



High Country Rural Planning Organization (RPO)

Municipalities and Counties of
Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey

*"Serving North Carolina's High Country with Continuing, Cooperative, and
Comprehensive Transportation Planning"*



Woodie Young, RTAC Chair

David Graham, Transportation Planner

Kevin Rothrock, RTCC Chair

RURAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

Agenda

February 21, 2024

2:00 PM

Action Items

1. Approval of November 15, 2023 Minutes (RTAC Chair)
2. ***Public Hearing for Approval of Prioritization 7.0 Methodology (David Graham/RTAC Chair)***
3. Approval of Prioritization 7.0 Methodology (RTAC Chair)

Informational Items

4. NCDOT Logistics and Freight Presentation (Dana Magliola, NCDOT Logistics and Freight Program Manager)
5. NCDOT Bridge Program Presentation (Rob Weisz PE, NCDOT Division 11 Bridge Program Manager)
6. Prioritization 7.0 Update (David Graham)
7. 2024-2033 STIP Project Development Update (David Graham)
8. Division Engineers Report (NCDOT Division 11 and Division 13 Representatives)
9. Transportation Planning Division Report (NCDOT Transportation Planning Representative)

Other Items

10. Committee Member Comments/Other Business (RTAC Chair)
11. Public Comment (RTAC Chair)
12. Adjournment (RTAC Chair)

The next regularly scheduled meeting of the RTAC is May 15, 2024 at 2:00 PM.

This information is available in Spanish or any other language upon request. Please contact High Country RPO Transportation Planner at (828) 265-5434 ext. 135 or at 468 New Market Blvd. Boone, NC 28607 for accommodations for this request.

Esta información está disponible en español o en cualquier otro idioma bajo petición. Por favor, póngase en contacto con High Country RPO Transportación Planner al (828) 265-5434 ext. 135 o en 468 New Market Blvd. Boone, NC 28607 de alojamiento para esta solicitud.

**High Country RPO
Rural Transportation Advisory Committee (RTAC)
November 15, 2023
Minutes**

The Rural Transportation Advisory Committee held their quarterly meeting, November 15, 2023, at 2pm in the High Country Council of Governments Board Room. The following members were present:

Wayne Bonomo- Town of Seven Devils
Tim Futrelle- Town of Boone
Mike Inscore- Town of Wilkesboro
John Irwin- Alleghany County
Brenda Lyerly- Town of Banner Elk

Harley Masters- Mitchell County
Mike Parlier- Town of Sparta
John Shepherd- Town of Jefferson John
Larry Turnbow- Watauga County
Woodie Young- Avery County

Guests present: Stephen Sparks-NCDOT Division 13, David Wayne-NCDOT Division 11, Ramie Shaw-NCDOT Division 11, Alexius Farris-NCDOT IMD, and Reuben Crummy-NCDOT TPD.

The following staff members were present from High Country Council of Governments: David Graham-Transportation Planner, Julie Wiggins-Executive Director, Phil Trew-Planning and Development Director, and Victoria Oxentine-Communications Manager.

Call to Order

Chairman Woodie Young read the Ethics Statement and called the meeting to order. Chairman Young recognized and welcomed new members in attendance. Chairman Young thanked the RTAC for awarding him Outstanding RTAC Member at this year's banquet and thanked the HCCOG Staff for all they do.

Approval of August 16, 2023 Minutes

Woodie Young asked for a motion for approval of the August 16, 2023 minutes. Motion was made by Mike Inscore and seconded by John Irwin. Motion carried and approved.

Selection of RTAC Chair and Vice Chair

David Graham, Transportation Planner noted that it was time for the selection of a new Chair and Vice Chair for the RTAC. The term for the new Chair and Vice Chair is 2024-2026. Mike Parlier made a motion to re-nominate the current Chair, Woodie Young as Chair and John Shepherd made a motion to re-nominate Brenda Lyerly as Vice Chair. Larry Turnbow seconded the motions. Motions carried.

RTAC Membership Terms Update

David Graham, Transportation Planner discussed the RTAC memberships that are up for a new term in 2024. Letters have been sent to town and county managers for RTAC membership selection.

