



Western Piedmont Council of Governments

Greater Hickory Metropolitan Planning Organization

Transportation Advisory Committee (TAC)

Wednesday, September 23, 2026, 2:30 PM

WPCOG Offices—1880 2nd Ave NW

wpcog.org/metropolitan-planning-org

Agenda Item	Presenter	Attachment	Action
Call to Order /Ethics Awareness/ Introductions	Hank Guess		
Consent Agenda Items:			
A. Minutes of August 26, 2026 Meeting	Hank Guess	Attachment I	Approve Consent Agenda Items
B. Transportation Improvement Program Revisions for Release			
Transportation Improvement Program Revisions for Approval	Averi Ritchie	Attachment II	Adopt via Resolution
Prioritization 8: Division Tier Local Input Points	Averi Ritchie & Casey Fullbright	Attachment III	Release for Public Comment
Locally Administered Projects Program: Fall 2026 Call for Supplemental Requests	Katelyn Smith	Attachment IV	Release Call for Projects
Section 5310 Project Applications	Casey Fullbright	Attachment V	Adopt via Resolution
Draft Congestion Management Plan Update	Casey Fullbright & Averi Ritchie	Attachment VI	Release for Public Comment
NCDOT Board Updates	Brad Lail, Meagan Phillips		
Division 11	Michael Poe		
Division 12	Mark Stafford		
Division 13	Tim Anderson		
Transportation Planning Office	Reuben Crummy		
Integrated Mobility Division	Nikki Elsheimer		
Reminders	Averi Ritchie		
Public Comment / Announcements	Hank Guess		
Adjournment			
Next Meeting: November 18, 2026	Hank Guess		



**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 (TAC)

Wednesday, August 26th, 2026 @ 2:30 PM In-person meeting and via online participation

Present			Absent		
First Name	Last Name	Representing	First Name	Last Name	Representing
Barbara	Beatty	Catawba County	Hank	Guess	City of Hickory
Jill	Patton	City of Hickory	Jonathan	Beal	City of Lenoir
Jamie	Hagerty	Town of Granite Falls	Mark	Canrobert	City of Conover
Donna	Price	Town of Rhodhiss	Mary	Furtado	Catawba County
Mike	Stroud	Burke County	Melinda	Zimmerman	Town of Valdese
Jonathan	McClure	City of Newton	Jim	Engleman	Town of Hudson
Jack	Simms	Town of Taylorsville	Martin	Townsend	Town of Granite Falls
Les	Morrow	City of Claremont	Genita	Hill	Town of Long View
Donald	Robinson	Town of Catawba	Jody	York	Town of Hildebran
Richard	Andrews	Town of Cajah's Mountain	Gary	Sigmon	City of Claremont
Randy	Pennington	Town of Cajah's Mountain	Larry	Yoder	Alexander County
Molly	McKay	City of Morganton	Holly	Crafton-Lay	Town of Maiden
			Lanny	Ford	Town of Maiden
			VACANT		Brookford
			VACANT		Gamewell
			VACANT		Glen Alpine
			VACANT		Caldwell County
			VACANT		Cedar Rock

			VACANT		Connelly Springs
			VACANT		Sawmills
			VACANT		Rutherford College
			VACANT		Drexel
WPCOG, FHWA & GUEST			NC DOT STAFF		
Averi Ritchie - WPCOG			Michael Poe - Div 11		
Casey Fullbright - WPCOG			Travis Chrisawn - Div 11		
Katelyn Smith - WPCOG			Mark Stafford - Div 12		
Andrew Webb - WPCOG			Travis Jordan - Div 12		
Anthony Starr - WPCOG			Tim Anderson - Div 13		
Alison Alexander - WPCOG			Doug Phillips - Div 13		
Abby Carpenter - WPCOG			Dean Leadbetter - Div 11 & 12		
Renee Carswell - City Clerk Morganton			Reuben Crummy - NC DOT TPO (TPD)		
			Meagan Phillips - NCDOT BOT		

Call to Order / Ethics Awareness / Introductions: Vice Chair Beatty called the meeting to order at 2:30 PM. Introductions were conducted, and the ethics awareness reminder was read. Vice Chair Beatty chaired the meeting in Chair Guess's absence.

Approval of Remote Participation: Online attendees were Mr. Morrow, Ms. Phillips and Ms. Carswell. Upon a motion made by Ms. Patton and seconded by Mr. Simms, remote participation was approved.

Consent Agenda Items: Vice Chair Beatty presented the consent agenda, which included the Minutes of the July 22, 2026 meeting and the Transportation Improvement Program Revisions for Release. Upon a motion made by Ms. Patton and seconded by Ms. McKay, the Committee approved the consent agenda.

Action Items:

I. Transportation Improvement Program Revisions for Approval: Ms. Ritchie presented the Transportation Improvement Program Revisions for Approval. Upon a motion made by Mr. Stroud and seconded by Ms. Patton, the Committee adopted the revisions via resolution.

II. Prioritization 8: Regional Tier Local Input Points: Ms. Ritchie and Mr. Fullbright presented the Regional Tier Local Input Points. Upon a motion made by Ms. Patton and seconded by Mr. Morrow, the Committee approved the regional tier local input point assignment.

III. Arrowood Bridge Replacement Resolution of Support: Ms. Ritchie presented the Arrowood Bridge Replacement Resolution of Support. The City of Lenoir is seeking funding to replace the existing Arrowood Street Bridge over Lower Creek. Arrowood Street serves as a primary access route to Hibriten High School, William Lenoir Middle School, and a nearby

residential area. Upon a motion made by Ms. Patton and seconded by Mr. Hagerty, the Committee approved the resolution of support.

IV. Traffic Analysis Zones (TAZs) Interactive Mapping Tool Demo: Mr. Fullbright and Mr. Webb provided a presentation and demonstration of the Traffic Analysis Zones (TAZs) Interactive Mapping Tool, outlining a few minor updates made to the web selections. No action was required.

V. Section 5310 Project Applications: Mr. Fullbright presented the Section 5310 Project Applications. On behalf of Greenway Public Transportation, GHMPO staff conducted a call for projects which resulted in three applications for consideration. Upon a motion made by Ms. Patton and seconded by Mr. Stroud, the Committee approved releasing the scores and funding requests for public comment.

NCDOT Updates –

BOT: Ms. Phillips was present and stated there were no new updates from the Board of Transportation.

Division 11: Mr. Chrisawn reported minimal updates for Division 11, highlighting ongoing resurfacing projects in Caldwell County and paving on US 321 South, with all active projects listed in the agenda packet status report.

Division 12: Mr. Stafford reported on Division 12 projects, highlighting that bidding for the I-5716 project (I-40 at Lenoir Rhyne Boulevard interchange) was let on August 18th to contractor Whyatt Development from Charlotte for a contract value of \$13.75 million, with project completion expected in early 2029.

Division 13: Mr. Anderson reported on Division 13 construction and resurfacing updates, noting that permitting coordination for the Castle Bridge project is ongoing and referencing Division 13 updates shared during the TCC meeting.

NCDOT-TPD: Mr. Crummy reported that the division has officially changed its name to the Transportation Planning Office (TPO). He referred the Committee to the TCD newsletter and TCC minutes regarding the STIP 'Projects Near Me' online tool, intercity bus routes, and the introduction of new Deputy Director Mr. Brian Wert.

NCDOT-IMD: No updates were provided beyond the IMD newsletter included in the agenda packet.

Reminders: Ms. Ritchie reminded the Committee that the October meeting is cancelled, and noted that the call for supplemental LAPP funding will open in September.

Public Comment/Announcements: Vice Chair Beatty opened the floor for public comments, and none were given. An announcement was made celebrating Mr. Les Morrow's appointment to the North Carolina League of Municipalities.

Adjournment: Vice Chair Beatty adjourned the meeting at 3:09 PM.

Respectfully Submitted,

Barbara Beatty, GHMPO/TAC Vice Chair

Averi Ritchie, TAC Secretary

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

MEETING DATE: September 23, 2026

SUBJECT: Transportation Improvement Program Revisions for Release

PRESENTER: Averil 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 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$492,000</u> (RR) \$492,000
RX-2012F CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1358 (FOURTH STREET SOUTHWEST); NORFOLK SOUTHERN CROSSING 729568E IN HICKORY. CONSTRUCT SAFETY IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 27 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$775,000</u> (RR) \$775,000
RX-2013C BURKE PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	HOGAN STREET; NORFOLK SOUTHERN CROSSING 729506G IN MORGANTON. CONSTRUCT SAFETY IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$451,000</u> (RR) \$451,000
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>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$440,000</u> (RR) \$440,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

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>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <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>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$440,000</u> (RR) \$440,000
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>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 29.</u>	CONSTRUCTION	FY 2029 - <u>\$570,000</u> (RR) \$570,000

