# 2050 Greater Hickory Metropolitan(GHMPO) & Comprehensive Transportation Plan (MTP & CTP)

Summary and Overview of MTP & CTP Project Proposal Sheets

## **Contents: GHMPO MTP & CTP Project Sheets**

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## Hubbard Rd (SR 1143) / Shiloh Church Road (SR 1208) STIP: R-2918

NC 127 to Grace Chapel (SR 1751)

Local ID: MULT-HD-01-MTP

Purpose: Facility Deficiencies

Improvement: New Location (part

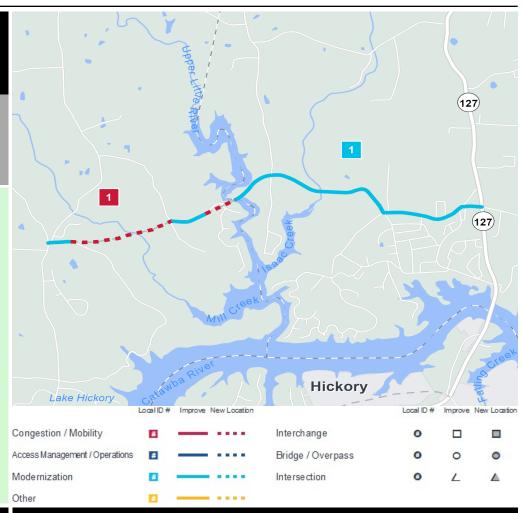
on existing)

## **Identified Need**

Horizon Year: 2050. *Recommendation* 

NC 127 to Grace Chapel (SR 1751) Modernization with some new

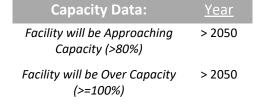
location.



Proposal At A Glance			
Highway Class	Modernization		
Facility Type	Minor Thoroughfare		
Typical Section	02 B		
Section Options	02 C		
Length (miles)	3.60		
Existing ROW (feet)	60		
Safety Risk Score	22-78		

Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3000-3800	3200-6100	3200-6100
Capacity (vpd)	10200-14000	10200-14000	10200-14000

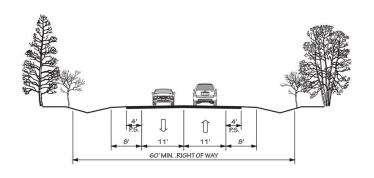
New Location	Existing	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14100





## 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).

## **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**

- 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
- 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

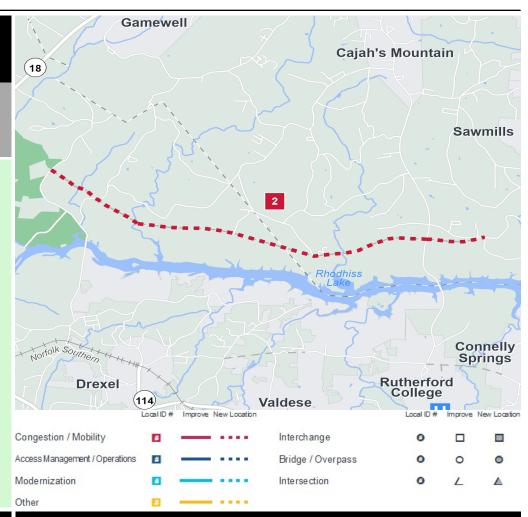
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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.



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	-		

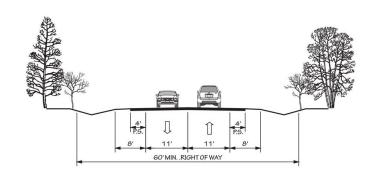
Proposal Data:	2019 Base Year	2050 Future Year	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare 2-lane
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14600

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



## 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.

## 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**

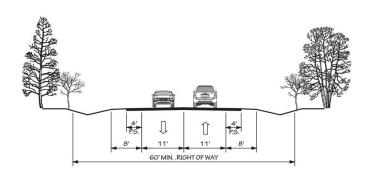
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 0% and 5% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

US 321 US 64/NC 18 Connector Greater Hickory MPO CTP

**Typical Section Options:** 02 C

# TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

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

Project Sheets 06/22/2023 Draft

## **Caldwell Street**

Powerhouse Road to Burke County Line

Local ID: MULT-HD-04-MTP

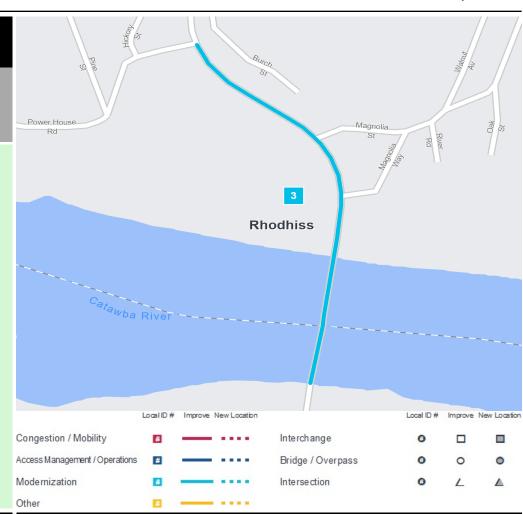
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050.

### **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	<u>Existing</u>	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

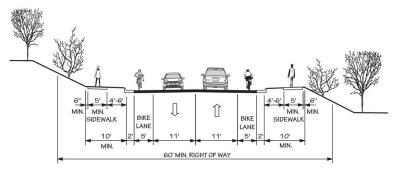
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 2E

None

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



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**

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.

## **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**

- 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

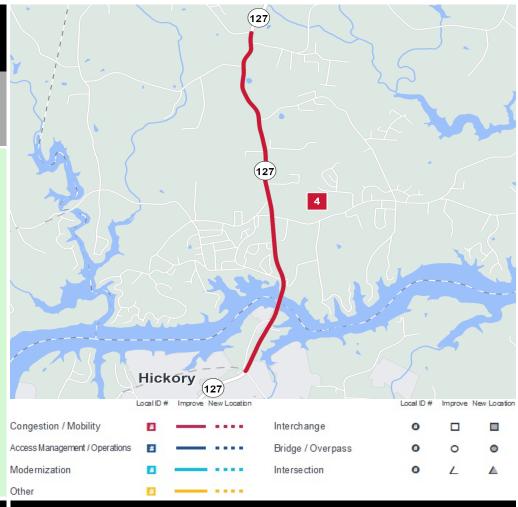
Purpose: **Congestion**Improvement: **Widening** 

Identified Need

Horizon Year: 2030. *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	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

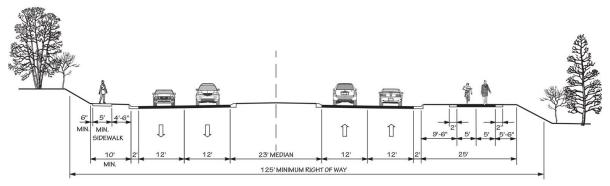
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

## TYPICAL SECTION No. 4J

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



POSTED SPEED 35-45 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**

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.

## **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.

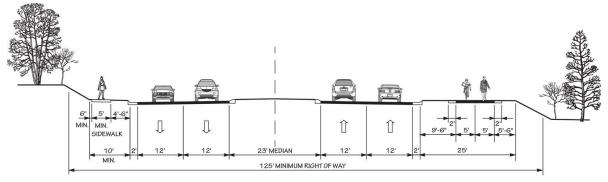
#### **Human Environmental Context**

- 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

# TYPICAL SECTION No. 4J

None

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



POSTED SPEED 35-45 MPH

- 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

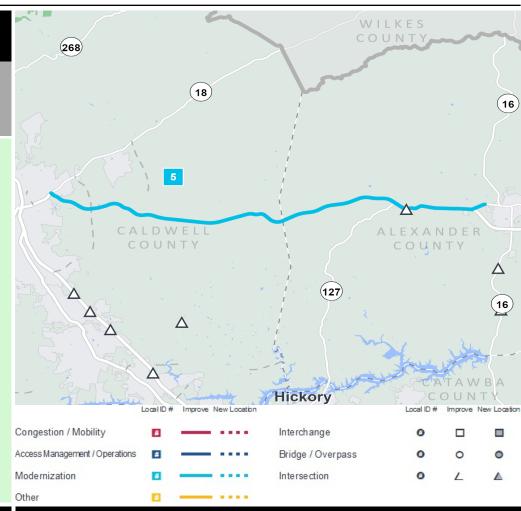
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050.

### **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 Fut	ure 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)	100-11300	7700-14300	7700-14300
Capacity (vpd)	11600-14600	11600-14600	11600-14600

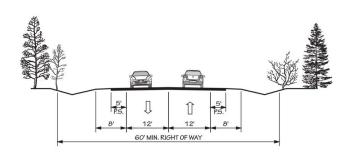
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2025
Facility will be Over Capacity (>=100%)	2046



TYPICAL SECTION No. 2A

None

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.

## **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)

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.

Greater Hickory MPO CTP

#### **Human Environmental Context**

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

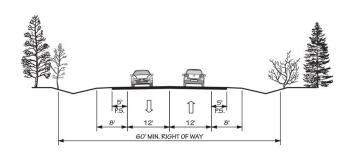
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 1% and 2.5% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (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

#### Relation to Land Use

# TYPICAL SECTION No. 2A

None

2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

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

Project Sheets 06/22/2023 Draft

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

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

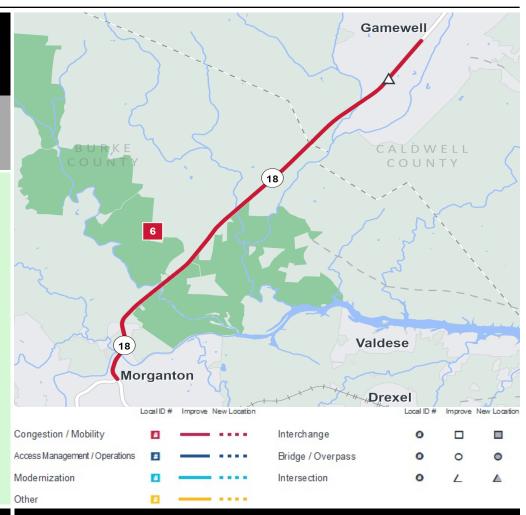
Local ID: MULT-HR-04-MTP

Purpose: **Congestion**Improvement: **Widening** 

## Identified Need

Horizon Year: 2040. *Recommendation* 

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



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 Futı	ure 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)	11000-17700	15900-21200	15900-21200
Capacity (vpd)	11700-26800	11700-26800	11700-43300

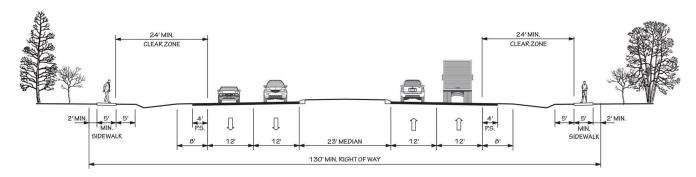
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2024



## TYPICAL SECTION No. 4B

None

# 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.

## 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**

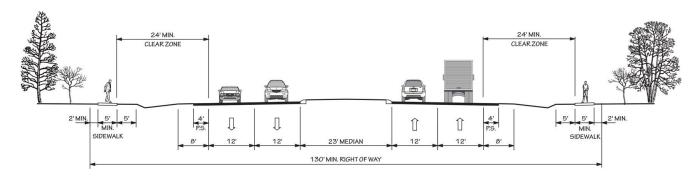
This recommendation passes through one or more census blocks with the following percentages in population characteristics:

Between 0% and 25% identify as 65+

## TYPICAL SECTION No. 4B

None

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



#### POSTED SPEED 35-55 MPH

- 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

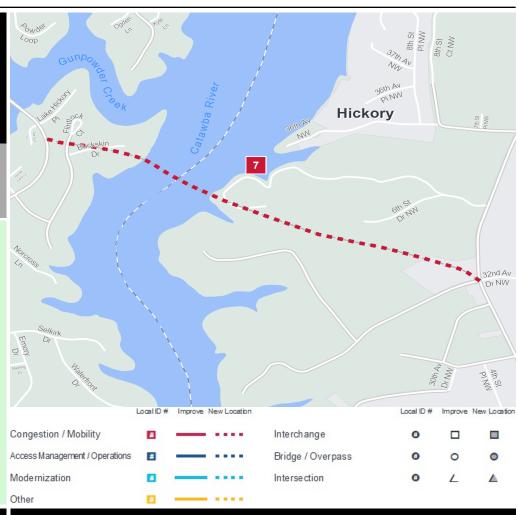
Improvement: New Location

#### **Identified Need**

Horizon Year: 2050 and Beyond.

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

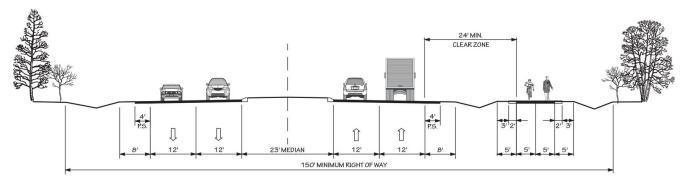
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



None

## TYPICAL SECTION No. 41

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



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

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.

## **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)

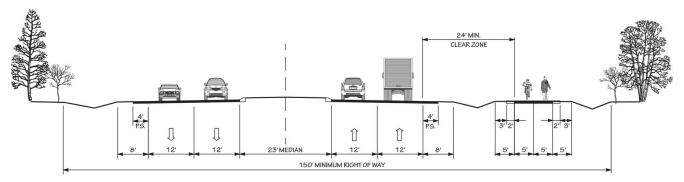
#### **Human Environmental Context**

- 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 No. 41

None

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



POSTED SPEED 35-55 MPH

- 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

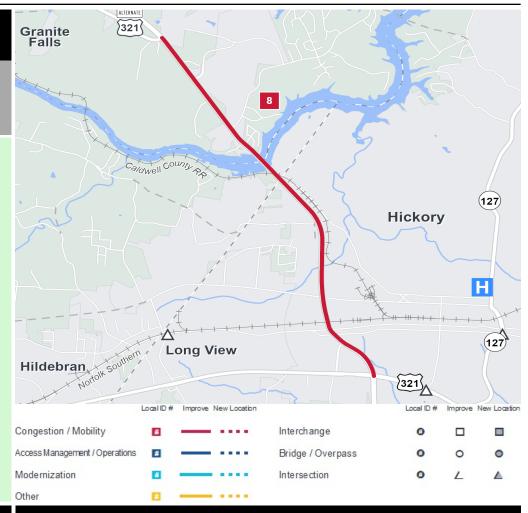
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2030. *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

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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019

33-56



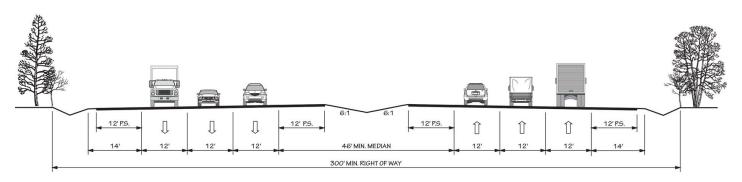
US 321 STIP: U-4700A Greater Hickory MPO CTP

#### **Typical Section Options:**

## TYPICAL SECTION No. 6A

None

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



#### POSTED SPEED 45-70 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 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 census blocks with the following percentages in furniture and textile industrial area of Hickory/Lenoir and population characteristics: 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.

## 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

- 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

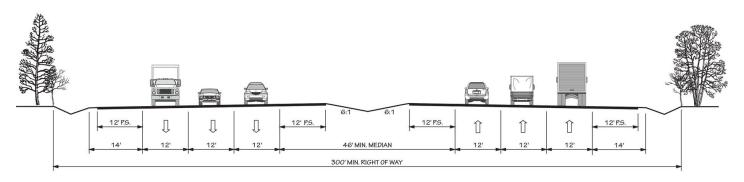
US 321 STIP: U-4700A Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 6A

None

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



#### POSTED SPEED 45-70 MPH

- 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

Project Sheets 06/22/2023 Draft

## I-40

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

Local ID: MULT-HS-03-MTP

Purpose: Congestion

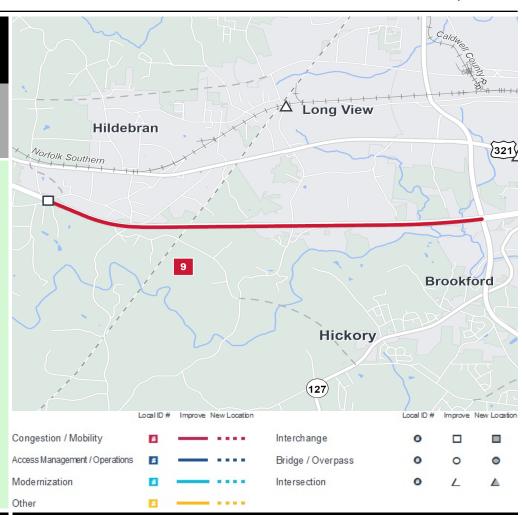
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050.

### 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 Fut	ure 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

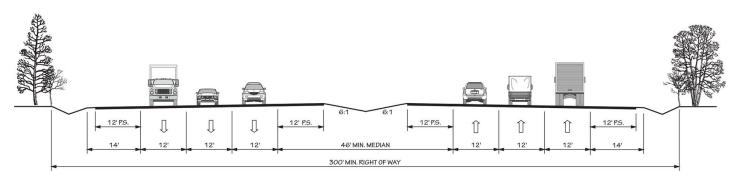
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



## TYPICAL SECTION No. 6A

None

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



#### POSTED SPEED 45-70 MPH

## **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.

## **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

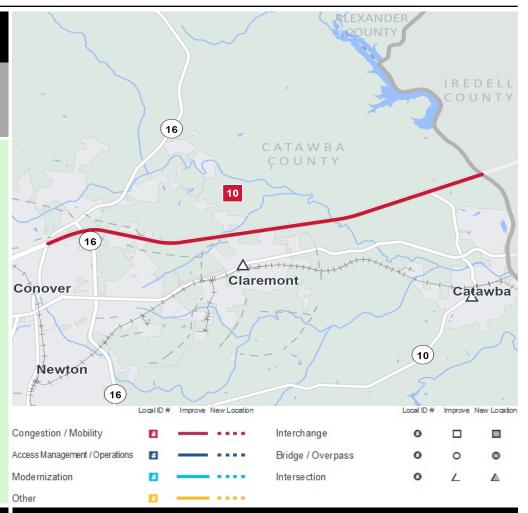
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2040.

## Recommendation

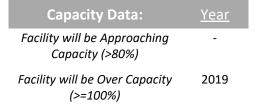
Widen from 4-lane facility to 6-lane facility from I-77 in Iredell County line to NC 16/1st Ave N.



## 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 Fut	ure Year
Improved Route	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

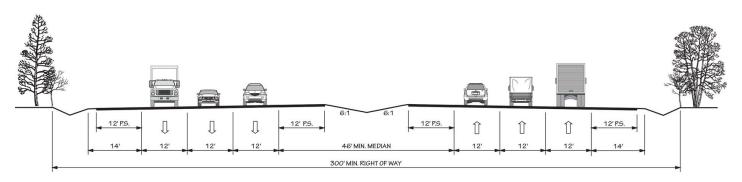




## TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

## 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.

## **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**

- 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
- 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

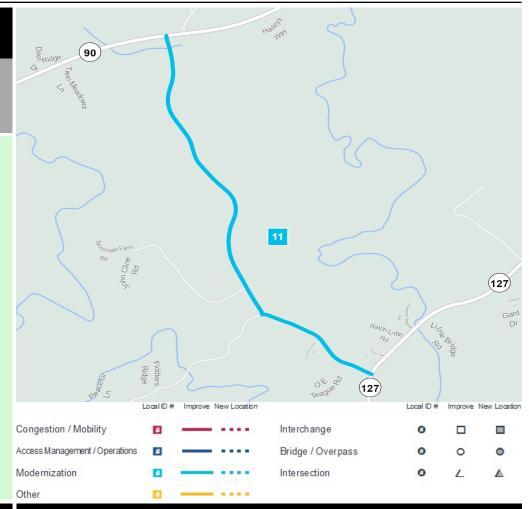
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1600-3500	1700-4300	1700-4300
Capacity (vpd)	14600	14600	14600

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



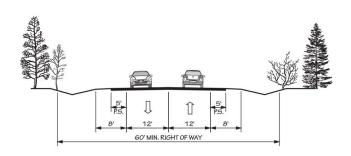
Antioch Road (SR 1002) Greater Hickory MPO CTP

## **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

## 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**

- 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

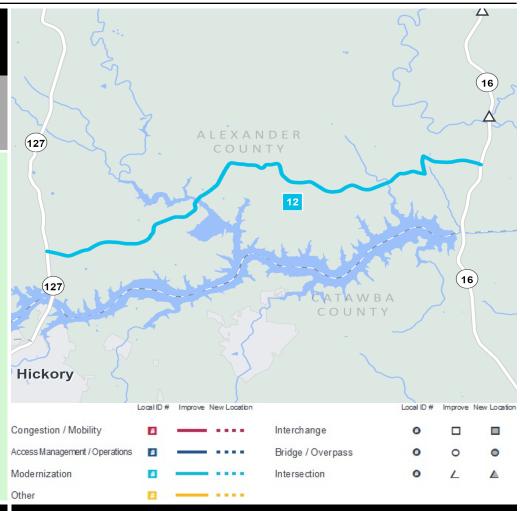
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050. *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	

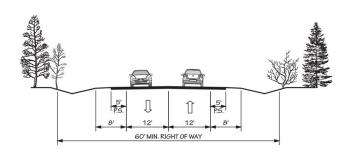
Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700-8300	1900-9600	1900-9600
Capacity (vpd)	11700-12200	11700-12200	11700-12200

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



# TYPICAL SECTION 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.

## 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**

- 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

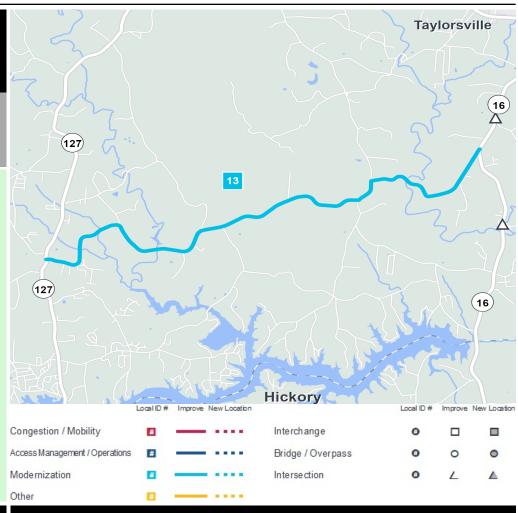
**Identified Need** 

Horizon Year: 2050.

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

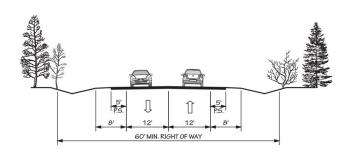
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

## 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

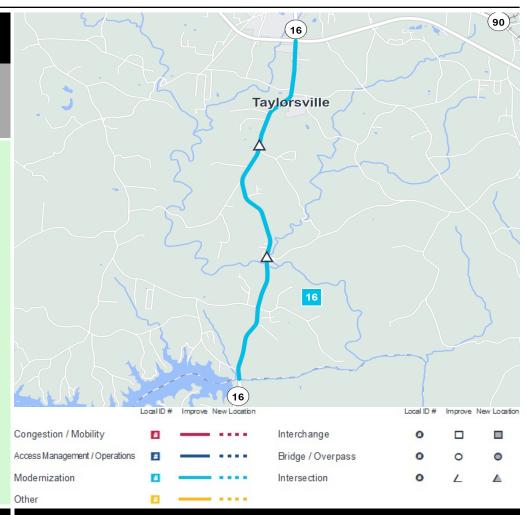
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2040.

## 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.



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 Fut	ture 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

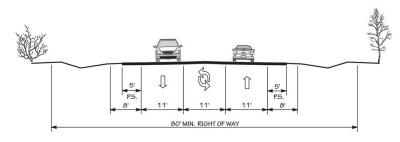
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2040
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 3A

3B

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



POSTED SPEED 25-55 MPH

## **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.

## **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**

- 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

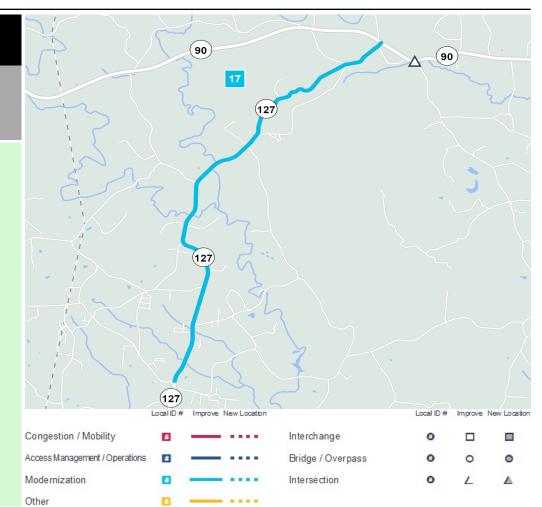
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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	

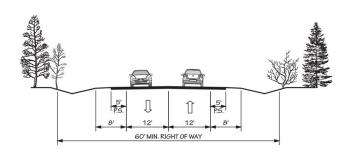
Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane
Travel Lanes	2	2	2
Volume (vpd)	4100-5000	4200-5800	4200-5800
Capacity (vpd)	12700	12700	12700

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



# 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 accomodate future growth. These improvements should include paved shoulders and realignments in the northern portion of the existing roadway.

## 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**

- 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

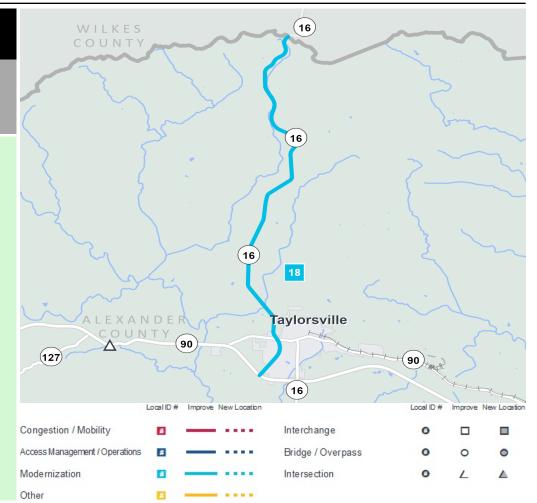
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050. *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 Fut	ture 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	2
Volume (vpd)	3700-8600	4000-8900	4000-8900
Capacity (vpd)	10200-29100	10200-29100	11100-21900

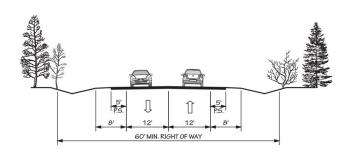
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2049
Facility will be Over Capacity (>=100%)	> 2050



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.

## **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**

- 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**

Horizon Year: 2030. *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 Fu	ture Year
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	-

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

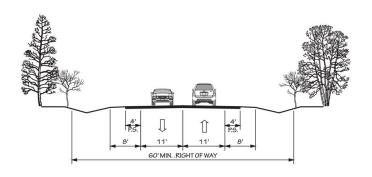


None

# TYPICAL SECTION No. 2B

40

#### 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.

## **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**

- 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

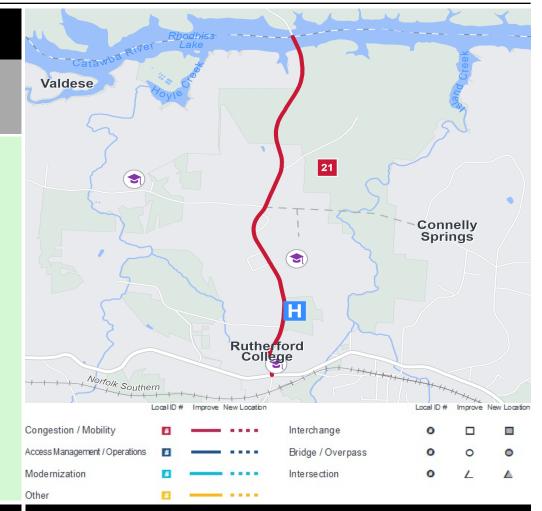
Local ID: BURK-HD-02-MTP

Purpose: **Congestion**Improvement: **Widening** 

**Identified Need** 

Horizon Year: 2040. *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 Futu	ıre 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%)

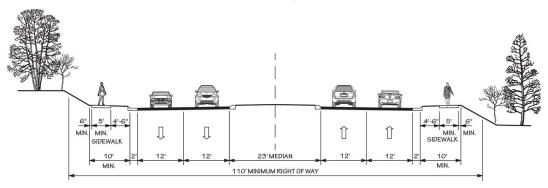
Facility will be Over Capacity
(>=100%)



04 E

## TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 MPH

## **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 originially 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.

