Project Name	Description/Limits	Jurisdiction	Cost	Type	Date Received
8th Street Greenway HAWK	Pedestrian Signal	Kannapolis	$ .602 mil	Ped	24-Jul-25
Midlake Avenue Sidewalk	Centergrove Rd to Brantley Rd	Kannapolis	$5.8 mil	Ped	24-Jul-25
Main Street Safety Improvements	HL-0064	Salisbury	$13.2 mil	Ped	31-Jul-25
Brenner Avenue Safety Project	HL-0049	Salisbury	$.856 mil	Hwy	23-Jul-25
Town of Granite Quarry Sidewalks	BL-0088	Town of Granite Quarry	$.45 mil	Ped	29-Jul-25
McCanless Road Interchange	Preliminary Engineering Report	Rowan County	$4.1 mil	Hwy	7-Aug-25
NC 3 and Windy Rd Intersection Improvements	Roundabout	Cabarrus County	$2.5 mil	Hwy	23-Jul-25
Weddington and Rock Hill Church Rd	Roundabout	Concord	$3 mil	Hwy	7-Aug-25
		Total (100%)	**$30.5 mil**		
		Federal Funds Available	$25 mil		
		Unused STBG Balance (local estimate)	$ 537,510		
		Proposed STBGP Allocation	**$ 24,462,490**		

Applicant Information

Legal Name: City of Kannapolis, North Carolina
Contact Person: Richard Smith, Planning Director
Address: 401 Laureate Way
City, State, Zip: Kannapolis, NC 28081
Telephone: 704-920-4325
E-mail: Rsmith@kannapolisnc.gov

Project Information

Project Name: 8th Street Greenway HAWK
Project Location: 8th Street Greenway and North Loop Road, Kannapolis, North Carolina
MTIP ID: N/A
Total Project Cost: $602,500
Requested STBG Funds: $482,000
Brief Project Description: The City of Kannapolis maintains the 8th Street Greenway that connects to a city-maintained portion of North Loop Road. The nearest signalized intersection with pedestrian crossings are more than 1800 feet away in either direction. The City proposes a mid-block HAWK signal to connect pedestrians using the greenway to the south side of the road which provides access to the City's downtown area and to connect Downtown residents and visitors with access to the greenway. Work on this project includes the installation of two (2) single pole, single mast arm High Intensity Activated Crosswalk Signals and all the included control equipment, wiring, communications, and signals. Also included in the work will be construction of new handicapped ramps and all the associated signing and striping.

1. **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 City of Kannapolis has identified a strong need for further safety and pedestrian improvements on Loop Road North as the area continues to develop. The proposed project would provide a High-Intensity Activated Crosswalk (HAWK) Signal at the intersection of the 8th Street Greenway and Loop Road North. The project would provide for better connectivity between the greenway and downtown Kannapolis as well as promote safety for the many pedestrians that utilize the routes. Several developments are proposed adjacent to Loop Road, which will bring 886 more residential units and more commercial development to the corridor, as seen in Appendix A. One of the proposed developments, Crestfield, will connect to Baker's Creek Greenway and Park which ties into Veteran's park and the 8th Street Greenway. The TIA summary for the proposed Millstone development can be found in Appendix B.

The City recommends a City-maintained HAWK signal on this City-owned section of right of way to minimize disruption to vehicular traffic flow while still offering safe crossing intervals when needed. The nearest marked crosswalk is over 1800 feet in either direction and the area is not well-lit by streetlights due to being a small undeveloped stretch on the southern and easterly side and an older residential neighborhood on the northern and westerly side. Photographs of the potential crossing location can be found in Appendix C and a sketch plan of the proposed crossing can be found in Appendix D.

A HAWK signal would benefit the greenway crossing for several key reasons:

- By making the crossing safer and more convenient, a HAWK signal encourages greater use of the greenway, promoting walking, biking, and overall connectivity between the downtown area and the surrounding neighborhoods and parks.
- The proposed HAWK signal will be equipped with audible tones and push buttons that meet ADA (Americans with Disabilities Act) standards, making the greenway accessible to all users, including those with disabilities.

- The distinct flashing pattern and red light of a HAWK signal catches drivers' attention more effectively than standard crosswalks or signage, particularly in this mid-block area where pedestrians might be unexpected.
- The proposed crossing is situated at the bottom of a hill, creating more potential hazards for pedestrians, so high visibility is important. The proposed crossing location has adequate stopping sight distance in either direction.

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)**

In addition to the information provided in Question 1, according to research from the FHWA, research has found that following the installation of a HAWK signal, there was a 69% reduction in crashes involving pedestrians, a 15% reduction in severe crashes that resulted in injury, and a 29% reduction in total crashes (Fitzpatrick, 2012). The current location of the proposed HAWK signal is over 800' in either direction from a signalized intersection. The HAWK signal would improve safety of pedestrian crossings.

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)**

The City is in support of the endeavor to secure grants to improve the safety for pedestrians at this crossing and encourages the use of the City greenway system and sidewalk network. A City Council resolution in support of the project is attached in Appendix E. The City is also committed to funding a 20% match for the project, and a project estimate may be found in Appendix F.

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 HAWK Signal and midblock crossing would connect the downtown area, a large traffic generator with the stadium, shopping, restaurants, research campus, and City Hall, to the Bakers Creek and Veteran's parks, also both traffic generators. In addition, proposed development adjacent to the area will generate more traffic, further escalating the vehicular traffic on Loop Road North and pedestrian traffic on the greenway.

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)**

Hawk Signals establish a structured crossing process for pedestrians which may help reduce congestion, as opposed to vehicles stopping mid-block to allow pedestrians to cross.

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

The proposed project will link the greenway to the downtown sidewalk and bus network in a more efficient manor.

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)**

The city is committed to a 20% match. The project cost is very small and creates a high value for the community.

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

The City of Kannapolis has a population greater than 20k.

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)**

HAWK signals are a fairly new technology that significantly improve safety outcomes on corridors by increasing visibility, managing movement of vehicles and pedestrians. Effective crosswalk systems make neighborhoods more walkable. The increased foot traffic is beneficial for local businesses by promoting walking as a means for transportation.

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

The project would have a condensed project schedule. Minimal right of way acquisition and utility coordination would be required due to the scope of the project. Permitting would also be minimal and only require permitting through NCDOT. The project's scale and complexity would allow it to finish quickly and efficiently.

Sources:

Fitzpatrick, K. (2012) "Safety Effectiveness of the HAWK or Pedestrian Beacon", *TR News 280*

