



**Western Piedmont  
Council of Governments**

Greater Hickory Metropolitan Planning Organization

**Technical Coordinating Committee**

**(TCC)** Wednesday, December 11, 2024, 1:00 PM  
WPCOG Offices—1880 2nd Ave NW

[wpcog.org/metropolitan-planning-org](http://wpcog.org/metropolitan-planning-org)

Agenda Item	Presenter	Attachment	Action
Call to Order /Introductions	Randy Williams		
Consent Agenda Items:			
A. Minutes of November 13, 2024 Meeting			
B. Transportation Improvement Program Revisions for Release	Randy Williams	<a href="#">Attachment I</a>	Approve Consent Agenda Items
C. 2025 Highway Safety Performance Targets for release			
Transportation Improvement Program Revisions for Approval	Averi Ritchie	<a href="#">Attachment II</a>	Adopt by Resolution
Approve TCC/TAC 2025 Meeting Schedule	Averi Ritchie	<a href="#">Attachment III</a>	Approve Meeting Dates
Western Piedmont Transportation Safety Plan Update	Jordan Powell, VHB Transportation Planner	<a href="#">Attachment VI</a>	Discussion Item
Locally Administered Projects Program—Supplemental Call for Projects	Daniel Odom	<a href="#">Attachment VII</a>	Adopt by Resolution
NCDOT Updates			
Division 11	Sean Sizemore		
Division 12	Anil Panicker		
Division 13	Hannah Smith		
Transportation Planning Division	Reuben Crummy		
Integrated Mobility Division	Bryan Lopez		
Reminders	Averi Ritchie		
Public Comment / Announcements	Randy Williams		
Adjournment			
Next Meeting: January 15, 2025	Randy Williams		



**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (MPO)**

1880 2nd Avenue NW, PO Box 9026

Hickory, NC 28603



**MINUTES**

**GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION (GHMPO)**

METROPOLITAN TRANSPORTATION ADVISORY COMMITTEE (TCC)

Wednesday, November 13<sup>th</sup>, 2024 @ 1:00 PM In-person meeting  
and via Zoom

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Randy	Williams	City of Newton	Bonnie	Caudie	Town of Gamewell
Hannah	Williams	City of Lenior	Alan	Glines	Burke County
Wendy	Smith	Town of Morganton	Daniel	Cobb	Town of Granite Falls
Rick	Justice	Town of Rhodhiss	Danny	Hipps	Town of Catawba
Karen	Dickerson	City of Hickory	Patrick	Reach	Alexander County
Erik	Schlichting	City of Conover	Bill	Carroll	Town of Drexel
John	Marshall	City of Hickory	Brian	Burgess	Alexander/Taylorville
Caroline	Kone	City of Hickory	Bradley	Kirkley	Burke County
Alan	Glines	Burke County	Randy	Feirabend	Town of Cahah's Mtn
Blake	Wright	Town of Maiden	Chris	Timberlake	Catawba County
Steve	Miller	City of Hickory	Logan	Shook	Town of Hildebran
Bryce	Carter	City of Claremont	Laurie	LoCicero	Catawba County
Jon	Hogan	City of Lenoir	Wilson	Elliott	City of Hickory
Chris	Timberlake	Catawba County	Dustin	Milsap	Town of Sawmills
			Michael	Berley	City of Morganton
			Shelly	Stevens	Caldwell County

			Jon	Greer	Town of Hudson
			Amy	Bucknam	Alexander County
			Greg	Wilson	Town of Granite Falls
<b><u>WPCOG, FHWA &amp; GUEST</u></b>			<b><u>NC DOT STAFF</u></b>		
Averi Ritchie – WPCOG			Dean Ledbetter – Div 11 & 12		
Alison Adams – WPCOG			Ruben Crummy – NC DOT TPD		
Daniel Odom – WPCOG			Sean Sizemore – Div 11		
Casey Fullbright – WPCOG			Travis Jordan – Div 12		
Loretta Barren- FHWA			Anil Panicker – Div 12		
Kaylan Kelly – Greenway Public Transportation			Hannah Smith – Div 13		
Alexis Douglas – WPCOG			Steve Cannon – Div 13		
Taylor Dellinger - WPCOG			Stephen Sparks – Div 13		

**Call to Order/ Introductions:** Chair Williams called the meeting to order at 1:06 PM and welcomed all present. Introductions were conducted, followed by the Introduction of online viewers.

***Action Items:***

- I. Approval of Consent Agenda:** Chair Williams called for a motion to approve the consent agenda. Upon a motion from Mr. Glines and a second from Mr. Timberlake, the Committee unanimously voted to approve the consent agenda.

- II. Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented Transportation Improvement Program (TIP) revisions for approval. The revisions included several delays regarding ROW acquisition, additional planning time, and construction dates. Additionally, Ms. Ritchie discussed projects with delays such as College St multi-use path, Cahah’s Mountain Rd and projects along US 70. Upon a motion by Mr. Timberlake and a second by Mr. Glines, the revisions were approved.
- III. 5310 Call for Projects Applications:** Ms. Ritchie provided an overview of the recent applications for the 5310 call for projects, which are funded for fiscal years 2026 and 2027. This year, there were four applicants, including two new entrants, Neighbors Network and PACE, alongside two returning applicants. Each applicant was awarded funding to support their proposed projects, which were evaluated using the FTA scoring matrix, yielding favorable scores. Upon a motion from Mr. Glines and a second from Mr. Timberlake, the Committee unanimously voted to approve the 5310 Project Applications.
- IV. Division Tier Local Methodology Scores:** The GHMPO staff presented the scoring and allocation of local input points for division-level projects as part of the prioritization process. Ms. Ritchie highlighted the projects and provided reminders regarding funding, including the decision to flex 500 points from regional tier projects to enhance support for division-level initiatives. Ms. Ritchie discussed the movement of the NC 126 project in favor of an Alexander County project due to DOT support for the Alexander County Project. Upon a motion by Mr. Timberlake and a second by Mr. Glines, the Division Tier Local Methodology Scores were approved.
- V. Locally Administered Projects Program:** Mr. Odom Discussed the recent call for supplemental funding for LAPP projects. This call for projects was strictly for current projects. Mr. Odom provided insight into projects that requested additional funds, as well as the funding status for future years. The return of funds from the cancellation of a project in Hildebran was also discussed. Mr. Odom reminded the committee that the open call for new projects will start in the spring of 2025.
- VI. 2023 Average Daily Traffic Count Presentation:** Mr. Dellinger presented an analysis of the most recent Average Daily Traffic Counts in the GHMPO region. This analysis consisted of identifying increases and decreases across the most populated areas in the four-county region. The analysis was broken down into two stages per region, a 10-year analysis was conducted, and a 2-year analysis was conducted. Mr. Dellinger discussed the trends for each region, highlighting areas with the most significant increases and reductions in traffic volume. The impact of these trends as well as reasoning for any substantial increase/decrease was discussed.

- **NCDOT Board of Transportation:** None
- **Division 11:** Mr. Sizemore provided project updates within the packet for Division 11.
- **Division 12:** Mr. Panicker provided project updates in the agenda packet for Division 12.
- **Division 13:** Mrs. Smith provided project updates for Division 13, as detailed in the agenda packet. She reported on the current operational status of Division 13, noting that, due to Hurricane Helen, projects in Burke County are now being administered by Division 12 while Division 13 focuses on recovery efforts.
- **NCDOT-TPD:** Mr. Crummy provided the committee with a brief update on road closures and openings which can be accessed on the internet.
- **NCDOT-IMD:** No updates.
- **FHWA:** No updates.

**Reminders:** Ms. Ritchie provided a brief reminder about the December meeting being early due to the holidays as well as the job at IMD being posted.

**Public Comment/Announcements:** None

**Adjournment:** Chair Williams adjourned the meeting at 1:43 p.m. The next meeting will be Wednesday, December 11<sup>th</sup>, 2024.

Respectfully Submitted,

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Randy Williams , MPO/TCC Chair

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Averi Ritchie, TAC Secretary

**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** Transportation Improvement Program Revisions for Release

**PRESENTER:** Averi Ritchie, Transportation Planning Manager

**ATTACHMENTS:** Transportation Improvement Program Revisions for Release

**SUMMARY OF REQUEST:**

State Transportation Improvement Program (STIP) revisions include modifications and amendments to regional and statewide transportation projects. STIP revisions are released for public comment and approved following a 30 day public comment period by TAC. All approved revisions are submitted for Board of Transportation approval. Modifications and revisions often include funding and fiscal year changes. Revisions are released monthly by NCDOT.

**BOARD ACTION REQUESTED:** Release for public comment.

**Suggested Motion:** *Approval to release for public comment*

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

\* R-5753 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
EXEMPT

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) CONSTRUCTION  
AND EMERGENCY RELIEF FOR FEDERALLY OWNED  
ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS  
TO BE CONSTRUCTED ON TRANSPORTATION  
FACILITIES THAT ARE OWNED BY THE FEDERAL  
GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL  
LANDS.

FY 2025 -	\$677,000	(ERFO)
FY 2025 -	\$11,500,000	(FLTP)
FY 2026 -	\$12,791,000	(FLTP)
FY 2027 -	\$5,992,000	(ERFO)
FY 2027 -	\$21,059,000	(FLTP)
FY 2028 -	<u>\$6,500,000</u>	(FLTP)
	\$58,519,000	

**COST INCREASE EXCEEDING \$2 MILLION AND 25%  
THRESHOLDS.**

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* R-3603A ALEXANDER CATAWBA <b>PROJ.CATEGORY</b> DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 127, SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD). UPGRADE TWO LANES AND PROVIDE SOME MULTI-LANE CURB AND GUTTER. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b>	RIGHT-OF-WAY	FY 2025 - \$5,891,000 (BGANY)
				FY 2026 - \$7,069,000 (BGANY)
				FY 2027 - \$1,620,000 (BGANY)
				FY 2028 - \$1,620,000 (BGANY)
			UTILITIES	FY 2025 - \$3,650,000 (BGANY)
				FY 2026 - \$3,650,000 (BGANY)
			CONSTRUCTION	FY 2028 - \$14,808,000 (BGANY)
				FY 2029 - \$23,285,000 (BGANY)
				FY 2030 - \$19,668,000 (BGANY)
				FY 2031 - \$14,123,000 (BGANY)
	FY 2032 - \$6,116,000 (BGANY)			
				\$101,500,000
* U-6034 CALDWELL <b>PROJ.CATEGORY</b> DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 321 ALT, SR 1109 (PINWOOD ROAD) TO SR 1106 (DUKE STREET). UPGRADE ROADWAY. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25.</u></b>	RIGHT-OF-WAY	FY 2025 - \$3,637,000 (BGANY)
				FY 2026 - \$4,363,000 (BGANY)
				FY 2027 - \$4,000,000 (BGANY)
				FY 2028 - \$1,500,000 (BGANY)
				FY 2029 - \$1,500,000 (BGANY)
			UTILITIES	FY 2024 - \$1,100,000 (BGANY)
				FY 2025 - \$1,100,000 (BGANY)
			CONSTRUCTION	FY 2027 - \$144,000 (BGANY)
				FY 2028 - \$6,095,000 (BGANY)
				FY 2029 - \$5,328,000 (BGANY)
	FY 2030 - \$2,832,000 (BGANY)			
				\$31,599,000

\* INDICATES FEDERAL AMENDMENT

Thursday, December 5, 2024



**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** 2025 Highway Safety Performance Targets

**PRESENTER:** Daniel Odom, Transportation Projects Coordinator

**ATTACHMENTS:** 2025 Highway Safety Performance Targets for Consideration

**SUMMARY OF REQUEST:**

The North Carolina Department of Transportation (NCDOT) sets annual safety performance targets for five key measures as part of the Highway Safety Improvement Program (HSIP). These measures include: (1) the total number of fatalities, (2) the fatality rate per 100 million vehicle miles traveled (VMT), (3) the total number of serious injuries, (4) the serious injury rate per 100 million VMT, and (5) the number of non-motorized fatalities and serious injuries (bicyclists and pedestrians). For the 2025 HSIP, the NCDOT targets reductions in these measures, including a 30.40% reduction in total fatalities, a 31.63% reduction in the fatality rate, a 38.80% reduction in total serious injuries, and a 40.12% reduction in the serious injury rate by 2025.

The Greater Hickory Metropolitan Planning Organization (MPO) wishes to continue plan and program projects that contribute to achieving these state targets. Additionally, the MPO works with NCDOT and the 20 other MPOs across North Carolina to ensure alignment with the state's safety goals. These performance targets will be released for public comment at the December 11, 2024 meeting of TCC/TAC, and will be available for approval at the January 2025 meeting of TCC/TAC.

**BOARD ACTION REQUESTED:** Release for Public Comment.

**Suggested Motion:** *None.*

## 2025 Highway Safety Performance Measure Targets

The Highway Safety Improvement Program (HSIP) requires states to set annual targets for five safety performance measures by August 31 each year. These measures are: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized (bicycle and pedestrian) fatalities and serious injuries.

The North Carolina Department of Transportation (NCDOT) has established targets for these five measures, using a five-year rolling average. NCDOT has worked closely with all 20 Metropolitan Planning Organizations (MPOs) in North Carolina to develop these targets, through ongoing outreach by NCDOT's Mobility and Safety Group. NCDOT officially reports these safety targets in its annual HSIP report by August 31 each year.

MPOs are required to either adopt the state's safety targets or set their own targets within 180 days after the state's report is issued. If an MPO chooses to adopt the state's targets, it must plan and program projects that help achieve those targets. Historically, the GHMPO has elected to support the State's performance targets

### 2025 Performance Targets for Consideration:

<b>Performance Measure</b>	<b>2019-2023 Five-Year Average</b>	<b>2021-2025 Target Five-Year Average</b>	<b>+/-%</b>
Total Fatalities	1,585.2	1,103.3	<b>-30.40%</b>
Fatality Rate (Per 100 Million VMT)	1.353	0.925	<b>-31.63%</b>
Total Serious Injuries	5,236.8	3,204.8	<b>-38.80%</b>
Serious Injury Rate (Per 100 Million VMT)	4.467	2.675	<b>-40.12%</b>
Non-motorized Fatalities and Serious Injuries	712.6	434.6	<b>-39.01%</b>

## **Endorsement of Targets for Safety Performance Measures Established By NCDOT**

WHEREAS, the Greater Hickory MPO has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and;

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 20 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE, BE IT RESOLVED, that the Greater Hickory MPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets as *noted below for each of the aforementioned performance measures*:

1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2019-2023 average) to 1,103.3 (2021-2025 average) by December 31, 2025.
2. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019-2023 average) to 0.925 (2021-2025 average) by December 31, 2025.
3. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019-2023 average) to 3,204.8 (2021-2025 average) by December 31, 2025.
4. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019-2023 average) to 2.675 (2021-2025 average) by December 31, 2025.

5. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 39.01 percent from 712.6 (2019-2023 average) to 434.6 (2021-2025 average) by December 31, 2025.

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Date: \_\_\_\_\_

By: \_\_\_\_\_  
Chairman, GHMPO TAC



**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** Transportation Improvement Program Revisions for Approval

**PRESENTER:** Averi Ritchie, Transportation Planning Manager

**ATTACHMENTS:** Transportation Improvement Program Revisions for Approval

**SUMMARY OF REQUEST:**

State Transportation Improvement Program (STIP) revisions include modifications and amendments to regional and statewide transportation projects. STIP revisions are released for public comment and approved following a 30 day public comment period by TAC. All approved revisions are submitted for Board of Transportation approval. Modifications and revisions often include funding and fiscal year changes. Revisions are released monthly by NCDOT.

**BOARD ACTION REQUESTED:** Recommend for approval.

**Suggested Motion:** *Motion to approve*

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

TO-0004 - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
PUBLIC TRANS

STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CONSTRUCTION  
NCDOT RAIL DIVISION.

MODIFY FUNDS AT THE REQUEST OF THE  
INTEGRATED MOBILITY DIVISION.

