

The CTP documentation below is part of the GHMPO Metropolitan Transportation Plan documentation that can be found in its entirety at <http://www.wpcog.org/metropolitan-trans-plan-mtp>

## Appendix B – Comprehensive Transportation Plan (CTP) Projects

### *CTP Projects*

The following projects represent the long-term vision for the GHMPO region beyond horizon year 2045. These projects are not fiscally constrained within the MTP. As the proposed projects become funded, more detailed Problem Statements will be developed.

#### Multi-County

##### **US 321-US 64/NC18 Connector** (Burke & Caldwell Counties)

Widen Malcolm Boulevard / Connelly Springs Road (SR 1001) to a four-lane divided facility between US 70 in Rutherford College and US 64 / NC 18 in Lenoir.

##### **NC 127-US 321 Connector** (Caldwell & Catawba Counties)

STIP project **U-3614** creates an east-west connector between NC 127 in Hickory at 29th Avenue Drive NW and Grace Chapel Road (SR 1751) in Caldwell County. The project also would improve Grace Chapel Road to US 321 in Caldwell County and construct a new crossing of the Catawba River / Lake Hickory.

#### Alexander County

**NC 16** – Widen to four-lane divided facility between the Catawba River and US 64.

**NC 16** – Widen to four-lane divided facility between US 64 and the Wilkes County line.

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

**Rink Dam Road (SR 1137) and Friendship Church Rd (SR 1134)** – Modernize existing two-lane facility between NC 16 and NC 127.

**Teague Town Road, Church Road, and Alspaugh Dam Road (SR 10021)** – Modernize existing two-lane facility between NC 16 and NC 127.

## Burke County

**US 64** from Burkemont Road (SR 1956) to Salem Road (SR 1949), widen to four lane facility and close the gap in the road network

**US 70** through Connelly Springs from Malcolm Boulevard (SR 1001) to Icard School Road (SR 1618), improve to a four-lane boulevard

**US 70** from Jamestown Road (SR 1142) to Reep Drive (SR 1150) in Glen Alpine, improve existing two lane facility

**US 70 (Hildebran)** from Icard School Road (SR 1618) to Tex's Fish Camp Road (SR 1890), widen to three lane facility

**Airport Connection**, new two 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 Anitoch Road (SR 1501) and realigning Dry Ponds Road (SR 1115) intersection

**Airport Rhodhiss Road (SR 1653) – Cape Hickory Road (SR 1647) Connector (Burke County)** from Airport Rhodhiss Road to Cape Hickory Road, construct two lane facility on new location.

**Bouchelle Street Extension** from existing Bouchelle Street to US 70 on new location.

**Causby / Main Street Connector – STIP project R-2814** constructs a new two-lane facility from US 70 to Causby Road (SR 1147) on new location.

**Eldred Street (SR 1744)** from US 70 to I-40, improve to three lane facility. The segment from US 70 to Laurel Street needs to be upgraded to NCDOT standards.

**Enon Road (SR 1538)** Realign at its intersection with US 70 and improvements to Enon Road from Oakland Avenue (SR 1535).

**I-40 Access Road SE (SR 1890)** from US 70 to I-40 in Hildebran, widen to multi-lane

**Meytre Avenue NE (SR 1576)** construct two lane facility on new location partially using existing from Enon Road (SR 1538) to Laurel St NE. A realignment of Meytre/Laurel and Laurel/Lovelady is recommended to eliminate the offset intersection and Meytre upgraded to Church Street (SR 1538) and extended to SR 1535. This project is part of the proposed Northern Corridor.

**Western Connector** from NC 18/US 64 to US 64, construct two lane facility on new location

**Woodlawn Drive (SR 1602) /Majority Town Street** extend Woodlawn Drive to its intersection with the proposed Lovelady Road and improve the horizontal alignment.

**Morganton Eastern Connector** – Improvements using existing Brick Street from Enola (SR 1922) to Parker Road (SR 1708). New location from Parker Road to US 70 Business.

**Northeast Burke Corridor** – 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.

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

**Second Avenue (SR 1653)** Extension from Second Avenue (SR 1653) to Tex's Fish Camp Road (SR 1627), construct two lane facility on new location

**9<sup>th</sup> Avenue Drive NW (SR 1625)** extension to Airport Rhodhiss Road (SR 1653) in Burke County, construct five lane on new location

## **Caldwell County**

**NC 90 Modernization** Modernize Roadway from SR 1350 Setzers Gap Road to SR 1368 Globe Mountain Road

### **Duke Street (SR 1106)**

From US 321-A to Caldwell Street (SR 1106) is projected to be near capacity by 2045 with future volume of 16,600.

### **Duke Street (SR 1106) – US 321-A Connector**

The CTP proposes a new location facility with three 12 foot lanes from US 321-A at Poovey Drive to Caldwell Street (SR 1106). Approximately 2,800 vpd are estimated for the facility use in 2045.

### **Falls Avenue (SR 1107)**

STIP project R-2619 widens Falls Avenue (SR 1107) to a three-lane facility and modifies the interchange.

**Harper Avenue** – from Northwood Street to US 64 / NC 18 does not have capacity issues, but was identified as a candidate for upgrading to NCDOT design standards. Implementation of the proposed project should be coordinated through NCDOT's Highway Division 11 office.

**Hibriten Extension** – Extend Hibriten Drive from Hibriten Drive (SR 1178) to Lower Creek Drive.

**Hospital Avenue Extension** – Extend Hospital Avenue from Hospital Avenue to Pennell Street.

**McRary Creek Road (SR 1721)**

STIP project R-3616 extends the two-lane facility from US 64 to NC 18 on new location

**Myers Road Connector** Meyer Rd (SR 1754) to US 321 on new location

**Pine Mountain Road** – Improvements to Pine Mountain Road (SR 1952) at US 321

**Pleasant Hill Road (SR 1159)** from US 321-A to Connelly Springs Road (SR 1001), widen to 12 foot lanes and straighten curves – not in chart

**Pleasant Hill Road (SR 1159)** – Relocation of Pleasant Hill Road to connect with Orchard Drive at Connelly Springs Road

**Rocky Road** – Improve from Miller Hill Road (SR 1145) to US 64/NC 18

**Southeast Boulevard (SR 1933)** continuation from US 321 from the existing Southwest Boulevard to NC 18 using the existing Alfred Hartley (SR 1712) on new location.