Appendices

Appendix A- Area Development Map

Appendix B – Proposed Adjacent Project TIA Summaries

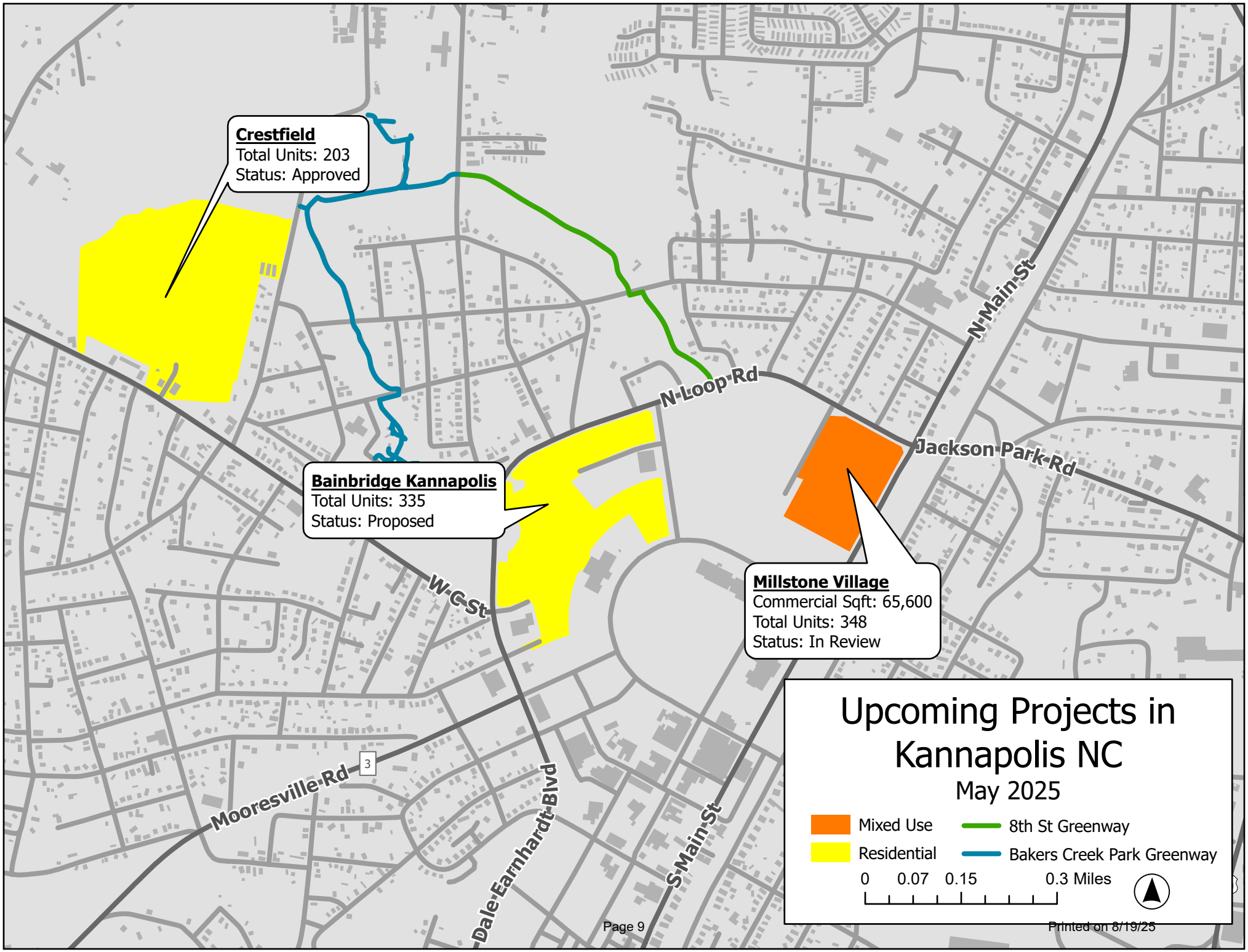
Appendix C – Site Photographs

Appendix D – Site Exhibit and proposed crossing location

Appendix E – City Council Resolution of Support

Appendix F – Opinion of Probable Cost

Appendix A – Area Development Map


Crestfield
Total Units: 203
Status: Approved
Bainbridge Kannapolis
Total Units: 335
Status: Proposed
Millstone Village
Commercial Sqft: 65,600
Total Units: 348
Status: In Review
N Loop Rd
N Main St
Jackson Park Rd
W C St
Mooresville Rd
3
Dale Earnhardt Blvd
S Main St
Upcoming Projects in Kannapolis NC
May 2025
Mixed Use
Residential
8th St Greenway
Bakers Creek Park Greenway
0 0.07 0.15 0.3 Miles
Printed on 8/19/25

Appendix B – Proposed Adjacent Project TIA Summaries

1 EXECUTIVE SUMMARY

The proposed Millstone development Traffic Impact Analysis (TIA) was completed in accordance with the City of Kannapolis (City) and the North Carolina Department of Transportation's (NCDOT) standards and procedures. The proposed development will be located west of Loop Road N and north of N Main Street in Kannapolis, NC.

Development Summary

The proposed development will be constructed in two (2) phases. Phase 1 will be constructed by 2026 and consist of the following:

- 53,000 square-foot (SF) supermarket
- Convenience store / gas station with 10 vehicle fueling positions (VFP)
- 12,876 SF strip retail plaza
- 5,000 SF fast-food restaurant with drive-through

Phase 2 will be constructed by 2028 and consist of the following:

- 304 multi-family mid-rise housing units
- 132 single-family attached housing units

Access to the proposed development will be provided via several internal site access connections to Charles Babbage Lane, Charles Babbage Lane Extension, and Research Campus Drive Extension. Additionally, the site will include a right-in/right-out (RIRO) site connection to North Loop Road and a full movement site connection to North Main Street.

Study Conditions and Limits

In accordance with applicable City and NCDOT guidelines, the study analyzed the following conditions during the weekday AM and PM peak hours:

- Existing (2024) Traffic Condition
- Background (2026) Traffic Condition
- Background (2028) Traffic Condition
- Phase 1 Build (2026) Traffic Condition
- Phase 2 Build (2028) Traffic Condition

Per the Memorandum of Understanding (MOU) (see **Appendix A**), the following intersections were analyzed:

- Laureate Way / Charles Babbage Lane Extension
- Laureate Way / N Research Campus Drive / Research Campus Drive Extension
- Laureate Way / N Main Street
- N Main Street / Site Access 1
- Loop Road N / Charles Babbage Lane
- Loop Road N / N Walnut Street
- Loop Road N / Site Access 2
- Loop Road N / N Juniper Avenue
- Loop Road N / N Main Street / Jackson Park Road

Background Traffic Condition Summary

Background traffic volumes include the following:

- Existing traffic volumes grown by 1%

NCDOT STIP project U-6062 (N Main Street / S Main Street) is planned for construction beginning 2026. The proposed STIP will not impact N Main Street operations; thus, no changes were made to Synchro analyses.

Site Trip Generation Summary

Site-generated trips are based on trip generation information provided in the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and the anticipated development. Site trips are summarized in **Table 1-1** below:

Table 1-1: Phase 1 & 2 Trip Generation Summary

	AM Peak Hour			PM Peak Hour			Daily Traffic
	In	Out	Total	In	Out	Total	
Phase 1 Total:	283	263	546	288	275	563	10,502
Phase 2 Total:	37	118	155	88	58	146	2,359
Combined Phases 1-2 Total:	320	381	701	376	333	709	12,861

SOURCE: ITE *Trip Generation Manual* 11th Edition (2021)

Following applicable reductions, the projected Phases 1 and 2 site trips totaled 701 AM peak hour trips (320 incoming and 381 outgoing) and 709 PM peak hour trips (376 incoming and 333 outgoing). Projected Phases 1 and 2 average daily traffic (ADT) volumes totaled 12,861 VPD. Refer to **Chapter 5** for a detailed description of trip generation calculations.

Build volumes were determined by summing the Background traffic volumes and site trip distribution volumes.

Capacity Analysis Summary

Weekday AM and PM peak hour study area intersection capacity analyses were completed for the following conditions: Existing (2024), Background (2026 / 2028), and Build (2026 Phase 1 / 2028 Phase 2). All analyses were performed in accordance with applicable City and NCDOT standards and procedures. Refer to **Chapter 7** for detailed study area intersection capacity analysis results.

Recommended Developer Improvements

Based on the analyses performed, the following improvements are recommended in conjunction with the proposed development's construction (see **Figure 1-1**):

Phase 1

- N Main Street / Site Access 1
  - 100-foot eastbound left-turn lane (with appropriate taper)
  - Exclusive southbound left and right-turn lanes

- Loop Road N / Charles Babbage Lane
  - 100-foot northbound left-turn lane (with appropriate taper)

Phase 2

- No additional improvements

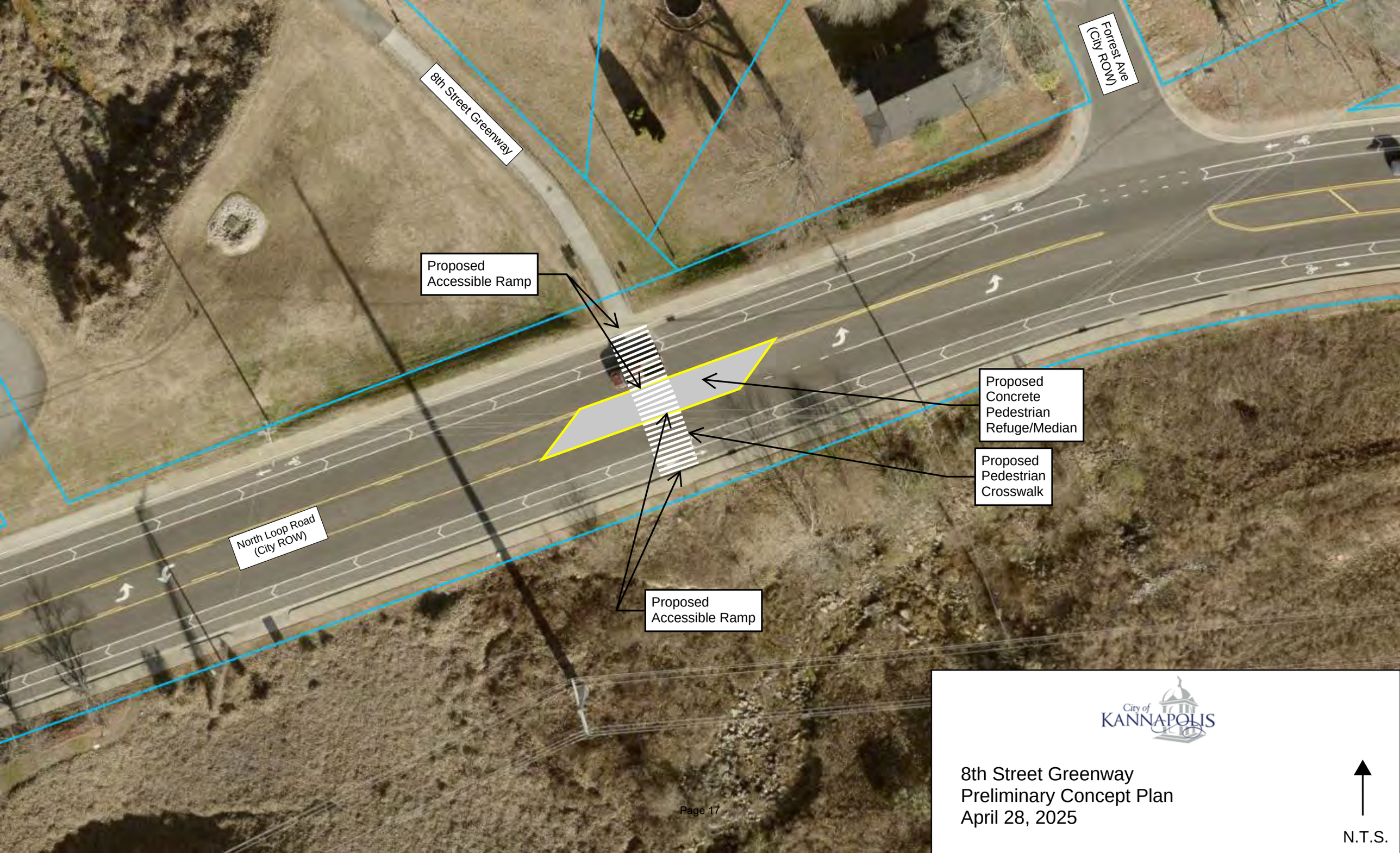
Appendix C – Photographs of the potential HAWK Location

Figure 1 - Image of 8th Street Greenway from the South side of North Loop

Figure 2 - View to the Northeast of the proposed crossing point, showing no safe intersection for crossing.