## **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**

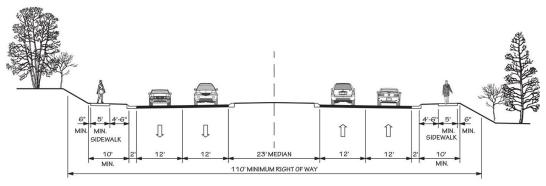
- Between 25% and 50% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 1% and 5% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

43
Malcolm Blvd (SR 1001)
Greater Hickory MPO CTP

**Typical Section Options:** 04 E

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 MPH

- 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

Project Sheets 06/22/2023 Draft

## Miller Bridge Road

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

Local ID: BURK-HD-03-MTP

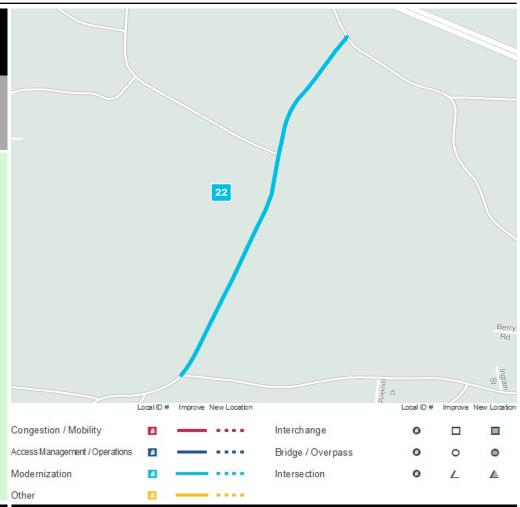
Purpose: Mobility

Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050. *Recommendation* 

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



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 Fut	ture Year
Improved Route	<u>Existing</u>	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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

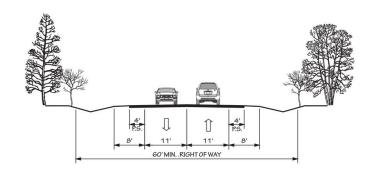


Miller Bridge Road Greater Hickory MPO CTP

# **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.

## 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**

- 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

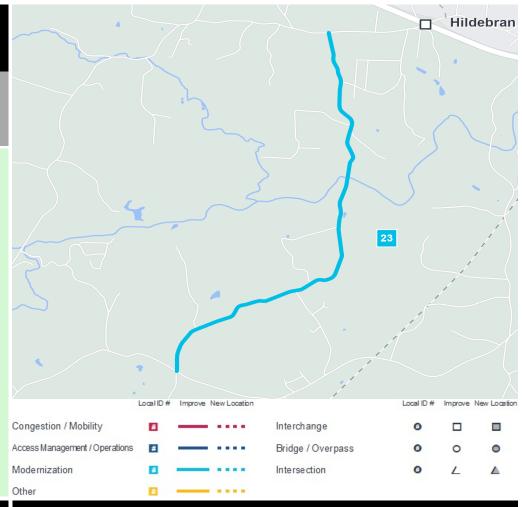
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050. *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	

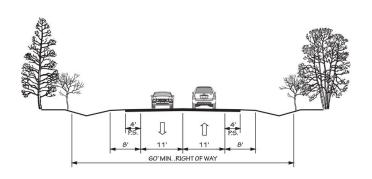
Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	800-2900	800-3300	800-3300
Capacity (vpd)	11700-12200	11700-12200	11700-12200

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



# 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.

## 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**

- 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

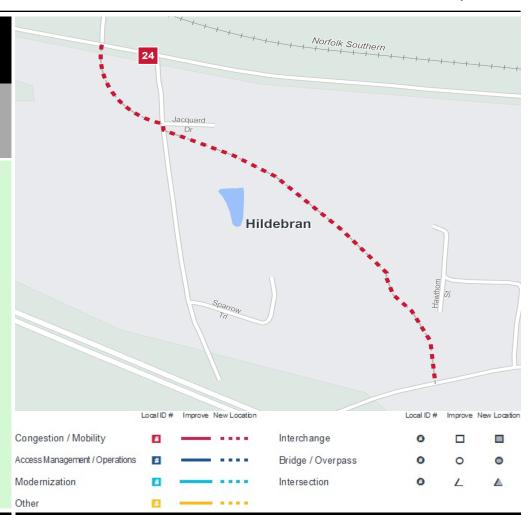
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050. *Recommendation* 

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

1761).



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

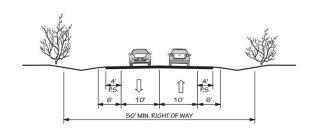
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

## **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**

- 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

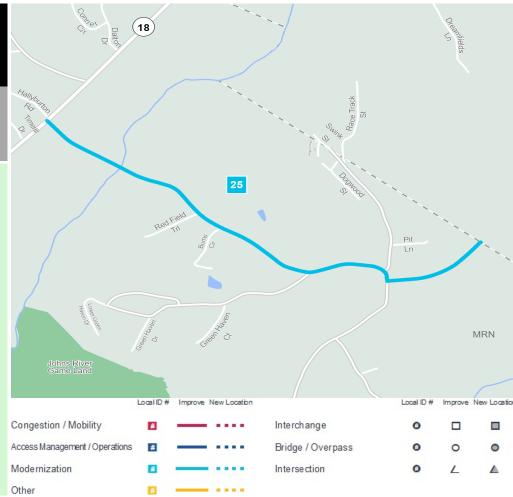
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Fut	ture 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	3200	3200
Capacity (vpd)	12200	12200	12200-14000

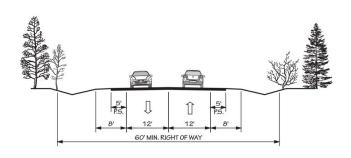
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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**

Cpnstruct 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 Anitoch Road (SR 1501) and realigning Dry Ponds Road (SR 1115) intersection

## **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 residenital, with one commercial industry at the western extent of the project.

#### **Human Environmental Context**

- 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

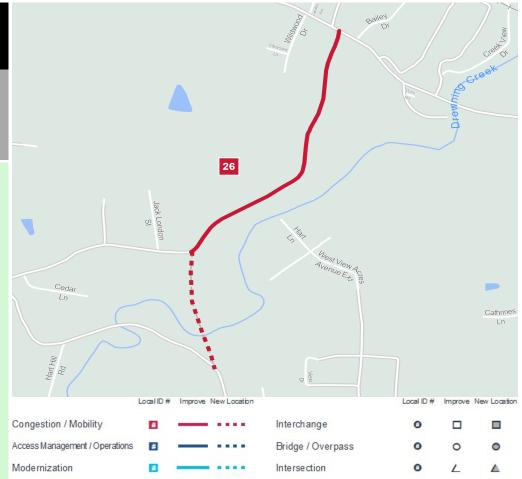
on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

### Recommendation

Airport Rhodhiss-Cape Hickory Road Connector .



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	

Other

Proposal Data:	2019 Base Year	2050 Futi	ure 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

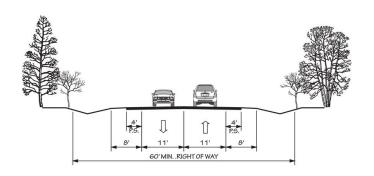
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

## **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**

- 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

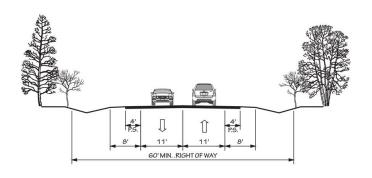
Shodhiss-Cape Connector Greater Hickory MPO CTP

**Typical Section Options:** 

None

TYPICAL SECTION No. 2B

2 LANES UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-45 MPH

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

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## **Bouchelle Street Extension**

E Concord St at Bouchelle St to US 70

Local ID: BURK-HD-08-CTP

Purpose: Mobility

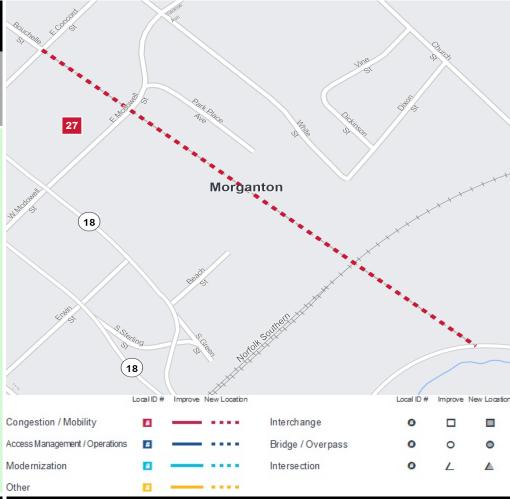
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

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

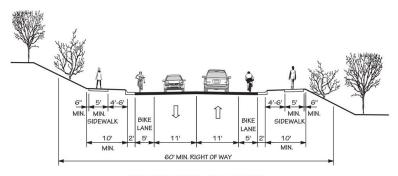
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



## TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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**

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.

## **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**

- 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** 

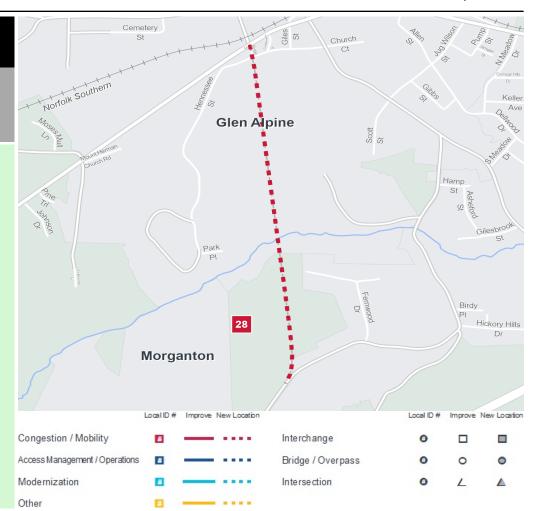
## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

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





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

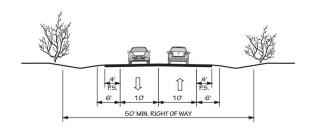
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

## **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

Greater Hickory MPO CTP

- 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

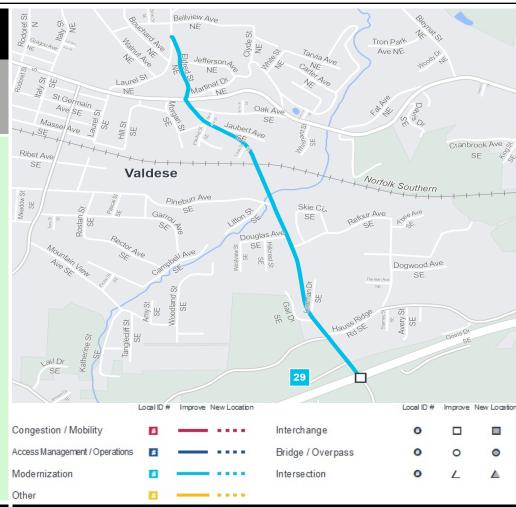
Purpose: Facility Deficiencies
Improvement: Widening

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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.



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 Fut	cure 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)	1200-4800	1400-5400	1400-5400
Capacity (vpd)	10200-11000	10200-11000	12700

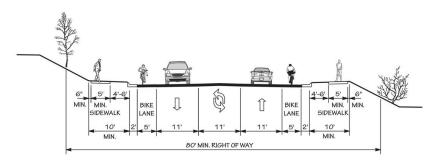
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 3C

03 B

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

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.

## 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

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 project is within Valdese zoning jurisdiction.

#### **Human Environmental Context**

- 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

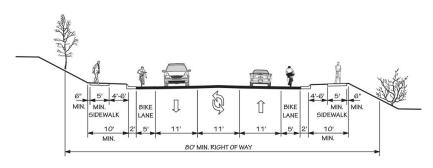
Eldred Street (SR 1744)

Greater Hickory MPO CTP

**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

Project Sheets 06/22/2023 Draft

## Enon Road (SR 1538) Realignment

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

Local ID: BURK-HD-11-CTP

Purpose: Mobility

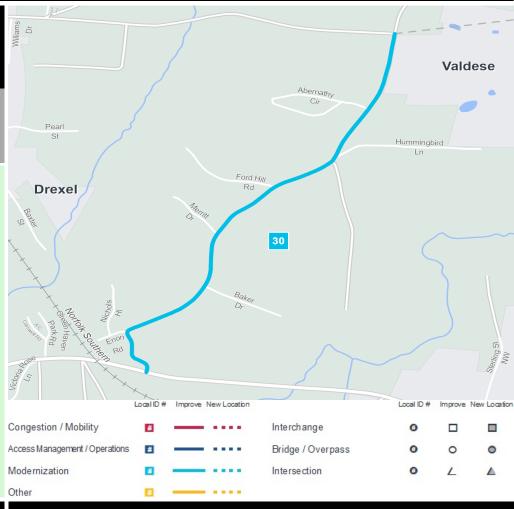
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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		

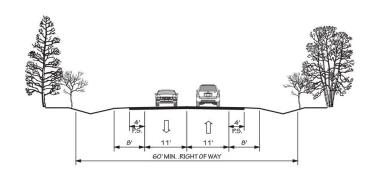
Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1800-2100	2000-2400	2000-2400
Capacity (vpd)	10200	10200	10200

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



# 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.

## **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**

- 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

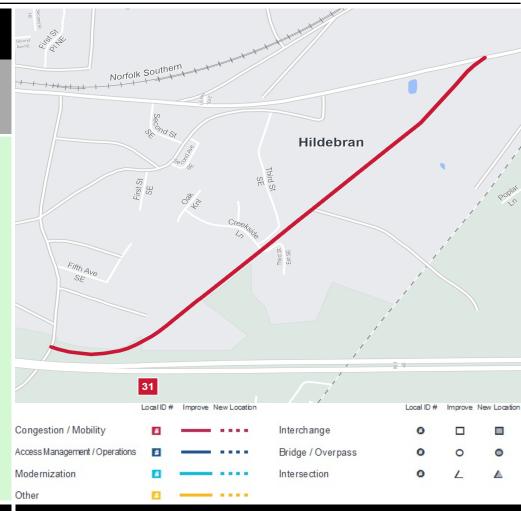
Purpose: **Mobility**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Futi	ure Year
Improved Route	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

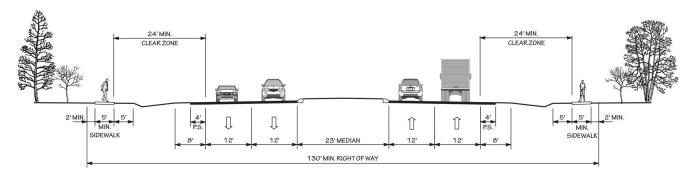
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 4B

04 E

# 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 pedestrain accommodations are recommended within the suggested typical 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.

## 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

Greater Hickory MPO CTP

- 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

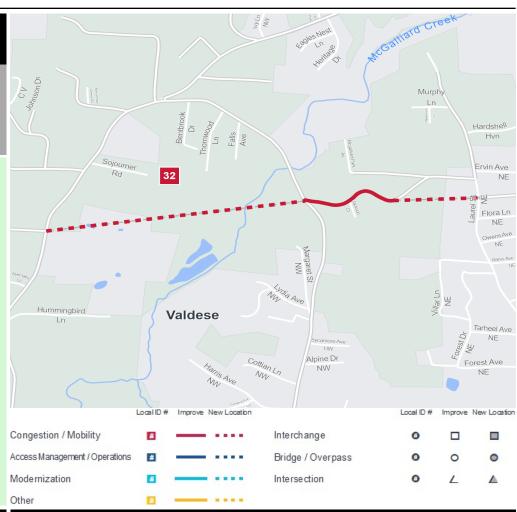
Improvement: New Location (part on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

It is recommended a realignment of Meytre Ave (SR 1576) at Laurel St and Laurel St at Lovelady Ave (SR 1546) to eliminate the offset intersection and Meytre Ave upgraded to Church Street (SR 1538) and extended to Oakland Ave Extension (SR 1535). Project is part of proposed Northern Corridor.



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	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

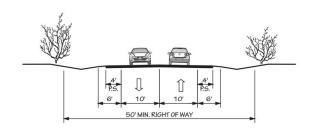
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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 pedestrain accommodations are recommended within the suggested typical 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).

## **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.

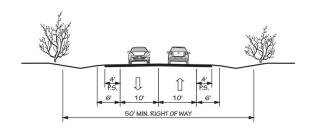
## Human Environmental Context

- 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

# TYPICAL SECTION No. 2C

None

#### 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 25-35 MPH

- 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

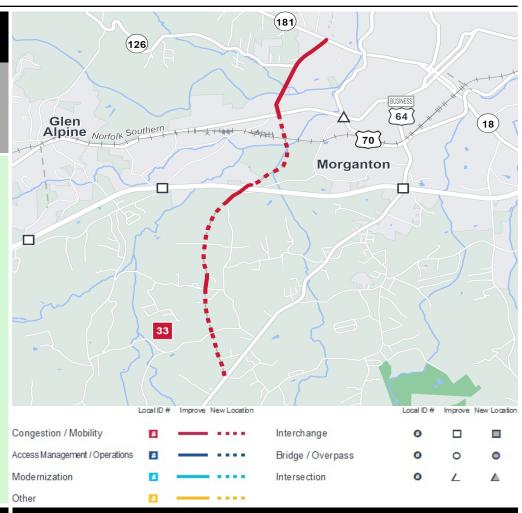
Improvement: New Location (part on existing)

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Futu	ure 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	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	38100-42900

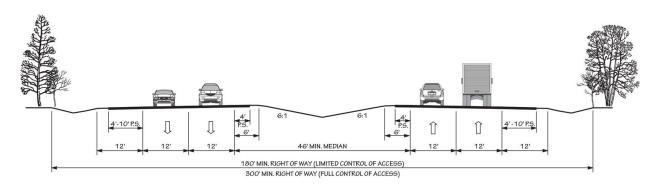
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2020
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 4A

04 C

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



POSTED SPEED 45-70 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 pedestrain accommodations are recommended within the suggested typical 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.

## **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.

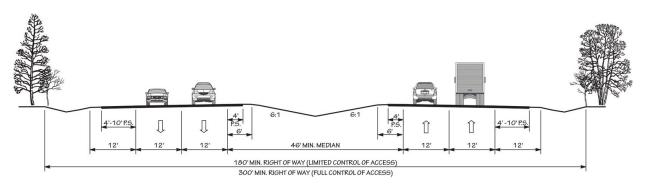
#### **Human Environmental Context**

- 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 1% and 5% identify as Some Other Race

# TYPICAL SECTION No. 4A

04 C

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



#### POSTED SPEED 45-70 MPH

- Between 5% and 10% identify as Two of More Races
- Between 25% and 50% identify as Below Poverty
- Between 0% and 15% identify as Households with No Car

Project Sheets 06/22/2023 Draft

# **Majority Town Street (SR 1602)**

US 70 to Proposed Lovelady Road

Local ID: BURK-HD-15-CTP

Purpose: Mobility

Improvement: New Location (part

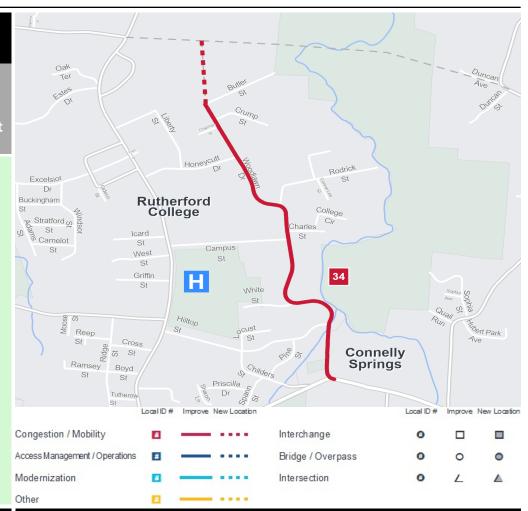
on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

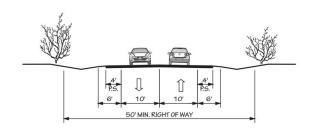
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

# **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

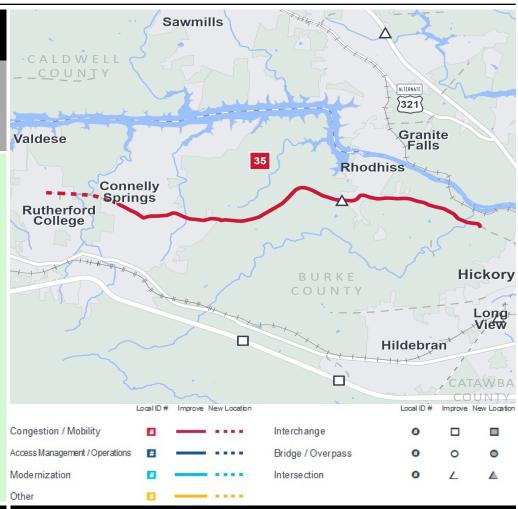
on existing)

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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

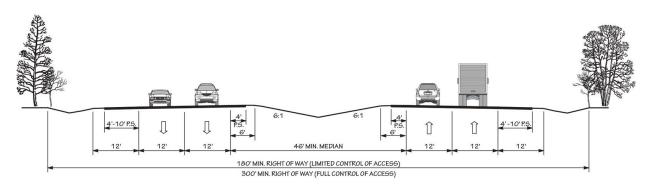
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 4A

None

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



POSTED SPEED 45-70 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 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.

# **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**

- 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

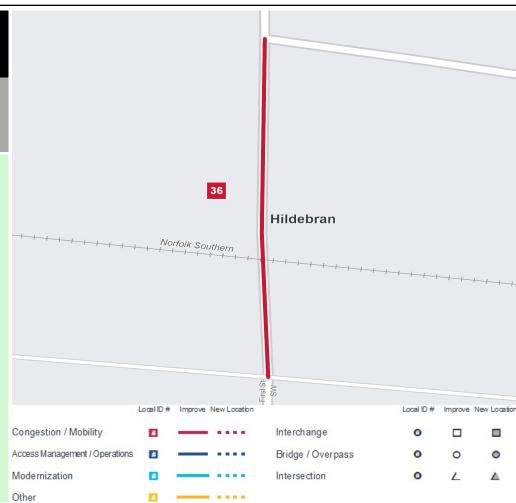
## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

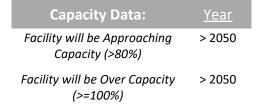
Widen Bridge on N. Center Street (SR 1628) over CXS Railroad and provide a center turn lane from N. Center





Proposal At A Gla	nce
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
Travel Lanes	2	2	2
Volume (vpd)	2400	2600	2600
Capacity (vpd)	10200	10200	11500

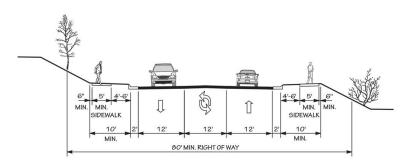




# TYPICAL SECTION No. 3B

3A

# 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.

# **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**

- 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

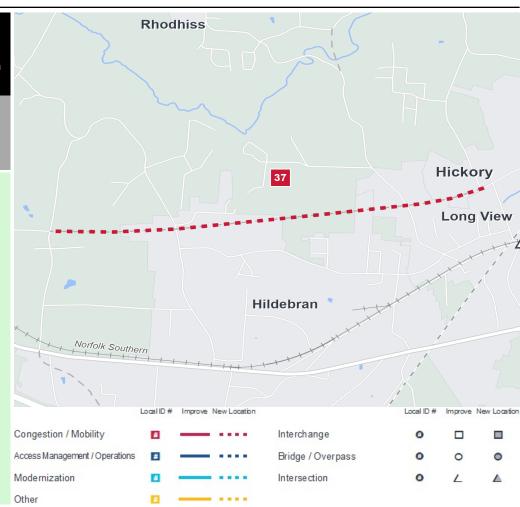
Improvement: New Location

### **Identified Need**

Horizon Year: 2050 and Beyond.

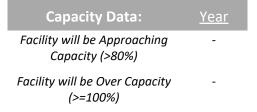
#### **Recommendation**

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



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

Proposal Data:	2019 Base Year	2050 Future Year	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	40000

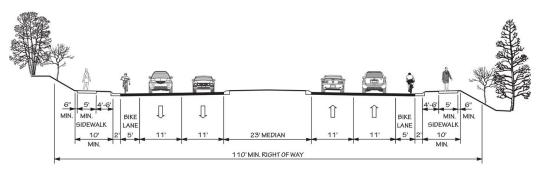




# TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 MPH

# **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.

# 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).

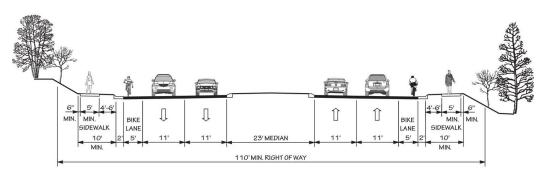
#### **Human Environmental Context**

- 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

# TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 MPH

- 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**

Horizon Year: 2050 and Beyond.

#### **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 Futu	ıre 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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	41400

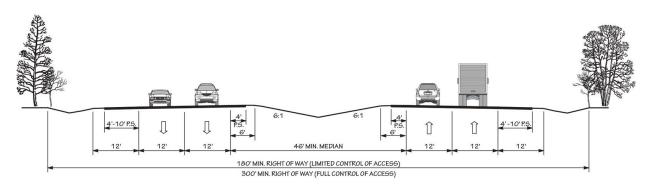
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 4A

None

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



#### POSTED SPEED 45-70 MPH

# **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

# **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**

- 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

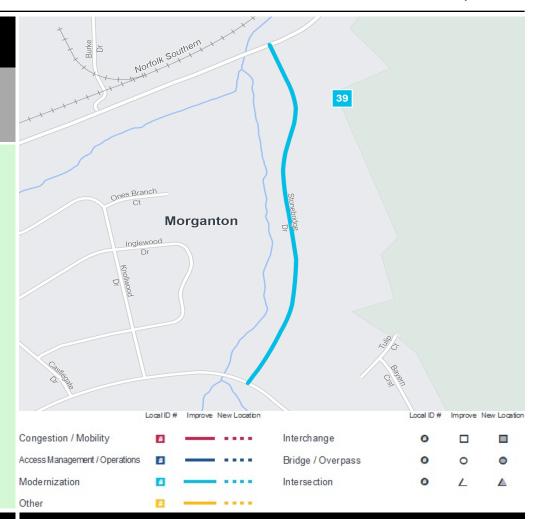
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

Recommendation

US 70 to Bethel Rd (SR 1704).



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 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1000	1800	1800
Capacity (vpd)	10200	10200	10200

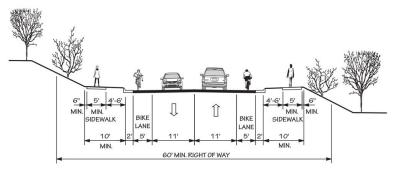
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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**

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.

# **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**

- 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 25% and 50% identify as Below Poverty Line

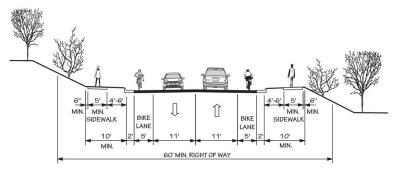
Stonebridge Drive 85
Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 2E

None

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



POSTED SPEED 25-45 MPH

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

Project Sheets 06/22/2023 Draft

# South Sterling and Parker Access Management

NC 18 to East Parker (SR 1708)

Local ID: BURK-HD-22-CTP

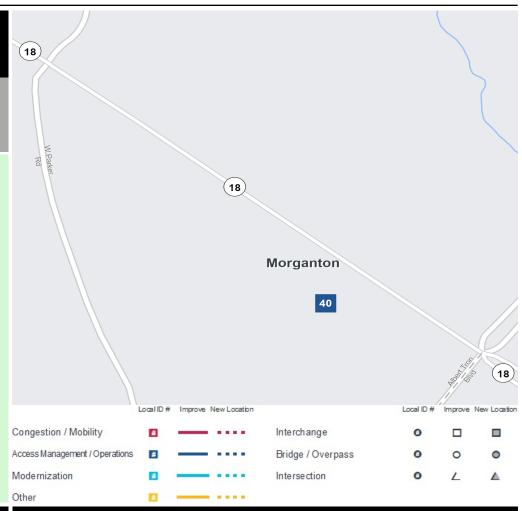
Purpose: **Access** 

Improvement: New Location

## **Identified Need**

Horizon Year: 2050 and Beyond.

**Recommendation**NC-18 to East Parker.



Pro	posal	At A	Gl	ance

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

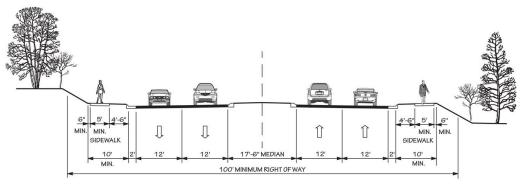
Proposal Data:	2019 Base Year	2050 Futi	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Boulevard
Travel Lanes	4	4	4
Volume (vpd)	16100	20300	20300
Capacity (vpd)	26800	26800	38100

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



# TYPICAL SECTION No. 4F

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



POSTED SPEED 35-45 MPH

# 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.

# 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**

- 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

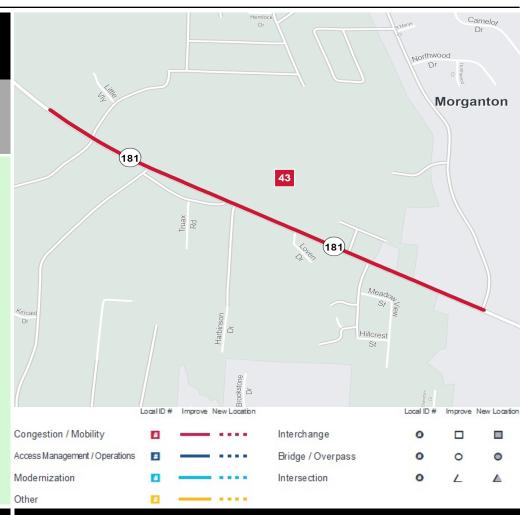
Purpose: **Congestion**Improvement: **Widening** 

# **Identified Need**

Horizon Year: 2030. *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 Fut	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Boulevard	Boulevard
Travel Lanes	2	4	2
Volume (vpd)	9200-9600	10500-11000	10500-11000
Capacity (vpd)	11100-14600	14000-21900	14000-21900

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



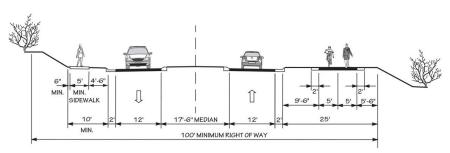
NC-181 STIP: U-5836 Greater Hickory MPO CTP

#### **Typical Section Options:**

None

# TYPICAL SECTION No. 2R

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



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 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.

