



Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Technical Coordinating Committee (TCC)

Wednesday, December 10, 2025, 1:00 PM

WPCOG Offices—1880 2nd Ave NW

wpcog.org/metropolitan-planning-org

Agenda Item	Presenter	Attachment	Action
Call to Order /Introductions	Randy Williams		
Consent Agenda Items:			
A. Minutes of November 12, 2025 Meeting			
B. Transportation Improvement Program Revisions for Release	Randy Williams	Attachment I	Approve Consent Agenda Items
C. LAP & Bicycle and Pedestrian Plan Methodol-			
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt via Resolution
Annual Update of Safety Performance Measures	Averi Ritchie	Attachment III	Adopt via Resolution
Annual Update of FY 2025 Public Transportation Agency Safety Plan (PTASP)	Averi Ritchie	Attachment IV	Adopt via Resolution
Approve 2026 MPO Meeting Calendar	Averi Ritchie	Attachment V	Approve Calendar
LAP Supplemental Requests	Daniel Odom	Attachment VI	Release Projects for Public Comment
Confident Scope and Cost Estimate (CSCE)	Teresa Robinson, NCDOT Division of Planning & Program-	Attachment VII	Discussion Item
NCDOT Updates			
Division 11	Sean Sizemore		
Division 12	Anil Panicker		
Division 13	Doug Phillips		
Transportation Planning Division	Reuben Crummy		
Integrated Mobility Division	Nikki Elsheimer		
Reminders	Averi Ritchie		
Public Comment / Announcements	Randy Williams		
Adjournment			
Next Meeting: January 21 , 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 12th, 2025 @ 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	Michael	Berley	City of Morganton
Wendy	Smith	Town of Morganton	Patrick	Reach	Alexander County
Bradley	Kirkley	Burke County	Brian	Burgess	Alexander/Taylorsville
Hannah	Williams	City of Lenior	Patrick	Creech	Alexander County
Karen	Dickerson	City of Hickory	Randy	Feirabend	Town of Cajah's Mtn
Laurie	LoCicero	Catawba County	Daniel	Cobb	Town of Granite Falls
Logan	Shook	Town of Hildebran	Chris	Timberlake	Catawba County
Jon	Hogan	City of Lenoir	Dustin	Milsap	Town of Sawmills
Erik	Schlichting	City of Conover	Rick	Justice	Town of Rhodhiss
Caroline	Kone	City of Hickory	Nathan	Hester	Town of Taylorsville
John	Marshall	City of Hickory	Shelly	Stevens	Caldwell County
Blake	Wright	Town of Maiden	Chris	Timberlake	Catawba County
			Bill	Carroll	Town of Drexel
			Steve	Miller	City of Hickory
			Alan	Glines	Burke County
			Wilson	Elliott	City of Hickory

[illegible]

Call to Order/ Introductions: Chair Williams called the meeting to order at 1:00 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 made by Mr. Schlichting and a second by Mrs. Kone, the board unanimously approved the consent agenda.
- II. Transportation Improvement Program Revisions for Approval:** Ms. Ritchie presented the latest State Transportation Improvement Program (STIP) revisions, which included additions and modifications affecting both statewide and regional projects. She noted that the revisions reflected newly added pedestrian safety improvements, updates to electric vehicle supply equipment funding along alternative fuel corridors, and several safety-related project breaks for rumble strip installations in Caldwell and Burke Counties. Additional updates included statewide hydraulics engineering project entries across multiple funding categories and anticipated federal approval of previously adopted Item N amendments for inclusion in the 2026–2035 STIP. These revisions, released monthly by NCDOT, often include funding adjustments and fiscal year changes. Upon a motion made by Mr. Schlichting and seconded by Mr. Marshall, the committee unanimously approved the Transportation Improvement Program Revisions.
- III. Annual Update of Safety Performance Measures:** Ms. Ritchie presented the 2026 Highway Safety Performance Targets, noting that NCDOT establishes annual goals for fatalities, fatality rates, serious injuries, and non-motorized crashes as part of the Highway Safety Improvement Program. She explained that both statewide and MPO-specific targets are based on five-year rolling averages and reflect the Strategic Highway Safety Plan goal of reducing fatal and serious injury crashes by half by 2035. The Greater Hickory MPO has historically supported the State’s targets and continues planning and programming efforts consistent with NCDOT’s safety objectives. The proposed 2026 targets were provided for release to the public, with formal action scheduled for December. The committee released the 2026 Highway Safety Performance Targets for public comment by consensus.
- IV. Annual Update of FY 2025 Public Transportation Agency Safety Plan (PTASP):** Ms. Ritchie presented the 2025 Transit Safety Performance Targets developed by the Western Piedmont Regional Transit Authority (WPRTA) in accordance with the Federal Transit Administration’s Public Transportation Agency Safety Plan (PTASP) Final Rule. She explained that transit agencies receiving federal Urbanized Area Formula funds must establish annual safety targets addressing fatalities, injuries, safety events, and system reliability, with MPOs required to adopt or support those targets within 180 days. The 2024 and 2025 performance metrics, based on National Transit Database reporting, reflect zero fatalities across all modes and track injury rates, safety events, and miles between major failures for both fixed-route and demand-response services. These targets support federal safety requirements and guide future MPO planning efforts. The committee released the FY 2025 PTASP Transit Safety Performance Targets for public comment by consensus.

- V. GHMPO Functional Reclassification of Roadways:** Mr. Crummy presented the proposed Statewide Functional Reclassification Updates, explaining that functional classification groups roadways by the type of service they provide and guides the allocation of federal transportation funds. He noted that NCDOT's Transportation Planning Division conducts a statewide update every ten years in coordination with MPOs and RPOs, evaluating factors such as AADT, speed limits, roadway characteristics, and system continuity. For the Greater Hickory MPO, NCDOT identified several roadway segments recommended for upgrades, downgrades, or confirmation of existing classifications based on current conditions. The full list of recommended updates was included in the meeting packet. Upon a motion made by Mrs. Smith and seconded by Mr. Schlichting, the committee unanimously approved the Functional Reclassification Updates.
- VI. LAP & Bicycle and Pedestrian Plan Methodology Updates:** Mr. Odom presented the updated Locally Administered Projects Program (LAPP) methodology for bicycle and pedestrian project scoring, explaining that WPCOG conducted a comprehensive regional analysis using data from 785 projects across the MPO. He noted that the statistical review helped identify realistic performance ranges and scoring trends for benefit-based criteria, ensuring the final methodology reflects actual regional conditions. To support fairness among communities of different sizes, the updated scoring framework incorporates municipal population tiers so that smaller jurisdictions remain competitive while larger municipalities are evaluated in proportion to their scale. Mr. Odom emphasized that the resulting methodology is more data-driven, transparent, and regionally calibrated than in prior cycles. The committee released the methodology updates for public comment by consensus.
- VII. Open Call for LAP Supplemental Requests:** Mr. Odom announced the opening of the 2025 Supplemental Funding Call under the Locally Administered Projects Program (LAPP), noting that the MPO and WPCOG receive approximately \$3.5 million annually in federal multimodal transportation funds. He explained that the fall call is reserved for active, ongoing LAP projects seeking additional STBG-DA funding, with a target investment amount of \$1.5 million for this cycle. Applicants are encouraged to coordinate with MPO staff prior to submitting requests to ensure eligibility and readiness. Mr. Odom reviewed the schedule, including the November 12 opening date, December 5 application deadline, December 10 public release, and anticipated January 15 approval.
- VIII. Adopt the Western Piedmont Bicycle and Pedestrian Plan:** Mr. Fullbright presented the Regional Bicycle and Pedestrian Plan and demonstrated the new interactive mapping tool developed to support regional active transportation planning. He explained that the plan establishes a unified vision for improving safety, connectivity, and accessibility across Alexander, Burke, Caldwell, and Catawba Counties, with projects grounded in local plans and community input. The interactive format allows users to explore existing and proposed facilities, priority corridors, and project details in real time, improving both public engagement and long-term planning. Mr. Fullbright emphasized that adopting the plan as a "living document" will strengthen funding competitiveness and better support coordinated regional investment. Upon a motion made by Mr. Wright and

seconded by Mr. Schlichting, the committee unanimously adopted the Western Piedmont Bicycle and Pedestrian Plan.

- IX. MPO Meeting Materials Submittal Guide:** Ms. Ritchie presented the proposed MPO Meeting Materials Submittal Guidance, explaining that the policy establishes a consistent process for submitting and distributing materials for TCC and TAC meetings. She noted that all items requiring action or discussion must be submitted to MPO staff at least two weeks prior to a scheduled meeting to allow sufficient time for review and packet preparation. Meeting packets will then be distributed no later than five business days in advance so members can adequately review materials and coordinate with their jurisdictions. Ms. Ritchie emphasized that the policy formalizes existing practices, improves transparency, and enhances meeting efficiency by ensuring complete information is available ahead of decision-making. Upon a motion made by Mrs. Smith and seconded by Mr. Schlichting, the committee unanimously approved the Meeting Materials Submittal Guide.

NCDOT Update –

- **Division 11:** Mr. Sizemore stated that no new updates were available and provided all current projects in the agenda packet.
- **Division 12:** Mr. Panicker provided updates in the packet, with no new projects occurring at this time.
- **Division 13:** Mr. Phillips reported that the Lake Rhodhiss Bridge project is currently in the surveying stage and that grading has begun on the Burke Industrial Drive project as the contractor has mobilized.
- **NCDOT-TPD:** Mr. Crummy provided the TPD updates, noting the release of the latest newsletter and confirming that no new traffic forecasts were available. He also highlighted the upcoming multimodal webinar and shared that a Mountains Regional Planner has been designated.
- **NCDOT-IMD:** Ms. Abija introduced herself on behalf of IMD and reported on the partners needs survey currently underway. She also provided schedule updates and information on upcoming webinars.

Reminders: Ms. Ritchie reminded members to provide notice about newly elected officials and their committee appointments to TAC.

Public Comment/Announcements: None

Adjournment: Chair Williams adjourned the meeting at 1:36 p.m. The next meeting will be Wednesday, December 10th, 2025.