Figure 3 - View to the Southwest of the proposed crossing showing no safe crossing point in that direction.

Appendix D – Site Exhibit and proposed crossing location



City of KANNAPOLIS

8th Street Greenway
Preliminary Concept Plan
April 28, 2025

N.T.S.

Appendix E – City Council Resolution of Support

RESOLUTION SUPPORTING A GRANT APPLICATION TO THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION SURFACE TRANSPORTATION BLOCK GRANT PROGRAM TO FUND THE BAKER'S CREEK GREENWAY HAWK SIGNAL

WHEREAS, On December 4, 2025, 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 City of Kannapolis, herein referred to as the "City" 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 U.S.C. 133.

WHEREAS, The City of Kannapolis intends to request grant assistance for the project,

NOW THEREFORE BE IT RESOLVED, BY THE KANNAPOLIS CITY COUNCIL:

1. That the Kannapolis City Council supports City Staff in the endeavor to seek funding through the Surface Transportation Block Grant Program for the Baker's Creek Greenway Hawk Signal consistent with adopted transportation and community plans.
2. That the City will arrange financing for all remaining costs of the project, if approved for a grant award.
3. That the City 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.
4. That the City will provide for efficient operation and maintenance of the project on completion of construction thereof.
5. That City Planning Director, Richard Smith, the Authorized Official, and successors so titled, is hereby authorized to execute and file an application on behalf of the City 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.
6. That the City Planning Director, 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 assurances as contained above; and to execute such other documents as may be required in connection with the application.
7. That the City 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 the 14th day of July 2025

M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:

Pam Scaggs, CMC, NCCMC
City Clerk

Appendix F – Opinion of Probable Cost

8th Street Greenway HAWK Signal
Overall Project Cost Estimate
Date: May 7, 2025

Preliminary Engineering (PE) (Design, Permitting, Survey, SUE, Geotechnical)	**$56,000**
Right-of-Way (ROW)	**$28,000**
Utility Relocation (UTIL)	**$50,000**
Construction (CON)	**$348,000**
Cost Estimate/Let Cost	$290,000
Enigneering Inspection (20% construction estimate)	$58,000
Subtotal	**$482,000**
Contingency (15%)	**$72,300**
10% NCDOT Oversight	**$48,200**
Total Project Estimate	**$602,500**
CRP Grant	$482,000
Local Match	$120,500

Applicant Information

Legal Name: City of Kannapolis, North Carolina
Contact Person: Richard Smith, Planning Director
Address: 401 Laureate Way
City, State, Zip: Kannapolis, NC 28081
Telephone: 704-920-4325
E-mail: Rsmith@kannapolisnc.gov

Project Information

Project Name: Midlake Avenue Sidewalk
Project Location: Midlake Avenue, Kannapolis, North Carolina
MTIP ID: N/A
Total Project Cost: $5,823,491
Requested STBG Funds: $4,658,792
Brief Project Description: This project will provide a sidewalk connection on Midlake Avenue between Brantley Road and Centergrove Road. Midlake Avenue is an NCDOT maintained route.

Project Evaluation Criteria

1. **1. 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 City of Kannapolis has identified a strong need for a sidewalk along the Midlake Avenue corridor. The project will consist of approximately one mile of 5' concrete sidewalk, curb and gutter and associated storm drainage and utility relocation on the east side of Midlake Road from Brantley Road to Centergrove Road. The project will provide a safe pedestrian facility to seven neighborhoods along Midlake Road, a heavily travelled collector road with an annual average daily traffic (AADT) of 3900 vehicles. The current road section has a minimal shoulder width, and the Kannapolis police department routinely deploys speed reduction methods on the road. There are four bus stops on Midlake Avenue serving residents in the area and a sidewalk would compliment the area transit to provide a safer and more accessible route to the bus stops. Additionally, a new 33-acre City park is programmed to open along the corridor in 2026. The proposed sidewalk would provide the much-needed neighborhood access to this regional park. Existing sidewalk in the area, sidewalk planned as part of the Eastside Park project and the proposed sidewalk planned under this project can be seen in Appendix A and the Eastside Park plans can be found in Appendix B.

In the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan (MTP), two critical goals of the organization are to support efforts to improve mobility for urban area residents and promote the development of an integrated bicycle and pedestrian network. These goals are supported with the objectives to pursue funding for sidewalk networks, provide better pedestrian access, and support expansion plans for area public transit (CRMPO 2050 MTP Chapter 2). The 2050 MTP also identified ten planning factors for considering projects. Below are the planning factors identified in the MTP and an explanation of how this project addresses these planning factors.

Support the economic vitality of the metropolitan area

Per the MTP, support for the Concord/Kannapolis Area Transit System provides connections between transit-dependent residents and economic opportunities, which improves the vitality of the area. The installation of a sidewalk in this area is expected to improve ridership by providing safer means of accessing the bus stops, boosting mobility and access to jobs, education and services. Well-connected transit systems attract investment and development, creating a more sustainable urban environment. Further, properties located near well-connected transit hubs often see a rise in property values because the convenience of access to public transport is a desirable feature. The CK Rider Transit Map can be found in Appendix C.

Increase the safety of the transportation system for motorized and non-motorized users

Providing separate facilities for vehicles and pedestrians reduces the risk of accidents involving traffic and pedestrians. The proposed sidewalk will be designed to accommodate mobility aids like wheelchairs and strollers, to improve accessibility and safety. The Comprehensive Transportation Plan (CTP) Pedestrian Map, Inset B dated September 26, 2016, shows the proposed Midlake Avenue Sidewalk as "recommended" along the full length of Midlake Avenue

(SR 2198) from Brantley Road (SR 2000) to Centergrove Road (SR 2114). CTP Pedestrian Map, inset B is included in Appendix D.

Increase the security of the transportation system for motorized and non-motorized users

Overall, sidewalks improve the overall security of the transportation system by offering safe pedestrian pathways during emergencies, facilitating evacuation, and enhancing the movement of both motorized and non-motorized users.

Increase the accessibility and mobility of people and freight

Providing an accessible sidewalk route to the bus stops along Midlake Avenue is expected to increase ridership and will serve an estimated 4,000 residents, 20% of whom are under 18 years old and 12% of whom are 65 and over. The child and senior population of about 1,300 residents often lack the independence to drive and would benefit from pedestrian facilities connected to the City's transit system.

Protect and enhance the environment, promote energy conservation, and improve the quality of life

Providing an easy and safe way for people to walk to bus stops encourages the use of public transportation, thereby reducing individual car trips and vehicle emissions. Sidewalks also encourage walking, which promotes physical activity, improved safety, and better social connectivity. Sidewalks also improve the aesthetic appeal of neighborhoods, creating a more vibrant and inviting neighborhood to improve residents' quality of life.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Although mentioned several times throughout the other planning factors, providing a sidewalk in this area will connect approximately 4,000 residents to the city's transit system connecting multiple transportation modes and reducing gaps in the City's sidewalk network.

Promote efficient system management and operations

Providing a sidewalk on Midlake Avenue will greatly contribute to efficient system management by improving access to transit, encouraging use of the City's transit system, and removing pedestrians from travel lanes which in turn improves traffic flow and reduces safety concerns. Higher utilization of the transit system will reduce the demand for additional vehicular travel lanes and more effectively use the City's existing public transport resources.

Emphasize the preservation of the existing transportation system

The installation of a sidewalk in this area is expected to require some right-of-way acquisition but generally will utilize the existing 60' ROW throughout the corridor. Providing safe pedestrian movement, reducing congestion by promoting increased transit ridership will improve longevity of the roadway over time.

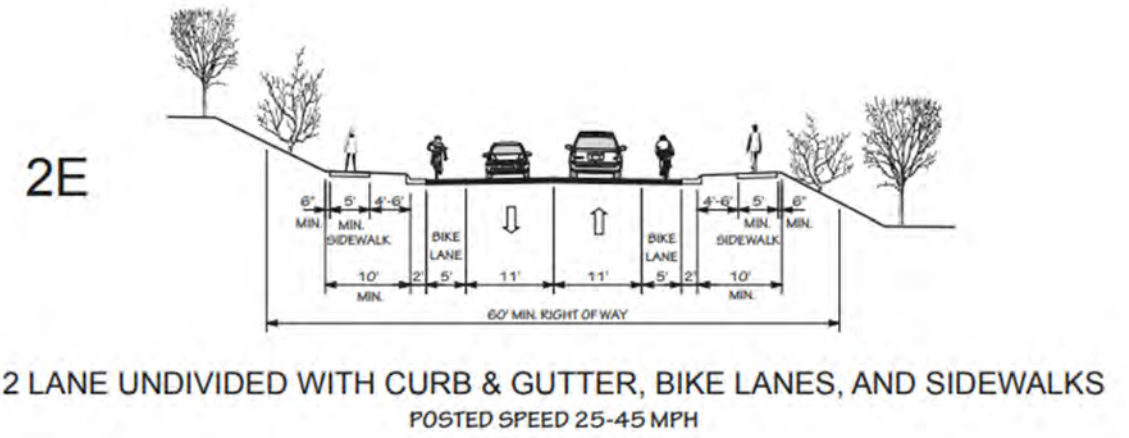
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Planning factor 9 states that pedestrian improvements are expected to result in less reliability on single occupant vehicles, which in turn will limit the long-term need for road and lane capacity investments. Providing a one-mile sidewalk in this area will add approximately 0.6 acres of additional impervious area. However, adding a lane in each direction would add upwards of

three acres of impervious area. Mitigating this additional stormwater runoff would be difficult within the project area. The project will provide curb and gutter to improve drainage on the existing roadway which will extend the life of the road.

Enhance travel and tourism
The City will begin construction in 2025 on the new East Side Park, located on 33 acres of city-owned land off Midlake Avenue. The park will include lakefront walking trails, playgrounds, splash pad, paddle boats and shelters. The proposed Midlake Sidewalk's connectivity to the proposed park will enhance ease of access to the destination and create a more inviting atmosphere for tourists to explore.

In summary of the planning objectives of the MPO, the proposed Midlake Sidewalk embodies the objectives of the organization and echoes the needs of the community. The Comprehensive Transportation Plan (CTP) Pedestrian Map, Inset B dated September 26, 2016, shows the proposed Midlake Avenue Sidewalk as "recommended" along the full length of Midlake Avenue (SR 2198) from Brantley Road (SR 2000) to Centergrove Road (SR 2114). The CRMPO Community Transportation plan lists the ideal lane and pedestrian facility configuration for Midlake Avenue as Cross Section 2E, a two-lane undivided road with curb and gutter, bike lanes and sidewalks. The City intends to construct sidewalk and curb and gutter on one side of the roadway with this project.



2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS
POSTED SPEED 25-45 MPH

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

Midlake Avenue currently poses hazards to both pedestrians and vehicular traffic due to a lack of separate pedestrian and vehicular facilities. CK Transit riders are currently forced to walk along the shoulder of Midlake Avenue to access bus stops. With no sidewalks, pedestrians must navigate uneven surfaces, increasing the likelihood of tripping or falling and limiting access for those with disabilities. These limitations may discourage people from using public transit altogether. A lack of sidewalk facilities also encourages unsafe behaviors like walking in the roadway.

3. **Documented Project/Program Support (15 points): Applicants must submit documentation that shows local support for the project/program. Support from**

affected citizens, local officials such as mayors, board members, sheriffs, neighborhood associations, etc.

The Midlake Avenue sidewalk is a well-supported project in the community. In Appendix E you will find community letters of support from Kannapolis City Schools and the Kannapolis Police Department. Additionally, a resolution by the Kannapolis City Council in support of the project is attached in Appendix F.

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.**

Midlake Avenue is a collector road that provides access to the homes of over 4,000 residents. According to NCDOT, the Annual Average Daily Traffic (AADT) of Midlake Avenue is 3900 vehicles per day. The proposed East Side Park, accessible from Midlake Road, will generate additional traffic through this neighborhood. The proposed sidewalk will improve safety and access to the facilities by providing separate pedestrian and vehicular facilities. Further, connecting these neighborhoods to the bus stops that serve them will improve utilization of the City's transit system.

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)**

One goal of this project is to seamlessly integrate the sidewalk into the City's transit system. The design of the sidewalk will consider pedestrian-first features, providing bump outs near the bus stop for waiting pedestrians and micro-mobility stations. Micro-mobility stations, which would provide areas outside of the sidewalk for parking e-scooters and bicycles could maintain the safety of the sidewalk system by not interfering with the walkable area but would improve total commute time for transit riders. The proposed project would promote reduction in single occupant vehicle use.

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

As previously mentioned, the proposed sidewalk on Midlake Avenue will greatly contribute to efficient system by providing access to other modes of transportation, such as the CK Bus route. Encouraging use of the City's transit system, and removing pedestrians from travel lanes, improves traffic flow and reduces safety concerns. Higher utilization of the transit system will reduce the demand for additional vehicular travel lanes and more effectively use the City's existing public transport resources.

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)

The City is committed to a 20% match.

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

The City has a population greater than 20k, however the area to be served is estimated at 4,000 residents, 20% of whom are under 18 years old and 12% of whom are 65 and over. The child and senior population of about 1,300 residents often lack the independence to drive and would benefit from pedestrian facilities connected to the City's transit system.

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**)

Micro-mobility stations, which would provide areas outside of the sidewalk for parking e-scooters and bicycles could maintain the safety of the sidewalk system by not interfering with the walkable area but would improve total commute time for transit riders.

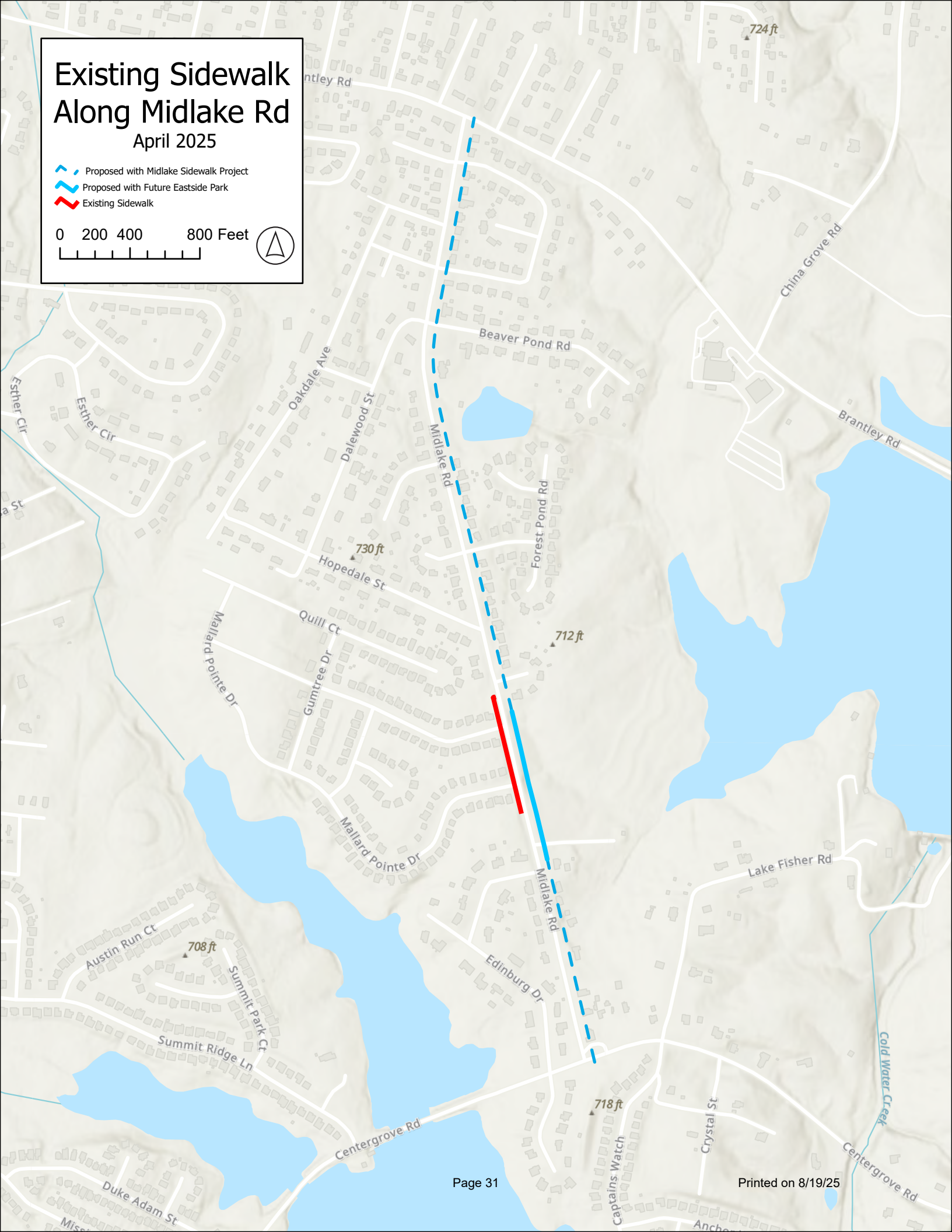
D. Progress - Bonus Points will be assigned for shovel ready projects with completed preliminary design, permitting, etc. (5 points)

The project is in early preliminary design phase.

Appendices

- Appendix A – Existing and Proposed Sidewalk Map
- Appendix B – Eastside Park Map
- Appendix C – CK Rider Map
- Appendix D – CRMPO CTP Pedestrian Map B Dated September 26, 2016
- Appendix E – Community Letters of Support
- Appendix F – City Council Resolution of Support
- Appendix G – Engineer’s Opinion of Probable Cost

Appendix A – Existing and Proposed Sidewalk Map



Printed on 8/19/25

Appendix B – Eastside Park Map


Midlake Avenue Sidewalk Project
Proposed Sidewalk
Streets
0
550
1,100
Feet
MIDLAKE AVE
CENTERGROVE RD
LAKE FISHER RD
EDINBURG DR
DUNDEE DR
MALLARD POINTE DR
WATER RIDGE AVE
COOL SPRINGS CT
CLEAR BROOKE DR
GUMTREE DR
QUILL CT
HOPEDALE ST
FISHER RIDGE RD
POND RIDGE CT
FOREST POND RD
POND SIDE CT
CROSSWINDS CT
DALEWOOD AVE
SUNDALE ST
OAKDALE AVE
RAVENDALE ST
MIDDALE ST
ELLERBE DR
GESSNER CT
MEDLIN CT
BEAVER POND RD
LOWER POND RD
BRANTLEY RD
SAMANTHA DR
BRANTLEY CREEK DR
CARSIL WAY
KINGSTON DR
ESTHER CIR
SUMMIT RIDGE LN
SUMMIT PARK CT
AUSTIN RUN CT
LAKE FISHER

Appendix C – CK Rider Transit Maps

GREEN ROUTE 2

RIDER TRANSIT CENTER	HOME DEPOT	DAYMARK	PENNY LANE /COPPER-FIELD BLVD	COLD-WATER RIDGE	NORTHLITE WALMART	DALE EARN-HARDT BLVD/ QT STATION	CENTER-GROVE RD/ QT STATION	HOME DEPOT	RIDER TRANSIT CENTER	
OUTBOUND					INBOUND					
5:30	5:35	--	5:42	5:47	5:49	5:55	6:06	6:11	6:18	AM
6:30	6:35	--	6:42	6:47	6:49	6:55	7:06	7:11	7:18	
7:30	7:35	7:38	7:42	7:47	7:49	7:55	8:06	8:11	8:18	
8:30	**8:35**	8:38	**8:42**	**8:47**	**8:49**	**8:55**	**9:06**	**9:11**	**9:18**	
9:30	**9:35**	9:38	**9:42**	**9:47**	**9:49**	**9:55**	**10:06**	**10:11**	**10:18**	
10:30	**10:35**	10:38	**10:42**	**10:47**	**10:49**	**10:55**	**11:06**	**11:11**	**11:18**	
11:30	**11:35**	11:38	**11:42**	**11:47**	**11:49**	**11:55**	**12:06**	**12:11**	**12:18**	
12:30	**12:35**	12:39	**12:44**	**12:50**	**12:51**	**12:59**	**1:11**	**1:17**	**1:26**	PM
1:45	**1:50**	1:54	**1:59**	**2:05**	**2:07**	**2:14**	**2:26**	**2:32**	**2:41**	
3:00	**3:05**	3:09	**3:14**	**3:20**	**3:22**	**3:29**	**3:41**	**3:47**	**3:56**	
4:15	**4:20**	4:24	**4:29**	**4:35**	**4:37**	**4:44**	**4:56**	**5:02**	**5:11**	
5:30	**5:35**	5:38	**5:42**	**5:47**	**5:49**	**5:55**	**6:06**	**6:11**	**6:18**	
6:30	**6:35**	--	**6:42**	**6:47**	**6:49**	**6:55**	**7:06**	**7:11**	**7:18**	
7:30	**7:35**	--	**7:42**	**7:47**	**7:49**	**7:55**	**8:06**	**8:11**	**8:18**	

SCHEDULE KEY:

Last Row of Times indicates last bus // No transfers available

Bold Type indicates Weekend Service schedule

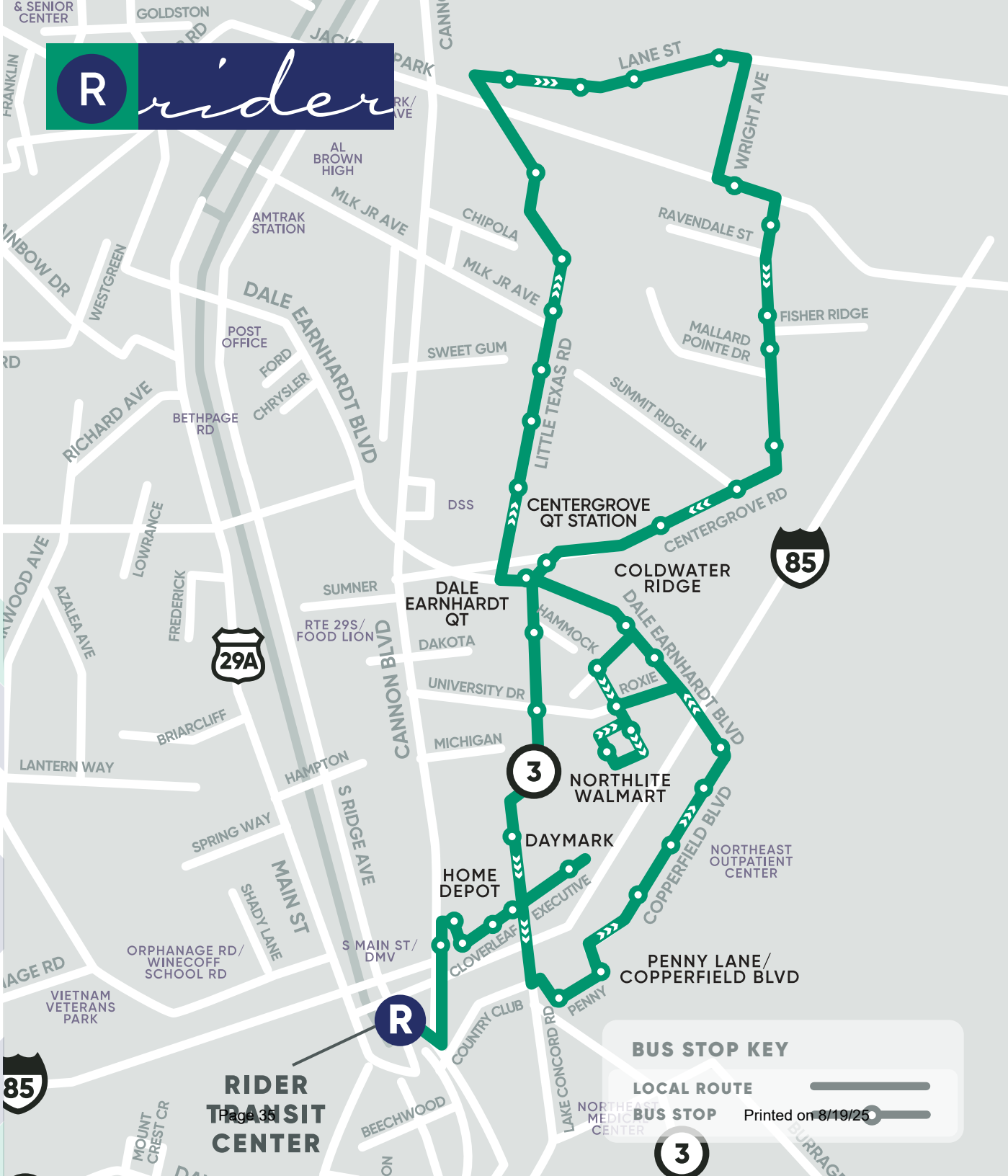
FOR MORE INFORMATION

CALL 704.920.7433

VISIT WWW.CKRIDER.COM

facebook.com/ridertransit

Rider Transit Center
45 Transit Court NW
Concord, NC 28025



Printed on 8/19/25

HOW TO RIDE

Arrive at the bus stop at least five minutes before bus schedule arrival time. Watch for the bus displaying your route name. When the bus has come to a complete stop, board through the front door, and pay fare. If you need a Transfer Pass, please inform the Operator upon boarding. Take your seat as soon as possible. Exit the bus through the rear door.

Buses have voice & text messages when your stop is near.

Designated Priority Seating is for senior citizens or persons with disabilities. Persons with disabilities may exit through the front door of the bus, which is at curb level.

For More Rider Tips and the Passenger Code of Conduct please go to ckrider.com/how-to-ride/

HOLIDAY SERVICE

There is no transit service on these holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day or Christmas Day. All other holidays follow regular service.

FOR MORE INFORMATION

To find out the location and schedule for specific stops, please download our Passio GO mobile app, visit www.ckrider.com, or call 704.920.7433.

For Lost & Found, please call 704.920.7433. Unclaimed items will be discarded or donated after 72 hours.

Rider Transit will make reasonable modifications to its policies and practices to accommodate individuals with disabilities. To request a modification, please call 704.920.7433. If you are unable to navigate the fixed route system, call 704.920.5876 to see if you qualify for the Rider Transit ADA Paratransit service. TDD 1.800.735.2962

This printed material will be provided in an alternative form upon request.

FARES & TRANSFERS

Please use a digital Rider Pass (Umo mobile app), Rider Pass Smart Card, exact change or a Transfer Pass. **Operators and fareboxes cannot make change.**

Regular Fare	$1.25 per Ride
Reduced Rate Fare*	$.60 per Ride
Children under age 5	Free
Transfer Pass	Free
Transfer Pass to/from CATS/LYNX	Free

Frequent Riders can save time and money by purchasing unlimited ride value passes on a Rider Pass Smart Card or on the digital Rider Pass (Umo mobile app).

Rider Pass Smart Card (new or replacement) $2.00

	Regular	Reduced*
One Day Pass	$4	$2
10-Ride Pass	$10	$5
7-Day Pass	$12	$6
31-Day Pass	$40	$20

TRANSFERS: If you pay your fare with a digital Rider Pass or Rider Pass Smart Card, a Free Transfer Pass will automatically be available on your account. If you pay your fare with cash and need a Transfer Pass, ask your driver for a Transfer Pass as you pay your initial fare. When you board your connecting bus, scan the Transfer Pass at the card reader.

***Reduced Fare Program:** Passengers who have a disability, are 65 years of age or older, are Medicare card holders with a valid photo ID, are students with a current class schedule, or are military veterans are eligible to apply for a Reduced Fare ID card, which allows them to ride for half the regular fare and purchase discount passes. You can obtain a Reduced Fare application online at www.ckrider.com or in person at the Rider Transit Center located at 45 Transit Court NW, Concord, NC 28025.

NOTE: A valid Rider Transit Reduced Fare ID Card is required for discounted fares. Show your ID card when you board to receive discount.

Download the Passio GO and Umo app free of charge today!

Get the digital **Rider Pass** by way of the Umo mobile app; it is an excellent addition to your smartphone to pay for your trips with ease!

Rider Transit's new **Passio GO** mobile bus tracking app allows you to see where your bus is in real time and provides an estimated arrival time for your bus stop.

Download on the App Store GET IT ON Google Play

OCTOBER 1, 2023

CONNECTING COMMUNITY

rider

Concord Kannapolis Area Transit

Green Route Map

2

Printed on 8/19/25

rider

BUS ROUTES

1 BLUE ROUTE
DSS, AL Brown High School, Amtrak Station, Airport Rd/Highland Ave, YMCA/Senior Center, Jackson Park/McCombs Ave, Rt 29S/Food Lion

2 GREEN ROUTE
Home Depot, Daymark*, Penny Lane/Copperfield Blvd, Coldwater Ridge, Northlite Walmart, Dale Earnhardt Blvd/QT Station and Centergrove Rd/QT Station

3 ORANGE ROUTE
Carolina Mall/Starbucks, Northeast Medical Center, Malvern Dr, Wilshire Ave/Webb Rd, Old Charlotte Rd/Union Cemetery Rd and Georgia St/Corban Ave

4 PURPLE ROUTE
RCCC Business/Technology Center, Cabarrus Ave/Gold St, Walmart, Cabarrus Ave/Valley St and Social Security Office

5 YELLOW ROUTE
Enterprise Dr/Business Blvd, Rowan-Cabarrus Community College, Target/Afton Ridge, International Dr and Carolina Mall/Starbucks

6 RED ROUTE
Walmart, AMC Concord Mills, Embassy Suites, Gateway Lane 2 and RCCC

7 BROWN ROUTE
Orphanage Rd/Winecoff School Rd, Bethpage Rd, Pine St/Ridges Apts, NCRC/NC State, Amtrak Station, Post Office and S Main St/DMV

CCX CONCORD CHARLOTTE EXPRESS
The Village/Big Lots, Charlotte Motor Speedway, N. Tryon/Pavilion Blvd and JW Clay Lynx Station

*NO Weekend Service to: Social Security Office and Daymark

Download the Passio GO and Umo app free of charge today!

Get the digital **Rider Pass** by way of the Umo mobile app; it is an excellent addition to your smartphone to pay for your trips with ease!

Rider Transit's new **Passio GO** mobile bus tracking app allows you to see where your bus is in real time and provides an estimated arrival time for your bus stop.

Download on the App Store | GET IT ON Google Play

LAKE HOWELL

CITY OF KANNAPOLIS

CITY OF CONCORD

RIDER TRANSIT CENTER

AIRPORT RD/ HIGHLAND AVE
W 22ND ST
E 22ND ST
KLUTZ
W 17TH
WEST A ST
OAK GROVE
EBENEZER
WEST C ST
W 12TH
7TH
YMCA & SENIOR CENTER
GOLDSTON
LOOP RD
NCRC/ NC STATE
JACKSON PARK
CANNON BLVD
LANE ST
WESTOVER
FRANKLIN
PINE ST/ RIDGES APTS
JACKSON PARK/ MCCOMBS AVE
AL BROWN HIGH
WRIGHT AVE
AMTRAK STATION
MLK JR AVE
CHIPOLA
RAVENDALE ST
RAINBOW DR
WESTGREEN
DALE EARNHARDT BLVD
POST OFFICE
FORD
CHRYSLER
BETHPAGE RD
SWEET GUM
MALLARD POINTE DR
FISHER RIDGE
LITTLE TEXAS RD
SUMMIT RIDGE LN
RICHARD AVE
BETHPAGE RD
ROGERS LAKE RD
DSS
CENTERGROVE QT STATION
CENTERGROVE RD
OAKWOOD AVE
LOWRANCE
AZALEA AVE
FREDERICK
SUMNER
DALE EARNHARDT QT
COLDWATER RIDGE
HAMMOCK
RTE 29S/ FOOD LION
DAKOTA
UNIVERSITY DR
ROXIE
BRIARCLIFF
MICHIGAN
LANTERN WAY
HAMPTON
S RIDGE AVE
NORTHLITE WALMART
SPRING WAY
MAIN ST
SHADY LANE
DAYMARK
HOME DEPOT
CLOVERLEAF
EXECUTIVE
COPPERFIELD BLVD
NORTHEAST OUTPATIENT CENTER
ORPHANAGE RD/ WINECOFF SCHOOL RD
S MAIN ST/ DMV
PENNY LANE/ COPPERFIELD BLVD
ORPHANAGE RD
VIETNAM VETERANS PARK
BARR ROAD/ AMAZON
ROWAN-CABARRUS COMMUNITY COLLEGE
DAVIDSON HWY
COUNTRY CLUB
LAKE CONCORD RD
PENNY
BEECHWOOD
MOUNT CREST CR
SOUTH HAMPTON
NORTHEAST MEDICAL CENTER
BURRAGE RD
KANNAPOLIS PKWY
GLOBAL
FORTUNE
RURAL
BRANSON
GAITHER
BROOKWOOD AVE
BRANCHVIEW DR
CORPORATE
ENTERPRISE
REPUBLIC CT
SOCIAL SECURITY OFFICE
PALASIDE
WINECOFF
WADDELL
CHURCH ST
CALLOWAY
CENTRAL
RCCC BUSINESS/ TECH CENTER
ENTERPRISE DR BUSINESS BLVD
BUSINESS BLVD
INTERNATIONAL DR
MCGILL AVE
PEACHTREE
LOCKE MILL PLAZA
CABARRUS AVE
TARGET AFTON RIDGE
WEST CABARRUS YMCA
KERR ST
ELM
CEDAR
ACADEMY
CORBAN
POPLAR TENT RD
CODDLE MARKET
BERWICK CT
GEORGE W LILES PKWY
VALLEY
CABARRUS AVE/ GOLD ST
CABARRUS COUNTY JAIL
GEORGIA ST/ CORBAN AVE
UNION
SPRING
ROCK HILL CHURCH ROAD
THE VILLAGE/ BIG LOTS
WHITE
POWDER
GEORGIA
LOGAN CENTER
S&D COFFEE
CONCORD PKWY
ALDI
HEALTH DEPT
MALVERN
MALVERN DR
PARKVIEW
MELCHOR
OLD CHARLOTTE RD
OFFICE
RUTHERFORD
WILSHIRE AVE
WALMART
UNION CEMETERY RD
OLD CHARLOTTE RD /UNION CEMETERY
WILSHIRE AVE /WEBB RD
CONCORD CROSSING
ROBERTA RD
DERITA RD
POPLAR TENT RD
WEDDINGTON RD
PITTS SCHOOL RD
WALMART
CONCORD MILLS BLVD
AMC CONCORD MILLS
GATEWAY LANE 2
EMBASSY SUITES
BRUTON SMITH BLVD
CHARLOTTE MOTOR SPEEDWAY
N. TRYON/ PAVILION BLVD
JW CLAY LYNX LIGHT RAIL STATION [TO CHARLOTTE]

BUS STOP KEY

LOCAL ROUTE
BUS STOP

HOW TO RIDE

Rider Tips

Arrive at the bus stop at least five minutes before bus schedule arrival time. Watch for the bus displaying your route name. When the bus has come to a complete stop, board through the front door, and pay fare. If you need a Transfer Pass, please inform the Operator upon boarding. Take your seat as soon as possible. Exit the bus through the rear door.