# **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**

- 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

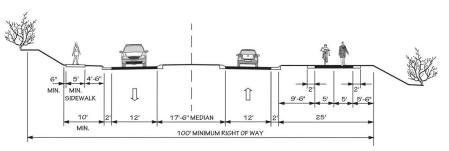
90 NC-181 STIP: U-5836 Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 2R

None

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



POSTED SPEED 25-45 MPH

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

Project Sheets 06/22/2023 Draft

## NC-126

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

Local ID: BURK-HR-04-MTP

Purpose: Facility Deficiencies

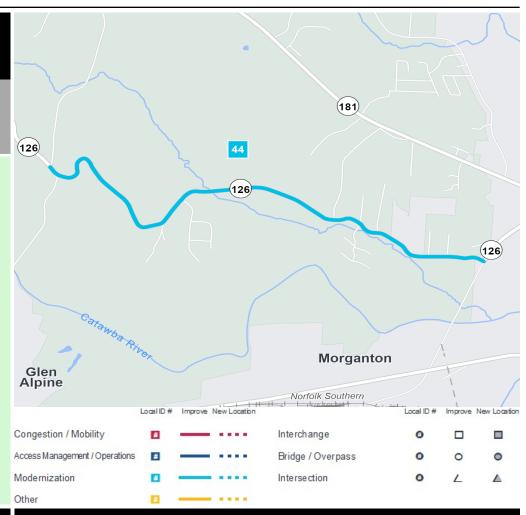
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050.

#### 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	<u>Existing</u>	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

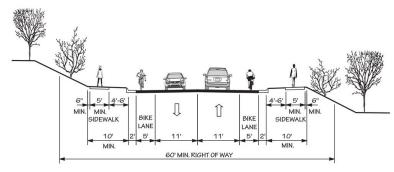
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 2E

02 M

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



POSTED SPEED 25-45 MPH

# **Project History**

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

## **Multimodal Considerations**

Bicycle and pedestrian accomodations 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.

# **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.

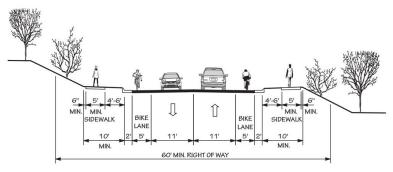
#### **Human Environmental Context**

- 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 15% and 25% identify as Below Poverty Line

# TYPICAL SECTION No. 2E

02 M

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



POSTED SPEED 25-45 MPH

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

Project Sheets 06/22/2023 Draft

# NC-126

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

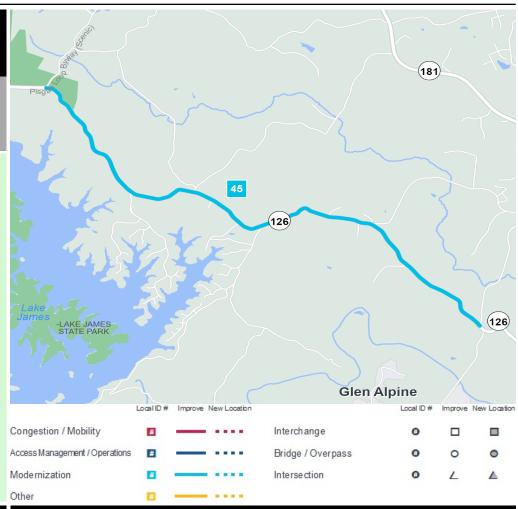
Local ID: BURK-HR-05-MTP
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050. *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 Fut	ture 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



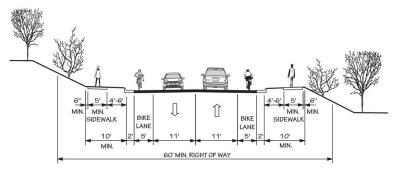
NC-126 Greater Hickory MPO CTP

## **Typical Section Options:**

# TYPICAL SECTION No. 2E

02 M

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



POSTED SPEED 25-45 MPH

# **Project History**

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

#### **Multimodal Considerations**

Bicycle andpedestrian 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.

# **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**

- 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

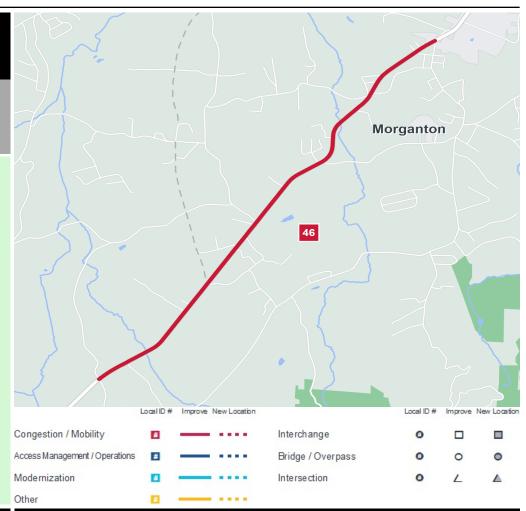
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Futi	ure 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

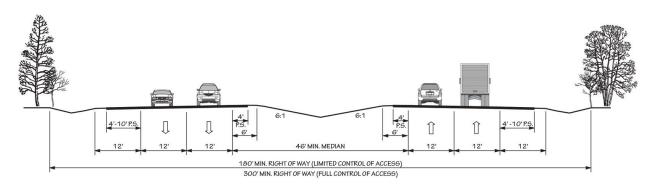


# TYPICAL SECTION No. 4A

None

US 64

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



POSTED SPEED 45-70 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 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.

# **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.

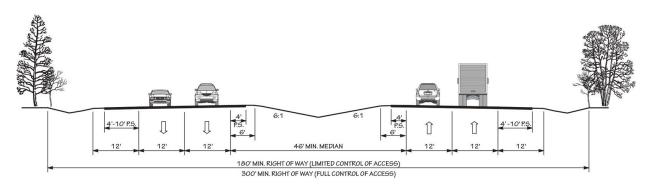
#### **Human Environmental Context**

- 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 No. 4A

None

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



POSTED SPEED 45-70 MPH			
Between 0% and 15% identify as Households with No Car	45-70 MPH		

Project Sheets 06/22/2023 Draft

# US 70

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

Local ID: BURK-HR-07-CTP

Purpose: Congestion

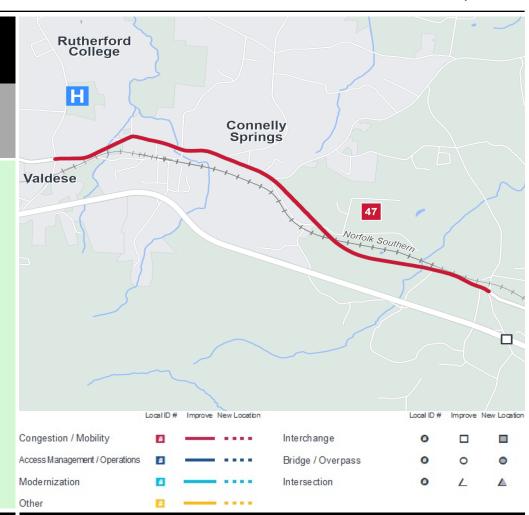
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Futi	ure 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

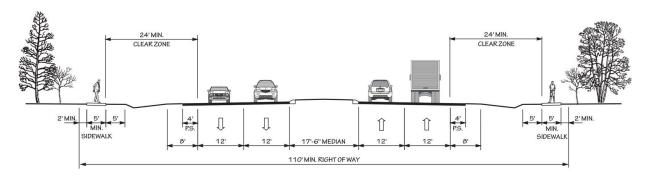
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

# **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.

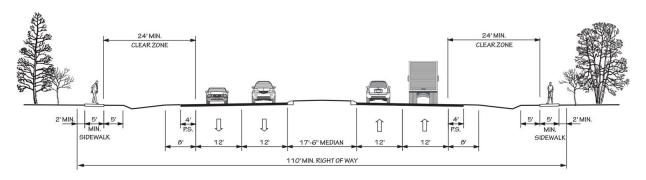
#### **Human Environmental Context**

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

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

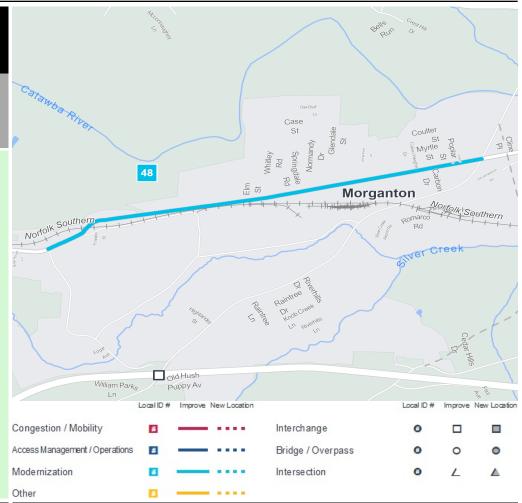
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Fut	ture 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)	2900-5300	4000-7400	4000-7400
Capacity (vpd)	10700-11800	10700-11800	11100-12200

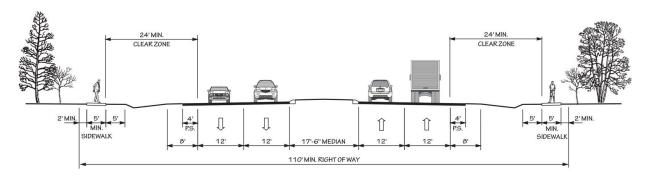
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

# **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**

- 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
- Between 15% and 25% identify as Below Poverty Line

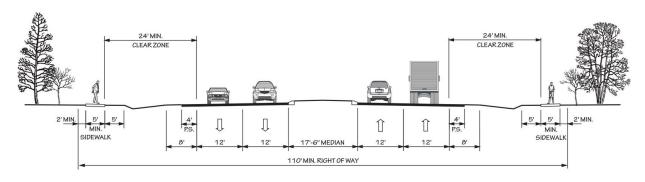
US 70 Greater Hickory MPO CTP

# **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 20% and 50% identify as Households with No Car

Project Sheets 06/22/2023 Draft

# US 70 (Hildebran)

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

Local ID: BURK-HR-09-CTP

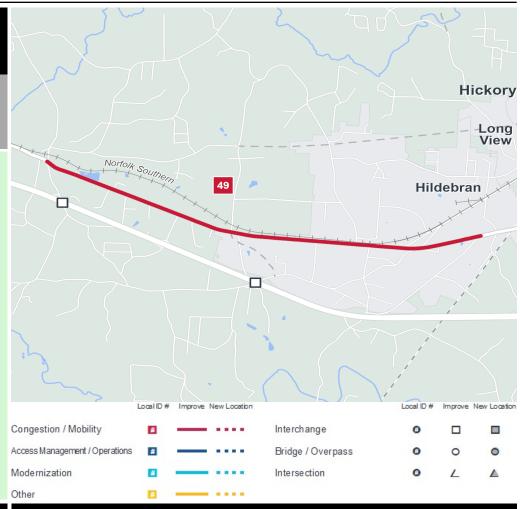
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

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



Proposal At A Glance			
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		

Proposal Data:	2019 Base Year	2050 Fut	ture 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)	1700-6000	2500-7300	2500-7300
Capacity (vpd)	11100-12200	11100-12200	12300-13300

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



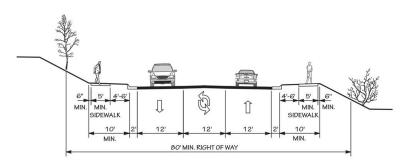
US 70 (Hildebran) Greater Hickory MPO CTP

# **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.

## **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**

- 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

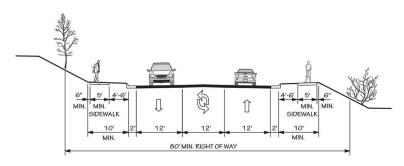
US 70 (Hildebran) Greater Hickory MPO CTP

**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 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)

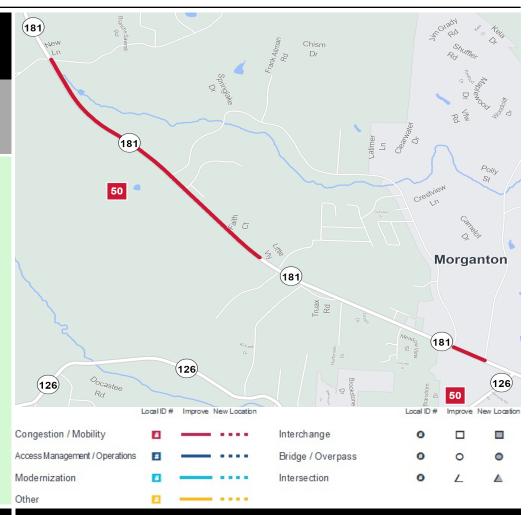
Local ID: BURK-HR-23-MTP

Purpose: Congestion Improvement: Widening

## **Identified Need**

Horizon Year: 2050. 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 Futi	ure 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

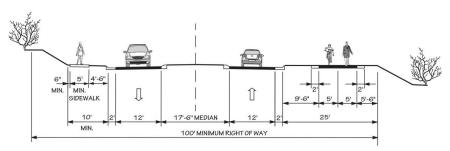
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

## TYPICAL SECTION No. 2R

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



POSTED SPEED 25-45 MPH

## Project History

#### **Project History**

This project is identified in the Greater Hickory 2050 Metropolitan Transportation Plan and is fiscally constrained. <u>Multimodal Considerations</u> 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.

## **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**

- 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

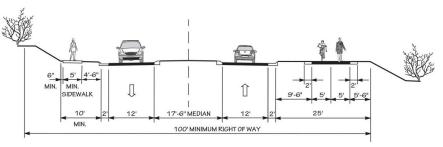
NC-181 STIP: U-5978 Greater Hickory MPO CTP

**Typical Section Options:** 

TYPICAL SECTION No. 2R

None

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



POSTED SPEED 25-45 MPH

- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 15% identify as Households with No Car

Project Sheets 06/22/2023 Draft

#### I-40

McDowell County to Old NC 10 (SR 1761)

Local ID: BURK-HS-09-CTP

Purpose: **Congestion**Improvement: **Widening** 

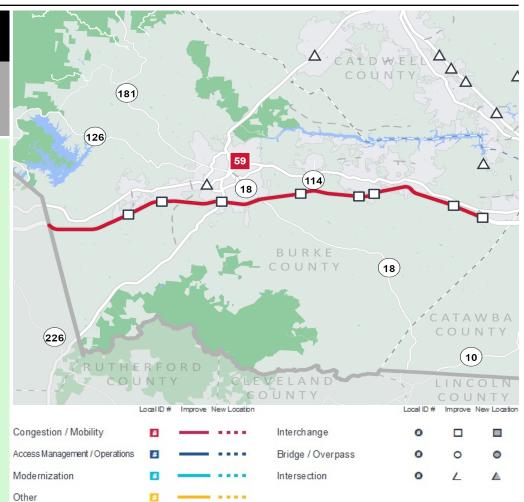
#### **Identified Need**

Horizon Year: 2050 and Beyond.

Recommendation

McDowell County to Old NC 10 (SR

1761).



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

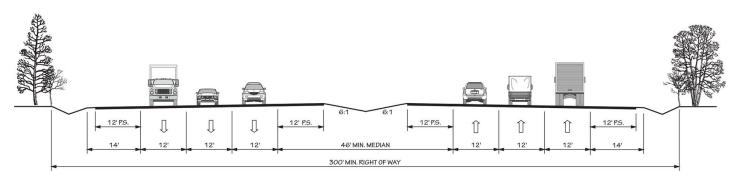
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2024
Facility will be Over Capacity (>=100%)	2019



## TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 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**

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.

## 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**

- 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

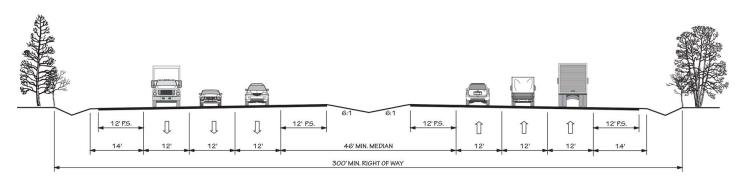
I-40 Greater Hickory MPO CTP

## **Typical Section Options:**

## TYPICAL SECTION No. 6A

None

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

Project Sheets 06/22/2023 Draft

### **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

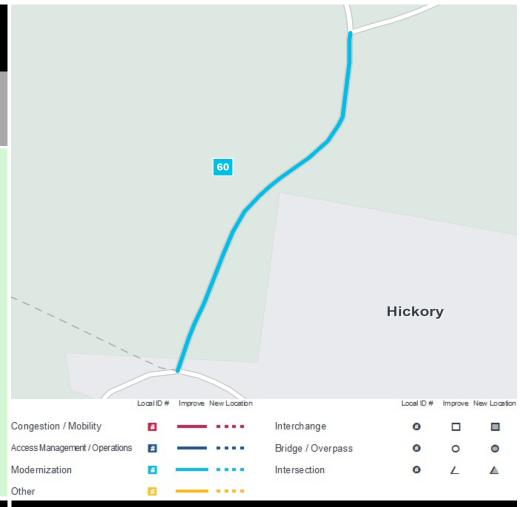
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2030. *Recommendation* 

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

industrial park.



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
Volume (vpd)	2400	2800	2800
Capacity (vpd)	-	-	13100

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



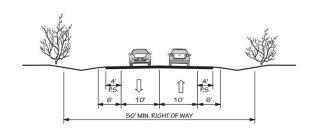
Goat Farm Road STIP: R-5967 Greater Hickory MPO CTP

#### **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.

## **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**

- 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**

Horizon Year: 2030. *Recommendation* 

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

 $\mathsf{Road}\;.$ 



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

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

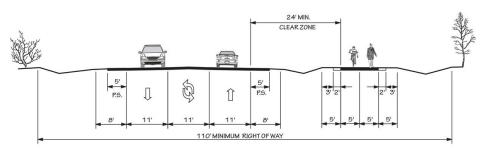
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



None

## TYPICAL SECTION No. 3D

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



POSTED SPEED 25-45 MPH

## **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.

### **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

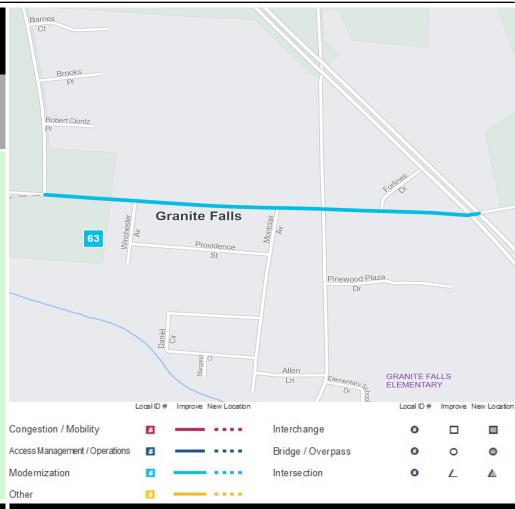
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2030. *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	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

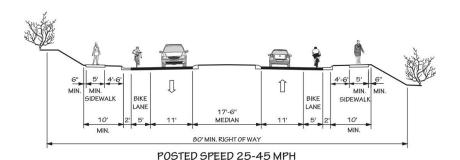
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2023
Facility will be Over Capacity (>=100%)	2045



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.

## **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**

- 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: New Location (part

on existing)

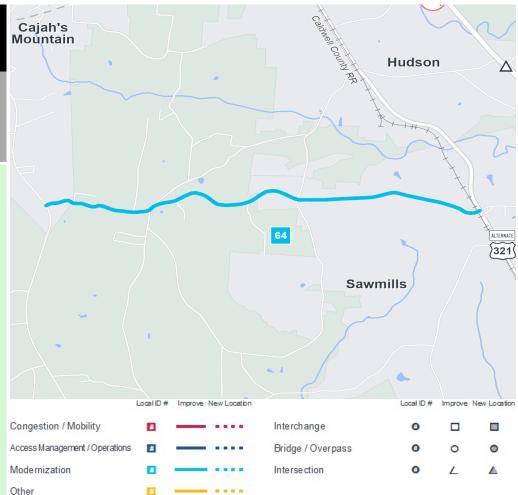
**Identified Need** 

Horizon Year: 2030.

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	<u>Existing</u>	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

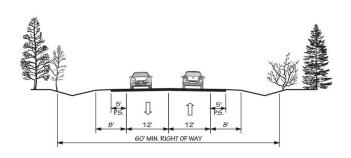
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

## **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**

- 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

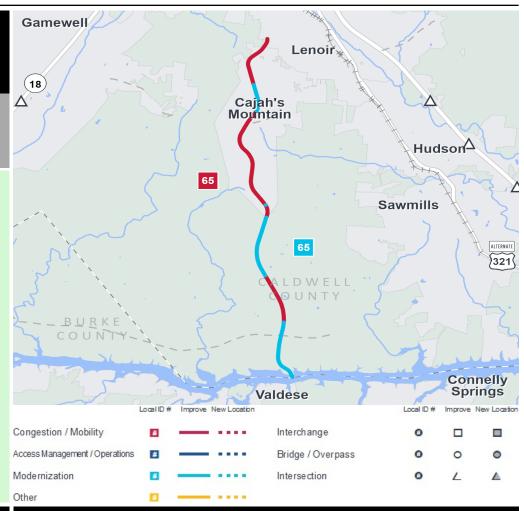
Purpose: Mobility

Improvement: Widening

#### **Identified Need**

Horizon Year: 2030. *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 Fut	cure Year
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	3	2
Volume (vpd)	8900-11800	10900-14300	10900-14300
Capacity (vpd)	10200-14000	11100-15300	11100-15300

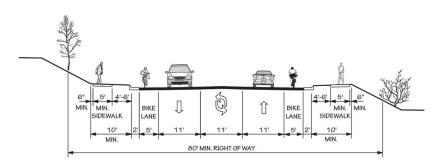
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	2031



## TYPICAL SECTION No. 3C

03 A, 03 B, 03 E

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



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. 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.

## **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.

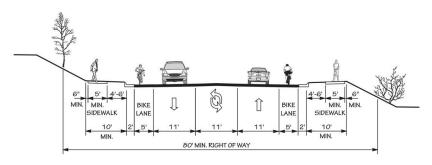
#### **Human Environmental Context**

- 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

## TYPICAL SECTION No. 3C

03 A, 03 B, 03 E

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



POSTED SPEED 25-45 MPH

- 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)

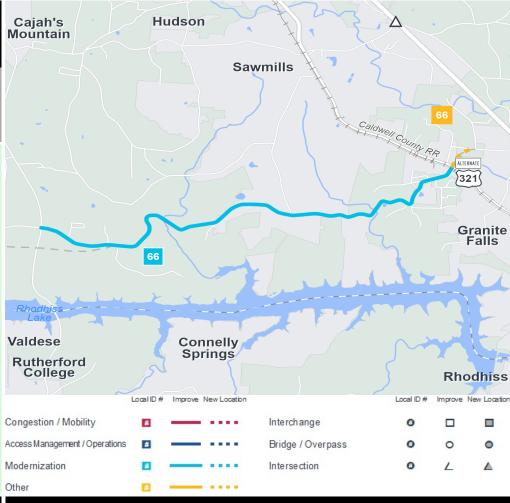
Connelly Springs Rd (SR 1001) to Pinewood Rd (SR 1109)

Local ID: CALD-HD-07-MTP
Purpose: Facility Deficiencies
Improvement: Improve Existing

## **Identified Need**

Horizon Year: 2040. *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 Fut	ture 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	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	6000	6000
Capacity (vpd)	-	-	9900

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



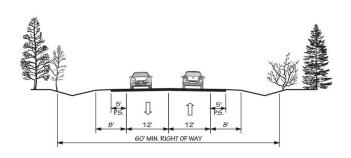
Dry Ponds Rd (SR 1115)

Greater Hickory MPO CTP

**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.

## 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**

- 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

Local ID: CALD-HD-08-MTP

Purpose: Facility Deficiencies

Improvement: New Location (part

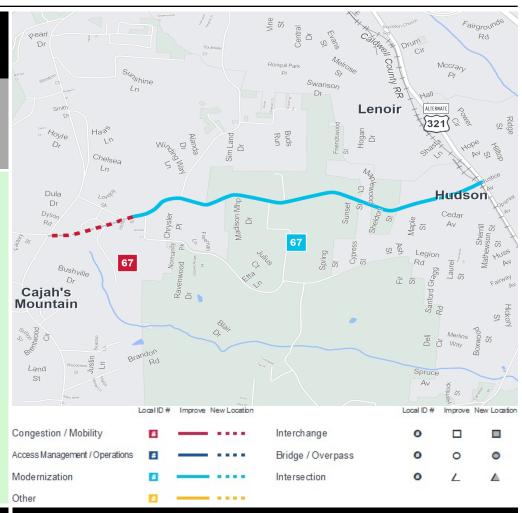
on existing)

#### **Identified Need**

Horizon Year: 2040.

#### Recommendation

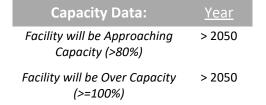
Improve Pleasant Hill Rd from Connelly Springs Rd to US 321 A.



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	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900





Pleasant Hill Road (SR 1159)

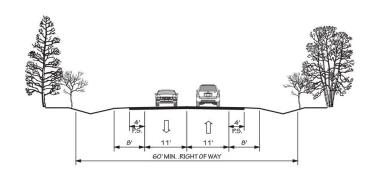
Greater Hickory MPO CTP

#### **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.

## **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 Cajah's mountain, use is mixed as well, with both low and medium density residential, and general business use.

#### **Human Environmental Context**

- 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

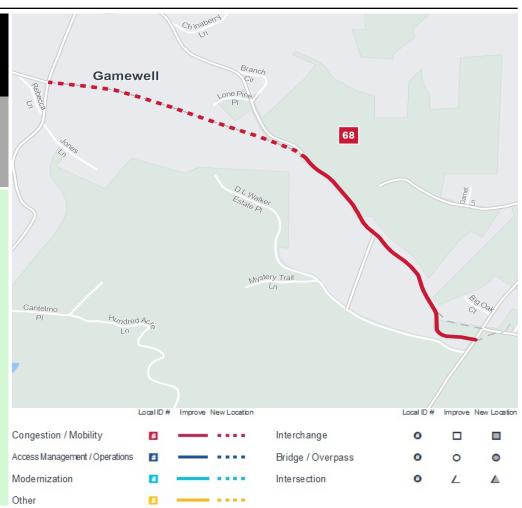
Improvement: New Location (part

on existing)

#### **Identified Need**

Horizon Year: 2050. *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	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

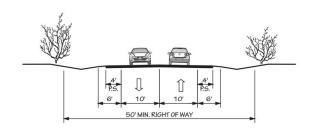
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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, Cajah'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.

## 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**

- 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

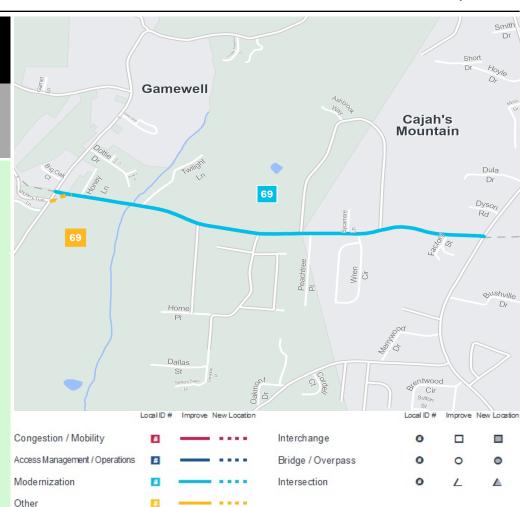
Purpose: Facility Deficiencies
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2050.

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)	-	-	-
Capacity (vpd)	-	-	-

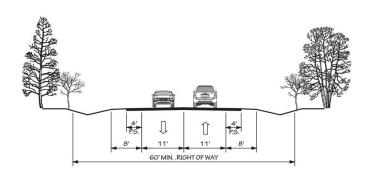
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## 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, Cajah'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

## 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

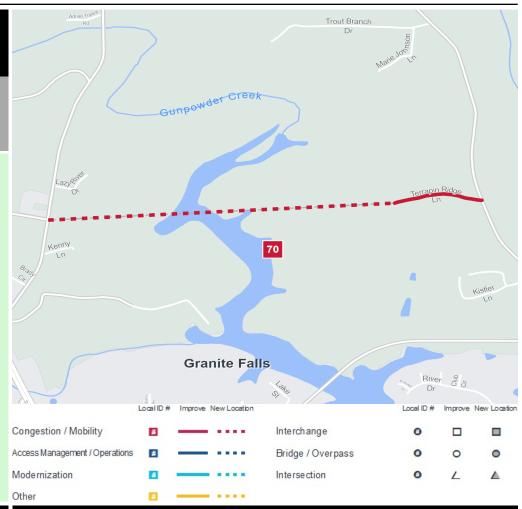
Improvement: **New Location** 

#### **Identified Need**

Horizon Year: 2050. *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 Fu	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14100

New Location	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14100

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

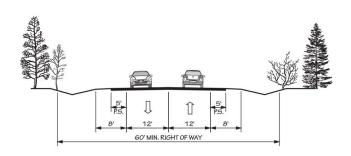


Pinewood Road Extension Greater Hickory MPO CTP

# **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.

## **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**

- 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

Local ID: CALD-HD-13-CTP

Purpose: Mobility

Improvement: New Location (part

on existing)

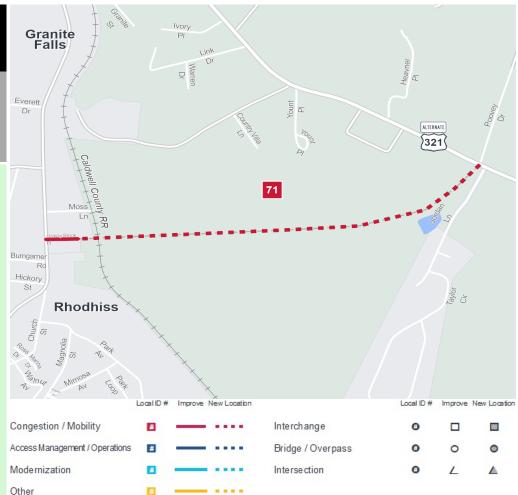
#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fu	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900

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

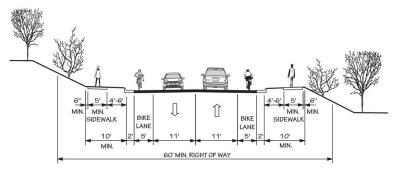
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



## TYPICAL SECTION No. 2E

02 B

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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**

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.