FY 2025 -	\$500,000	(S)
FY 2025 -	\$1,810,000	(SSO)
FY 2026 -	\$500,000	(S)
FY 2026 -	<u>\$1,000,000</u>	(SSO)
	\$3,810,000	

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HB-0056 CALDWELL PROJ.CATEGORY EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1514, REPLACE BRIDGE 130130 OVER YADKIN RIVER. <b><u>TO REFLECT THE LATEST DELIVERY SCHEDULE, ACCELERATE RIGHT-OF-WAY FROM FY 26 TO FY 25 AND CONSTRUCTION FROM FY 27 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$13,000	(DP)
				FY 2025 -	\$53,000	(HFB)
			UTILITIES	FY 2025 -	\$12,000	(DP)
				FY 2025 -	\$47,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$162,000	(DP)
				FY 2026 -	\$6,000	(HFB)
				FY 2027 -	\$641,000	(HFB)
					\$934,000	
HB-0057 CALDWELL PROJ.CATEGORY EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1356, REPLACE BRIDGE 130185 OVER JOHNS RIVER. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$13,000	(DP)
				FY 2025 -	\$53,000	(HFB)
			UTILITIES	FY 2025 -	\$12,000	(DP)
				FY 2025 -	\$47,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$162,000	(DP)
				FY 2026 -	\$6,000	(HFB)
				FY 2027 -	\$641,000	(HFB)
					\$934,000	
HB-0058 CALDWELL PROJ.CATEGORY EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1356, REPLACE BRIDGE 130186 OVER JOHNS RIVER. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$13,000	(DP)
				FY 2025 -	\$53,000	(HFB)
			UTILITIES	FY 2025 -	\$12,000	(DP)
				FY 2025 -	\$47,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$162,000	(DP)
				FY 2026 -	\$6,000	(HFB)
				FY 2027 -	\$641,000	(HFB)
					\$934,000	
HB-0059 CALDWELL PROJ.CATEGORY EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1356, REPLACE BRIDGE 130275 OVER JOHNS RIVER. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$13,000	(DP)
				FY 2025 -	\$53,000	(HFB)
			UTILITIES	FY 2025 -	\$12,000	(DP)
				FY 2025 -	\$47,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$162,000	(DP)
				FY 2026 -	\$6,000	(HFB)
				FY 2027 -	\$641,000	(HFB)
					\$934,000	

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HB-0060 CALDWELL <b>PROJ.CATEGORY</b> EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1356, REPLACE BRIDGE 130317 OVER JOHNS RIVER. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 24 TO FY 25 AND CONSTRUCTION FROM FY 25 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$17,000	(DP)
				FY 2025 -	\$69,000	(HFB)
			UTILITIES	FY 2025 -	\$15,000	(DP)
				FY 2025 -	\$61,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$210,000	(DP)
				FY 2026 -	\$8,000	(HFB)
				FY 2027 -	<u>\$834,000</u>	(HFB)
		\$1,214,000				
HB-0061 CALDWELL <b>PROJ.CATEGORY</b> EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1574, REPLACE BRIDGE 130349 OVER JONES CREEK. <b><u>TO REFLECT THE LATEST DELIVERY SCHEDULE, ACCELERATE RIGHT-OF-WAY FROM FY 26 TO FY 25 AND CONSTRUCTION FROM FY 27 TO FY 26. DP REPRESENTS FEDERAL RAISE GRANT.</u></b>	RIGHT-OF-WAY	FY 2025 -	\$11,000	(DP)
				FY 2025 -	\$42,000	(HFB)
			UTILITIES	FY 2025 -	\$9,000	(DP)
				FY 2025 -	\$38,000	(HFB)
			CONSTRUCTION	FY 2026 -	\$130,000	(DP)
				FY 2026 -	\$5,000	(HFB)
				FY 2027 -	<u>\$513,000</u>	(HFB)
		\$748,000				
TG-6801 ALEXANDER BURKE CALDWELL CATAWBA <b>PROJ.CATEGORY</b> PUBLIC TRANS	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, OPERATING ASSISTANCE - ADA PARATRANSIT. <b><u>ADD FUNDS AT THE REQUEST OF THE MPO.</u></b>	PLANNING	FY 2025 -	\$50,000	(L)
				FY 2025 -	\$200,000	(5307)
				FY 2026 -	\$50,000	(L)
				FY 2026 -	\$200,000	(5307)
			OPERATIONS	FY 2025 -	\$50,000	(L)
				FY 2025 -	\$200,000	(5307)
				FY 2026 -	\$50,000	(L)
	FY 2026 -	<u>\$200,000</u>	(5307)			
		\$1,000,000				

\* INDICATES FEDERAL AMENDMENT



REVISIONS TO THE 2024-2033 STIP  
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

TG-4774 ALEXANDER BURKE CALDWELL CATAWBA <b>PROJ.CATEGORY</b> PUBLIC TRANS	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	WESTERN PIEDMONT REGIONAL TRANSPORTATION, ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC. <b><u>REMOVE PROJECT AT THE REQUEST OF THE MPO.</u></b>	CAPITAL	FY 2025 - \$20,000 (L) FY 2025 - <u>\$220,000</u> (5307) \$240,000
TG-4774B ALEXANDER BURKE CALDWELL CATAWBA <b>PROJ.CATEGORY</b> PUBLIC TRANS	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE. <b><u>REMOVE PROJECT AT THE REQUEST OF THE MPO.</u></b>	OPERATIONS	FY 2025 - \$39,000 (L) FY 2025 - <u>\$429,000</u> (5307) \$468,000
TG-6799 CATAWBA <b>PROJ.CATEGORY</b> PUBLIC TRANS	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	WESTERN PIEDMONT REGIONAL TRANSIT AUTHORITY, PREVENTIVE MAINTANENCE. <b><u>REMOVE PROJECT AT THE REQUEST OF THE MPO.</u></b>	CAPITAL	FY 2025 - \$120,000 (L) FY 2025 - <u>\$480,000</u> (5307) \$600,000



**GREATER HICKORY  
METROPOLITAN PLANNING ORGANIZATION (MPO)**  
1880 2<sup>nd</sup> Avenue NW, PO Box 9026  
Hickory, NC 28603



**RESOLUTION ADOPTING MODIFICATIONS TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033**

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the following modifications have been proposed for FY 2024-2033 Transportation Improvement Program (TIP):

See page 1 of this Attachment

**WHEREAS**, the MPO certifies that these TIP modifications are consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP);

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FYs 2024-2033 be modified as listed above on this, the 11th day of December, 2024.

\_\_\_\_\_  
Bruce Eckard  
Greater Hickory MPO TAC Chair

\_\_\_\_\_  
Averi Ritchie  
Greater Hickory MPO TAC Secretary

**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** TCC/TAC 2025 Meeting Schedule

**PRESENTER:** Averi Ritchie, Transportation Planning Manager

**ATTACHMENTS:** TCC/TAC 2025 Meeting Schedule

**SUMMARY OF REQUEST:**

For the transportation boards in 2025, our meeting calendar will be structured to ensure consistent and efficient discussions on key transportation issues. Meetings will be held monthly with some potential cancelations. An asterisk indicates the potential cancelation of a meeting. Meetings will only be held on those dates if unanticipated action is requested of the MPO throughout the year. Meetings are generally the 4<sup>th</sup> Wednesday of every month, however, some meeting dates are modified to accommodate holidays and conferences.

**BOARD ACTION REQUESTED:** Approval of meeting schedule

**Suggested Motion:** *I motion to approve the 2025 TCC/TAC meeting schedule.*

<b>TCC Technical Coordinating Committee</b> <b>2025 Calendar</b> (Local Government Staff)	
<b>Day</b>	<b>Date at 1:00 PM</b>
<u>3rd</u> Wed	January 15
4th Wed	February 26
4th Wed	March 26
<u>3rd</u> Wed	April 16
4th Wed	May 28
4th Wed	June 25*
4th Wed	July 23
4th Wed	August 27
4th Wed	September 24
4th Wed	October 22*
<u>2nd</u> Wed	November 12
<u>2nd</u> Wed	December 10

<b>TAC Transportation Advisory Committee</b> <b>2025 Calendar</b> (Elected Officials)	
<b>Day</b>	<b>Date at 2:30 PM</b>
<u>3rd</u> Wed	January 15
4th Wed	February 26
4th Wed	March 26
<u>3rd</u> Wed	April 16
4th Wed	May 28
4th Wed	June 25*
4th Wed	July 23
4th Wed	August 27
4th Wed	September 24
4th Wed	October 22*
<u>2nd</u> Wed	November 12
<u>2nd</u> Wed	December 10

\*Indicates the likely cancelation of a meeting. Meetings will only be held on those dates if unanticipated action is requested of the MPO throughout the year.

**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** Western Piedmont Transportation Safety Plan

**PRESENTER:** Jordan Powell, Transportation Planner, VHB

**ATTACHMENTS:** Presentation

**SUMMARY OF REQUEST:**

The WPCOG and Greater Hickory MPO was awarded state funding for a regional comprehensive highway safety plan, known as the Western Piedmont Transportation Safety Plan (WPTSP). Staff are currently overseeing the completion of the plan. The goal of the WPTSP is to identify areas of concern and high risk areas using crash location and other safety data. The WPTSP covers all modes of transportation. Once completed, the WPTSP will open the region to safety funding opportunities. One goal of the plan is to establish a Safety Subcommittee. The Safety Subcommittee helps guide the plan through local input. Staff are currently providing local data, plan initiatives, and materials to help guide the plan. Please see the attached update on the WPTSP.

**BOARD ACTION REQUESTED:** Discussion Item

**Suggested Motion:** *None.*



# Western Piedmont Transportation Safety Plan

Technical Safety Subcommittee Meeting  
December 2024

# Agenda

1. Project Updates
2. Data Analysis: *Risk Analyses, Equity Analysis*
3. Data Application and Strategies
4. Public Engagement Updates
5. Next Steps



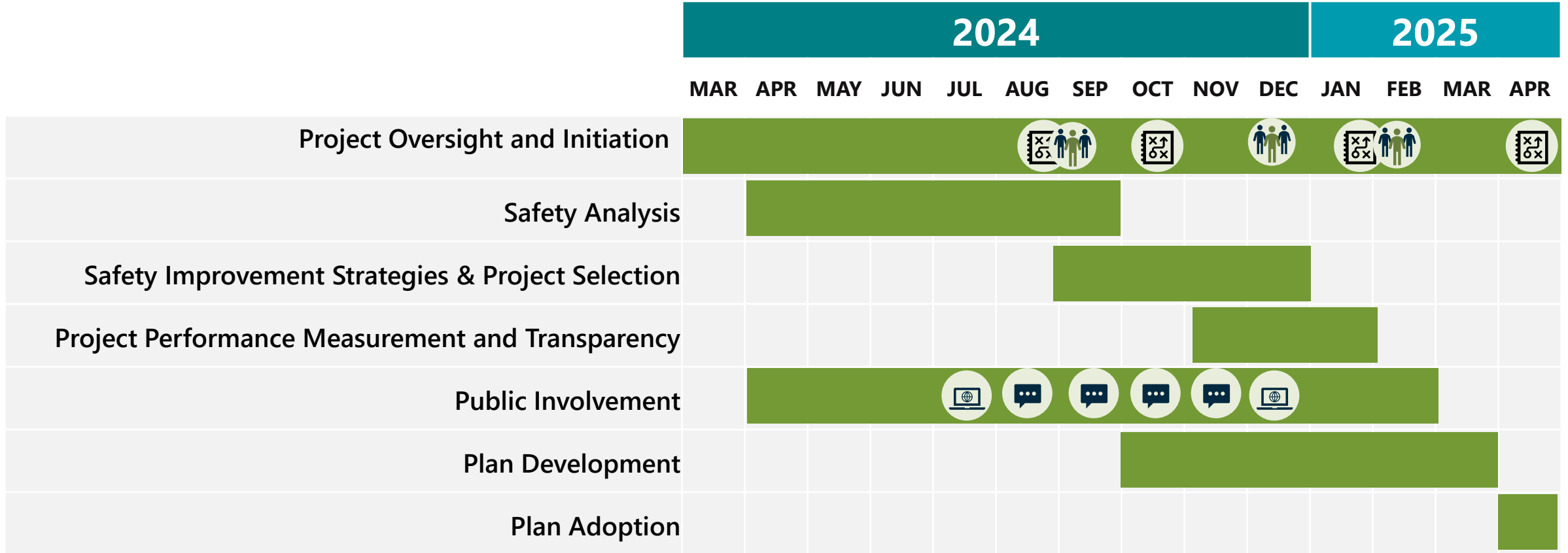
A stylized landscape illustration in shades of blue and green. It features silhouettes of evergreen trees, rolling hills, a car, and a cyclist. A winding path leads from the bottom right towards the center. A person is walking along this path in the bottom right corner.

1

# Project Schedule



# Project Schedule



 **Technical Safety Subcommittee**

 **Hickory SS4A Coordination**

 **Safety Survey**

 **Public Engagement**

# May Meeting Recap

## Topics Covered

- Safety Planning Overview
- Project Approach
- Project Goals
- Safety Analysis Intro



# A Transportation Safety Plan is...



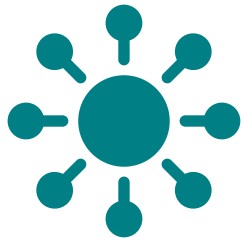
Based on a vision  
and commitment



Data-driven



Stakeholder-led



Reactive and  
Proactive



Multimodal



Focuses on short-term  
needs and long-term goals

# Safety In Planning

- How do our plans account for safety of **all people using roadways**?
- How do our plans consider size of **vehicles** movement of vehicle fleets?
- How do our plans call for setting and enforcing **safe speeds**?
- How do our plans account for human mistakes in **roadway design**?
- How do our plans discuss **emergency response** and human **trauma** due to crashes?



# WPTSP Goals

01

Establish a timeline for significant reduction, toward elimination, of fatalities and serious injury crashes for all modes on the region's transportation

02

Identify safety issues and needs, including a High Injury Network.

03

Produce recommended crash reduction strategies, countermeasures and safety improvements.

04

Increase awareness of transportation safety risks and risks.

05

Coordinate with and inform other regional efforts.

## Process Goals:

- Follow a data-driven process
- Use the Safe Systems Approach
- Ensure process includes outreach to residents from each county and underserved or transportation disadvantaged populations.

# Safety Subcommittee Takeaways

- **Safety Culture**

- People know their individual safety issues, not comprehensive
- Growth and development not connecting to econ dvpt, walkability, slow speeds
- The emotional toll on first responders

- **Safety Concerns**

- Post-expansion high-volume routes (like NC 16)
- Urban vs rural divide – small communities may ignore or not put high value in safety practices
- School transportation safety hindered by funding.
- Phones
- Motorcycles and Mopeds

- **Opportunities**

- Importance of mutual accountability and individual responsibility in roadway behavior
- Clear communication with residents about when and where improvements can be implemented and what the impact is on all modes
- Enhance transportation safety through targeted infrastructure and informed policy
- Apply systemic countermeasures such as engineered speed limits, better signage, and rumble strips, and coordinate these with resurfacing projects.



# Key Roles in a Culture of Safety

- **Agency/Group**

- **Role**

- **Local Elected Officials**
  - Adopt policies, fund projects, and prioritize safety in conversations
- **Planners, Designers, and Engineers**
  - Develop plans that emphasize roadway safety, create standards to reduce risk, design streets and public spaces with safety at the forefront.
- **NCDOT and GHMPO**
  - Adopt policies that increase safety and access, prioritize projects that show the greatest safety benefit for all users.
- **Law Enforcement**
  - Share experiences, lead conversations on safety behavior, document crashes thoughtfully to support reporting and analysis.
- **Emergency Response**
  - Identify opportunities to improve post-crash care, shared stories/experiences, speak to the importance of safer streets and roads.

A stylized landscape illustration in shades of blue and green. It features silhouettes of evergreen trees, rolling hills, a car, and a cyclist. A path winds through the hills. In the bottom right corner, there is a white silhouette of a person walking.