* INDICATES FEDERAL AMENDMENT

Thursday, September 3, 2026

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

MEETING DATE: September 23, 2026

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 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* BL-0189 CATAWBA PROJ.CATEGORY EXEMPT	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	5TH STREET NORTH EAST; 5TH STREET NORTH EAST AND 10TH AVENUE DRIVE NORTH EAST. CONSTRUCT NEW SIDEWALK, PEDESTRIAN SIGNAL INFRASTRUCTURE AND ENHANCED CROSSWALK VISIBILITY. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2027 -	\$200,000	(CMAQ)
				FY 2027 -	\$50,000	(L(M))
			RIGHT-OF-WAY	FY 2028 -	\$200,000	(CMAQ)
				FY 2028 -	\$50,000	(L(M))
			UTILITIES	FY 2028 -	\$40,000	(CMAQ)
				FY 2028 -	\$10,000	(L(M))
			CONSTRUCTION	FY 2029 -	\$1,400,000	(CMAQ)
				FY 2029 -	\$350,000	(L(M))
					\$2,300,000	
* BL-0190 CALDWELL PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1425 (HARPER AVENUE); RIDGE STREET TO US 64 (MORGANTON BOULEVARD) CONSTRUCT SIDEWALK AND CORRIDOR IMPROVEMENTS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2027 -	\$1,347,000	(BGDA)
				FY 2027 -	\$337,000	(L(M))
			RIGHT-OF-WAY	FY 2029 -	\$177,000	(BGDA)
				FY 2029 -	\$44,000	(L(M))
			UTILITIES	FY 2029 -	\$111,000	(BGDA)
				FY 2029 -	\$27,000	(L(M))
					\$2,043,000	
* HL-0187 CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	13TH AVENUE DRIVE SOUTH EAST; CONNECT TWO EXISTING SECTIONS OF 13TH AVENUE DRIVE SOUTH EAST. CONSTRUCT NEW ROADWAY SEGMENT AND SIDEWALK. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING	FY 2027 -	\$240,000	(T(DA))
				FY 2027 -	\$60,000	(L(M))
			RIGHT-OF-WAY	FY 2028 -	\$80,000	(T(DA))
				FY 2028 -	\$20,000	(L(M))
			UTILITIES	FY 2028 -	\$80,000	(T(DA))
				FY 2028 -	\$20,000	(L(M))
					\$500,000	
* HS-2611D WILKES PROJ.CATEGORY REGIONAL	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	NC 18 SOUTH; FROM THE CALDWELL/WILKES COUNTY LINE TO NC 16 IN MORAVIAN FALLS. UPGRADE GUARDRAIL AND END UNITS. <u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 -	\$648,000	(HSIP)
				FY 2026 -	\$162,000	(T(M))
					\$810,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2026-2035 STIP
HIGHWAY PROGRAM

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HS-2611E CALDWELL PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1115 (DRY POND ROAD); FROM EAST OF FREEMASON CREEK STRUCTURE TO WEST OF FREEMASON CREEK STRUCTURE. INSTALL GUARDRAIL.	CONSTRUCTION	FY 2026 - \$76,000 (HSIP) FY 2026 - \$19,000 (T(M)) \$95,000
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**ADD PROJECT BREAK AT THE REQUEST OF
TRANSPORTATION MOBILITY AND SAFETY DIVISION.**

STIP MODIFICATIONS

* BL-0002 CALDWELL PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	HUDSON US 321A (MAIN STREET); SR 1952 (CEDAR VALLEY ROAD) TO SR 1156 (LEGION ROAD) IN HUDSON. CONSTRUCT PEDESTRIAN CROSSING IMPROVEMENTS.	ENGINEERING	FY 2026 - \$40,000 (TAANY) FY 2026 - \$10,000 (L(M))
			RIGHT-OF-WAY	FY 2026 - \$19,000 (BGDA) FY 2026 - \$5,000 (L(M))
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27. ADD UTILITIES IN FY 26 NOT PREVIOUSLY PROGRAMMED.</u>	UTILITIES	FY 2026 - \$8,000 (BGDA) FY 2026 - \$2,000 (L(M))
			CONSTRUCTION	FY 2027 - \$312,000 (TAANY) FY 2027 - \$78,000 (L(M)) \$474,000
BR-0151 BURKE PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1002 (HENRY RIVER ROAD); SR1002 (HENRY RIVER ROAD) OVER I-40. REPLACE BRIDGE.	RIGHT-OF-WAY	FY 2028 - \$500,000 (HFB)
			UTILITIES	FY 2028 - \$100,000 (HFB)
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 27 TO FY 28 AND CONSTRUCTION FROM FY 28 TO FY 29. ADD UTILITIES IN FY 28 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2029 - \$416,000 (BGDA) FY 2029 - \$104,000 (L(M)) FY 2029 - \$312,000 (L) FY 2029 - \$11,568,000 (HFB) \$13,000,000

RX-2012F CATAWBA PROJ.CATEGORY DIVISION	- GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION	SR 1358 (FOURTH STREET SOUTHWEST); NORFOLK SOUTHERN CROSSING 729568E IN HICKORY. CONSTRUCT SAFETY IMPROVEMENTS.	CONSTRUCTION	FY 2027 - \$775,000 (RR) \$775,000
		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u>		

* INDICATES FEDERAL AMENDMENT



**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 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 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 FY 2026-2035 be modified as listed above on this, the 23rd day of September, 2026.

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: September 23, 2026

SUBJECT: Prioritization 8: Division Tier Local Input Points

PRESENTER: Averi Ritchie, Transportation Planning Director

ATTACHMENTS: Prioritization 8 Division Tier Scoring Spreadsheet (Bike/ped Spreadsheet)

SUMMARY OF REQUEST:

As part of Prioritization 8, MPO staff evaluated Division Tier projects using the Greater Hickory MPO's adopted Local Input Point Assignment Methodology. The methodology assigns points based solely on two factors: the project's quantitative score and public support. The resulting scores provide an objective ranking of projects and serve as the basis for staff's recommendations for the assignment of local input points. This also includes the scoring of bike and pedestrian and aviation projects.

The attached spreadsheet summarizes each Division Tier project's score according to the adopted methodology and illustrates the resulting project rankings. Staff is requesting the Transportation Coordinating Committee's recommendation and the Transportation Advisory Committee's approval to release for public comment.

BOARD ACTION REQUESTED: n/a

Suggested Motion:

n/a, release for public comment

**Draft 2028-2037 STIP Estimated Funding Availability
for Selecting Projects from Prioritization 8.0**
As of May 28, 2026

STI Funding Category	Funding Availability
Region A (Divisions 1 & 4)	\$100M
Region B (Divisions 2 & 3)	\$150M
Region C (Divisions 5 & 6)	\$551M
Region D (Divisions 7 & 9)	\$236M
Region E (Divisions 8 & 10)	\$246M
Region F (Divisions 11 & 12)	\$432M
Region G (Divisions 13 & 14)	\$122M
Division 1	\$228M
Division 2	\$159M
Division 3	\$31M
Division 4	\$29M
Division 5	\$125M
Division 6	\$186M
Division 7	\$106M
Division 8	-\$21M
Division 9	\$80M
Division 10	\$97M
Division 11	\$15M
Division 12	\$47M
Division 13	\$190M
Division 14	\$257M

Values are as of May 28, 2026, and will change due to, but not limited to:

- Variance adjustments (also known as the lookback law)
- Additional funding for ongoing activities
- Bid adjustments
- Cost changes for future projects
- Schedule changes
- Changes in anticipated revenues (including federal transportation re-authorization)

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

MEETING DATE: September 23, 2026

SUBJECT: Locally Administered Projects Program (LAPP) – Fall 2026 Supplemental Funding Call

PRESENTER: Katelyn Smith, Transportation Planner

ATTACHMENTS: Fall 2026 LAPP Supplemental Call for Projects Materials

SUMMARY OF REQUEST:

The Western Piedmont Council of Governments (WPCOG) and Greater Hickory Metropolitan Planning Organization (GHMPO) typically receive roughly \$3.5 million annually in federal transportation grant funding for multimodal projects (pedestrian, transit, small intersection). These funds are managed through the Locally Administered Projects Program (LAPP).

Due to several project cancellations and returned funds, the Spring 2026 Call for Projects had an expanded target investment of \$6.5 million. Following the commitment of \$3.874 million to new projects in the spring, approximately \$2.63 million remains available.

GHMPO is opening the Fall 2026 Call for Supplemental Requests with a target investment cap of \$2.5 million in Federal STBG-DA funds. Only active, ongoing LAP projects experiencing cost overruns or anticipating funding shortfalls are eligible to apply. Supplemental applicants are encouraged to schedule a pre-application meeting with GHMPO staff prior to submission.

PROGRAM TIMELINE:

- **Call Opening:** September 23, 2026
- **Applications Due:** November 2, 2026
- **Release for Public Comment (15-Day Period):** November 18, 2026
- **Available for Board Approval:** December 9, 2026

BOARD ACTION REQUESTED: None. Information item only.

SUGGESTED MOTION: None.



Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Locally Administered Projects Program: Fall 2026 Call for Supplemental Requests

GHMPO TCC and TAC

September 23, 2026

General Information

Annual Fall Call Cycle

- Established in November 2023 to consolidate cost overrun and gap requests into a predictable, structured annual window.
- Supplemental applications follow the **same** application process as new project applications.