## **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**

- 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

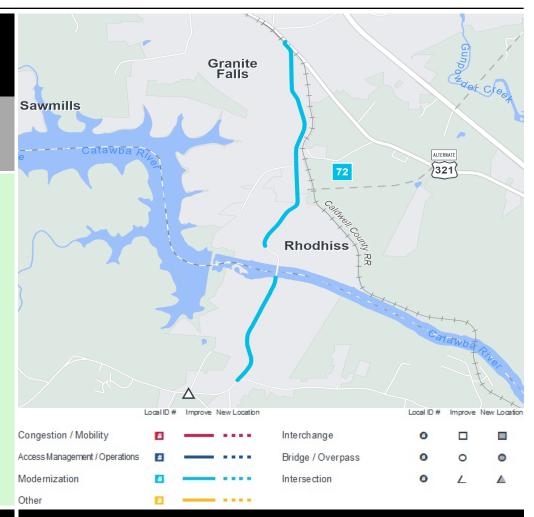
#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

US 321A to Airport Rhodhiss Rd (SR

1653).



Proposal At A Glance		
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	

Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	<u>Existing</u>	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

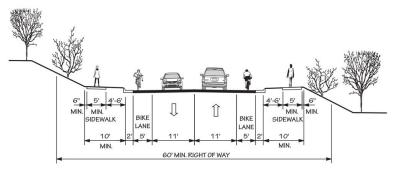
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2026
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 2E

03 C

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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**

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.

## 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**

- 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

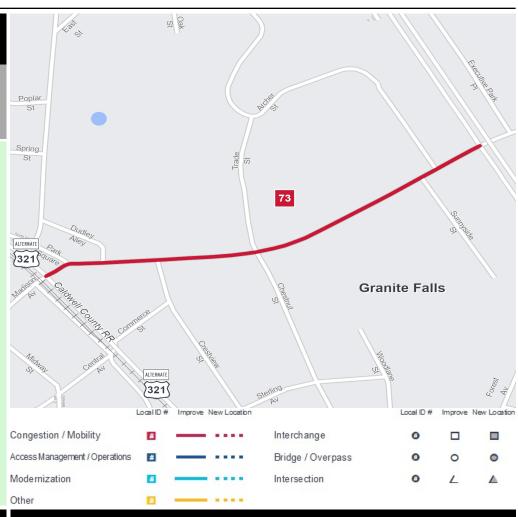
Purpose: **Congestion**Improvement: **Widening** 

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ture Year
Improved Route	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

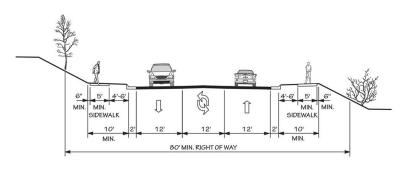
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 3B

3A

# 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.

## 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.

#### <u>Human Environmental Context</u>

- 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

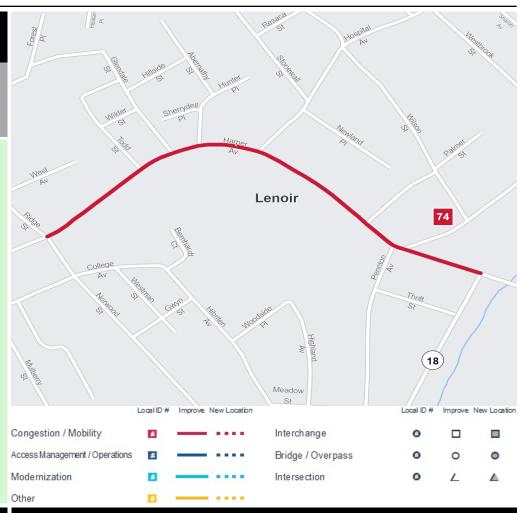
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2050 and Beyond.

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	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

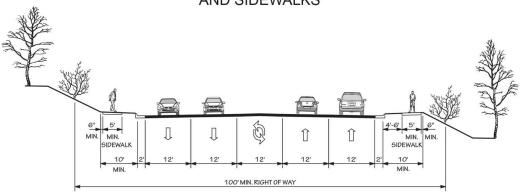
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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 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.

## **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**

- 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** 

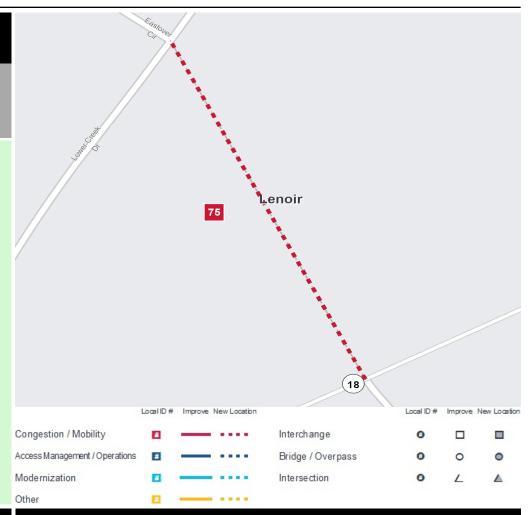
#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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

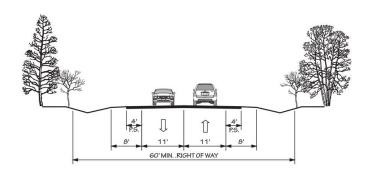
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

### **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**

- 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

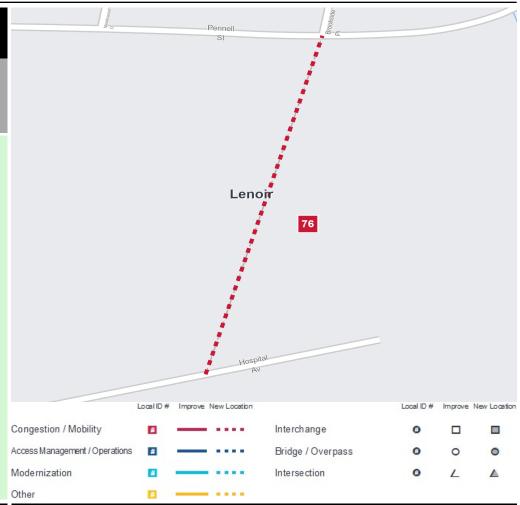
Improvement: **New Location** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

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 Fu	ture Year
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9700

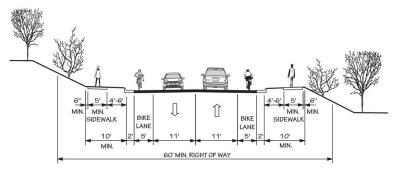
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



### TYPICAL SECTION No. 2E

None

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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. 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.

### **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** 

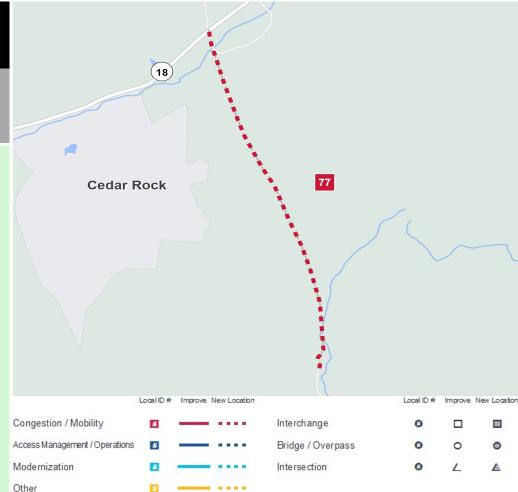
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Fu	ture Year
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	15100

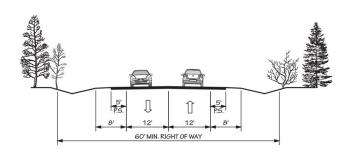
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

### **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**

- 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

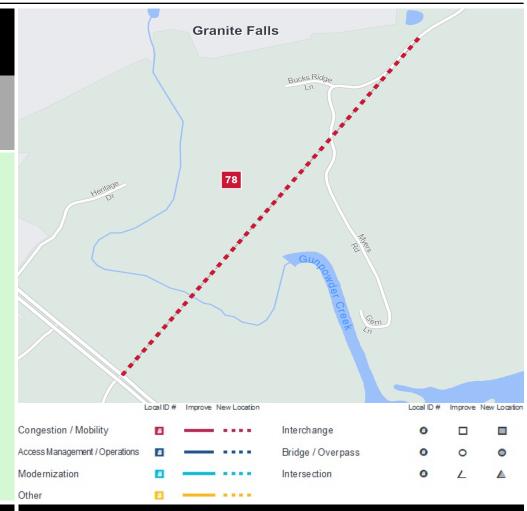
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



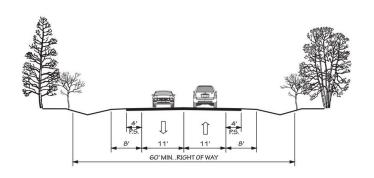
Myers Rd Connector Greater Hickory MPO CTP

#### **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. <u>Multimodal Considerations</u>

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.

### **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**

- 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: None

Improvement: Improve Existing

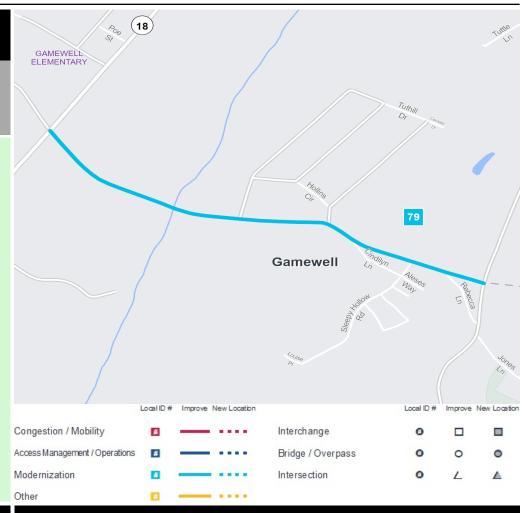
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ture Year
Improved Route	<u>Existing</u>	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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



Rocky Rd Improvements

152

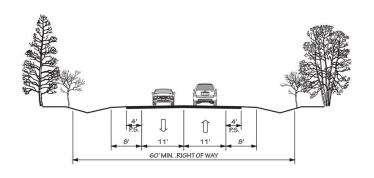
Greater Hickory MPO CTP

### **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.

### **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** 

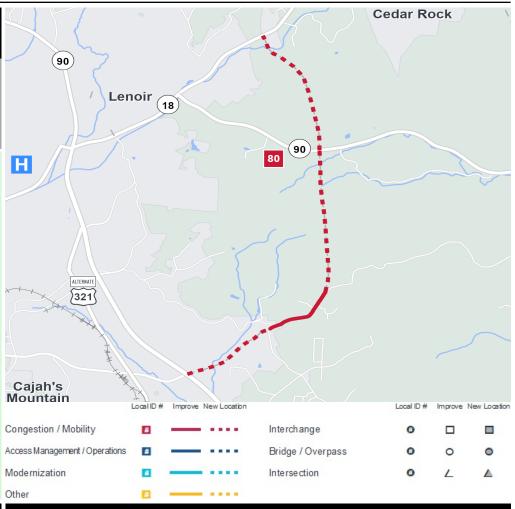
Improvement: New Location (part on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Futu	ıre 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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	41400-42900

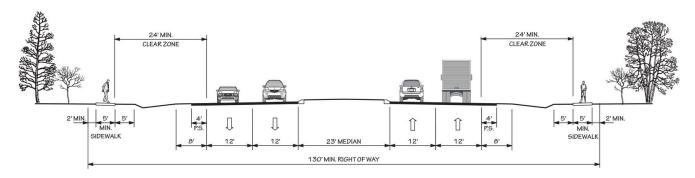
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## 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 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.

### **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**

- 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

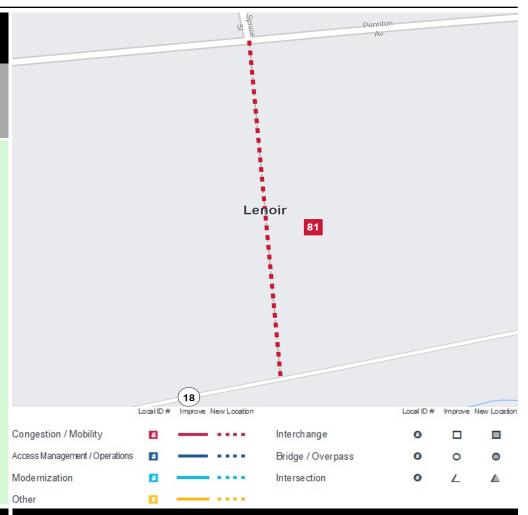
Improvement: **New Location** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

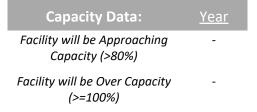
Recommendation

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

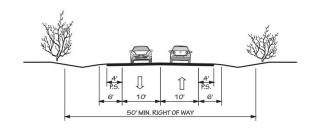




None

### 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.

### 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**

- 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** 

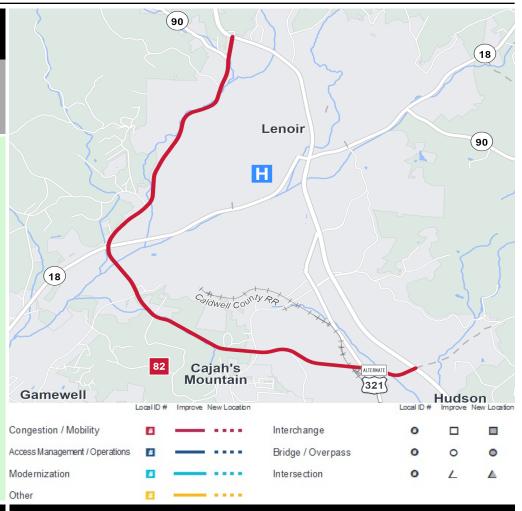
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050 and Beyond.

Recommendation

Construct Loop Bypass of US 321.



Proposal At A Gla	nce
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
(feet)	

Proposal Data:	2019 Base Year	2050 Futi	ure 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

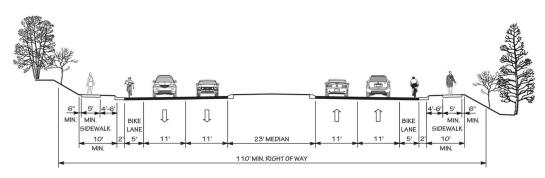
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2043
Facility will be Over Capacity (>=100%)	> 2050



### TYPICAL SECTION No. 4D

04 C

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



POSTED SPEED 35-45 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 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).

### **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**

- 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
- Between 5% and 10% identify as Two of More Races

Southwest Boulevard 159

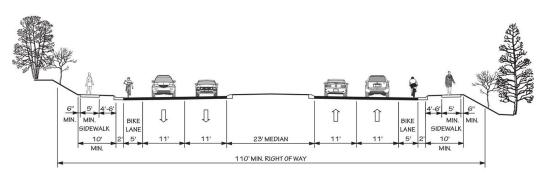
Greater Hickory MPO CTP

**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 50% and 75% identify as Below Poverty Line
- Between 20% and 50% identify as Households with No Car

Project Sheets 06/22/2023 Draft

### Abington Rd (SR 1310)

Harper Rd (SR 1300) to Cheraw Rd (SR 1301)

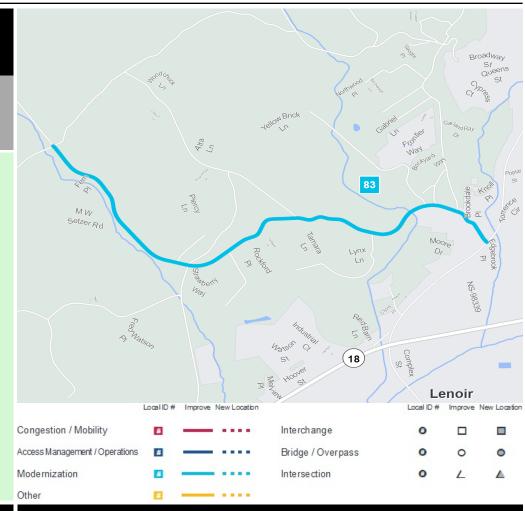
Local ID: **CALD-HD-27-MTP**Purpose: **Facility Deficiencies**Improvement: **Improve Existing** 

# *Identified Need*Horizon Year: 2050.

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 Fut	ture Year
Improved Route	<u>Existing</u>	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

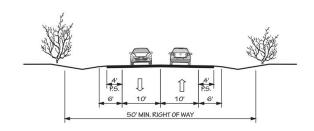
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



TYPICAL SECTION No. 2C

03 A, 03 C, 03 E

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.

### 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**

- 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.

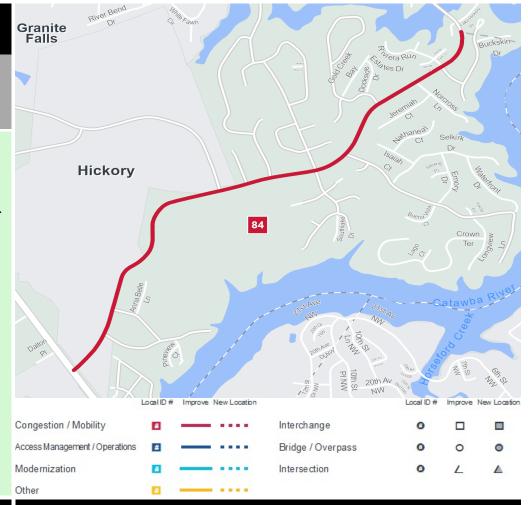
Local ID: CALD-HD-29-MTP

Purpose: Facility Deficiencies
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050. *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 Fut	ture 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

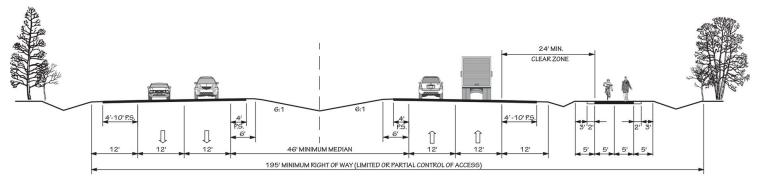
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2041
Facility will be Over Capacity (>=100%)	> 2050



None

### TYPICAL SECTION No. 4H

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



POSTED SPEED 45-55 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

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.

### **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**

- 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

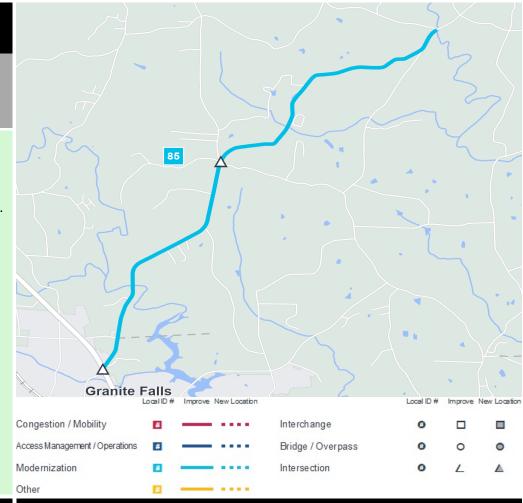
Purpose: Mobility

Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050. *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 Fut	ture 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

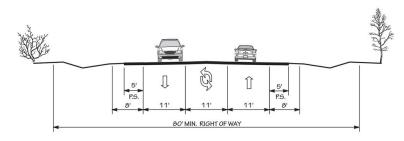
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 3A

04A

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 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.

### **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: None

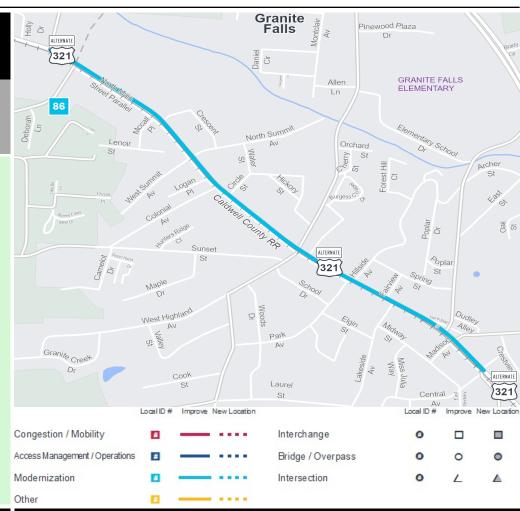
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2030. *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 Fut	cure 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2037
Facility will be Over Capacity (>=100%)	2039



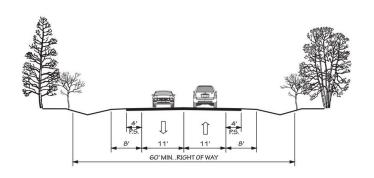
US-321A STIP: U-6034 Greater Hickory MPO CTP

#### **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.

### **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: None

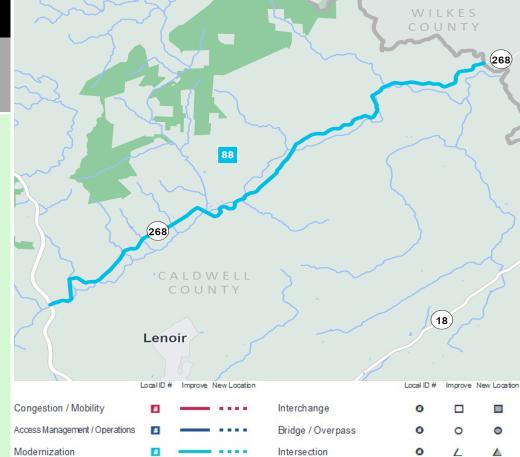
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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		

Other

Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	<u>Existing</u>	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)	100-5100	100-5800	100-5800
Capacity (vpd)	11600-14600	11600-14600	11600-14600

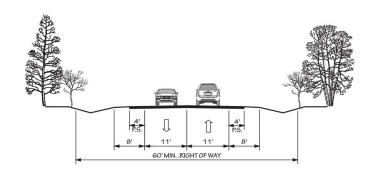
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

### 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**

- 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: None

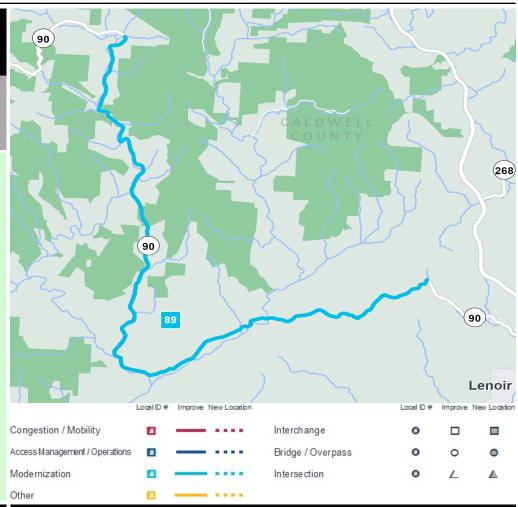
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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	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

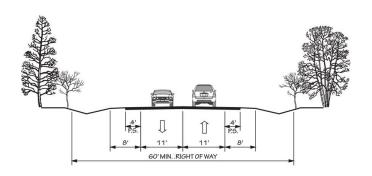
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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).

### 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)

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

### Relation to Land Use

# US 64/NC-18 Access Management

US 321 to US 64/Taylorsville Rd

Local ID: CALD-HR-12-MTP

Purpose: Mobility

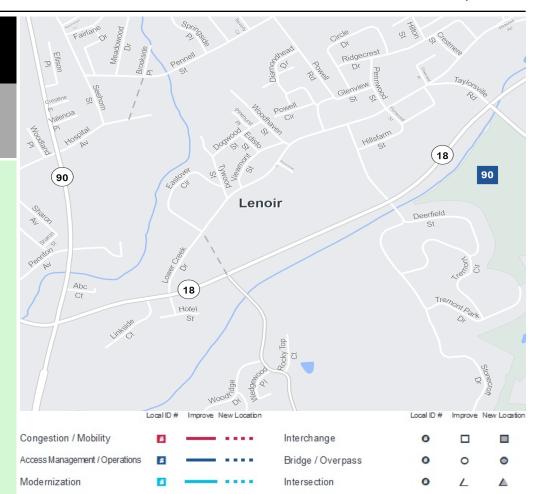
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050. *Recommendation* 

From US-321 to Taylorsville Road. Construct access management

improvements.



Proposal At A Glance	

Other

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	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

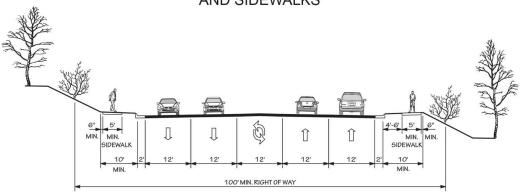
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2034



### TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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**

From US-321 to Taylorsville Road. Construct access management improvements

### **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

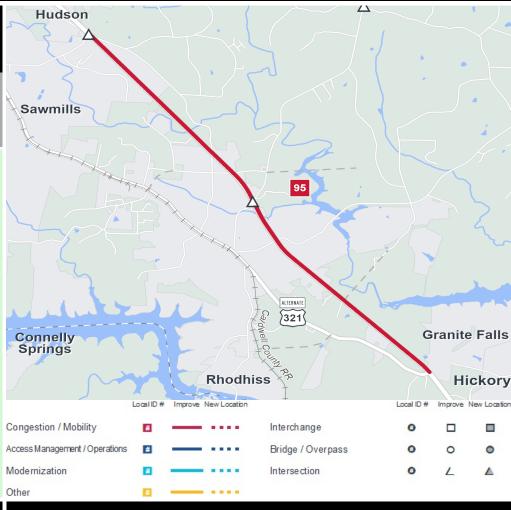
Purpose: **Congestion**Improvement: **Widening** 

### **Identified Need**

Horizon Year: 2040. *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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



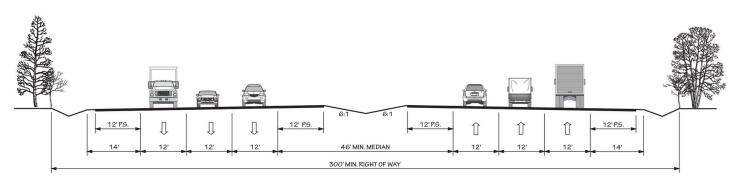
175

### **Typical Section Options:**

### TYPICAL SECTION No. 6A

06 G

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



#### POSTED SPEED 45-70 MPH

### **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.

### 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**

- 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
- Between 20% and 100% identify as Some Other Race

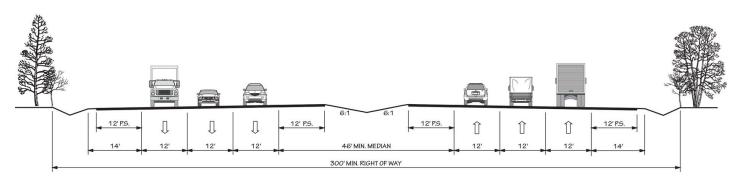
US-321 STIP: U-4700B Greater Hickory MPO CTP

### **Typical Section Options:**

## TYPICAL SECTION No. 6A

06 G

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



#### POSTED SPEED 45-70 MPH

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

Project Sheets 06/22/2023 Draft

### US-321 STIP: U-4700C

Mission Road (SR 1108) to Southwest Blvd (SR 1933)

Local ID: CALD-HS-06-MTP

Purpose: Congestion

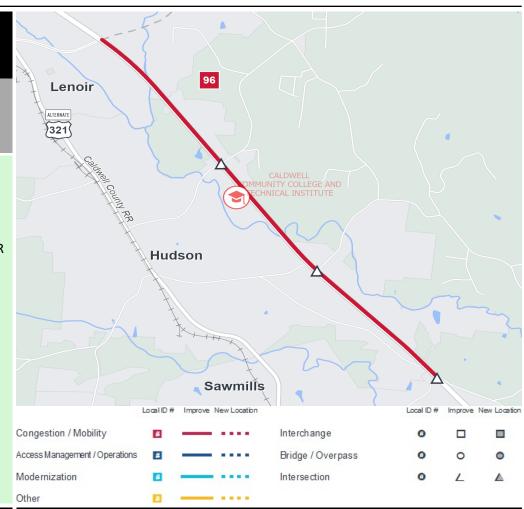
Improvement: Widening

### **Identified Need**

Horizon Year: 2040. *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 Futu	ıre 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

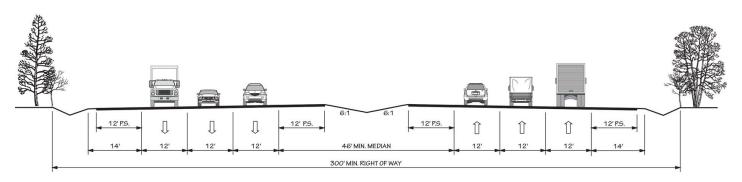
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



### TYPICAL SECTION No. 6A

06 G

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



POSTED SPEED 45-70 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 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.