**Spruce Street Extension** – Extend Spruce Street from Spruce Street to US 64/NC 18.

**Southwest Boulevard / Creekway Drive**

Widen to four-lane divided facility as western loop connector around Lenoir.

## **Catawba County**

**US 70** from Western Claremont Loop to Lookout Street (SR 1716), widen to three lane facility

**US 70** from US 321 Business to Western Claremont Loop, widen to five lane facility

**NC 10 West**

from US 321 to US 321 Business has two 12 foot lanes and a speed limit of 35 mph. NC 10 is classified as a principal arterial on the Federal Functional Classification System. The 2015 Annual Average Daily Traffic (AADT) volume range is 9,900 to 14,000 vehicles per day (vpd), compared to a LOS D capacity of 11,000 vpd. The estimated 2045 traffic volume

range is 9,600 to 18,600 vpd. It is recommended to widen this section to a four lane divided facility.

#### **NC 16 Business (Conover)**

Widen to multi-lane from -40 to 1st Street W (SR 1007)

#### **NC 16 Business (Newton)**

Widen to multi-lane facility from NC 10 east of St. James Church Road (SR 1880) to NC 16 has two 12 foot lanes and a speed limit of 45 mph. NC 16 is classified as a principal arterial on the Federal Functional Classification System. The 2015 AADT ranges from 3300 vpd to 7300 vpd, compared to a LOS D capacity of 12,700 vpd. The estimated 2045 traffic volume is 8000 vpd.

The Town of Newton Small Area Plans (2010)<sup>1</sup> identifies NC 10, NC 16, and US 321 as gateways into Newton and therefore the town feels they should be visually attractive. The MTP proposes improving NC 16 Business to a five lane cross section.

**NC 127 South** widen to four lane divided boulevard from Huffman Farm Road (SR 1132) to NC 10

**2nd Avenue NW (SR 1306)** from US 321 to 27th Street NC, widen to four lane divided boulevard

#### **2nd Avenue Improvements**

**4th Street SW (SR 1358)** from NC 127 to US 70, widen to four-lane divided facility

**4th Street SW (SR 1358)** from US 70 to 2nd Avenue SW (SR 2231), widen to four lane divided boulevard – descriptions

**6th Street Extension** from Catawba Valley Boulevard SE (SR 1170) to Southern Corridor, construct two lane facility on new location

**8th Avenue (Maiden)(SR 2000) Extension** from Union Street north to Providence Mill Road (SR 1810), construct two lane facility on new location and improve existing (50031 in charts)

**9th Street NW (Hickory)** widen to multi-lane facility from US 70 to 3rd Avenue NW (SR 1314)

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## **10<sup>th</sup> Street Place Extension**

**11th Street Extension** from 11th Street to US 321 Business, two lane facility on new location

## **13th Avenue Drive SE Extension, TIP No. U-2535 (Catawba County)**

STIP project **U-2535** improves existing roadway and constructs new location from Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE.

The area between US 70 and I-40 in Hickory suffers from a lack of connectivity. As documented below, the primary routes of US 70 and I-40 are currently focused on mobility with six lanes each while 13th Avenue Drive SE, 15th Avenue Drive SE, and 15th Boulevard Drive SE are currently disjointed, limiting connectivity between parcels in this high density commercial area. Development includes: the major anchor locations of the Hickory Metro Convention Center, the Hickory Furniture Mart, and Valley Hills Mall; major box retailers not limited to Walmart, Sam's Club, Target, Lowes Home Improvement, The Home Depot; two trucking companies, numerous restaurants, hotels, small and medium sized stores and a few auto dealerships. Finally, the eastern end of the study area services Catawba Valley Community College.

Additionally, from 2007 through 2011, the intersection of 15th Avenue Drive SE and McDonald Parkway (SR 1005) was identified as having over 50 crashes. Along I-40 and US 70, six intersections and four sections experienced over 50 crashes as well as six intersections and eight sections in categories ranging from 4 and 49 crashes.

I-40 is classified as an interstate on the Federal Functional Classification System, and this stretch of I-40 is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map was adopted by the NCDOT on March 4, 2015. The purpose of the NCTN is to preserve and maximize mobility and connectivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity. I-40 is the longest STC in the state, traversing 17 counties from the Tennessee/Haywood County line to New Hanover County, linking each of the state's three geographic regions and serving a high percentage of the state's population, three of the state's four international airports, major universities, major tourist areas of the NC mountains and southern coast, and the state capital. The primary facility, I-40, is part of a major interstate route across the country from California to North Carolina, serving as a major transcontinental travel and shipping route. I-40 is expected to operate in a high-speed, safe, and highly reliable manor.

US 70 is classified as a principal arterial on the Federal Functional Classification System and serves many of the same purposes as I-40. It connects Morehead City on the coast with Asheville in the mountains. In the proposal area, US 70 is a seven lane facility between McDonald Parkway (SR 1005) and Lenoir Rhyne Boulevard (SR 1007), and five lanes otherwise.

In the Greater Hickory MPO, I-40 and US 70 provide a key east-west connection between Burke and Catawba Counties, connecting 17 municipalities, and complimenting the US 321 corridor which provides the principal north-south connections. US 321 serves three of the state's top tourism counties (Gaston, Catawba, and Watauga) and is a key access route to the primary academic center at Appalachian State University.