Scope & Eligibility

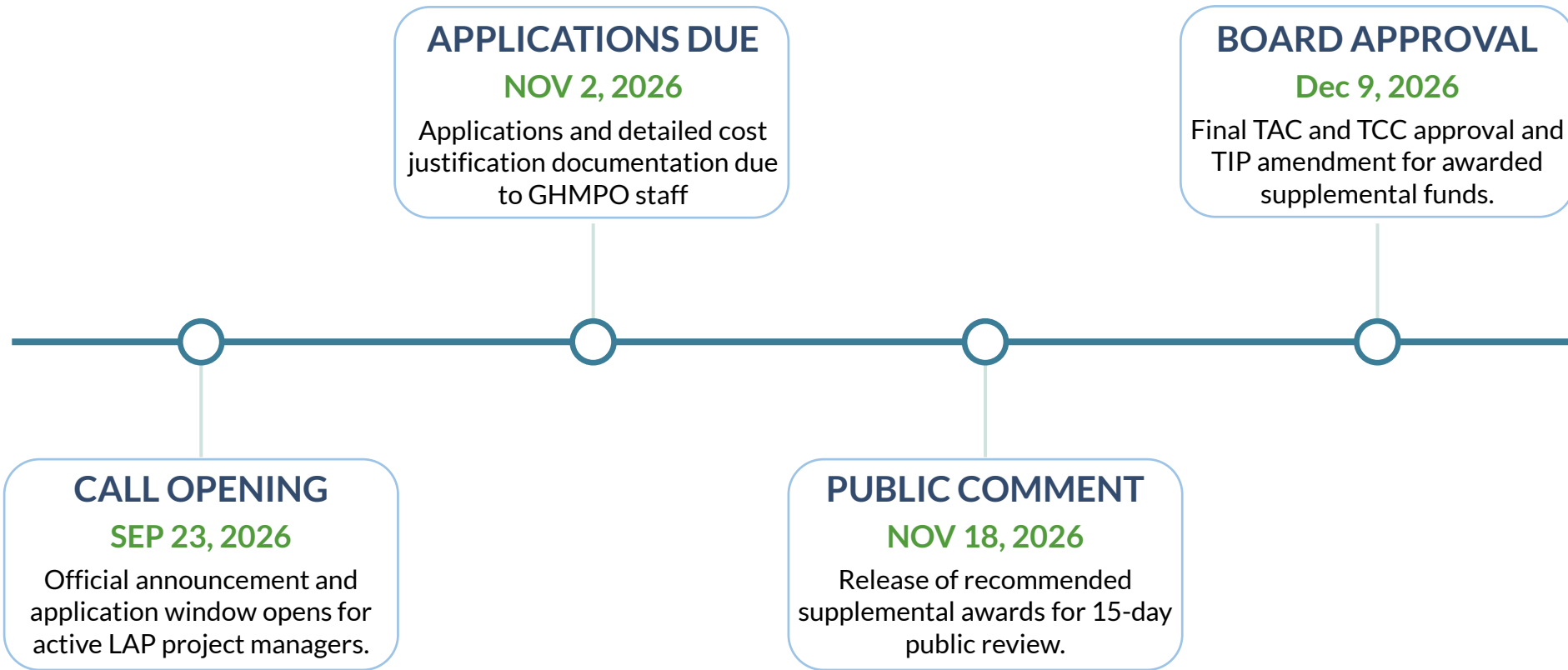
To address funding shortfalls for existing, ongoing commitments:

- **Active Projects Only:** Restricted to projects with executed LAP agreements.
- **Funding:** Limited to existing, active LAPP projects experiencing cost overruns.

Funding Outlook & Target Investment

- Typical Annual Allocation: ~\$3.5 Million
- Spring 2026 Available Target: ~\$6.5 Million (reflects returned/cancelled project funds)
- Spring 2026 Committed Funds: \$3.874 Million
- Remaining Available Balance: ~\$2.63 Million
- Fall 2026 Target Supplemental Cap: \$2.5 Million (Federal STBG-DA)

Supplemental Requests Timeline





Western Piedmont
Council of Governments

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Questions?

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

MEETING DATE: September 23, 2026

SUBJECT: Safety and Security Chapter of 2055 Metropolitan Transportation Plan

PRESENTER: Averil Ritchie, Transportation Planning Director

ATTACHMENTS: Safety and Security Draft Chapter Overview

SUMMARY OF REQUEST:

The 2055 Metropolitan Transportation Plan Safety and Security Chapter will examine transportation safety and security needs throughout the Greater Hickory MPO planning area and identify strategies to create a safer and more resilient multimodal transportation system. The chapter will build upon the Western Piedmont Transportation Safety Plan, adopted in 2025, and will incorporate available crash and safety data, regional trends, high-priority locations, and the needs of all roadway users, including motorists, pedestrians, bicyclists, transit users, and other vulnerable road users. The update will also address applicable federal transportation safety requirements and performance measures and demonstrate how safety considerations are incorporated throughout the MPO's long-range transportation planning and project development processes.

BOARD ACTION REQUESTED: None. Informational item only.

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

MEETING DATE: August 26, 2026

SUBJECT: Section 5310 Project Applications

PRESENTER: Casey Fullbright, Transportation Planner

ATTACHMENTS: Section 5310 Project Applications (spreadsheet)

SUMMARY OF REQUEST:

The Federal Transit Administration's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to improve mobility for seniors and individuals with disabilities by supporting transportation services and improvements that address their specific needs. On behalf of Greenway Public Transportation, GHMPO staff conducted a competitive call for projects for FY 2028 and FY 2029 Section 5310 funding. GHMPO staff hosted an application workshop on July 14, 2026, to provide prospective applicants with information on program eligibility, requirements, and the application process. The call for projects closed on August 14, 2026, resulting in three applications for consideration.

BOARD ACTION REQUESTED: Motion to release the Section 5310 Project Application scores and requested funding amounts to the public.

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION APPROVING FY2028-FY2029 SECTION 5310 FUNDING
RECOMMENDATIONS

WHEREAS, the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to improve mobility for seniors and individuals with disabilities by supporting transportation services and improvements designed to meet their specific needs; and

WHEREAS, the Greater Hickory Metropolitan Planning Organization (GHMPO), on behalf of Greenway Public Transportation, conducted a competitive Call for Projects for FY2028 and FY2029 Section 5310 funding; and

WHEREAS, applications were received from Neighbors Network, Inc., Greenway Public Transportation, and Catawba County Department of Social Services for projects providing transportation services, mobility management, ADA accessibility improvements, and other mobility assistance for seniors and individuals with disabilities; and

WHEREAS, the applications were evaluated using the established Section 5310 scoring methodology, which considered statement of need, project planning and implementation, project budget, program effectiveness and evaluation, and organizational preparedness and technical capacity; and

WHEREAS, all three applicants satisfied the evaluation criteria and received a total evaluation score of 100 points; and

WHEREAS, the proposed projects are consistent with the goals, identified transportation needs, and strategies of the 2025 Locally Coordinated Public Transit-Human Services Transportation Plan, which identifies transportation needs and strategies to improve mobility for seniors, individuals with disabilities, and other transportation-disadvantaged populations throughout the region; and

WHEREAS, based upon the application review and scoring process, and consistency with the 2025 Locally Coordinated Public Transit-Human Services Transportation Plan, the following four projects are recommended for FY2028-FY2029 Section 5310 funding:

- **Neighbors Network, Inc. - Neighbors Rides Curb-to-Curb Volunteer Paratransit Expansion:** \$124,000 in federal funding with a total project budget of \$233,901;
- **Greenway Public Transportation - Bus Stop/ADA Accessible Boarding and Sidewalk Improvements:** \$150,000 in federal funding with a total project budget of \$187,500;
- **Greenway Public Transportation - Mobility Management and ADA Transportation Services:** \$120,000 in federal funding with a total project budget of \$150,000;
- **Catawba County Department of Social Services - Purchase of Transportation Services for Elderly and Disabled Individuals:** \$240,000 in federal funding with a total project budget of \$300,000;

WHEREAS, the recommended projects represent a combined \$871,401 in total project funding, consisting of \$634,000 in recommended federal Section 5310 funding and \$237,401 in local matching funds.

NOW, THEREFORE, BE IT RESOLVED, that the Greater Hickory Metropolitan Planning Organization Transportation Advisory Committee hereby approves the FY2028-FY2029 Section 5310 funding recommendations as presented and authorizes GHMPO staff to take the necessary

actions to advance the recommended projects through the applicable programming and funding processes.

Adopted this 23rd day of September, 2026.

Motion by: _____

Second by: _____

Hank Guess, Chair

Transportation Advisory Committee

Averi Ritchie, Secretary

Transportation Advisory Committee

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

MEETING DATE: September 23, 2026

SUBJECT: Draft Congestion Management Plan Update

PRESENTER: Averil Ritchie, Transportation Planning Director & Casey Fullbright,
Senior Transportation Planner

ATTACHMENTS: Congestion Management Plan Update Draft

Overview

SUMMARY OF REQUEST:

The Congestion Management Process (CMP) is a systematic approach used by the GHMPO to identify, evaluate, and address congestion throughout the regional transportation network. Updated every two years, the CMP uses current traffic and congestion data to identify bottlenecks and congested corridors, evaluate changing conditions, and develop strategies to improve system performance and mobility. The CMP is important because it provides a data-driven foundation for transportation planning and investment decisions, helping the MPO and its partners better understand where congestion is occurring, prioritize transportation needs, and identify appropriate operational, multimodal, and infrastructure strategies to improve the efficiency and reliability of the existing transportation system.

BOARD ACTION REQUESTED: Release for public comment

GREATER HICKORY METROPOLITAN PLANNING ORGANIZATION

2026 Congestion Management Process (CMP) Report

System-Level Performance Benchmark & Segment Bottleneck Prioritization
For Alexander, Burke, Caldwell, and Catawba Counties

Active Planning Horizon: 2024–2026 Baseline | NCDOT Prioritization 8.0 (P.8) Alignment | Published September 2026

Acronym Reference Guide & Key Planning Glossary

GOVERNANCE & PLANNING TERMS

- CMP: Congestion Management Process — Federally mandated bi-annual diagnostic monitoring regional congestion.
- GHMPO: Greater Hickory Metropolitan Planning Organization — MPO covering Alexander, Burke, Caldwell, and Catawba counties.
- NCDOT: North Carolina Department of Transportation — State transportation authority.
- P.8 / Prioritization 8.0: NCDOT Strategic Prioritization Process — Active competitive state funding scoring window.
- STIP: State Transportation Improvement Program — Funded 10-year construction schedule.
- MTP / CTP: Metropolitan Transportation Plan (2050 long-range plan) & Comprehensive Transportation Plan.