Wildlands Network Presentation

Nikki Robinson, NC Project Manager for Wildlands Network presented a slideshow about prioritizing wildlife road crossings (wild ways) in North Carolina. Wild ways are natural routes for animals to cross. Ms. Robinson discussed various wildlife crossing projects in the US, Canada, and North Carolina. Ms. Robinson discussed NCDOT wildlife crash data and how her team is working with local agencies to address potential projects and federal funding for them.

Comprehensive Transportation Planning Process Presentation

Reuben Crummy, NCDOT TPD presented a slideshow and discussed the process of a Comprehensive Transportation Plan (CTP). These long-range, needs based plans are developed cooperatively with stakeholders within a county. Mr. Crummy discussed the assessment, adoption, and products that come from a CTP. Mr. Crummy also shared a video from NCDOT that provides a brief overview of the CTP process.

Prioritization 7.0 Update

David Graham, Transportation Planner discussed revised projects and their potential timelines. Mr. Graham noted that the dates have changed because of the new submittal portal.

2024 – 2033 STIP Project Development Update

David Graham, Transportation Planner discussed current regional project updates in the STIP. Mr. Graham noted that the peanut roundabout project in Ashe County has been removed, the blasting continues on 105 for the widening project, and the upcoming roundabout projects in Boone.

Division Engineers' Report

David Wayne gave updates for Division 11 and Stephen Sparks gave updates for Division 13.

Transportation Planning Division Update

Reuben Crummy, TPD Coordinator noted that the Ashe County CTP documents are still in process and the Alleghany County CTP process will begin in December.

Committee Member Comments/Other Business

Committee members asked questions to NCDOT officials and thanked them for all they do.

Public Comment

There were no public comments.

Adjournment

With there being no other business or comments, Brenda Lyerly made a motion to adjourn the meeting. John Irwin seconded the motion. Motion carried.

Woodie Young, Chair

David Graham, Secretary

MEMORANDUM

To: High Country RPO RTCC/RTAC

From: David Graham, High Country RPO Transportation Planner

Re: Prioritization 7.0 (P7.0) Methodology Update

The attached Prioritization 7.0 Methodology was originally developed by a RTCC Subcommittee for the previous round of prioritization (Prioritization 6.0). However, Prioritization 6.0 was canceled due to NCDOT budget issues associated with significant increases in overall construction costs for transportation projects. Therefore, the methodology has yet to be applied to a prioritization cycle. The Prioritization 7.0 Methodology will use the original processes, scoring, and ranking criteria as the original Prioritization 6.0 methodology with the main updates to the document being the scheduled dates for prioritization tasks (project priority solicitation, scoring, local point assignments, etc.).

The P7.0 methodology was made available for public comment during the month of January. The RTAC will hold a public hearing on the P7.0 methodology during the February 21, 2024 RTAC meeting.