2

# Data Analysis Updates



# Safety Data

Four County MPO Region

2016  
—  
2023

**83,610**

Total Crashes

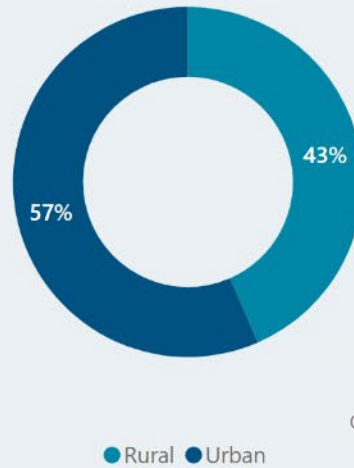
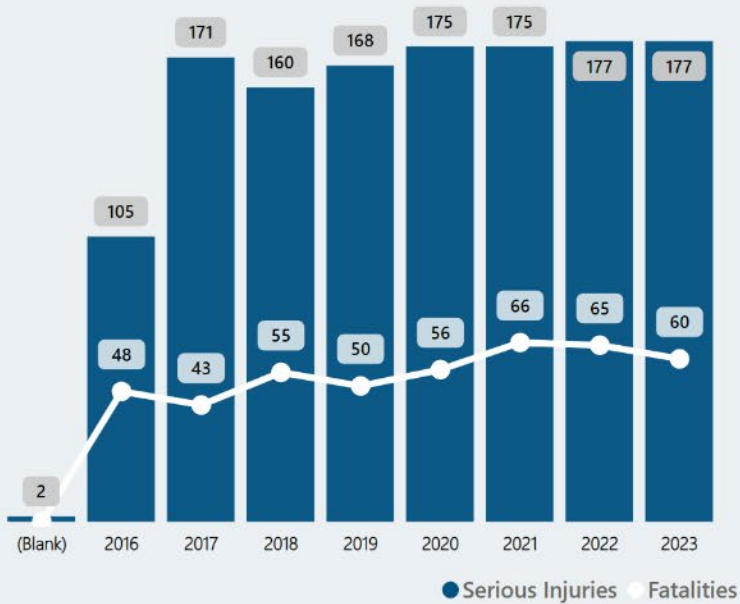
**443**

Fatalities

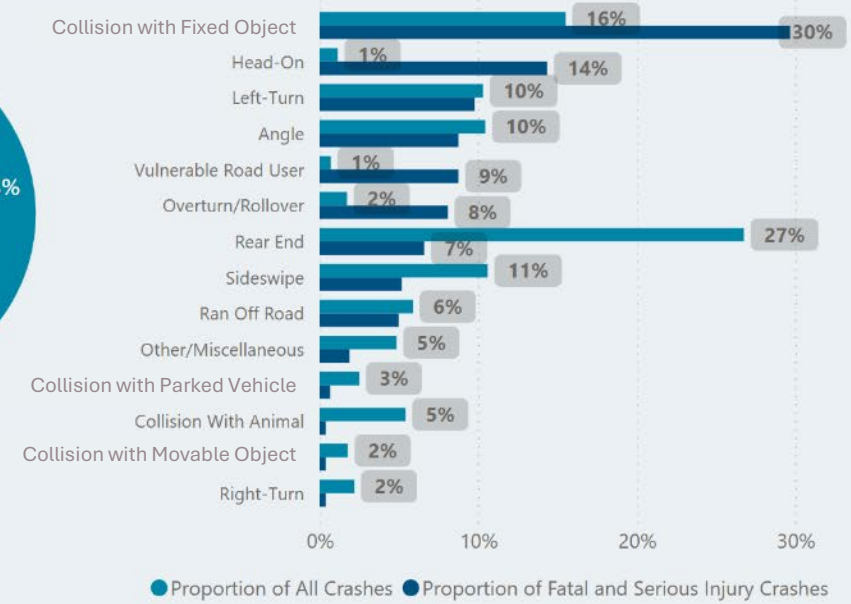
**1,310**

Serious Injuries

Fatal and Serious Injuries



Crash Type Proportion

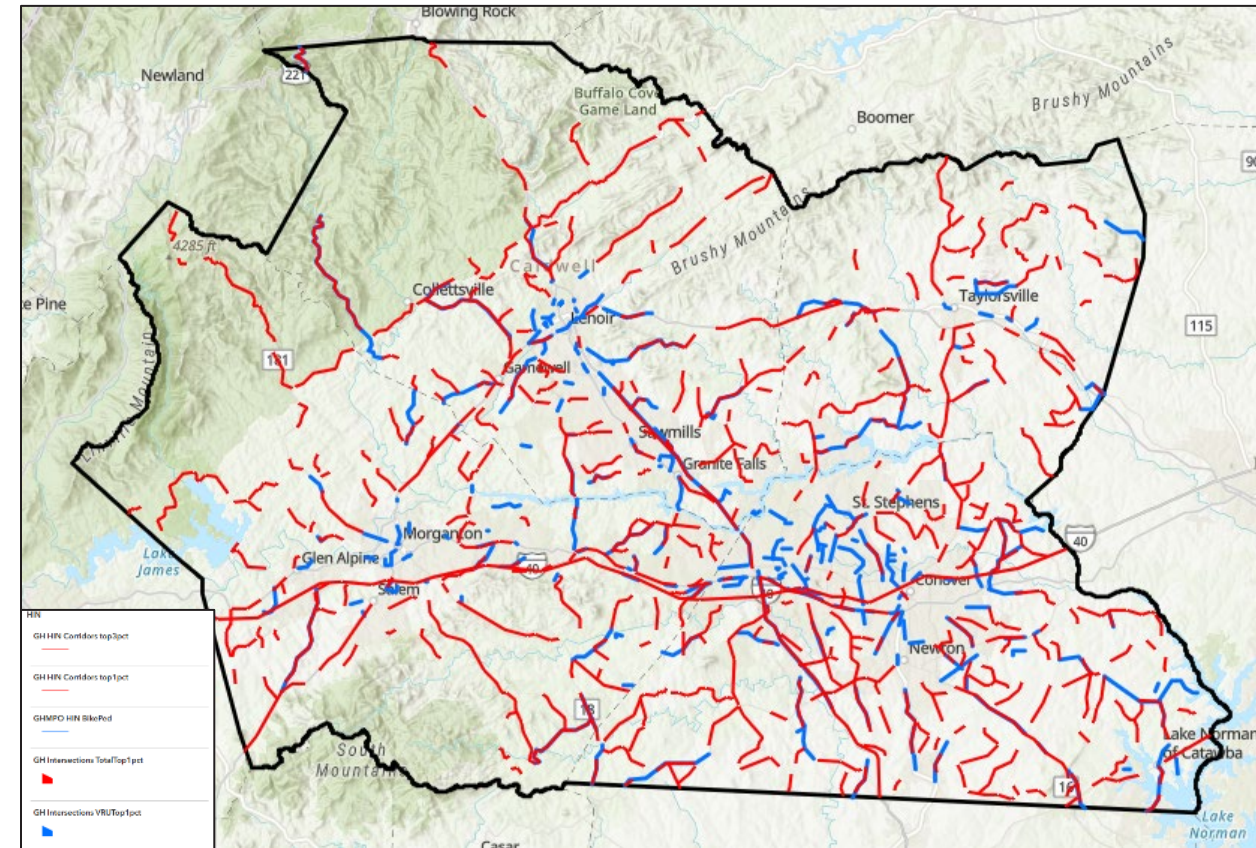


# High Injury Network(s)

## HIN Types

- High Injury Network (HIN)
- High Injury Intersections (HII)
- HIN/HII for bicyclist/pedestrian crashes

How to read this map: This map shows a network of roads and intersections identified as “high-injury” based on an injury weighting/scoring classification for historic crashes. Segments and corridors are identified by frequency and weight of crashes by severity. The HINs are the Top 3% of segments in the region. Intersections are identified by the same method and are isolated to the Top 1% of all intersections in the region. This results in a map that recognizes previous crash locations, but is also sensitive to fatal crash events, which sometimes may be random and not related to unsafe roadway conditions. Because of this, HINs and HIIS should always be considered in conjunction with risk analysis.



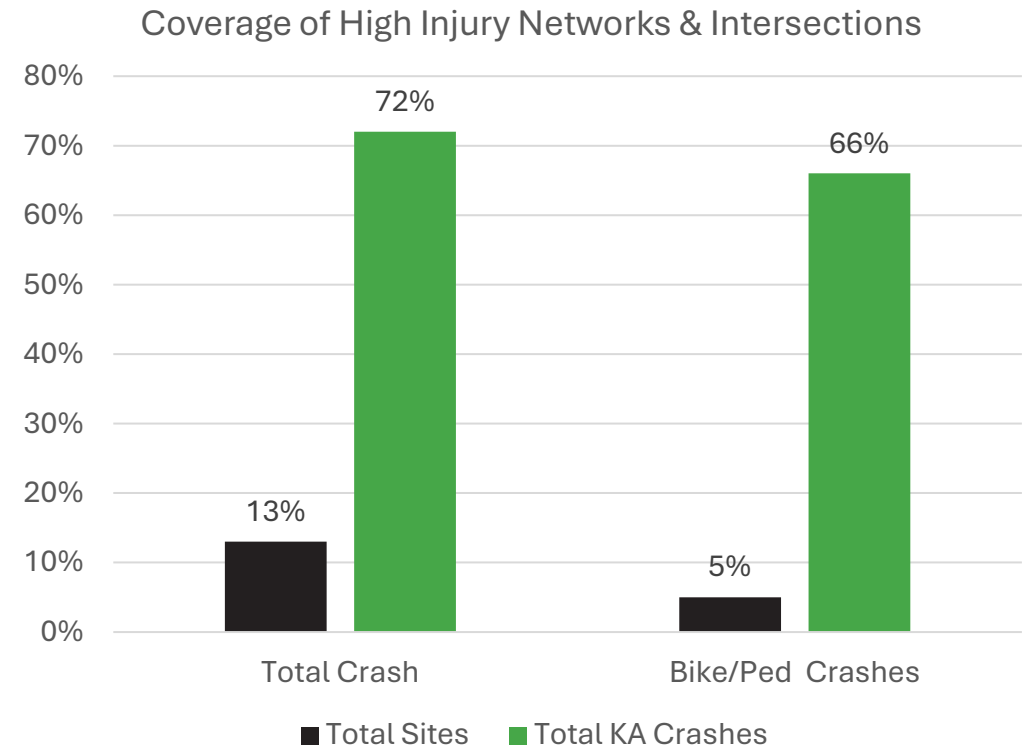
# High Injury Network(s)

## Findings

- *Top 3% of segments and 1% of intersections covers 13% of the network in the region and 72% of fatal and serious injury (KA) crashes.*
- *The Bike/Ped HIN and HII cover 2/3 of KA crashes and 5% of the network.*
- *Bike/Ped HIN highly sensitive to segments with 2 or more serious injury or fatal crashes*
- *HINs tend to follow high volume highways and interstates*

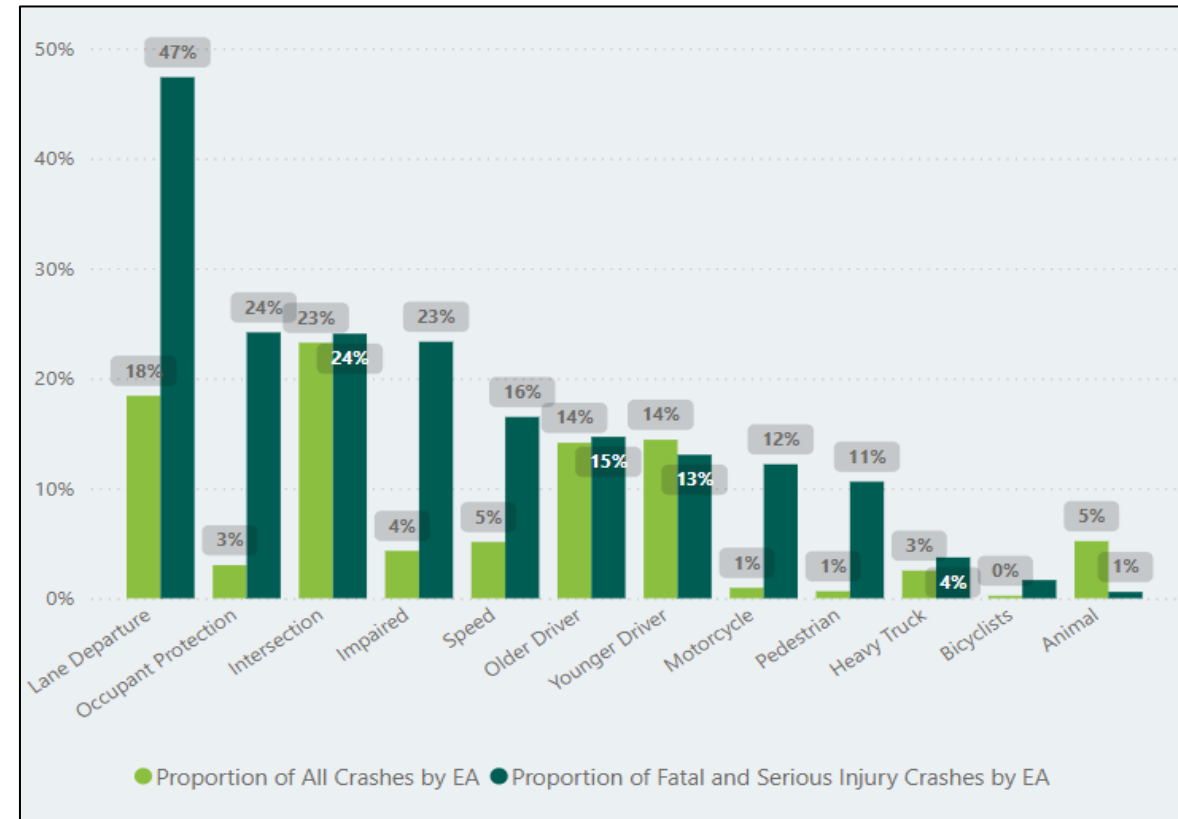
Can be difficult to know you have addressed a safety need:

- *Yes, there are crashes, but what do you do about it?*
- *Past crashes may not indicate future needs*
- *Lack of a crash pattern does **not** necessarily mean there is no safety problem*



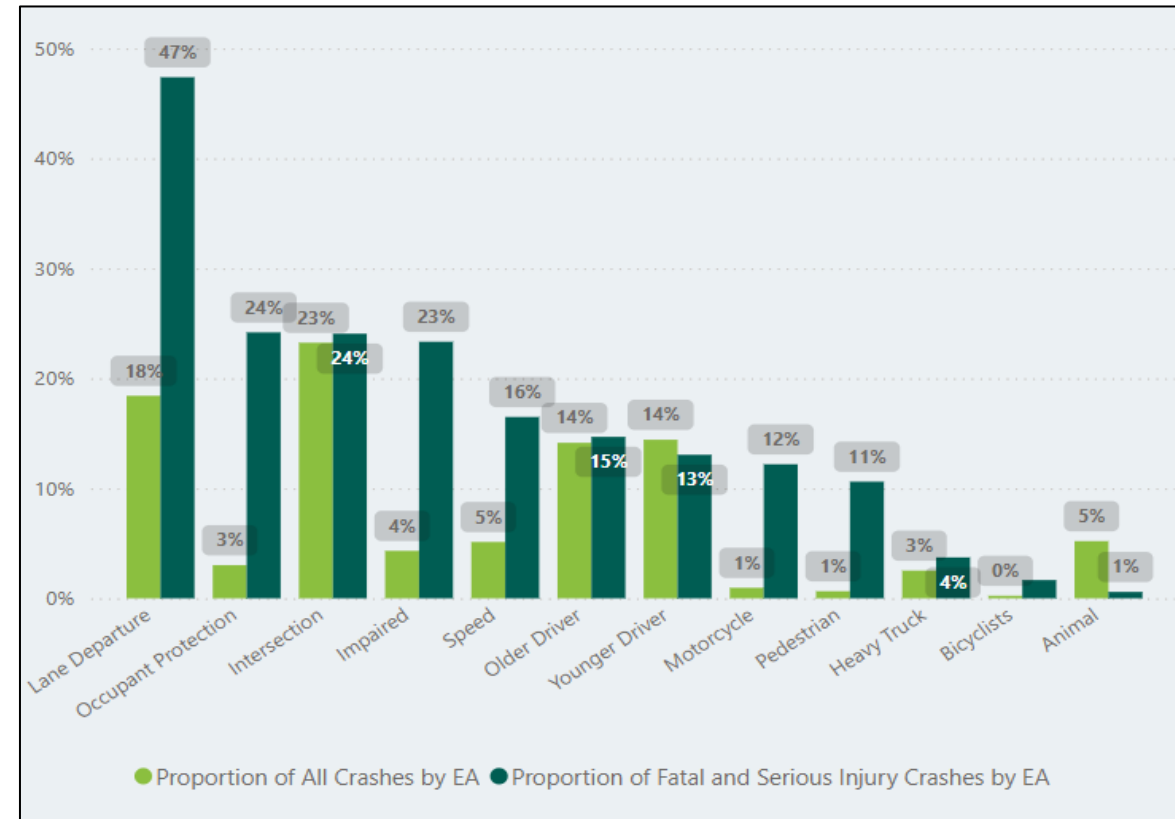
# Why Risk-Based Analysis?

- Crash frequency analysis (i.e., an HIN)
  - What are the high crash locations?
  - Suffers from “regression-to-the-mean”
  - Unreliable year-to-year
- Risk-based analysis
  - What are the characteristics of high crash locations?
  - Focus on crash types that lead to more severe outcomes
  - Proactive - locations may not have had a crash this year, but they could next year



# Why Risk-Based Analysis?

- By building on what we know, risk analysis help us prepare for crashes that have not occurred, but we know have a higher chance of resulting in fatality or serious injury:
  - *Route types with a greater share of high severity crashes*
  - *Neighborhoods with a more diverse mix of road user*
  - *Higher speeds (kinetic energy) lead to more severe outcomes*
- Where do all these factors occur on the network?
- Where will they occur in the future?



# Using A Safe System Approach

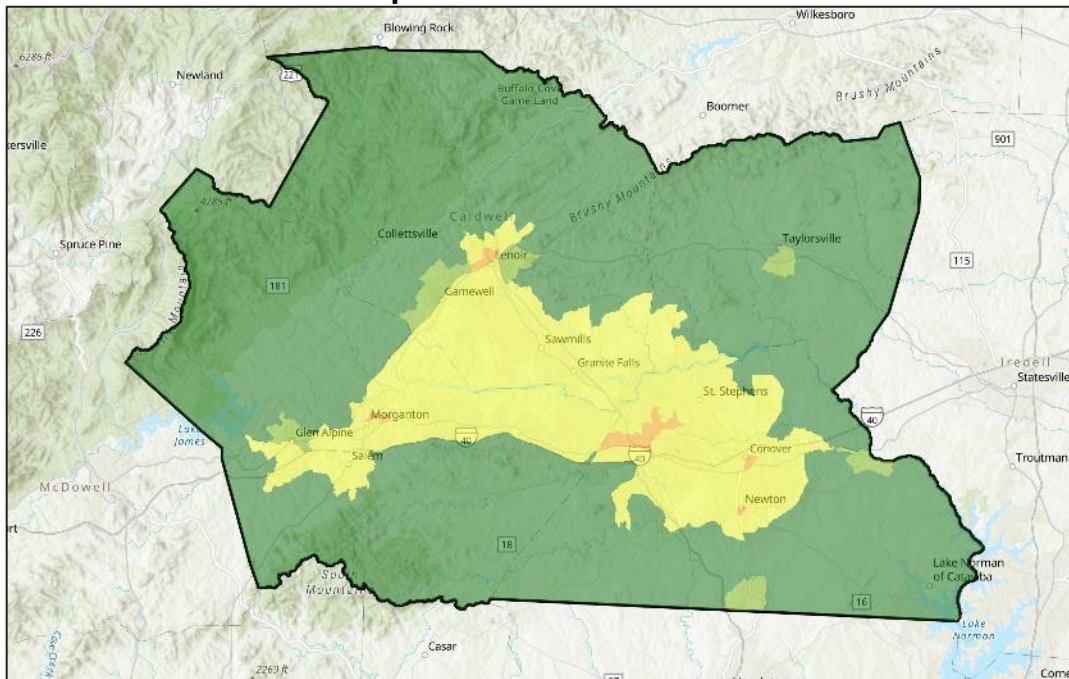
- A framework for how to apply the HIN & risk analysis to your safety program.
- Exposure
  - Are you expecting more road users or a greater mix of road users?
- Likelihood
  - Are your countermeasures reducing the likelihood that a certain crash type occurs?
- Severity
  - Increased kinetic energy (i.e., speed) result in greater injury – where is speed highest?