Respectfully Submitted,

Randy Williams, MPO/TCC Chair

Averi Ritchie, TAC Secretary

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

MEETING DATE: December 10, 2025

SUBJECT: Transportation Improvement Program Revisions for Release

PRESENTER: Averi Ritchie, Transportation Planning Director

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 AND 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

C-5196 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	16TH STREET (SANDY RIDGE ROAD), 21ST AVENUE NE INTERSECTION IN HICKORY. CONSTRUCT ROUNDAABOUT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY	FY 2026 -	\$1,405,000	(CMAQ)
				FY 2026 -	\$351,000	(L)
			UTILITIES	FY 2026 -	\$880,000	(CMAQ)
				FY 2026 -	\$220,000	(L)
			CONSTRUCTION	FY 2027 -	\$1,992,000	(CMAQ)
* EB-5978 BURKE PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	COLLEGE STREET, NORTH GREEN STREET TO US 70 IN MORGANTON. CONSTRUCT MULTI-USE PATH. <u>ADD UTILITIES IN FY 26 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY	FY 2026 -	\$152,000	(TAANY)
				FY 2026 -	\$38,000	(L)
			UTILITIES	FY 2026 -	\$8,000	(TAANY)
				FY 2026 -	\$2,000	(L)
			CONSTRUCTION	FY 2026 -	\$58,000	(TAANY)
I-5990 BURKE PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	I-40, SR 1761 (OLD NC 10) EXIT 118 INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 26 TO FY 27.</u>		FY 2026 -	\$1,460,000	(L)
				FY 2027 -	\$5,782,000	(TAANY)
					\$7,500,000	
			RIGHT-OF-WAY	FY 2027 -	\$1,556,000	(NHP)
				FY 2028 -	\$444,000	(NHP)
RX-2012C CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	CENTER STREET, NORFOLK SOUTHERN CROSSING 729571M IN HICKORY. CONSTRUCT SAFETY IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>		FY 2029 -	\$250,000	(NHP)
				FY 2030 -	\$250,000	(NHP)
			UTILITIES	FY 2027 -	\$550,000	(NHP)
				FY 2028 -	\$550,000	(NHP)
			CONSTRUCTION	FY 2027 -	\$6,732,000	(NHP)
				FY 2028 -	\$8,118,000	(NHP)
				FY 2029 -	\$4,950,000	(NHP)
					\$23,400,000	
			CONSTRUCTION	FY 2026 -	\$492,000	(RR)
					\$492,000	

* INDICATES FEDERAL AMENDMENT

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

MEETING DATE: December 10, 2025

SUBJECT: Locally Administered Project Program – Bicycle and Pedestrian Methodology Updates

PRESENTER: Daniel Odom, Planning Manager

ATTACHMENTS: Methodology Updates and Methodology Document

SUMMARY OF REQUEST:

The Western Piedmont Council of Governments undertook a comprehensive update to the **Locally Administered Projects Program (LAPP)** scoring methodology to ensure that project prioritization reflects real regional performance and regional priorities across all member jurisdictions. Using data from **785 bicycle and pedestrian projects** across the Greater Hickory MPO region, WPCOG conducted a statistical analysis of bicycle and pedestrian project scoring across benefit assessment criteria used in the methodology. This dataset allowed staff to identify realistic performance ranges and scoring trends specific to the region. To promote fairness across communities of varying size and capacity, the scoring results were **scaled by municipal population tier**, aligning project expectations with community context. This ensures that smaller jurisdictions remain competitive while larger cities are evaluated proportionally to their scale and impact. The result is a **data-driven, transparent, and regionally grounded methodology** that balances consistency with fairness—providing a reliable framework for evaluating future LAPP funding requests.

The methodology updates are proposed to be released at the November MPO Boards Meeting, and will be available for action at the December 8th meeting of the MPO Boards.

BOARD ACTION REQUESTED: Yes.

Suggested Motion: Motion to approve the changes to the bike and pedestrian methodology for LAPP.

**Greater Hickory MPO
Locally Administered Projects Program**

*Recommended LAP Selection Methodology to Align with 2025 Western Piedmont Regional
Bicycle and Pedestrian Plan*

SCALED CRITERIA:

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile	Notes/Total Points Available
Identified Safety Risk	4 Points	7 Points	10 Points	<i>3 additional points awarded to the project if the project addresses a location with a K+A Bicycle/Pedestrian Crash. 13 Total Points available.</i>
Residential Connectivity	4 Points	7 Points	10 Points	<i>3 additional points awarded if the project directly connects to a shopping center, school, or government recreation area. 13 Total Points Available.</i>
Economic Development (Employment Existing)	1.5 Points	3 Points	4.5 Points	<i>Based on US Census Housing Unit Data. 4.5 Total Points Available</i>
Economic Development (Poverty Rate)	1.5 Points	3 Points	4.5 Points	<i>Based on US Census Poverty Rate Data. 4.5 Total Points Available.</i>
Closing a Gap	3.3 Points	7 Points	11 Points	<i>Based on Project Specific Connectivity. 11 Total Points Available.</i>

Municipal Population > 18,500

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1-2 Crashes	>2 Crashes
Residential Connectivity	1426-2041	2042-2818	>2818
Employment Existing	204-324	324-607	607+
Poverty Rate	21%-23%	23%-24.87%	>24.87%
Closing a Gap	.01-1.01 miles	1.02-3.02 miles	>3.02 miles

Municipal Population 10,000-18,500

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	1041-1265	1266-1645	>1645
Employment Existing	71-148	149-384	>384
Poverty Rate	23%-25.6%`	25.61%-27.4%	>27.4%
Closing a Gap	.01-.82 miles	.83-2.48	>2.48

Municipal Population <=9,999

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	806-1037	1038-1324	>1324
Employment Existing	51-116	117-156	>156
Poverty Rate	23%-27.31%	27.31%-30%	>30%
Closing a Gap	.01-.62 miles	.63-1.25 miles	>1.25 miles

Note: Percentile ranges are determined by quantitative analysis of regional project performance per Cluster Group. I.e., The 25th-49th percentile range represents the 25th to 49th percent of project scores, per population range, for all projects included in the Western Piedmont Regional Bicycle and Pedestrian Plan. This dataset includes nearly 1,000 total projects.

NON-SCALED CRITERIA:

Criteria	⅓ of Total Points Available	⅔ of Total Points Available	100% of Total Points Available	Notes
Community Vision & Support	The project is identified in an Adopted Plan.	Project is identified in an adopted plan and has letters of support.	Project is identified in an adopted plan and has letters of support from parties within the project corridor.	11 Total Points Available
Project Feasibility	Project has a Cost Estimate completed by an Engineer	Project has a Cost Estimate completed by an Engineer and Documented Right of Way Available.	Project has a completed feasibility study or express design.	11 Total Points Available
Public Transit Connectivity			Connects to an established Public Transit Route or Bus Stop	11 Total Points Available
Cost Effectiveness			Projects submitted within each call for projects will be scored for cost effectiveness competitively. Cost effectiveness formula: Total Points/Total Cost x 50,000. Result is points	8 Points Available

			<p>achieved by the project per \$50,000 in funding. The highest scoring project receives 8 points. Each project ranking below that project will receive points based on the percentage of cost effectiveness achieved by the project compared to the highest scoring project</p>	
Crash Exposure	<p>AADT \leq 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT = 5,000 \leq 10,000 (non separated facility)</p>	<p>AADT = 2,001 \leq 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) //AADT = 2,001 \leq 4,999 (non separated facility)</p>	<p>AADT > 5,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT \leq 2,000 (non separated facility)</p>	13 Total Points Available

Discussion of Scaled Criteria

Identified Safety Risk (13 points total)

- Projects are awarded based on percentile ranking of crash data.
 - 25th–49th percentile = 4 points
 - 50th–74th percentile = 7 points
 - 75th+ percentile = 10 points
- **Bonus:** +3 points if the project addresses a location with a serious (K+A) bicycle/pedestrian crash.
- **Discussion:** This weighting prioritizes projects that address the region's highest crash-risk areas, with additional emphasis on sites with life-threatening or fatal crash history.

Residential Connectivity (13 points total)

- Based on the number of housing units within a 0.7-mile walking buffer.
 - 25th–49th percentile = 4 points
 - 50th–74th percentile = 7 points
 - 75th+ percentile = 10 points
- **Bonus:** +3 points if the project directly connects to a shopping center, school, or government recreation area.
- **Discussion:** This measure reflects how many households may potentially benefit from the project, with an added emphasis on destinations that represent daily living needs.

Economic Development – Employment (4.5 points total)

- Based on U.S. Census employment data.
 - 25th–49th percentile = 1.5 points

- 50th–74th percentile = 3 points
- 75th+ percentile = 4.5 points
- **Discussion:** Rewards projects that serve existing job centers and economic drivers, emphasizing their role in regional workforce access.

Economic Development – Poverty Rate (4.5 points total)

- Based on U.S. Census poverty rate data.
 - 25th–49th percentile = 1.5 points
 - 50th–74th percentile = 3 points
 - 75th+ percentile = 4.5 points
- **Discussion:** Prioritizes projects with an illustrated redevelopment potential.

Closing a Gap (11 points total)

- Based on the project’s ability to close missing connections in the bike/pedestrian network.
 - 25th–49th percentile = 3.3 points
 - 50th–74th percentile = 7 points
 - 75th+ percentile = 11 points
- **Discussion:** Projects filling critical gaps between existing facilities are highly valued, ensuring a more continuous and functional regional network.

Note: Percentiles are calculated by cluster group, using nearly 1,000 projects from the Western Piedmont Regional Bicycle and Pedestrian Plan as the baseline dataset.

Discussion of NON-SCALED CRITERIA

Community Vision & Support (11 points total)

- $\frac{1}{3}$ points: Project identified in an adopted plan.
- $\frac{2}{3}$ points: Project in an adopted plan **and** has letters of support.
- Full points: Project in an adopted plan **with letters of support from stakeholders directly in the project corridor.**
- **Discussion:** Rewards projects that are not only planned but also backed by community voices, illustrating community commitment and buy-in.

Project Feasibility (11 points total)

- $\frac{1}{3}$ points: Engineer-prepared cost estimate.
- $\frac{2}{3}$ points: Cost estimate **and** documented right-of-way availability.
- Full points: Completed feasibility study or express design.
- **Discussion:** Rewards projects that are ready to advance with fewer uncertainties, reducing risk of cost overruns or delivery delays.

Public Transit Connectivity (11 points total)

- Full points if the project connects directly to an established transit route or bus stop.
- **Discussion:** Prioritizes multimodal integration, ensuring that walking and biking facilities support broader mobility options.

Cost Effectiveness (8 points total)

- Formula: **$(\text{Total Points} \div \text{Total Cost}) \times 50,000$**
- Projects ranked relative to each other:
 - Highest-scoring project = 8 points.

- All others scored proportionally based on cost-effectiveness.
- **Discussion:** Ensures limited funds are directed to projects delivering the greatest benefit for the cost.

Crash Exposure (13 points total)

- Based on Average Annual Daily Traffic (AADT) exposure, with criteria differing for separated vs. non-separated facilities:
 - Low exposure = fewer points.
 - High exposure = more points (since facilities on higher-volume roads address higher risk).
- **Discussion:** Recognizes that traffic context affects safety and usage; higher-traffic areas carry higher exposure risk, warranting stronger intervention. Outcome: Solutions in high-risk areas are rewarded accordingly.



Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Western Piedmont Bicycle and Pedestrian Plan LAP Methodology Updates December 10, 2025



Why update the LAP Methodology through the Bike/Ped Planning Process?