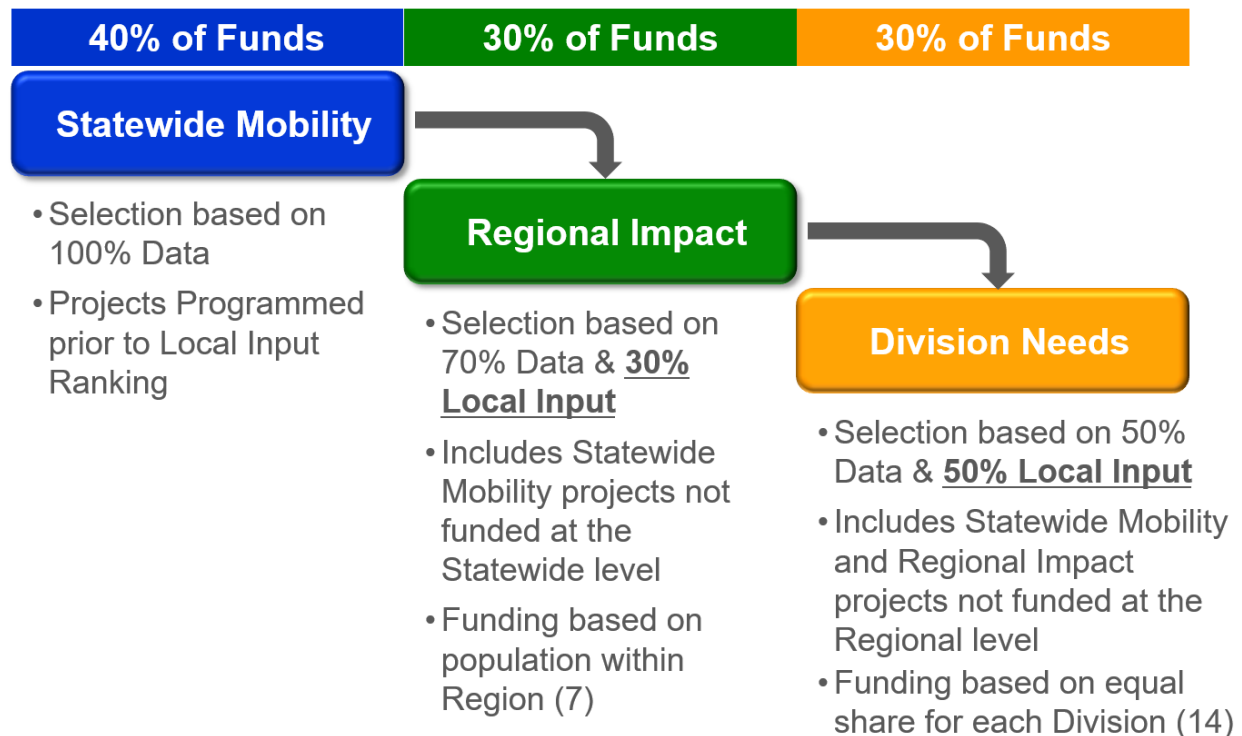
HIGH COUNTRY RURAL PLANNING ORGANIZATION (RPO) PRIORITIZATION 7.0 METHODOLOGY

Introduction

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



The North Carolina Department of Transportation (NCDOT) and North Carolina General Assembly have required that all rural planning organizations develop a project solicitation and ranking methodology to evaluate projects for the State Transportation Improvement Program (STIP) for highway, bicycle & pedestrian, public transportation, aviation, and rail modes of transportation.

The methodology for ranking projects will include the following steps:

1. Submittal of new projects to NCDOT
2. Solicitation of transportation project priorities from the counties in the High Country RPO region
3. Ranking of solicited projects received from High Country RPO counties for the development of a Priority Needs list
4. Assignment of 1500 points to the top scoring Regional Impact and Division Needs projects on the Priority Needs list

Applicability

This methodology applies to all projects ranked by the High Country RPO in Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey counties that fall in the Regional Impact and Division Needs categories as defined in the 2013 Strategic Transportation Investments (STI) legislation. For example: US 321, US 421, and NC 226 are considered eligible Regional Impact category facilities. All county State Road (SR) Routes, airports, transit agencies, and bicycle and pedestrian projects are eligible Division Needs projects.

Statewide Mobility projects will be 100% quantitative data driven by NCDOT with no local input from the RPO or Divisions. Regional Impact projects will be 70% quantitative data driven by NCDOT with 30% local input (15% NCDOT Division 11 or 13 and 15% RPO). Division Needs level projects will be 50% quantitative data driven by NCDOT with 50% local input (25% NCDOT Division 11 or 13 and 25% RPO). Other factors like local government priorities will also be considered when scoring, ranking, and allocating local points to projects for the development of a priority needs list.

New Project Solicitation

High Country RPO staff will request new projects from the seven High Country Counties and the Town of Boone and submit them to the Strategic Prioritization Office of Transportation (SPOT) office for inclusion in the Project Prioritization (P7.0) database. Each county and the Town of Boone can submit up to the requisite number of new projects within each mode (highway, bicycle & pedestrian, transit, aviation, and rail) as follows:

Alleghany – 2; Ashe – 3; Avery – 3; Mitchell – 2; Watauga – 4; Wilkes – 6; Yancey – 3; Boone - 1

RPO Steps	Target Dates
Staff to solicit new transportation projects from County Managers (highway, bicycle & pedestrian, public transportation, aviation, and rail modes)	June 2, 2023 – July 14, 2023
New projects scheduled for RTCC consideration and recommendation of approval to RTAC.	August 16, 2023
New projects scheduled for consideration and approval by the RTAC.	August 16, 2023
RPO staff submittal of approved RTCC/RTAC new projects to NCDOT for project evaluation and scoring.	August 17 – September 30, 2023

Solicitation of Priority Projects for Local Scoring and Ranking

High Country RPO staff will solicit priority ranking of all eligible projects in NCDOT's P7.0 database for the High Country RPO which includes submittals from the RPO, and NCDOT's Divisions 11 and 13. All eligible projects (highway, bicycle & pedestrian, public transportation, aviation, and rail modes of transportation) from the seven High Country counties and the Town of Boone to be ranked will be in priority order and will serve as the basis for the Priority Needs List.