# Maps: Exposure

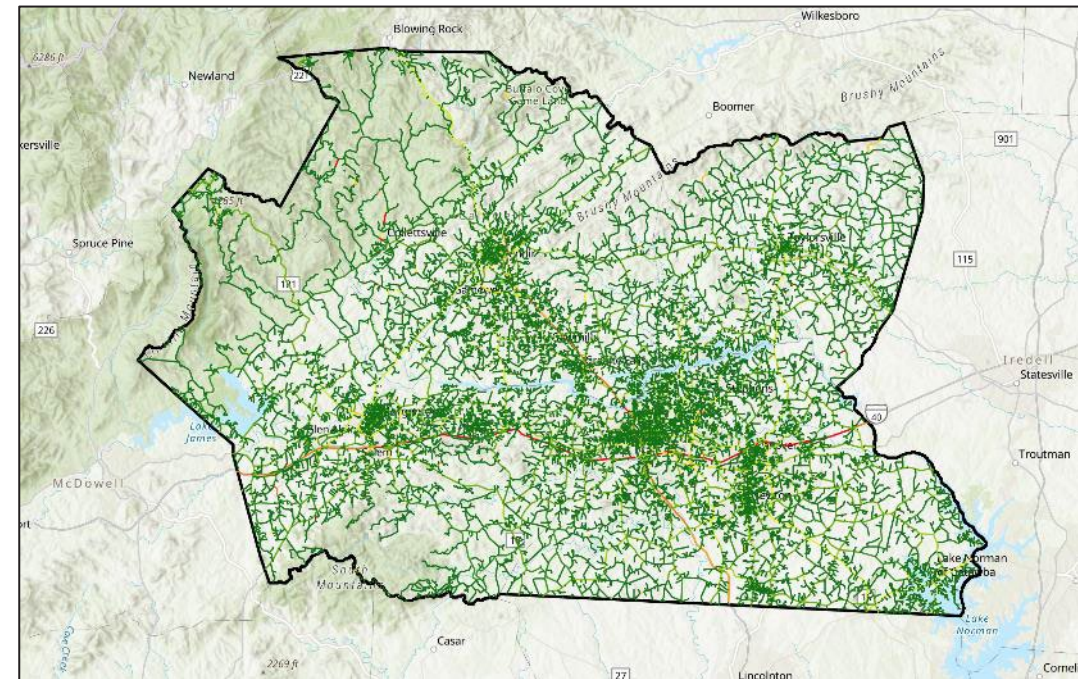
## Context Classification

How to read this map: Context classification categorizes the region by intersection density, which is used as a proxy for the amount of road user conflicts that can be expected in a geography. **This results in a map of areas where we would expect higher exposure risk for all road users based on potentials for conflict.**



## AADT

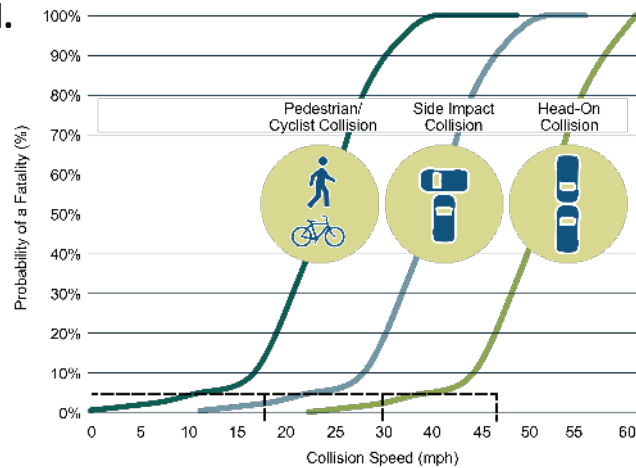
How to read this map: Average Annual Daily Traffic (AADT) is a measure that shows the amount of vehicular traffic on a roadway, annualized and compressed to a daily average. **This results in a map of roadways where we would expect higher exposure risk for all road users based on number of vehicles.**



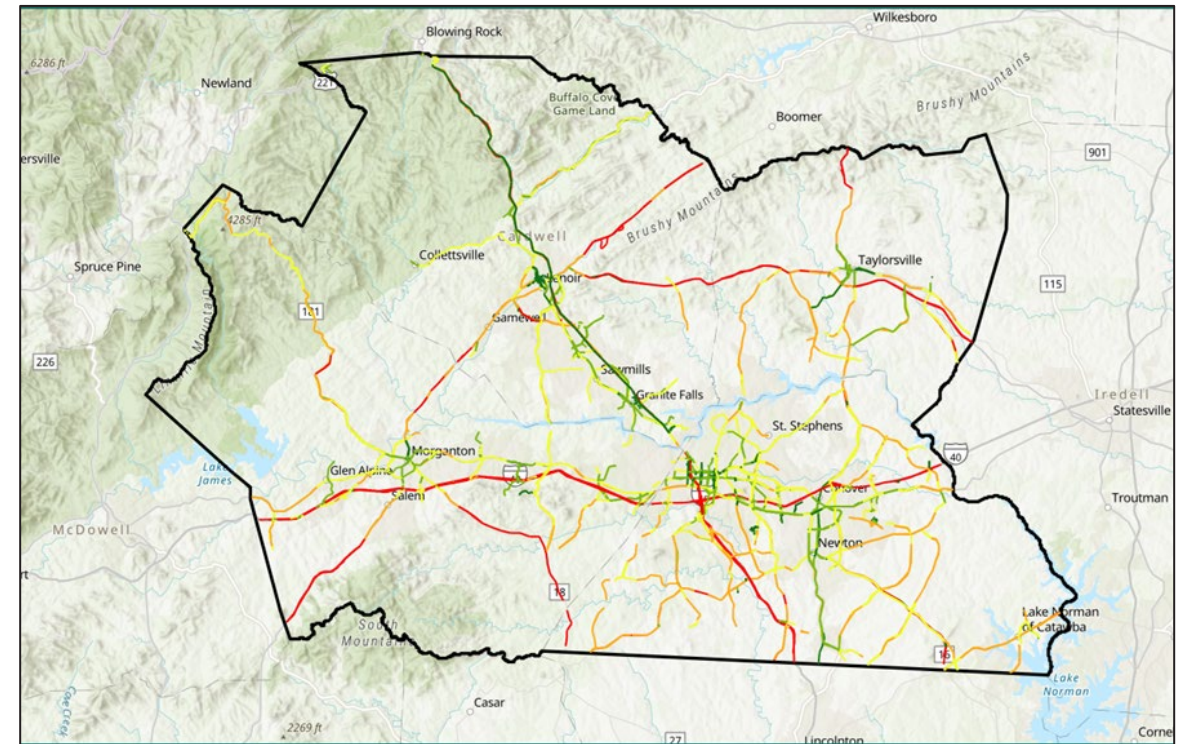
# Maps: Severity

How to read this map: Severity maps are a representation of how severe we would expect a crash to be, based on the observed speed on roadways. Roads are color categorized from green to red based on speed, with red indicating roads with the highest 85<sup>th</sup> percentile speed and thus the highest potential for crash severity based on speed. This is used in context, as will be explored in the application section. For instance, high speeds on a median divided roadway are less likely to result in severe head-on collision crashes. **This results in a map of roads where we would expect an increased severity of crash injury, based on speed.**

The graph shows the relationship between collision speed and crash severity for a few select crash types.



## 85<sup>th</sup> Percentile Weekday Speed

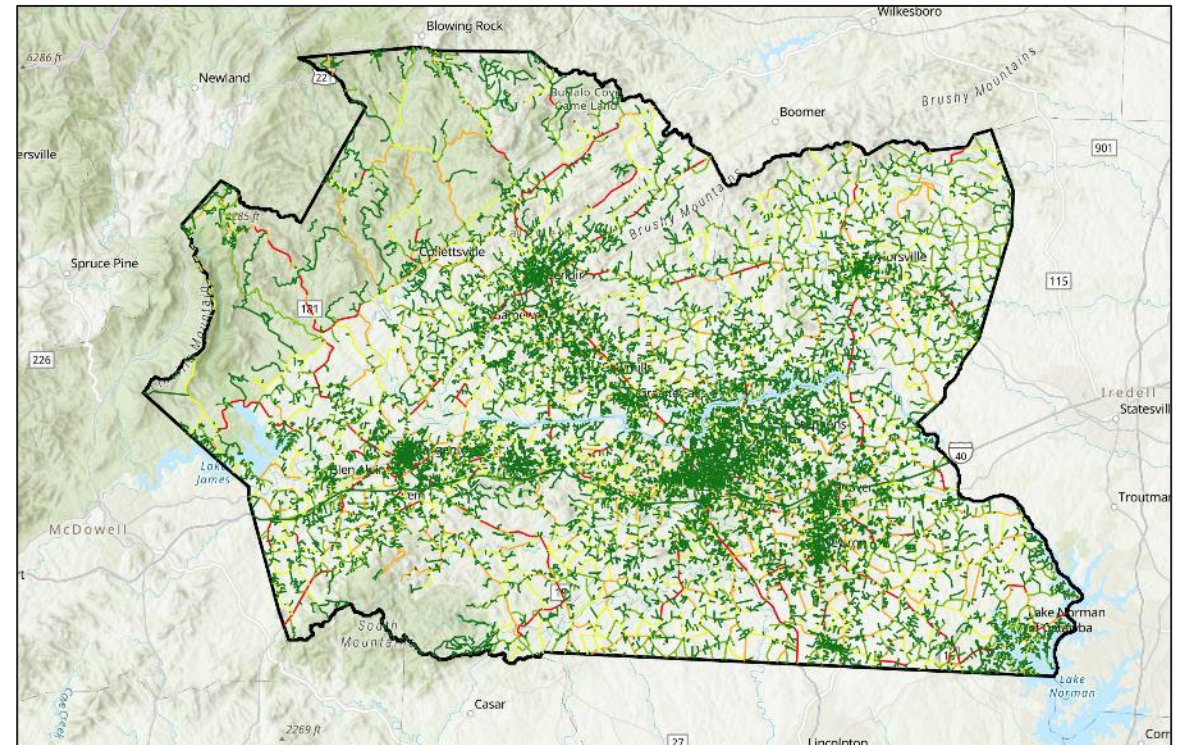




# Maps: Likelihood

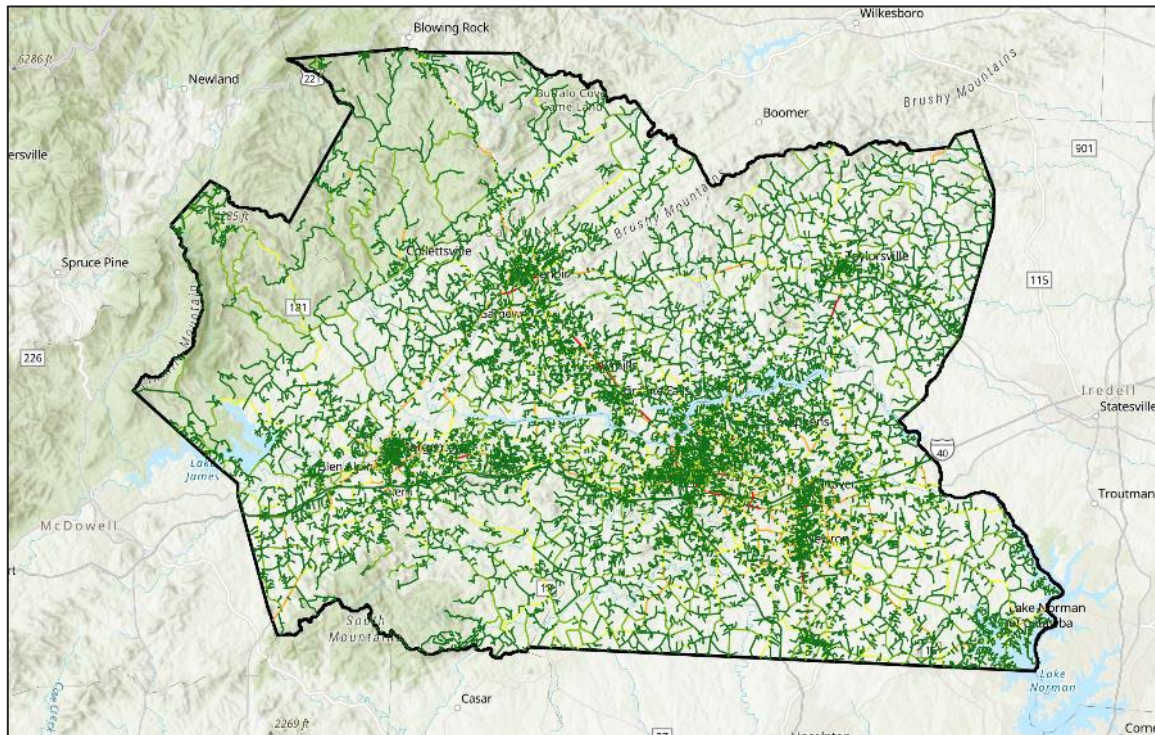
How to read this map: Likelihood maps are a result of the risk analysis. This analysis, in short, establishes a probabilistic assessment of a focus emphasis area crash (identified through overrepresentation analysis) occurring on the road network. Many risk factors are associated with this analysis. **This results in a map of roads where we would expect an increased likelihood of specific crash emphasis areas to occur, independent of observed or documented crash history.** The map on the right is the Motorcycle Emphasis Area risk map. The following pages show thumbnails of the risk maps for Pedestrian, Bicycle, Lane Departure, and Intersection crashes.