- Why revisit the methodology now?
 - Changes in requirements from NCDOT – All LAP projects must be scored through a singular, unified methodology regardless of funding source.
 - An opportunity to strengthen the linkage between the planning process and the project application development process.
 - An opportunity to hear directly from both public and governmental stakeholders on Bike/Ped priorities.
 - An opportunity to collect significant data on Bicycle and Pedestrian Project scoring in the region, and use that data to improve selection strategy.

What we heard from our Stakeholders

- **Economic Development:**

- **Focus on areas in need of economic development:** Prioritize locations with a need for growth, especially those with mixed residential and commercial zoning.
- **Clarify the definition of economic development:** Determine if economic development is about creating jobs and higher incomes for underserved populations or simply attracting wealthier consumers to support high-end businesses.
- **Use relevant data to assess potential benefit:** Utilize census data (e.g., low/moderate income) and business density to assess impact, while also considering connectivity to existing bicycle and pedestrian facilities.

- **Safety:**

- **Account for near misses:** Crash data alone doesn't capture near misses or close calls, which should also be considered in safety assessments.
- **Consider word of mouth in smaller communities:** Since smaller communities may not track crash data, anecdotal evidence and public input should be factored into project scoring.
- **Act before fatalities occur:** Plans should be implemented proactively, not waiting for fatal incidents to trigger action.

What we heard from our Stakeholders: Continued

- **Scaling:**

- "Curious to know the challenges smaller rural towns will compete with scoring compared to the larger areas. I would like to see some equalization in the process"
- 80% of Steering Committee respondents reported a favorable view of scaling/equalization in the methodology process.

- **Data Access:**

- **Provide equal access to data:** All municipalities should have access to crash data and resources like master plans to help improve project scores and prioritization.
- **Address challenges for smaller towns:** There's concern about how smaller rural towns will compete in the scoring process compared to larger areas, with a call for more equalization in the process.

Proposed Changes: Data Sources

Criteria	Proposed Source	Reasoning
Identified Safety Risk	Include points allowance for anecdotal or municipally reported safety concern; remainder of points attributed to NCDOT Crash Data	Allows GHMPO to consider local knowledge of crash concerns as well as existing crash data.
Residential Connectivity	Based on US Census Data for Total Households in a project area (0.7 mile buffer*)	Allows GHMPO to assess total potential usage of the facility.
Economic Development (Employment Existing)	Based on total businesses within Project area (0.7 mile buffer*)	Allows GHMPO to assess project potential to support existing economic impact.
Economic Development (Poverty Rate)	Based on aggregate Poverty Rate within Project Area	Allows GHMPO to assess need for redevelopment in the project area.

Purpose: *Utilize readily available data in the selection process, allowing equal access to scoring data.*

*The **0.7-mile buffer** is based on data from the National Institutes of Health. According to an NIH study on pedestrian travel, the **average walking trip length across all trip purposes is 0.7 miles**. Using this buffer allows GHMPO to evaluate projects consistently while capturing the potential for a wide range of pedestrian trip purposes.

Proposed Changes: Scaling

- In accordance with Survey responses requesting equalization in scoring, MPO staff have worked towards implementing a quantitatively defensible scaling method.
- **Why Scale?**
 - In this program, all communities compete for the same pot of money — but their projects are not starting from the same place. Larger municipalities naturally have more people, more traffic, more crashes, and more destinations. Smaller towns have fewer of each.
- **Scaling fixes that.**
 - It adjusts the data so each community's project is judged in proportion to its own context — population, street network, and travel demand. That means a sidewalk in a town of 3,000 people can compete fairly against a greenway in a city of 50,000, based on *how much impact it makes locally*, not just how big the raw numbers are.

Scaling: Continued

- K-Means Clustering is a Vector Quantization method that groups data points into clusters based on their similarity. Essentially, populations are grouped together based on their quantitative parity.
- **Cluster 1: Local Population of 1-9,999**
- **Cluster 2: Local Population of 10,000-18,500**
- **Cluster 3: Local Population 18,500+**
- Because counties have different levels of development density, it is recommended that **county-sponsored projects compete in Cluster 1.**
- For the scaled scoring categories — **Safety Risk, Residential Connectivity, Economic Development, and Closing Gaps** — applicants will only compete against other projects within their **population-based cluster.**
- Each individual criterion score is scaled against the **overall distribution of project scores included in the Bike/Ped Plan.**

Proposed Criteria Structure

Criteria	25th-49th Percentile	50th-75th Percentile	>75th Percentile	Notes/Total Points Available
Identified Safety Risk	4 Points	7 Points	10 Points	3 additional points awarded to the project if the project addresses a location with a K+A Bicycle/Pedestrian Crash. 13 Total Points available.
Residential Connectivity	4 Points	7 Points	10 Points	3 additional points awarded if the project directly connects to a shopping center, school, or government recreation area. 13 Total Points Available.
Economic Development (Employment Existing)	1.5 Points	3 Points	4.5 Points	Based on US Census Housing Unit Data. 4.5 Total Points Available
Economic Development (Poverty Rate)	1.5 Points	3 Points	4.5 Points	Based on US Census Poverty Rate Data. 4.5 Total Points Available.
Closing a Gap	3.3 Points	7 Points	11 Points	Based on Project Specific Connectivity. 11 Total Points Available.

Proposed Scales

Municipal Population > 18,500

Criteria	25 th -49 th Percentile	50 th -75 th Percentile	>75 th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1-2 Crashes	>2 Crashes
Residential Connectivity	1426-2041	2042-2818	>2818
Employment Existing	204-324	324-607	607+
Poverty Rate	21%-23%	23%-24.87%	>24.87%
Closing a Gap	.01-1.01 miles	1.02-3.02 miles	>3.02 miles

Municipal Population 10,000-18,500

Criteria	25 th -49 th Percentile	50 th -75 th Percentile	>75 th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	1041-1265	1266-1645	>1645
Employment Existing	71-148	149-384	>384
Poverty Rate	23%-25.6%	25.61%-27.4%	>27.4%
Closing a Gap	.01-.82 miles	.83-2.48	>2.48

Municipal Population <=9,999

Criteria	25 th -49 th Percentile	50 th -75 th Percentile	>75 th Percentile
Identified Safety Risk	Reports of near misses or crash vulnerability Characteristics	1 Crash	2 Crashes
Residential Connectivity	806-1037	1038-1324	>1324
Employment Existing	51-116	117-156	>156
Poverty Rate	23%-27.31%	27.31%-30%	>30%
Closing a Gap	.01-.62 miles	.63-1.25 miles	>1.25 miles

Why this method works?

- We looked at every single bicycle and pedestrian project that's been proposed in our region — 785 of them — to see how they actually score using the data sets recommended.
 - Instead of guessing how new projects might score, we built our method straight from the real data from this sample set.
- Then we adjusted the methodology to recognize that towns and cities of different sizes can't be compared one-to-one. A project in a small town isn't going to have the same scale or traffic as a project in Hickory or Lenoir — and that's okay. So, we scaled the method to show what's realistic for each size of community.
- The end result is a scoring system that's fair, transparent, and built entirely on how projects in *our* region have actually performed — not on assumptions from somewhere else.

Why do these changes matter?

- **Establishes a direct link** between the Bike/Ped Planning and Funding Opportunities.
- **Enhances transparency** in the LAP project selection process.
- **Aligns with the Bike/Ped GIS Tool**, making it a comprehensive “one-stop shop” for project planning, application development, and scoring.
- **Provides a Healthy Mix** of data driven criteria, and criteria that allow municipalities to improve their score by increasing application development (Community Vision, Project Feasibility, etc.)

Changes to non-scaled criteria

- Point allocation to non-scaled criteria have been revised based on input from the steering committee.
- Committee members were asked to rank each of the criteria.
- The number of points for each criteria is now aligned with the average ranking assigned to it by committee members.

Non-scaled Criteria

Criteria	⅓ of Total Points Available	⅔ of Total Points Available	100% of Total Points Available	Notes
Community Vision & Support	The project is identified in an Adopted Plan.	Project is identified in an adopted plan and has letters of support.	Project is identified in an adopted plan and has letters of support from parties within the project corridor.	11 Total Points Available
Project Feasibility	Project has a Cost Estimate completed by an Engineer	Project has a Cost Estimate completed by an Engineer and Documented Right of Way Available.	Project has a completed feasibility study or express design.	11 Total Points Available
Public Transit Connectivity			Connects to an established Public Transit Route or Bus Stop	11 Total Points Available
Cost Effectiveness			Cost Effectiveness Formula	8 Points Available
Crash Exposure	AADT ≤ 2,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT = 5,000 ≤ 10,000 (<u>non-separated</u> facility)	AADT = 2,001 ≤ 4,999 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT = 2,001 ≤ 4,999 (<u>non-separated</u> facility)	AADT > 5,000 (separated facility - multi-use path, cycle tracks, planning strip sidewalks) // AADT ≤ 2,000 (<u>non-separated</u> facility)	13 Total Points Available

Conclusion

- This set of methodology updates will directly tie 46% of a projects score to readily available data.
- The remaining 54% of a projects score can be improved by local governments through Community Input, Project Development, and Appropriate Project Scoping.
- The outcome? *Local governments can quickly identify promising projects through the WP Regional Bicycle and Pedestrian Plan GIS Tool, allowing more time and capacity to be dedicated to application development.*



Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Questions?

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

MEETING DATE: December 10, 2025

SUBJECT: Transportation Improvement Program Revisions for Approval

PRESENTER: Averil Ritchie, Transportation Planning Director

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

* C-5702E - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
EXEMPT

NORTH CAROLINA CLEAN ENERGY TECHNOLOGY
CENTER, SYSTEMWIDE. CONDUCT EMISSIONS-
REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE
COUNTIES.
ADD FUNDING IN FY 26 NOT PREVIOUSLY
PROGRAMMED AT THE REQUEST OF THE OFFICE OF
STRATEGIC INITIATIVES AND PROGRAM SUPPORT.