Scoring and Project Ranking Approach

Projects submitted will be evaluated by the criteria and scoring as detailed on pages 6 – 8 of the methodology. The resulting project scores and rankings will be adopted by the RPO as the High Country RPO Priority Needs List and will serve as the basis for assignment of points to transportation projects which include all modes of transportation.

Local Point Assignment Process

The Priority Needs List will guide the assignment of points. Projects not funded at the Statewide Mobility tier will cascade down to the Regional Impact tier for RPO scoring and ranking. After projects are locally scored and ranked, the top 15 projects receive 100 points each. The top 15 projects in the Regional Impact tier receive 100 points. The Division Needs category projects including the projects that cascade down from the Regional Impact category will be re-ranked for point allocation. *For example:* If Ashe County submits 5 priority projects for scoring and ranking in priority order (#1 - #5) and only the top 2 projects are funded at the Regional Impact category the remaining projects (#3 - #5) will cascade to the Division Needs category and will be scored and ranked as follows: Project #3 becomes priority #1, Project #4 becomes priority #2, and Project #5 becomes priority #3. Once Division Needs projects are re-ranked for point allocation, the top 15 projects in the Division Needs category will receive 100 points. High Country counties and the Town of Boone will have an opportunity to revise division projects if desired.

Regional Impact Projects: Eligible regional impact routes in the High Country RPO include US 19, US 19E, US 19W, US 21, US 221, US 321 and US 421 not otherwise eligible at the statewide level. In addition, all NC routes (NC 197, NC 194, NC 16, NC 18 ...). The Class I railroad in Mitchell County is also an eligible regional rail line. If a project is not funded at the Regional Impact category it will shift down to the Division Needs category for RPO scoring and ranking.

Division Needs Projects: Eligible Division Needs routes in the High Country RPO include all State highways, secondary roads, and all other modes of transportation (bicycle/pedestrian, remaining rail, airport, and transit projects).

Public Input Process

Public input for the STIP prioritization process shall be in accordance with the High Country RPO Public Participation Plan. The scoring and ranking methodology will be shared with the public through press releases and posting on the High Country RPO website at <https://hccog.org/planning/#Transport> and will consider any public input. The RPO will issue a press release regarding the adoption of the Priority Needs list and provide for public comment at applicable RTCC and RTAC meetings. The prioritization of projects from the Priority Needs list will be presented at applicable RTCC and RTAC meetings and will include a public hearing component. The Priority Needs list and public input comments received will be posted on the High Country RPO website at <https://hccog.org/planning/#Transport>. In addition, any comments received during a public hearing held by the High Country RPO's RTCC or RTAC will be included in the meeting minutes. The final assignment of points by the RPO and local project scores will also be available via the High Country RPO's website.

Materials Sharing

Materials will be provided on the High Country RPO website at <https://hccog.org/planning/#Transport> and will include: 1) A link to the NCDOT STI Prioritization Resources website. 2) The adopted High Country RPO Prioritization 7.0 Methodology document and 3) Regional Impact and Division Needs local input point assignment documentation. All materials will be posted until adoption of the final STIP by the Board of Transportation.

Schedule

RPO Steps	Target Dates
The High Country RPO staff to submit the updated P7.0 draft methodology for ranking and scoring of projects to NCDOT for review and approval.	January 2024
Draft methodology available for public comment through press releases and the posting of the document on the High Country RPO website at https://hccog.org/planning/#Transport .	January 1 – 31, 2024
Consideration and approval of methodology by RTCC & RTAC with public hearing during RTAC meeting.	February 21, 2024
RPO staff to solicit priority projects with a supplemental overall project scores list (after scores are released from NCDOT) from local governments for scoring and ranking.	June 2024
RPO consideration and approval of Prioritization 7.0 Priority Needs list with public hearing during special RTAC meeting.	August 21, 2024
RPO assigns 100 points to top 15 ranking regional projects.	August 30, 2024
RPO assigns 100 points to top 15 ranking division projects.	November 2024
All public comments received and all final point assignments including any justification for point assignment which deviates from this local methodology will be placed on the High Country RPO website at https://hccog.org/planning/#Transport by December 1, 2024.	December 1, 2024