## Motorcycle

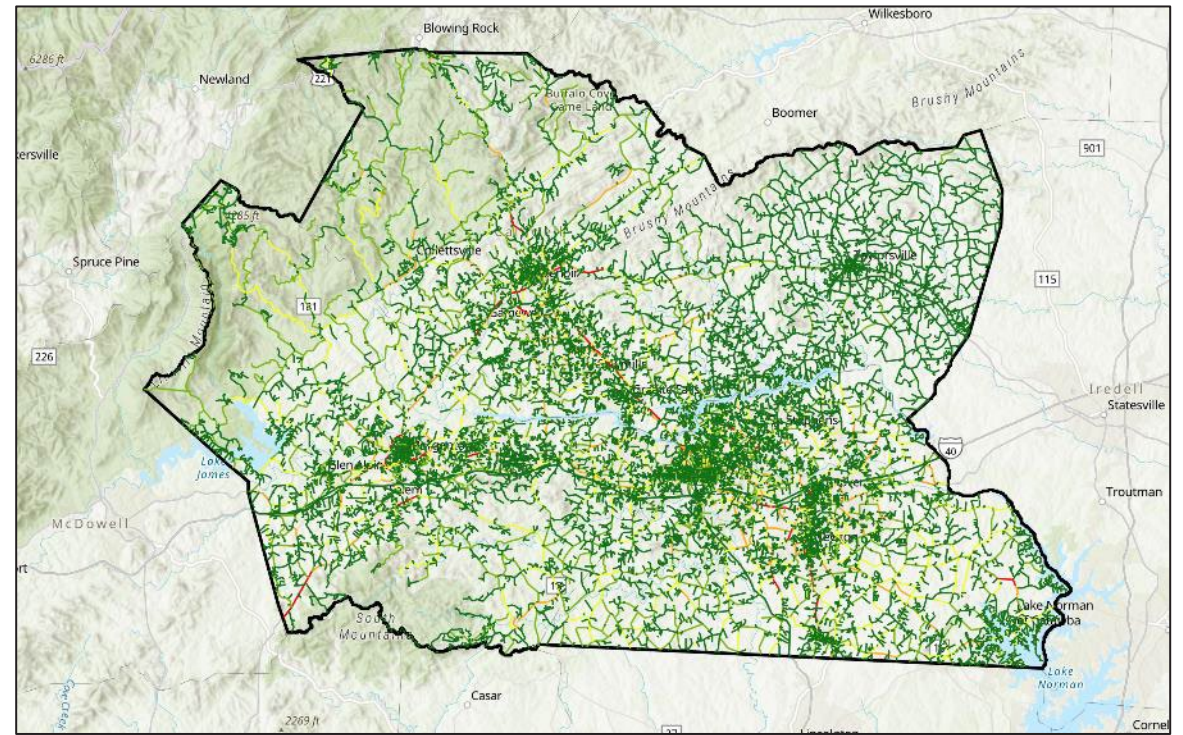


# Maps: Likelihood

## Pedestrian

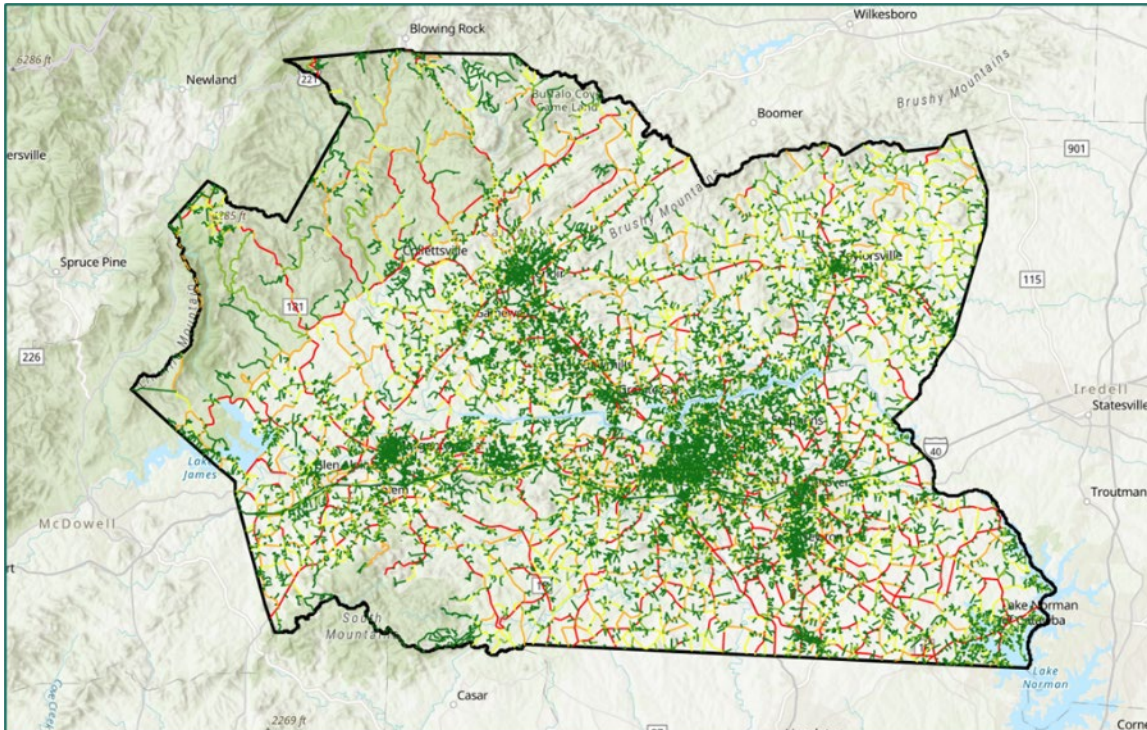


## Bicycle

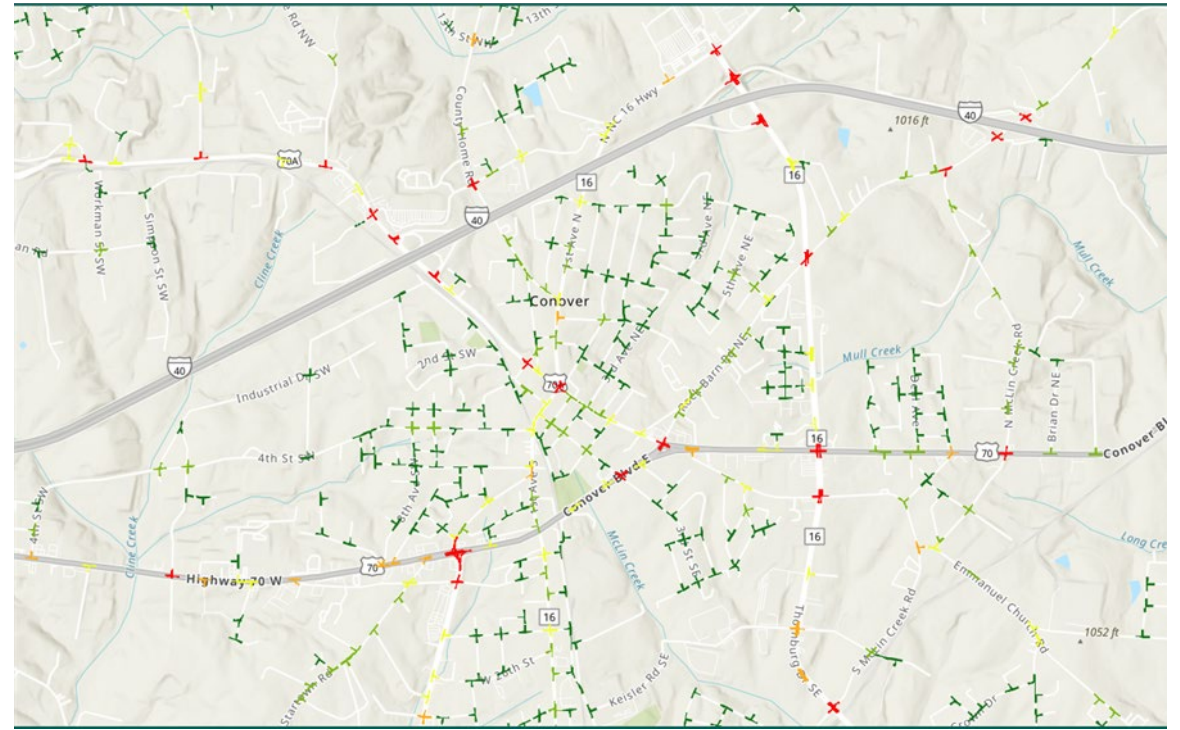


# Maps: Likelihood

## Lane Departure

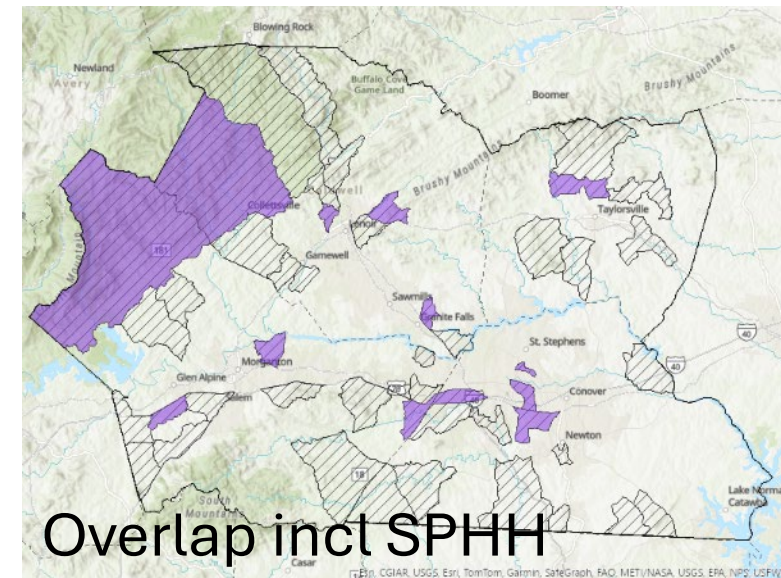
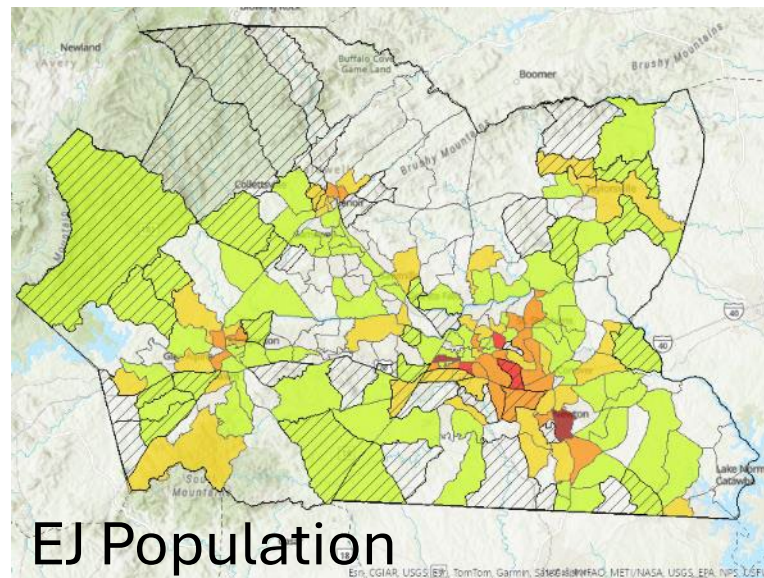
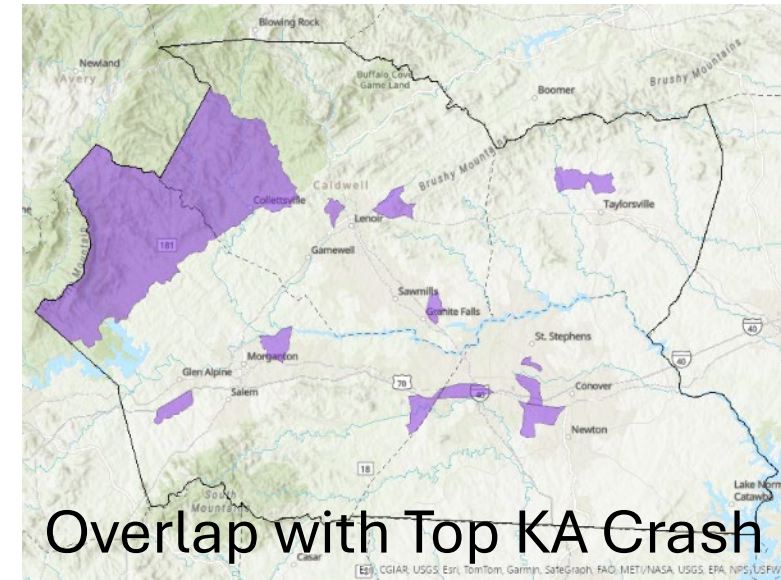
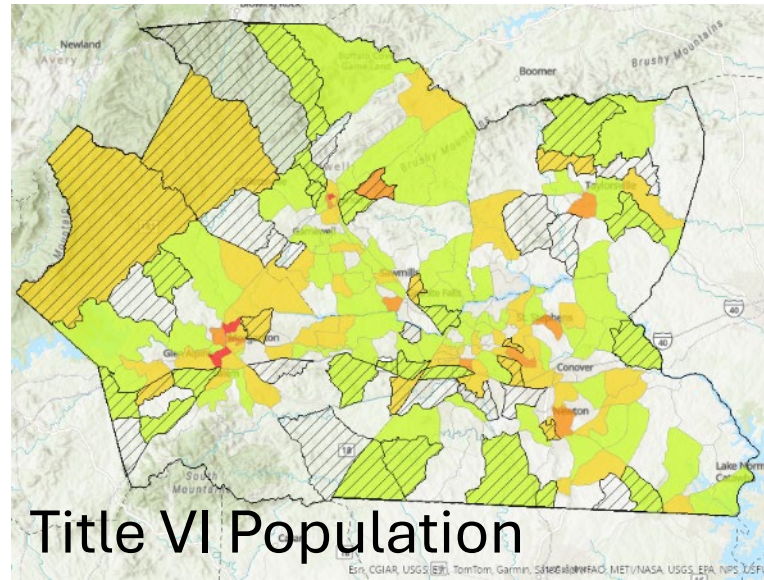


## Intersections



# Equity Analysis

- Title VI Populations
- Environmental Justice Populations
- Top 20% Analysis
- Top KA Crash rates
- 13 Block Groups



A stylized landscape illustration in shades of blue and green. It features silhouettes of evergreen trees, rolling hills, a car, and a cyclist. A path winds through the scene. In the bottom right corner, there is a white silhouette of a person walking.

3

# Data Application and Strategies

# Case Studies

## Framework for reviewing:

- **Exposure:** What is the context for this corridor?
- **Likelihood:** What likelihood does the data show? What might be informing that?
- **Severity:** Do we have a potential speed issue?
- What do we anticipate the **character of the corridor** to be in the next few years/decades?
- What **additional context** informs this (HIN? Equity?)

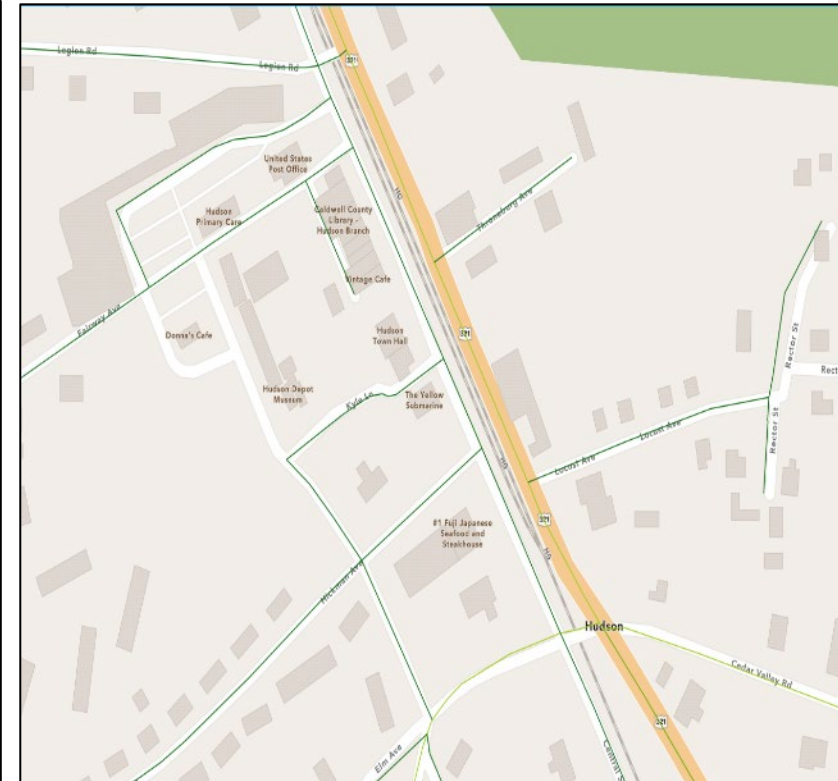
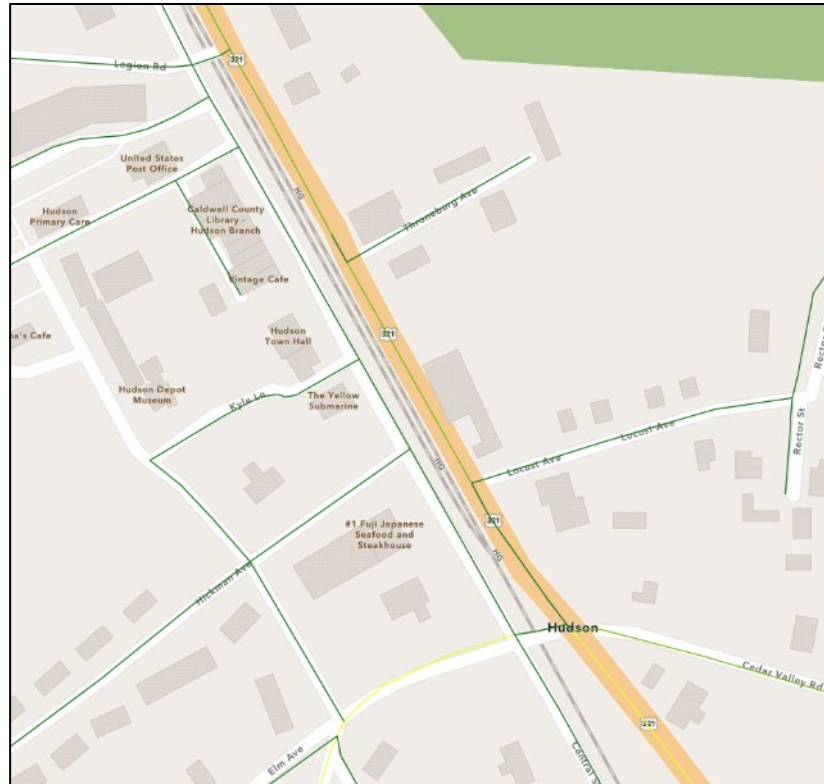
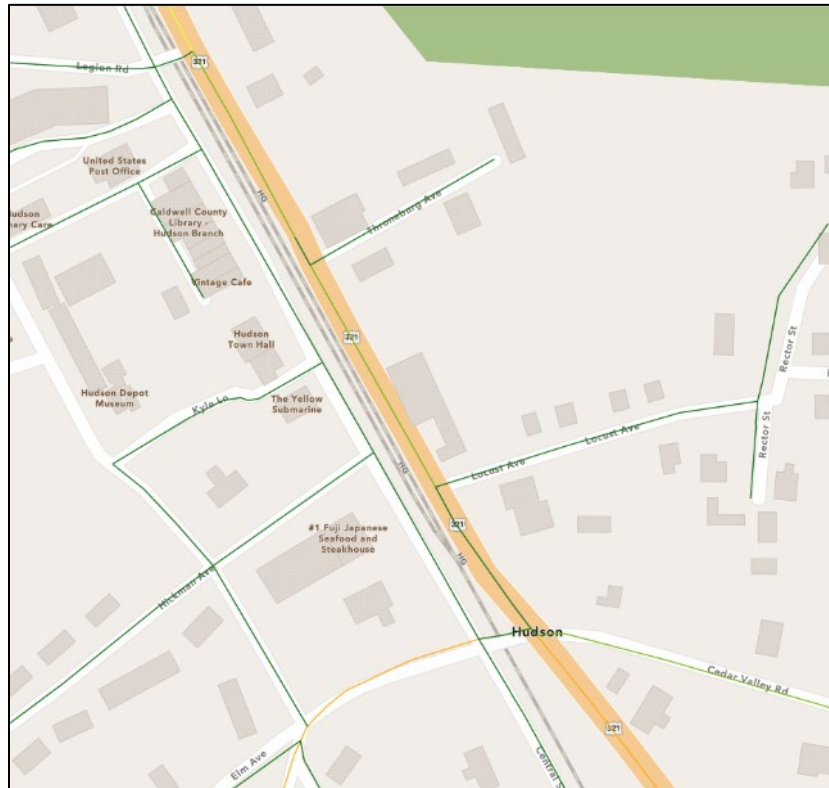