In order to protect the high mobility routes of I-40 and US 70 without compromising land access in the area, the CTP proposes constructing a three lane facility partially on new location and partially utilizing the existing streets from Lenoir Rhyne Boulevard (SR 1007) to Sweetwater Road (SR 1468).

**16th Street NE /Sandy Ridge Road (SR 1401)**

16th Street NE (SR 1401) from 21st Avenue NE (SR 1418) to Cloninger Mill Road NE (SR 1400) is projected to be near or over capacity by 2045. Improvements are needed to address this deficiency.

16th Street NE (SR 1401) has two 12 foot lanes and a speed limit of 45 mph from 21st Avenue NE (SR 1418) to Cloninger Mill Road NE (SR 1400). The 2015 AADT ranges from 11,000 to 12,000 vehicles per day (vpd), compared to a LOS D capacity range of 12,200 to 12,700 vpd. The estimated 2045 traffic volume ranges from 11,700 to 13,600 vpd.

The CTP proposes improving 16th Street NE (SR 1401) to a boulevard. This would be accomplished by widening to four lanes and adding a median.

**16th Street NE Extension** from Springs Road / 12<sup>th</sup> Avenue NE (SR 1453) to Lenoir Rhyne Boulevard (SR 1534), construct five lane facility on new location

**20<sup>th</sup> Street (SR 1739)** from Rankin Avenue (SR 1735) to NC 16, widen to five lane facility

**29<sup>th</sup> Avenue Drive NW (SR 1318) Extension** from 29<sup>th</sup> Avenue Drive NW (SR 1318) to NC 127, two lane facility on new location

**Burriss Road (SR 1746)** Connector from Travis Road (SR 1734) to Keisler Road SE (SR 1731), widen to five lane facility

**Catawba Boulevard (SR 1005) Extension** from Startown Road (SR 1005) to Catawba Valley Blvd/Newton and Conover Loop (Western Portion), two lane facility on new location

**Catawba Boulevard (SR 1005) Extension** from Newton and Conover Loop (Western Portion) to 20th Street (SR 1780), two lane facility on new location

**Center Street**

Improve Center St from US 70 to 8th Ave Dr NW

**Claremont South Loop**

From US 70 to Keisler Road SE (SR 1731), construct two-lane facility on new location

**Cloninger Mill Road NE / Kool Park Road NE (SR 1400)**

Cloninger Mill Road NE (SR 1400) / Kool Park Road NE (SR 1400) from NC 127 to Springs Road NE (SR 1453) is projected to be near or over capacity by 2045. Improvements are needed to address this deficiency.

Cloninger Mill Road NE (SR 1400) is classified as a minor arterial on the Federal Functional Classification System. Cloninger Mill Road NE (SR 1400) has two 12 foot lanes and a speed limit of 45 mph from NC 127 to Springs Road NE (SR 1453). The 2015 AADT is 9800 vehicles per day (vpd), compared to a LOS D capacity of 12,700 vpd. The estimated 2045 traffic volume is 12,000 vpd. Additionally, from 2007 through 2011, two intersections along this corridor were identified as having over 30 crashes. They are the northern and southern termini with NC 127 and Springs Road NE (SR 1453). There are also intermittent sections along this corridor that experienced 4 or more crashes during this time.

The CTP proposes improving Cloninger Mill Road NE (SR 1400) to a boulevard. This would be accomplished by widening to four lanes and adding a median.

**Conover-Startown Road Extension (SR 1149)** from Startown Road (SR 1005) to Section House Road Extension, widen to five lane facility

**County Home Road (SR 1484) / Newton and Conover Loop (W)** from Springs Road (SR 1453) to Sipe Road (SR 1560), improve to multi-lane and extend to Section House Road (SR 1491)

**East Maiden Road**

Safety improvements to SR 1855 (East Maiden Road) from US 321-B (Island Ford Road) to NC 150.

**Emmanuel Church Road (SR 1732) Extension** from NC 10 to Bethany Church Road (SR 1801), two lane facility on new location



**Emmanuel Church Road (SR 1732)** from NC 16 to NC 10, widen to five lane facility

**Frazier Road** from Depot Street (SR 1722) to Penny Road (SR 1730), two lane facility on new location

**Keisler Road (SR 1731)** Extension from McLin Creek Road (SR 1739) to Emmanuel Church Road (SR 1732), construct two lane facility on new location

**Kelly Road (SR 2436)** Extension from Kelly Road (SR 2436) to Claremont South Loop, two lane facility on new location from Depot Street to Claremont South Loop.

**Love Road (SR 1807) Extension** from Bethany Church Road (SR 1801) to Emmanuel Church (SR 1732) Extension, two lane facility on new location

**McKay Road Extension** from McKay Road (SR 2014) to Smyre Farm Road (SR 1884), two lane facility on new location

**North Crosstown Loop, TIP No. U-2531**

STIP project **U-2531** constructs new multi-lane facility from NC Hwy 127 in Hickory to NC Hwy 16 in Conover.

Areas north-east of Hickory and north of Conover are currently lacking in east-west connectivity. The primary routes through this residential area are currently Highland Avenue, Springs Road (SR 1453), Section House Road (SR 1491), Country Home Road (SR 2291), and 8th Street Drive NE (SR 1401). These roads generally converge in the St. Stephens community north of Hickory. This creates challenges when trying to travel east and west on the network. Improvements are needed to address this deficiency.

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. 4-24 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 cross-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.

The project includes a four lane boulevard on new location from NC 127 in Hickory to NC 16 in Conover. U-2531 would improve existing Spencer Road (SR 1441), which is currently a two lane facility. Spencer Road (SR 1441) classified on the Federal Functional Classification System.

### **Northwest Loop**

STIP project **U-2558** improves 33rd St. SW from I-40 to 8th Ave. NW in Long View and Clement Blvd. in Hickory to multilane with paved shoulders.

