of Government

CUR - Community Understanding Report

DAQ - Division of Air Quality

DOT - Department of Transportation

DWQ - Division of Water Quality

FHWA - Federal Highway Administration

FY - Fiscal Year begins July 1st

GIS - Global Positioning System

G&O - Goals and Objectives

HOV - High Occupancy Vehicle

IAG - Interagency Agreement

IMD - Integrated Mobility Division

IPD - Integrated Project Delivery

LEP - Limited English Proficiency

LOS - Level of Service

LPA - Lead Planning Agency

LPO - Local Planning Organization

LEDPA - Least Environmentally Damaging Practical Alternative

LRTP - Long-Range Transportation Plan

MPO - Metropolitan Planning Organization

MSTA - Municipal School Transportation Assistance

NCDOT - North Carolina Department of Transportation

NEPA - National Environmental Policy Act

OSBM - Office of State Budget and Management

PAB - Planning Area Boundary

PDE - Project Development Engineer

PDEA - Project Development and Environmental Analysis

PE - Project Engineer

PHFS - Primary Highway Freight System

PI - Public Involvement

PIP - Public Involvement Plan

RPO - Rural Planning Organization

ROW - Right of Way

SEPA - State Environmental Policy Act for North Carolina

STC - Strategic Transportation Corridors

STIP - Statewide Transportation Improvement Program

TAZ - Transportation Analysis Zone

TDM - Travel Demand Model

TIP - Transportation Improvement Program

TPD - Transportation Planning Division

VPD - Vehicles Per Day

For additional Acronyms please refer to the links section of the CTP planning website:

https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf

GENERAL DEFINITIONS

CTP Recommendation Maps	
Existing	Facilities that are not recommended to be improved.
Improve	Facilities that need to be improved for capacity, safety, operations, or system continuity. These facilities have a project recommendation in the CTP.
New Location	Facilities on new locations that are needed in the future. These facilities have project recommendations in the CTP.
Highway Incidentals	Highway Incidentals are highway proposals that include a bicycle, pedestrian, or public transit recommendations within its project proposalscope. It is denoted on non-highway recommendation maps with a “star” ★ icon.

CTP Project Sheet	
Local ID	A project ID to help identify each proposal. If a TIP project number exists, it is listed as the ID. If a different code is used along a route, it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. ‘A’, ‘B’, or ‘C’) are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
Identified Need	Need describes the key problem(s) to be addressed and explains the underlying causes of those problems.
Purpose	Purpose states why the project is being proposed and articulates the positive outcomes that are intended.
Typical Section Options	Typical Sections are the selected “cross-sections” in long range planning that satisfy the purpose and “Identified need” for the project.
ROW	The real property (land and improvements) and rights therein acquired for public use to construct highways for the betterment and safety of the public.
Estimated Cost	A planning level estimate of the cost of the given project.
Safety Risk Score	Planning level safety value based on three components: 1) Class Density Ratio – The crash density of the study area versus the average crash density of similar facilities; 2) Severity Index; and 3) Critical Crash Rate Ratio – The actual crash rate for the study area versus the critical crash rate. Areas with the higher scores are considered to have the poorer highway safety performance.
Travel Lanes	Lanes that facilitate through movements.
Volume (AADT)	Annual Average Daily Traffic is an estimate of the average daily volume for all days of the year for all lanes of travel at a location.

Capacity	The number of vehicles that can pass a given point per day during ideal traffic conditions that can be attained. These are dependent on the target level of service.
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Highway	
Facility Types	Facility types are a way to categorize the roadway. The definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and/or medians. For a more detailed explanation of each facility type, see the Facility Types & Control Access Definitions section.
Freeways	A facility with high mobility and low access. It is designated as either an Interstate or a Freeway. Freeways typically has a minimum of four lanes with a continuous median and no driveway connections.
Expressways	A facility with high mobility and low to moderate access. It is designated as an arterial and typically has a minimum of four lanes with a median.
Boulevards (Multilane Divided)	A facility with moderate mobility and low to moderate access. It is designated as either an arterial or a collector. Boulevards typically have a minimum of four lanes with a median.
Multilane Major (Undivided)	A facility with moderate to low mobility and high access. It is designated as either an arterial or a collector. Multilane Major Thoroughfares typically have a minimum of four lanes with no median. Some of them have two way left turn lanes.
Two Lane Major Thoroughfares	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Two Lane Major Thoroughfares typically have two to three lanes, with or without a median. Some of them have two way left turn lanes.
Minor Thoroughfare	A facility with moderate to low mobility and high access. It is designated as a collector or a local road. Minor Thoroughfares typically have a minimum of two lanes without a median. Some of them have two way left turn lanes.
Interchange	Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
Bridge/Overpass	A grade separation between two facilities. Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
Intersection	A point of where two roads intersect. Intersection improvements improve traffic flow by modifying the existing intersection.
Congestion & Mobility	Congestion relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower than normal or "free flow" speeds; defined as the existing annual average daily traffic (AADT) divided by the capacity of the roadway. Mobility is the ability of people and goods to move freely and easily. Improvements include but are not limited to adding lanes, convert roadway to superstreet or identifying an alternative roadway on an existing or new location route.