# Case Study: 321A (Hudson)

## Bicycle Routes Likelihood

## Pedestrian Routes Likelihood

## Exposure (Suburban Context)

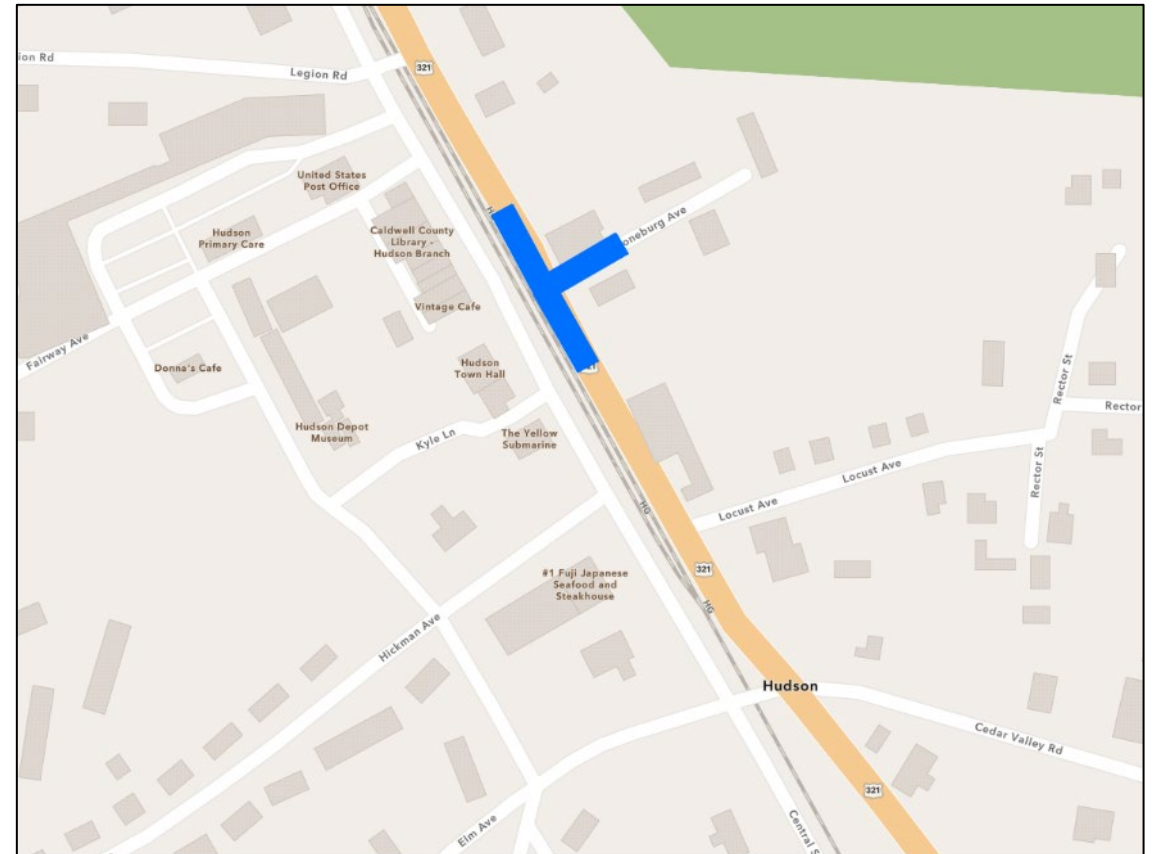


# Case Study: 321A (Hudson)

Likelihood All Crashes: Intersection



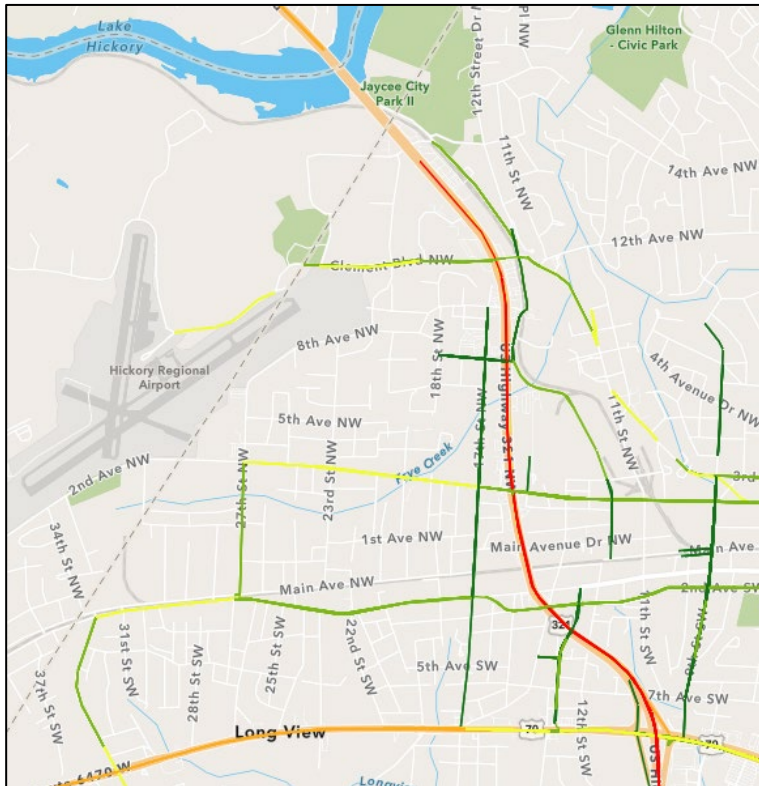
High Injury Network (HIN)