IMPLEMENTATION FY 2026 - \$2,000,000 (CMAQ)
FY 2026 - \$500,000 (L(M))
\$2,500,000

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* BO-2426	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR	CONSTRUCTION	FY 2026 -	\$1,600,000	(TA)
STATEWIDE		NATIONAL RECREATIONAL TRAILS.		FY 2027 -	\$1,600,000	(TA)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2028 -	\$1,600,000	(TA)
DIVISION		<u>PLANNING AND PROGRAMMING.</u>		FY 2029 -	\$1,600,000	(TA)
				FY 2030 -	\$1,600,000	(TA)
				FY 2031 -	\$1,600,000	(TA)
				FY 2032 -	\$1,600,000	(TA)
				FY 2033 -	\$1,600,000	(TA)
				AFTER FY 2033 -	\$6,400,000	(TA)
					\$19,200,000	
* M-0417	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR	IMPLEMENTATION	FY 2026 -	\$1,172,000	(DP)
STATEWIDE		HIGHWAY USE TAX EVASION – INTERGOVERNMENTAL			\$1,172,000	
PROJ.CATEGORY		EFFORTS. FUNDING IS USED FOR WORKFORCE				
EXEMPT		DEVELOPMENT AND QUALITY MANAGEMENT, MOTOR				
		FUEL EXAMINATIONS, INVESTIGATIONS OPERATIONS,				
		CRITICAL SYSTEM UPGRADES AND PROGRAM				
		MAINTENANCE.				
		<u>ADD PROJECT AT THE REQUEST THE DIVISION OF</u>				
		<u>PLANNING AND PROGRAMMING. DP REPRESENTS</u>				
		<u>HIGHWAY USE TAX EVASTION GRANT.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, November 6, 2025

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2413V BURKE PROJ.CATEGORY REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 181, SR 1414 (ST MARYS CHURCH ROAD) AND NC 183. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 - <u>\$550,000</u> (HSIP) \$550,000
* RX-2412B CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	TWENTY SEVENTH STREET NORTHWEST, NORFOLK SOUTHERN RAILROAD CROSSING 729556K IN LONG VIEW. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. <u>ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.</u>	CONSTRUCTION	FY 2026 - <u>\$440,000</u> (RR) \$440,000
* RX-2412C CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1124 (THIRTY-THIRD STREET SOUTHWEST), NORFOLK SOUTHERN RAILROAD CROSSING 729551B IN LONG VIEW. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. <u>ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.</u>	CONSTRUCTION	FY 2026 - <u>\$440,000</u> (RR) \$440,000
* RX-2412D CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SIXTY STREET PLACE SOUTHEAST, NORFOLK SOUTHERN RAILROAD CROSSING 729574H IN HICKORY. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. <u>ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26 AT THE REQUEST OF THE RAIL DIVISION.</u>	CONSTRUCTION	FY 2026 - <u>\$440,000</u> (RR) \$440,000

* INDICATES FEDERAL AMENDMENT

Thursday, November 6, 2025

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* RX-2412E CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 16 (FIRST AVENUE), NORFOLK SOUTHERN RAILROAD CROSSING 729601C IN CONOVER. CONSTRUCT HIGHWAY-RAIL GRADE CROSSING SAFETY. <u>ACCELERATE CONSTRUCTION FROM FY 31 TO FY 26</u> <u>AT THE REQUEST OF THE RAIL DIVISION.</u>	CONSTRUCTION	FY 2026 - \$570,000 (RR) \$570,000
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STIP MODIFICATIONS

BL-0067 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	AVIATION WALK CONNECTOR, SR 1371 (CLEMENT BOULEVARD) TO 17TH STREET NORTHWEST IN HICKORY. EXTEND MULTI-USE PATH. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u> <u>DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$1,280,000 (TAANY) FY 2026 - \$320,000 (L) \$1,600,000
* BL-0068 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1006 (ISLAND FORD ROAD), DON'S GRILL TO SHERWOOD DRIVE IN MAIDEN. CONSTRUCT SIDEWALKS. <u>MODIFY SCOPE AT THE REQUEST OF THE MPO. TO</u> <u>REFLECT LATEST DELIVERY SCHEDULE, DELAY</u> <u>PRELIMINARY ENGINEERING FROM FY 24 TO FY 26,</u> <u>RIGHT-OF-WAY FROM FY 26 TO FY 27, AND</u> <u>CONSTRUCTION FROM FY 27 TO FY 29.</u>	ENGINEERING RIGHT-OF-WAY CONSTRUCTION	FY 2026 - \$324,000 (BGDA) FY 2026 - \$81,000 (L) FY 2027 - \$10,000 (BGDA) FY 2027 - \$390,000 (TAANY) FY 2027 - \$100,000 (L) FY 2029 - \$680,000 (BGDA) FY 2029 - \$170,000 (L) \$1,755,000
BL-0115 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1371 (CLEMENT BOULEVARD); 21ST STREET NORTHWEST, 21ST STREET NORTHWEST TO 19TH STREET NORTHWEST IN HICKORY; SR 1371 (CLEMENT BOULEVARD) TO SR 1312 (9TH AVENUE DRIVE NORTHWEST) IN HICKORY. CONSTRUCT MULTI-USE TRAILS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u> <u>DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 - \$765,000 (BGDA) FY 2026 - \$1,355,000 (TAANY) FY 2026 - \$530,000 (L) \$2,650,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP AND 2026-2035 STIP HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* C-5196 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	16TH STREET (SANDY RIDGE ROAD), 21ST AVENUE NE INTERSECTION IN HICKORY. CONSTRUCT ROUNDBOUT. <u>ADD UTILITIES IN FY 26 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2026 - FY 2026 - FY 2026 - FY 2026 - FY 2026 - FY 2026 - FY 2026 -	\$1,405,000 \$351,000 \$880,000 \$220,000 \$2,000,000 \$1,990,000 \$998,000	(CMAQ) (L(M)) (CMAQ) (L(M)) (CMAQ) (BGANY) (L(M))
					\$7,844,000	
* U-4700CB CALDWELL PROJ.CATEGORY STATEWIDE	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	US 321, SR 1809 / SR 1952 (PINE MOUNTAIN ROAD) INTERSECTION IN HUDSON. UPGRADE INTERSECTION TO REDUCED CONFLICT INTERSECTION WITHIN THE LIMITS OF U-4700C. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	CONSTRUCTION	FY 2026 - FY 2027 - FY 2028 - FY 2029 -	\$164,000 \$7,473,000 \$6,290,000 \$2,473,000	(NHP) (NHP) (NHP) (NHP)
					\$16,400,000	

STIP DELETIONS

* C-5624	- GREATER HICKORY METROPOLITAN	1ST STREET, US 70 IN CONOVER. CONSTRUCT	ENGINEERING	FY 2023 -	\$167,000	(CMAQ)
CATAWBA	PLANNING ORGANIZATION	BICYCLE AND PEDESTRIAN IMPROVEMENTS.		FY 2023 -	\$42,000	(L(M))
PROJ.CATEGORY		<u>REMOVE PROJECT AT THE REQUEST OF THE MPO.</u>	RIGHT-OF-WAY	FY 2024 -	\$200,000	(CMAQ)
DIVISION				FY 2024 -	\$50,000	(L(M))
			UTILITIES	FY 2024 -	\$550,000	(CMAQ)
				FY 2024 -	\$110,000	(L(M))
			CONSTRUCTION	FY 2025 -	\$633,000	(CMAQ)
				FY 2025 -	\$2,123,000	(BGANY)
				FY 2025 -	\$717,000	(L(M))
					\$4,592,000	

* INDICATES FEDERAL AMENDMENT

Thursday, November 6, 2025



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



**RESOLUTION ADOPTING MODIFICATIONS TO THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2024-2033 & FY 2026-2035**

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 & FY 2026-2035 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 & FY 2026-2035 be modified as listed above on this, the 10th day of December, 2025.

Hank Guess
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 10, 2025

SUBJECT: 2026 Highway Safety Performance Targets

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: 2026 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).

The Greater Hickory Metropolitan Planning Organization (MPO) wishes to continue planning and programming 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 are being released for public comment, and are available for approval at the December 2025 meeting of TCC/TAC.

BOARD ACTION REQUESTED: Yes.

Suggested Motion: *Motion to approve.*

**WESTERN PIEDMONT COUNCIL OF GOVERNMENTS
Greater Hickory Metropolitan Planning Organization**

2026 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 works closely with all 20 Metropolitan Planning Organizations (MPOs) and 17 Rural Planning Organizations (RPOs) across the state through its Transportation Mobility and Safety Division. These collaborative efforts are informed by the North Carolina Strategic Highway Safety Plan (SHSP), which aims to reduce fatalities and serious injuries by half by 2035, moving toward zero by 2050. NCDOT officially reports these safety targets to the Federal Highway Administration (FHWA) in its annual HSIP report by August 31 each year.

MPOs are required to either adopt the State's safety targets or establish their own within 180 days after the State's targets are reported. If an MPO chooses to adopt the State's targets, it must plan and program projects that help achieve those targets. Historically, the Greater Hickory Metropolitan Planning Organization (GHMPO) has elected to support the State's performance targets.

Based on the NCDOT memorandum dated September 30, 2025, the following 2026 Highway Safety Performance Measure Targets have been established. These reflect continued commitment to the SHSP goal of reducing fatalities and serious injuries by half by 2035.

2026 Statewide Safety Performance Targets

Performance Measure	2019–2023 Five-Year Average	2026 Target (Five-Year Average)	+/-%
Total Fatalities	1,576.0	1,057.0	-32.93%
Fatality Rate (Per 100 Million VMT)	1.346	0.885	-34.23%
Total Serious Injuries	5,217.0	3,101.0	-40.55%

Serious Injury Rate (Per 100 Million VMT)	4.442	2.585	-41.79%
Non-Motorized Fatalities and Serious Injuries	691.8	418.7	-39.46%

2026 Greater Hickory MPO Safety Performance Targets (Using State Methodology)

Performance Measure	2019–2023 Five-Year Average	2026 GHMPO Target	+/-%
Fatalities	59.6	38.4	-35.57%
Fatality Rate (Per 100 Million VMT)	1.469	0.909	-38.11%
Serious Injuries	175.0	109.6	-37.31%
Serious Injury Rate (Per 100 Million VMT)	4.317	2.585	-40.12%
Non-Motorized Fatalities and Serious Injuries	18.4	11.4	-38.04%

These 2026 safety targets will guide the GHMPO and its local partners in planning and programming projects that contribute to statewide goals for reducing fatalities and serious injuries. The adoption of these targets supports regional safety coordination and aligns with NCDOT's data-driven approach under the Strategic Highway Safety Plan.

For additional context or data resources, please refer to the NCDOT Transportation Mobility and Safety Division website and the 2026 HSIP Safety Performance Measures Memorandum (September 30, 2025).



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

DATE: September 30, 2025

TO: Averi Ritchie
Transportation Planning Manager, Greater Hickory Metropolitan Planning Organization

FROM: Shawn A. Troy, PE
State Traffic Safety Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2026 Targets

DocuSigned by:
Shawn Troy
2F6B0F9A2CE34E2...

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5-year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2023 safety targets, based on the 5-year averages for 2019-2023 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	Target	Actual	Baseline	Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	2019 - 2023	2019 - 2023	2017 - 2021			
Number of Fatalities	1,202.2	1,576.0	1,507.2	No	No	No
Rate of Fatalities	1.011	1.346	1.290	No	No	
Number of Serious Injuries	3,423.0	5,217.0	4,898.4	No	No	
Rate of Serious Injury	2.863	4.442	4.186	No	No	
Number of Non-Motorized Fatalities and Serious Injuries	468.2	691.8	625.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2023 goal was applied to crash data specific to Greater Hickory MPO.

Table 2: Greater Hickory MPO Safety Performance Target Achievement Determination Summary for CY 2023.