### **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.

Greater Hickory MPO CTP

#### **Human Environmental Context**

- 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

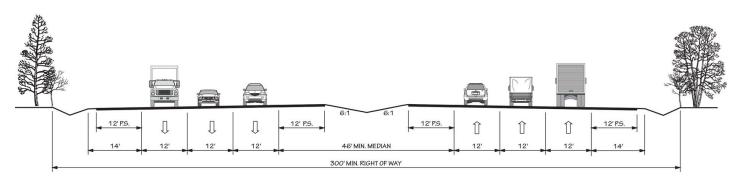
US-321 STIP: U-4700C Greater Hickory MPO CTP

**Typical Section Options:** 

## TYPICAL SECTION No. 6A

06 G

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

# 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**

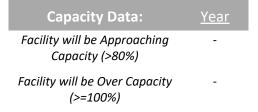
Horizon Year: 2030. *Recommendation* 

Construct 2-lane connector from 9th Ave NW to Clement Blvd NW.



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

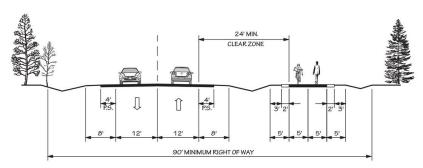




# TYPICAL SECTION No. 2M

02 O

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 55 MPH

# 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.

# **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**

- 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

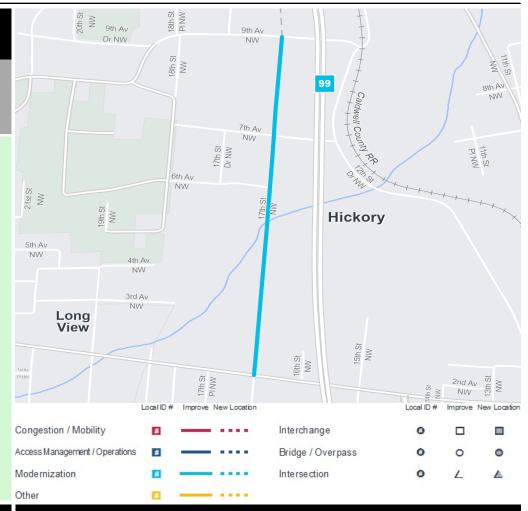
Local ID: CATA-HD-05-MTP

Purpose: Facility Deficiencies
Improvement: Improve Existing

# **Identified Need**

Horizon Year: 2040. *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 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	2100-3400	2100-4500	2100-4500
Capacity (vpd)	10000-10200	10000-10200	10900-11100

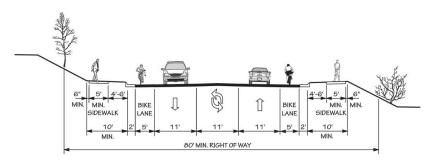
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 3C

02 E

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



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**

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.

# **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**

- 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

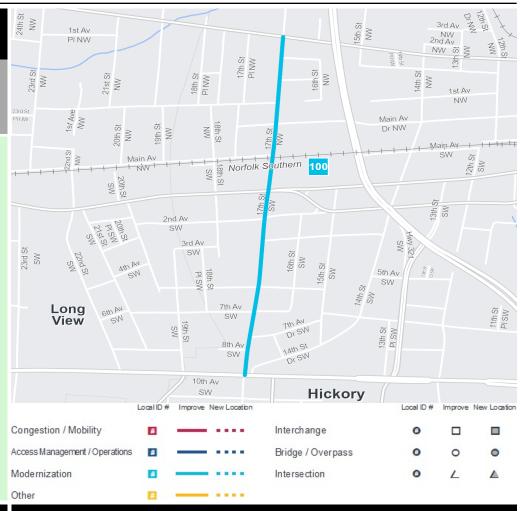
Purpose: Facility Deficiencies
Improvement: Widening

## **Identified Need**

Horizon Year: 2040. *Recommendation* 

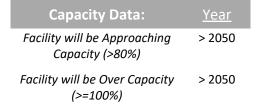
Widen to 3-lane from US 70 to 2nd

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 Fut	ture Year
Improved Route	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

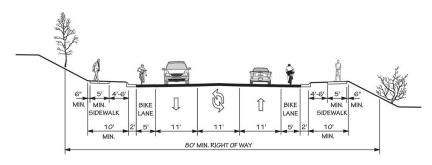




# TYPICAL SECTION No. 3C

None

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



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**

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.

# **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**

- 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

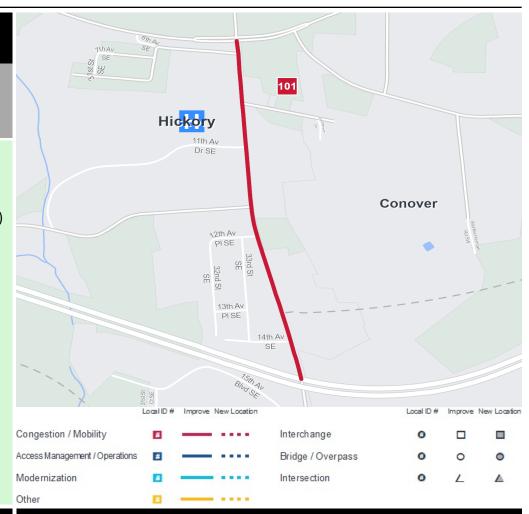
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2040.

### 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 Futi	ure 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

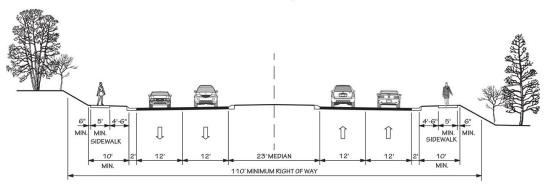
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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**

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.

# **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**

- 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

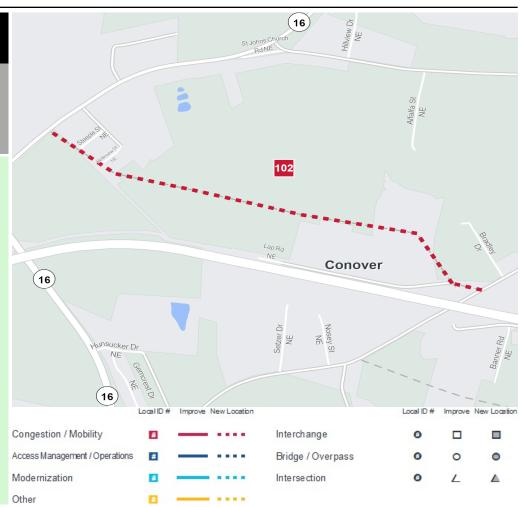
on existing)

## **Identified Need**

Horizon Year: 2040.

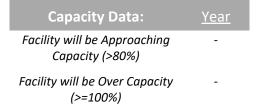
## **Recommendation**

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

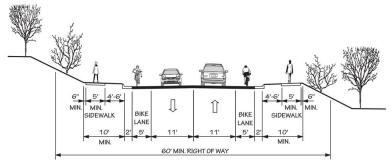




# TYPICAL SECTION No. 2E

02 C

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



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**

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.

# 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**

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

## 29th Ave Dr NE (SR 1402/1404) STIP: U-2307B

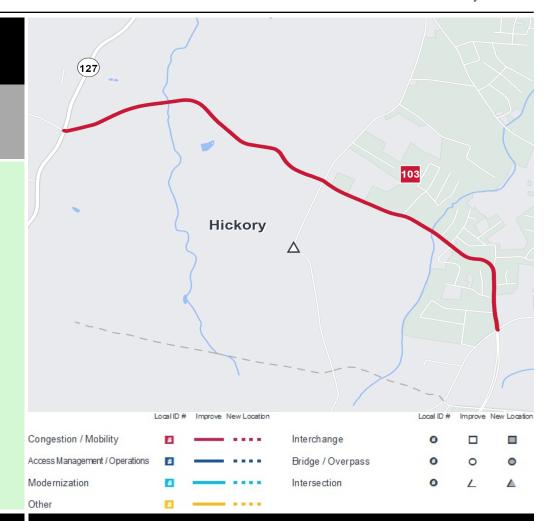
Springs Rd (SR 1453) to NC 127

Local ID: CATA-HD-09-MTP

Purpose: **Congestion**Improvement: **Widening** 

Identified Need
Horizon Year: 2030.
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 Fut	ure 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

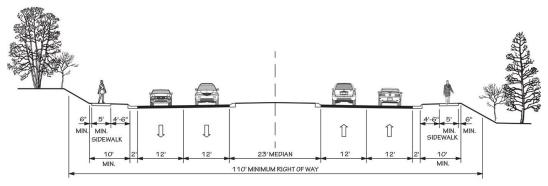
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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**

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.

# 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.

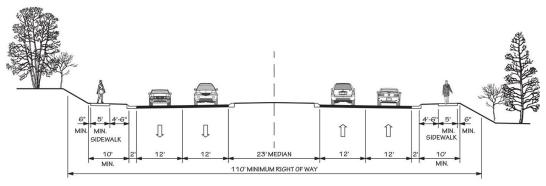
#### **Human Environmental Context**

- 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
- Between 1% and 5% identify as Two of More Races

None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 MPH

- 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

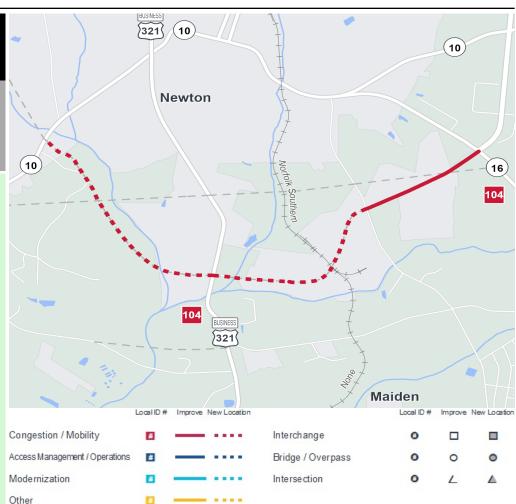
on existing)

## **Identified Need**

Horizon Year: 2040.

### **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 Futu	ıre 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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	14500-20400	14500-20400
Capacity (vpd)	-	-	36800-41400

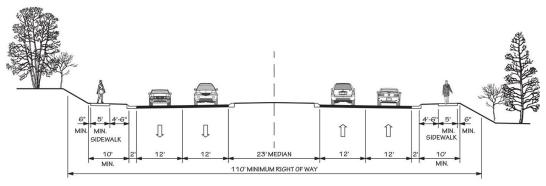
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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-3450 creates a new loop to the south of Newton. Existing NC 10 is a primary route through Newton.

# **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**

- 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
- 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

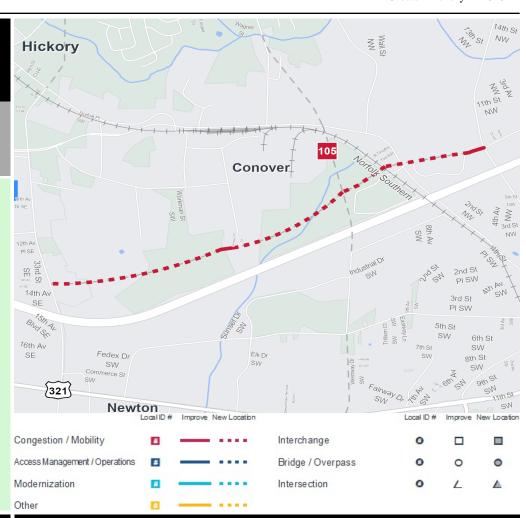
Purpose: Congestion

Improvement: New Location

## **Identified Need**

Horizon Year: 2040. *Recommendation* 

Construct 2-lane facility on new location (from County Home Rd to Fairgrove Church Rd) and upgrade 10th St Pl 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 Fut	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	18900

New Location	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14600

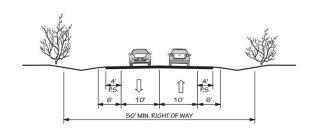
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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.

# **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**

- 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

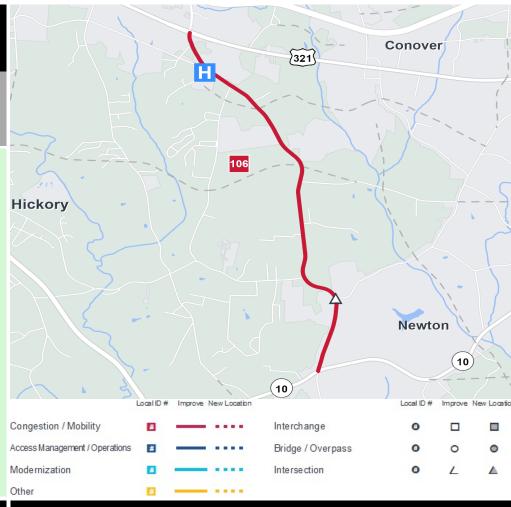
Local ID: CATA-HD-12-MTP

Purpose: **Congestion**Improvement: **Widening** 

Identified Need
Horizon Year: 2040.
Recommendation

Widen 2-lane facility from US-70 to

NC-10.



Proposal At A Glance		
Highway Class	Congestion & Mobility	
Facility Type	Boulevard	
Typical Section	04 B	
Section Options	-	
Length (miles)	4.60	
Existing ROW (feet)	60-160	
Safety Risk Score	56-89	

Proposal Data:	2019 Base Year	2050 Fut	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Boulevard	Boulevard
Travel Lanes	2	4	4
Volume (vpd)	6900-14000	8900-16200	8900-16200
Capacity (vpd)	10200-11700	28100-38100	28100-38100

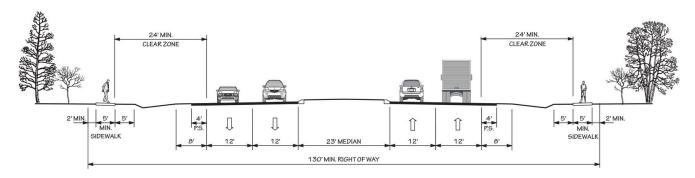
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 4B

None

# 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 accomodates 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.

# **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**

- 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

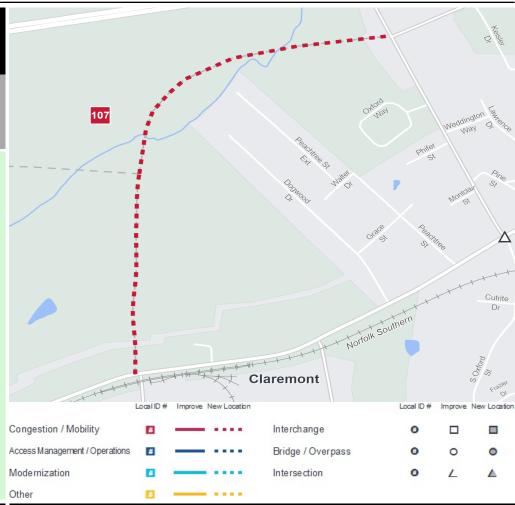
Purpose: Mobility

Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2040. *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	-	

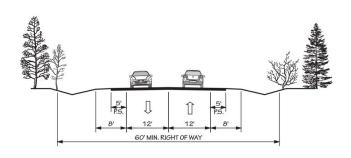
Proposal Data:	2019 Base Year	2050 Fu	ture Year
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12200

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



# 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 Bouelvard to US 70

# 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**

- 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

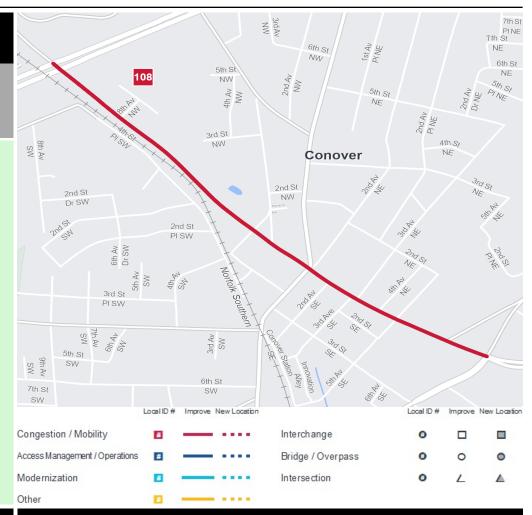
# First Street East (SR 1007) I 40 to US 70

Local ID: CATA-HD-14-MTP

Purpose: **Congestion**Improvement: **Widening** 

Identified Need
Horizon Year: 2040.
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 Fut	ture 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)	13200-21500	16500-26000	16500-26000
Capacity (vpd)	10200-26800	10200-26800	22200-26800

Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2019
Facility will be Over Capacity (>=100%)	> 2050



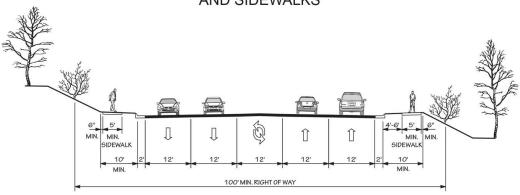
202
First Street East (SR 1007)
Greater Hickory MPO CTP

### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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 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.

# **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 accomodating potential industrial development locations.

## **Human Environmental Context**

- 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)

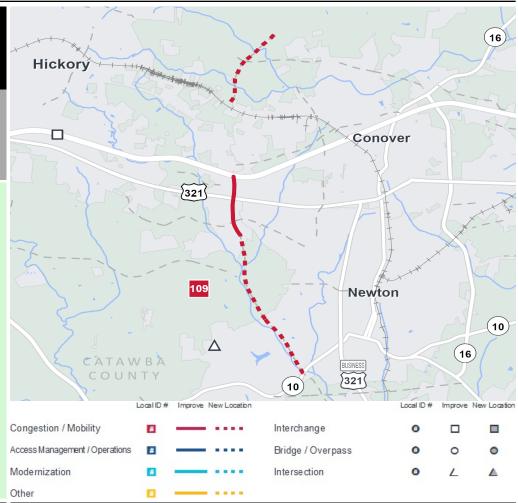
67

## **Identified Need**

Horizon Year: 2040.

#### Recommendation

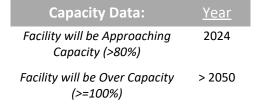
Widen Fairgrove Church Rd. (SR 1476) and extend new roadway south to NC 10 West in Newton and new roadway north to Section House Rd. (SR 1491).



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 Fut	ture Year
Improved Route	<u>Existing</u>	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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	19600-23500	19600-23500
Capacity (vpd)	-	-	27600-41400

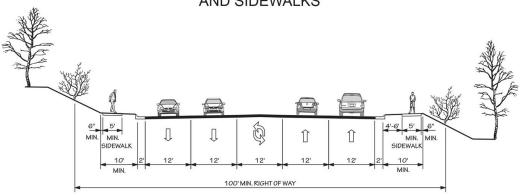




# TYPICAL SECTION No. 5A

03 C

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



POSTED SPEED 35-45 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-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).

# 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.

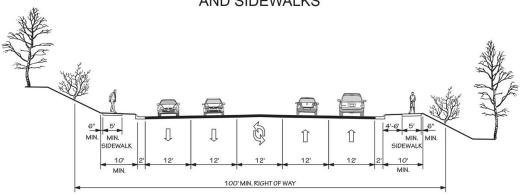
### **Human Environmental Context**

- 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
- Between 20% and 100% identify as Some Other Race

03 C

# TYPICAL SECTION No. 5A

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



POSTED SPEED 35-45 MPH

- 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** 

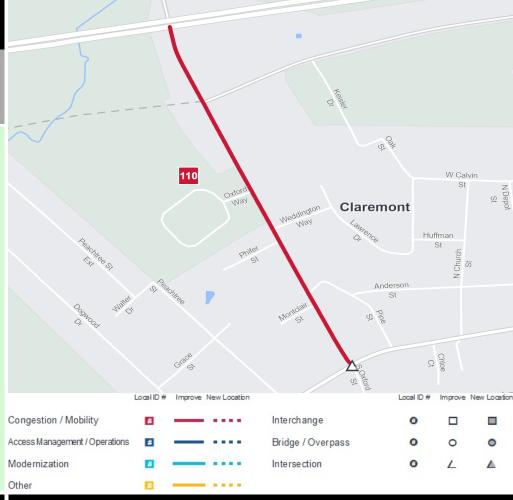
## **Identified Need**

Horizon Year: 2050 and Beyond.

## Recommendation

Widen to multi-lane (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	03 C	
Length (miles)	0.69	
Existing ROW (feet)		
Safety Risk Score	-	

Proposal Data:	2019 Base Year	2050 Fut	ure 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

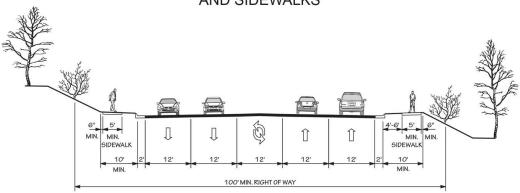
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# TYPICAL SECTION No. 5A

03 C

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



POSTED SPEED 35-45 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**

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.

# 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**

- 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

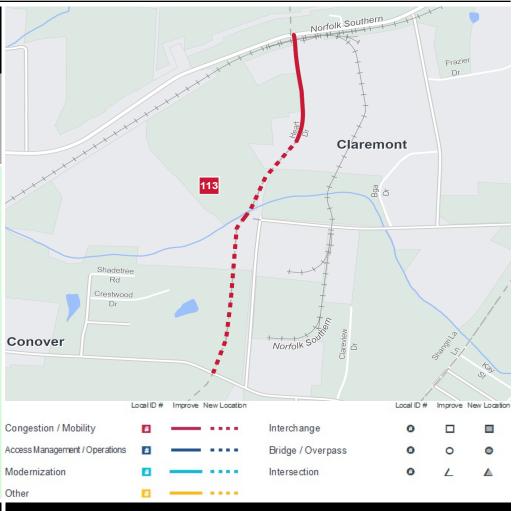
on existing)

## **Identified Need**

Horizon Year: 2050 and Beyond.

### 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	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

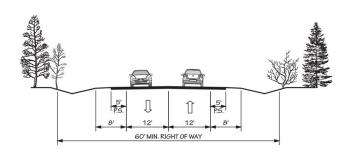
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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 Burris 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.

# 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**

- 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: Facility Deficiencies
Improvement: Widening

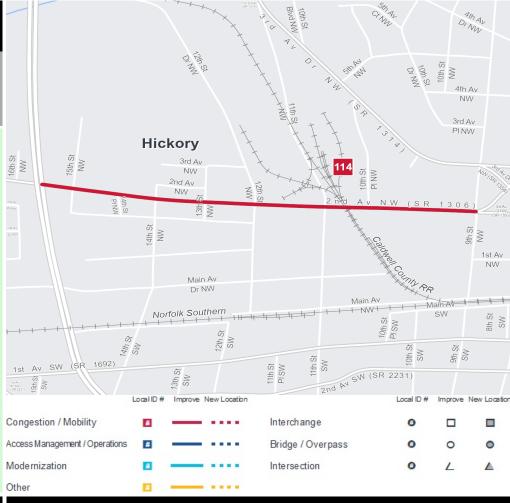
## **Identified Need**

Horizon Year: 2050 and Beyond.

### 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 Fut	ture 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)	5400-7200	7700-9500	7700-9500
Capacity (vpd)	10200	10200	24300

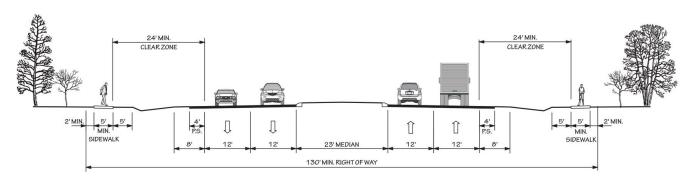
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2037
Facility will be Over Capacity (>=100%)	> 2050



# 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.

# 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**

- 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: Facility Deficiencies
Improvement: Improve Existing

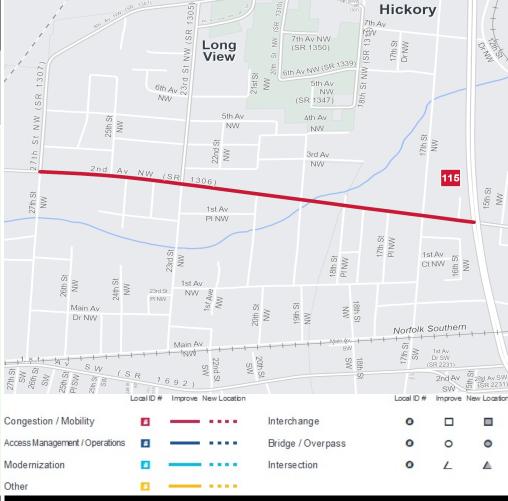
## **Identified Need**

Horizon Year: 2050 and Beyond.

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 Fut	ure 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2042
Facility will be Over Capacity (>=100%)	> 2050



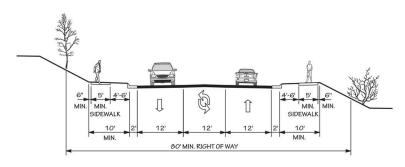
213
2nd Avenue NW (SR 1306)
Greater Hickory MPO CTP

## **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.

# **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** 

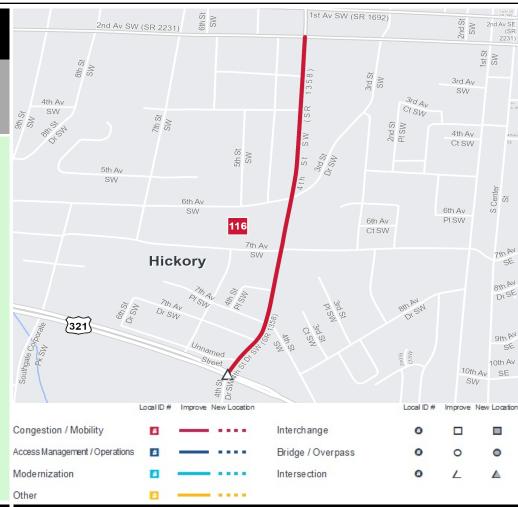
## **Identified Need**

Horizon Year: 2050 and Beyond.

### Recommendation

Widen from US 70 to 2nd Ave. NW

(SR 2231).



# Proposal At A Glance

Safety Risk Score

Highway Class	Congestion & Mobility	
Facility Type	Boulevard	
Typical Section	04 C	
Section Options	-	
Length (miles)	0.71	
Existing ROW (feet)		

Proposal Data:	2019 Base Year	2050 Future Year	
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	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 > 2050
Capacity (>80%)

Facility will be Over Capacity (>=100%)

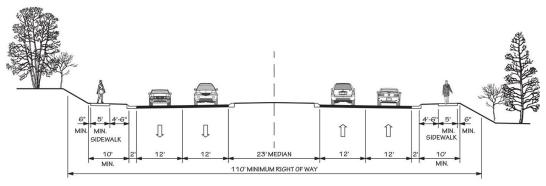
78



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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 4th Street to multi-lane from US-70 to 2nd Ave NW in Hickory. This is project widens the northern portion of 4th Street. CATA-HD-23 widens the southern portion.

# **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: Mobility

Improvement: New Location (part

on existing)

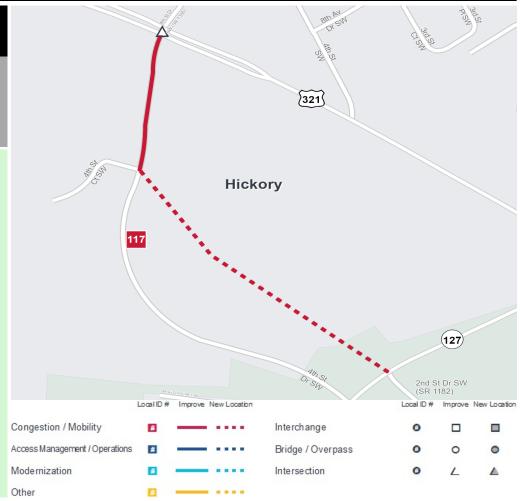
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

Multi-lane from 2nd Ave. SW to US

70 in Hickory.



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 Futu	ıre 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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Boulevard
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	28100

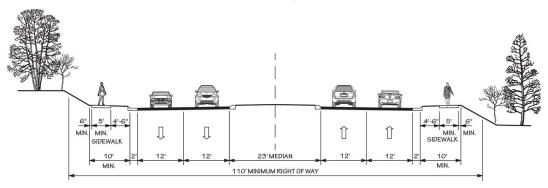
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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**

Widen 4th Street to multi-lane from 2nd Avenue SW to US 70 in Hickory.

# **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**

- 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

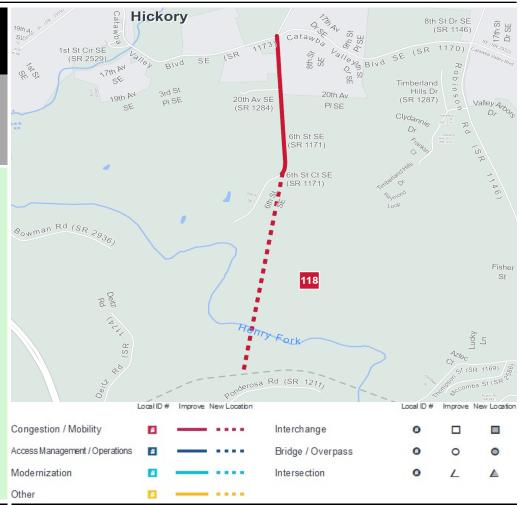
Improvement: New Location (part on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ure 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)	14000	14000	14000

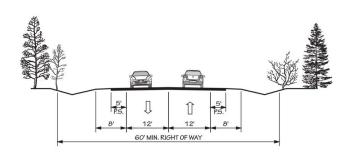
New Location	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	14000

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



# 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.

# **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**

Horizon Year: 2050 and Beyond.

#### Recommendation

The extension of 8th Avenue north to Old Mill Road (SR 1872).