Buses have voice & text messages when your stop is near.

Designated Priority Seating is for senior citizens or persons with disabilities. Persons with disabilities may exit through the front door of the bus, which is at curb level.

For More Rider Tips and the Passenger Code of Conduct please go to ckrider.com/how-to-ride/

PURPLE ROUTE 4

RIDER TRANSIT CENTER	RCCC BUSINESS/ TECH CNTR	CABARRUS AVE/ GOLD ST	WALMART	CABARRUS AVE/ VALLEY ST	RCCC BUSINESS/ TECH CNTR	SOCIAL SECURITY OFFICE	RIDER TRANSIT CENTER	
OUTBOUND			INBOUND					
5:30	5:37	5:44	5:55	6:05	6:12	---	6:22	AM
6:30	6:37	6:44	6:55	7:05	7:12	---	7:22	
7:30	7:37	7:44	7:55	8:05	8:12	---	8:22	
8:30	**8:37**	**8:44**	**8:55**	**9:05**	**9:12**	9:16	**9:22**	
9:30	**9:37**	**9:44**	**9:55**	**10:05**	**10:12**	10:16	**10:22**	
10:30	**10:37**	**10:44**	**10:55**	**11:05**	**11:12**	11:16	**11:22**	
11:30	**11:37**	**11:44**	**11:55**	**12:05**	**12:12**	12:16	**12:22**	PM
12:30	**12:38**	**12:46**	**1:03**	**1:12**	**1:20**	1:25	**1:30**	
1:45	**1:53**	**2:01**	**2:18**	**2:27**	**2:35**	2:40	**2:45**	
3:00	**3:08**	**3:16**	**3:33**	**3:42**	**3:50**	3:55	**4:00**	
4:15	**4:23**	**4:31**	**4:48**	**4:57**	**5:05**	5:10	**5:15**	
5:30	**5:37**	**5:44**	**5:55**	**6:05**	**6:12**	--	**6:22**	
6:30	**6:37**	**6:44**	**6:55**	**7:05**	**7:12**	--	**7:22**	
7:30	**7:37**	**7:44**	**7:55**	**8:05**	**8:12**	--	**8:22**	

YELLOW ROUTE 5

RIDER TRANSIT CENTER	ENTERPRISE DR/BUSINESS BLVD	RCCC	TARGET/ AFTON RIDGE	INTERNATIONAL DR	CAROLINA MALL/ STARBUCKS	RIDER TRANSIT CENTER	
OUTBOUND				INBOUND			
5:30	5:44	5:52	5:58	6:05	6:13	6:20	AM
6:30	6:44	6:52	6:58	7:05	7:13	7:20	
7:30	7:44	7:52	7:58	8:05	8:13	8:20	
8:30	**8:44**	**8:52**	**8:58**	**9:05**	**9:13**	**9:20**	
9:30	**9:44**	**9:52**	**9:58**	**10:05**	**10:13**	**10:20**	
10:30	**10:44**	**10:52**	**10:58**	**11:05**	**11:13**	**11:20**	
11:30	**11:44**	**11:52**	**11:58**	**12:05**	**12:13**	**12:20**	PM
12:30	**12:46**	**12:57**	**1:08**	**1:15**	**1:23**	**1:32**	
1:45	**2:01**	**2:12**	**2:23**	**2:30**	**2:38**	**2:47**	
3:00	**3:16**	**3:27**	**3:38**	**3:45**	**3:53**	**4:02**	
4:15	**4:31**	**4:42**	**4:53**	**5:00**	**5:08**	**5:17**	
5:30	**5:44**	**5:52**	**5:58**	**6:05**	**6:13**	**6:20**	
6:30	**6:44**	**6:52**	**6:58**	**7:05**	**7:13**	**7:20**	
7:30	**7:44**	**7:52**	**7:58**	**8:05**	**8:13**	**8:20**	

GREEN ROUTE 2

RIDER TRANSIT CENTER	HOME DEPOT	DAYMARK	PENNY LANE /COPPER-FIELD BLVD	COLD-WATER RIDGE	NORTHLITE WALMART	DALE EARN-HARDT BLVD/ QT STATION	CENTER-GROVE RD/ QT STATION	HOME DEPOT	RIDER TRANSIT CENTER	
OUTBOUND					INBOUND					
5:30	5:35	--	5:42	5:47	5:49	5:55	6:06	6:11	6:18	AM
6:30	6:35	--	6:42	6:47	6:49	6:55	7:06	7:11	7:18	
7:30	7:35	7:38	7:42	7:47	7:49	7:55	8:06	8:11	8:18	
8:30	**8:35**	8:38	**8:42**	**8:47**	**8:49**	**8:55**	**9:06**	**9:11**	**9:18**	
9:30	**9:35**	9:38	**9:42**	**9:47**	**9:49**	**9:55**	**10:06**	**10:11**	**10:18**	
10:30	**10:35**	10:38	**10:42**	**10:47**	**10:49**	**10:55**	**11:06**	**11:11**	**11:18**	
11:30	**11:35**	11:38	**11:42**	**11:47**	**11:49**	**11:55**	**12:06**	**12:11**	**12:18**	PM
12:30	**12:35**	12:39	**12:44**	**12:50**	**12:51**	**12:59**	**1:11**	**1:17**	**1:26**	
1:45	**1:50**	1:54	**1:59**	**2:05**	**2:07**	**2:14**	**2:26**	**2:32**	**2:41**	
3:00	**3:05**	3:09	**3:14**	**3:20**	**3:22**	**3:29**	**3:41**	**3:47**	**3:56**	
4:15	**4:20**	4:24	**4:29**	**4:35**	**4:37**	**4:44**	**4:56**	**5:02**	**5:11**	
5:30	**5:35**	5:38	**5:42**	**5:47**	**5:49**	**5:55**	**6:06**	**6:11**	**6:18**	
6:30	**6:35**	--	**6:42**	**6:47**	**6:49**	**6:55**	**7:06**	**7:11**	**7:18**	
7:30	**7:35**	--	**7:42**	**7:47**	**7:49**	**7:55**	**8:06**	**8:11**	**8:18**	

RED ROUTE 6

RIDER TRANSIT CENTER	WALMART	AMC CONCORD MILLS	EMBASSY SUITES	GATEWAY LANE 2	RCCC	RIDER TRANSIT CENTER	
OUTBOUND				INBOUND			
5:30	5:47	5:52	5:58	6:04	6:15	6:23	AM
6:30	6:47	6:52	6:58	7:04	7:15	7:23	
7:30	7:47	7:52	7:58	8:04	8:15	8:23	
8:30	**8:47**	**8:52**	**8:58**	**9:04**	**9:15**	**9:23**	
9:30	**9:47**	**9:52**	**9:58**	**10:04**	**10:15**	**10:23**	
10:30	**10:47**	**10:52**	**10:58**	**11:04**	**11:15**	**11:23**	
11:30	**11:47**	**11:52**	**11:58**	**12:04**	**12:15**	**12:23**	PM
12:30	**12:47**	**12:54**	**1:05**	**1:13**	**1:25**	**1:33**	
1:45	**2:02**	**2:09**	**2:20**	**2:28**	**2:40**	**2:48**	
3:00	**3:17**	**3:24**	**3:35**	**3:43**	**3:55**	**4:03**	
4:15	**4:32**	**4:39**	**4:50**	**4:58**	**5:10**	**5:18**	
5:30	**5:47**	**5:52**	**5:58**	**6:04**	**6:15**	**6:23**	
6:30	**6:47**	**6:52**	**6:58**	**7:04**	**7:15**	**7:23**	
7:30	**7:47**	**7:52**	**7:58**	**8:04**	**8:15**	**8:23**	

ORANGE ROUTE 3

RIDER TRANSIT CENTER	CAROLINA MALL/ STARBUCKS	NORTHEAST MEDICAL CENTER	MALVERN DRIVE	WILSHIRE AVE/ WEBB RD	OLD CHARLOTTE RD/UNION CEMETERY RD	GEORGIA ST /CORBAN AVE	NORTHEAST MEDICAL CENTER	RIDER TRANSIT CENTER	
OUTBOUND				INBOUND					
5:30	5:33	5:37	5:49	5:52	5:55	6:03	6:15	6:22	AM
6:30	6:33	6:37	6:49	6:52	6:55	7:03	7:15	7:22	
7:30	7:33	7:37	7:49	7:52	7:55	8:03	8:15	8:22	
8:30	**8:33**	**8:37**	**8:49**	**8:52**	**8:55**	**9:03**	**9:15**	**9:22**	
9:30	**9:33**	**9:37**	**9:49**	**9:52**	**9:55**	**10:03**	**10:15**	**10:22**	
10:30	**10:33**	**10:37**	**10:49**	**10:52**	**10:55**	**11:03**	**11:15**	**11:22**	
11:30	**11:33**	**11:37**	**11:49**	**11:52**	**11:55**	**12:03**	**12:15**	**12:22**	PM
12:30	**12:33**	**12:39**	**12:53**	**12:57**	**1:01**	**1:10**	**1:24**	**1:34**	
1:45	**1:48**	**1:54**	**2:08**	**2:12**	**2:16**	**2:25**	**2:39**	**2:49**	
3:00	**3:03**	**3:09**	**3:23**	**3:27**	**3:31**	**3:40**	**3:54**	**4:04**	
4:15	**4:18**	**4:24**	**4:38**	**4:42**	**4:46**	**4:55**	**5:09**	**5:19**	
5:30	**5:33**	**5:37**	**5:49**	**5:52**	**5:55**	**6:03**	**6:15**	**6:22**	
6:30	**6:33**	**6:37**	**6:49**	**6:52**	**6:55**	**7:03**	**7:15**	**7:22**	
7:30	**7:33**	**7:37**	**7:49**	**7:52**	**7:55**	**8:03**	**8:15**	**8:22**	