The Hickory Regional Airport and surrounding communities currently have limited mobility to major facilities. The primary routes through this residential area have 2 lanes, a 35 mph speed limit, and are indirect. Improvements are needed to address this deficiency.

The project proposes improving the following streets from I-40 to US 321, to enhance the network. This would be accomplished by widening to a four-lane divided facility and improving intersections along: 33<sup>rd</sup> Street SW, 34<sup>th</sup> Street NW, 2nd Avenue NW, 27<sup>th</sup> Street NW, 8<sup>th</sup> Avenue NW, and 9<sup>th</sup> Avenue NW. 33<sup>rd</sup> Street SW, 34<sup>th</sup> Street NW, and 2nd Avenue NW are classified as minor arterials on the Federal Functional Classification System while 27<sup>th</sup> Street NW, 8<sup>th</sup> Avenue NW, and 9<sup>th</sup> Avenue NW are classified as major collectors.

**Old Catawba Road (SR 1722) Extension** from Depot Street (SR 1722) to Oxford Street Extension, two lane facility on new location

### **Penny Drive**

Improve from US 70 to Frazier Dr

**Robinson Road (SR 1146)** widen to multi-lane facility from Catawba Valley Boulevard SE (SR 1170) to Southern Corridor

**Robinson Road (SR 1146) Extension** extend two lane facility on new location from NC 10 to West Maiden Road (SR 2007)

**Rock Barn Road (SR 1709) Extension** construct two lane facility on new location from Rock Barn Road (SR 1709) to Western Claremont Loop

### **Rock Barn Road Improvements**

Improve Rock Barn Rd from 1st St East to I-40

### **Rocky Ford Road and US 321**

Construct new interchange

**S Oxford Street Extension** from US 70 to Keisler Road SE (SR 1731), two lane facility on new location

**Section House Road (SR 1491)** from Startown Road (SR 1005) to Springs Road (SR 1453), widen from two lane facility to multi-lane

**Section House Road (SR 1491)**

Widen to multi-lane facility from US 70A to Conover Startown Road

**South C Avenue Extension** construct two lane facility on new location from South C Avenue to US 321 Business (North Carolina Avenue)

**Southern Corridor**

STIP project **U-2532** constructs new four lane divided facility from I-40 to US 321 Business, mostly on new location and partially using existing facilities, including Bethel Church Road (SR 1176), River Road (SR 1144), and Settlemyre Bridge Road (SR 1165)

**Southern Connector (Maiden)**

**C**onstruct two lane facility on new location from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321 Business)

**Springs Road (SR 1453)** from end of multi-lane west of County Home Road (SR 2291) to NC 16, widen from two lane facility to four lane boulevard

**Western Connector** from West Maiden Road (SR 2007) to Salem Church Road (SR 2004), construct two lane facility on new location

**Western Maiden Loop System**

The area in and around Maiden suffers from a lack of connectivity. The current road facilities operate in a state of congestion. Improvements are needed to address this deficiency.

US 321 Business which serves as Main Street through Maiden has a 2015 Average Annual Daily Traffic (AADT) between 7,700 vehicles per day (vpd) and 8,400 vpd. The estimated 2045 traffic volume ranges from 10,800 to 12,200 vpd. US 321 Business / Main Street has two 12 foot lanes and a speed limit of 25 mph from Providence Mill Road (SR 1810) to West Main Street (SR 2007) with a capacity of 11,000 vpd.

In order to address the congestion concern and to generally improve connectivity in the surrounding area, the CTP proposes constructing multiple facilities on new location, realigning intersections, and improving the existing alternative routes. The proposed Southern Loop is a new 2-lane facility from Salem Church Road (SR 2004) at South Main

Avenue (SR 2003 to Island Ford Road (US 321-B). The Western Connector is a proposed new 2-lane facility from West Maiden Road (SR 2007) to Salem Church Road (SR 2004). The Western Loop is a continuation from West Maiden Road (SR 2007) at Zeb Haynes Road (SR 2010) to US 321-B.

It is estimated that volumes along the loop system in 2045 will be between 2200 vpd and 4600 vpd. Volumes along US 321 Business are expected to drop to 8,600 to 10,000 vpd with the loop system in place.

**Withers Road /HE Propst Road (SR 1870) Extension** from Water Plant Road (SR 1874) to Bost Nursery Road (SR 1869) at Old Park Road, construct two lane facility on new location and improve existing

**Yount Road (SR 1806) Extension** from Bethany Church Road (SR 1801) to Emmanuel Church (SR 1732) Extension, two lane facility on new location