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

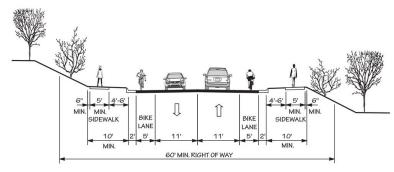
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# TYPICAL SECTION No. 2E

02 C

2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, 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**

With a connection north to Old Mill Road (SR 1872), 8th Avenue provides a continuous north/south crosstown route

# **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

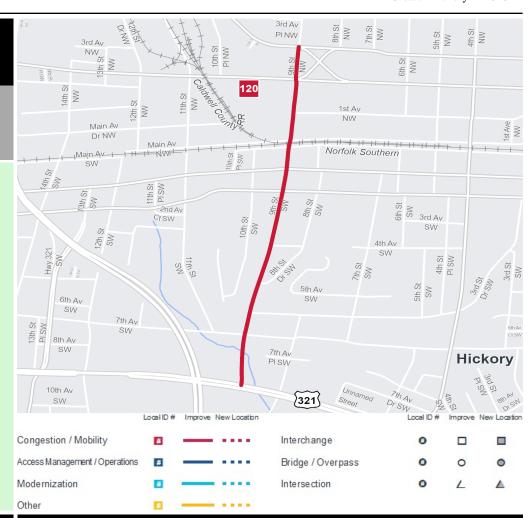
Improvement: Widening

### **Identified Need**

Horizon Year: 2050 and Beyond.

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 Fut	ture 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

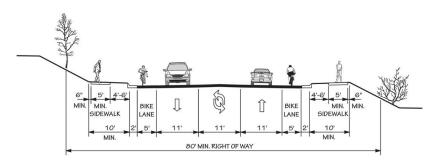
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 3C

03 B

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



POSTED SPEED 25-45 MPH

# 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".

# **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**

- 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

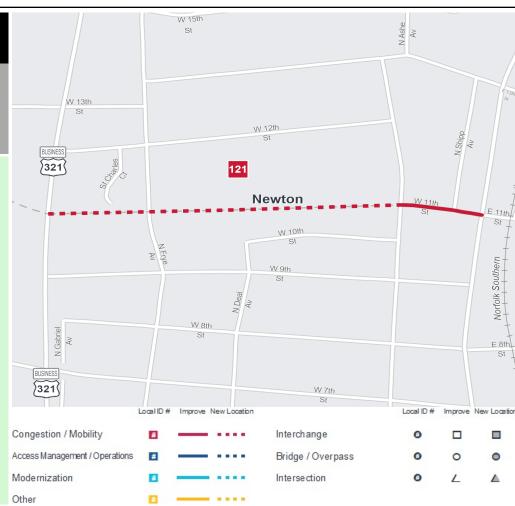
on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

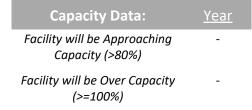
Widen to multi-lane 11th Street from US 321B to N Ashe Ave and new location from N Ashe Ave to NC 16B (N Main Ave).



I	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 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	26800

New Location	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	27600





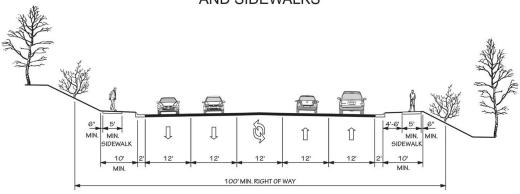
225
11th Street Extension Greater Hickory MPO CTP

#### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



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. Multimodal Considerations

Multimodal accommodations are identified in the typical section suggestion.

### **Project Vision**

This project increases connectivity.

# **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**

- 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

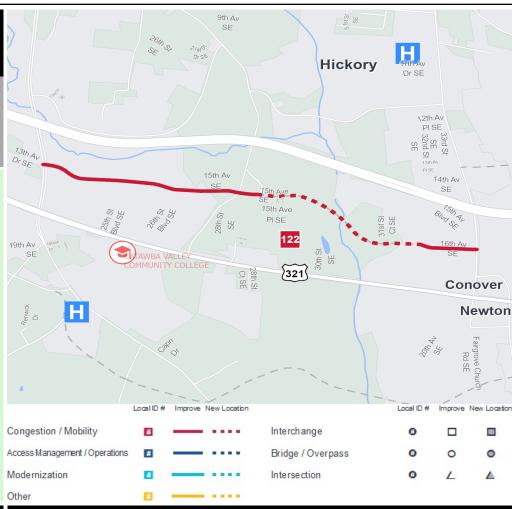
Improvement: New Location (part on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

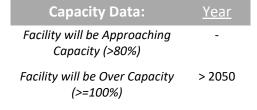
Improve existing and construct new location from Sweetwater Rd (SR 1468) to Fairgrove Church Rd SE (SR 1476).



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 Fut	ture Year
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	100-9700	100-10200	-
Capacity (vpd)	10000-10200	10000-10200	10000-11100

New Location	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12700





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13th Ave. Drive SE Ext.

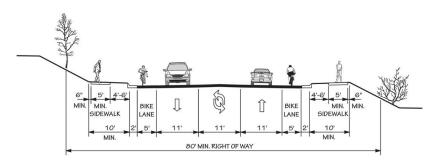
Greater Hickory MPO CTP

#### **Typical Section Options:**

# TYPICAL SECTION No. 3C

None

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

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.

# 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**

- 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
- Between 25% and 50% identify as Below Poverty
- 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

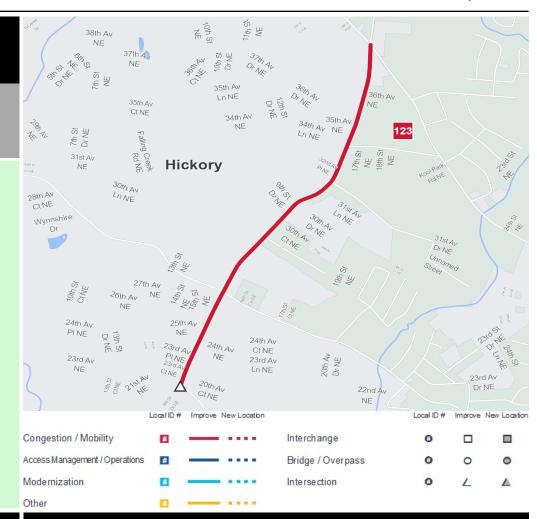
Improvement: Widening

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Futu	ure 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

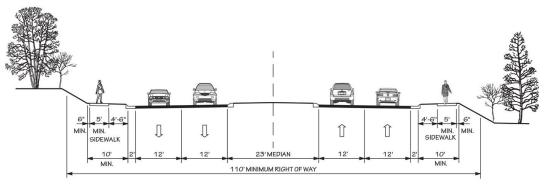
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2038
Facility will be Over Capacity (>=100%)	> 2050



None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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**

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.

# 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**

- 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 Streeet 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

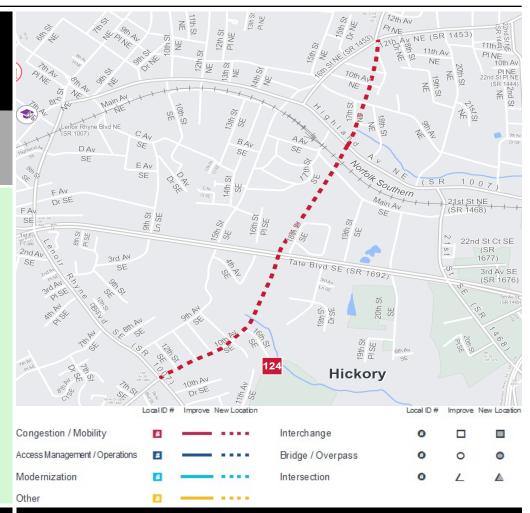
Purpose: Congestion

Improvement: New Location

**Identified Need** 

Horizon Year: 2050 and Beyond.

**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		
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%)

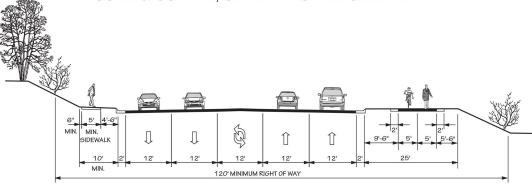
Facility will be Over Capacity
(>=100%)



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 Rhyne Boulevard, construct new 5 lane facility.

## 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**

- 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** 

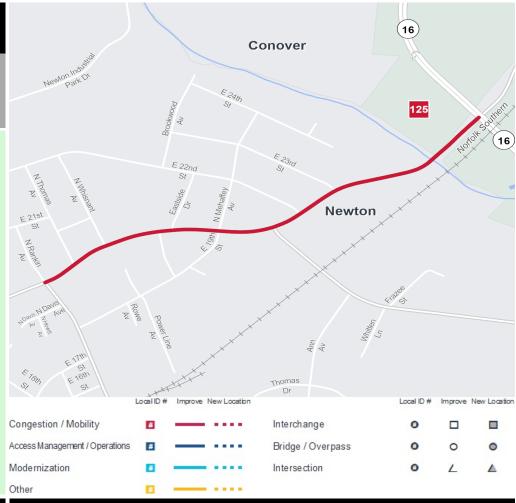
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ure 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)	2700-3700	3300-4400	3300-4400
Capacity (vpd)	10200	10200	26800

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



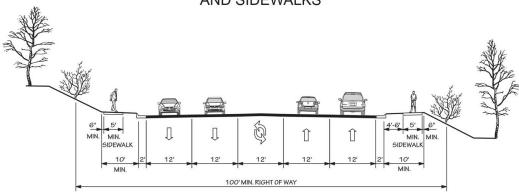
233
20th Street (SR 1739)
Greater Hickory MPO CTP

#### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 MPH

# Project Overview

#### **Project History**

This project was identified in the Greater Hickory 2045 Comprehesnsive 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 accomodates projected traffic volumes by increasing roadway capacity.

# **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**

- 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

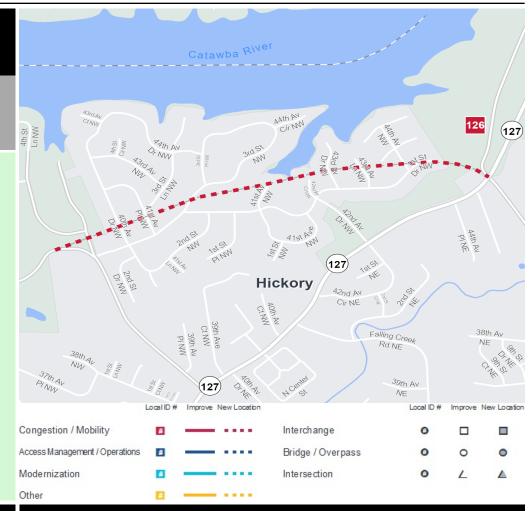
Improvement: New Location

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

Construct 2-lane facility on new location from 39th Ave Dr NW (SR 1318) to NC 127.



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

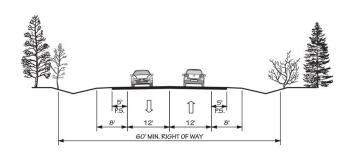
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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 Comprehesnsive 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.

# **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**

- 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

### **Burris Road Connector**

Burris Road to Keisler Dairy Rd (SR 1731)

Local ID: CATA-HD-33-CTP

Purpose: Mobility

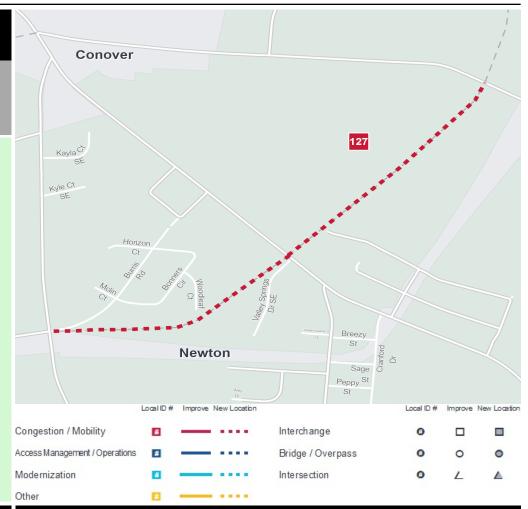
Improvement: **New Location** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

### Recommendation

Construct 2-lane facility on new location (from Burris Road to Keisler Dairy Rd (SR 1731)).



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



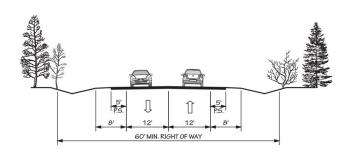
237
Burris Road Connector Greater Hickory MPO CTP

### **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.

# **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**

- 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: Congestion

Improvement: **New Location** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

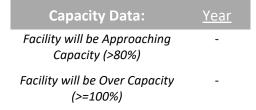
Construct 2-lane facility on new location (from Startown Road to existing Catawba Valley Blvd).

SE 13th Av Dace	SE (SR 1468) 40	SE (SR 147	Pairgrove Church	Industrial Dr St	-	
(SR 3003)  Serboun Rd  (SR 1005)  Serboun Rd  (SR 1005)  ATAWBA VAL	14th Av Cir SE (SR 2269	St. Pauls	S Church Rd SW	(S t S W (S	3) (	Reese Dr SW SR 2376) 8 2 )
	232 (32 ) (3	2	Fairgrove 06	Industrial Dr SW (SR-2375)	Cono 321	Boundary St SW (SR 1/163)
Grier St (SR 1226) 00 (245)	(SR 2930)	H	Industrial Dr		vton	4
(SR 2919)	9p 1003		(SR 1286)	1763	tartown	Laffon Ro (SR 1156)
Cochran St (SR 2593) > C C Barger St		Hollow St (SR 2518)	Rø (	SR 1165) 0	S	715 St (Sp. 1755)
(SR 1289)	(SK 1254)	Milton St (SR	124 <sub>7)</sub> Oal	7-/	Improve I	New Location
Congestion / Mobility	#		Interchange	0		
Access Management / Operation	ons #		Bridge / Overpass	0	0	0
Modernization	#		Intersection	0	_	_
Other	# -					

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

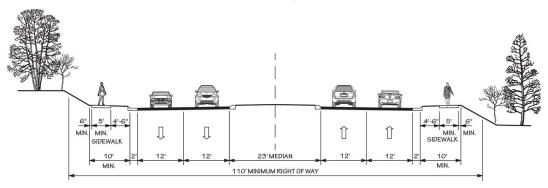
Impacted Route	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4
Volume (vpd)	16800-26200	26600-32800	26600-32800
Capacity (vpd)	26800	26800	26800





# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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

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.

# **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**

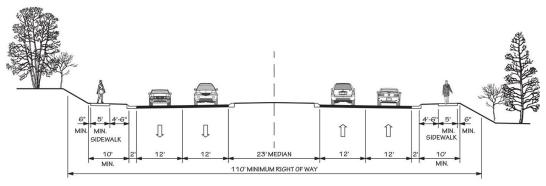
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 5% and 15% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 25% and 50% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

240
Catawba Boulevard Extension Greater Hickory MPO CTP

**Typical Section Options:** 02 C

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 MPH

- 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

Project Sheets 06/22/2023 Draft

### Center St (SR 2959)

US 70 to 8th Ave Dr SE

Local ID: CATA-HD-35-CTP

Purpose: None

Improvement: Improve Existing

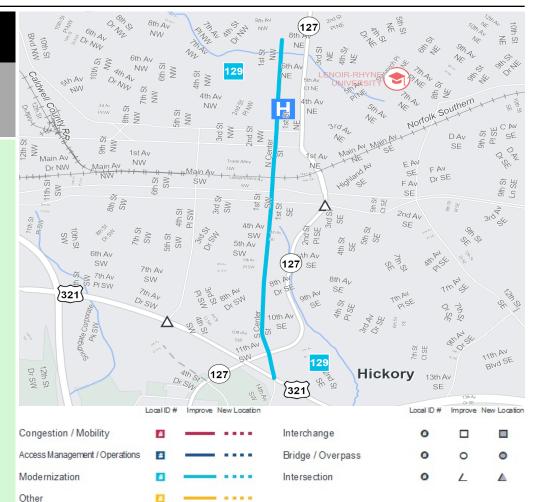
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ture Year
Improved Route	<u>Existing</u>	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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2029
Facility will be Over Capacity (>=100%)	> 2050



Center St (SR 2959)

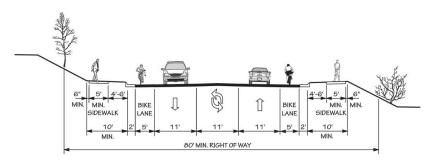
Greater Hickory MPO CTP

### **Typical Section Options:**

# TYPICAL SECTION No. 3C

03 B

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

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.

# **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**

- 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

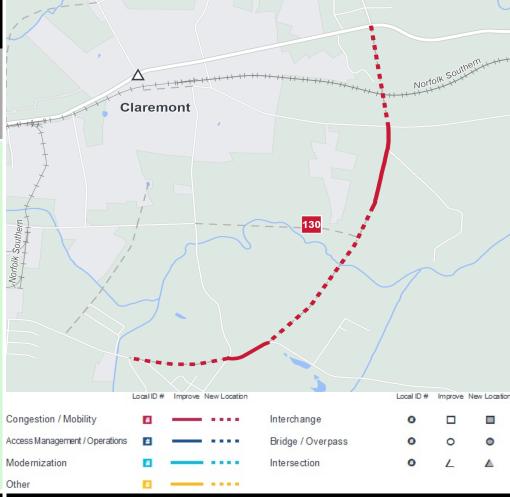
on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Fut	ure Year
Improved Route	Existing	Without Proposal	<u>With Proposal</u>
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	3400	5500	-
Capacity (vpd)	11700	11700	11700

New Location	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11300-11800

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



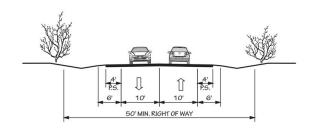
244
Claremont South Loop Greater Hickory MPO CTP

### **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.

## **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**

- 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

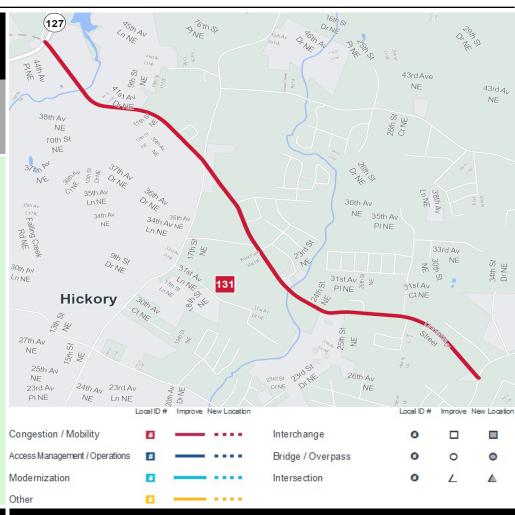
Purpose: **Congestion**Improvement: **Widening** 

#### **Identified Need**

Horizon Year: 2050 and Beyond.

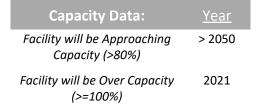
#### **Recommendation**

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 Futi	ure 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

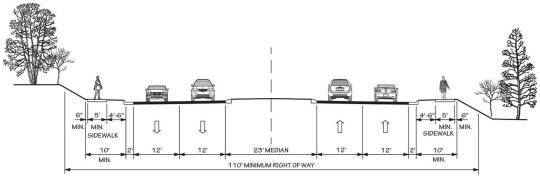




None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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**

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.

# **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**

- 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

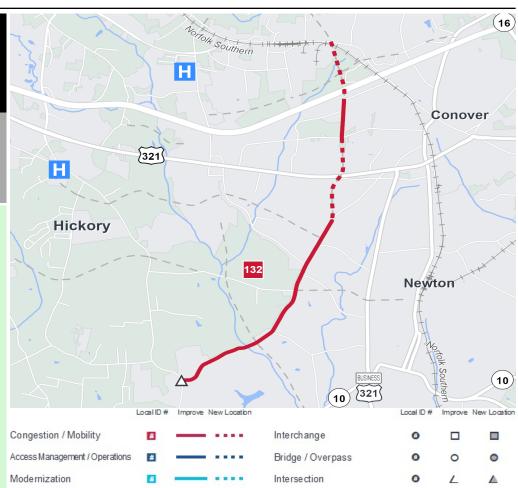
on existing)

### **Identified Need**

Horizon Year: 2050. *Recommendation* 

Widen to multi-lane (from Conover-Startown Road to Section

House Road (SR 1491)).

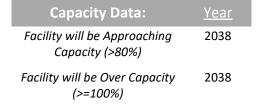


Highway Class  Congestion & Mobility  Facility Type  Major Thoroughfare Multi-lane  Typical Section  O5 A  Section Options  Length (miles)  Existing ROW (feet)  Safety Risk Score  Congestion & Mobility  Major Thoroughfare Multi-lane  5 A  60  60  60  60	Proposal At A Glance		
Thoroughfare Multi-lane  Typical Section 05 A  Section Options 05 B  Length (miles) 5.10  Existing ROW 60  (feet)	Highway Class	J	
Section Options 05 B Length (miles) 5.10 Existing ROW 60 (feet)	Facility Type	Thoroughfare	
Length (miles) 5.10 Existing ROW 60 (feet)	Typical Section	05 A	
Existing ROW 60 (feet)	Section Options	05 B	
(feet)	Length (miles)	5.10	
Safety Risk Score 44-78		60	
	Safety Risk Score	44-78	

Other

Proposal Data:	2019 Base Year	2050 Fut	ure 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	<u>Existing</u>	<u>Without Proposal</u>	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	24300-26800

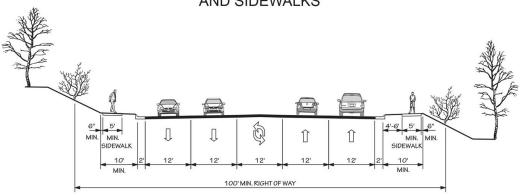




# TYPICAL SECTION No. 5A

05 B

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



POSTED SPEED 35-45 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**

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.

# **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**

- 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: None

Improvement: Improve Existing

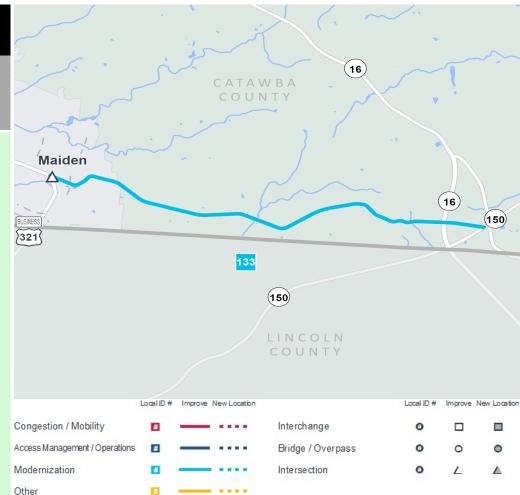
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

Safety improvements to East Maiden Rd (SR 1855) from US 321-B (Island

Ford Road) to NC 150.



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 Fut	ture Year
Improved Route	<u>Existing</u>	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

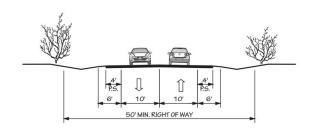
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

# **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

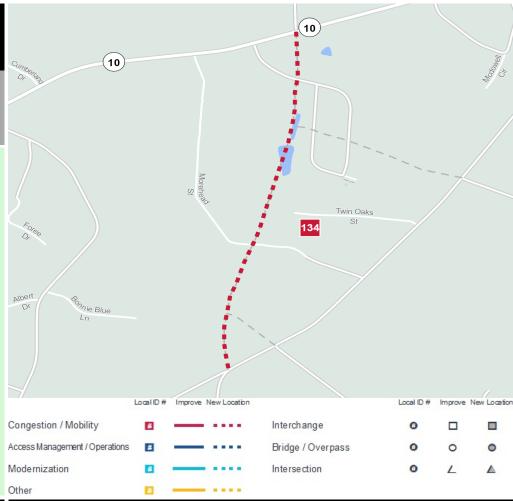
Improvement: **New Location** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	10200

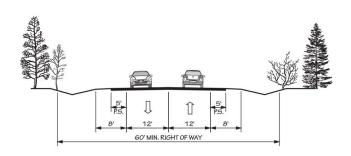
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# **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.

## 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)

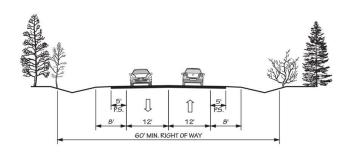
### **Human Environmental Context**

- 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 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

# Emmanuel Church Road (SR 1732/1734) & Extension

NC 10 to NC 16

Local ID: CATA-HD-42-CTP

Purpose: Congestion

Improvement: New Location (part

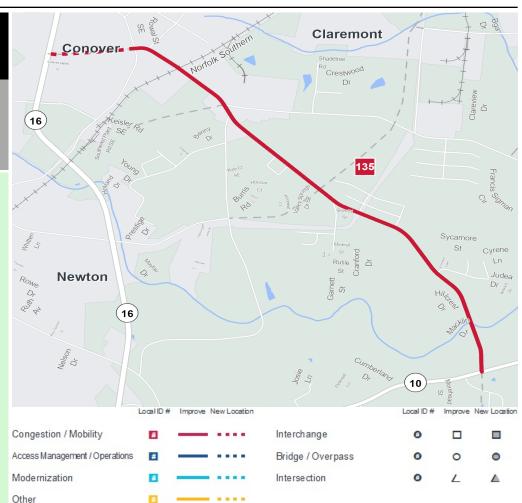
on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

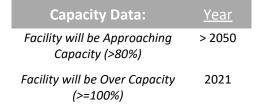
Widen to multi-lane from NC 10 to Newton-Conover Loop/NC 16 (Thornburg Dr.).



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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Major Thoroughfare Multi-lane
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	26800



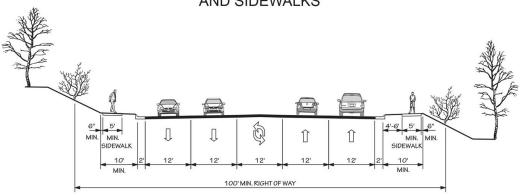


#### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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**

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.

# 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**

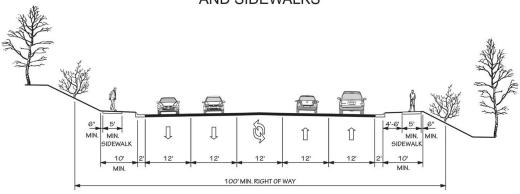
- Between 0% and 25% identify as 65+
- Between 0% and 25% identify as African American
- Between 15% and 25% identify as Asian
- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- 0% identify as Over 18 with Limited English Proficiency (LEP)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

## **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 MPH

- 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: None

Improvement: Improve Existing

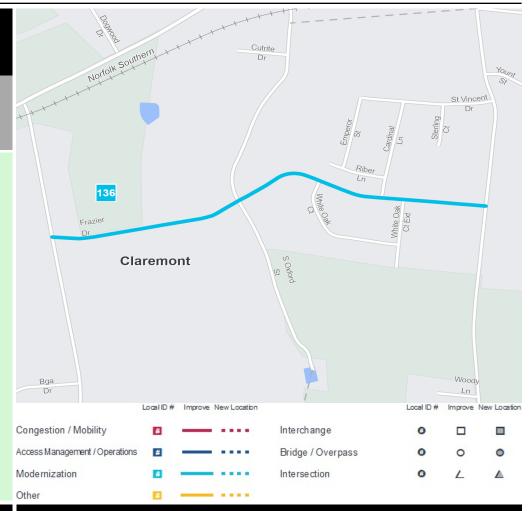
## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

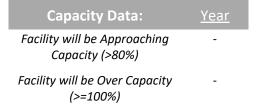
Improve Frazier Dr from Penny Rd to

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



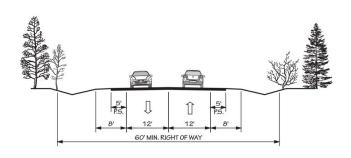


## **Typical Section Options:**

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.

# **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**

- 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

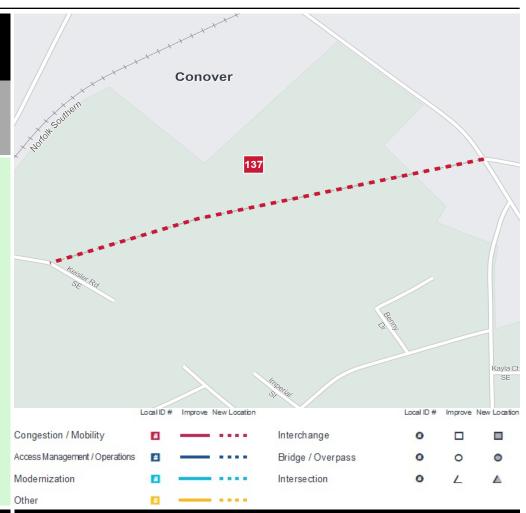
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

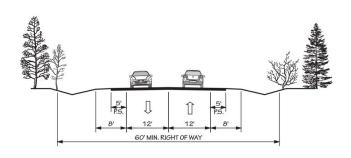


260
Keisler Road Extension East Greater Hickory MPO CTP

**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.

# **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

- 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
- 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

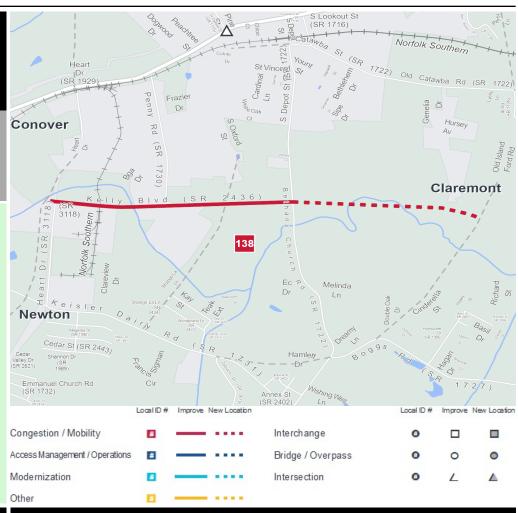
on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

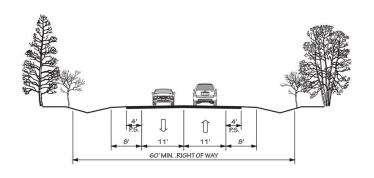
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# **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

# **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**

- 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

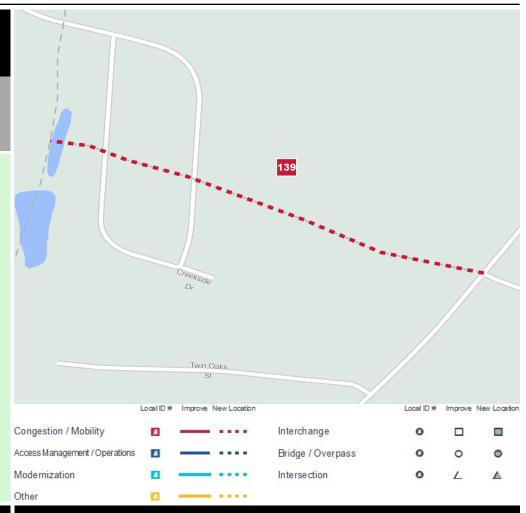
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



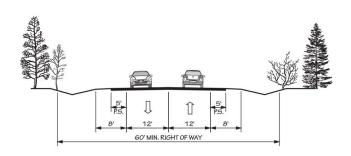
264
Love Road (SR 1807) Extension
Greater Hickory MPO CTP

**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 Comprehesnsive 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.