TECHNICAL & OPERATIONAL METRICS

- PTI: Planning Time Index — 95th percentile travel time vs. free-flow time; measures travel reliability/buffer time.
- TTI: Travel Time Index — Average peak travel time vs. free-flow time; measures average peak delay.
- EPDO / Severity Index: Equivalent Property Damage Only — Weighted crash severity metric distinguishing injuries/fatalities from fender-benders.
- RITIS: Regional Integrated Transportation Information System — Probe-vehicle analytics platform tracking bottleneck delay.
- RCI: Reduced Conflict Intersection — Geometric intersection treatment (e.g. superstreet/J-turn) minimizing conflict points.
- VMT / HSIP: Vehicle Miles Traveled & Highway Safety Improvement Program (dedicated safety funding).

Purpose & Federal Framework: Linking CMP Diagnostics to NCDOT P.8 Funding

1. SYSTEM DIAGNOSTIC

Federal Bi-Annual Mandate

- Monitors 30 key roadway bottlenecks across 4 counties.
- Combines travel time probe data with 2-year crash records (2024–2025).
- Tracks post-pandemic VMT recovery and telework commuting shifts.
- Establishes a objective 50-point composite scoring benchmark.

2. SOLUTION FORMULATION

Operational vs. Capital

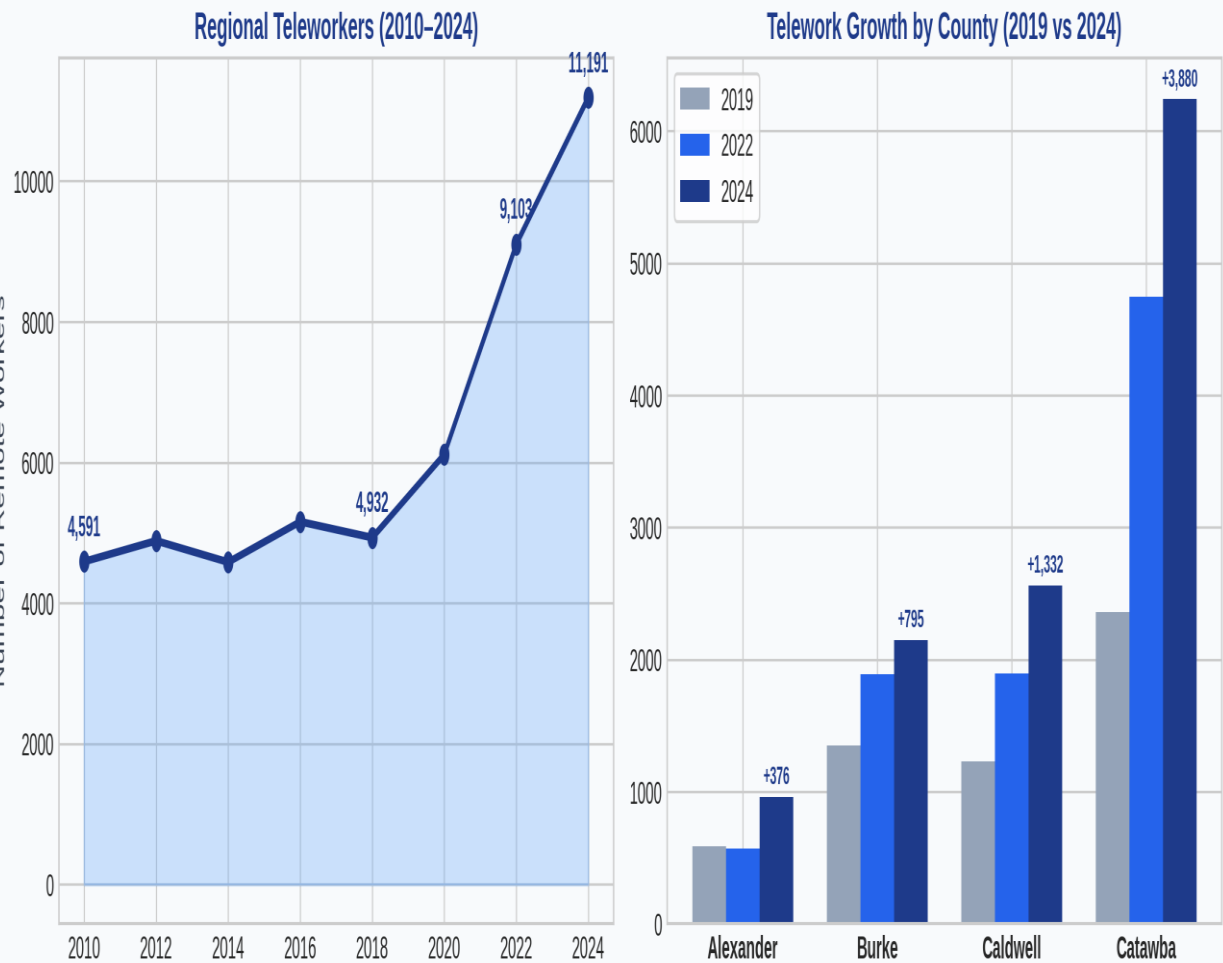
- Identifies low-cost interim operational fixes (signal timing, turn lanes).
- Targets signalized arterial bottlenecks (the #1 regional delay cause).
- Recommends access management along heavy commercial corridors.
- Formulates long-term geometric interchange rededications.

3. PROJECT PIPELINE

P.8 & STIP Integration

- Directly feeds top bottleneck priorities into NCDOT Prioritization 8.0 (P.8).
- Positions unassigned corridors for 2055 MTP / CTP long-range inclusion.
- Leverages HSIP safety funds for high-severity crash locations.
- Achieves an 80% direct linkage rate across regional funding pipelines.

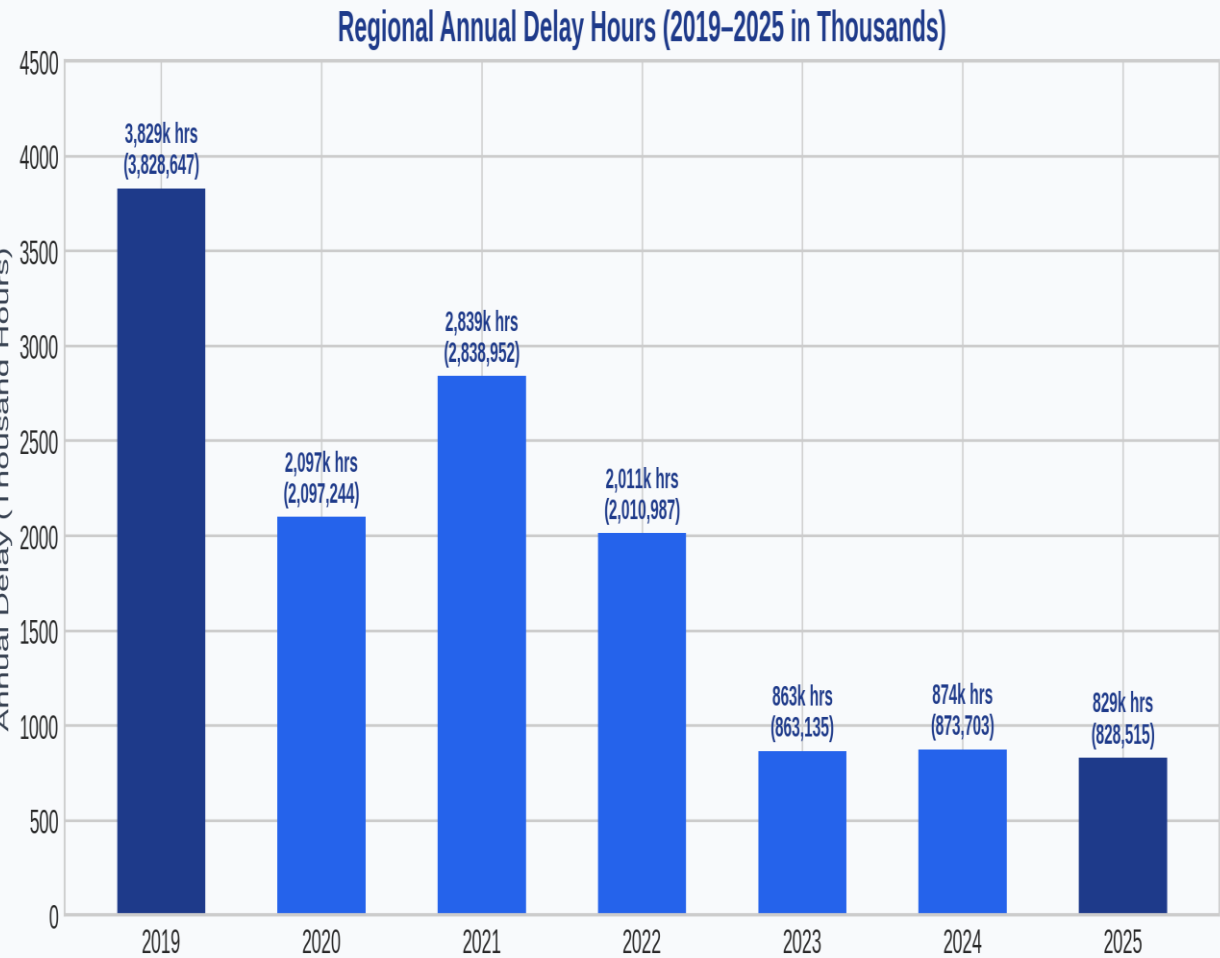
Regional Telework Surges 126.9% to 11,191 Workers in 2024



KEY TELEWORK FINDINGS (ACS DATA)

- **Regional Telework Explosion:** 11,191 workers teleworked in 2024, up from 4,932 in 2018 (+126.9% increase / +6,259 remote workers). Growth continued post-pandemic (+22.9% from 9,103 in 2022).
- **Catawba County Leads Growth:** Catawba teleworkers surged from 2,361 in 2019 to 6,241 in 2024 (+164.3% / +3,880 remote workers), representing 55.8% of the region's total remote workforce.
- **Caldwell & Burke Expansion:** Caldwell remote workers expanded +108.4% (1,229 to 2,561), while Burke grew +58.8% (1,352 to 2,147). Alexander reached 962 remote workers (+64.2%).
- **Traffic Impact:** Surging remote work permanently supresses peak morning and afternoon commuting spikes, redistributing trips into flexible off-peak midday hours.