Access Management & Operations	Enhancing capacity and safety through the regulation of interchanges, intersections, driveways, and median openings in a roadway. Operations include management of systems (roadways, transit, rail, etc.), daily use, safety, and maintenance.
Modernization	Improving a roadway to current design standards considered up to 12' wide lanes and 2' shoulders. Wider pay shoulders may be utilized for bicycle improvements.
Other Highway Improvements	Improving a roadway to provide a benefit not limited to, safety and/or economic development, etc.

Public Transportation and Rail

Urban Fixed Bus Corridors	<p>Transit services in urban areas that can provide local service.</p> <ul style="list-style-type: none"> • Fixed Routes – Local: provides service to every stop along the route. • Fixed Routes – Express: Does not provide service every stop along the route. • Bus on Shoulder (BOSS): Specific routes designated to bypass congested traffic areas. • Bus Rapid Transit Busways that operate in rapid transit highway corridors
Rural Fixed Bus Corridors	<p>Transit services in rural areas that can provide local service.</p> <ul style="list-style-type: none"> • Deviated Fixed Routes – A hybrid between a fixed route and demand response. Bus stops at fixed points on a schedule but can deviate between spots to go to specific locations on request.
Regional Fixed Bus Corridors	Regional services between Local and regional providers and transportation authorities.
Fixed Guideway	Any transit service that uses exclusive or controlled right-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway, transit, and ferry boats.
Amtrak/Freight Route	A combined route that is used by passenger train traffic and freight train traffic.
Current railroad	<p>Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.</p> <ul style="list-style-type: none"> • Active – rail service is currently provided in the corridor; may include freight and/or passenger service. • Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist. • Recommended – It is desirable for future rail to be considered to serve an area.
Transit Facility	A facility that denotes a junction utilized for transit services. This covers multi-modal passenger facilities as well as administrative/maintenance facilities.

Amtrak Station	A station for Amtrack passenger rail service.
Park and Ride Lot	A strategically located parking lot that provides commuters connections to transit or carpools.
Intermodal Terminal	A facility that allows more than one mode of transportation meet such as where light rail and a bus route come together in one location. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit-like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station).

Bicycle and Pedestrian	
Bicycle Lane or Buffered Lane Facility (On-road)	A Bicycle Lane or Buffered Lane is the portion of the roadway designated for preferential or exclusive use by bicyclists. Bicycle lanes are one-way facilities that typically carry bicycle traffic in the same direction as adjacent motor vehicle travel. Bicycle lanes may be enhanced with a longitudinal marked buffer area for more separation distance and are typically located in lower speed areas and/or within municipalities.
Separated Bicycle Facility (Off-road)	A facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element. Separated bicycle facilities are typically in higher speed or rural areas both inside and outside of city and town municipal limits).
Shared Lane Marking (On-road)	Pavement marking symbol used to provide a higher level of guidance to bicyclists and alert motorists of the presence of bicyclists in the roadway. A shared lane marking is a bicycle accommodation and not a dedicated bicycle facility, typically within city and town municipal limits).
Paved Shoulders - for bicycles use (On-road)	Extension of pavement adjacent to the roadway. Paved shoulders are most often used on rural roadways. In addition to being used by bicyclists, paved shoulders provide temporary space for disabled vehicles. A paved shoulder is a bicycle accommodation and not a dedicated bicycle facility.
Multi-Use Path	A multi-use path is a multi-modal facility that can be used by bicyclists and pedestrians, located anywhere, functions independent of a roadway improvement, and physically separated from motorized vehicular traffic by an open space or barrier outside the roadway Right-of-way, but inside independent Rights-of-Way.
Side-Path	A side path is-modal facility that can be used by bicyclists and pedestrians constructed along a roadway, within the roadway right of way.
Sidewalk	A Sidewalk is a paved portion of the street between the curb lines or lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

ADDITIONAL PLANS AND STUDIES

Existing Transportation Plans

The following plans for areas within the county that were incorporated as a part of this plan is listed below and may be viewed on the web. Refer to them for detailed descriptions of recommendations that were not documented as a part of this report.