**Greater Hickory Urban Area Financial Plan for the 2018-2045 Transportation Plan  
Horizon Year Post 2045 (CTP)**

MTP ID	SPOT ID	New Model P1ID#	County	STIP #	Notes	Project Name	Project Description	Project Length	Future Year Cost	Existing Facility Description	Proposed Facility Description	Functional Classification	Regional Significance	Status
MULT-HR-5	H170857	50129	Caldwell & Catawba	U-3614	CTP	NC 127 North to US 321 Connector (Icard Ferry) / 29th Ave Dr NW (SR 1318)	Construct a connector from NC 127 North in Hickory at 29th Ave. Dr. NW to Grace Chapel Rd. (SR 1751) and improve Grace Chapel Rd. to US 321 in Caldwell Co.	3.7 mi.	\$53,100,000	29th Ave. 2-lane Grace Chapel	2-lane	Urban Local	No	Unfunded
MULT-HD-3	NA	50027	Burke & Caldwell		CTP	US 321 – US 64/NC 18 Connector	Construct connector road from Malcolm Blvd to US 64/NC 18.	13.1 mi.	\$36,680,000	None - 2-lane	2-lane Improvements	Future Collector	No	Unfunded
ALEX-HR-7	NA		Alexander		CTP	NC 16	Widen 2-lane facility from Catawba River to US 64 in Taylorsville	6.2 mi.		2-lane	4-lane divided	Principal Arterial	Yes	Unfunded
ALEX-HR-8	NA		Alexander		CTP	NC 16	Widen 2-lane facility US 64 in Taylorsville to Wilkes County line	10 mi.		2-lane	4-lane divided	Principal Arterial (Minor Arterial in	Yes	Unfunded
ALEX-HD-2	NA	50214	Alexander		CTP	Antioch Road (SR 1002)	SR 1165 (Caldwell Pond Road) and SR 1002 (Antioch Church Road) provide a connection between US 64-NC 90 and NC 127. Realign intersection of SR 1165 and	2.2 mi.		2-lane	2-lane Improvements	Collector	No	Unfunded
ALEX-HD-3	NA		Alexander		CTP	Rink Dam Rd (SR 1137) and Friendship Church Rd (1134)	Modernize roadway between NC 16 and NC 127	8.4 mi.		2-lane	2-lane Improvements	Collector	No	Unfunded
ALEX-HD-4	NA		Alexander		CTP	Teague Town Rd, Church Rd, and Alspaugh Dam Rd (SR 1002)	Modernize roadway between NC 16 and NC 127	8.7 mi.		2-lane	2-lane Improvements	Collector	No	Unfunded
BURK-HR-6	NA	50001	Burke		CTP	US 64	Upgrade to Boulevard from Salem Rd (SR 1949) to SR 1956. There is a gap between Old Salem Rd (SR 1111) and Salem Rd (SR 1949) of 2 lane road.	4.7 mi.		2-lane	4-lane divided	Minor Arterial	Yes	Unfunded
BURK-HR-7	NA	50118	Burke		CTP	US 70	Widen US 70 through Connelly Springs. Icard School Road (SR 1618) to Malcolm Blvd (SR 1001)	1.64 mi.		2-lane	4-lane	Minor Arterial	Yes	Unfunded
BURK-HR-8	NA	50104	Burke		CTP	US 70	US 70 West Improvements from Jamestown Road (SR 1142) to Reep Drive (SR 1180).	2.57 mi.		2-lane	2-lane Improvements	Minor Arterial	Yes	Unfunded
BURK-HR-9	NA	50103 Changed boundaries	Burke		CTP	US 70 (Hildebran)	Widen to three-lane from Icard School Rd (SR 1618) to I-40 Access Rd (SR 1890)	3.8mi		2-lane	3-lane	Minor Arterial	No	Unfunded
BURK-HD-6		50020	Burke		CTP	Airport Connection	Improved Connection for US 64/NC 18 to Morganton-Lenoir Airport using Antioch Road	1.6 mi.	\$4,500,000	2-lane	2-lane Improvements	Major Collector_Rural	No	Unfunded
BURK-HD-7	NA	50088	Burke		CTP	Airport Rhodhiss Rd (SR 1653) – Cape Hickory Rd (SR 1647) Connector	Construct two-lane facility on new location (from SR 1653 to SR 1647).	0.98		None	2-lane	Future Collector	No	Unfunded
BURK-HD-8		50221	Burke		CTP	Bouchelle St Ext	Existing Bouchelle St to US 70 on new location	0.51			2-lane	Minor Arterial		
BURK-HD-9	NA	50000	Burke	R-2814	CTP	Connector	Construct two-lane on new location from SR 1147 (Causby Road) to US 70.	1.7 mi.	\$7,500,000	None	2-lane	Future Collector	No	Unfunded
BURK-HD-10	NA	50106	Burke		CTP	Eldred Street (Town Street)	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.	1.2 mi.		2-lane	3-lane	Minor Arterial and Collector	No	Unfunded