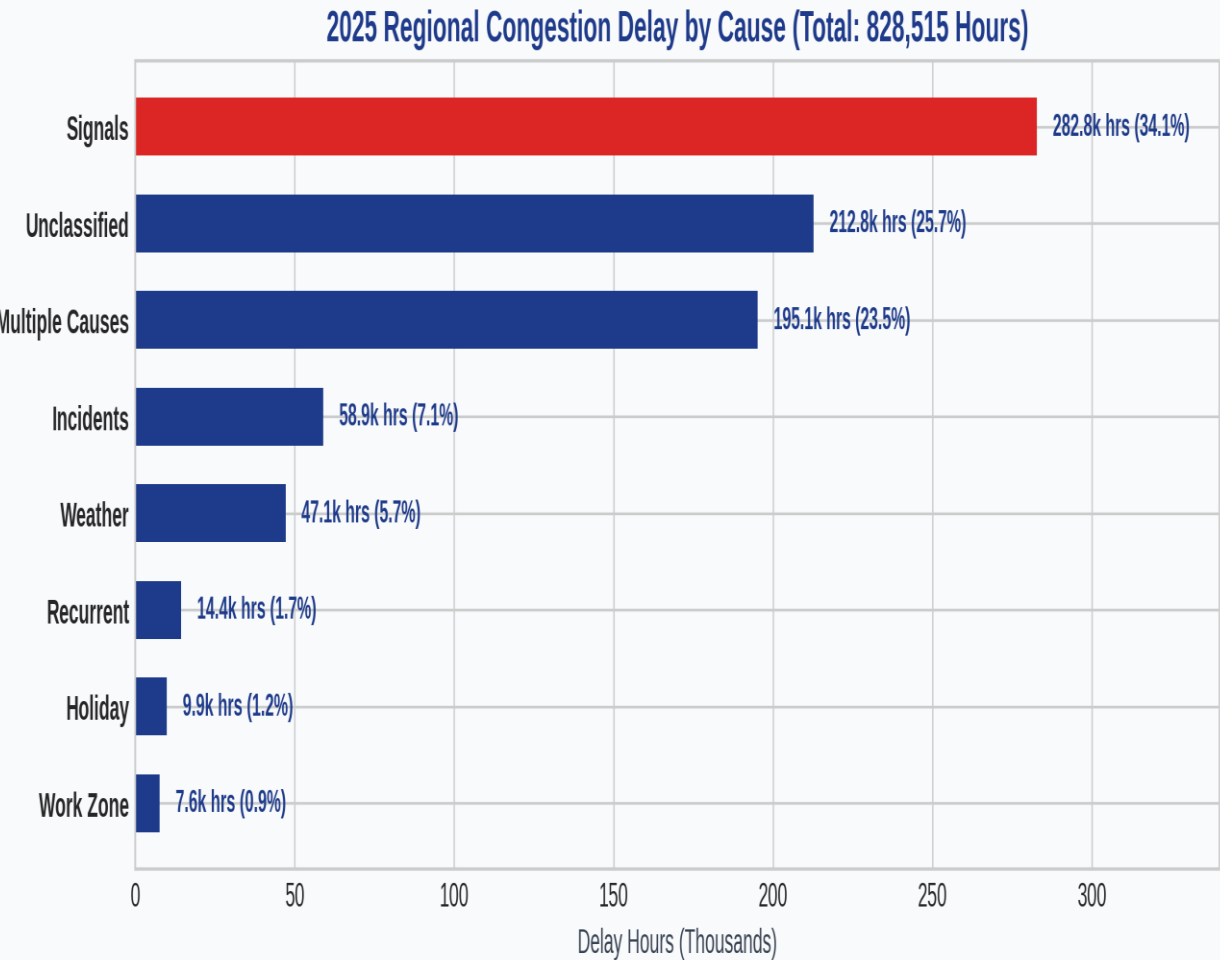
Regional Annual Delay Drops 78.4% From 2019 Peak to 828.5k Hours in 2025



DELAY TREND ANALYSIS (2019–2025)

- **Pre-Pandemic Baseline (2019):** Regional delay peaked at 3,828,647 hours in 2019 due to unmanaged arterial signal queuing and heavy directional commuting.
- **Pandemic Collapse & Recovery:** Delay plunged to 2.10M hrs in 2020, rebounded to 2.84M hrs in 2021 as travel resumed, then settled at 2.01M hrs in 2022.
- **Structural Shift (2023–2025):** Annual delay experienced a dramatic structural reduction down to 863k hrs in 2023, 873k hrs in 2024, and 828,515 hrs in 2025.
- **The VMT Disconnect:** While regional VMT returned to 100% of pre-pandemic baselines, total delay remains 78.4% lower (-3.0M hours) due to telework flexibility and signal timing improvements.

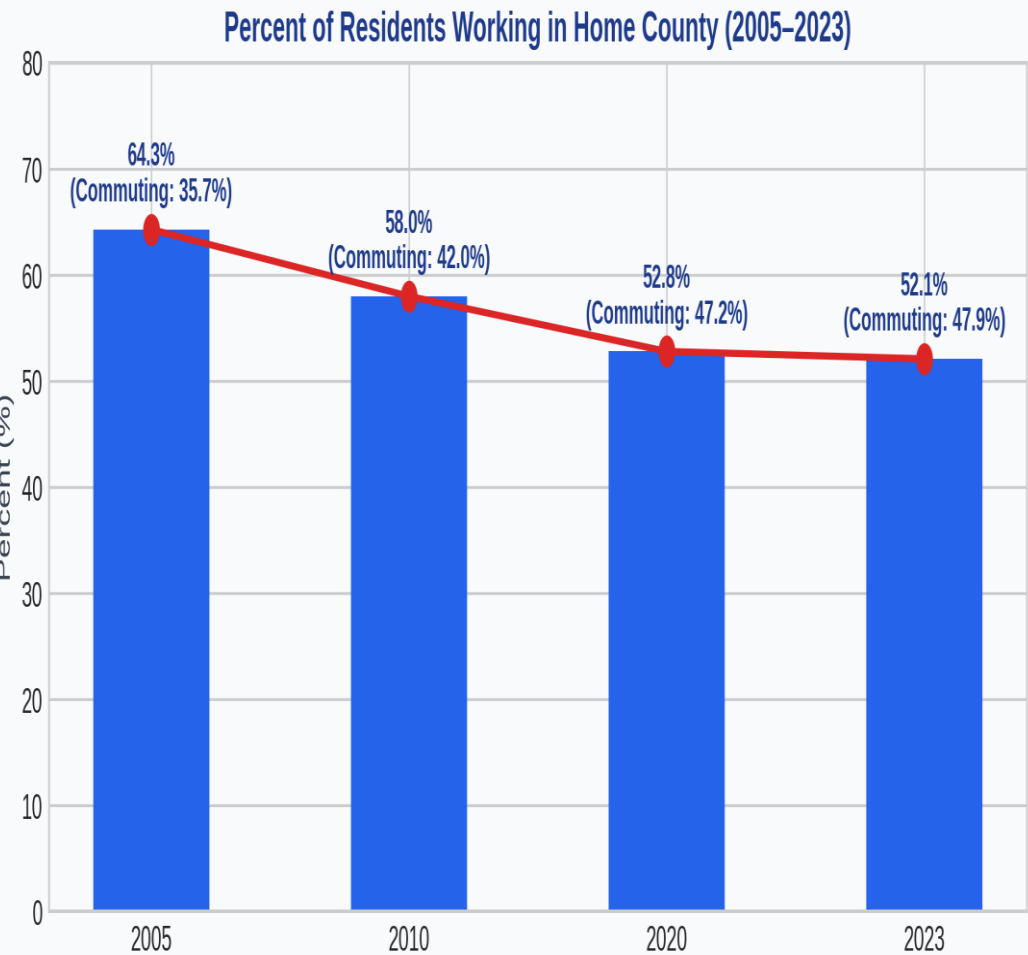
Traffic Signal Operations Remain the #1 Cause of Regional Congestion



2025 CONGESTION CAUSE BREAKDOWN

- **Traffic Signals (#1 Identified Cause):** Signal timing accounts for 282,772 hours (34.1% of classified delay). Inefficient phase allocations on commercial corridors like NC-127 and US-70 create severe artificial queuing.
- **Unclassified & Multiple Causes:** Unclassified delay (212,763 hrs / 25.7%) and overlapping multi-cause events (195,115 hrs / 23.5%) represent complex arterial friction.
- **Incidents & Weather:** Non-recurrent crash incidents caused 58,907 hrs (7.1%), while adverse weather contributed 47,143 hrs (5.7%).
- **Recurrent & Work Zones:** Pure capacity-driven recurrent delay dropped to just 14,416 hrs (1.7%), while active work zones contributed 7,622 hrs (0.9%).