# **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**

- 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** 

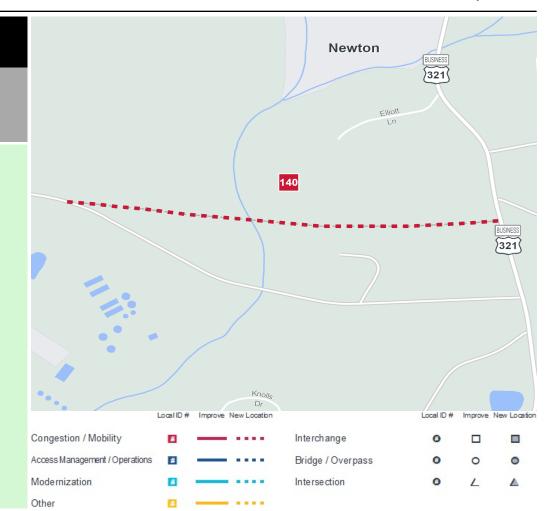
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



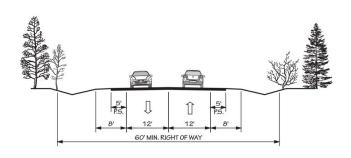
266
McKay Road Extension Greater Hickory MPO CTP

## **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.

# 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**

- 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

# **North Crosstown Loop**

NC 127 to NC 16

Local ID: CATA-HD-48-CTP

Purpose: Congestion

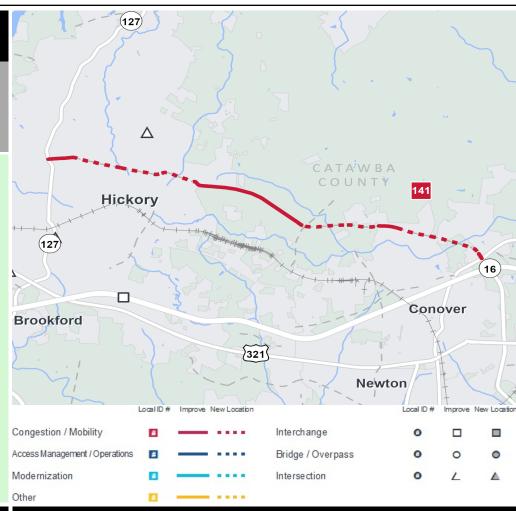
Improvement: New Location (part on existing)

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

Construct new multi-lane facility from NC Hwy 127 in Hickory to NC Hwy 16 in Conover.



Proposal At A Glance		
Highway Class	Congestion & Mobility	
Facility Type	Boulevard	
Typical Section	04 C	
Section Options	-	
Length (miles)	7.80	
Existing ROW (feet)	90-200	
Safety Risk Score	67-89	

Proposal Data:	2019 Base Year	2050 Futu	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	2200-5500	2700-6500	-
Capacity (vpd)	10000-11700	10000-11700	25400-38100

New Location	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	38100-41400

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



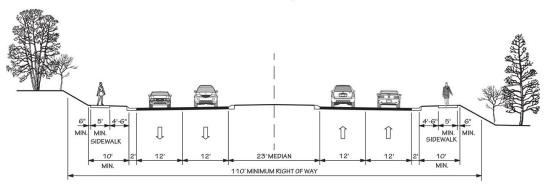
268
North Crosstown Loop Greater Hickory MPO CTP

#### **Typical Section Options:**

None

# TYPICAL SECTION No. 4C

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



POSTED SPEED 35-45 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

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.

# **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**

- 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

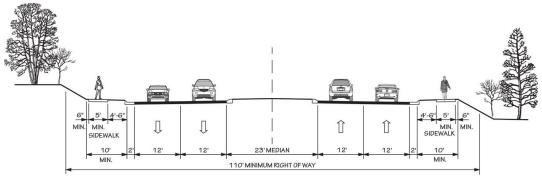
269
North Crosstown Loop Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 4C

None

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



POSTED SPEED 35-45 MPH

- 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

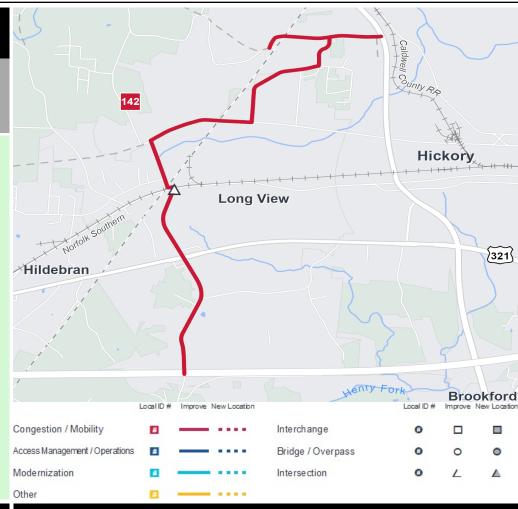
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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

Proposal Data:	2019 Base Year	2050 Fut	ure 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)	700-5100	700-7000	700-7000
Capacity (vpd)	10200-28100	10200-28100	24300-28100

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

22-78

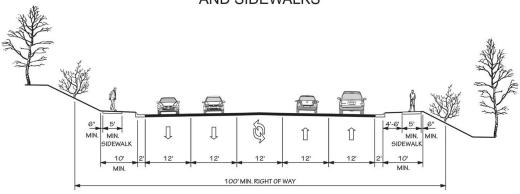


#### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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. <u>Multimodal Considerations</u>

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.

# **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**

- 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
- Between 25% and 50% identify as Below Poverty Line

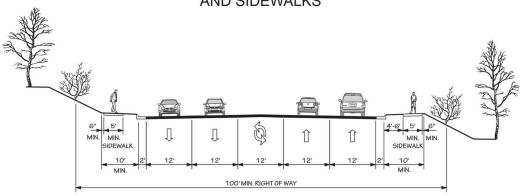
Northwest Loop Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 MPH

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

Project Sheets 06/22/2023 Draft

## Catawba Road (SR 1722) Extension

S Depot St (SR 1722) to S Oxford St

Local ID: CATA-HD-50-CTP

Purpose: Congestion

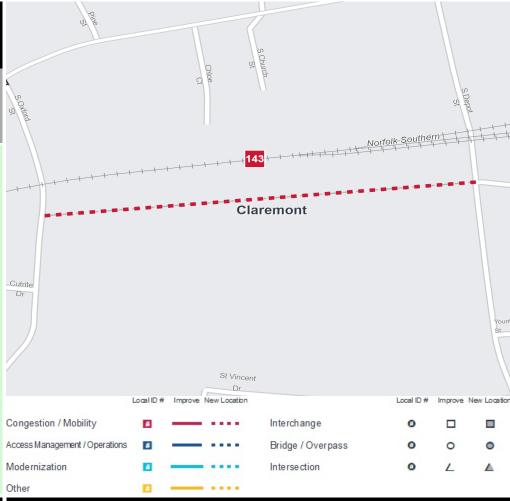
Improvement: **New Location** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

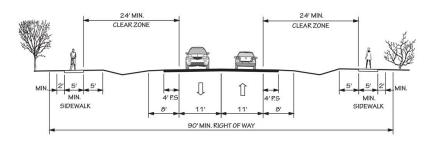


#### **Typical Section Options:**

# TYPICAL SECTION No. 2D

None

### 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. <u>Multimodal Considerations</u>

Multimodal accommodations are identified in the typical section suggestion.

## **Project Vision**

This project addresses congestion and increases connectivity.

# **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**

- 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

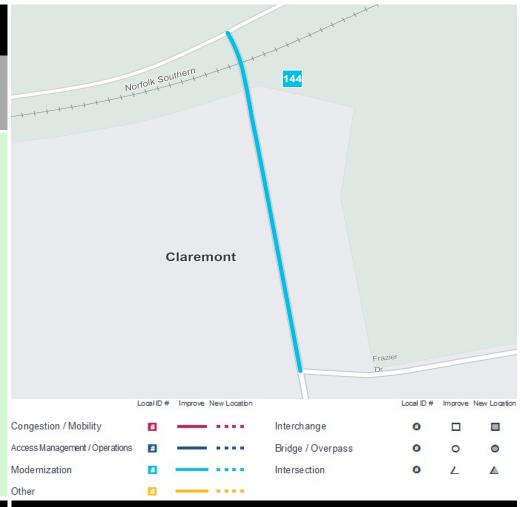
## **Identified Need**

Horizon Year: 2050 and Beyond.

**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 Fut	ture Year
Improved Route	<u>Existing</u>	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%)



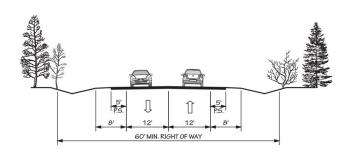
Penny Road (SR 1730) Greater Hickory MPO CTP

#### **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.

# **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**

- 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: Congestion

Improvement: Improve Existing

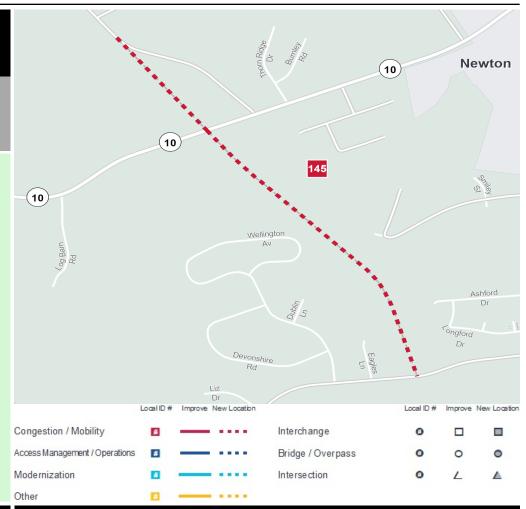
## **Identified Need**

Horizon Year: 2050.

## 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 Fu	ture Year
New Location	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12200

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

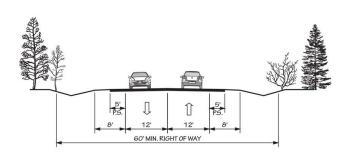


**Typical Section Options:** 

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.

# 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** 

- 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

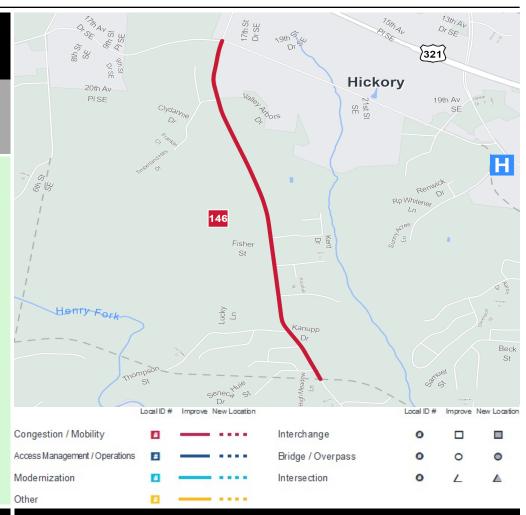
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

Widen to multi-lane (from Catawba Valley Blvd. to Southern Corridor).



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 Futi	ure Year
Improved Route	<u>Existing</u>	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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050

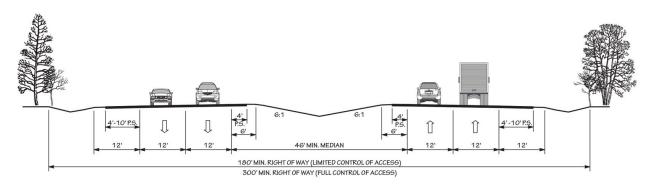


#### **Typical Section Options:**

# TYPICAL SECTION No. 4A

None

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



#### POSTED SPEED 45-70 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 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.

# **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**

- 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

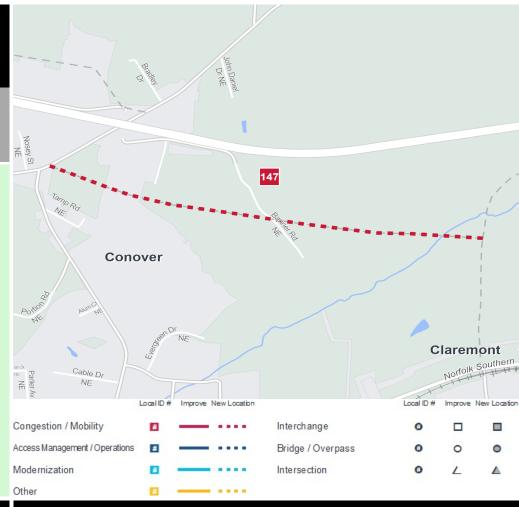
Improvement: New Location

## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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

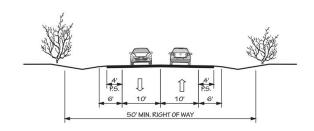
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# **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.

# **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

Greater Hickory MPO CTP

- 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

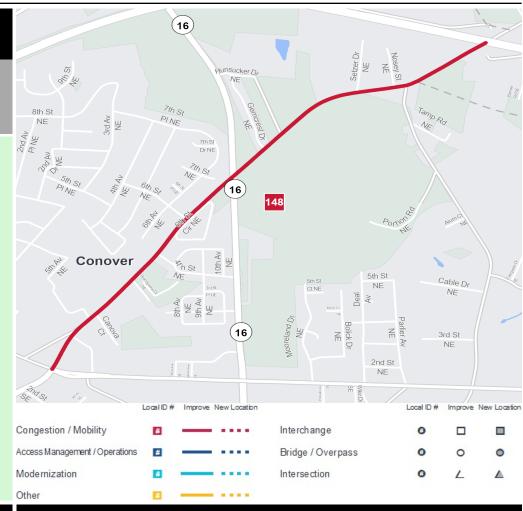
Purpose: **Congestion**Improvement: **Widening** 

## **Identified Need**

Horizon Year: 2040. *Recommendation* 

Widen Rock Barn Road (SR 1709) to

multi-lane.



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

Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	10100-14300	12100-17400	12100-17400
Capacity (vpd)	10200-11700	10200-11700	11500-13100

Capacity Data: Year

Facility will be Approaching
Capacity (>80%)

Facility will be Over Capacity
(>=100%)

78



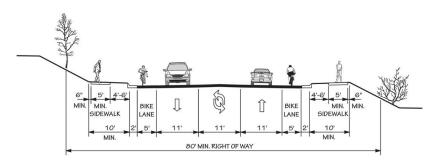
284
Rock Barn Rd (SR 1709)
Greater Hickory MPO CTP

## **Typical Section Options:**

# TYPICAL SECTION No. 3C

03 E, 04 C

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



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**

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.

# **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**

- 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**

Horizon Year: 2050 and Beyond.

#### **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 Fut	cure Year
Improved Route	<u>Existing</u>	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	<u>Existing</u>	Without Proposal	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

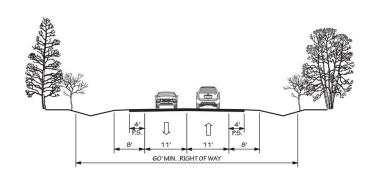
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# **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.

# **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: Mobility

Improvement: New Location (part

on existing)

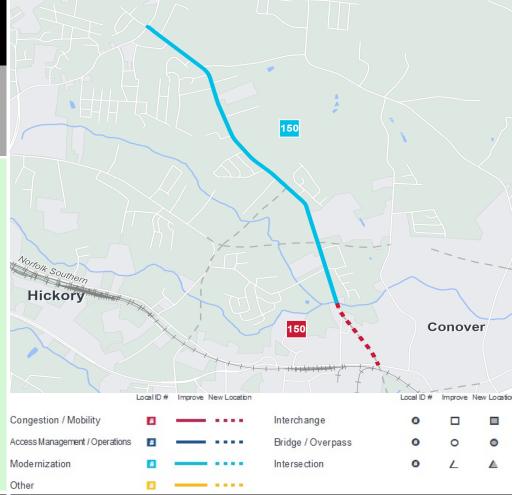
## **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

Modernize from Springs Road to US





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 Fut	cure Year
Improved Route	<u>Existing</u>	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	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	13100

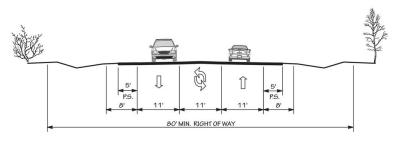
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## 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.

## **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**

- 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**

Horizon Year: 2050 and Beyond.

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

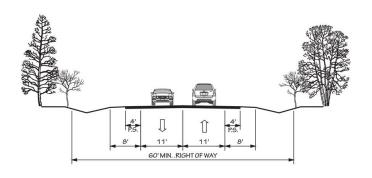
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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)

## **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**

- 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

#### **Southern Corridor**

Settlemeyer Bridge Rd (SR 1165) to River Rd (SR 1144)

Local ID: CATA-HD-60-CTP

Purpose: Congestion

Improvement: New Location (part

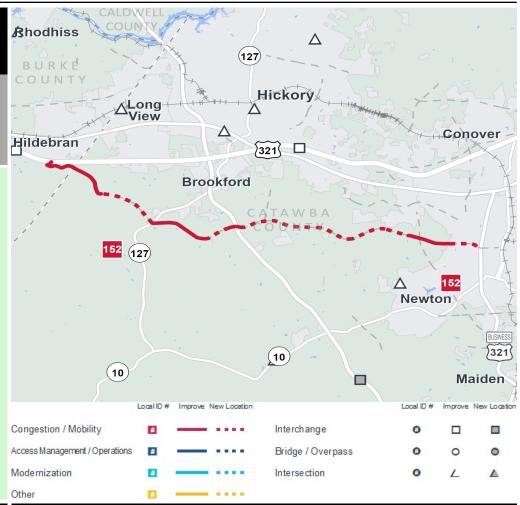
on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### Recommendation

11th St Ext to Old Conover Startown Rd (SR 1149) to Settlemeyer Bridge Rd. New location from Settlemeyer Bridge Rd to River Rd. River Rd to Zion Church Rd. River Rd to Bethel Church Rd. Bethel church Rd to NC 127. From NC 127 to Hildebran Shelby Rd. Costner Rd to Exit 119 - Henry River Rd.



Proposal At A Glance		
Highway Class	Congestion & Mobility	
Facility Type	Boulevard	
Typical Section	04 A	
Section Options	-	
Length (miles)	13.00	
Existing ROW (feet)	30-200	
Safety Risk Score	11-89	

Proposal Data:	2019 Base Year	2050 Futu	ure Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	500-23500	500-28300	27100-28300
Capacity (vpd)	10200-14000	10200-14000	26800-43300

New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	-
Travel Lanes	-	-	4
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	25500-41400

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

Impacted Route	<u>Existing</u>	<u>Without Proposal</u>	With Proposal
Facility Type	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane	Major Thoroughfare Multi-lane
Travel Lanes	4	4	4
Volume (vpd)	18300-26200	29500-38600	29500-38600
Capacity (vpd)	26800	26800	26800-38100

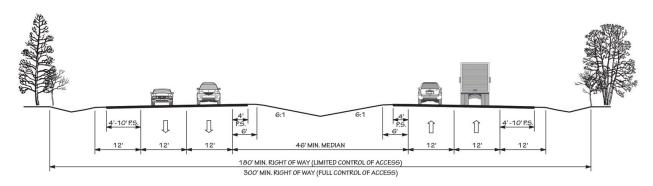
Southern Corridor Greater Hickory MPO CTP

#### **Typical Section Options:**

## TYPICAL SECTION No. 4A

None

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



POSTED SPEED 45-70 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**

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.

#### 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**

- 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

Southern Corridor 293

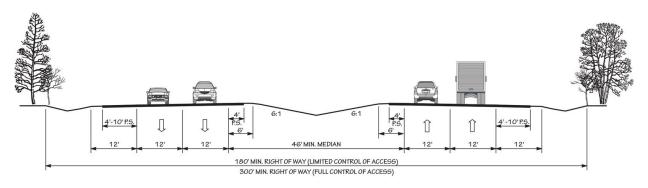
Greater Hickory MPO CTP

#### **Typical Section Options:**

## TYPICAL SECTION No. 4A

None

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



#### POSTED SPEED 45-70 MPH

- 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

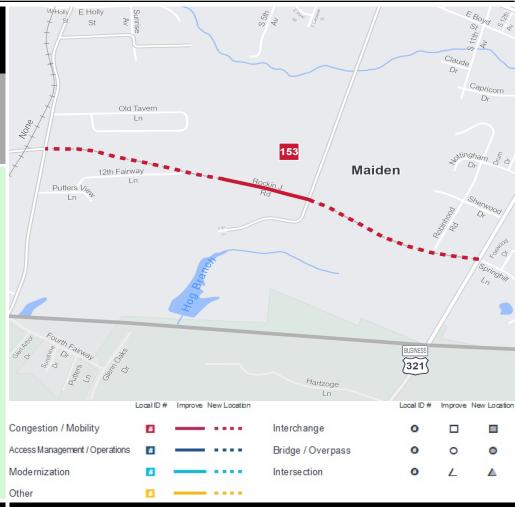
Improvement: New Location (part on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

Construction of southern loop from Salem Church Road (SR 2004) at South Main Avenue (SR 2003) to Island Ford Road (US 321-B).



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 Fu	ture 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



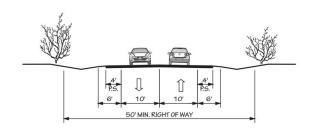
295
Southern Loop (Maiden)
Greater Hickory MPO CTP

**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.

## **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**

- 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

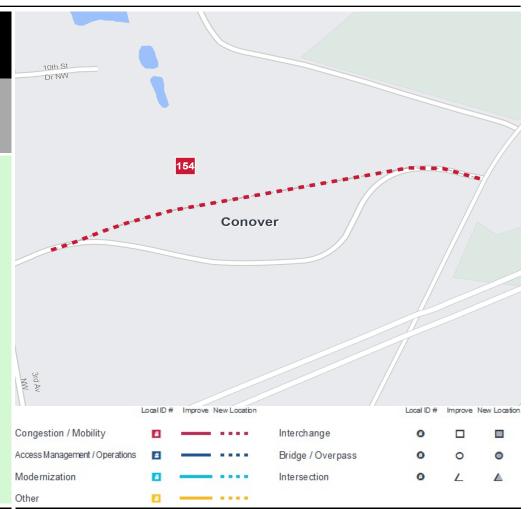
Improvement: **New Location** 

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

Construct 2-lane facility on new location (from 10th Street Pl. to NC 16).



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	-		

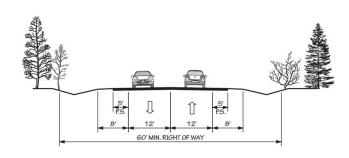
Proposal Data:	2019 Base Year	2050 Future Year	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	11700

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



## 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.

## 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**

- 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

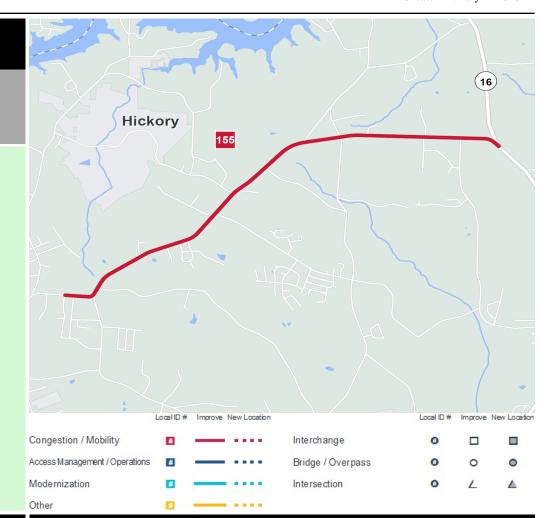
### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **Recommendation**

Widen to 4-lane – Divided Sulphur

Springs Rd NE to to NC 16.



Proposal At A Gla	ince
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 Futu	ure Year
Improved Route	<u>Existing</u>	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

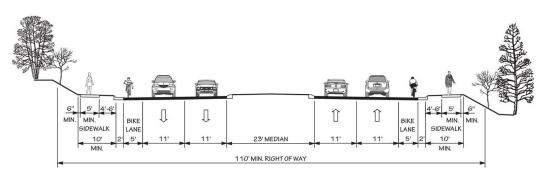
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2025



## TYPICAL SECTION No. 4D

None

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



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. 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

## **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**

- 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

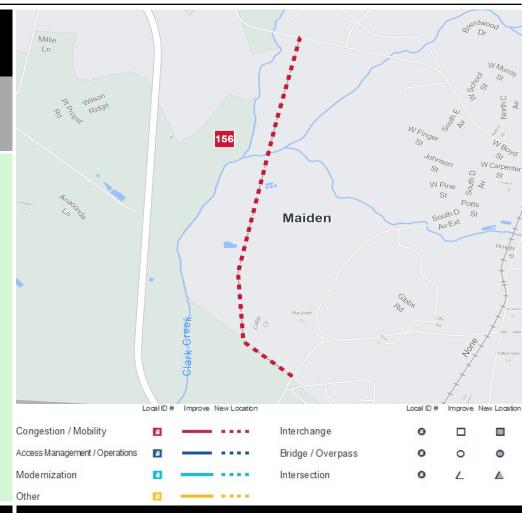
Improvement: **New Location** 

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	12200

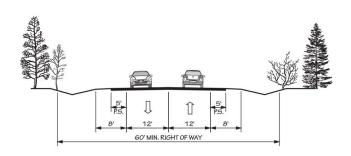
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



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)

## 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**

- 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

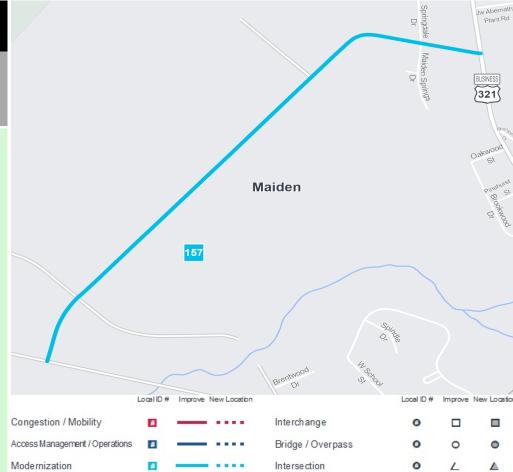
Purpose: Facility Deficiencies
Improvement: New Location

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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	-	

Other

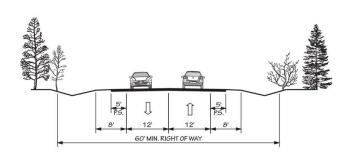
Proposal Data:	2019 Base Year	2050 Fut	ture Year
Improved Route	Existing	Without Proposal	With Proposal
Facility Type	Minor Thoroughfare	Minor Thoroughfare	Minor Thoroughfare
Travel Lanes	2	2	2
Volume (vpd)	1700	-	-
Capacity (vpd)	12200	12200	12200

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



## 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.

## **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**

- 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

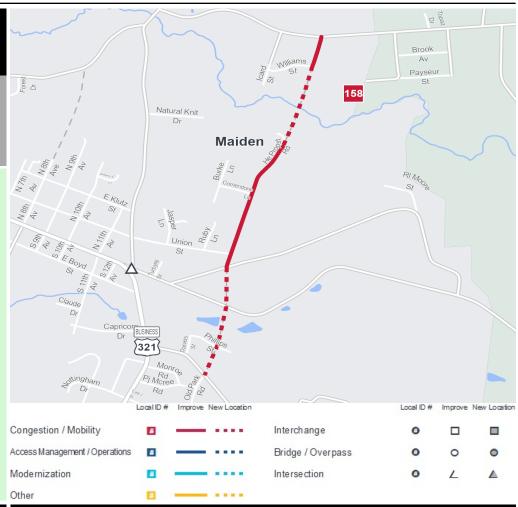
Improvement: New Location (part on existing)

#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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).



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 Fut	ture 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

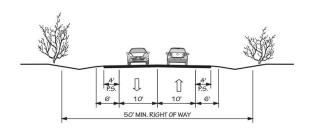
New Location	<u>Existing</u>	<u>Without Proposal</u>	<u>With Proposal</u>
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9500

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



## 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 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

## **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**

Horizon Year: 2050 and Beyond.