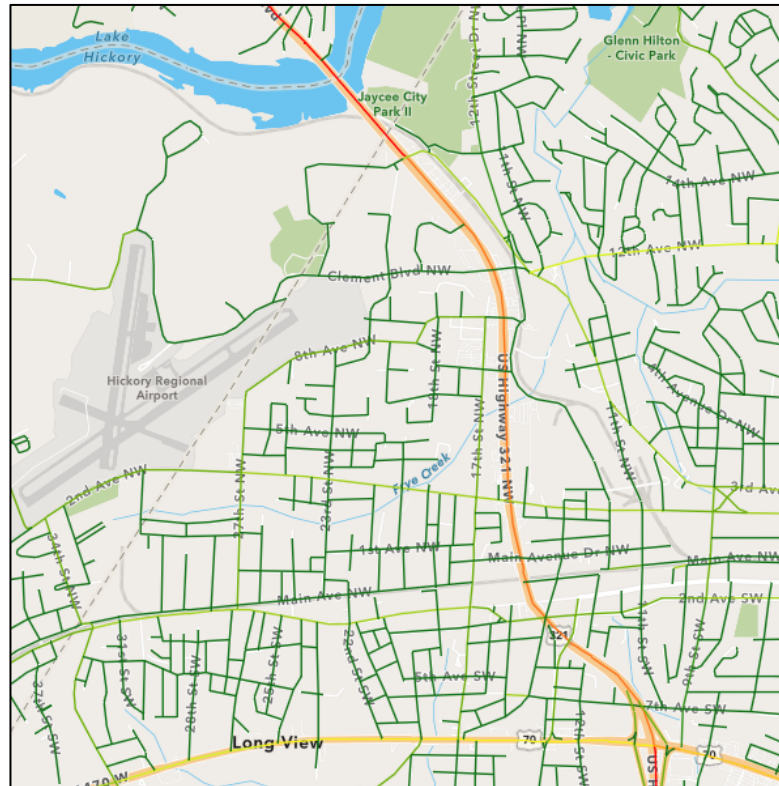


# Case Study: U-4700A (Hickory)

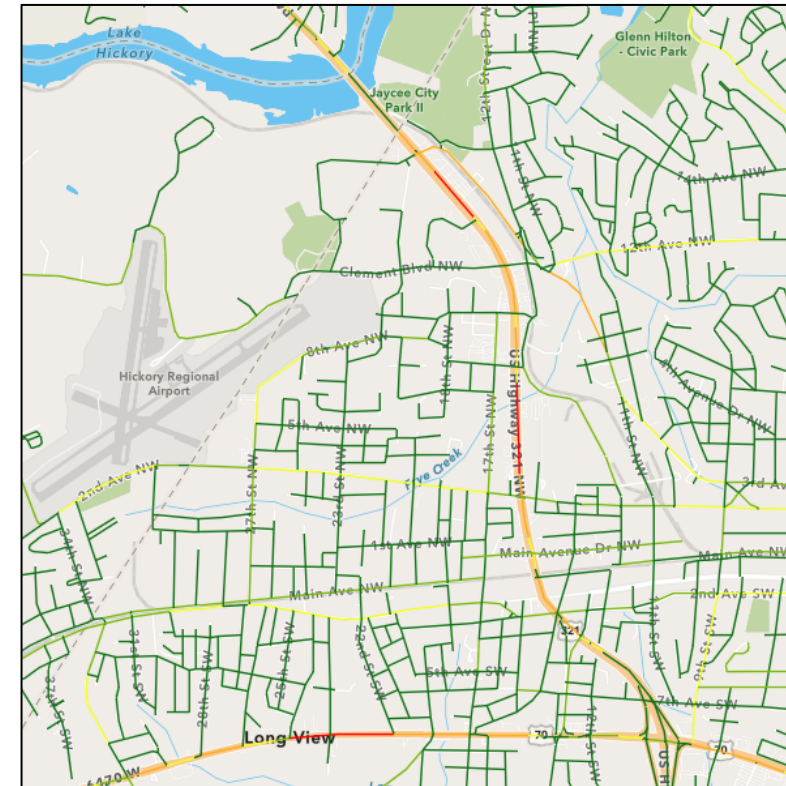
## Severity



## Exposure

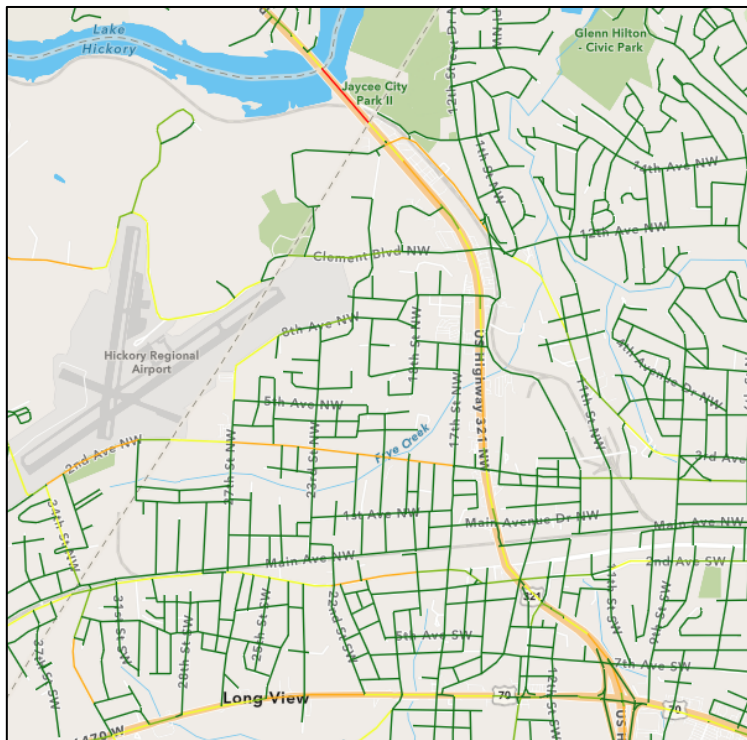


## Pedestrian Route Likelihood

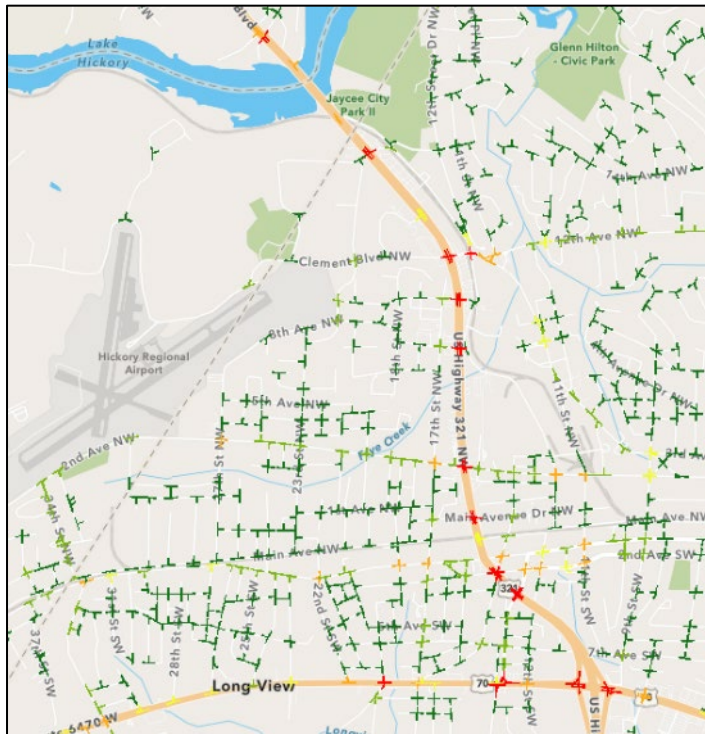


# Case Study: U-4700A (Hickory)

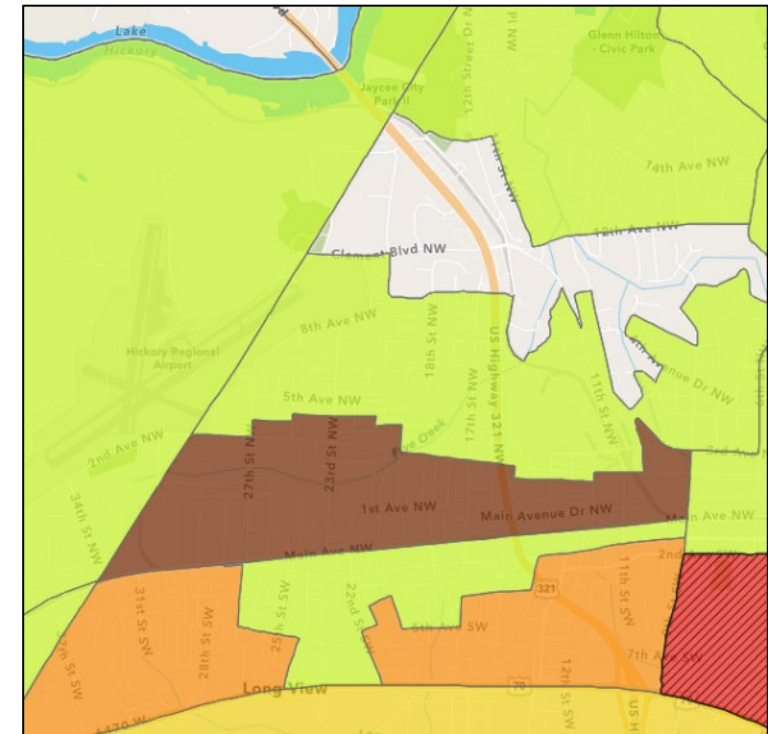
Lane Departure Likelihood



Likelihood All Crashes: Intersection



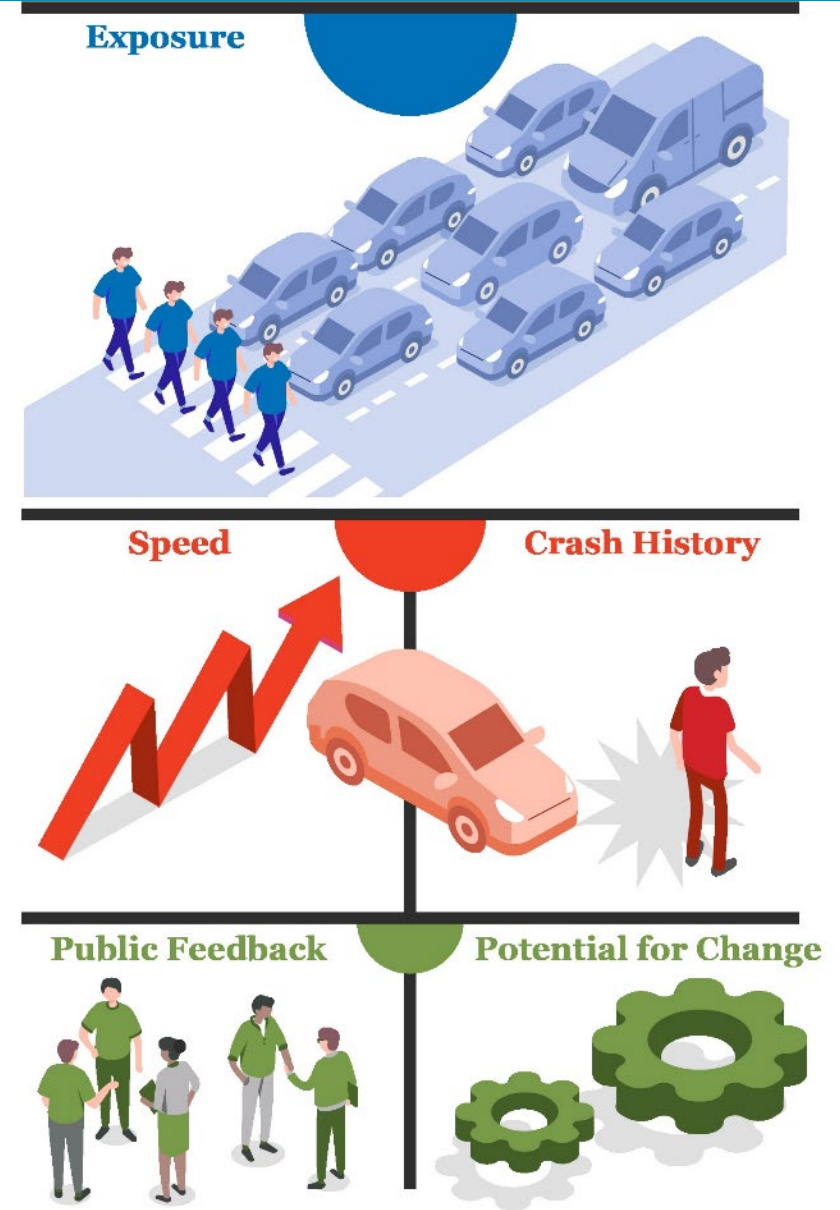
Equity: EJ Concentration



# Application

## Planning and Prioritization

- Describe safety problems for integration into CTP/MTP
- Identify other planning efforts that safety data can support
- Identify strategy for developing new or enhancing projects
  - *RSA*
  - *Corridor study*
  - *Area plan*
- Rank proposed projects per responsiveness of proposed project to risk, severity, and exposure



# Application

## Data and Policy

- What data do we lack to describe conditions and outcomes?
  - *Exposure data*
  - *Project-level evaluation*
- How does policy need to change to support decision making and safety projects?
  - *Speed management tools*
  - *Countermeasure guidance*
  - *Project scoping and safety review procedures*

## COUNTERMEASURE SELECTION CRITERIA



# Questions

---

**How else do you see the region using this information?**

---

**What if there is no data identifying a safety problem with a project?**

*Does it address safety culture?*

*Is it in other plans?*

---

**What ways of prioritization would you like to see?**

*Risk?*

*Locality?*

*Equity?*

---

**Do you see this data supporting planning efforts?**

A stylized landscape illustration in shades of blue and green. It features silhouettes of evergreen trees, rolling hills, a car on a road, and a person on a bicycle. The scene is set against a light blue sky and a dark green foreground.

4

# Public Engagement Updates



# Identified Pop-Up Events

## Alexander County

- 34<sup>th</sup> Annual Taylorsville Apple Festival – Taylorsville, NC: October 19<sup>th</sup>



## Burke County

- 42<sup>nd</sup> Annual Morganton Festival – Morganton, NC: September 6-7<sup>th</sup>

## Caldwell County

- Lenoir's Wood Fire Smoke Festival: October 19<sup>th</sup>



## Catawba County

- Hickory's Oktoberfest: October 12<sup>th</sup>



### Materials

- Informational poster boards
- Interactive “Commitment” poster boards
- Flyers and surveys for attendees to take and share with others.
- Survey QR Code
- Sticker notes. So many sticker notes.

# Survey Results

## Preliminary Results as of 12/2/2024

- 68 total participants
- Most concerning safety issues in the region:
  - Busy intersections
  - Speeding
  - Not enough light at night



# Emerging Themes

From engagement events, survey results, and subcommittee meetings

- Distracted driving recognized as a significant concern
  - *Cell phone usage*
- Road safety and infrastructure issues
  - *Poor road conditions, faded non-reflective paint markings, and narrow/curvy roads are hazardous*
  - *Busy intersections: makes driving unsafe, intersections considered most beneficial to improve*
- Visibility and lighting
- Pedestrian and cyclist safety
  - *Lack of sidewalks, crosswalks, bike lanes etc. makes walking and biking unsafe*
  - **46%** of survey respondents feel unsafe walking, biking, or taking transit
- Driver behavior and law enforcement
  - *More enforcement suggested, overall poor compliance with traffic laws among the public: running red lights, speeding, distracted driving etc.*
- Congestion and traffic complaints
  - *I-40, NC 127, US 321*

A stylized landscape illustration in shades of blue and green. It features silhouettes of evergreen trees, rolling hills, a car, and a cyclist. A path winds through the hills. The background is a gradient from light blue at the top to dark blue at the bottom.

5

## Next Steps



# Our Next Steps

## Project Team

- Finalize framework for Regional Targets / Goals
- Synthesize safety challenges, objectives, and strategies

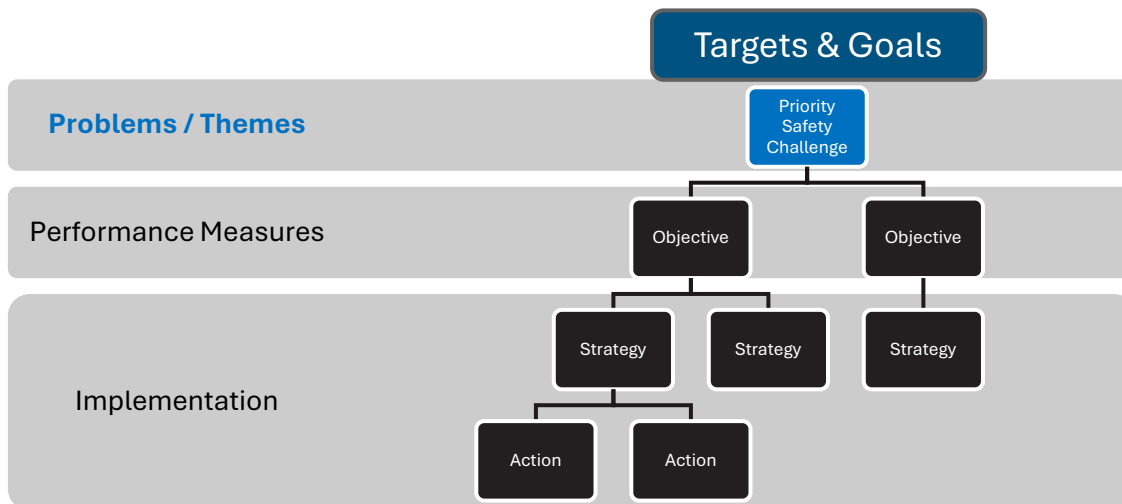
## TCC/TAC

### Next Meeting

- Establish regional targets / goal-setting
- Provide feedback on prioritization process

### Continued

- Advance the plan's goals
- Provide ongoing oversight on performance



Questions?



The background features a stylized landscape with silhouettes of evergreen trees, rolling hills, a cyclist on the left, a car in the center, and a pedestrian on the right. The color palette consists of various shades of blue and green.

Jordan Powell | [jpowell@vhb.com](mailto:jpowell@vhb.com)

Brian Murphy | [bgmurphy@ncdot.gov](mailto:bgmurphy@ncdot.gov)

Averi Ritchie | [Averi.Ritchie@wpcog.org](mailto:Averi.Ritchie@wpcog.org)

**REQUEST FOR BOARD ACTION  
GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION  
TCC/TAC**

**MEETING DATE:** December 11, 2024

**SUBJECT:** Locally Administered Project Program – Supplemental Funding Requests  
**PRESENTER:** Daniel Odom, Transportation Projects Coordinator

**ATTACHMENTS:** LAPP 2024 – Fall Supplemental Funding Requests

**SUMMARY OF REQUEST:**

The Western Piedmont Council of Governments (WPCOG) and Greater Hickory Metropolitan Planning Organization (GHMPO) receive roughly \$3.5 million annually in federal transportation grant funding for multimodal projects (bicycle/pedestrian, transit, small intersection). These funds are managed through the Locally Administered Projects Program (LAPP). In September, the MPO opened the annual fall call for supplemental funding requests. The MPO received one (1) project application. This request was submitted by NCDOT Division 13, for I-40 Exit 119 (South Center Street). This project addresses the existing bridge over I-40, and constructs Bicycle and Pedestrian accommodations along South Center Street. This supplemental application was released for public comment at the November 13, 2024, TCC/TAC meeting, and will be presented for approval at the December 11, 2024, meeting.

**To direct and program funds for the project, two (2) committee actions are necessary: 1) Approval of funding for the project, 2) Approval of the proposed TIP amendment to program the supplemental funding to the project.**

**BOARD ACTION REQUESTED: A) Approval to direct STBG-DA funding to BR-0151. B) Approval of TIP amendment to program funds to the BR-0151.**

**Suggested Motion: A) *Move approval of supplemental funding for BR-0151. B) *Move approval of TIP amendment as presented****



**Western Piedmont**  
Council of Governments

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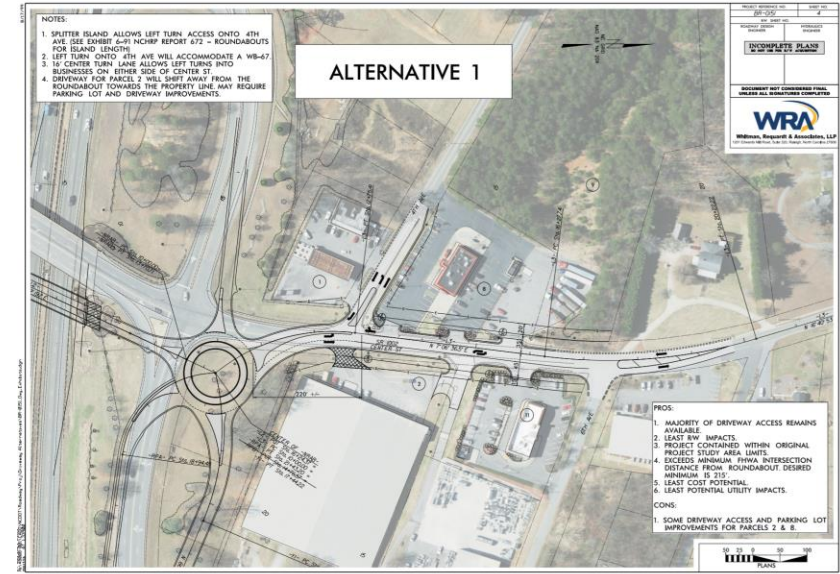
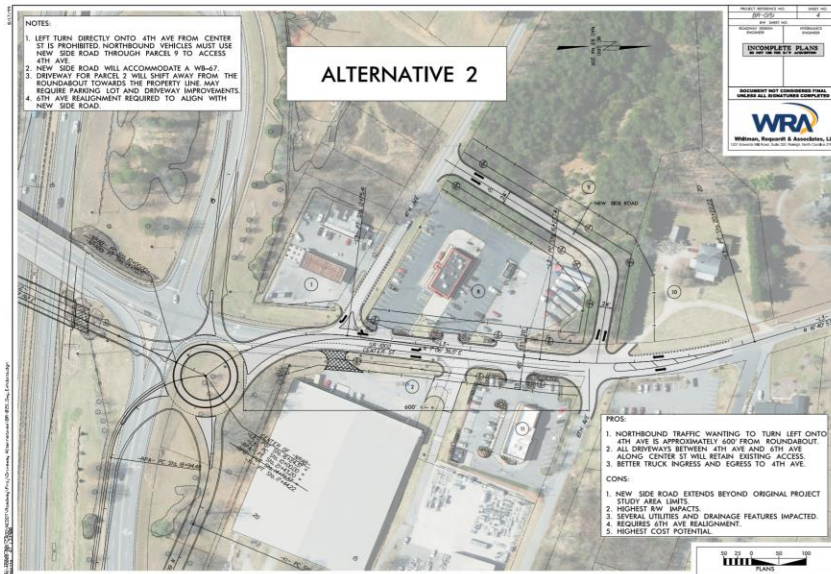
# Locally Administered Project Program: Fall 2024 - Requests for Supplemental Funding

GHMPO TCC and TAC

December 11, 2024

# Applications Received

- NCDOT Division 13: BR-0151 (I-40 Exit 119/S Center Street Hildebran) Bicycle and Pedestrian Accommodations.





# BR-0151 (I-40 Exit 119/South Center Street)

- **Description:** BR-0151 replaces the existing bridge at I-40 Exit 119. This project will include the construction of sidewalk on new location from 4th Street to 6th Street in Hildebran and may include additional accommodations south of I-40. This supplemental application is for funding to offset the cost of B/P improvements. Division 13 is applying only for the equivalent of the returned funds from BL-0001.
- **Total Estimated Cost (Bicycle/Pedestrian Improvements Only):** \$832,000.00
- **Federal Share:** \$416,000.00
- **Final Score:** 65

# Funding Outlook

\* *The funding outlook below projects STBG-DA balances, less the amount requested by NCDOT Division 13.*

FY25	FY26	FY27	FY28	FY29/FY30
\$458K	\$478K	\$749K	\$3.454	\$6.908M

Total Available STBG-DA  
Funds Through 2030:  
**\$12,047,000**

**Target Investment: <\$1M**

# Funding Proposal & TIP Amendment

- **Funding Proposal**\*: Direct full supplemental request amount (\$416,000.00) of STBG-DA funding to BR-0151, administered and managed by NCDOT Division 13.
- **TIP Modification**\*: Modify the FY 2024-2033 Transportation Improvement Program to include \$416,000.00 in additional funding for BR-0151.

*\*-Subject to Committee Approval*



**Western Piedmont**  
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Questions?



**GREATER HICKORY  
METROPOLITAN PLANNING  
ORGANIZATION (MPO)**

1880 2<sup>nd</sup> Avenue NW,  
PO Box 9026  
Hickory, NC 28603



**RESOLUTION DIRECTING STBG-DA FUNDS TO  
LOCAL PRIORITY PROJECTS**

A motion was made by TAC Member \_\_\_\_\_ and seconded by TAC Member \_\_\_\_\_ to adopt the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization (MPO) is a Transportation Management Area and has the authority to direct available Federal Highway program Surface Transportation Block Grant – Direct Attributable (STBG-DA) and Transportation Alternatives Program – Direct Attributable (TAP-DA) obligation authority to MPO area local projects; AND

**WHEREAS**, allocation of STBG-DA obligation authority to enable work on one area priority project to proceed totaling \$832,000.00 (\$416,000.00 in STBG-DA funds and and \$416,000.00 in local match), as shown in the Attachment at the December 11<sup>th</sup>, 2024, TAC Meeting; AND

**WHEREAS**, the proposed project recommendations and recommended actions have been developed in coordination with the North Carolina Department of Transportation; AND

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee, to approve the direction of \$416,000 in STBG-DA funds, on this the 11<sup>th</sup> day of December, 2024.

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Bruce Eckard  
Greater Hickory MPO TAC Chair

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Averi Ritchie  
Greater Hickory MPO TAC Secretary



**GREATER HICKORY  
METROPOLITAN PLANNING ORGANIZATION (MPO)**  
1880 2<sup>nd</sup> Avenue NW, PO Box 9026  
Hickory, NC 28603



**RESOLUTION ADOPTING MODIFICATIONS TO THE  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033**

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Greater Hickory Metropolitan Planning Organization (MPO) is a Transportation Management Area and has the authority to direct available Federal Highway program Surface Transportation Block Grant – Direct Attributable (STBG-DA), Transportation Alternatives Program – Direct Attributable (TAP-DA), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality (CMAQ) obligation authority to MPO area local projects; AND

**WHEREAS**, there is an available balance of \$874,000 in STBG-DA funding in FFY 2025 AND

**WHEREAS**, the above funding sources are included in the Locally Administered Projects Program (LAPP); AND

**WHEREAS**, allocation of the above funding sources enable work on one area priority project, BR-0151, to proceed totaling \$416,000.00 in federal dollars (to be distributed among the funding sources by the Department of Transportation) and \$416,000 in local match, as shown in the Locally Administered Projects Program Presentation at the December 11th, 2024 TAC Meeting; AND

**WHEREAS**, the following projects have been proposed for inclusion in the FY 2024-2033 Transportation Improvement Program (TIP); AND

**WHEREAS**, the MPO certifies that these TIP modifications are consistent with the intent of the adopted 2050 Metropolitan Transportation Plan (MTP); AND

**NOW THEREFORE be it resolved**, by the Greater Hickory MPO Transportation Advisory Committee (TAC) that the TIP FYs 2024-2033 be modified as listed above on this, the 11th day of December, 2024.