47.9% of Regional Workforce Commutes Out of Home County Daily



CROSS-COUNTY COMMUTING & CORRIDOR RELIANCE

- **Erosion of In-County Working:** In 2005, 64.3% of workers lived and worked in the same county. By 2023, this dropped to 52.1%—meaning 47.9% of workers cross county lines daily.
- **Catawba County Employment Hub:** Catawba County attracts massive daily inbound commuter streams: drawing over 6,800 daily workers from Caldwell, 2,400 from Burke, and 4,100 from Alexander.
- **Heavy Trunk Corridor Reliance:** Cross-county job flows place extreme physical demand on regional trunk arterials: I-40, US-321, NC-16, NC-150, and US-64.
- **Inter-Jurisdictional Planning Need:** Because congestion spans county borders, corridor solutions require coordinated submittals across municipal boundaries in P.8.

Objective CMP Priority Scoring Combines 5 Equal 10-Point Categories

BOTTLENECK SCORE Delay Volume Rank 0 to 10 Pts	PTI SCORE Reliability Buffer 0 to 10 Pts	TTI SCORE Peak Congestion 0 to 10 Pts	ACCIDENT SCORE 2-Year Volume 0 to 10 Pts	SEVERITY SCORE EPDO Index 0 to 10 Pts
• Derived from RITIS probe data ranking. • Rank 1–5: 10 pts • Rank 6–10: 7 pts • Rank 11–15: 5 pts • Rank 16–20: 3 pts • Rank 21–25: 1 pt • Rank 26–30: 0 pts	• Measures 95th percentile buffer time. • PTI >= 3.0: 10 pts • PTI 2.0–2.9: 7 pts • PTI 1.5–1.9: 5 pts • PTI 1.2–1.4: 3 pts • PTI < 1.2: 0 pts	• Measures average peak travel time. • TTI >= 2.0: 10 pts • TTI 1.5–1.9: 7 pts • TTI 1.3–1.4: 5 pts • TTI 1.1–1.2: 3 pts • TTI < 1.1: 0 pts	• Sum of 2024 & 2025 reported crashes. • Crashes >= 45: 10 pts • Crashes 30–44: 7 pts • Crashes 15–29: 5 pts • Crashes 5–14: 3 pts • Crashes < 5: 0 pts	• Severity Index = Total EPDO / Crashes. • Sev Index >= 5.0: 8–10 pts • Sev Index 2.0–4.9: 5–7 pts • Sev Index 1.0–1.9: 1–3 pts • Sev Index N/a: 0 pts

Safety Framework Allocates 20 Pts (40%) to Crash Frequency & EPDO Severity

ACCIDENT COUNT SCORE (MAX 10 PTS)

- **Purpose:** Quantifies non-recurrent congestion frequency caused by vehicular crash incidents.
- **2-Year Tracking Window:** Evaluates total reported crashes across 2024 and 2025 datasets.
- **Hotspot Thresholds:** Locations with 45+ crashes receive max 10 points (e.g. US-321 N @ Maizel Rd with 47 crashes, NC-181 N @ Union St with 45 crashes).
- **Scoring Brackets:** 30–44 crashes = 7 pts; 15–29 crashes = 5 pts; 5–14 crashes = 3 pts; <5 crashes = 0 pts.

SEVERITY INDEX / EPDO SCORE (MAX 10 PTS)

- **EPDO Formula:** Severity Index = Total EPDO Value / Total Crash Count. Distinguishes severe injury/fatal crashes from minor property damage.
- **Weighting Hierarchy:** NCDOT assigns higher multipliers to injury crashes versus property-damage-only (1.0) crashes.
- **High-Severity Target:** US-321N @ Mt Herman Rd achieved the region's highest Severity Index (12.71), earning 8.0 Severity points despite lower crash counts.
- **Prioritization Value:** High severity scores pinpoint intersections needing immediate safety countermeasures (HSIP funding eligibility).

RITIS Bottleneck Rank Measures Pure Delay Volume vs. Composite CMP Priority

MCDONALD PKWY S @ I-40 (CATAWBA)

RITIS Bottleneck Rank #1 | Composite CMP Score: 27.0

- **Delay Volume Leadership:** Holds Bottleneck Rank #1 due to massive raw queue duration and daily delay volume at the I-40 ramp junction (10.0 Bottleneck points).
- **Moderate Unreliability:** Exhibits lower peak unreliability (PTI 1.40 = 3 pts; TTI 1.10 = 5 pts) compared to severe arterial corridors.
- **High Crash Volume:** Recorded 38 total crashes (23 in 2025, 15 in 2024) with a 5.90 Severity Index (7.0 Accident pts, 2.0 Severity pts).
- **Planning Insight:** Represents the region's heaviest operational bottleneck, directly addressed by STIP Project I-5716.

NC-181 N @ US-64/UNION ST (BURKE)

RITIS Bottleneck Rank #15 | Composite CMP Score: 32.0 (#1 REGIONAL PRIORITY)

- **Lower Raw Delay Volume:** Holds Bottleneck Rank #15 due to moderate raw queue length (5.0 Bottleneck points).
- **Severe Travel Unreliability:** Maxes out travel reliability categories with a 2.70 PTI (7.0 pts) and 1.80 TTI (10.0 pts)—causing massive driver unpredictability.
- **Heavy Crash Concentration:** Recorded 45 total crashes (13 in 2025, 32 in 2024), earning max 10.0 Accident points.
- **Planning Insight:** Although ranked #15 in raw delay, its extreme unreliability and crash count make it the #1 overall CMP Priority in the GHMPO region.

2026 CMP Overall Score Improves to 15.83 Average Across 30 Bottlenecks

15.83

2026 Avg CMP Score

Down from 16.87 in 2024 (-6.1%)

13 / 12

Catawba & Burke

Account for 83.3% of bottlenecks

282.8k Hrs

Traffic Signal Delay

#1 Operational congestion cause

80.0%

P.8 / STIP Linkage

24 of 30 segments tied to projects

COUNTY-LEVEL BOTTLENECK DISTRIBUTION & CONGESTION CHARACTERISTICS

- **Catawba County (13 Locations):** Leads the region in total bottleneck volume. Primary hotspots cluster around I-40 interchange ramps (McDonald Pkwy Exit 125, Exit 123, Exit 135) and commercial signalized corridors (NC-150 @ NC-16, NC-127). Accounts for 6,241 remote workers.
- **Burke County (12 Locations):** Captures the region's #1 overall CMP Priority (NC-181 N @ Union St, Score 32.0) and #3 priority (US-64 W @ I-40, Score 29.0). Congestion is heavily driven by I-40 access friction through Morganton and Exit 106 Bethel Rd.
- **Caldwell County (3 Locations):** Features severe travel unreliability along US-321-Alt (PTI 4.20) and high crash frequency at US-321 N @ Maizel Rd (47 crashes, #1 regional crash hotspot). Includes Mt Herman Rd (12.71 Severity Index).
- **Alexander County (2 Locations):** Anchored by NC-16 N @ US-64 / Main Ave (Score 15.0) and NC-16 N @ US-64 (Score 7.0), where signal timing coordination manages primary inter-county commuter flows into Catawba.

Top 10 Priority Roadway Segments (2026 CMP Master Data)

Rank	Head Location	County	2026 Score	2024 Score	PTI	TTI	Crashes ('24-'25)	P.8 / STIP Status
1	NC-181 N @ US-64/UNION ST	Burke	32.0	33.0	2.70	1.80	45 (13/32)	CTP Corridor Study
2	NC-150 W @ NC-16	Catawba	31.0	29.0	2.10	1.50	32 (15/17)	P.8 Submittal
3	US-64 W @ I-40 (MORGANTON)	Burke	29.0	29.0	2.50	1.40	42 (21/21)	STIP Project I-5009
4	MCDONALD PKWY S @ I-40	Catawba	27.0	27.0	1.40	1.10	38 (23/15)	STIP Project I-5716
5	US-321-ALT S @ HICKORY BLVD N	Caldwell	26.0	26.0	4.20	3.10	12 (5/7)	P.8 Submittal
6	29th AVE DR NE @ NC-127	Catawba	25.0	6.0	3.40	1.90	27 (N/A)	Signal Retiming Target
7	NC-18 S @ I-40/BUSH DR	Burke	23.0	25.0	1.40	1.20	15 (8/7)	P.8 Interchange Study
8	US-321 N @ MAIZEL RD/NEW FARM	Caldwell	23.0	25.0	1.40	1.10	47 (26/21)	STIP Project U-4700CA (RCI)
9	US-70 W @ MALCOLM BLVD	Burke	18.0	25.0	1.20	1.10	16 (7/9)	Access Control Plan
10	I-40 W @ BETHEL RD/EXIT 106	Burke	16.0	22.0	1.10	1.10	8 (8/N/A)	I-40 6-Laning Link

Priority #1: NC-181 N @ US-64/US-70-BR/UNION ST (Burke County)



Location: NC-181 N @ US-64/US-70-BR/UNION ST
County: Burke County | RITIS Volume Rank: #15

2026 CMP SCORE: 32.0 / 50 (2024 Score: 33.0)

PTI: 2.70 | TTI: 1.80 | Crashes: 45 Total (13 in 2025, 32 in 2024)

- **CMP Priority Ranking:** Holds #1 highest overall CMP Priority Score (32.0) in the GHMPO region.
- **Extreme Travel Unreliability:** High PTI (2.70 = 7 pts) and TTI (1.80 = 10 pts) indicate severe peak unpredictability.
- **Heavy Crash Volume:** Recorded 45 total crashes across 2024–2025, earning max 10.0 Accident points.
- **Operational Recommendation:** Priority candidate for signal timing optimization and CTP bypass feasibility study.