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BURK-HD-11	NA	Not modeled	Burke		CTP	Enon Road	Realign Enon Road (SR 1538) at its intersection with US 70. Improvements to Enon Rd from Oakland Ave (SR 1535)	NA	\$558,000	2-lane	Intersection Improvements	Collector	No	Unfunded
BURK-HD-12	NA	50210	Burke		CTP	I-40 Access Rd (SR 1890)	Widen to multi-lanes (from US 70 West to I-40 in Hildebran).	1.33 mi.	\$4,389,000	2-lane	Multi-lane	Minor Arterial	No	Unfunded
BURK-HD-13	NA	50108	Burke		CTP	Meytre Avenue	Enon Rd to Laurel St NE. Meytre Avenue NE (SR 1576) (Valdese). It is recommend a realignment of Meytre/Laurel and Laurel/Lovelady to	1.23 mi.		2-lane	2-lane Improvements	Collector	Yes	Unfunded
BURK-HD-14		50050	Burke		CTP	Morganton Western Connector	Improvements to Independence Blvd (SR 1304) using a section of Hopewell Rd (SR 1102) to US 64	0.71		2-lane	2-lane	Local		
BURK-HD-15	NA	50213	Burke		CTP	Majority Town Street (SR 1602)	Extend Woodlawn Drive (SR 1602) to its intersection with the proposed Lovelady Road and improve the horizontal alignment.	0.24 mi.		None	2-lane	Future Local	No	Unfunded
BURK-HD-16		50503 (added to model)	Burke		CTP	Morganton Eastern Connector	Improvements using existing Brick St from Enola (SR 1922) to Parker Rd (SR 1708). New location from Parker Rd to US 70 Bus	0.30 mi		NA / 2-lane	2-lane	Future Minor		
BURK-HD-17	NA	50200	Burke	R-2920	CTP	Northeast Burke Corridor	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	9.0 mi.	\$26,000,000	2-lane and None	4-lane divided (35003); 2-lane 1 mi new 6.8	Future Other Principal Arterial	Yes	Unfunded
BURK-HD-18	NA	Not modeled	Burke		CTP	N. Center Street (Hildebran)	Widen Bridge on N. Center Street (SR 1628) over CXS Railroad and provide a center turn lane from N. Center onto US 70	0.10 mi.	\$5,518,000	2-lane bridge	3-lane bridge	Collector	No	Unfunded
BURK-HD-19	NA	50077	Burke		CTP	Second Ave. Ext. (Long View-Burke County).	Construct multi-lane facility from Hickory Airport Rd (SR 1653) to Teks Fish Camp Rd (SR 1627). New Alignment	2.65 mi.		None	4-lane	Future Minor Arterial	No	Unfunded
BURK-HD-20		50013	Burke		CTP	9th Ave Dr NW (SR 1653)	Extension to Airport Rhodhiss Rd (SR 1653)			None	5-lane	Future Minor Arterial		Unfunded
CALD-HR-7	NA	50003	Caldwell		CTP	NC 90	Modernize Roadway from SR 1350 Setzers Gap Road to SR 1368 Globe Mtn Road	14.25 mi		2-lane	2-lane modernization	Minor Arterial	No	Unfunded
CALD-HD-13		50223	Caldwell		CTP	Duke St Connector	Duke St (SR 1106) to US 321A at Poovey Dr	0.90 mi		None	2-lane	Collector		
CALD-HD-14		50502	Caldwell		CTP	Duke Street Improvements /W Caldwell Dr/Burke St	US 321A to Airport Rhodhiss Rd (SR 1653)	2.62 mi		2-lane	2-lane	Minor Arterial		
CALD-HD-15		50202	Caldwell	R-2619	CTP	Falls Avenue (SR 1107)	Widen to multi-lane from US 321 to US 321-A and modify interchange	0.5 mi.	\$10,900,000	2-lane	3-lane	Major Collector	No	Unfunded
CALD-HD-16		50500	Caldwell		CTP	Harper Ave	Improvements to Harper Ave from US 64/NC 18 to Norwood St	0.63 mi. in Catawba County		3-lane	3-lane	Minor Arterial		
CALD-HD-17		50501	Caldwell		CTP	Hibriten Ext	Hibriten Dr (SR 1178) to Lower Creek Dr	0.2 mi		NA	2-lane	Local		
CALD-HD-18		50227	Caldwell		CTP	Hospital Ave Ext	Hospital Ave to Pennell St	0.21 mi		NA	2-lane	Collector		

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CALD-HD-19		50005	Caldwell		CTP	Mcrary Creek Rd (SR 1721) NC 18 Connector	New location from Mcrary Creek Rd (SR 1721) to NC 18	2.94		NA	2-lane new facility	Collector		
CALD-HD-20		50224	Caldwell		CTP	Myers Rd Connector	Meyer Rd (SR 1754) to US 321 on new location			None	2-lane			
CALD-HD-21		Not Modeled	Caldwell		CTP	Pine Mountain Rd	Improvements to Pine Mountain Rd (SR 1952) at US 321							
CALD-HD-22		50004	Caldwell		CTP	Pleasant Hill Road	Relocation of Pleasant Hill Rd to connect with Orchard Dr. at Connelly Springs Road					Collector		
CALD-HD-23		50222	Caldwell		CTP	Rocky Rd Improvements	Improve Rocky Rd from Miller Hill Rd (SR 1145) to US 64/NC 18	0.93		2-lane	2-lane	Collector		
CALD-HD-24		50225	Caldwell		CTP	SouthEast Blvd	US 321 from the existing SW Blvd to NC 18 using existing Alfred Hartley (SR 1712) and new location			2-lane and none	2-lane	Minor Arterial		
CALD-HD-25		50226	Caldwell		CTP	Spruce St Ext	Spruce St to US 64/NC 18			None	2-lane	Local		
CALD-HD-26	H172355	45030	Caldwell		CTP	Southwest Blvd/Creekway Drive continuation of Southwest Blvd/Creekway	Construction	7.98	\$58,355,000	Multi-lane	Multi-lane	Principal Arterial	No	Unfunded
CATA-HR-9	NA	50220	Catawba		CTP	US 321 / Rocky Ford Rd (New Interchange)	Construct new interchange at Rocky Ford Road and US 321			None	Interchange		No	Unfunded
CATA-HR-10	NA	50101	Catawba		CTP	US 70 (Claremont)	Widen to three-lane (from Lookout Street to Claremont W. Loop).	1.23 mi.		2-lane	3-lane	Minor Arterial	No	Unfunded
CATA-HR-11	NA	50102	Catawba		CTP	US 70 (Conover-Claremont)	Widen to multi-lane (from Claremont W. Loop to US 321B).	3.69 mi.		2-lane	5-lane	Principal Arterial_Other; Minor Arterial	Yes	Unfunded
CATA-HR-12	NA	50024	Catawba		CTP	NC Hwy 10 West	Widen to multi-lanes (from US 321 Freeway to existing US 321-B in Newton).	5 mi.		2-lane	4-lane divided	Minor Arterial and Rural Major Collector	Yes	Unfunded
CATA-HR-13	NA	50061	Catawba		CTP	NC 16 (Conover)	Widen to multi-lane (from First Street to I-40).	1.5		2-lane	5-lane	Minor Arterial	No	Unfunded
CATA-HR-14	NA	50062	Catawba		CTP	NC 16 Business (Newton)	Widen to multi-lane (from one-way pair to 7 <sup>th</sup> Street Pl. in Conover).	2.46 mi.		2-lane	5-lane	Minor Arterial	No	Unfunded
CATA-HR-15	NA	50065	Catawba		CTP	NC 127 South	Widen to multi-lane (from Huffman Farm Rd (SR 1132) to Hwy 10).	.90 mi.		2-lane	4-lane divided	Principal Arterial & Rural Minor Arterial	Yes	Unfunded
CATA-HD-20	NA	50079	Catawba		CTP	2nd Avenue (Hickory)	Widen to multi-lane (from US 321 to 9th Street).	.76 mi.		2-lane	4-lane divided	Minor Arterial	No	Unfunded
CATA-HD-21	NA	50212	Catawba		CTP	2nd Avenue NW(Hickory)	Improve from US 321 to 27st St NE	1.04		2-lane	4-lane divided	Minor Arterial	No	Unfunded