2018 Greater Hickory Comprehensive Transportation Plan

The previous Greater Hickory CTP was used to help inform projects and how conditions have changed. Recommendations made in the previous CTP were revisited as a part of the current one (<https://www.wpcog.org/metropolitan-trans-plan-mtp>)

DRAFT

FACILITY TYPE AND LEVEL OF SERVICE

The NCDOT Facility Types, Control of Access, and Level of Service definitions provide descriptions for different types of roadways and how they can be categorized for ease of understanding.

Facility Types and Control of Access definitions are primarily based on the function of the roadway, level of mobility and access, and whether the facility has traffic signals, driveways, and /or medians.

Level of Service represents operating conditions and identifies desired design requirements for roadways to obtain practical capacity.

The following resources are available in this section:

- **Facility Types**
- **Control of Access**
- **Level of Service**

Summary of Facilities



- Full Access Control (A.C.)
- No driveways
- No signals
- No U-turn/left turn
- 4+ lanes w/ median
- 55+ mph

- Limited/Partial Access Control
- If Partial A.C.: Driveways must be limited and right in/out
- Signals OK if very rare (mostly rural areas)
- U-turn/Left turns limited
- 4+ lanes w/ median
- 45-60 mph



- Limited/Partial/No Access Control
- If Partial A.C.: Driveways are right-in/right-out, limited curb cuts
- Signals OK
- U-turn/left turns limited
- 4+ lanes w/ median
- 30-55 mph

- Partial/No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turn/U-turn freely, but can be limited
- No Median
- Center Turn Lane (CTL) OK
- 25-55 mph



- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25-55 mph

- No Access Control
- Driveways OK, recommended to limit curb cuts
- Signals OK
- Left turns freely
- Median OK
- CTL OK
- 2 lanes
- 25-55 mph



NORTH CAROLINA PLANNING FACILITY TYPES COMPARISON CHART

Class Criteria	Freeways	Expressways (Multilane Divided)	Boulevards (Multilane Divided)	Multilane Major (Undivided)	Major (2 Lanes)	Minor Thoroughfares
Functional Purpose	High Mobility, Low Access	High Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate Mobility, Low to Moderate Access	Moderate to Low Mobility, Low/Moderate to High Access	Moderate to Low Mobility, Low/Moderate to High Access
AASHTO Design Classification	Interstate or Freeway	Arterial	Arterial or Collector	Arterial or Collector	Collector or Local	Collector or Local
Posted Speed Limit	55 mph or greater	45 mph to 60 mph	30 mph to 55 mph	30 mph to 55 mph	25 mph to 55 mph	25 mph to 55 mph
Control of Access	Full	Limited	Limited or Partial	Partial	None	None
Traffic Signals	Not Allowed	Limited or Not Allowed	Limited	Allowed	Allowed	Allowed
Driveways	Not Allowed	Two Options: <ul style="list-style-type: none"> o <u>Limited Control of Access</u> - Not Allowed o <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> o <u>Limited Control of Access</u> - Not Allowed o <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	Two Options: <ul style="list-style-type: none"> o <u>Limited Control of Access</u> - Not Allowed o <u>Partial Control of Access</u> - One Driveway Connection per Parcel; Consolidate and/or Share Driveways and Limit Access to Connecting Streets or Service Roads; Restrict to Right-in/Right-out 	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible	<u>Allowed with Full Movements;</u> Consolidate or Share Connections, if possible
Cross-Section	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes with a Median	Minimum 4 Lanes; No Median	Minimum 2 Lanes; With or without Median; Includes Facilities with Two Way Left Turn Lane	Minimum 2 Lanes; No Median; Includes Facilities with Two Way Left Turn Lane
Connections	Provided only at Interchanges; All Cross Streets are Grade-Separated	Provided only at Interchanges for Major Cross Streets and At-Grade Intersections for Minor Cross Streets;	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	At-Grade Intersections for most Major and Minor Cross Streets (Occasional Interchange at Major Crossing);	Primarily At-Grade Intersections	Primarily At-Grade Intersections

Listed in Order of Mobility Function

Full Control of Access

Connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed. A control of access fence is placed along the entire length of the facility and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Limited Control of Access

Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed. A control of access fence is placed along the entire length of the facility, except at intersections, and at a minimum of 1000 feet beyond the ramp intersections on the Y lines (minor facility) at interchanges (if possible).

Partial Control of Access

Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. The use of shared or consolidated connections is highly encouraged. Connections may be restricted or prohibited if alternate access is available through other adjacent public facilities. A control of access fence is placed along the entire length of the facility, except at intersections and driveways, and at a minimum of 1000 feet beyond the ramp terminals on the minor facility at interchanges (if possible).