#### Recommendation

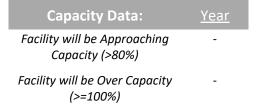
Emmanuel Church Rd Ext to

Claremont Rd.



Proposal At A Glance		
Highway Class	Congestion & Mobility	
Facility Type	Minor Thoroughfare	
Typical Section	02 B	
Section Options	02 E	
Length (miles)	0.12	
Existing ROW (feet)		
Safety Risk Score	-	

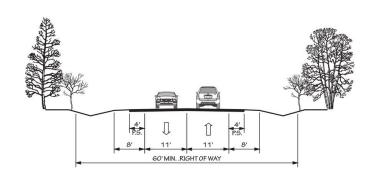
Proposal Data:	2019 Base Year	2050 Fu	ture Year
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9900





## 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.

## **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**

- 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

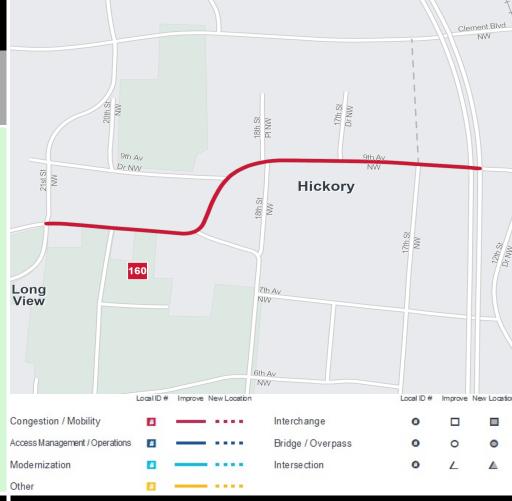
#### **Identified Need**

Horizon Year: 2050 and Beyond.

#### **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 Fut	ture 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)	700-6100	700-6100	700-6100
Capacity (vpd)	10200	10200	24300

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



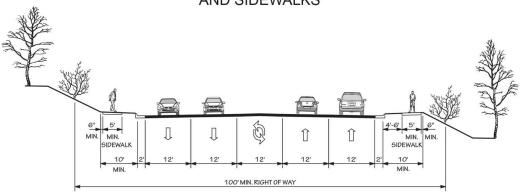
309
8th Ave NW / 9th Ave NW
Greater Hickory MPO CTP

#### **Typical Section Options:**

## TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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**

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.

## **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**

- 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

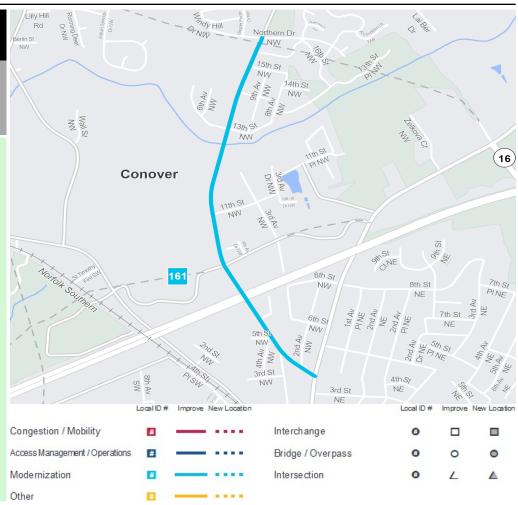
Purpose: Facility Deficiencies
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2040.

#### **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 Fut	ture 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

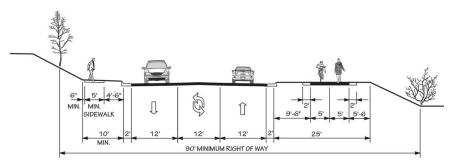
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

## TYPICAL SECTION No. 3E

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



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**

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.

## 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**

- 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

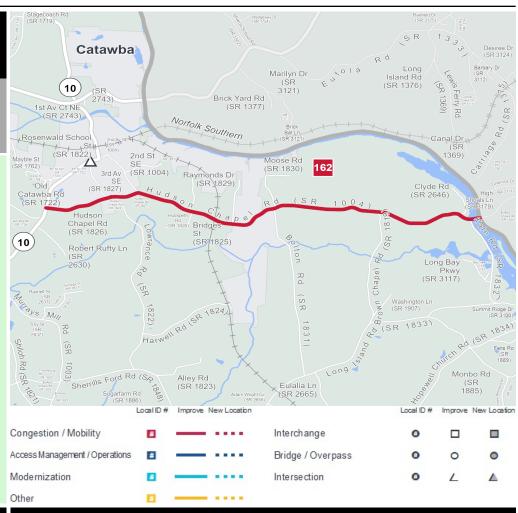
Improvement: Widening

#### **Identified Need**

Horizon Year: 2050 and Beyond.

**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

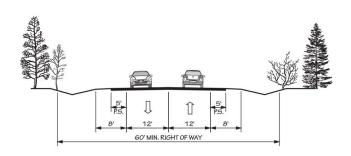
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



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.

## **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**

- 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

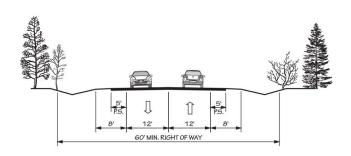
Hudson Chapel Rd Greater Hickory MPO CTP

**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

Project Sheets 06/26/2023 Draft

## Springs Road (SR 1453)

9th Ave NE to Charlotte St (SR 1504)

Local ID: CATA-HD-83-MTP

Purpose: Mobility

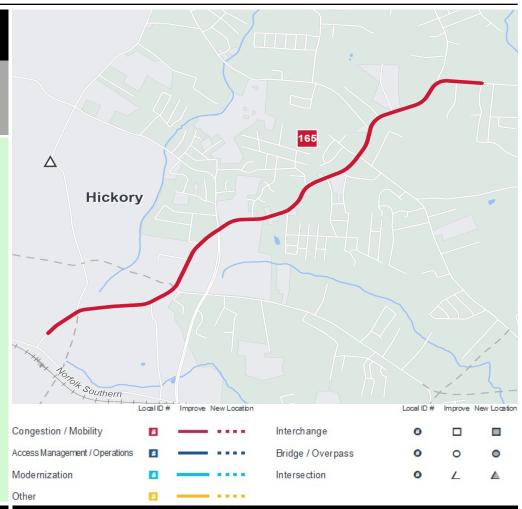
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2040.

#### 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 Futu	ure 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

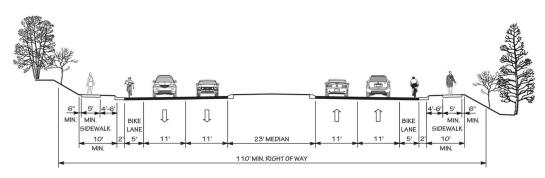
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2032
Facility will be Over Capacity (>=100%)	2050



## TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 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**

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

## 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**

- 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: None

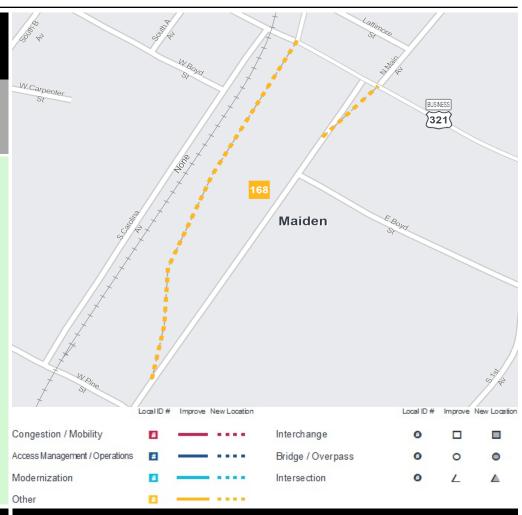
Improvement: Improve Existing

#### **Identified Need**

Horizon Year: 2040. *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	
New Location	Existing	Without Proposal	With Proposal
Facility Type	-	-	Minor Thoroughfare
Travel Lanes	-	-	2
Volume (vpd)	-	-	-
Capacity (vpd)	-	-	9300-9900

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



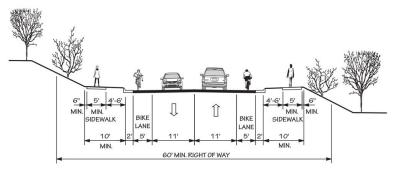
US-321 Business 318
US-321 Business Greater Hickory MPO CTP

#### **Typical Section Options:**

## TYPICAL SECTION No. 2E

None

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



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**

Traffic flow issues are currently experienced in this section of Maiden. Flow improvements are needed.

## **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**

- 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

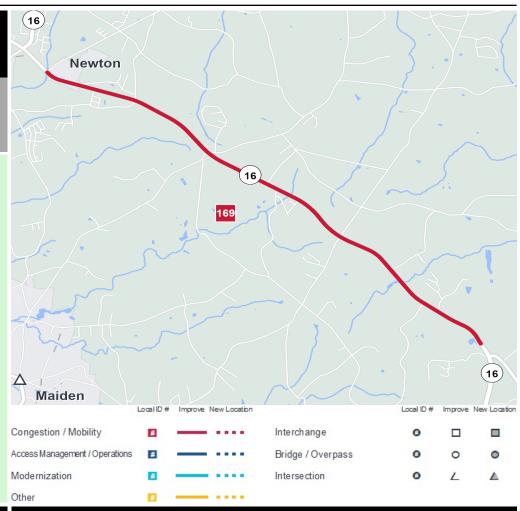
Improvement: Widening

#### **Identified Need**

Horizon Year: 2030.

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 Futı	ure 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

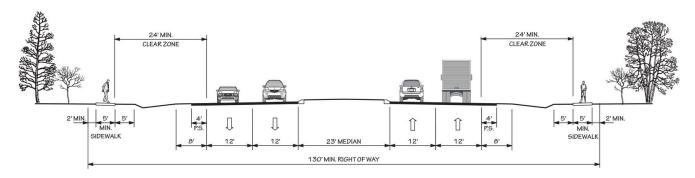
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2019



## TYPICAL SECTION No. 4B

None

# 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.

## **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

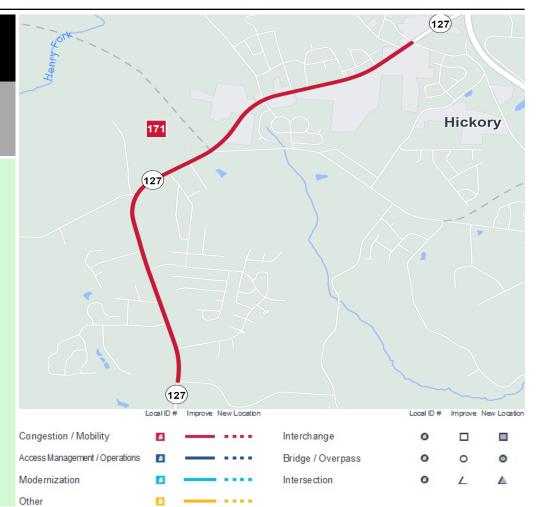
Purpose: **Congestion**Improvement: **Widening** 

## Identified Need

Horizon Year: 2030. *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 Fut	ure 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

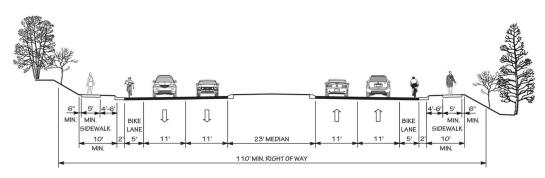
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



## TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 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**

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.

## **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**

- 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

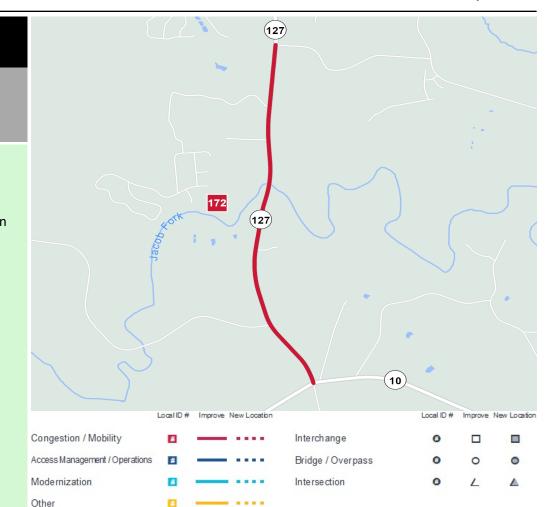
Improvement: **New Location** 

#### **Identified Need**

Horizon Year: 2030. *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

Proposal Data:	2019 Base Year	2050 Fut	ure Year
Improved Route	<u>Existing</u>	Without Proposal	With Proposal
Facility Type	Major Thoroughfare 2-lane	Major Thoroughfare 2-lane	Boulevard
Travel Lanes	2	2	4
Volume (vpd)	6500-6800	7100-7400	7100-7400
Capacity (vpd)	12700-14600	12700-14600	41400-43900

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

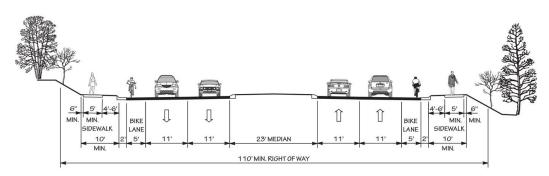
78-89



# TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 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**

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.

# 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**

- 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

NC 127 South 325

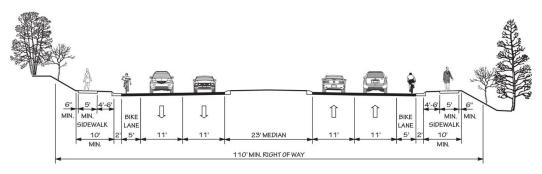
NC 127 South Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 4D

None

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



POSTED SPEED 35-45 MPH

- 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: None

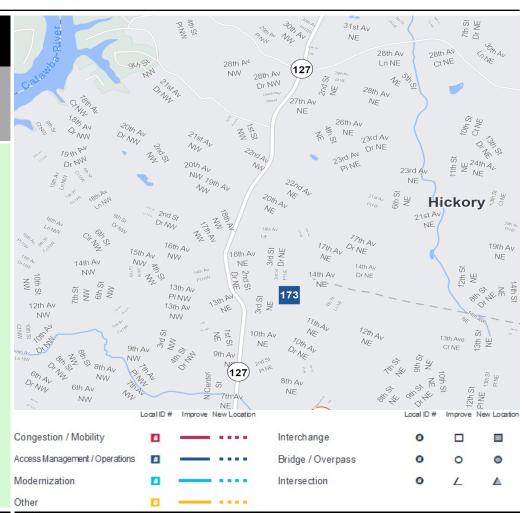
Improvement: None

### **Identified Need**

Horizon Year: 2040.

### **Recommendation**

Convert 8th Ave NE to 30th Ave NW to 4-lane divided with sidewalks and left turn median openings.



Pror	oosal	At A	A GI	lan	ce

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 Futi	ure 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

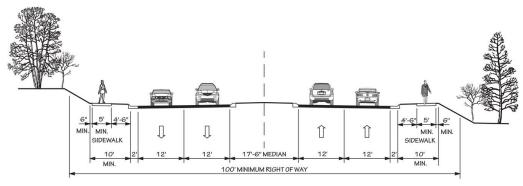
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



None

# TYPICAL SECTION No. 4F

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



POSTED SPEED 35-45 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**

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

# **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**

- 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)

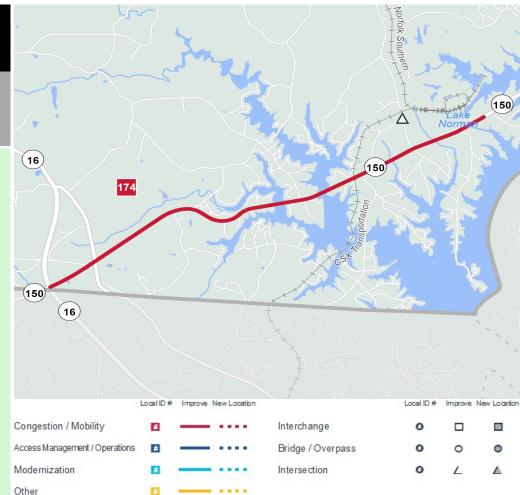
Local ID: CATA-HR-07-MTP

Purpose: **Congestion**Improvement: **Widening** 

# **Identified Need**

Horizon Year: 2030. *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 Futu	ure 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

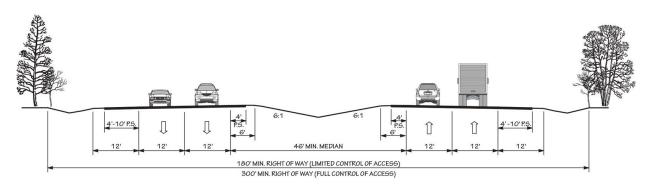
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2022
Facility will be Over Capacity (>=100%)	2021



# TYPICAL SECTION No. 4A

None

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



POSTED SPEED 45-70 MPH

# 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).

# **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**

- 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

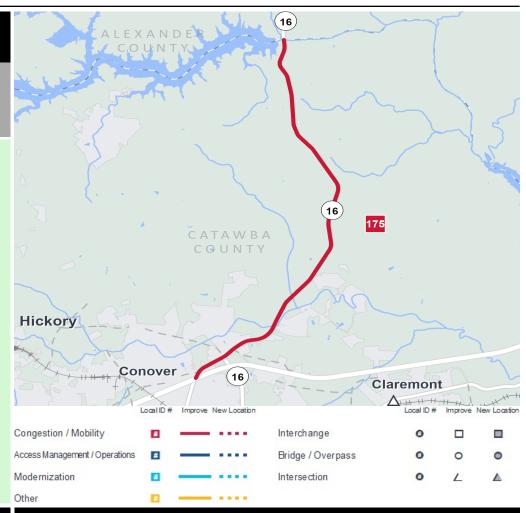
Purpose: Facility Deficiencies
Improvement: Improve Existing

### **Identified Need**

Horizon Year: 2050. *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 Futu	ure 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

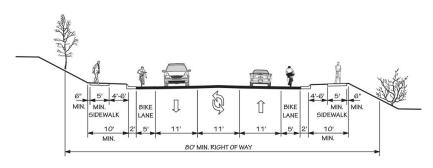
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 3C

None

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



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**

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.

# **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

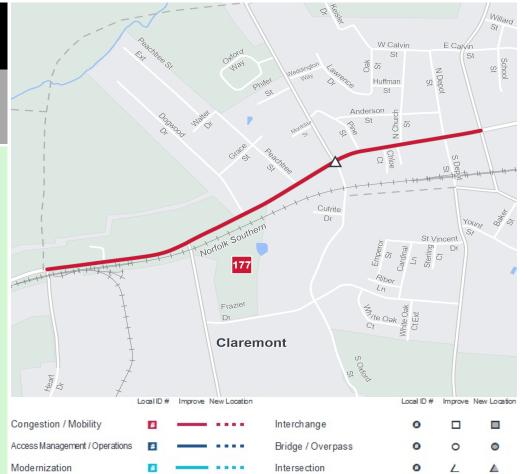
Purpose: **Congestion**Improvement: **Widening** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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

Other

Proposal Data:	2019 Base Year	2050 Fut	ture 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)	1800-9000	4300-11900	4300-11900
Capacity (vpd)	11000-12200	11000-12200	12700-13300

Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	> 2050
Facility will be Over Capacity (>=100%)	2045

56-100



US 70 (Claremont) 333

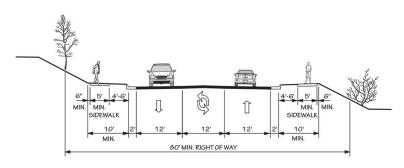
Greater Hickory MPO CTP

#### **Typical Section Options:**

# TYPICAL SECTION No. 3B

None

# 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.

# 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**

- 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: **Congestion**Improvement: **Widening** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

### **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 Fut	ure 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:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2031
Facility will be Over Capacity (>=100%)	2024



US 70 (Conover-Claremont)

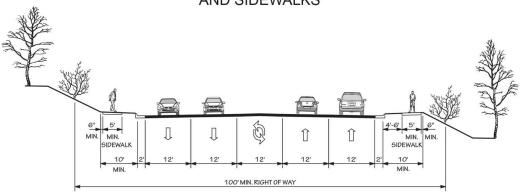
Greater Hickory MPO CTP

### **Typical Section Options:**

# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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.

# 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**

- 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

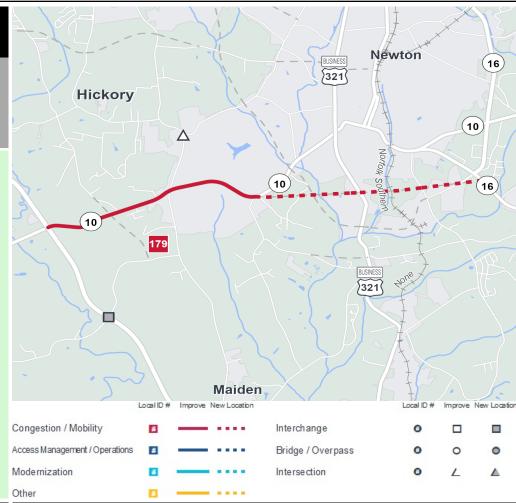
Improvement: New Location (part on existing)

### **Identified Need**

Horizon Year: 2050 and Beyond.

#### 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 Futu	ure 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)	10100-12700	12400-16000	-
Capacity (vpd)	11100-12200	11100-12200	28100-38100

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

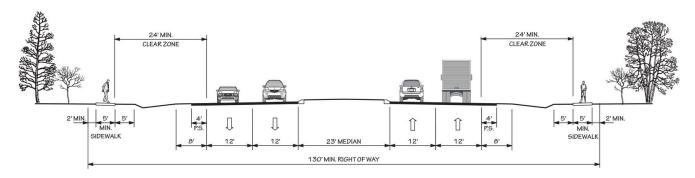
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	2036



# TYPICAL SECTION No. 4B

None

# 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.

# 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**

- 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
- Between 15% and 20% identify as Two of More Races

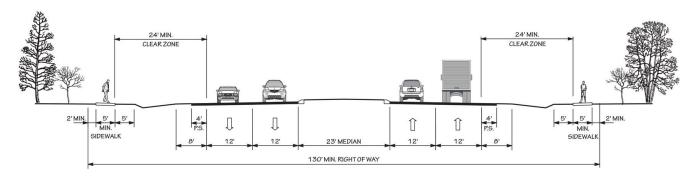
NC 10 and South Bypass Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 4B

None

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



#### POSTED SPEED 35-55 MPH

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

Project Sheets 06/22/2023 Draft

# NC 16 (Conover)

1st St SW (SR 1007) to I 40

Local ID: CATA-HR-13-CTP

Purpose: **Congestion**Improvement: **Widening** 

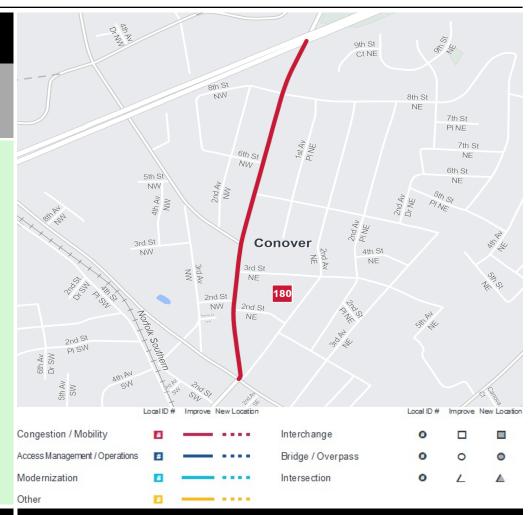
### **Identified Need**

Horizon Year: 2050 and Beyond.

### **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 Fut	ture Year
Improved Route	<u>Existing</u>	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

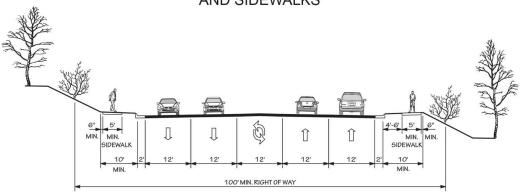
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2027
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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**

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.

# 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**

- 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

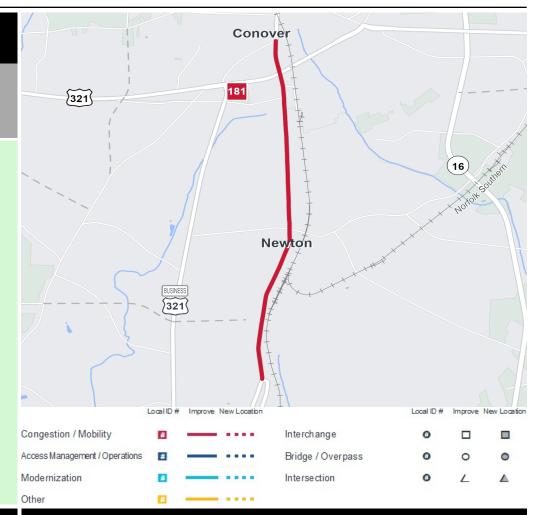
Purpose: **Congestion**Improvement: **Widening** 

### **Identified Need**

Horizon Year: 2050 and Beyond.

### **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

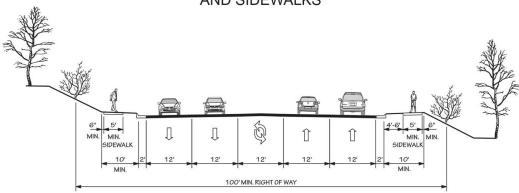
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	2027
Facility will be Over Capacity (>=100%)	> 2050



# TYPICAL SECTION No. 5A

None

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



POSTED SPEED 35-45 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**

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.

# **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**

- 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

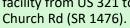
Purpose: Congestion Improvement: Widening

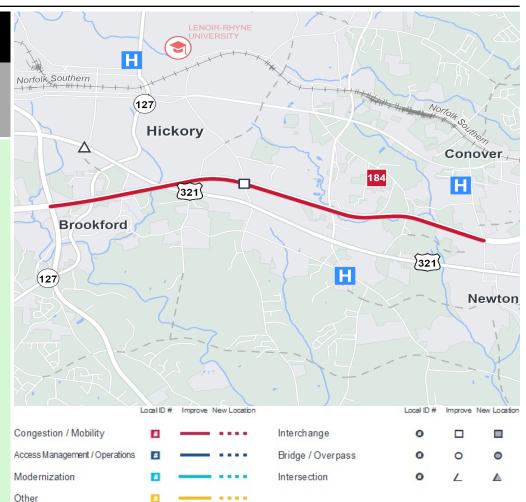
### **Identified Need**

Horizon Year: 2040.

### Recommendation

Widen from 4-lane facility to 6-lane facility from US 321 to Fairgrove





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

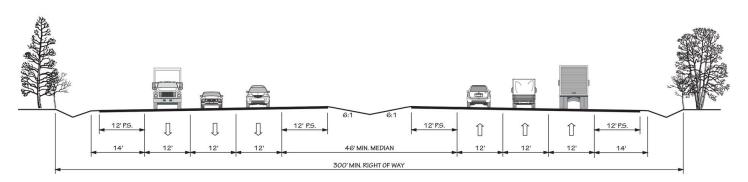
**Capacity Data:** Facility will be Approaching Capacity (>80%) Facility will be Over Capacity 2036 (>=100%)



# TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

# **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.

# **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**

- 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
- Between 25% and 50% identify as Below Poverty Line

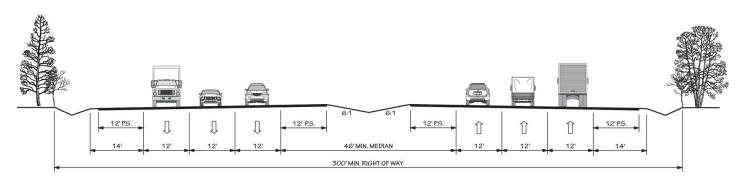
I-40 STIP: I-5991A Greater Hickory MPO CTP

**Typical Section Options:** 

# TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

<ul> <li>Between 15% and 20% identify as Households with No Car</li> </ul>	

Project Sheets 06/22/2023 Draft

# I-40 STIP: I-5991B

Fairgrove Church Rd (SR 1476) to NC 16

Local ID: CATA-HS-03-MTP

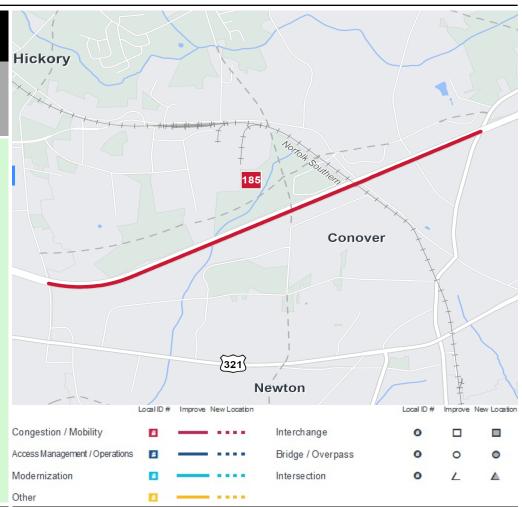
Purpose: **Congestion**Improvement: **Widening** 

# **Identified Need**

Horizon Year: 2040.

### 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

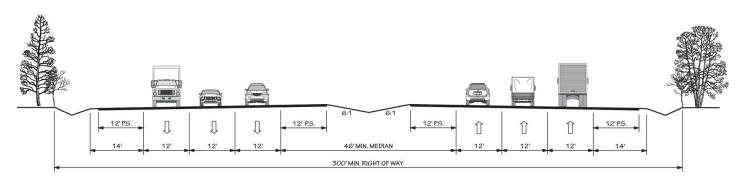
Capacity Data:	<u>Year</u>
Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-



# TYPICAL SECTION No. 6A

None

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



POSTED SPEED 45-70 MPH

# 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.

# **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**

- 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