HIGH COUNTRY RPO

Prioritization 7.0 Criteria and Scoring

HIGHWAY REGIONAL IMPACT PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score	70	SPOT P 7.0 Score
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
Plan Consistency (project identified in a locally adopted plan)	5	Yes = 5 No = 0
Scheduled in current STIP	5	Yes = 5 No = 0
TOTAL	100	

HIGHWAY DIVISION NEEDS PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score	50	SPOT P 7.0 Score
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
Plan Consistency (project identified in a locally adopted plan)	15	Yes = 15 No = 0
Scheduled in current STIP	15	Yes = 15 No = 0
TOTAL	100	

Project Example: If a project scores the maximum or near the maximum number of points for each criteria listed above it will rank near the top of the priority needs list and be allocated 100 points. However, if a project does not score well based on the criteria, it is not likely to be allocated 100 points.

BICYCLE AND PEDESTRIAN DIVISION NEEDS PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score	50	SPOT P 7.0 Score
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
Project Connectivity (project provides connection to existing bicycle and pedestrian facilities)	20	Yes = 20 No = 0
Right-of-way status	10	Right-of-way acquired = 10 None acquired = 0
TOTAL	100	

AVIATION DIVISION NEEDS PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score X 1.6	80	SPOT P 7.0 Score X 1.6
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
TOTAL	100	

TRANSIT DIVISION NEEDS PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score X 1.6	80	SPOT P 7.0 Score X 1.6
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
TOTAL	100	

RAIL DIVISION NEEDS PROJECTS		
CRITERIA	MAXIMUM POINTS	SCORE METHODOLOGY
SPOT P 7.0 Score X 1.6	80	SPOT P 7.0 Score X 1.6
Local Priority	20	1 = 20 2 = 15 3 = 10 4 = 5 5 = 0
TOTAL	100	

RURAL TRANSPORTATION ADVISORY COMMITTEE (RTAC) POINT FLEXIBILITY

The methodology shall serve as a guide for the RTAC to assign points to projects located within the High Country RPO planning jurisdiction. The RTAC will have the flexibility to assign points as the committee desires including the use of the Local Input Point (LIP) Flex Policy to transfer up to 500 points between Regional Impact and Division Needs categories. Flexing of Local Input Points between categories will be coordinated with the NCDOT Prioritization Office. Deviation from the methodology shall require justification/rationale to be made during a public meeting of the RTAC as advertised and documented to be posted on the RPO's website.

NCDOT Logistics and Freight

North Carolina's sophisticated network of railroads, highway corridors, maritime ports and air cargo facilities support and sustain a vibrant economy composed of highly diversified commercial and industrial sectors, each with a unique and complex supply chain.

Together with a host of relevant stakeholders, the N.C. Department of Transportation's Office of Logistics & Freight promotes and improves freight and logistics activities throughout the state, supporting the economic and social well-being of all North Carolinians.

The office ensures that the state of North Carolina aligns planning and infrastructure investment with the needs of industry and the demands of citizens for goods and market access.

How Logistics & Freight Works

Freight moves through North Carolina's ports, depots, highways and airports and is transported via trains, planes, trucks and cargo vessels. This multimodal transportation network is the physical



manifestation of commerce. As goods make their way to the marketplace, this infrastructure is the foundation of transport logistics, warehousing, and distribution.

Companies utilize existing transportation infrastructure, structuring processes and organizing supply chains to reduce costs and improve service delivery or reliability. As new infrastructure is built and expands the network,

short-term impacts are seen in shifting procurement and operations activities. Yet in the long run, companies may find opportunity in new markets or face wholesale changes in their business model.

Understanding the complex relationship between transportation infrastructure and the economy means in-depth learning about the decisions that drive industrial supply chain management.

Source: NCDOT

NCDOT Bridge Program

The N.C. Department of Transportation is responsible for the safety of more than 18,500 bridges, pipes, and culverts along North Carolina's highways. To ensure the safety of motorists who rely on these bridges, NCDOT has an aggressive inspection program.

Below are some quick facts.

- *NCDOT is responsible for inspecting and taking care of about 18,500 structures:*
- *13,700 bridges*
- *4,800 culverts and pipes that are 20 feet or longer, which means they fit the federal definition of a bridge.*
- *About 9,250 structures are inspected each year by certified bridge inspectors.*
- *As of January 2023, about 1,150, or 8.4 percent, of the state's bridges were considered in poor condition.*



Poor condition bridges are safe; however, they have components that are deteriorating. They require significant maintenance to remain in service and might require limits on vehicle weights. To fully address the issues on a poor condition bridge, extensive rehabilitation or replacement is usually required.

Another commonly used term is functionally obsolete. A functionally obsolete bridge no longer meets the demands of the traffic using it. These bridges are safe but need to be improved or replaced due to narrow lanes, low height clearances or have posted weight limits.



For NCDOT to replace all poor condition bridges, it would cost more than \$4 billion.

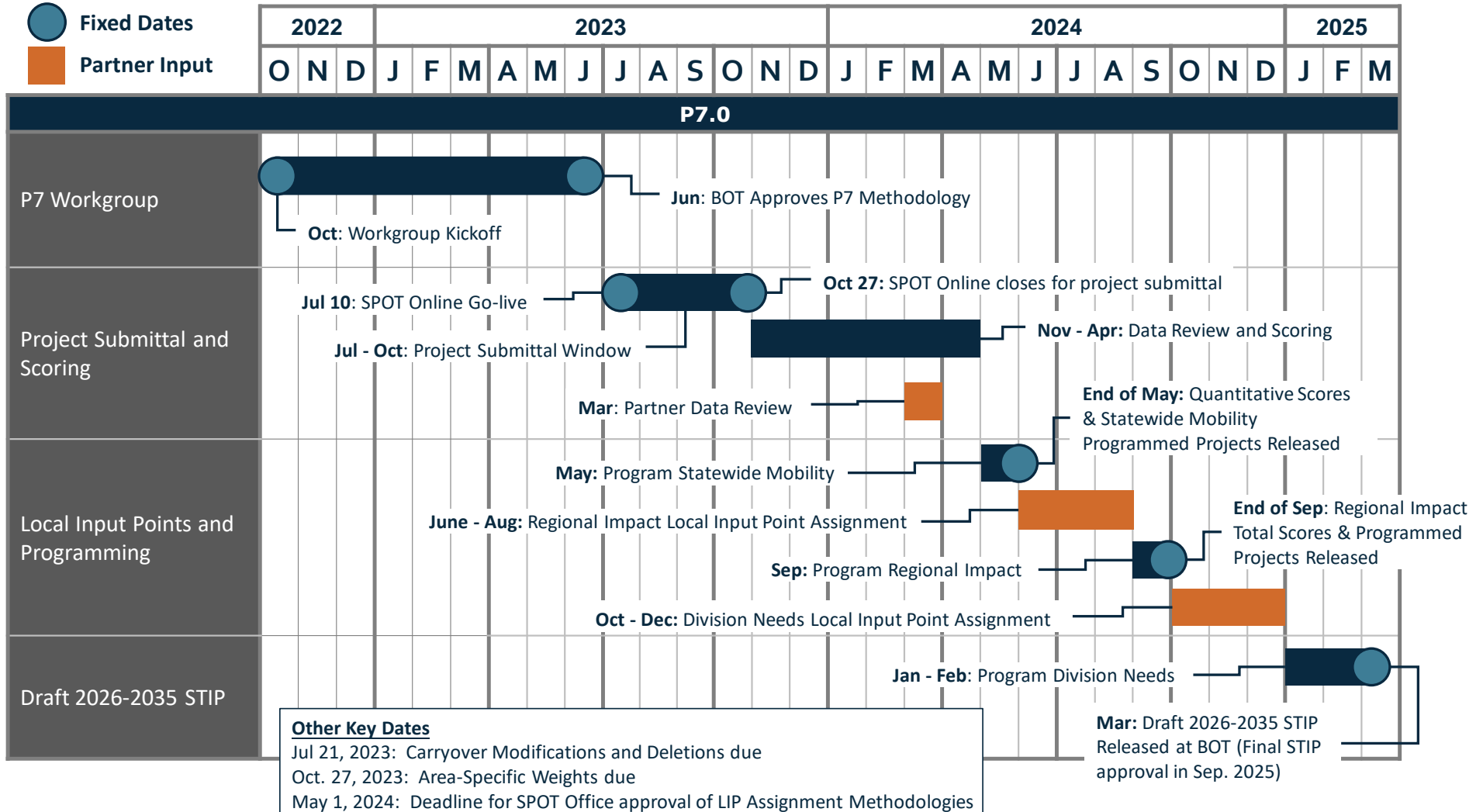
Source: NCDOT

P7 Schedule

Schedule Revision – September 8, 2023

Dates set per P7 Workgroup in October 2022

 Fixed Dates
 Partner Input



FEBRUARY 21 PROJECT UPDATE

(NCDOT BOT Approved 2024-2033 STIP)