Performance Measures	5-Year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2019 - 2023	2019 - 2023	2017 - 2021			
Fatalities (5 Year Average)	42.9	59.6	54.2	No	No	No
Fatality Rate (5 Year Average)	1.022	1.469	1.315	No	No	
Serious Injuries (5 Year Average)	121.4	175.0	170.0	No	No	
Serious Injury Rate (5 Year Average)	2.878	4.317	4.117	No	No	
Non-Motorized Fatalities and Serious Injuries (5 Year Average)	12.6	18.4	16.2	No	No	

2026 State Safety Performance Targets

2026 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2026 Safety Performance Targets.

Performance Measure	CY 2026
Number of Fatalities	1,057.0
Rate of Fatalities	0.885
Number of Serious Injuries	3,101.0
Rate of Serious Injuries	2.585
Number of Non-Motorized Fatalities & Serious Injuries	418.7

2026 Greater Hickory MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

Table 4: Greater Hickory MPO Specific Safety Performance Targets.

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-Motorized Fatalities and Serious Injuries (5 Year Average)
2015 – 2019	49.8	1.188	140.0	3.318	14.4
2016 – 2020	50.4	1.222	155.8	3.774	15.2
2017 – 2021	54.2	1.315	170.0	4.117	16.2
2018 – 2022	58.6	1.433	171.2	4.190	17.8
2019 - 2023	59.6	1.469	175.0	4.317	18.4
2020 - 2024	64.6	1.595	181.0	4.479	20.4
2026 Target	38.4	0.909	109.6	2.585	11.4

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the fatal and serious injury crash reduction goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. If you have not already done so, please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
 - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed and funded), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Pedestrian Safety Improvements: [link](#)
 - Here you will find information related to NCDOT's pedestrian safety programs, as well as several new guidance documents related to pedestrian safety.

Please contact me directly at (919) 814-5010 or stroy@ncdot.gov, or Brian Murphy at (919) 814-4948 or bgmurphy@ncdot.gov for further questions or discussion.

SAT/mma

cc: Alpesh Patel
Daryl Vreeland, AICP
George Hoops, PE
Brian Murphy, PE



GHMPO 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 GHMPO 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 2026 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 33 percent from 1,585.2 (2020-2024 average) to 1,057.0 (2022-2026 average) by December 31, 2026.
2. For the 2026 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 35 percent from 1.353 (2020-2024 average) to 0.885 (2022-2026 average) by December 31, 2026.
3. For the 2026 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 41 percent from 5,236.8 (2020-2024 average) to 3,101.0 (2022-2026 average) by December 31, 2026.
4. For the 2026 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 42 percent from 4.467 (2020-2024 average) to 2.585 (2022-2026 average) by December 31, 2026.
5. For the 2026 Highway Safety Improvement Program (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 41 percent from 712.6 (2020-2024 average) to 418.7 (2022-2026 average) by December

Date: _____

By: _____

Hank Guess, GHMPO TAC Chair

Executive Committee: Joseph L. Gibbons, Chair | Randy Burns, Vice Chair | Larry Chapman, Secretary | George B. Holleman, Treasurer | Jill Patton, Past Chair | **At-Large Members:** Mike LaBrose | Cole Setzer | Marla Thompson | Larry Yoder | **Executive Director,** Anthony W. Starr

Serving: Alexander County | Taylorsville | Burke County | Connelly Springs | Drexel | Glen Alpine | Hildebran | Morganton | Rutherford College | Valdese | Caldwell County | Cahah's Mountain | Cedar Rock | Gamewell | Granite Falls | Hudson | Lenoir | Rhodhiss | Sawmills | Catawba County | Brookford | Catawba | Claremont | Conover | Hickory | Long View | Maiden | Newton

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

MEETING DATE: December 10, 2025

SUBJECT: 2025 Transit Safety Performance Targets

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: 2025 Transit Safety Performance Targets & Resolution

SUMMARY OF REQUEST:

The Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018, requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTSAP that includes Safety Performance Targets for transit-related facilities, injuries, safety events, and system reliability (state of good repair). The Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish Safety Performance Targets 180 days after the transit agency established their Safety Performance Targets. The Western Piedmont Regional Transit Authority (WPRTA) operating in the MPO's planning area has developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on October 16, 2025.

BOARD ACTION REQUESTED: Yes.

Suggested Motion: *Motion to approve.*



**RESOLUTION ESTABLISHING TRANSIT SAFETY PERFORMANCE TARGETS FOR THE
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**

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

WHEREAS, the Moving Ahead for Progress Act (MAP-21) and the Fixing America's Surface Transportation Action (FAST Act) requires States, public transportation providers, and MPOs to transition to a performance-based planning and programming process for the MPO's planning area;

WHEREAS, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule on July 19, 2018, requiring certain providers of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop and adopt a PTSAP that includes Safety Performance Targets for transit-related facilities, injuries, safety events, and system reliability (state of good repair);

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs must establish Safety Performance Targets 180 days after the transit agency established their Safety Performance Targets;

WHEREAS, the Western Piedmont Regional Transit Authority (WPRTA) operating in the MPO's planning area has developed information and transit safety targets toward compliance with the PTASP regulation and provided their targets to the MPO on October 16, 2025;

NOW THEREFORE be it resolved on this 10th of December, that the Greater Hickory Metropolitan Transportation Advisory Committee supports the Western Piedmont Regional Transit Authority safety targets and agrees to plan and program projects that contribute toward the accomplishment of the transit provider targets as follows on the next page:

Greater Hickory MPO Transit Safety Performance Targets

Safety Performance Targets – Calendar Year 2024

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan – National Transit Database

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (number of miles between major failures)
Motor Bus Fixed Route Bus	0	0	1	0.39	1	0.39	14,090
Demand Response	0	0	3	0.53	3	0.53	33,036

Safety Performance Targets – Calendar Year 2025

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan – National Transit Database

Mode of Transit Service	Fatalities	Fatalities (per 100k VRM)	Injuries	Injuries (per 100k VRM)	Safety Events	Safety Events (per 100k VRM)	System Reliability (number of miles between major failures)
Motor Bus Fixed Route Bus	0	0	2.67	1	1.33	0.50	16,944.55
Demand Response	0	0	1	0.18	1.33	0.24	36,689.10

Averi Ritchie, GHMPO Secretary

Hank Guess, GHMPO TAC Chair

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

MEETING DATE: **December 10, 2025**

SUBJECT: TCC/TAC 2026 Meeting Schedule

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: TCC/TAC 2026 Meeting Schedule

SUMMARY OF REQUEST:

For the transportation boards in 2026, our meeting calendar will be structured to ensure consistent and efficient discussions on key transportation issues. Meetings will be held monthly with some potential cancellations. An asterisk indicates the potential cancellation 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 4th 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 2026 TCC/TAC meeting schedule.*

TCC Technical Coordinating Committee 2026 Calendar (Local Government Staff)	
Day	Date at 1:00 PM
<u>3rd</u> Wed	January 21
4th Wed	February 25
4th Wed	March 25
<u>4th</u> Wed	April 22
4th Wed	May 27
4th Wed	June 24
4th Wed	July 22
4th Wed	August 26
4th Wed	September 23
4th Wed	October 28*
<u>2nd</u> Wed	November 11
<u>2nd</u> Wed	December 9

TAC Transportation Advisory Committee 2026 Calendar (Elected Officials)	
Day	Date at 2:30 PM
<u>3rd</u> Wed	January 21
4th Wed	February 25
4th Wed	March 25
<u>4th</u> Wed	April 22
4th Wed	May 27
4th Wed	June 24
4th Wed	July 22
4th Wed	August 26
4th Wed	September 23
4th Wed	October 28*
<u>2nd</u> Wed	November 11
<u>2nd</u> Wed	December 9

*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 10, 2025

SUBJECT: Confident Scope and Cost Estimate (CSCE) Presentation

PRESENTER: Teresa Robinson, NCDOT Division of Planning and Programming

ATTACHMENTS: CSCE Presentation

SUMMARY OF REQUEST:

Over the past five years, NCDOT has faced major cost estimation challenges due to low initial estimates, inflation, market volatility, and outdated updates. These issues contributed to widespread project delays, cancellations, and the inability to program many new projects into the STIP.

To address this, NCDOT has significantly improved its cost estimation process. Enhancements include requiring Express Designs before projects enter the Final STIP, updating estimates regularly, using current bid averages for construction costs, and expanding the use of Express Designs during Prioritization. The new Confident Scope and Cost Estimate (CSCE) milestone builds on these reforms.

The CSCE ensures that each project has a well-defined, agreed-upon scope before being programmed for delivery, reducing the likelihood of scope changes and cost increases later. Its purpose is to increase STIP stability, improve budget forecasting, and help projects advance on schedule.

The timing of a CSCE depends on project complexity—ranging from Express Designs for simple improvements to 25% plan sets (DRPS) for most LAPs, and selected alternatives for larger or more complex projects. Determining the appropriate timing involves evaluating multiple factors including stakeholder engagement, environmental findings, traffic and capacity needs, typical sections, utilities, right-of-way impacts, and risk assessments.

The Project Definition Document (PDD) formally documents the project's confident scope. Once approved, only minor adjustments should occur and any significant changes may impact costs or schedules. The PDD is submitted alongside Cost Verification Memos (CVMs), and the Division Engineer approves the CSCE when signing the CVM.

Currently, 475 projects selected through Prioritization are scheduled for delivery in the 2026–2035 STIP. Only about 175 have reached the ROW Plans Complete milestone, meaning roughly 300 still need to achieve their CSCE. NCDOT expects all scheduled-for-delivery projects to complete their CSCE by September 30, 2027, with few exceptions. MPOs, RPOs, and local governments will be informed about projects that need to meet this requirement, and letters will be sent to LAP-holding jurisdictions.

The overarching goal is to ensure committed projects move forward efficiently and with more reliable scope and cost estimates.

BOARD ACTION REQUESTED: None. Information item only.

Suggested Motion: None.