No Control of Access

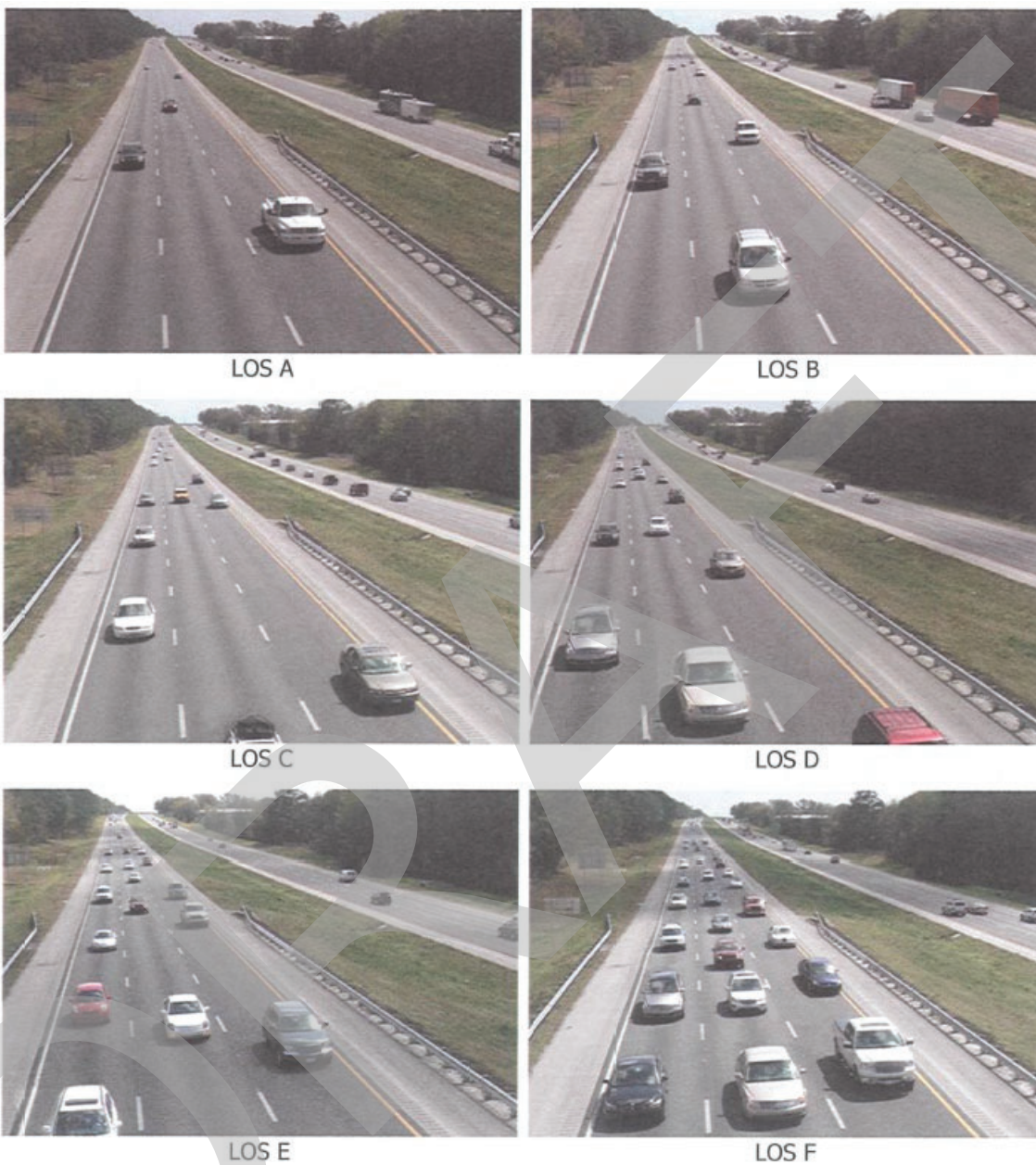
Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. No physical restrictions, i.e., a control of access fence, exist. Normally, private driveway connections are defined as one connection per parcel. Additional connections may be considered if they are justified and if such connections do not negatively impact traffic operations and public safety.

Level of Service

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

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

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



Source: 2010 Highway Capacity Manual, Exhibit 11-4

TYPICAL SECTIONS

Each typical section includes several data elements, such as the number of lanes, median type, and amount of right-of-way needed. The typical sections were developed by a team from the Strategic Prioritization Office (SPOT), Roadway Design Unit, Preliminary Estimates Section, Transportation Planning Branch, Program Development Branch, and the Enterprise Visualization Section. Please contact the Strategic Prioritization Office with any questions

For a full list of typical sections, refer to the link below:

<https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Highway%20Typical%20Sections%20for%20SPOT%20Online.pdf>

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