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Bruce Eckard  
Greater Hickory MPO TAC Chair

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Averi Ritchie  
Greater Hickory MPO TAC Secretary

Greater Hickory MPO  
Transportation Update  
December 2024

## Division 11 Projects Under Development – Caldwell Co.

<u>TIP</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>ROW YEAR</u>	<u>CONST YEAR</u>	<u>TOTAL PROJECT COST</u>	<u>Status</u>	<u>Final Assigned Manager</u>	<u>Funding: S/F</u>
BL-0002	US 321A (MAIN STREET)	US 321A (MAIN STREET), CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS FROM SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD).	2025	2025	\$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2025	2026	\$2,449,000	Planning	LAP	F
BP11-R008	SR 1545 (COTTRELL HILL ROAD)	Replace Bridge 130011 on SR 1545 over Zachs Fork Creek in Caldwell County	2025	2026	\$900,000	Planning	Division	S
BP11-R025	SR 1927 (OLD MORGANTON ROAD)	Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County	2025	2026	\$1,450,000	Planning	Division	S
BP11-R035	SR 1519 (HOLLYWOOD RIDGE ROAD)	Replace Bridge 130169 on SR 1519 over Warrior Creek in Caldwell County	2026	2027	\$950,000	Planning	Division	S
BP11-R040	SR 1719 (CEDAR VALLEY CHURCH ROAD)	Replace Bridge 130048 on SR 1719 over Upper Little River in Caldwell County	2025	2026	\$850,000	Planning	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2026	2027	\$950,000	Planning	Division	S
BP11-R048	SR 1571	Replace Bridge 130342 on SR 1571 over Kings Creek in Caldwell County	2026	2027	\$1,300,000	Planning	Division	S
HB-0056	SR 1514	SR 1514, REPLACE BRIDGE 130 OVER YADKIN RIVER.	2026	2027	\$934,000	Planning	Division	F
HB-0057	SR 1356	SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER.	2025	2025	\$934,000	Planning	Division	F
HB-0058	SR 1356	SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER.	2025	2025	\$875,000	Planning	Division	F
HB-0059	SR 1356	SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER.	2025	2025	\$934,000	Planning	Division	F
HB-0060	SR 1356	SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER.	2025	2025	\$1,214,000	Planning	Division	F





Greater Hickory MPO  
 Transportation Update  
 December 2024

## Division 11 Projects Under Construction

<u>Contract Number</u>	<u>County</u>	<u>TIP#</u>	<u>Route</u>	<u>Location Description</u>	<u>Contract Amount</u>	<u>Contractor</u>	<u>Construction Progress %</u>	<u>Completion Date</u>
DK00259	CALDWELL	R-5775	US 321	IMPROVE INTERSECTION AT US 321 (HICKORY BLVD) AND SR 1109 (PINEWOOD ROAD EXT)	\$1,682,361.75	TRI-COUNTY PAVING INC	93 %	8/24
DK00367	CALDWELL	U-6033	US 64	US 64 (NC 18) AND SR 1142 (CALLICO ROAD) INTERSECTION IMPROVEMENTS	\$3,574,459.72	TRI-COUNTY PAVING INC	90 %	4/25
DK00390	CALDWELL	U-6035	SR 1002 (DUDLEY SHOALS ROAD)	CONSTRUCT ROUNDABOUT AT GRACE CHAPEL/CAMPGROUND/PEACH ORCHARD ROAD)	\$2,132,554.69	Smith-Rowe	81 %	5/25
C204844	CALDWELL	U-6036	SR 1109 (PINEWOOD ROAD)	FROM US 321 TO SR-1252 (BERT HUFFMAN ROAD)	\$11,480,140.98	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	6 %	3/27

## December 2024 Progress Report for Division 12 Projects in GHMPO

### Active Construction Projects for Alexander and Catawba Counties

Contract/ TIP #	County	Route	Project Description	Status	% Complete
DL00307	Alexander	NC 90, NC 16 and 7 Sections of Secondary Roads	Resurfacing for 14.5 miles.	Underway.	32%
C204804	Catawba, Iredell	I-40 from East of SR 1007 (1st St. West) to East of NC 115	Resurfacing for 0.861 miles.	Underway.	94%
C204848	Catawba	1 Section of US 70, 1 Section of NC 10 and 16 Sections of Secondary Roads.	Resurfacing for 31.17 miles.	Underway.	97%
DL00332, B- 2412EC, BO- 2412F	Catawba, Lincoln	Various	Division 12 Program to Upgrade Intersections to Comply with Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) Funds.	Underway.	12%
DL00321/ HA- 0007	Catawba	ARC Fairgrove Industrial Access	Construct 0.26 mile access road to cul-de-sac.	Underway.	49%
DL00325	Catawba, Lincoln	Various	Resurfacing for 32.52 miles.	Underway.	50%

### Active Construction Projects for Burke County in Division 13

Contract/ TIP #	County	Route	Project Description	Status	% Complete
C204406	Burke	B-6011, B-6013 & B- 6014	Bridge replacement. One each in Buncombe, Burke, McDowell and Mitchell Counties.	Underway.	72%
C204716	Burke	B-5869/ Bridge #99 over Norfolk Southern Railroad on Us-64/ US 70 in Morganton.	Bridge Replacement.	Underway.	35%
DM00414	Burke	Over I-40 on SR-1001 (Rutherford College Rd/ Malcomb Bold)	Bridge 154 Rehabilitation (Exit 113)	Underway.	70%

### Active Construction Projects for Burke County in Division 13

Contract/ TIP #	County	Route	Project Description	Status	% Complete
DM00441	Burke	Various Secondary Routes.	Resurfacing for 17.16 miles	Underway.	30%
DM00449/ R-5967	Burke	SR 1625 (9th Ave Dr NW)	9th Ave Dr NW widening at Goat Farm Rd 0.6 miles	Underway.	17%

### Active Projects Under Development in Alexander and Catawba Counties

Contract/ TIP #	County	Route	Project Description	Status	% Complete
U-4700 A	Catawba	US 321	Widen to six lanes from north of US 70 in Hickory to US 321A. Length 3.2 miles.	Right-of-Way acquisition underway. Work on multiple disciplines also underway. The projected schedule for Construction let is August of 2026.	NA
U-5777	Catawba	NC 127	Add turn lanes from 1st Ave SE to 2nd Ave SE.	Right of Way acquisition in progress. Redesigned to shorten turn lane to reduce impacts to adjacent properties and reduced vertical profile to facilitate constructability. Let date scheduled for May of 2025.	NA
U-6041	Alexander	US 64 at SR 1124 (Church Rd)	Add left turn lanes on westbound US 64/ NC 90.	The projected schedule for Right of Way and Construction is in FY 2025. Engineering work is ongoing. Right of Way has started.	NA
R-3603A	Alexander	NC 127	Widen to multi-lanes from SR 1400 (Cloninger Mill Rd) in Catawba County to SR 1156 (Richey Rd) in Alexander County.	The projected schedule for Right of Way and Construction is in FY 2025 and FY 2028 respectively. Design work in progress.	NA
U-2530A	Catawba	NC 127	Widen to multi-lanes from SR 1132 (Huffman Road) to SR 1008 (Zion Church Road).	The projected schedule for Right of Way and Construction is in FY 2025 and FY 2028 respectively. Engineering work is ongoing. Public meeting held on March 21, 2024.	NA
U-2307B	Catawba	East Side Thoroughfare (McDonald Parkway)	Widen to Multi-lanes.	The projected schedule for Right of Way and Construction is in FY 2026 and FY 2029. respectively. Planning and Design is ongoing. Public Meeting held on 11/19/2024.	NA

## Active Projects Under Development in Alexander and Catawba Counties

Contract/ TIP #	County	Route	Project Description	Status	% Complete
I-5716	Catawba	I-40	Interchange Improvements at SR 1007 (Lenoir Ryne Blvd) and construct ramp in Northeast quadrant.	The projected schedule for Construction is in FY 2026. Planning and Design underway.	NA
R-2307A	Catawba, Lincoln	NC 150	Relocated NC 16 to East of SR 1840 (Greenwood Rd). Widen to 4 lanes.	The projected schedule for Right of Way and Construction is in FY 2027 and FY 2030 respectively. Updating surveys, Planning and Design to resume in early 2024.	NA
R-5113	Catawba	SR 1005 (Startown Road)	US 70 to NC 10. Widen to Multi-Lanes.	The projected schedule for Right of Way and Construction is in FY 2028 and FY 2031 respectively. Planning and Design underway.	NA
B-5847	Catawba	SR 1709 (Rock Barn Road)	Replace Bridge 170173 over I-40.	The projected schedule for Right of Way, Utility relocation and Construction is in FY 2023, FY 2028 and FY 2030 respectively. Public Meeting held on July 12, 2022 in Conover. The project proposes roundabout at the ramp terminals and also considering a multiuse path and sidewalks over I-40. Right of Way in progress.	NA

**BURKE COUNTY - ACTIVE CONSTRUCTION PROGRESS REPORT**

Contract Number	County	TIP#	Route	Location Description	NCDOT Contact	NCDOT Contact #	Completion Date	Revised Completion Date	Completion Percent
C204406	Buncombe, Burke, McDowell, Mitchell	B-6011, B-6013, B-6014, B-6016	SR-1106, SR-1430, SR-1781, SR-2027	1 BRIDGE IN BUNCOMBE COUNTY, 1 BRIDGE IN BURKE COUNTY, 1 BRIDGE IN MCDOWELL COUNTY, AND 1 BRIDGE IN MITCHELL COUNTY.	Travis J. Henley	(828) 803-6120	10/1/2024	10/22/2024	72.04%
C204716	Burke	B-5869	US-64	BRIDGE #99 OVER NORFOLK SOUTHERN RAILROAD ON US-64/US-70 IN MORGANTON.	Keith Anderson	-	1/11/2028	2/15/2028	37.31%
DM00414	Burke		SR-1001	OVER I-40 ON SR-1001 (RUTHERFORD COLLEGE RD/MALCOMB BLVD)	Justin T. Johnson	(704) 380-6050	8/22/2025	9/5/2025	83.55%
DM00440	Burke		NC-18	VARIOUS PRIMARY AND SECONDARY ROUTES	Travis R. Jordan	(704) 748-2400	10/15/2025		0.00%
DM00441	Burke		-	VARIOUS SECONDARY ROUTES	Travis R. Jordan	(704) 748-2400	9/12/2025		53.21%
DM00442	Burke, Rutherford		SR-Multi	VARIOUS SECONDARY ROUTES	Travis R. Jordan	(704) 748-2400	11/21/2025		0.00%
DM00449	Burke	R-5967	SR-1625	SR-1625 (9TH AVE DR NW)	Eric W. Conner	(828) 468-6260	10/30/2026	11/19/2026	21.10%
DM00455	Burke, Madison, McDowell, Rutherford		-	VARIOUS PRIMARY AND SECONDARY ROUTES	Travis J. Henley	(828) 803-6120	9/26/2025		0.00%

**BURKE COUNTY, PROJECT DEVELOPMENT UPDATE, DECEMBER 2024**

Project ID	Project Manager Name	County	Description	R/W Acq. Begins	Let Date	Funding Program Description
I-5008	BRENDAN MERITHEW	BURKE	I-40 AT SR 1734/SR 1826 (EXIT 111) (COMB W/I-5875)	Non-Committed / Reprioritized	Non-Committed / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-5009	CLAUDIA W. LEE	BURKE	I-40 AND US 64 (BURKEMONT ROAD)	Non-Committed / Reprioritized	Non-Committed / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-5874	CLAUDIA W. LEE	BURKE	I-40 AT SR 1142 (JAMESTOWN ROAD) - EXIT 100 UPGRADE INTERCHANGE	Non-Committed / Reprioritized	Non-Committed / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-5875	BRENDAN MERITHEW	BURKE	I-40 AT SR 1712 (DREXEL ROAD). UPGRADE INTERCHANGE. (COMB W/I-5008)	Non-Committed / Reprioritized	Non-Committed / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-5975	CLAUDIA W. LEE	BURKE	I-40 AT EXIT 112 AND SR 1744(MINERAL SPRINGS MOUNTAIN ROAD)/ SR 1744 (ELDRED STREET SE)	Not Funded / Reprioritized	Not Funded / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-6058	BRENDAN MERITHEW	BURKE	I-40 AT SR 1744 (CAUSBY ROAD)	Not Funded / Reprioritized	Not Funded / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
R-3430A	ELISE F. BIELEN	BURKE	SR 1001 (MALCOLM BOULEVARD) FROM US 70 TO CATAWBA RIVER. MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	Not Funded / Reprioritized	Not Funded / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
U-5978	BRENDAN MERITHEW	BURKE	NC 181 FROM SR 1440 TO SR 1419. WIDEN TO 3 LANES.		1/1/2040	HIGHWAY - STI (PRIORITIZATION)
U-6123	BRENDAN MERITHEW	BURKE	US 64 (BURKEMONT AVENUE) BURKE COUNTY AT US 70 (W. FLEMING DRIVE) INTERSECTION. IMPROVE INTERSECTION.	Not Funded / Reprioritized	Not Funded / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
U-6164	BRENDAN MERITHEW	BURKE	NC 126 FROM SR 1250 (WATERMILL ROAD) TO SR 1254 (FISH HATCHERY ROAD). MODERNIZE ROADWAY.	Not Funded / Reprioritized	Not Funded / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
I-5971	BRENDAN MERITHEW	BURKE	I-40 FROM SR 1761 (OLD HIGHWAY NC10)-EXIT 116 UPGRADE INTERCHANGE AND REMOVE TWO-WAY TAFFIC	Non-Committed / Reprioritized	Non-Committed / Reprioritized	HIGHWAY - STI (PRIORITIZATION)
BR-0130	VERROL J. MCLEARY	BURKE	Replace Bridges 110114 and 110120 on I40 over Silver Creek.	4/17/2026	1/15/2030	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM
U-5836	BRENDAN MERITHEW	BURKE	NC 181 FROM SR 1414 (ST. MARY'S CHURCH ROAD) TO MORGANTON ETJ WIDEN EXISTING ROADWAY	10/12/2026	6/19/2029	HIGHWAY - STI (PRIORITIZATION)
I-5891B	BRENDAN MERITHEW	BURKE	I-40 FROM MILE MARKER 105 TO MILE MARKER 112 PAVEMENT REHABILITATION AND BRIDGE REHABILITATION		3/20/2029	HIGHWAY - INTERSTATE MAINTENANCE
BL-0140A	GABRIEL L. JOHNSON	BURKE	LOVELADY ROAD, LAUREL STREET TO CRESCENT STREET IN VALDESE.CONSTRUCT SIDEWALK.		3/25/2027	BIKE & PED - STI (PRIORITIZATION)
BL-0141	GABRIEL L. JOHNSON	BURKE	NC 126, BENFIELD'S LANDING BURKE ROAD TO EASTSIDE BURKE AVENUE IN NEBO. CONSTRUCT SIDEWALK.	12/8/2025	12/2/2026	
EB-5978	BRENDAN MERITHEW	BURKE	COLLEGE STREET MULTIMODAL CONNECTOR TRAIL FROM NORTH GREEN STREET TO US 70 IN MORGANTON	10/24/2025	9/23/2026	BIKE & PED - STI (PRIORITIZATION)
RX-2013C	NANCY HORNE	BURKE	HIGHWAY-RAILWAY GRADE CROSSING SIGNALS AND GATES ON HOGAN STREET AT NORFOLK SOUTHERN RAILWAY CROSSING 729506G IN MORGANTON,BURKE COUNTY,NC		6/2/2026	
I-5990	BRENDAN MERITHEW	BURKE	I-40 AT EXIT 118 - SR 1761 (OLD NC 10). (COMB W/BR-0151). CONSTRUCT INTERCHANGE IMPROVEMENTS.	12/11/2024	12/16/2025	HIGHWAY - STI (PRIORITIZATION)
BL-0001	BRENDAN MERITHEW	BURKE	MAIN AVENUE EAST CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM 2NDSTREET SE TO US 70.	7/31/2025	12/3/2025	BIKE & PED - LOCALLY SELECTED
HS-2413E	GABRIEL L. JOHNSON	BURKE	US 70 WEST OF GLEN ALPINE. INSTALL RUMBLESTRIPES AND 6" LONG LIFE PAVEMENT MARKINGS.		11/19/2025	HIGHWAY - SAFETY
R-3430B	ELISE F. BIELEN	BURKE	SR 1001 (CONNELLY SPRINGS ROAD). CONSTRUCT NEW PARALLEL BRIDGE OVER CATAWBA RIVER.	3/22/2022	7/15/2025	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM
HS-2413H	GABRIEL L. JOHNSON	BURKE	MULTPLE US, NC, AND SR ROUTES. INSTALL HORIZONTAL ALIGNMENTWARNING SIGNS.		3/19/2025	HIGHWAY - SAFETY
HA-0001	BRENDAN MERITHEW	BURKE	NEW ROUTE, CONSTRUCT ACCESS ROAD INTO BURKE COUNTY INDUSTRIAL PARK.		9/4/2024	HIGHWAY - APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM