



Surface Transportation Block Grant (STBG) Proposal

Town of Harrisburg

Caldwell Road Extension Phase 1



Appendices

- Appendix A – CRMPO CTP Highway Map
- Appendix B – Caldwell Road Crash Analysis
- Appendix C – Town Adoption of Morehead West Area Plan
- Appendix D – Town Council Resolution of Support
- Appendix E – Future Land Use Map
- Appendix F – Harrisburg Bike, Pedestrian, Greenway Master Plan: Proposed Pedestrian Network
- Appendix G – 2020 U.S. Census Data
- Appendix H – Engineer’s Opinion of Probable Cost



Applicant Information

Legal Name: Town of Harrisburg, North Carolina
 Contact Person: Mallory Hodgson, P.E. Director of Public Works
 Address: 4100 Main Street, Ste. 101
 City, State, Zip: Harrisburg, NC 28075
 Telephone: 704-206-8779
 Email: MHodgson@harrisburgnc.org

Project Information

Project Name: Caldwell Road Extension Phase 1
 Project Location: Caldwell Road and NC Hwy 49, Harrisburg NC
 MTIP ID: N/A
 Total Project Cost: \$4,998,720 (See Appendix H)
 Requested STBG Funds: \$3,998,976
 Brief Project Description: The Town of Harrisburg proposes to extend Caldwell Road to the north, from its existing intersection with NC 49 in Cabarrus County to US 29 in Mecklenburg County. The proposed project would be approximately 2.5 miles long but would be phased into four separate construction operations. Phase 1 improvements include extending Caldwell Road north from NC 49 for approximately 3,000 ft and includes all modifications to the intersection of Caldwell Road and NC 49.

Project Evaluation Criteria

- Project Needs/Goals and Objectives: The project should directly address priority transportation needs within the Cabarrus-Rowan MPO Planning Area as described in MPO’s Transportation Plan other applicable adopted local Plan or CTP. Project applications should clearly state the overall program goals and objectives, and demonstrate how the project will benefit the community. (0 to 20 points)**

The CRMPO CTP (amended October 8, 2020) recommends the proposed Caldwell Extension, the following two items taken from the CTP Index show the Caldwell Road Extension Project.

Facility	Section	Jurisdiction	Distance	ROW
Caldwell Connector	NC 49 – Hudspeth Rd (SR 1302)	Concord	1.5	110
Caldwell Connector	Hudspeth Rd (SR 1302) – US 29 (Concord Pkwy)	Concord	0.8	100

The Town of Harrisburg has previously identified the area bound by US 29, NC 49, Morehead Road, and the Cabarrus County line as the “Morehead West” area and sees the development of this area as a critical step to ensure the economic vitality of the Town. In partnership with Cabarrus County, the Town adopted the Morehead West Area Plan (MWAP) on April 10, 2017. The MWAP was established to determine the highest and best use for the area, develop a 20-year vision for future development, and make recommendations regarding future development, infrastructure, development regulations, and policies. This plan established that the north/south connector of Caldwell Road Extension is a critical component of supporting development plans in the Morehead West Area and ensuring and enhancing mobility options for all Harrisburg



residents and visitors. A north/south connector in this area would provide access to internal parcels, meet regional mobility goals, and help to alleviate event traffic on Morehead Road from the nearby Charlotte Motor Speedway.

The CTP Highway Map, Inset D Amended (revised March 10, 2020) shows the “Proposed Caldwell Road Connector” as a “recommended boulevard” with a section listed as “needs improvement.” The CRMPO 2050 Metropolitan Transportation Plan (MTP) references the proposed project in the CTP as well. CTP Highway Map, inset D is included in Appendix A.

By completing Phase 1 of this project through grant funding, the Town is confident that developer interest will continue to grow, and the remainder of the Caldwell Road extension will be constructed via Public-Private Partnerships.

- 2. Promotes Safety and Security: The project improves an existing hazardous condition. To receive full points, project sponsor must provide a complete description with supporting documentation of the hazardous condition. (0 to 15 points)**

This project does not directly improve an existing hazardous condition but will provide for improvements to the intersections including crosswalks across highway 49 and any necessary signal improvements to accommodate a fourth leg to the intersection. A full copy of the Caldwell Road Crash Analysis Memorandum can be found in Appendix B.

- 3. Documented Project/Program Support: Applicants must submit documentation that shows local support for the project/program in the form of an official resolution. Other support could include letters from affected citizens, advisory boards or commissions, sheriffs or police, neighborhood associations, or business groups. (0 to 20 points)**

Harrisburg Town Council has shown support for the Caldwell Road Extension project by adopting the Morehead West Area Plan, by approving a contract for the Caldwell Road Extension Feasibility Study, and by adopting a formal resolution to authorize a STBG funding application. See Appendix C for the Town Resolution adopting the Morehead West Area Plan, additionally Town Council minutes showing the approval of the Feasibility Study can be found at the link below:

The Harrisburg Town Council is aware of the requirements that come with funding through a Surface Transportation Block Grant and have authorized Town staff to execute and file applications for projects consistent with the Town’s adopted Transportation and Community plans by the means of a formal resolution. See Appendix D for a copy of the adopted Town Council resolution adopted on August 8, 2022.

- 4. Proximity to Existing/Planned Traffic Generators: The project is in proximity to traffic generators such as residential or commercial areas, schools and other institutional uses, parks, libraries, etc. Applicant must describe proximity to, and connection with existing/planned transportation system and how it will improve access to the facilities. (0 to 15 points)**



The proposed Caldwell Road Extension is in proximity to high traffic commercial and residential areas, as well as a major entertainment centers, such as the Charlotte Motor Speedway and Concord Mills Mall. Morehead Road (SR 1300) serves as one of the primary connectors between Highway 29 and Highway 49 for Harrisburg travelers, and is labeled as “needs improvement” in the CRMPO CTP. It sees heavy traffic counts from daily commuters and becomes congested during events at Charlotte Motor Speedway. A second north to south connector in Caldwell Road Extension will alleviate some of the congestion seen on Morehead Road.

AADT values from the NCDOT traffic Volume Maps for the adjacent existing facilities are included below:

<u>Route</u>	<u>Description</u>	<u>2020 AADT</u>
SR 1173 (Caldwell Rd)	South of NC 49	7,100
SR 1300 (Morehead Rd)	South of US 29	12,500
NC 49	West of SR 1173	30,500
NC 49	East of SR 1173	30,000
US 29	West of Morehead Rd	17,500

As stated in the Morehead West Area Plan, Caldwell Road Extension is a proposed collector roadway providing access to proposed residential and commercial development in the currently undeveloped area between NC 49 and US 29. Once all phases are built out, Caldwell Road Ext will provide access to mixed-use, multi-family residential, single family residential, as well as office/light industrial development. An excerpt from the MWAP, a map showing future land use along the Proposed Caldwell Road Extension Corridor, is provided in Appendix E. Phase one would allow for the immediate impact of mixed-use development off NC 49 along Caldwell Road Extension.

- 5. Quantifiable measures for effectiveness in addressing congestion through innovative or multimodal approaches/applications. (Reduces single occupant vehicle use – 10 points; Reduces peak hour congestion volume – 5 points; Improves travel time on corridor – 1 point)**

This project will significantly reduce peak hour congestion volume and improve travel time on Morehead Road by providing an additional North-South Connection between Highway 49 and Highway 29. Traffic will be able to utilize the proposed corridor as opposed to Morehead Road.

- 6. Connectivity measures for linking other modes. (0 to 10 points)**

The Town of Harrisburg desires to install a greenway along Mallard Creek from the confluence of Mallard Creek and Rocky River to the Cabarrus County line. Once completed, the proposed multi-use path along Caldwell Road Extension will provide a pedestrian connection to the future Mallard Creek Greenway. See Appendix F for a copy of the Proposed Pedestrian Network from the Comprehensive Bike, Pedestrian, & Greenway Master Plan adopted by the Town in June 2015.



Bonus Points

- A. Funding - Commitment to amounts higher than the 20 percent local match may result in higher assigned points depending on the percent to complete. Sliding scale for each additional 10 percent local match. (5 points)**

Harrisburg is committing to a local funds match of 20% at this time, as stated on the Town Council resolution in support of an application for STBG funding in Appendix D.

- B. Geographic equity – Projects serving populations less than 20k. (5 points)**

The most recent census performed by the US census Bureau, dated as April 1, 2020, estimates the population of Harrisburg as 18,967. An excerpt from the US Census Bureau information can be found in Appendix G.

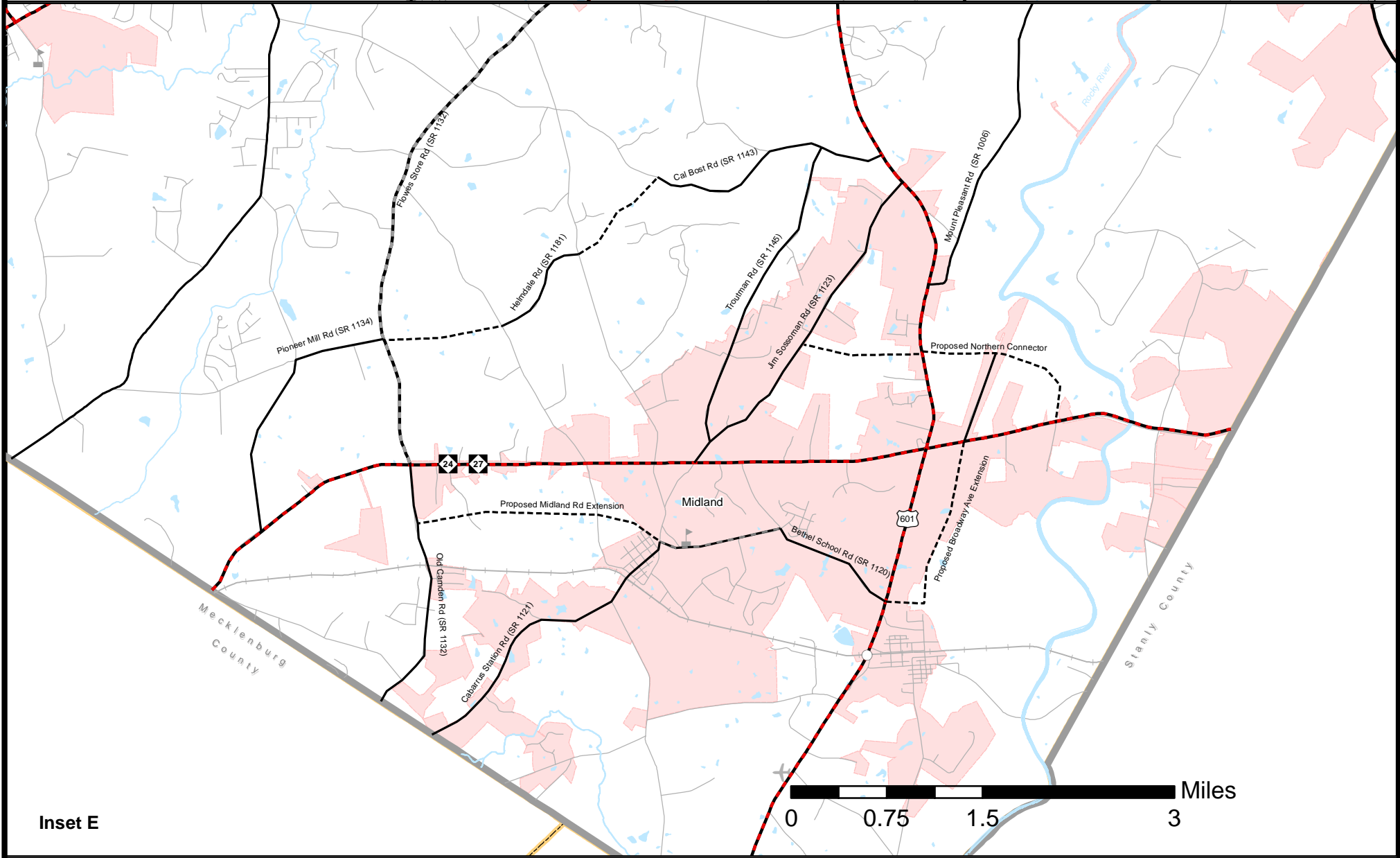
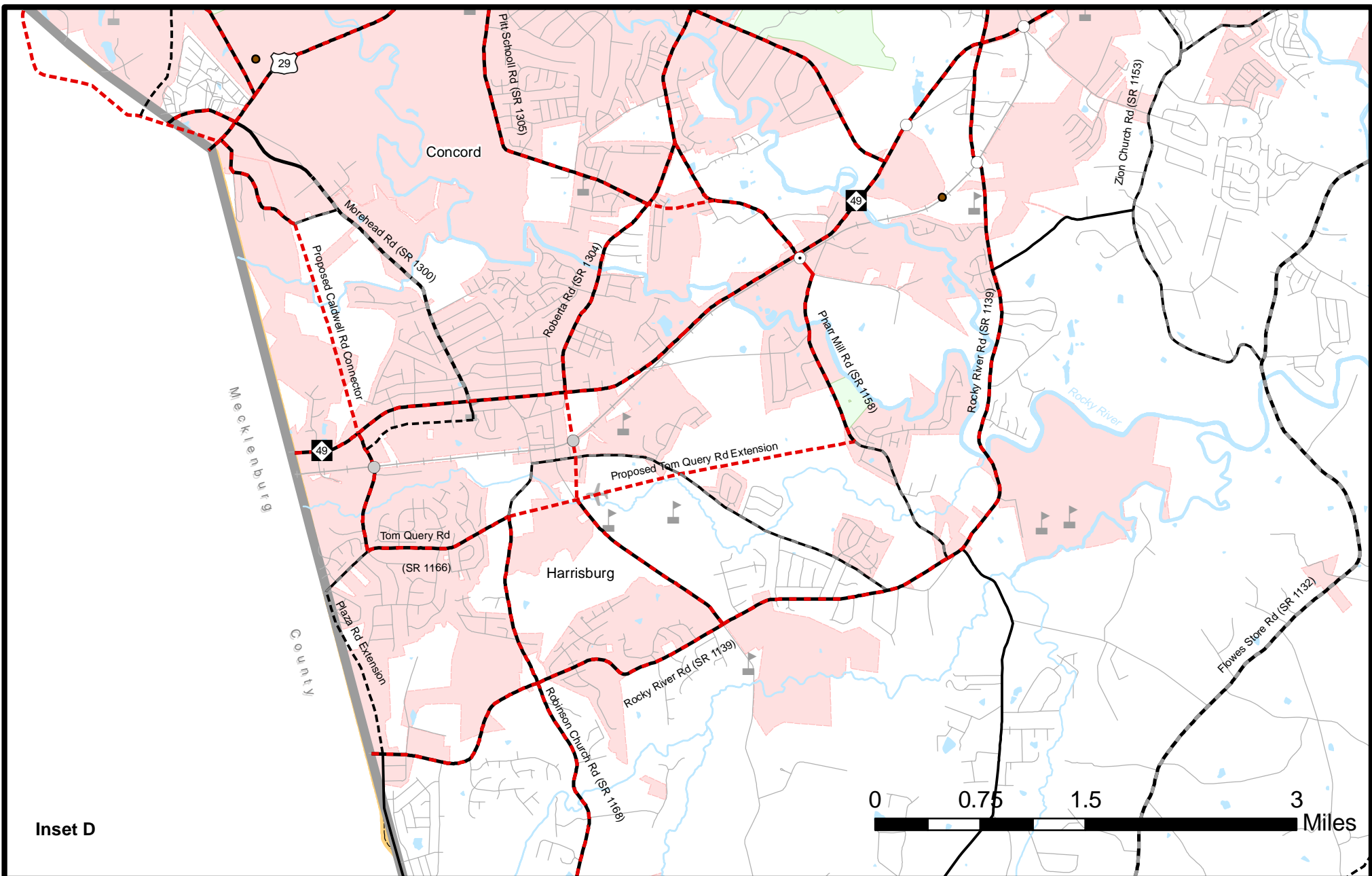
- C. Innovation - Projects will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility. (5 points)**

The proposed Caldwell Road Extension will include design elements that have been shown to provide better future ROW management for major collectors, such as limited drive access points, a divided median, and a multi-use walking trail.

- D. Progress - Bonus Points will be assigned for shovel ready projects with completed preliminary design, permitting, etc. (5 points)**

The feasibility study conducted in 2020 laid the foundation for the future Caldwell Road Extension Project. This study assessed existing conditions in the Morehead West Area, investigated potential alignments, identified stream impacts, evaluated earthwork requirements, determined constructability, and developed preliminary conceptual cost estimates. The next steps for the project are to solicit a qualified engineering firm to complete a detailed design of Phase 1, obtain all necessary permits, and bid for construction.

Appendix A – CRMPO CTP Highway Map



Freeways	Other Major Thoroughfares
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Expressways	Minor Thoroughfares
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Boulevards	Existing Interchange
Existing	Proposed Interchange
Needs Improvement	Interchange Needs Improvement
Recommended	Existing Grade Separation
	Proposed Grade Separation

Sheet 2D of 5
 Base map date: February 19, 2020
 Refer to CTP document for more details

Highway Map
Insets D & E
Cabarrus-Rowan
MPO
AMENDED
Cabarrus Rowan Metropolitan
Planning Organization
North Carolina
Comprehensive
Transportation Plan
 Plan date: September 26, 2016
 Revision date: March 26, 2019
 Revision 2 date: March 10, 2020

Appendix B – Caldwell Road Crash Analysis

CALDWELL ROAD CRASH ANALYSIS MEMORANDUM

Date: July 23, 2020

To: Town of Harrisburg

From: Shreyas Bharadwaj, P.E., PTOE
RK&K, LLP

Subject: Caldwell Road Extension from NC 49 to US 29
Crash Analysis
Mecklenburg/ Cabarrus County

The Caldwell Road Extension project will extend Caldwell Road in Harrisburg from its existing intersection with NC 49 to US 29, to improve north-south connectivity in the area. This memorandum presents the crash analysis results based on data provided by the NCDOT Traffic Safety Unit. The analyses were based on a five-year crash history (from March 1, 2015 to February 29, 2020). The analysis was performed for the following study corridors:

1. NC 49 from Ezabella Avenue to D-Stylo Hair Salon Northern Entrance
2. US 29 (Concord Parkway) from Wayhill Drive to 500' northeast of SR 1300 (Morehead Road)

CRASH DATA SUMMARY

Along NC 49, from Ezabella Avenue to D-Stylo Hair Salon Northern Entrance, the total crash rate of **304.64 crashes per 100 million VMT** is higher than the statewide crash rate reported by NCDOT of 298.59 crashes per 100 million VMT for an Urban NC Route with four or more lanes with a continuous left turn lane. During the study period, no fatal crashes were recorded for this segment. Non-fatal, nighttime, and wet pavement crash rates are all lower than the statewide averages. Most crashes (79%) were PDO crashes and non-fatal injury crashes accounted for the other 21%. Rear end (slow or stop) crashes were the most predominant (50%) followed by left turn (different roadways, 17%) crashes. **Figure 1** illustrates the breakdown of crashes by crash severity, crash type, lighting and road conditions while **Table 1** summarizes the crash statistics for the NC 49 segment.

Along US 29, from Wayhill Drive to 500' northeast of Morehead Road, the total crash rate of **214.36 crashes per 100 million VMT** is lower than the statewide crash rate reported by NCDOT of 315.52 crashes per 100 million VMT for an urban US route, divided, with four or more lanes with no access control. During the study period, no fatal crashes were recorded for this segment. Non-fatal, nighttime, and wet pavement crash rates are all lower than the statewide averages. Most crashes (78%) were PDO crashes and non-fatal injury crashes accounted for the other 22%. Rear end (slow or stop) crashes were the most predominant (26%), followed by side swipe (same direction, 23%) crashes. **Figure 2** illustrates the breakdown of crashes by crash severity, crash type, lighting, and road conditions while **Table 2** provides other relevant crash statistics for the US 29 segment.

Figure 1. Crash Statistics for NC 49 Corridor

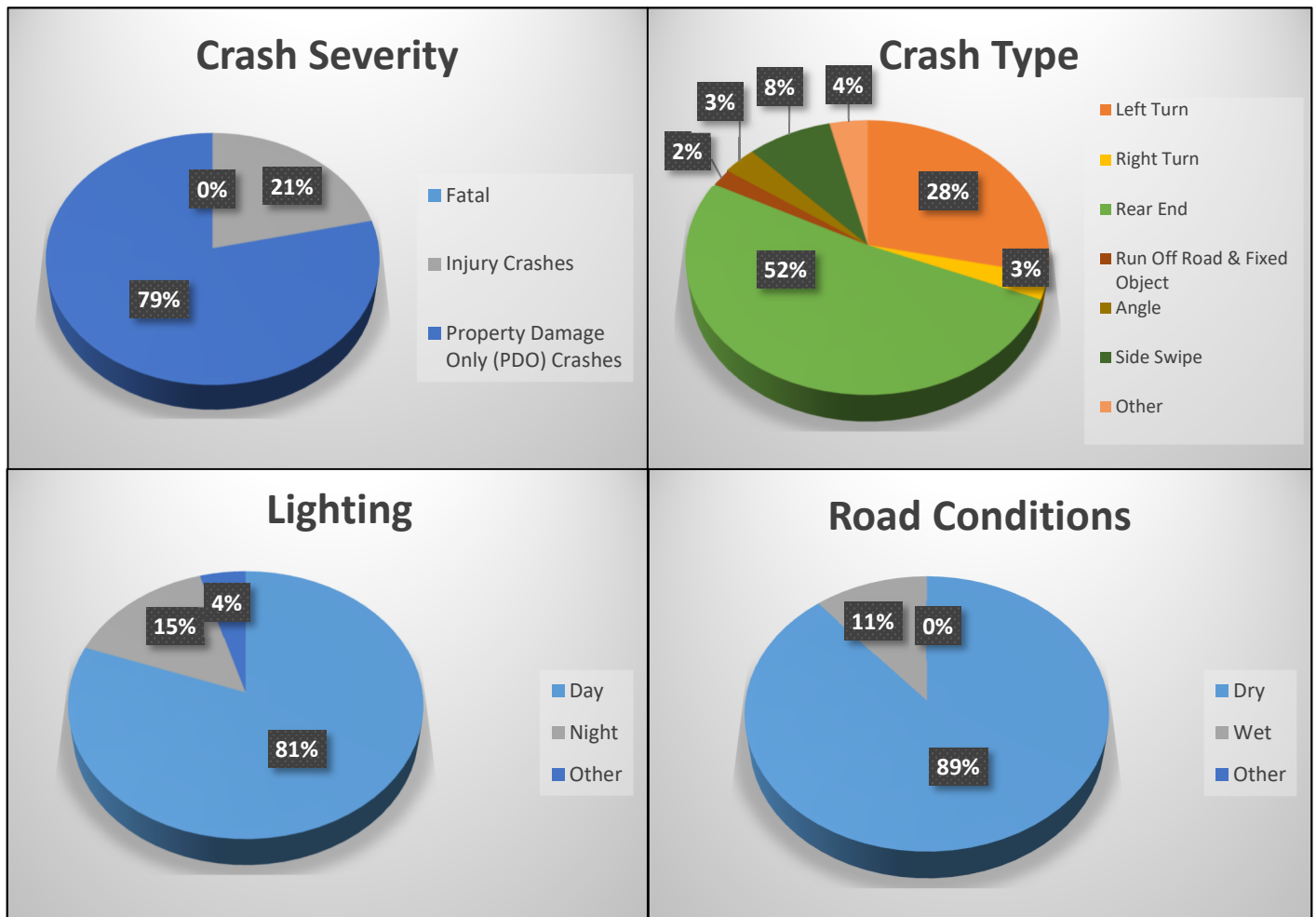


Table 1. Crash Analysis for NC 49 Corridor

Location: NC 49 from Ezabella Ave to D-Stylo Hair Salon Northern Entrance								
Category	Type	Number of Crashes						
		2015	2016	2017	2018	2019	2020	Total
Crash Severity	Fatal	0	0	0	0	0	0	0
	Injury Crashes	6	15	10	12	7	2	52
	Property Damage Only (PDO) Crashes	23	40	48	42	34	4	191
	Total	29	55	58	54	41	6	243
Crash Type	Left Turn	6	12	18	18	14	1	69
	Right Turn	1	0	2	1	2	1	7
	Rear End	16	31	31	23	20	4	125
	Run Off Road & Fixed Object	1	3	1	0	0	0	5
	Angle	3	1	1	3	0	0	8
	Side Swipe	1	5	3	6	5	0	20
	Other	1	3	2	3	0	0	9
	Total	29	55	58	54	41	6	243
Lighting	Day	196						
	Night	36						
	Other	11						
	Total	243						
Road Conditions	Dry	216						
	Wet	27						
	Other	0						
	Total	243						
Alcohol/ Drugs Involvement Crashes	Under Influence	5						
	Not Under Influence	238						
	Total	243						
Other Statistics	Annual ADT	37,000						
	Total Vehicle Exposure	79.77 (Million Vehicle Miles Travelled)						
	Equivalent PDO Rate*	872.79						
	Severity Index	2.87						
	Equivalent PDO Crash Index	696.2						
	Estimated Property Damage Total	\$1,499,112						
	Crash Rates		Segment		Statewide**		Critical Rate**	
	Total Crash Rate*		304.64		298.59		337.14	
	Fatal Crash Rate*		0.00		1.18		4.19	
	Non-Fatal Crash Rate*		65.19		84.87		105.71	
	Night Crash Rate*		45.13		56.99		74.18	
	Wet Crash Rate*		33.85		46.85		62.50	

*Per 100 Million Vehicle Miles
 ** Based on crash rates for Urban NC Route with four or more lanes with a continuous left turn lane

Figure 2. Crash Statistics for US 29 Corridor

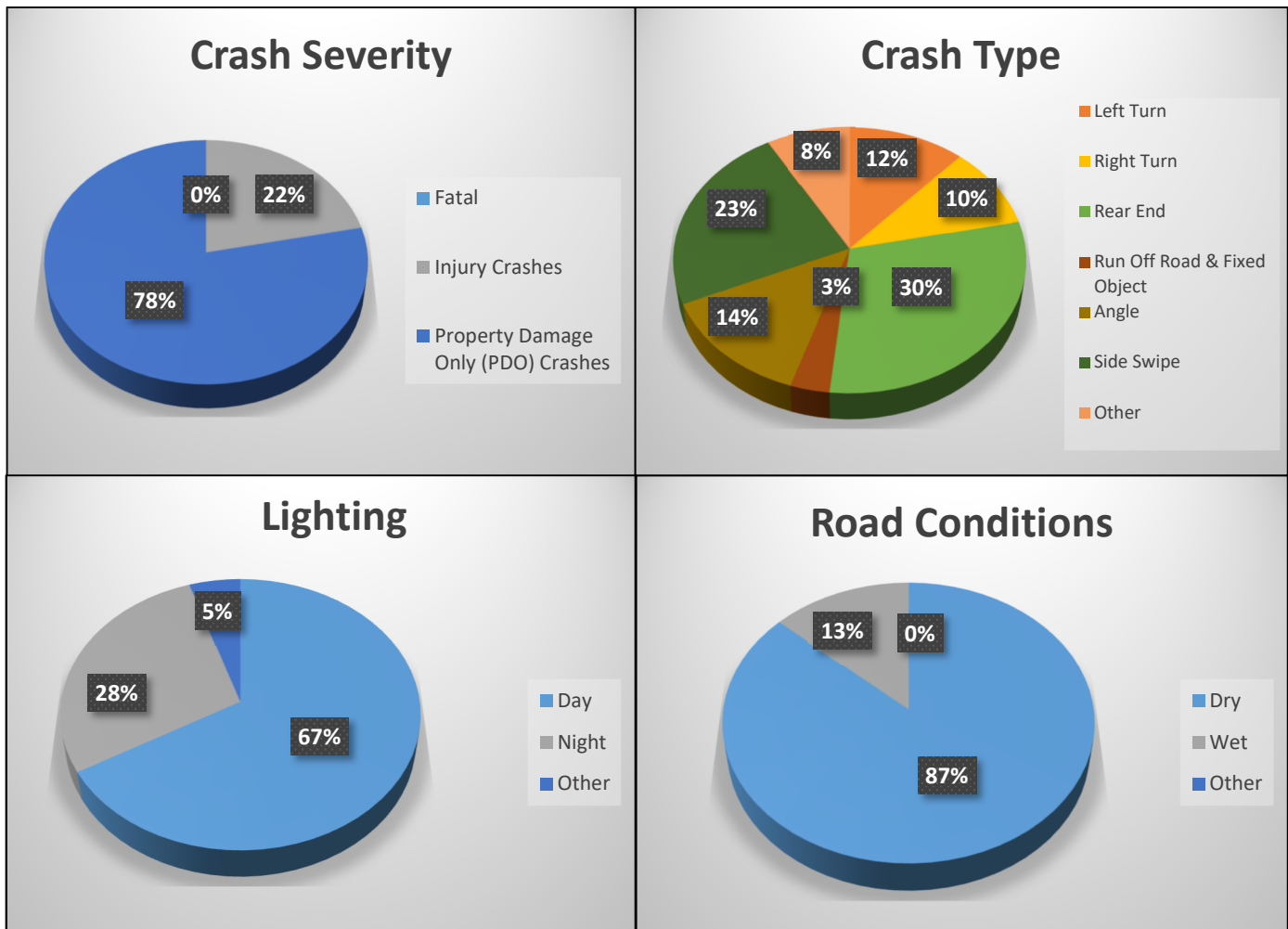


Table 2. Crash Analysis for US 29 Corridor

Location: US 29 from Wayhill Drive to North of Morehead Road								
Category	Type	Number of Crashes						
		2015	2016	2017	2018	2019	2020	Total
Crash Severity	Fatal	0	0	0	0	0	0	0
	Injury Crashes	1	2	5	4	1	0	13
	Property Damage Only (PDO) Crashes	10	11	10	8	8	0	47
	Total	11	13	15	12	9	0	60
Crash Type	Left Turn	1	0	4	1	1	0	7
	Right Turn	1	2	1	1	1	0	6
	Rear End	3	7	2	4	2	0	18
	Run Off Road & Fixed Object	0	0	2	0	0	0	2
	Angle	4	1	0	1	2	0	8
	Side Swipe	1	3	4	4	2	0	14
	Other	1	0	2	1	1	0	5
	Total	11	13	15	12	9	0	60
Lighting	Day	40						
	Night	17						
	Other	3						
	Total	60						
Road Conditions	Dry	52						
	Wet	8						
	Other	0						
	Total	60						
Alcohol/ Drugs Involvement Crashes	Under Influence	2						
	Not Under Influence	58						
	Total	60						
Other Statistics	Annual ADT	22,300						
	Total Vehicle Exposure	27.99 (Million Vehicle Miles Travelled)						
	Equivalent PDO Rate*	558.06						
	Severity Index	2.6						
	Equivalent PDO Crash Index	156.2						
	Estimated Property Damage Total	\$287,050						
	Crash Rates		Segment		Statewide**		Critical Rate**	
	Total Crash Rate*		214.36		315.52		383.11	
	Fatal Crash Rate*		0.00		0.92		6.26	
	Non-Fatal Crash Rate*		46.45		88.03		124.58	
	Night Crash Rate*		60.74		67.01		99.12	
	Wet Crash Rate*		28.58		48.41		75.97	

*Per 100 Million Vehicle Miles

** Based on crash rates for Urban US route, divided, with four or more lanes with no access control

INFERENCES AND RECOMMENDATIONS

Along NC 49 between Ezabella Avenue to D-Stylo Hair Salon Northern Entrance, the presence of multiple driveways coupled with a lack of exclusive right turn lanes and the presence of multiple signalized intersections are the likely causes for rear-end crashes, which is the predominant crash type accounting for 50% of all crashes. Exclusive right turn lanes (wherever feasible), consolidation of access points and improving progression through the signalized intersections are some of the potential mitigation measures to improve traffic safety.

Based on the crash data for the US 29 corridor between Wayhill Drive to 500' northeast of Morehead Road, the crash rates (total, fatal and non-fatal) are lower than the statewide averages. Recommendations to further enhance traffic safety will follow the findings from the operational analysis.

Appendix C – Town Adoption of Morehead West Area Plan

**TOWN OF HARRISBURG, NORTH CAROLINA
TOWN COUNCIL MEETING
MONDAY, APRIL 10, 2017
6:00 PM**

MINUTES

1A.

CALL TO ORDER

Mayor Steve Sciascia called the meeting to order and the Town Clerk conducted the roll call.

PRESENT: Mayor Steve Sciascia, Mayor Pro-Tem Benita Conrad (arrived 6:05 pm), Councilmen Chad Baucom, Jeff Phillips, Christopher Barfield, John Booth, Ron Smith, Rick Russo

1B.

INVOCATION

David Henderson from Venture Church conducted the invocation.

1C.

PLEDGE OF ALLEGIANCE

1D.

SPECIAL PRESENTATIONS

1. Special Recognition - Citizen's Academy. Mayor Sciascia and the Town Council congratulated graduating members of the Town's first Citizen's Academy and presented them with plaques.
2. Recognition of Hickory Ridge High School Athletics – Proclamation honoring Hickory Ridge High School Women's Basketball, Volleyball, Men's Soccer and Wrestling.
3. Parks and Recreation Advisory Board Recognition. Recognition of Parks and Recreation Program Manager, Shawn Marble by the Advisory Board.
4. Alcohol Awareness Month Proclamation.
5. Partnership for crime victims. New organization in the Cabarrus, Rowan area. Making sure that victims of crime are supported following the incident. Want to make sure that residents know help is available through this organization.

1E.

AGENDA CHANGES

- Move Item 2B to New Business as Item 6E.
- Add Item 6D, New Business – Sign Ordinance Discussion.
- Move Item 6B to Closed Session.

MOTION:

Councilman Russo made a motion to approve the proposed agenda changes with a second from Councilman Barfield. **The motion passed 7-0.**

1F.

PUBLIC COMMENT

- Chad Little, Niblock Homes – sign ordinance – recently received a sign citation.

- Neal Carter, Pastor of Rocky River Presbyterian Church – sign ordinance – need to try to work out something so that they can keep their signs.
- David Henderson, Pastor of Venture Church – sign ordinance – signage vital for them as they are currently a mobile church.
- Mike Landrum – sign ordinance – signage very important to all the churches.
- John Cashwell, Pastor of Providence Baptist Church – sign ordinance – also speaking about the importance of signage to the churches.
- John Meeks, 10490 Hickory Ridge Road, owner of Apple Blossom Energy – also speaking about the importance of signage.

2.

CONSENT AGENDA

- A. Consider the minutes of the March 13, 2017 Town Council Meeting.
- B. Site specific Master Plan services for Harrisburg Park.
- C. Parks and Recreation office construction contract.
- D. Advisory Board vacancy.
- E. Set public hearing for voluntary annexation – Hickory Ridge Middle and High Schools.
- F. Resolution to approve Pre-Qualification Policy for the Town.

MOTION:

Councilman Baucom made a motion to approve the Consent Agenda with the exception of Item 2D, which has been moved to New Business, with a second from Mayor Pro-Tem Conrad. **The motion passed 7-0.**

3A.

COMMUNICATIONS

TOWN MANAGER'S REPORT

- Encouraged everyone to attend the upcoming budget meeting on Wednesday, April 12 at 6:00 pm.
- Responding to some concerns from the last council meeting concerning speeding on Parallel Drive. Staff had the sheriff's Department do some stealth monitoring on the road for 4 days, a Friday through Tuesday time period. The analysis showed an average of 28 mph overall, with a traffic count of approximately 4000 vehicles going through there. Councilman Smith asked that we monitor again for a longer time period to spot any trends, and Councilman Baucom asked that we place the monitor on different places along this road as well to get more data.

3B.

COMMUNICATIONS

MAYOR'S COMMENTS

- I Love My City coming up April 28-30. Great time to sign up for volunteer projects around the community such as picking up trash, raking leaves, etc. There is more information on our website so anyone who is interested in getting involved can take a look at that and sign up.

3C.

COMMUNICATIONS

COUNCIL'S COMMENTS

Councilman Smith

- Thanked Town Manager Haynes Brigman and Public Works Director Tom Polito for their response to some recent issues he brought to them concerning tall grass, broken sidewalk, guard rail issue, etc. Tom's crew responded within 24 hours. Also thanked Planning Director Josh Watkins for all of his help recently with developers.
- Asked Haynes Brigman to give an overview of the budget process for the audience. Mr. Brigman addressed the audience and gave a short explanation of the budget process.

4A.

PUBLIC HEARING

Morehead West Small Area Plan. Josh Watkins, Planning Director, presented the background information. The Town of Harrisburg has joined with Cabarrus County to work with Nealon Planning, LandDesign Inc., and VHB Consulting to evaluate the western most portion of town, roughly between NC HWY 29, NC HWY 49, the County line, and Morehead Road. This area has been under consideration several times over the years for potential development, but so far, none of those plans have come to fruition. After having an economic development analysis by Rose and Associates in 2015, this area was one of three areas in the Town that were specified for further analysis. At that time, staff set out to have a Small Area Plan completed for this area; specifically, an analysis of the area that would take into consideration traffic concerns, utility availability, and economic development needs as identified in the Rose and Associates report. Furthermore, with the site being in such close proximity to the Charlotte Motor Speedway, and a majority of the land in the study area being owned by companies controlled by the Speedway, taking a close look at the future plans of the Speedway was a major component of the plan.

If this plan is approved, staff will then move forward with administrative rezonings as laid out in the Plan. The Planning and Zoning Board reviewed this draft plan and unanimously recommended approval at their regular meeting in March. Staff is also recommending approval.

Meg Nealon gave a presentation of the Morehead West Small Area Plan.

The public hearing was opened.

Speaking:

- John Meeks, 10490 Hickory Ridge Road, Harrisburg – questions about public awareness of the plan
- Tim Hagler, 7759 Woodmere, Harrisburg – representing the Speedway – for
- Walter Fields, 1919 South Blvd., Charlotte – also representing the Speedway – suggesting several changes to the plan

The public hearing was then closed.

After much discussion, the following action was taken:

MOTION:

Councilman Phillips made a motion to approve the Morehead West Small Area Plan. No second was made at this time.

MOTION:

Councilman Smith made a motion to defer consideration of the Morehead West Small Area Plan for 30 days. Second was made by Councilman Barfield. **The motion failed 2-5 (Councilmen Russo, Baucom, Phillips, Booth, and Mayor Pro-Tem Conrad voting against).**

The original motion was then amended and discussed and a vote was taken:

MOTION:

Councilman Phillips made a motion to approve the Morehead West Small Area Plan with the following changes: add a phrase in the text regarding Area B in both the Vision section and the Recommendations section – “nonresidential uses, similar to those described for Area A”; and do not limit the feasibility study to just the 2 alignments shown. Second was made by Mayor Pro-Tem Conrad. **The motion passed 5-2 (Councilmen Barfield and Smith voting against).**

Meeting was recessed for 5 minutes, then reconvened.

4B.

PUBLIC HEARING

Voluntary contiguous annexation request – Caldwell Townhomes. Josh Watkins, Planning Director, presented the background information. Staff has received a voluntary contiguous annexation application for the parcels associated with the Caldwell Townhomes rezoning petition. As part of the rezoning process, the applicant understood that annexing this parcel into the Town of Harrisburg would require them to tap into the water and sewer utilities for this development. At the March Town Council meeting, the Council set a public hearing to consider this voluntary contiguous annexation request for April 10, 2017. However, the rezoning request will not reach Town Council until May 8, 2017. So that the annexation can run concurrently with the rezoning request, staff recommends that the Town Council open the public hearing and continue it until the May 8, 2017 meeting.

The public hearing was opened.
Speaking: none

MOTION:

Councilman Baucom made a motion to defer consideration of the annexation request for Caldwell Townhomes until May 8, 2017. Second was made by Councilman Booth. **The motion passed 7-0.**

4C.

PUBLIC HEARING

H2017-03 (T) – Cluster Box Unit Parking. Josh Watkins presented the background information. Staff has written a text amendment that creates guidelines in Table 8.6-1 for the required amount of parking for cluster mailbox units. All required parking will be temporary, on-street parking and will be determined by the amount of mailboxes in a cluster unit. By creating these guidelines, the Town can assure that the residents of a subdivision can have a safe, convenient way to get their mail without causing traffic issues with the rest of the subdivision. The Planning and Zoning Board reviewed this request at their regular meeting in March, and unanimously recommended approval of this request to the Town Council. Staff is also recommending approval.

The public hearing was opened.
Speaking: none
The public hearing was then closed.

After some discussion, the following action was taken:

MOTION:

Councilman Barfield made a motion to approve H2017-03 (T) with a second from Mayor Pro-Tem Conrad. **The motion passed 7-0.**

4D

PUBLIC HEARING

Consideration of the purchase contract for the second floor of Town Hall, the related financing agreement, per N.C.G.S. 160A-20 and adoption of a resolution authorizing the filing of an application for approval of a financing agreement authorized by N.C.G.S. 160A-20. Lee Connor, Assistant Town Manager/Finance Director, presented the background information. In March 2017, Town Council approved the purchase and related purchase contract for the second floor of Town Hall. RFPs were sent for financing relating to this project. BNC Bank was the lowest proposal at 2.96% over 15 years. Due to the relationship with becoming a lessor to the YMCA, the interest rate will be a taxable rate of interest. Along with approving the financial institution and the related installment financing contract, is also the Town Council's authorization for Town staff to submit the financing application to the Local Government Commission for approval. Staff recommends approved of the financing arrangement with BNC Bank in the amount of \$2,000,000 for a period of 15 at 2.96% interest, approval of the attached installment financing contract and authorization of staff to submit the financing application to the Local Government Commission.

After some discussion, the following action was taken:

MOTION:

Councilman Russo made a motion to approve the financing arrangement with BNC Bank in the amount of \$2,000,000 for a period of 15 at 2.96% interest, as well as the attached installment financing contract, approve the resolution to authorize staff to submit the financing application to the Local Government Commission, and approve the Deed of Trust. Second was made by Mayor Pro-Tem Conrad. **The motion passed 7-0.**

4E.

PUBLIC HEARING

H2017-01 (R) – Request to rezone approximately 57.01 acres from RM-1, Medium Density Residential District, to CZ-RL, Residential Low Density-Conditional Zoning District. Josh Watkins presented the background information. John Maxwell with Ashworth Development Company has submitted a rezoning request to rezone approximately 57.01 acres off Blackwelder Road and Lakeland Drive for a 58-lot single-family residential development. The proposed development request includes an Innovative Development request for an alternate street cross section consisting of a ditch section rather than the traditional curb and gutter section. Also, the applicant is proposing to remove the sidewalk from all streets within the development. Additionally, there are two streams and a pond on the site that are not adequately buffered per Article 4 of the UDO; providing the required buffers would remove a large section of lots and alter the street network. Also, the active open space shown is incorrect, as it includes several portions of the site that the ordinance does not allow in active open space calculations. Greenway improvements along Rocky River Road have also not been shown on the site plan. Finally, several lots shown on the site plan do not meet the minimum size requirements of the RL, Residential Low Density district.

The Planning and Zoning Board considered this request at their regular meeting in March, and voted unanimously to recommend denial of this request to the Town Council. Mr. Maxwell has submitted a letter to staff asking that the Town Council defer this item, to give the applicant time to revise the site plan and get feedback from the US Army Corps of Engineers regarding the streams on site. Staff is also recommending that Town Council defer this item.

After some discussion, the following action was taken:

MOTION:

Councilman Baucom made a motion to defer H2017-01 (R) with a second from Councilman Barfield. **The motion passed 7-0.**

5A.

OLD BUSINESS

None

Mayor Sciascia moved Item 6D for discussion in front of Item 6A.

6D.

NEW BUSINESS

Sign Ordinance Discussion. Josh Watkins presented information concerning allowed/prohibited signage from Article 12 of the UDO. Discussion was held concerning the current sign ordinance and ideas for potential changes were presented. Haynes Brigman, Rich Koch, and Josh Watkins all cautioned that whatever the Town decides to do with this ordinance, all changes must meet the legal standards required by the US Supreme Court decision on Reed vs. Gilbert. After much discussion, staff was directed to continue to investigate the options, hold some public meetings to get input from the public, and attend an HBA meeting to speak with the businesses about this as well. Further information will be brought back to Council for review and discussion. Haynes Brigman asked all Council members to send him their individual vision of what they would like the ordinance to look like.

6A.

NEW BUSINESS

Contract-Bid for Restroom/Shelter at Harrisburg Park, by the Old Post Office. Daniel Stines, Parks and Recreation Director, presented the background information. Bid and detail for the construction of 40'x24' Shelter/Restroom combo at Harrisburg Park by the Old Post Office. All construction and designs will be constructed as "period correct" to match surrounding historic structures. The lowest bid comes in on target with budget estimates by Town staff, and in line with what was approved during the March 2017 Town Council meeting. Due to time constraints, and bid closing, the enclosed contract has not been edited or reviewed by legal staff or the Town Manager at this time. For timing purposes, staff is seeking approval of the proposed contract, contingent upon approval by legal counsel and the Town Manager. If there are any material changes to the contract, it will be resubmitted to Town Council for approval. Staff does not expect any issues, but wishes to expedite the construction process for completion by the end of the fiscal year.

After some discussion, the following action was taken:

MOTION:

Councilman Barfield made a motion to approve the proposed contract for the Restroom/Shelter at Harrisburg Park, contingent upon approval by legal counsel and the Town Manager. Second was made by Jeff Phillips. **The motion passed 7-0.**

6B.

NEW BUSINESS

Property Condemnation – Pump Station. This item moved to Closed Session.

6C.

NEW BUSINESS

Consider approval of contract for Huntwick pump station. Rob Donham, Town Engineer, presented the background information. Council approved a budget amount of \$300,000 for the Huntwick pump station decommissioning with the FY2017 budget. Bids were solicited and the low bid was \$260,800 from Landsdown Earth & Pipe, Inc. Due to time constraints, and bid closing, the proposed contract has not been reviewed by legal staff and the Town Manager at this time. For timing purposes, staff is seeking approval of the proposed contract, contingent upon approval by legal counsel and the Town Manager. If there are any material changes to the contract, it will be resubmitted to Town Council for approval. Staff does not expect any issues, but wishes to expedite the construction process for completion by the end of the fiscal year. Staff recommends approval of this contract for \$260,800 and authorization of the Town Manager to properly execute the contract upon the above criteria.

After some discussion, the following action was taken:

MOTION:

Councilman Russo made a motion to approve the proposed contract for the decommissioning of the Huntwick pump station at Harrisburg Park, contingent upon approval by legal counsel and the Town Manager. Second was made by Baucom. **The motion passed 7-0.**

6E.

NEW BUSINESS

Parks and Recreation Advisory Board Vacancy. The Parks and Recreation Advisory Board has two recommendations for Council to review to fill the current Board vacancy. The recommendations are Quero DeSouza (Primary) and Johnathon Hill. DeSouza has been a member of the community for 16 years, has coached soccer for Parks and Recreation and has a vested interest in offering something back to the community. DeSouza's recommendation from the Advisory Board has staff support given his experience with the Department, skills in project management, finance, legal and other experiences as well as his vested interest. Additionally, DeSouza is retired, lending ample time to serve on the Board. After some discussion, Council

directed staff to make sure that the appointment of either candidate meets the requirements of the by-laws of the Advisory Board, and then allow the Parks and Recreation Advisory Board to move forward with the candidate they feel is best. To that end, the following action was taken:

MOTION:

Councilman Baucom made a motion to approve the Parks and Recreation Advisory Board's preferred candidate, contingent upon meeting the requirements in the by-laws of the Board. Second was made by Mayor Pro-Tem Conrad. **The motion passed 7-0.**

7.

ACTION ITEMS

None

8.

CLOSED SESSION

MOTION:

Councilman Baucom made a motion to go into Closed Session to consult with the attorney in order to preserve the attorney-client privilege with a second from Councilman Booth. **The motion passed 7-0.**

Upon returning from Closed Session the following action was taken:

MOTION:


Councilman Baucom made a motion to come out of Closed Session and return to regular business. Second was made by Councilman Russo. **The motion passed 7-0.**

12.


ADJOURNMENT

MOTION:

There being no further business, Councilman Baucom made a motion to adjourn the meeting with a second from Councilman Russo. **The motion passed 7-0.**


Steve Sciascia, Mayor

ATTEST:


Janet Rackley, Town Clerk





PROCLAMATION

Honoring Harrisburg Hickory Ridge High School Women's Basketball, Volleyball, Men's Soccer and Wrestling

WHEREAS, Harrisburg Hickory Ridge High School Women's Basketball finished the season 31-1 including 31 consecutive wins; SPC Regular Season and tournament champions, 3A Western Regional Champions, and 3A State Runner-Up (first appearance in state championship game in a team-sport for HRHS) under the leadership of Coach Tolonda Simmons; and

WHEREAS, Wrestling won the SPC Regular Season and back-to-back Tournament Champions; 3A Midwest Regional Runner-Up; 3A Individual Team State Runner-Ups for 2nd straight year; Tyler Gregor - Second consecutive individual state championship under the leadership of Coach Eric Rees; and

WHEREAS, Women's Volleyball finished 21-7, second place in the SPC; and advanced to 3rd round of State Playoffs for the first time under the leadership of Coach Sean Noble; and

WHEREAS, Men's Soccer advanced to 2nd round of state playoffs for first time under the leadership of Coach Patti Chason;

NOW, THEREFORE, BE IT PROCLAIMED by the Harrisburg Town Council that we acknowledge the talents, skills, teamwork, sportsmanship and success of the Harrisburg Hickory Ridge High School teams; and on behalf of our citizens, we do hereby extend this expression of our pride in these prestigious milestones and wish them well in their future endeavors.

This the 10th day of April, 2017.

Steven J. Sciascia, Mayor

ATTEST:

Janet Rackley, Town Clerk





Alcohol Awareness Month Proclamation

Whereas, since 1987, the National Council of Alcoholism and Drug Dependence (NCADD) has sponsored Alcohol Awareness Month to increase public awareness, reduce stigma and encourage local communities to focus on alcoholism and alcohol-related issues; and

Whereas, adolescence is a time of heightened risk-taking and as alcohol and drugs enter the picture, parents should take an active role in learning about alcohol and drugs and helping their kids do the same; and

Whereas, alcohol use by young people is extremely dangerous – both to themselves and society, and is directly associated with traffic fatalities, violence, suicide, educational failure, alcohol overdose, unsafe sex, and other problem behaviors; and

Whereas, reducing underage drinking is critical to securing a healthy future for America’s youth and requires a cooperative effort from parents, schools, community organizations, business leaders, government agencies, the entertainment industry, alcohol manufacturers/retailers and young people; and

Whereas, although it can be daunting to talk with children about drinking and drug use, research has shown that kids who have conversations with their parents and learn a lot about the dangers of alcohol and drug use are 50% less likely to use these substances than those who don’t have such conversations; and

Whereas, this year’s theme “Connecting the Dots: Opportunities for Recovery” is designed to draw attention to the many opportunities individuals, families, and communities have to help prevent teen alcohol abuse. Reducing underage drinking is critical to securing a healthy future for America’s youth and in a society that continually promotes alcohol and drug use at every level, the need is great to provide education on the dangers of alcohol and/or drug abuse for children and to connect the dots that can lead to recovery; and

Whereas, the Town of Harrisburg is committed to raising public awareness about the use of alcohol and how it may be affecting individuals, families and the community;

Therefore I, Steven J. Sciascia, Mayor of the Town of Harrisburg, North Carolina, do hereby proclaim the month of April, 2017 as

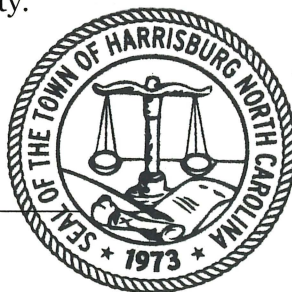
Alcohol Awareness Month

and remind citizens that together we can make a difference by taking action to prevent alcohol abuse, both at home and in our community.

This the 10th day of April, 2017.

ATTEST:

Janet Rackley, Town Clerk



Steven J. Sciascia, Mayor

**RESOLUTION IMPLEMENTING A PRE-QUALIFICATION POLICY FOR
THE TOWN OF HARRISBURG**

WHEREAS, the Town of Harrisburg wishes to implement a pre-qualification policy for construction work related to Town facilities;

WHEREAS, N.C. General Statute 143-135.8 provides authorization for the prequalification of bidders on construction and repair projects.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Harrisburg that the Town's Pre-Qualification Policy shall read as follows:

Prequalification of Bidders for Construction Projects:

I. Purpose:

The purpose of this prequalification process is to impartially evaluate a contractor, and to properly determine by its responsible business practices, work experience, manpower, and equipment that it is qualified to bid on a construction project, including prime contracts awarded by construction managers pursuant to the Construction Manager at Risk ("CM at Risk") process. The award of contracts should be the result of open competition in bidding; impartiality in the selection of contractors; integrity in business practices; and skillful and safe performance of public contracts.

II. Policy:

Prequalification is not required for all capital improvement projects.

The Bid Agent shall be responsible for prequalifying individual contractors to bid on construction projects when the Town believes prequalification is preferred. Prequalification is limited to construction or repair projects (regardless of cost) that are bid under the single- prime, separate-prime (multi-prime), or dual bidding methods. A bidder shall be deemed nonresponsive if it submits a bid on a construction project subject to prequalification for which it has not been accepted for prequalification in accordance with this policy.

Prequalification is prohibited for contracts for architectural, engineering, surveying, construction management at risk services, design-build services, and public-private partnership construction services.

The Construction Manager at Risk shall use the process outlined in this policy for the prequalification of contractors on CM at Risk projects. The construction manager and the Town shall jointly develop the assessment tool and criteria for each CM at Risk project, including the prequalification scoring values and minimum requirement score.

Notwithstanding the fact that a contractor was prequalified, the Town reserves the right to reject a contractor's bid if it is determined that the contractor has not submitted the lowest responsible and responsive bid. The prequalification of the contractor shall not preclude the Town from subsequently concluding that the contractor is not a responsible bidder pursuant to G.S. 143-129. The prequalification of a contractor for a project shall only apply to the individual project. All construction and repair contracts shall be awarded to the lowest responsive and responsible bidder, taking into consideration quality, performance, and the time specified in the bids for the performance of the contract.

III. Organizations Affected:

All Departments/Divisions

IV. Definitions:

Bid Agent – Person assigned the responsibility to prepare the request for qualification, bid, and contract documents, advertise bids and proposals, and open bids for contracts under the direction of the Project Manager. The Bid Agent may be a professional services consultant retained by the Town under an approved contract, a Town engineer or designee, the Purchasing Director, or a department head responsible for the project.

Project Manager – Employee of the department responsible for a construction, repair, or purchasing project requiring a contract who shall be assigned the responsibility for managing the project and representing the department in matters relating to the project.

Construction Manager at Risk – A person, corporation, or entity that provides construction management at risk services. May also be referred to as Construction Manager.

Prequalification - A process of evaluating and determining whether potential bidders have the skill, judgment, integrity, sufficient financial resources, and ability necessary to the faithful performance of a contract for construction or repair work.

Purchasing Director – Person in the General Services Department responsible for the overall conduct or oversight of all procurement activities of the Town.

V. Prequalification Process:

1. Each prospective bidder on contracts identified for prequalification by the Bid Agent

and all CM at Risk projects shall submit an application on the approved prequalification application form in order to become prequalified.

2. The approved prequalification application form will require information to be provided on the ownership of the firm, experience of firm's personnel, any affiliations with other construction firms, bonding capacity, financial resources, the type of work performed by the firm, and other objective criteria rationally related to the particular contract to be awarded.
3. The Bid Agent shall ensure that applications prepared for the projects comply with this policy and State law. The application is to be submitted by the deadline established in the notice of prequalification. The notice must be posted on the Town's website for a minimum of two weeks for any construction project estimated to be \$30,000 or more. The act of submitting the application does not permit the firm to submit a bid. Incomplete applications will be rejected or returned for further detail or correction in the sole discretion of the Town.

VI. Application:

1. The application shall, at a minimum, address the following items:
 - a. **Organizational Structure** – The firm shall provide a list of all owners, officers, partners, or individuals authorized to represent or conduct business for or sign legal documents for the firm. This list must include the full legal name, typed or printed in a clear legible form. Firms experiencing changes in ownership, organizational structure, or material changes in assets must inform the Bid Agent prior to the award of a contract. Failure of the firm to comply with this requirement may result in the termination of any contract awarded by the Town.
 - b. **Classification** – The firm shall indicate the type(s) of work the firm's workforce and equipment normally perform, licensure, and other pertinent information.
 - c. **Experience** – The firm shall furnish a history documenting experience with projects of similar size, scope, or complexity involving the type(s) of work for which prequalification is requested.
 - d. **Financial** – Firms will be required to provide a minimum of one year of complete audited financial statements from the most current period available.
 - e. **Litigation/Claims** – The firm will be required to submit information regarding its litigation history, including litigation with owners and subcontractors.
 - f. **Timeliness** - Firms must provide information on its success at completing projects on time, including the payment of liquidated damages.
 - g. **Capacity** – Firms shall demonstrate sufficient bonding capacity, insurance

and resources for the project. Firms must provide relevant information on the personnel that will be directly responsible for the work, including the location of the office that will be primarily responsible for work.

- h. **Safety** - Firms shall also demonstrate an acceptable safety history. Firms must provide copies of any complaints, safety violations or reports from the North Carolina Qualifications Board, OSHA, or any other regulating agency associated with any construction project.
- i. **Legal Authorization** –The Applicant must provide a copy of their North Carolina Contractor’s License, or provide a statement indicating that they are able to acquire one before submitting a bid on a project. If a statement is required, the Applicant shall identify the states in which they are licensed for this type of work.

VII. Review of Application – Town Bid Projects:

1. **Prequalification Committee** – The Project Manager shall establish a Prequalification Committee for each project to review and score applications submitted by the firms to determine the prequalification eligibility.
2. **Review of Applications** – The Prequalification Committee shall use an objective assessment process and criteria for that specific project. The prequalification criteria shall not require the firm to have previously been awarded a construction or repair project by the Town. The prequalification criteria used by the Prequalification Committee shall include prequalification scoring values and the minimum required score to be prequalified for the project. The Prequalification Committee shall approve or deny the applications in accordance with the prequalification criteria and scoring system.
3. **Notice of Decision** – The firms shall be promptly notified in writing of the Prequalification Committee’s decision via e-mail and first class mail. The notification to a contractor determined not to be prequalified shall include the reason(s) for denial. Notice shall be provided prior to the advertisement of bids for the project and with sufficient time for the firm to protest the denial of prequalification.

VIII. Review of Application – CM at Risk Projects:

1. **Prequalification Committee** - The Construction Manager and the Project Manager shall agree upon the members of the Construction Manager’s Prequalification Committee. The Prequalification Committee will review prequalification applications submitted by the firms and will determine prequalification eligibility for the CM at Risk project.

2. **Review of Applications** – The Prequalification Committee and the Project Manager shall agree upon an objective assessment process. The Construction Manager and the Project Manager shall develop prequalification criteria, including prequalification scoring values and the minimum required score to be prequalified for the project. The prequalification criteria shall not require the firm to have previously been awarded a construction or repair project by the Construction Manager or the Town. The Prequalification Committee shall approve or deny the applications in accordance with the prequalification criteria and scoring system.
3. **Notice of Decision** – The firms shall be promptly notified of the Prequalification Committee's decision via e-mail and first class mail. The notification to a contractor determined not to be prequalified shall include the reason(s) for denial. Notice shall be provided prior to the advertisement of bids for the project and with sufficient time for the firm to protest the denial of prequalification.

IX. Protest Procedure:

1. **Protest Procedure** – The protest procedure is as follows:
 - a. The firm may protest the denial of prequalification. A written protest must be received by the Purchasing Director, or designee, within two business days of notice of denial. The written protest shall clearly identify the project and the Project Manager, clearly articulate the reasons for the protest, and attach any documents or additional information in support of the firm's position. The Purchasing Director, or designee, will contact the firm and set up a date and time to discuss the protest. If upon review, the Purchasing Director, or designee, determines that the firm meets the criteria for prequalification, the firm shall be notified that it is prequalified to bid on the project and allowed to participate in the bid process. If the Purchasing Director, or designee, upholds the denial, the firm shall be notified in writing by e-mail and first class mail.
 - b. If the firm desires further review after receiving the decision of the Purchasing Director or designee, the firm may request an administrative review and final decision by the Town Manager, or designee. A written request for administrative review must be received by the Town Manager, or designee, within two business days of the firm's receipt of the decision from the Purchasing Director, or designee. The request for administrative review shall clearly identify the project and the Project Manager, clearly articulate the reasons for the review, and attach any documents or additional information in support of the firm's position. The Town Manager, or designee, will contact the firm and set up a date and time for the administrative review. If, upon review, the Town Manager, or designee, determines that the firm meets the criteria for prequalification, the firm shall be notified that it is

prequalified to bid on the project and allowed to participate in the bid process. If the Town Manager, or designee, upholds the denial, the firm shall be notified in writing by e-mail and first class mail.

- 2 **General Rules for Protests** – Firms submitting applications shall be provided an e-mail address for communication with the Purchasing Director during the protest process. The firm shall provide at least two e-mail addresses for use by the Purchasing Director in communicating with the firm. The bid opening cannot occur until the protest process is completed. The bid opening must be scheduled in order to allow sufficient time for a bidder that is prequalified as a result of a protest to submit a bid on that project.

ADOPTED this the 10th day of April 2017.



Steve Sciascia, Mayor



Janet Rackley, Town Clerk





Resolution

WHEREAS, the Town of Harrisburg, North Carolina (the “*Town*”) desires the acquisition of the second floor of Harrisburg Town Hall (the “*Project*”). The cost of this project is \$2,000,000 and this net amount will be funded from financing this amount for a period of fifteen years to better serve the citizens of the Town of Harrisburg; and

WHEREAS, the Town of Harrisburg desires to finance the Project by the use of an installment contract authorized under North Carolina General Statute 160A, Article 3, Section 20; and

WHEREAS, findings of fact by this governing body must be presented to enable the North Carolina Local Government Commission to make its findings of fact set forth in North Carolina General Statute 159, Article 8, Section 151 prior to approval of the proposed contract;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town (the “*Town Council*”), meeting in regular session on the 10th day of April 2017, make the following findings of fact:

1. The financing of the Project by an installment financing contract with Bank of North Carolina (the “*Bank*”), under the circumstances, is preferable to a bond issue by the Town.
2. The sums to fall due under said installment financing contract with the Bank are adequate and not excessive for their proposed purpose.
3. The Town’s debt management procedures and policies are good and its debit will continue to be managed in strict compliance with law.
4. There is no increase in taxes necessary for this project.
5. The Town is not in default regarding any of its debt service obligations.
6. The attorney for the Town has rendered an opinion that the proposed Project is authorized by law and is a purpose for which public funds may be expended pursuant to the Constitution and laws of North Carolina.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Town Manager is hereby authorized to act on behalf of the Town in filing an application with the North Carolina Local Government Commission for approval of the Project and the proposed financing contract and other actions not inconsistent with this resolution.

This resolution is effective upon its adoption this 10th day of April 2017.



The motion to adopt this resolution was made by RUSSO Council Member, seconded by Conrad, Council Member and passed by a vote of 7 to 0.

Steve SciaScia, Mayor



ATTEST:

Janet Rackley, Town Clerk

This is to certify that this is a true and accurate copy of the Resolution adopted by the Town of Harrisburg Council on the 10th day of April 2017.

Janet Rackley, Town Clerk

Date



Appendix D – Town Council Resolution of Support



Resolution by the Town Council

In Support of the Town of Harrisburg, NC to Apply for Surface Transportation Block Grants through the Cabarrus-Rowan Metropolitan Planning Organization

- WHEREAS, On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 U.S.C. 133. From the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA). STBGP funds have broad latitude for use on metropolitan transportation planning and projects and in support of the Federal-aid system per 23 U.S. C. 133.
- WHEREAS, The Town of Harrisburg, herein referred to as the "Town" has need for and intends to construct and design transportation projects which meet the eligibility requirements associated with Surface Transportation Block Grant Program according to 23 USC §133.
- WHEREAS, The Town of Harrisburg intends to request State loan and/or grant assistance for the projects,

NOW THEREFORE BE IT RESOLVED, BY THE TOWN COUNCIL OF THE TOWN:

That the Town of Harrisburg Town Council supports Town Staff in the endeavor to seek funding through the Surface Transportation Block Grant Program for projects consistent with adopted transportation and community plans.

That Town of Harrisburg will arrange financing for all remaining costs of the project, if approved for a loan and/or grant award.

That the Town will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.

That the Town will provide for efficient operation and maintenance of the project on completion of construction thereof.

That Town Manager, Rob Donham, the Authorized Official, and successors so titled, is hereby authorized to execute and file an application on behalf of the Town with the Cabarrus-Rowan Metropolitan Planning Organization for a loan and/or grant to aid in the study of or construction of the project described above.

That the Town Manager, and successors so titled, is hereby authorized and directed to furnish such information as the appropriate agency may request in connection with such application or the project: to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.



That the Town has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, and ordinances applicable to the project and to Federal and State grants and loans pertaining thereto.

Adopted this 8th day of August, 2022 at Town Hall, Harrisburg, North Carolina.

Jennifer Teague

(Signature of Authorized Representative)
Jennifer Teague

Town Mayor, Town of Harrisburg, NC

(Title)



CERTIFICATION BY RECORDING OFFICER

The undersigned duly qualified and acting Town Clerk of the Town of Harrisburg does hereby certify:
That the above/attached resolution is a true and correct copy of the resolution authorizing the filing of an application with the State of North Carolina, as regularly adopted at a legally convened meeting of the Town of Harrisburg duly held on the 8th day of August 2022; and, further, that such resolution has been fully recorded in the journal of proceedings and records in my office. IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of August, 2022

Janet Rackley

(Signature of Recording Officer)

Town Clerk

(Title of Recording Officer)

Appendix E – Future Land Use Map

Future Land Use

Land Use Overview

The future development pattern is envisioned to include a broad range of uses introduced over time through new development and redevelopment. The uses are those that are expected based on market conditions as well as some that, through proactive measures on the part of the Town, its partners, and private investors, may be recruited to Harrisburg.

The Future Land Use Map (Figure 6) is a depiction of the intended distribution of uses in the Morehead West Area. Unlike a zoning map, it is general. It shows the predominant land use in each area and is not specific to parcels. It is intended to convey a policy direction without being prescriptive. However, it serves as input into decisions regarding the zoning of parcels and therefore helps inform decision about development, particularly with regard to zoning matters. It also informs decisions about investments in public infrastructure and services, including the prioritization of capital expenditures.



Future Land Use Map

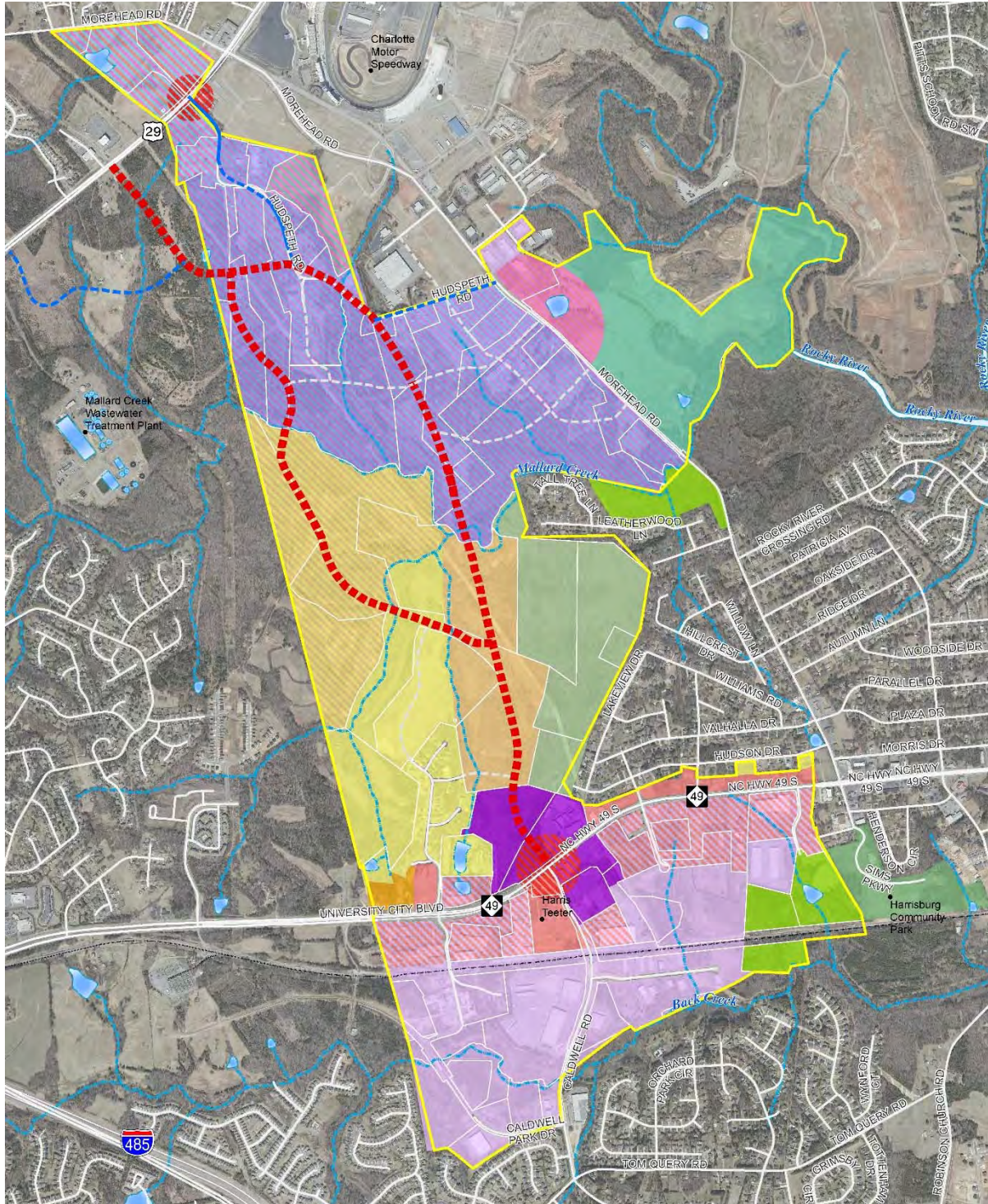
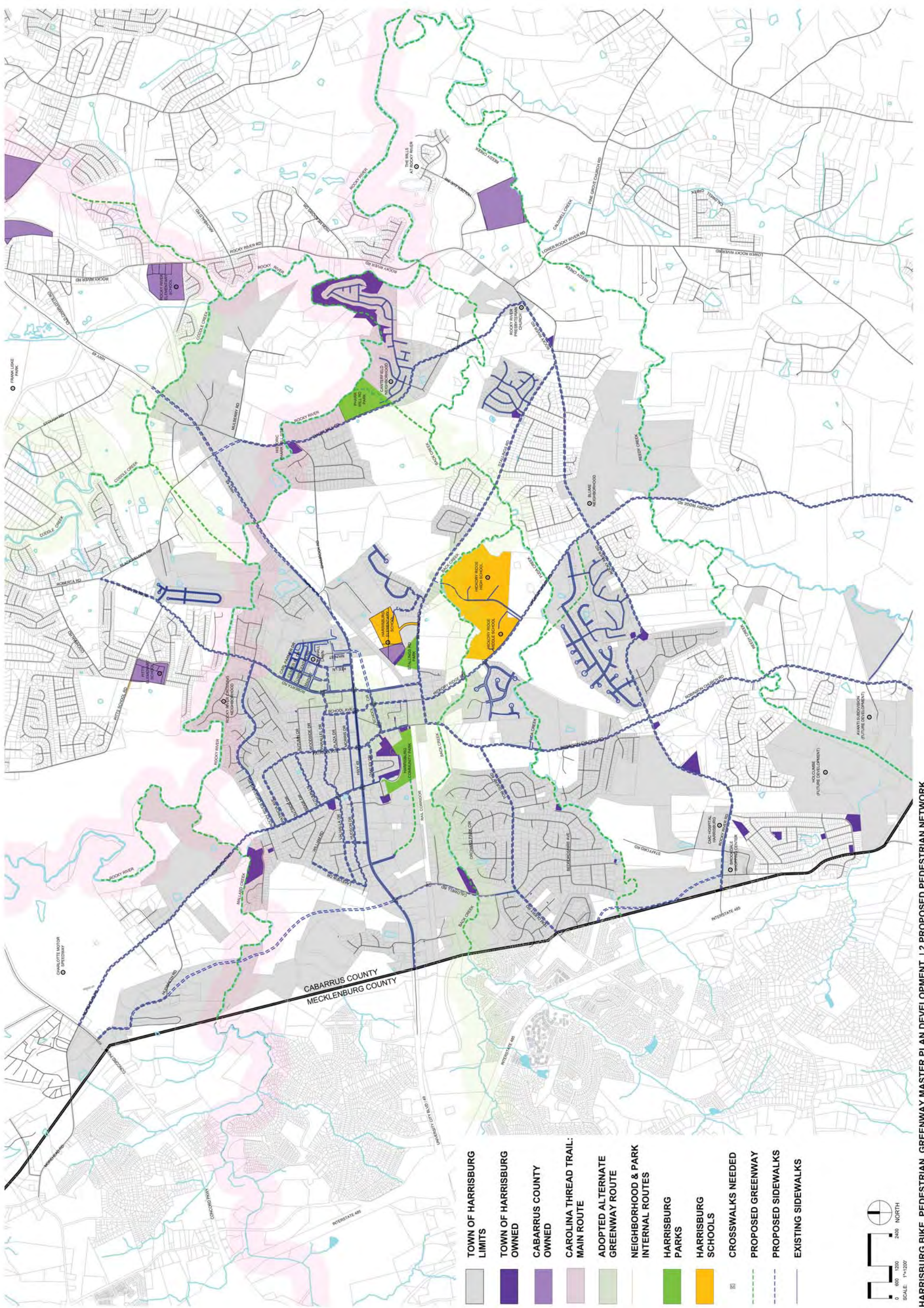
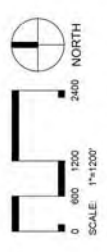


Figure 6. Future Land Use Map

Appendix F – Harrisburg Bike, Pedestrian, Greenway Master Plan:
Proposed Pedestrian Network



- TOWN OF HARRISBURG LIMITS
- TOWN OF HARRISBURG OWNED
- CABARRUS COUNTY OWNED
- CAROLINA THREAD TRAIL: MAIN ROUTE
- ADOPTED ALTERNATE GREENWAY ROUTE
- NEIGHBORHOOD & PARK INTERNAL ROUTES
- HARRISBURG PARKS
- HARRISBURG SCHOOLS
- CROSSWALKS NEEDED
- PROPOSED GREENWAY
- PROPOSED SIDEWALKS
- EXISTING SIDEWALKS



Appendix G – 2020 US Census Data

QuickFacts

Harrisburg town, North Carolina; United States

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

Table

All Topics	Harrisburg town, North Carolina	United States
Population Estimates, July 1 2021, (V2021)	▲ 19,463	▲ 331,893,745
PEOPLE		
Population		
Population Estimates, July 1 2021, (V2021)	▲ 19,463	▲ 331,893,745
Population estimates base, April 1, 2020, (V2021)	▲ 18,987	▲ 331,449,281
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	▲ 2.5%	▲ 0.1%
Population, Census, April 1, 2020	18,967	331,449,281
Population, Census, April 1, 2010	11,526	308,745,538
Age and Sex		
Persons under 5 years, percent	▲ 5.0%	▲ 5.7%
Persons under 18 years, percent	▲ 31.6%	▲ 22.2%
Persons 65 years and over, percent	▲ 9.7%	▲ 16.8%
Female persons, percent	▲ 55.2%	▲ 50.5%
Race and Hispanic Origin		
White alone, percent	▲ 64.3%	▲ 75.8%
Black or African American alone, percent (a)	▲ 17.5%	▲ 13.6%
American Indian and Alaska Native alone, percent (a)	▲ 0.7%	▲ 1.3%
Asian alone, percent (a)	▲ 10.3%	▲ 6.1%
Native Hawaiian and Other Pacific Islander alone, percent (a)	▲ 0.0%	▲ 0.3%
Two or More Races, percent	▲ 6.4%	▲ 2.9%
Hispanic or Latino, percent (b)	▲ 6.7%	▲ 18.9%
White alone, not Hispanic or Latino, percent	▲ 60.3%	▲ 59.3%
Population Characteristics		
Veterans, 2016-2020	722	17,835,456
Foreign born persons, percent, 2016-2020	10.4%	13.5%
Housing		
Housing units, July 1, 2021, (V2021)	X	142,153,010
Owner-occupied housing unit rate, 2016-2020	86.3%	64.4%
Median value of owner-occupied housing units, 2016-2020	\$304,300	\$229,800
Median selected monthly owner costs -with a mortgage, 2016-2020	\$1,735	\$1,621
Median selected monthly owner costs -without a mortgage, 2016-2020	\$488	\$509
Median gross rent, 2016-2020	\$1,678	\$1,096
Building permits, 2021	X	1,736,982
Families & Living Arrangements		
Households, 2016-2020	4,695	122,354,219
Persons per household, 2016-2020	3.41	2.60
Living in same house 1 year ago, percent of persons age 1 year+, 2016-2020	87.4%	86.2%
Language other than English spoken at home, percent of persons age 5 years+, 2016-2020	16.4%	21.5%
Computer and Internet Use		
Households with a computer, percent, 2016-2020	98.0%	91.9%
Households with a broadband Internet subscription, percent, 2016-2020	96.1%	85.2%
Education		
High school graduate or higher, percent of persons age 25 years+, 2016-2020	97.4%	88.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2016-2020	51.0%	32.9%
Health		
With a disability, under age 65 years, percent, 2016-2020	5.7%	8.7%
Persons without health insurance, under age 65 years, percent	▲ 5.5%	▲ 10.2%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2016-2020	67.5%	63.0%
In civilian labor force, female, percent of population age 16 years+, 2016-2020	59.2%	58.4%
Total accommodation and food services sales, 2017 (\$1,000) (c)	49,560	938,237,077
Total health care and social assistance receipts/revenue, 2017 (\$1,000) (c)	61,045	2,527,903,275
Total transportation and warehousing receipts/revenue, 2017 (\$1,000) (c)	D	895,225,411
Total retail sales, 2017 (\$1,000) (c)	213,236	4,949,601,481
Total retail sales per capita, 2017 (c)	\$13,553	\$15,224

Transportation

Mean travel time to work (minutes), workers age 16 years+, 2016-2020	30.5	26.9
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Income & Poverty

Median household income (in 2020 dollars), 2016-2020	\$112,757	\$64,994
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Per capita income in past 12 months (in 2020 dollars), 2016-2020	\$37,818	\$35,384
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Persons in poverty, percent	▲ 2.9%	▲ 11.4%
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BUSINESSES**Businesses**

Total employer establishments, 2020	X	8,000,178
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Total employment, 2020	X	134,163,349
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Total annual payroll, 2020 (\$1,000)	X	7,564,809,878
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Total employment, percent change, 2019-2020	X	0.9%
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Total nonemployer establishments, 2019	X	27,104,006
--	---	------------

All employer firms, Reference year 2017	308	5,744,643
---	-----	-----------

Men-owned employer firms, Reference year 2017	124	3,480,438
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Women-owned employer firms, Reference year 2017	S	1,134,549
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Minority-owned employer firms, Reference year 2017	S	1,014,958
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Nonminority-owned employer firms, Reference year 2017	216	4,371,152
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Veteran-owned employer firms, Reference year 2017	28	351,237
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Nonveteran-owned employer firms, Reference year 2017	231	4,968,606
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GEOGRAPHY**Geography**

Population per square mile, 2020	1,681.9	93.8
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Population per square mile, 2010	1,273.4	87.4
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Land area in square miles, 2020	11.28	3,533,038.28
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Land area in square miles, 2010	9.05	3,531,905.43
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FIPS Code	3729800	1
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[About datasets used in this table](#)**Value Notes**

▲ Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable. Click the Quick Info ⓘ icon to the left of each row in TABLE view to learn about sampling error.

The vintage year (e.g., V2021) refers to the final year of the series (2020 thru 2021). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2016-2020 ACS 5-year estimates to other ACS estimates. For more information, please visit the [2020 5-year ACS Comparison Guidance](#) page.

Fact Notes

- (a) Includes persons reporting only one race
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data
- (b) Hispanics may be of any race, so also are included in applicable race categories

Value Flags

- Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper interval of an open ended distribution.
- F Fewer than 25 firms
- D Suppressed to avoid disclosure of confidential information
- N Data for this geographic area cannot be displayed because the number of sample cases is too small.
- FN Footnote on this item in place of data
- X Not applicable
- S Suppressed; does not meet publication standards
- NA Not available
- Z Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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Appendix H – Engineer’s Opinion of Probable Cost

**CALDWELL ROAD EXTENSION PROJECT
TOWN OF HARRISBURG**

FEASIBILITY STUDY LEVEL PROJECT COST SUMMARY					
	LENGTH (Miles)	BASE CONSTRUCTION COST	ENGINEERING & CONTINGENCIES	RIGHT-OF-WAY ACQUISITION COST	TOTAL PROJECT COST
Option 1: Phase 1	0.60	\$4,165,600	\$833,120	\$1,107,657	\$6,106,377

August 2022 Cost Estimate Update



DATE: 8/25/2022
PREPARED BY: Brian Peeler
REVIEWED BY: Roman Prokopovych

Route Caldwell Rd Extension
 From/To From NC 49 to US 29
 Typical Section 3-lane undivided C&G section

County: Mecklenburg/Cabarrus

TOTAL COST
\$4,998,720
Alt.1

Prepared By: Brian Peeler
 Reviewed By: Roman Prokopovych

8/25/22
 8/25/22

Stations: 10+00 to 40+00

Line	Des	Sec	Description	Quantity	Unit	Price	Amount
1		200	Clearing and Grubbing	6.8	Acre	\$ 50,000.00	\$ 340,000.00
2		200	Supplementary Clearing and Grubbing	1.0	Acre	\$ 7,700.00	\$ 7,700.00
3		225	Unclassified Excavation	10,100	CY	\$ 6.25	\$ 63,125.00
4		230	Borrow Excavation	85,900	CY	\$ 8.60	\$ 738,740.00
			Drainage				
5		300	-L- (3 lane undivided C&G)	0.6	Miles	\$ 600,000.00	\$ 340,909.09
			Pavement				
6		500	Fine Grading	8,370	SY	\$ 3.00	\$ 25,110.00
7		600	Pavement (New) (Asphalt)	9,200	SY	\$ 68.00	\$ 625,600.00
8		846	2'-6" Conc. Curb & Gutter	11,470	LF	\$ 22.00	\$ 252,340.00
9		848	4" Concrete Sidewalk	1,667	SY	\$ 50.00	\$ 83,350.00
10		848	Multi-Use Path (Asphalt)	3,333	SY	\$ 30.00	\$ 99,990.00
			Traffic Control				
11		1100	-L-	0.5	Miles	\$ 50,000.00	\$ 25,000.00
			Thermo and Markers				
12		1200	-L- (3 lane undivided C&G)	0.6	Miles	\$ 25,000.00	\$ 15,000.00
			Traffic Signals				
13		1750	Modify Signal: NC 49/Caldwell Rd				
			-L- Sta. 10+00 with mast arms	1	EA	\$ 62,500.00	\$ 62,500.00
			Erosion Control				
14		1660	Seeding & Mulching	5.3	Acres	\$ 35,000.00	\$ 185,500.00
			Structures				
			Utility Construction				
			Relocations	1	LS		\$ 10,000.00
			Mobilization & Misc. Items - Str & Utilities (15%)	1	LS		\$ 1,500.00
			Mobilization & Misc. Items - Roadway (45%)	1	LS		\$ 1,289,189.00

Lgth	0.6 Miles	CONSTRUCTION COST (Rounded)	\$ 4,165,600.00
		Engineering & Contingencies (20%)	\$ 833,120.00
		PROJECT COST	\$ 4,998,720.00

Note: ROW Costs are not included in this estimate breakdown
 Total ROW Costs anticipated shown on summary sheet
 Parcels Impacted = 1,2,3,4