HIGHWAY PROJECTS

NC 88, NC 88 to NC 194 (R-5832) – Ashe County

Description: *Upgrade roadway.*

Right-of-Way	2024
Construction	2025

American Emergency Vehicles Lane, Northwest Drive (HA-0006): NC 88 to Benfield Drive and American Emergency Vehicles Lane from Northwest Drive to American Emergency Vehicles Facility – Ashe County

Description: *Widen roadway and install signal at NC 88 and Northwest Drive.*

Right-of-way	2024
Construction:	2025

NC 194/US 19E Intersection (R-5911) – Avery County

Description: *Construct right turn lane from US 19E northbound to NC 194 eastbound.*

Right-of-Way	2022
Construction	2023

NC 105 (R-2566B): NC 105, Clarks Creek Road to NC 105 Bypass (Boone) – Watauga County

Description: *NC 105, Old Shulls Mill (SR 1568) to SR NC 105 Bypass (SR1107) in Boone. Widen to multi-lanes (includes R-2566BA - Bridge over Watauga River at Broadstone Road and R-2566BB – Realignment with Old Shulls Mill Road).*

Section B:	Right-of-Way	2022
	Construction	2025
Section BA:	Construction	In progress
Section BB	Construction	2024

US 421 (Daniel Boone Parkway) (R-5915B): NC 105 to US 221/321 South of Boone – Watauga County

Description: Construct freeway on new location south of Boone.

Right-of-way	2028
Construction:	2031

US 421/US 321 (R-2615): US 321/US421 Junction Near Vilas to 105 Bypass – Watauga County

Description: *Widen to Multi-Lanes*

Right-of-Way	2027
Construction	2030

SR 1522 (Deerfield Road), State Farm Road to SR 1523 (Wilson Ridge Road) (R-5830) – Watauga County

Description: *Upgrade Roadway.*

Right-of-Way	2024
Construction	2025

Bamboo Road (SR 1514); Wilson Ridge Road (SR 1523), US 421/US221 to Deerfield Road (SR 1522) (U-5810) – Watauga County

Description: *Widen Roadway to 12 foot lanes with 4 foot paved shoulders.*

Right-of-Way	2022
Construction	2024

NC 115, From US 421 to 2nd Street (R-5759) – Wilkes County

Description: *Widen Existing Roadway.*

Right-of-Way	2022
Construction	2024

SR 1001 (Oakwoods Road), From US 421 to NC268 (East Main St.) (R-5772) – Wilkes County

Description: *Upgrade Existing Roadway.*

Right-of-Way	2025
Construction	2027

US 421 (U-5312): Yadkin River Bridge to Westgate Drive – Wilkes County

Description: *US 421, NC 16 to US 421 Business. Convert existing roadway to superstreet and add service roads.*

Construction	2023
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NC 268 (R-5906), From SR 1966 (Airport Road) to Four Lanes West of SR 2026 Austin Traphill Road – Wilkes County

Description: *Modernize Roadway*

Right-of-Way	2028
Construction	2031

PUBLIC TRANSPORTATION PROJECTS

Yancey County Transit Facility (TA-6723)

Description: *Construct office, training, maintenance facility.*

Construction	2024
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BICYCLE & PEDESTRIAN PROJECTS

Middle Fork Greenway Section I From Blowing Rock along US 321 to the Blue Ridge Parkway (EB-5924)

Description: *Construct Greenway along US 321*

Right-of-Way	2023
Construction	2024

US 421 Multi-Use Path from Grove Street to Brookshire Road (EB-5983)