NORTH CAROLINA
Department of Transportation

Confident Scope and Cost Estimate (CSCE)

Teresa Robinson, PE
Division of Planning & Programming

12/10/25

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

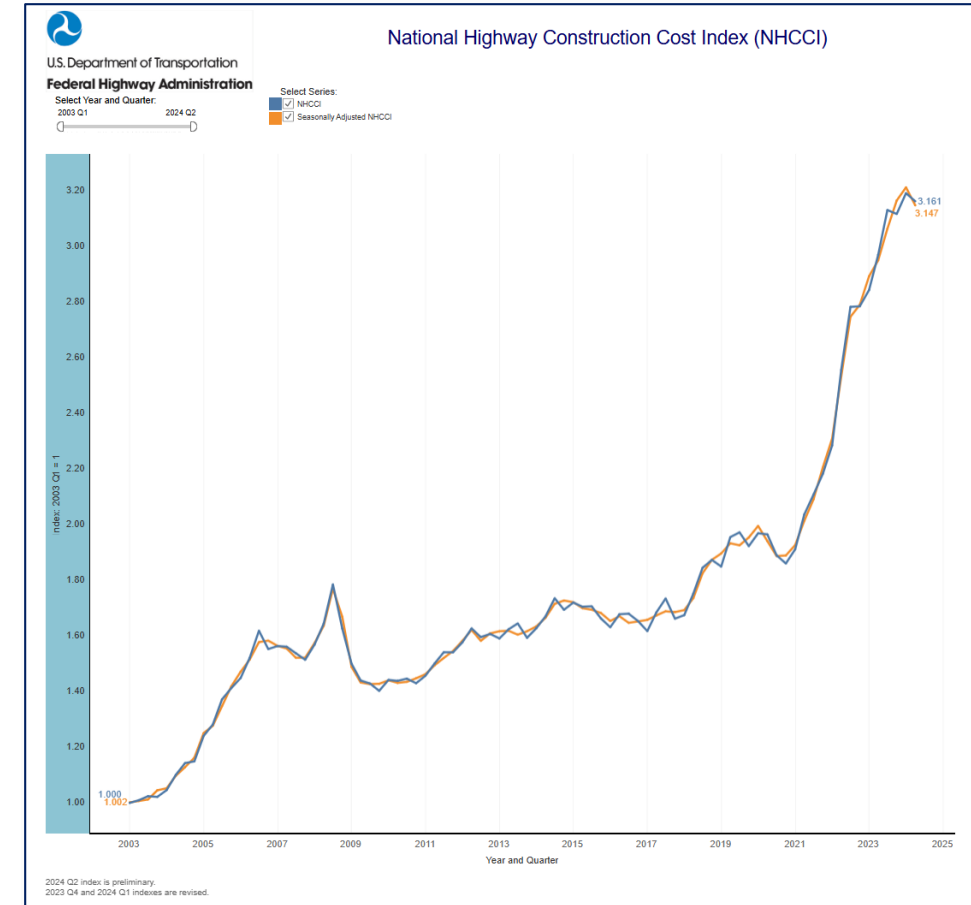
Cost Estimation Challenges

Many challenges with Cost Estimates over past 5 years

- Low initial estimates
- Large increases as projects are developed
- Challenges due to inflation and market conditions
- Estimates not updated in a timely manner

Resulted in hundreds of project delays/cancellations and very few new projects

- 2024-2033 STIP – No new projects (P6 cancelled)
- 2026-2035 STIP – New projects only in 4 of 22 STI categories

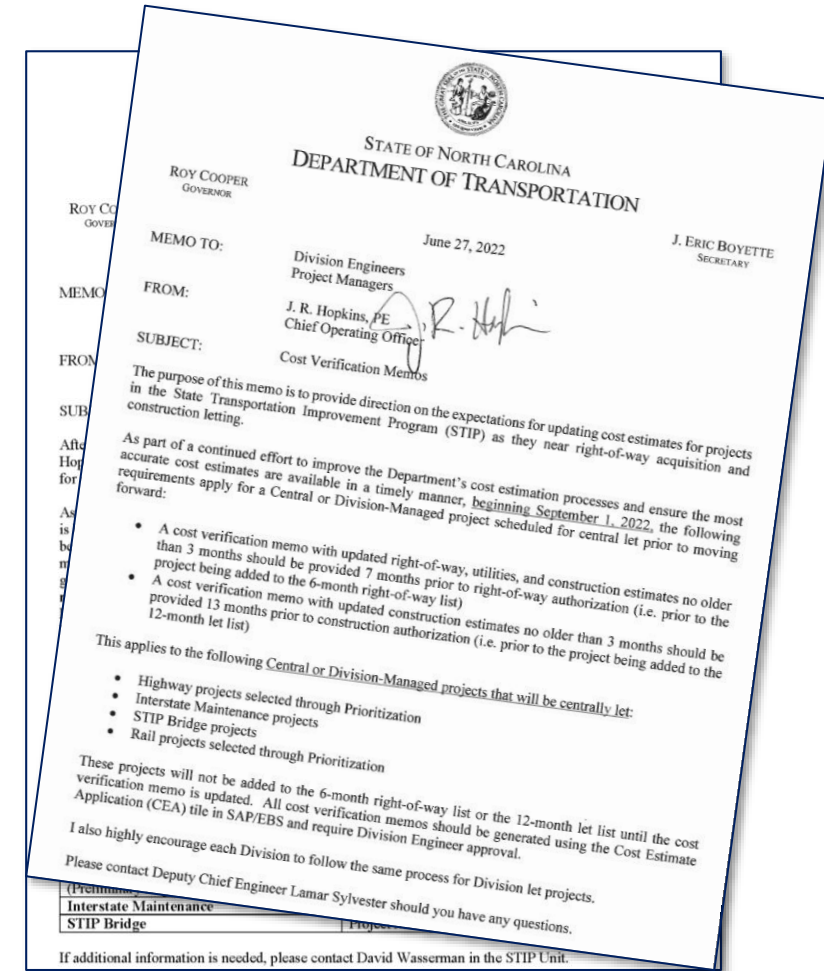


Cost Estimation Improvements

NCDOT has made many Cost Estimation Improvements over past 5 years

- Require engineering analysis (Express Design) before new projects are in Final STIP
- Estimates updated on a regular schedule (min. every 2 years or as project advances)
- Construction estimates now based on latest bid averages (started March 2024)
- Express Designs being performed for projects submitted for Prioritization

Confident Scope and Cost Estimate is a continuation of these improvements



Confident Scope and Cost Estimate (CSCE)

What is the CSCE?

- New milestone in Project Delivery for Projects Selected through Prioritization
- Ensures agreement on project scope at the appropriate time
- Helps create confidence in cost estimate since scope should not change once achieved
- Future Goal - Project should have approved CSCE to be eligible to be programmed in STIP as Scheduled for Delivery

Goal/Expected Outcomes

- Fewer/smaller cost increases
- Fewer project delays due to funding availability
- More stability within the STIP
- Allowing projects to be implemented on schedule
- More accurately plan/budget for future projects in the STIP

When is the Appropriate Time to Document CSCE

All projects are unique, so timing may be based on the type of project

- For very basic projects – Turn Lane or Signal Installation Projects
 - Scope & cost estimate could be based on an Express Design
- For complex projects – Widening or single Alternative Projects
 - Scope & cost estimate could be based on Design Recommendation Plan Set (DRPS – 25% Plans)
 - **Majority of projects will fit in this category**
 - Standard for all LAPs for consistency across the state
- For larger projects – Multiple Alternatives that require LEDPA and/or Public involvement Projects
 - Scope & cost estimate could be based on selection of Alternative

Factors to Consider in Determining the Timing of a CSCE

- Stakeholder Engagement – Public, Local Officials, Resource Agencies, Project Specific
- Project Scoping Meeting
- Railroad Coordination
- Environmental Recommendations – Natural and Human
- Geotechnical Recommendations
- Hydraulic Recommendations
- Risk Assessment Worksheet
- Complete Street Recommendations
- Traffic Capacity and Typical Section
- Design and Constructability
- Structure Recommendations
- Septic, Wells, GeoEnvironmental, Other
- Easements and Agreements
- Right of Way and Utility Impacts

Project Definition Document (PDD)

PDD is the form used to document confident scope

- Includes:
 - Project purpose and objectives
 - Project limits, typical cross sections, etc.
 - More detail than STIP project description
- Once approved, project scope should not change
- Only minor tweaks/adjustments moving forward
- PDD could be revisited if project scope changes are required (not person changes)
 - If changes results in increased costs, adjustments to project schedule for the project (or other projects) may be needed

PROJECT DEFINITION DOCUMENT

PROJECT NAME

Project ID: ID# _____ Date: _____

Primary Description: _____

Primary Funding Source(s): _____

Project Lead: ☐ Central Managed Project ☐ Division Managed Project Division: _____

NCDOT Division Engineer: _____ NCDOT Project Manager: _____

PROJECT DESCRIPTION

PROJECT PURPOSE AND OBJECTIVE
Develop 3-5 "big picture" project goals that express purpose.

A short statement of 2-3 sentences:
• **What** is to be accomplished
• **When** is letting
• **How much** will it cost
(include construction period)

SCOPE OF PROJECT WORK
List major project improvements that define the construction work to be accomplished to satisfy the project goals.
Should include "does not include statements".

PROJECT DELIVERY METHOD: Select the delivery method based on type, details & needs of the project.
☐ Design / Build ☐ Design Build ☐ Progressive Design Build
☐ CMGC Construction Manager / General Contractor ☐ Other _____

ENVIRONMENTAL DOC. TYPE: ☐ CE ☐ EA ☐ EIS

VERIFIED PROJECT COST ESTIMATE

Preliminary Engineering (Guidance to be developed)	
ROW	
Utilities	
Construction	
Total Project Cost Estimate	\$ 0.00
STIP Programmed Amount	

POTENTIAL PROJECT RISKS:
List major potential project risks to the project budget and/or schedule, or attach risk register if complex project.

To Be Updated

Cost Verification Memos (CVMs)

PDD is submitted as part of the Cost Verification Memos

- Documents cost estimate associated with scope of work
- Approval of the CSCE occurs when Division Engineer approves the associated CVM
- New statement to indicate if estimate is for the CSCE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

September 29, 2025

MEMO TO: Teresa M. Robinson, PE
STIP Western Region Manager, Program Development

FROM: Hannah K. Smith, PE
Project Manager, Division 13

SUBJECT: Cost Verification – STIP Project I-5990, Burke County
I-40 AT EXIT 118 - SR 1761 (OLD NC 10). (COMB W/BR-0151). CONSTRUCT
INTERCHANGE IMPROVEMENTS.

STI Funding Category: Division
STIP Status: Scheduled for Delivery
Letting Type: Division Design Raleigh Let (DDRL)

Verified Cost Estimate

Phase	Initial Estimate ¹	Previous Verified Estimate ²	Latest Verified Estimate ³	Latest Estimate and Previous Estimate Difference ⁴		Latest Estimate Date	Current Activity Start Date
				(\$)	(%)		
Right-of-Way	\$2,537,000	\$2,500,000	\$6,400,000	\$3,900,000	156.0%	5/16/2025	2/18/2026 (E)
Utilities	\$500,000	\$1,100,000	\$900,000	(\$200,000)	-18.2%	6/5/2025	2/18/2026 (E)
Construction	\$10,355,000	\$9,600,000	\$19,800,000	\$10,200,000	106.3%	7/1/2025	2/16/2027 (E)
Total	\$13,392,000	\$13,200,000	\$27,100,000	\$13,900,000	105.3%		

Preliminary Engineering Stage: Stage I - Express Design / Conceptual Estimate

This estimate is the Confident Scope and Cost Estimate (CSCE) for the project.

The difference between the latest and previous estimated costs is:

Changed selected alternative based on public engagement in 2022 & 2023. Latest estimate reflects updated quantities and unit prices for new proposed alternative.