Priority #2: NC-150 W @ NC-16 (Catawba County)



Location: NC-150 W @ NC-16
County: Catawba County | RITIS Volume Rank: #8

2026 CMP SCORE: 31.0 / 50 (2024 Score: 29.0)

PTI: 2.10 | TTI: 1.50 | Crashes: 32 Total (15 in 2025, 17 in 2024)

- **CMP Priority Ranking:** Holds #2 overall CMP Priority Score (31.0), rising from 29.0 in 2024.
- **Severe Peak Congestion:** TTI of 1.50 (10.0 pts) and PTI of 2.10 (7.0 pts) reflect heavy morning/evening commuter queues.
- **Growing Crash Trend:** Recorded 32 total crashes, reflecting expanding commercial activity along the NC-16 corridor.
- **P.8 Project Linkage:** High-priority candidate for NCDOT Prioritization 8.0 intersection widening & turn lane additions.

Priority #3: US-64 W @ I-40 (MORGANTON) (Burke County)



Location: US-64 W @ I-40 (MORGANTON)
County: Burke County | RITIS Volume Rank: #4

2026 CMP SCORE: 29.0 / 50 (2024 Score: 29.0)

PTI: 2.50 | TTI: 1.40 | Crashes: 42 Total (21 in 2025, 21 in 2024)

- **CMP Priority Ranking:** Holds #3 overall CMP Priority Score (29.0) and Bottleneck Volume Rank #4.
- **Interchange Ramp Friction:** Heavy I-40 Exit 103 ramp merging creates severe queue spillback onto US-64 (PTI 2.50 = 7.0 pts).
- **Persistent Crash Volume:** Consistent 21 crashes in both 2024 and 2025 (42 total = 7.0 Accident pts).
- **P.8 Project Linkage:** Linked to STIP Project I-5009 for interchange ramp reconfiguration and signal coordination.

Priority #4: MCDONALD PKWY S @ I-40 (Catawba County)



Location: MCDONALD PKWY S @ I-40
County: Catawba County | RITIS Volume Rank: #1

2026 CMP SCORE: 27.0 / 50 (2024 Score: 27.0)
PTI: 1.40 | TTI: 1.10 | Crashes: 38 Total (23 in 2025, 15 in 2024)

- **CMP Priority Ranking:** #1 Regional Bottleneck Delay Volume Rank; Composite CMP Priority Score 27.0 (#4 overall).
- **Heavy Commuter Volume:** Serves as Catawba's primary arterial gateway to I-40 (Exit 125), generating maximum raw delay.
- **Rising Crash Volume:** Crashes surged from 15 in 2024 to 23 in 2025 (38 total), with a high 5.90 Severity Index.
- **STIP Funded Project:** Directly addressed by committed STIP Project I-5716 for interchange capacity improvements.

Priority #5: US-321-ALT S @ US-321/HICKORY BLVD N (Caldwell County)



Location: US-321-ALT S @ US-321/HICKORY BLVD N
County: Caldwell County | RITIS Volume Rank: #19

2026 CMP SCORE: 26.0 / 50 (2024 Score: 26.0)

PTI: 4.20 | TTI: 3.10 | Crashes: 12 Total (5 in 2025, 7 in 2024)

- **CMP Priority Ranking:** Holds #5 overall CMP Priority Score (26.0); highest unreliability buffer in the region.
- **Extreme Reliability Buffer:** PTI of 4.20 (10.0 pts) and TTI of 3.10 (10.0 pts) represent severe peak-hour gridlock.
- **Moderate Crash Volume:** Recorded 12 crashes across 2024–2025 with a 2.48 Severity Index.
- **P.8 Project Linkage:** Candidate for P.8 submittal focusing on access management and merge lane lengthening.

Priority #6: 29th AVE DR NE @ NC-127/N CENTER ST (Catawba County)



Location: 29th AVE DR NE @ NC-127/N CENTER ST
County: Catawba County | RITIS Volume Rank: #26

2026 CMP SCORE: 25.0 / 50 (2024 Score: 6.0)

PTI: 3.40 | TTI: 1.90 | Crashes: 27 Total (N/A 2025, N/A 2024)

- **CMP Priority Ranking:** Top Regional Score Riser — surged from 6.0 in 2024 to 25.0 in 2026 (+19.0 pts).
- **Severe Reliability Degradation:** PTI spiked to 3.40 (10.0 pts) and TTI to 1.90 (10.0 pts) due to commercial development.
- **Moderate Safety Impact:** Recorded 27 crashes with a 2.10 Severity Index (5.0 Accident pts).
- **Operational Action:** Immediate priority for NCDOT arterial signal retiming and turn-phase adjustment.

Priority #7: NC-18 S @ I-40/BUSH DR (Burke County)



Location: NC-18 S @ I-40/BUSH DR
County: Burke County | RITIS Volume Rank: #2

2026 CMP SCORE: 23.0 / 50 (2024 Score: 25.0)

PTI: 1.40 | TTI: 1.20 | Crashes: 15 Total (8 in 2025, 7 in 2024)

- **CMP Priority Ranking:** Holds #2 Regional Bottleneck Volume Rank; Composite CMP Priority Score 23.0 (#7 overall).
- **Interchange Access Friction:** High raw delay volume at I-40 Exit 105 connecting Morganton commercial zones.
- **Stable Crash Frequency:** Recorded 15 total crashes across 2024–2025 (5.0 Accident pts).
- **P.8 Project Linkage:** Candidate for P.8 submittal evaluating 4th leg traffic redirects and signal coordination.

Priority #8: US-321 N @ MAIZEL RD/NEW FARM RD (Caldwell County)



Location: US-321 N @ MAIZEL RD/NEW FARM RD
County: Caldwell County | RITIS Volume Rank: #5

2026 CMP SCORE: 23.0 / 50 (2024 Score: 25.0)

PTI: 1.40 | TTI: 1.10 | Crashes: 47 Total (26 in 2025, 21 in 2024)

- **CMP Priority Ranking:** Holds #8 overall CMP Priority Score (23.0) and Bottleneck Volume Rank #5.
- **#1 Regional Crash Hotspot:** Recorded 47 total crashes (26 in 2025, 21 in 2024)—the highest crash volume in the region.
- **Safety-Driven Priority:** Maxes out Accident Count points (10.0 pts) due to severe arterial crossover conflict points.
- **Fully Funded STIP Project:** Addressed by STIP Project U-4700CA constructing a Reduced Conflict Intersection (RCI).

Priority #9: US-70 W @ MALCOLM BLVD (Burke County)



Location: US-70 W @ MALCOLM BLVD
County: Burke County | RITIS Volume Rank: #17

2026 CMP SCORE: 18.0 / 50 (2024 Score: 25.0)

PTI: 1.20 | TTI: 1.10 | Crashes: 16 Total (7 in 2025, 9 in 2024)

- **CMP Priority Ranking:** Holds #9 overall CMP Priority Score (18.0); improved from 25.0 in 2024 (-7.0 pts).
- **High Crash Severity:** Recorded a 5.23 Severity Index (7.0 Severity pts)—indicating high-impact commercial driveway crashes.
- **Moderate Travel Delay:** PTI 1.20 and TTI 1.10 reflect manageable peak period travel times.
- **Planning Recommendation:** Implementation of commercial access management controls and driveway consolidation.

Priority #10: I-40 W @ BETHEL RD/EXIT 106 (Burke County)



Location: I-40 W @ BETHEL RD/EXIT 106
County: Burke County | RITIS Volume Rank: #3

2026 CMP SCORE: 16.0 / 50 (2024 Score: 22.0)

PTI: 1.10 | TTI: 1.10 | Crashes: 8 Total (8 in 2025, N/A in 2024)

- **CMP Priority Ranking:** Holds #3 Regional Bottleneck Volume Rank; Composite CMP Priority Score 16.0 (#10 overall).
- **High Raw Delay Volume:** Ranks #3 in raw delay duration due to narrow ramp geometry and I-40 mainline congestion.
- **Moderate Crash Frequency:** Recorded 8 crashes in 2025 with a 2.85 Severity Index.
- **Long-Range Project Linkage:** Directly linked to long-range I-40 6-laning proposals and ramp modification submittals.

Significant Score Shifts Highlight Emerging Growth & Safety Countermeasures

TOP SCORE RISERS (RISING CONGESTION)

- **29th Ave Dr NE @ NC-127 (Catawba):** Score surged +19.0 pts (6.0 → 25.0). Driven by intense commercial retail growth, spiking PTI to 3.40 and TTI to 1.90.
- **US-321N @ Mt Herman Rd (Caldwell):** Score surged +8.0 pts (6.0 → 14.0). Driven by an extreme 12.71 Severity Index rating across 9 reported crashes.
- **NC-10E @ NC-127 (Catawba):** Score increased +4.0 pts (6.0 → 10.0). Reflects expanding suburban residential commute queues into Newton/Hickory.
- **NC-150 W @ NC-16 (Catawba):** Score increased +2.0 pts (29.0 → 31.0). High-density growth in eastern Catawba pushing corridor unreliability.