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CATA-HD-22	NA	50120	Catawba		CTP	4th St. SW	Widen from US 70 to 2nd Ave. NW in Hickory	.71 mi.		2-lane	4-lane divided	Minor Arterial	No	Unfunded
CATA-HD-23	NA	50013	Catawba		CTP	4 <sup>th</sup> Street SW Ext.	Multi-lane from 2 <sup>nd</sup> Ave. SW to US 70 in Hickory.	.47 mi.		Portion - 2-lane	4-lane	Minor Arterial	No	Unfunded
CATA-HD-24	NA	50219	Catawba		CTP	6th Street Extension	Improve and Extend 6th Street SW from Catawba Valley Blvd to the Southern Loop			2-lane and none	2-lane		No	Unfunded
CATA-HD-25	NA	50031	Catawba		CTP	8th Avenue (Maiden)	The extension of Eighth Avenue north to Old Mill Road (SR 1872).	.37 mi.		None	2-lane	Future Rural Local	No	Unfunded
CATA-HD-26	NA	50066	Catawba		CTP	9th Street NW (Hickory)	Widen to three-lane (from US 70 to 3rd Avenue NW).	.95 mi.		2-lane	3-lane	Collector	No	Unfunded
CATA-HD-27	NA	50036	Catawba		CTP	11th Street Extension (Newton)	Widen to multi-lane (from 11th Street to US 321B).	.53 mi.		2-lane	5-lane	Future Minor Arterial	No	Unfunded
CATA-HD-28	NA	50208	Catawba		CTP	13th Ave. Drive SE Ext.	Improve existing and construct new location from Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE	1.9			2-lane			
CATA-HD-29	NA	50205	Catawba		CTP	16th St. NE (Sandy Ridge Road)	Widen from 21st Ave. NE to Cloninger Mill Road.	1.7 mi.	\$10,330,000	2-lane	4-lane divided	Minor Arterial	No	Unfunded
CATA-HD-30	NA	50203	Catawba		CTP	16th St. NE Ext.	Multi-lane 16th St. NE Ext. at Springs Road to Lenoir Rhyne Blvd. SE	2.98 mi.	\$14,304,000	None	5-lane	Minor Arterial	No	Unfunded
CATA-HD-31	NA	50122	Catawba		CTP	20th Street (Newton)	Widen to multi-lane (from Rankin Avenue to NC 16	.90 mi.		2-lane	5-lane	Minor Arterial	No	Unfunded
CATA-HD-32	NA	50092	Catawba		CTP	29th Ave Dr NW (SR 1318) Extension (Hickory)	Construct two-lane facility on new location from 39th Ave Dr NW (SR 1318) to NC 127.	1.09 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-33	NA	50014	Catawba		CTP	Burriss Road Connector	Construct two-lane facility on new location (from Burriss Road to Keisler Dairy Rd (SR 1731)).	1.09 mi.		None	2-lane	Future Collector/Local	No	Unfunded
CATA-HD-34	NA	50038; 50041	Catawba		CTP	Catawba Boulevard Extension	Construct two-lane facility on new location (from Startown Road to existing Catawba Valley Blvd).	3.69 mi.		None	2-lane	Future Minor Arterial	Yes	Unfunded
CATA-HD-35		50216	Catawba		CTP	Center St	Improve Center St from US 70 to 8th Ave Dr NW				2-lane	2-lane		
CATA-HD-36	NA	50043	Catawba		CTP	Claremont South Loop	Construct two-lane facility on new location (from US 70 to Keisler Dairy Rd (SR 1731)).	3.12 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-37	NA	50204	Catawba		CTP	Cloninger Mill Rd. (SR 1400/Kool Park Rd.	Widen to four lanes with a landscaped median (from NC 127 North in Hickory to Springs Road).	3.2 mi.	\$25,400,000	2-lane	4-lane	Minor Arterial	Yes	Unfunded
CATA-HD-38		50046	Catawba		CTP	Conover-Startown Road Extension	Widen to multi-lane (from Conover-Startown Road to Section House Road).	2.46 mi.		2-lane	5-lane	Minor Arterial	No	Unfunded