Description: *Construct multi-use path.*

Right-of-Way	2024
Construction	2025

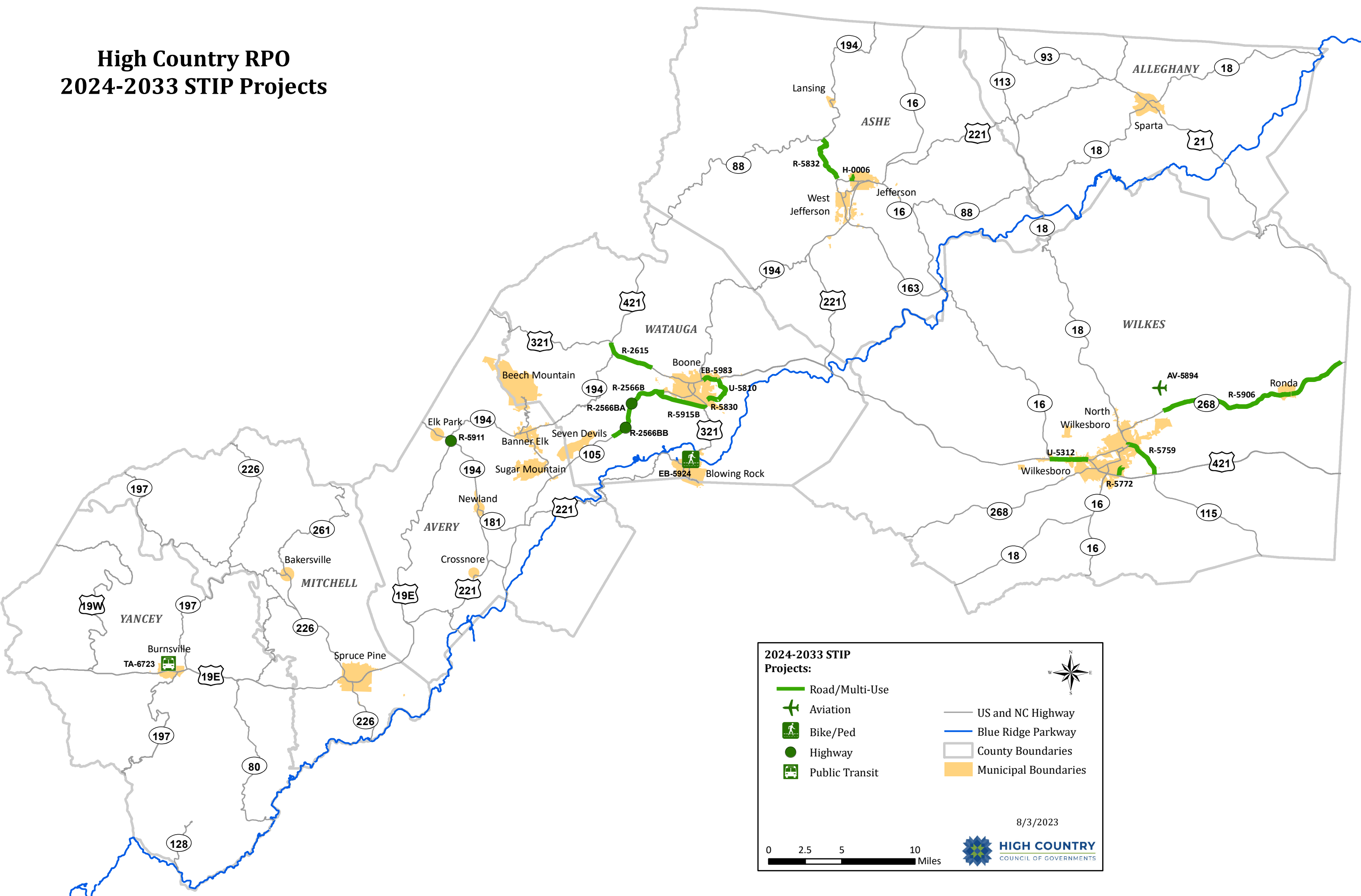
AVIATION PROJECTS

Wilkes County Airport (AV-5894)

Description: *Extend runway to 7,000 feet*

Right-of-Way	2024
Construction	2024

High Country RPO 2024-2033 STIP Projects



2024-2033 STIP Projects:

Road/Multi-Use

Aviation

Bike/Ped

Highway

Public Transit

US and NC Highway

Blue Ridge Parkway

County Boundaries

Municipal Boundaries

02.5510

Miles

8/3/2023

HIGH COUNTRY
COUNCIL OF GOVERNMENTS