TOP SCORE IMPROVERS (REDUCED CONGESTION)

- **NC-16 N @ US-64 / Main Ave (Alexander):** Score dropped -7.0 pts (22.0 → 15.0). Improved signal timing coordination reduced arterial delay queues.
- **US-70 W @ Malcolm Blvd (Burke):** Score dropped -7.0 pts (25.0 → 18.0). Lower crash frequency in 2025 reduced overall composite score.
- **I-40 W @ BETHEL RD / Exit 106 (Burke):** Score dropped -6.0 pts (22.0 → 16.0). Shift in peak travel times reduced mainline ramp queue friction.
- **I-40 W @ US-321 / Exit 123 (Catawba):** Score dropped -6.0 pts (21.0 → 15.0). Arterial signal timing adjustments along US-321 eased ramp spillback.

80% of Regional Bottlenecks Are Tied to NCDOT Funding Pipelines

TIER 1: SHORT-TERM OPERATIONAL FIXES

- Retime Traffic Signals: Immediate retiming at 29th Ave Dr NE @ NC-127 and NC-127 @ 2nd Ave SE.
- Access Management: Enforce commercial driveway consolidation along US-70 W @ Malcolm Blvd.
- Low-Cost Extensions: Lengthen turn lanes at high-queuing arterial intersections.

TIER 2: PRIORITIZATION 8.0 (P.8) SUBMITTALS

- NC-150 W @ NC-16: Submit intersection widening for regional competitive scoring.
- US-321-Alt @ Hickory Blvd: Submit corridor access management and merge lane extension.
- NC-18 S @ I-40/Bush Dr: Submit interchange 4th leg traffic redirect study.

TIER 3: COMMITTED STIP CONSTRUCTION

- US-321 N @ Maizel Rd: Construction of Reduced Conflict Intersection (U-4700CA).
- McDonald Pkwy S @ I-40: Interchange improvements under STIP Project I-5716.
- US-64 W @ I-40 Morganton: Interchange modification under STIP Project I-5009.

TIER 4: 2050 MTP LONG-RANGE VISION

- NC-181 N @ Union St: Advance long-range CTP bypass study for Burke County's #1 priority.
- I-40 Mainline Widening: Align Exit 106 & Exit 116 improvements with I-40 6-laning proposals.
- 7 Unaddressed Corridors: Feasibility studies for remaining unassigned bottleneck segments.

Questions?

2026 Congestion Management Process (CMP) Report
Greater Hickory Metropolitan Planning Organization (GHMPO)

Greater Hickory MPO
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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	2027	\$464,000	Planning	Division	F
BL-0065	NS	Lenoir Greenway, Harper Avenue to Morganton Boulevard. Extend multi-use path.	2028	2029	\$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	2028	\$1,575,000	Utilities	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	R/W	Division	S
BP11-R040	SR 1719 (CEDAR VALLEY CHURCH ROAD)	Replace Bridge 130048 on SR 1719 over Upper Little River in Caldwell County	2025	2028	\$1,175,000	Utilities	Division	S
BP11-R042	SR 1328 (BROWN MOUNTAIN BEACH ROAD)	Replace Bridge 130322 on SR 1328 over Este Mill Creek in Caldwell County	2028	2029	\$950,000	Planning	Division	S
BP11-R048	SR 1571	Replace Bridge 130342 on SR 1571 over Kings Creek in Caldwell County	2026	2027	\$1,735,000	R/W	Division	S
HB-0056	SR 1514	SR 1514, REPLACE BRIDGE 130 OVER YADKIN RIVER.	2025	2026	\$2,050,000	R/W	Division	F
HB-0057	SR 1356	SR 1356, REPLACE BRIDGE 185 OVER JOHNS RIVER.	2025	2027	\$2,700,000	October Let	Division	F
HB-0058	SR 1356	SR 1356, REPLACE BRIDGE 186 OVER JOHNS RIVER.	2025	2027	\$2,320,000	October Let	Division	F
HB-0059	SR 1356	SR 1356, REPLACE BRIDGE 275 OVER JOHNS RIVER.	2025	2027	\$2,360,000	October Let	Division	F
HB-0060	SR 1356	SR 1356, REPLACE BRIDGE 317 OVER JOHNS RIVER.	2025	2027	\$2,830,000	October Let	Division	F

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HB-0061	SR 1574	SR 1574, REPLACE BRIDGE 349 OVER JONES CREEK.	2025	2026	\$1,380,000	September Let	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	September 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	September 2026 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	2025	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.	2027	2028	\$8,570,000	Planning	Division	F

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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	61 %	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	26 %	4/28
DK00436	CALDWELL	DF18311. 2014030.PR	SR 1358 (Edgemont Church Place)	REPLACE BRIDGE NO. 161 OVER WILSON CREEK	\$1,641,926.67	JAMES R VANNOY & SONS CONSTRUCTION COMPANY INC	18 %	4/27

September 2026 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	100% COMPLETE.
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	Justin Johnson (704) 380-6050	UNDERWAY, 39% COMPLETE.
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.
C204977	ALEXANDER, CATAWBA	BRIDGE #170091 OVER THE CATAWBA RIVER ON NC-127 AND	BRIDGE REHABILITATION.	ROW: NA UTL: NA CON: 2025	Logan Carpenter (828) 468-6260	UNDERWAY, 31% COMPLETE.
DL00367	ALEXANDER	NC 16, NC 127, SR 1348	RESURFACING 13.19 MILES	ROW: NA UTL: NA CON: 2026	Travis Jordan (980) 405-6000	WORK NOT STARTED.
DL00371	ALEXANDER / CATAWBA	VARIOUS SECONDARY ROUTES	RESURFACING 6.3 MILES	ROW: NA UTL: NA CON: 2026	Travis Jordan (980) 405-6000	WORK NOT STARTED.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DL00374	ALEXANDER / IREDELL	VARIOUS SECONDARY ROUTES	RESURFACING 30.846 MILES	ROW: NA UTL: NA CON: 2026	Jonathan Barnette (704) 380-6040	UNDERWAY, 84% COMPLETE.
DL00381	ALEXANDER	CULVERT REPLACEMENT ROCKY FACE BRANCH UNDER	CULVERT REPLACEMENT	ROW: NA UTL: NA CON: 2026	Justin Johnson (704) 380-6050	UNDERWAY, 51% COMPLETE.
C205048	CATAWBA	1 SECTION OF NC- 10, AND 53 SECTIONS OF SECONDARY	RESURFACING FOR 20.75 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (980) 405-6000	UNDERWAY, 85% COMPLETE.
DL00360	CATAWBA	SR 1003, SR 1833 AND SR 1885.	RESURFACING FOR 10.54 MILES.	ROW: NA UTL: NA CON: 2025	Travis Jordan (980) 405-6000	WORK NOT STARTED.
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, 19% COMPLETE.
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	ROW: NA UTL: NA CON: 2025	Keith Anderson (980) 435-3290	UNDERWAY, 21% COMPLETE.
C205171	CATAWBA	US 321 BUS & 7 SECTIONS OF SECONDARY RD.	RESURFACING 14.62 MILES	ROW: NA UTL: NA CON: 2026	Travis Jordan (980) 405-6000	WORK NOT STARTED.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DL00368	CATAWBA	VARIOUS SECONDARY ROUTES	RESURFACE 22.39 MILES	ROW: NA UTL: NA CON: 2026	Travis Jordan (980) 405-6000	UNDERWAY, 51% COMPLETE.
DL00385	CATAWBA / LINCOLN	SR 1003	RESURFACE 10.89 MILES.	ROW: NA UTL: NA CON: 2026	Travis Jordan (980) 405-6000	WORK NOT STARTED.
I-5716	CATAWBA	I-40	SR 1007 (LENOIR RHYNE BOULEVARD) INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS.	ROW: 2019 UTL: NA CON: 2026	Nathan Adima (919) 707-6210	LET AUGUST 17, 2026
DL00349	CATAWBA	BRIDGE NO. 55 OVER JACOB FORK RIVER SR 1139 (FINGER	BRIDGE REPLACEMENT.	ROW: NA UTL: NA CON: 2025	Logan Carpenter (828) 468-6260	PROJECT IS A DESIGN BUILD PROJECT, DESIGN UNDERWAY, 98% COMPLETE.
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	RIGHT OF WAY ACQUISITION COMPLETE.
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.
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 FUNDED FOR PE ONLY.

PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
U-2307B	CATAWBA	29TH AVENUE NE	SR 1453 (SPRINGS ROAD) TO NC 127. WIDEN TO MULTI-LANES.	ROW: 2026 UTL: 2026 CON: 2029	Nathan Adima (919)707-	PLANNING AND DESIGN IS ONGOING.
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	DESIGN ONGOING. . RIGHT OF WAY ACQUISITION IN PROGRESS.
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 FUNDED FOR PE ONLY. PLANNING AND DESIGN WILL RESUME ONCE R/W & CONSTRUCTION
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 COMPLETE AND UTILITY RELOCATION 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	FUNDED FOR PRELIMINARY ENGINEERING ONLY	Ritchie Naraidu (980) 552-4227	FUNDED FOR PE ONLY , PRELIMANRY PLANNING AND DESIGN UNDERWAY.

September 2026 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, 83% COMPLETE.
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PROJECT ID	COUNTY(S)	ROUTE/CITY	DESCRIPTION	PHASE & YEAR (2026 - 2035 STIP)	PROJECT MANAGER/ CONTACT	STATUS
DM00442	BURKE	VARIOUS SECONDARY ROUTES.	PAVEMENT PRESERVATION IN BURKE AND RUTHERFORD COUNTIES.	ROW: NA UTL: NA CON: 2024	Travis Jordan (980) 405-6000	UNDERWAY, 59% COMPLETE.
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	Logan Carpenter (828) 468-6260	UNDERWAY, 79% COMPLETE.