Latest Right-of-Way estimate prepared by: Sean Ward & Associates, Inc.
Latest Utilities estimate prepared by: Nick Asaro with JMT
Latest Construction estimate prepared by: Chris Smith

Approved by: Timothy W. Anderson, , Division Engineer, Division 13 on 09/29/2025 01:04 PM

Estimates Located at:
<https://connect.ncdot.gov/site/preconstruction/division/div13/I-5990%20I-40%20Exit%20118/ProjectCostEstimates/Forms/AllItems.aspx>

1. The estimate used in the latest Prioritization Cycle or the initial STIP estimate for all other projects.
2. The estimate used in the previous cost verification memo. This value should be blank if this memo is the first verified estimate or zero if there is no cost for the phase.
3. The most current estimate. This value may be the same as the previous estimate if no changes have occurred since the last update or the value may be for a phase that has been previously authorized.
4. If the previous verified estimate value is blank or zero, the difference is calculated by comparing the latest verified estimate and the initial estimate.
5. (C) = Completed; (E) = Estimated date

Projects Currently Scheduled for Delivery (2026-2035 STIP)

Goal is to make sure projects Scheduled for Delivery are moving forward

475 Projects Selected through Prioritization are Scheduled for Delivery (as of 10/14/25)

- ~175 have achieved ROW Plans Complete (RPC) milestone (considered to have achieved **CSCE**)
- ~300 have not achieved RPC milestone
 - Most were Scheduled for Delivery (aka committed) from P3, P4, or P5

Expectation:

By September 30, 2027, all projects Scheduled for Delivery should achieve their CSCE or they may be subject to re-evaluation in P9

- a few exceptions possible based on specific circumstances

Next Steps

NCDOT is reviewing the list of ~300 projects to confirm if 25% Design Plans (DRPS) and CSCE have been achieved

NCDOT is informing MPOs, RPOs, and local govts of the Sept 2027 expectation for LAPs (for projects selected through Prioritization)

- Remember – Goal is to deliver the projects already programmed
- Letters to be sent to local govts with LAPs subject to Sept 2027 expectation

Questions?

Greater Hickory MPO
Transportation Update
December 2025

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).	2026	2026	\$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2026	2027	\$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	2027	\$1,575,000	R/W	Division	S
BP11-R025	SR 1927 (OLD MORGANTON ROAD)	Replace Bridge 130332 on SR 1927 over Abington Creek in Caldwell County	2026	2029	\$1,475,000	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	\$1,175,000	February 2026 Let	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2027	2028	\$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.	2025	2026	\$2,150,000	R/W	Division	F
HB-0057	SR 1356	SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER.	2025	2026	\$2,100,000	R/W	Division	F
HB-0058	SR 1356	SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER.	2025	2026	\$1,820,000	R/W	Division	F
HB-0059	SR 1356	SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER.	2025	2026	\$1,860,000	R/W	Division	F
HB-0060	SR 1356	SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER.	2025	2026	\$2,330,000	R/W	Division	F

Greater Hickory MPO
Transportation Update
December 2025

HB-0061	SR 1574	SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK.	2025	2026	\$1,680,000	R/W	Division	F
R-3430CA	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2029	2033	\$73,507,000	Planning	Central	F
R-3430CB	SR 1001 (CONNELLY SPRINGS ROAD)	SR 1001 (CONNELLY SPRINGS ROAD) FROM CATAWBA RIVER TO SR 1933 (SOUTH-WEST BOULEVARD). MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.	2030	2034	\$69,292,000	Planning	Central	F
U-4700CA	US 321	SR 1160 (MOUNT HERMAN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN. - WITHIN THE LIMITS OF U-4700 C.	2019	2026	\$8,620,000	July 2026 Let	Division	F
U-4700CB	US 321	AT SR 1809/1952 (PINE MOUNTAIN ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN.	2019	2026	\$17,000,000	July 2026 Let	Division	F
U-4700CC	US 321	AT SR 1108 (MISSION ROAD). UPGRADE INTERSECTION TO SUPERSTREET DESIGN	2019	2026	\$8,950,000	October 2025 Let	Division	F
U-6034	US 321 ALT	DUKE STREET TO PINEWOODS ROAD	2025	2029	\$46,300,000	R/W	Division	F
U-6157	SR 1130 (CAJAH MOUNTAIN ROAD)	SR 1130 (CAJAH MOUNTAIN ROAD) FROM SR 1001 (CONNELLY SPRINGS ROAD) TO US 321A	2024	2029	\$68,300,000	R/W	Division	F
U-6161	US 321	US 321 FROM SR 1002 (DUDLEY SHOALS ROAD) GRADE SEPARATION. CONSTRUCT RAMP ONTO US 321 SOUTHBOUND.	2026	2028	\$8,570,000	Planning	Division	F

Greater Hickory MPO
Transportation Update
December 2025

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>
C204844	CALDWELL	U-6036	SR 1109 (PINWOOD ROAD)	FROM US 321 TO SR-1252 (BERT HUFFMAN ROAD)	\$11,480,140.98	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	35 %	7/27
C204840	CALDWELL	U-4700CC	US 321 and SR 1108 (Mission Road)	INTERSECTION AT US-321 AND SR-1108 (MISSION RD).	\$13,348,559.10	HEI CIVIL CAROLINAS LLC	0%	4/28

December 2025 Status Report for Division 12 Projects in Greater Hickory MPO.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DL00338	ALEXANDER	SR 1108, SR 1110, SR 1150, SR 1235, SR 1409, SR 1422	RESURFACING FOR 13.174 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	UNDERWAY, 39 % COMPLETE.
DL00344	ALEXANDER, IREDELL	VARIOUS SECONDARY ROUTES COUNTYWIDE	RESURFACING FOR 6.16 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	PROJECT COMPLETE, 100%.
DL00352/ U- 6041	ALEXANDER	US 64	SR 1124 (CHURCH ROAD). ADD LEFT TURN LANE ON WESTBOUND US 64/NC 90.	ROW: 2024 UTL: 2024 CON: 2025	Lee Bryson (980) 552-4233	PROJECT HAS BEEN LET. CONSTRUCTION TO BEGIN SOON.
DL00356	ALEXANDER	SR 1337, SR 1302, SR 1628, SR 1637	RESURFACING FOR 35.66 MILES.	ROW: NA UTL: NA CON: 2025	Jonathan Barnette (704) 380-6040	WORK NOT STARTED.
R-3603A	ALEXANDER, CATAWBA	NC 127	SR 1400 (CLONINGER MILL ROAD) TO SR 1156 (RICHEY ROAD). UPGRADE TWO LANES AND PROVIDE SOME MULTI- LANE CURB AND GUTTER.	ROW: 2030 UTL: 2030 CON: 2034	Verrol McLeary (919) 707-6044	DESIGN WORK IN PROGRESS.
C204977	ALEXANDER, CATAWBA	BRIDGE #170091 OVER THE CATAWBA RIVER ON NC-127 AND BRIDGE # 170139 OVER THE CATAWBA RIVER ON NC-16.	BRIDGE REHABILITATION.	ROW: NA UTL: NA CON: 2025	Eric Conner (828) 468-6260	WORK NOT STARTED.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
C204919	CATAWBA	ONE SECTION OF US-70, AND TWENTY FOUR SECTIONS OF SECONDARY ROADS.	RESURFACING FOR 19.747 MILES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 95 % COMPLETE.
C205048	CATAWBA	1 SECTION OF NC-10, AND 53 SECTIONS OF SECONDARY ROADS.	RESURFACING FOR 20.75 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (704) 748-2400	WORK NOT STARTED.
DL00349	CATAWBA	BRIDGE NO. 55 OVER JACOB FORK RIVER SR 1139 (FINGER BRIDGE ROAD).	BRIDGE REPLACEMENT.	ROW: NA UTL: NA CON: 2025	Eric Conner (828) 468-6260	PROJECT IS A DESIGN BUILD PROJECT, DESIGN UNDERWAY, 17 % COMPLETE.
DL00345	CATAWBA	VARIOUS SECONDARY ROADS.	RESURFACING FOR 22.22 MILES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 96 % COMPLETE.
DL00360	CATAWBA	SR 1003, SR 1833 AND SR 1885.	RESURFACING FOR 10.54 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (704) 748-2400	WORK NOT STARTED.
B-5847	CATAWBA	SR 1709 (ROCK BARN ROAD)	REPLACE BRIDGE 170173 OVER I-40.	ROW: 2023 UTL: NA CON: 2031	David Stutts (919) 707-6442	THE PROJECT PROPOSES ROUNDABOUT AT THE RAMP TERMINALS AND ALSO CONSIDERING A MULTIUSE PATH AND SIDEWALKS OVER I-40. RIGHT OF WAY IN PROGRESS.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
B-6041	CATAWBA	I-40	REPLACE BRIDGE 170177 AND 170178 OVER LYLE CREEK.	ROW: 2026 UTL: NA CON: 2032	Wesley Cartner (919) 707-6039	PLANNING AND DESIGN UNDERWAY.
I-5716	CATAWBA	I-40	SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	ROW: 2019 UTL: NA CON: 2026	Gerald Loughry (919) 707-6020	PLANNING AND DESIGN UNDERWAY. RIGHT-OF-WAY ACQUISITION UNDERWAY.
R-5113	CATAWBA	SR 1005 (STARTOWN ROAD)	US 70 TO NC 10. WIDEN TO MULTI-LANES.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Wesley Cartner (919) 707-6039	PROJECT IS CURRENTLY INACTIVE.
U-2307B	CATAWBA	29TH AVENUE NE	SR 1453 (SPRINGS ROAD) TO NC 127. WIDEN TO MULTI-LANES.	ROW: 2026 UTL: 2026 CON: 2029	Olivia Pilkington (919) 707-6029	PLANNING AND DESIGN IS ONGOING. PUBLIC MEETING HELD ON 11/19/2024.
U-2530A	CATAWBA	NC 127	SR 1132 (HUFFMAN FARM ROAD) TO SR 1008 (ZION CHURCH ROAD). WIDEN TO MULTI-LANES.	ROW: 2025 UTL: 2025 CON: 2029	Bryan Sowell (980) 552-4221	ENGINEERING WORK IS ONGOING. PUBLIC MEETING HELD ON MARCH 21, 2024. RIGHT OF WAY ACQUISITION IN PROGRESS.
C205043, U-5777	CATAWBA	NC 127	1ST AVENUE SE TO 2ND AVENUE SE. ADD TURN LANES.	ROW: 2019 UTL: 2019 CON: 2025	Lee Bryson (980) 552-4233	UNDERWAY, 3 % COMPLETE.
U-6042	CATAWBA	SR 1124 (33RD STREET SW)	SR 1124 (33RD STREET SW) AND (34TH STREET NW). REALIGN INTERSECTION.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Bryan Sowell (980) 552-4221	PROJECT IS CURRENTLY INACTIVE.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DL00363/ HS-2012I, HS-2012M, SS-6212P, SS-6212Q	CATAWBA, GASTON	NC 10, SR 1005 & NC 150	RESURFACING FOR 18.72 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (704) 748-2400	UNDERWAY, 89 % COMPLETE.
U-4700A	CATAWBA, CALDWELL, BURKE	US 321	NORTH OF US 70 IN HICKORY TO US 321A. WIDEN TO SIX LANES.	ROW: 2021 UTL: NA CON: 2027	Lee Bryson (980) 552-4233	RIGHT-OF-WAY ACQUISITION UNDERWAY. WORK ON MULTIPLE DISCIPLINES ALSO UNDERWAY.
R-2307A	CATAWBA, LINCOLN	NC 150	RELOCATED NC 16 (STIP PROJECT R-2206) TO EAST OF SR 1840 (GREENWOOD ROAD). WIDEN TO 4-LANES WITH A BYPASS OF THE TERRELL HISTORIC DISTRICT BEING STUDIED.	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Ritchie Naraidu (980) 552-4227	PRELIMINARY ENGINEERING WORK BEGAN IN FALL OF 2025.
C204348/ R-2307B/ I-5717	IREDELL, CATAWBA	NC 150	EAST OF SR 1840 (GREENWOOD ROAD) IN CATAWBA COUNTY TO WEST OF SR 1303/SR 1180 (PERTH ROAD/DOOLIE ROAD) IN IREDELL COUNTY. WIDEN TO 4 LANES. SR 1383/SR 1180 TO US 21 IN IREDELL COUNTY. WIDEN TO 6-LANES.	ROW: NA UTL: NA CON: 2025	Keith Anderson (980) 435-3290	UNDERWAY, 12 % COMPLETE.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
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December 2025 Status Report for Division 12 Managed Projects in Burke County.