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CATA-HD-39	NA	50016	Catawba		CTP	County Home Road (SR 1484)	Improve County Home Rd from Springs Rd to Sipe Rd. Connect County Home Rd to Section House Rd on new location (Newton Conover West Loop is included in this)	1.99 mi.		2-lane	Multi-lane (3 lanes or 4 lanes?) (Just a	Collector	No	Unfunded
CATA-HD-40	NA	50206	Catawba		CTP	East Maiden Rd (SR 1855)	Safety improvements to SR 1855 (East Maiden Road) from US 321-B (Island Ford Road) to NC 150.	7.2 mi.	\$18,000,000	2-lane	2-lane Improvements	Minor Collector	No	Unfunded
CATA-HD-41	NA	50021	Catawba		CTP	Emmanuel Church Rd Ext. to SR 1804 (Bethany Church Rd)	Construct two-lane facility on new location (from NC 10 to Bethany Church Rd (SR 1804)).	.80 mi.		None	2-lane	Future Local	No	Unfunded
CATA-HD-42	NA	50018	Catawba		CTP	Emmanuel Church Road & Extension	Widen to multi-lane (from NC 10 to Newton-Conover Loop/NC 16 (Thornburg Dr.))	3.04 mi.		2-lane	5-lane	Collector	No	Unfunded
CATA-HD-43		50049	Catawba		CTP	Frazier Dr	Improve Frazier Dr from Penny Rd to Depot St	0.94 mi		2-lane	2-lane	Local		
CATA-HD-44	NA	50053	Catawba		CTP	Keisler Road Extension East	Construct two-lane facility on new location (from Keisler Road to Emmanuel Church Road.	.55 mi.		None	2-lane	Future Local	No	Unfunded
CATA-HD-45	NA	50055	Catawba		CTP	Kelly Road Improvements and Extension (East)	Improve Kelly Rd and construct two-lane facility on new location from Depot Street to Claremont South Loop (map shows from Depot to Western Claremont Loop	.99 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-46	NA	50097	Catawba		CTP	Love Road (SR 1807) Extension	Construct two-lane facility on new location (from Bethany Church Rd ( SR 1801) to Emmanuel Church Ext. S).	.33 mi.		None	2-lane	Local	No	Unfunded
CATA-HD-47		50058	Catawba		CTP	McKay Road Extension (Newton)	Construct two-lane facility on new location (from McKay Road to US 321B).	.76 mi.		None	2-lane	Future Local	No	Unfunded
CATA-HD-48		50207	Catawba	U-2531	CTP	North Crosstown Loop	Construct new multi-lane facility from NC Hwy 127 in Hickory to NC Hwy 16 in Conover.	7.7 mi.	\$73,000,000	Spencer Rd. / 12th Ave Dr. NE	4-lane divided	Major Collector	Yes	Unfunded
CATA-HD-49	NA	50087	Catawba	U-2528 (See U-6042)	CTP	Northwest Loop	Improve 33 <sup>rd</sup> St. SW from I-40 to 8th Ave. NW in Long View and Clement Blvd. in Hickory to multilane with paved shoulders.	3.8 mi.	\$28,111,000	33 <sup>rd</sup> Street - 2 lane	4-lanes	Minor Arterial	No	Unfunded
CATA-HD-50	NA	50095	Catawba		CTP	Old Catawba Road (SR 1722) Extension	Construct two-lane facility on new location (from SR 1722 to S. Oxford Street).	.33 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-51		50049	Catawba	included with Frazier	CTP	Penny Dr	Improve Penny Dr from US 70 to Frazier Dr							
CATA-HD-52	NA	50068	Catawba		CTP	Robinson Road	Extend new 2-lane facility from NC 10 to West Maiden Road			None	2-lane	Future Minor Arterial	No	
CATA-HD-53	NA	50071	Catawba		CTP	Robinson Road	Widen to multi-lane (from Catawba Valley Blvd. to Southern Corridor).	2.27 mi.		2-lane	5-lane	Minor Arterial	No	Unfunded
CATA-HD-54	NA	50072	Catawba		CTP	Rock Barn Road – Claremont W. Loop	Construct two-lane facility on new location (from Rock Barn Rd. to Claremont W. Loop)	1.33 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-55		50218	Catawba		CTP	Rock Barn Road Improvements	Improve Rock Barn Rd from 1st St East to I-40			2-lane	2-lane	Minor Arterial		

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CATA-HD-56	NA	50075	Catawba		CTP	S. Oxford Street Lane Extension	Construct two-lane facility on new location (from US 70 to Keisler Rd SE (SR 1731))	1.33 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-57	NA	50007	Catawba		CTP	Section House Road & Ext	Widen to 4-lane facility from Springs Road to US 70A			2-lane; New Location	4-lane divided	Urban Local	No	Unfunded
8CATA-HD-58	NA	50008	Catawba		CTP	Section House Road & Ext	Widen to multi-lane facility from US 70A to Conover Startown Road			2-lane; New Location	5-lane	Minor Arterial	No	Unfunded
CATA-HD-59	NA	50080	Catawba		CTP	South "C" Avenue	The extension of South "C" Avenue to connect with North Carolina Avenue (US 321-B).	.35 mi.		None	2-lane	Future Rural Local	No	Unfunded
CATA-HD-60		50217	Catawba		CTP	Southern Corridor	11th St Ext on new location to Old Conover Startown Road using to Settlemeyer Bridge Rd (SR 1165) on existing location. New location from				2-lane			
CATA-HD-61	NA	50083	Catawba		CTP	Southern Loop (Maiden)	Construction of southern loop from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321-B).	1.2 mi.		None	2-lane	Future Rural Collector	No	Unfunded
CATA-HD-62	NA	50033	Catawba		CTP	Tenth Street Pl. Extension East (Conover)	Construct two-lane facility on new location (from 10th Street Pl. to NC 16).	.24 mi.		None	2-lane	Future Collector	No	Unfunded
CATA-HD-63	NA	50025	Catawba		CTP	Upper Springs Road	Widen to 4-lane – Divided Sulphur Springs Rd NE to to NC 16	5.26 mi.		2-lane	4-lane	Minor Arterial and Rural Major Collector	No	Unfunded
CATA-HD-64	NA	50032	Catawba		CTP	Western Connector (Maiden)	Construct connector from West Maiden Road (SR 2007) to Salem Church Road (SR 2004)	1.6 mi.		None	2-lane	Future Rural Local	No	Unfunded
CATA-HD-65	NA	50030	Catawba		CTP	Western Loop	Continuation of Western Loop Facility from West Maiden Road (SR 2007) at Zeb Haynes Road (SR 2010) to US 321-B.	0.9 mi.		None	2-lane	Future Rural Local	No	Unfunded
CATA-HD-66	NA	50098	Catawba		CTP	Withers Road (SR 1870)	The extension of SR 1870 (H.E. Propst Road) north to Water Plant Road (SR 1874) and South to Bost Nursery Rd (SR 1869)	1.33 mi.		None	2-lane	Future Rural Local	No	Unfunded
CATA-HD-67	NA	50215	Catawba		CTP	Yount Road Ext	Emmanuel Church Rd Ext to Claremont Rd	0.12		NA	2-lane new facility			