C204716	BURKE	US-64/US-70 IN MORGANTON.	REPLACE BRIDGE #99 OVER NORFOLK SOUTHERN RAILROAD.	ROW: NA UTL: NA CON: 2025	Keith Anderson (980) 435-3290	UNDERWAY, 70 % COMPLETE.
DM00440	BURKE	VARIOUS PRIMARY AND SECONDARY ROUTES.	RESURFACING FOR 13.62 MILES	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 91 % COMPLETE.
DM00441	BURKE	VARIOUS SECONDARY ROUTES.	RESURFACING FOR 17.16 MILES	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	UNDERWAY, 78 % COMPLETE.
DM00442	BURKE	VARIOUS SECONDARY ROUTES.	PAVEMENT PRESERVATION IN BURKE AND RUTHERFORD COUNTIES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (704) 748-2400	WORK NOT STARTED.
DM00449/ R-5967	BURKE	SR 1625 (9TH AVE DR NW)	9TH AVE DR NW WIDENING AT GOAT FARM RD 0.6 MILES	ROW: NA UTL: NA CON: 2024	Eric Conner (828) 468-6260	UNDERWAY, 57 % COMPLETE.

Division 13, GHMPO Construction Update, December 2025

Contract Number	County	TIP#	Work Description	Route	Location Description	Letting Date	Completion Date	Revised Completion Date	Completion Percent
C204716	Burke	B-5869	Bridge Replacement	US-64	BRIDGE #99 OVER NORFOLK SOUTHERN RAILROAD ON US-64/US-70 IN MORGANTON.	5/16/2023	2/8/2027	3/29/2027	69.95%
C204956	Burke, Caldwell	R-3430B	Bridge Replacement	SR-1001	BRIDGE #110010 OVER CATAWBA RIVER ON SR-1001 (CONNELLY SPRING RD).	8/19/2025	3/30/2029		3.36%
C205096	Burke, McDowell		Resurfacing	SR-MULTI	20 SECTIONS OF SECONDARY ROUTES	5/20/2025	11/1/2026		1.05%
DM00387	Burke	HA-0001	Grading, Drainage, Paving, Curb and Gutter	Off of SR-1138 (Kathy Rd)	NEW ACCESS ROAD INTO BURKE INDUSTRIAL PARK	5/28/2025	6/30/2026		2.99%
DM00440	Burke		Resurfacing	NC-18, US-70, SR-1142 (Jamestown Rd)	VARIOUS PRIMARY AND SECONDARY ROUTES	6/19/2024	10/15/2025	11/5/2025	90.66%
DM00441	Burke		Resurfacing	SR-MULTI	14 SECTIONS OF SECONDARY ROUTES	2/7/2024	9/12/2025	10/3/2025	78.18%
DM00442	Burke, Rutherford		Pavement Preservation	SR-MULTI	40 SECTIONS OF SECONDARY ROUTES	3/6/2024	11/21/2025		0.00%
DM00449	Burke	R-5967	Road Widening, Waterline Construction	SR-1625	SR-1625 (9TH AVE DR NW)	1/3/2024	10/30/2026	11/25/2026	56.64%
DM00455	Burke, Madison, McDowell, Rutherford		Long Life Pavement Markings	NC-108, NC-114, NC-126, NC-181, NC-208, NC-209, NC-226ALT, NC-9, US-221, Variuos Secondary Routes	114 MILES OF PRIMARY AND SECONDARY ROUTES	8/7/2024	9/26/2025		6.56%

Division 13, GHMPO Project Development Update, December 2025

Project ID	Project Manager Name	County	Description	R/W Acq. Begins	Let Date	Funding Program Description	STIP Status
BP13-R033	MARK HILL	BURKE	Replace bridge 254 on SR1116 over Double Branch in Burke County	9/5/2024	11/19/2025	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
HS-2413E	GABRIEL L. JOHNSON	BURKE	US 70 WEST OF GLEN ALPINE. INSTALL RUMBLESTRIPES AND 6" LONG LIFE PAVEMENT MARKINGS.		2/18/2026	HIGHWAY - SAFETY	Delivery
HS-2413H	GABRIEL L. JOHNSON	BURKE	MULTIPLE US, NC, AND SR ROUTES. INSTALL HORIZONTAL ALIGNMENTWARNING SIGNS.		4/1/2026	HIGHWAY - SAFETY	Delivery
SS-6213E	GABRIEL L. JOHNSON	BURKE	SR 1443 (Kirksey Drive) at SR 1512 (Amherst Road) in Morganton - install all way stop.		4/1/2026	SPOT SAFETY	
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	RAIL - HIGHWAY GRADE CROSSING IMPROVEMENT	Delivery
BP13-R018	MARK HILL	BURKE	Replace bridge 316 on SR1962 over UT to Double Branch in Burke County	4/24/2025	7/15/2026	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
HS-2413Q	GABRIEL L. JOHNSON	BURKE	SR 1786 (MILLER BRIDGE ROAD). NC 18 AND SR 1761 (OLD NC HIGHWAY 10). INSTALL RUMBLE STRIPES WITH 6 INCH LONG LIFE PAVEMENT MARKINGS.		7/31/2026	HIGHWAY - SAFETY	Delivery
HS-2413V	GABRIEL L. JOHNSON	BURKE	NC 181, SR 1414 (ST MARYS CHURCH ROAD) AND NC 183. INSTALL RUMBLE STRIPES WITH LONG LIFE PAVEMENT MARKINGS.		7/31/2026	HIGHWAY - SAFETY	Delivery
BL-0140A	GABRIEL L. JOHNSON	BURKE	LOVELADY ROAD, LAUREL STREET TO CRESCENT STREET IN VALDESE.CONSTRUCT SIDEWALK.		3/25/2027	BIKE & PED - LOCALLY SELECTED	Delivery
BL-0141	GABRIEL L. JOHNSON	BURKE	NC 126, BENFIELD'S LANDING BURKE ROAD TO EASTSIDE BURKE AVENUE IN NEBO. CONSTRUCT SIDEWALK.	5/29/2026	6/2/2027	BIKE & PED - LOCALLY SELECTED	Delivery
BR-0151	CLAUDIA G WILLIAMS	BURKE	REPLACE BRIDGE NO. 110173 ON SR 1002 (HENRY RIVER ROAD) OVER I-40 IN BURKE CO.(COMB W/I-5990).	10/5/2026	9/21/2027	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
I-5990	BRENDAN MERITHEW	BURKE	I-40 AT EXIT 118 - SR 1761 (OLD NC 10). (COMB W/BR-0151). CONSTRUCT INTERCHANGE IMPROVEMENTS.	10/5/2026	9/21/2027	HIGHWAY - STI (PRIORITIZATION)	Delivery
EB-5978	GABRIEL L. JOHNSON	BURKE	COLLEGE STREET MULTIMODAL CONNECTOR TRAIL FROM NORTH GREEN STREET TO US 70 IN MORGANTON	9/18/2026	9/30/2027	BIKE & PED - STI (PRIORITIZATION)	Delivery
BR-0010	TYLER A. YELTON	BURKE	BRIDGE 110105 ON US 64, NC 18 OVER JOHNS RIVER	10/14/2025	10/19/2027	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
BL-0166	GABRIEL L. JOHNSON	BURKE	MASSSEL AVENUE, RODORET STREET TO CAROLINA STREET SE. CONSTRUCT SIDEWALK.	10/1/2027	10/1/2028	BIKE & PED - LOCALLY SELECTED	Delivery
BR-0180	CLAUDIA G WILLIAMS	BURKE	REPLACE BRIDGE 110346 ON SR1002 OVER HENRY FORK CREEK	12/1/2027	3/20/2029	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
I-5891B	GABRIEL L. JOHNSON	BURKE	I-40 FROM MILE MARKER 105 TO MILE MARKER 112 PAVEMENT REHABILITATION AND BRIDGE REHABILITATION		3/20/2029	HIGHWAY - INTERSTATE MAINTENANCE	Delivery
U-5836	BRENDAN MERITHEW	BURKE	NC 181 FROM SR 1414 (ST. MARY'S CHURCH ROAD) TO MORGANTON ETJ WIDEN EXISTING ROADWAY	10/12/2026	6/18/2030	HIGHWAY - STI (PRIORITIZATION)	Delivery
BR-0130	GRAYSON P. FLOYD	BURKE	Replace Bridges 110114 and 110120 on I40 over Silver Creek.		1/21/2031	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	Delivery
BR-0259	TYLER A. YELTON	BURKE	Replace Bridge 110128 on US 70 over Southern Railroad in Burke County.	10/9/2027	1/21/2031	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
BR-0068	GRAYSON P. FLOYD	BURKE	REPLACE BRIDGE 110103 ON NC 126 OVER CANOE CREEK	8/18/2023	10/21/2031	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	

Division 13, GHMPO Project Development Update, December 2025

Project ID	Project Manager Name	County	Description	R/W Acq. Begins	Let Date	Funding Program Description	STIP Status
BR-0149	GRAYSON P. FLOYD	BURKE	Replace 110063 on NC 181 over Irish Creek.	1/15/2027	10/21/2031	HIGHWAY FUND BRIDGE / BRIDGE PROGRAM	
R-3430A	WESLEY BROOKS CARTNER	BURKE	SR 1001 (MALCOLM BOULEVARD) FROM US 70 TO CATAWBA RIVER. MODERNIZE ROADWAY TO INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS.		1/1/2040	HIGHWAY - STI (PRIORITIZATION)	Not Funded