CCX ROUTE CCX

RIDER TRANSIT CENTER	THE VILLAGE/ BIG LOTS	CHARLOTTE MOTOR SPEEDWAY	N. TRYON/ PAVILION BLVD	JW CLAY LYNX STATION	JW CLAY LYNX STATION	N. TRYON/ PAVILION BLVD	CHARLOTTE MOTOR SPEEDWAY	THE VILLAGE/ BIG LOTS	RIDER TRANSIT CENTER	
OUTBOUND					INBOUND					
5:30	5:41	5:53	5:57	6:02	6:07	--	--	--	6:25	AM
6:30	6:41	6:53	6:57	7:02	7:07	--	--	--	7:25	
7:30	7:41	7:53	7:57	8:02	8:07	--	--	--	8:25	
8:30	**8:41**	**8:53**	**8:57**	**9:02**	**9:07**	--	--	--	**9:25**	
9:30	**9:41**	**9:53**	**9:57**	**10:02**	**10:07**	--	--	--	**10:25**	
10:30	**10:41**	**10:53**	**10:57**	**11:02**	**11:07**	--	--	--	**11:25**	
11:30	**11:41**	**11:53**	**11:57**	**12:02**	**12:07**	--	--	--	**12:25**	PM
12:30	--	--	--	**12:50**	**12:57**	**1:03**	**1:07**	**1:22**	**1:37**	
1:45	--	--	--	**2:05**	**2:12**	**2:18**	**2:22**	**2:37**	**2:52**	
3:00	--	--	--	**3:20**	**3:27**	**3:33**	**3:37**	**3:52**	**4:07**	
4:15	--	--	--	**4:35**	**4:42**	**4:48**	**4:52**	**5:07**	**5:22**	
5:30	--	--	--	**5:48**	**5:53**	**5:58**	**6:02**	**6:14**	**6:25**	
6:30	--	--	--	**6:48**	**6:53**	**6:58**	**7:02**	**7:14**	**7:25**	
7:30	--	--	--	**7:48**	**7:53**	**7:58**	**8:02**	**8:14**	**8:25**	

SCHEDULE KEY:
Last Row of Times indicates last bus // No transfers available
Bold Type indicates Weekend Service schedule

SCHEDULE KEY:
Last Row of Times indicates last bus // No transfers available
Bold Type indicates Weekend Service schedule

SCHEDULE KEY:
Last Row of Times indicates last bus // No transfers available
Bold Type indicates Weekend Service schedule

BROWN ROUTE 7

RIDER TRANSIT CENTER	ORPHANAGE/ WINECOFF	BETHPAGE ROAD	PINE ST/ RIDGES APT	NCRC/ NC STATE	AMTRAK STATION	POST OFFICE	S MAIN ST/DMV	RIDER TRANSIT CENTER	
OUTBOUND				INBOUND					
5:30	5:35	5:43	5:49	5:55	6:02	6:07	6:15	6:20	AM
6:30	6:35	6:43	6:49	6:55	7:02	7:07	7:15	7:20	
7:30	7:35	7:43	7:49	7:55	8:02	8:07	8:15	8:20	
8:30	**8:35**	**8:43**	**8:49**	**8:55**	**9:02**	**9:07**	**9:15**	**9:20**	
9:30	**9:35**	**9:43**	**9:49**	**9:55**	**10:02**	**10:07**	**10:15**	**10:20**	
10:30	**10:35**	**10:43**	**10:49**	**10:55**	**11:02**	**11:07**	**11:15**	**11:20**	
11:30	**11:35**	**11:43**	**11:49**	**11:55**	**12:02**	**12:07**	**12:15**	**12:20**	
12:30	**12:35**	**12:44**	**12:51**	**12:59**	**1:08**	**1:14**	**1:23**	**1:30**	PM
1:45	**1:50**	**1:59**	**2:06**	**2:14**	**2:23**	**2:29**	**2:38**	**2:45**	
3:00	**3:05**	**3:14**	**3:21**	**3:29**	**3:38**	**3:44**	**3:53**	**4:00**	
4:15	**4:20**	**4:29**	**4:36**	**4:44**	**4:53**	**4:59**	**5:08**	**5:15**	
5:30	**5:35**	**5:43**	**5:49**	**5:55**	**6:02**	**6:07**	**6:15**	**6:20**	
6:30	**6:35**	**6:43**	**6:49**	**6:55**	**7:02**	**7:07**	**7:15**	**7:20**	
7:30	**7:35**	**7:43**	**7:49**	**7:55**	**8:02**	**8:07**	**8:15**	**8:20**	

BLUE ROUTE 1

RIDER TRANSIT CENTER	DSS	AL BROWN HIGH SCHOOL	AMTRAK STATION	AIRPORT RD /HIGHLAND AVE	YMCA/ SENIOR CENTER	JACKSON PARK/ MCCOMBS	RTE 29S/ FOOD LION	RIDER TRANSIT CENTER	
OUTBOUND					INBOUND				
5:30	5:38	5:43	5:48	5:55	6:01	6:06	6:12	6:22	AM
6:30	6:38	6:43	6:48	6:55	7:01	7:06	7:12	7:22	
7:30	7:38	7:43	7:48	7:55	8:01	8:06	8:12	8:22	
8:30	**8:38**	**8:43**	**8:48**	**8:55**	**9:01**	**9:06**	**9:12**	**9:22**	
9:30	**9:38**	**9:43**	**9:48**	**9:55**	**10:01**	**10:06**	**10:12**	**10:22**	
10:30	**10:38**	**10:43**	**10:48**	**10:55**	**11:01**	**11:06**	**11:12**	**11:22**	
11:30	**11:38**	**11:43**	**11:48**	**11:55**	**12:01**	**12:06**	**12:12**	**12:22**	
12:30	**12:42**	**12:48**	**12:55**	**1:03**	**1:10**	**1:16**	**1:23**	**1:35**	PM
1:45	**1:57**	**2:03**	**2:10**	**2:18**	**2:25**	**2:31**	**2:38**	**2:50**	
3:00	**3:12**	**3:18**	**3:25**	**3:33**	**3:40**	**3:46**	**3:53**	**4:05**	
4:15	**4:27**	**4:33**	**4:40**	**4:48**	**4:55**	**5:01**	**5:08**	**5:22**	
5:30	**5:38**	**5:43**	**5:48**	**5:55**	**6:01**	**6:06**	**6:12**	**6:22**	
6:30	**6:38**	**6:43**	**6:48**	**6:55**	**7:01**	**7:06**	**7:12**	**7:22**	
7:30	**7:38**	**7:43**	**7:48**	**7:55**	**8:01**	**8:06**	**8:12**	**8:22**	

SCHEDULE KEY:
Last Row of Times indicates last bus // No transfers available
Bold Type indicates Weekend Service schedule

FARES & TRANSFERS

Please use a digital Rider Pass (Umo mobile app), Rider Pass Smart Card, exact change or a Transfer Pass.
Operators and fareboxes cannot make change.

Regular Fare	$1.25 per Ride
Reduced Rate Fare*	$.60 per Ride
Children under age 5	Free
Transfer Pass	Free
Transfer Pass to/from CATS/LYNX	Free

Frequent Riders can save time and money by purchasing unlimited ride value passes on a Rider Pass Smart Card or on the digital Rider Pass (Umo mobile app).

Rider Pass Smart Card (new or replacement) $2.00

	Regular	Reduced*
One Day Pass	$4	$2
10-Ride Pass	$10	$5
7-Day Pass	$12	$6
31-Day Pass	$40	$20

TRANSFERS: If you pay your fare with a digital Rider Pass or Rider Pass Smart Card, a Free Transfer Pass will automatically be available on your account. If you pay your fare with cash and need a Transfer Pass, ask your driver for a Transfer Pass as you pay your initial fare. When you board your connecting bus, scan the Transfer Pass at the card reader.

HOLIDAY SERVICE

There is no transit service on these holidays: New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day or Christmas Day. All other holidays follow regular service.

FOR MORE INFORMATION

To find out the location and schedule for specific stops, please download our Passio GO mobile app, visit www.ckrider.com, or call 704.920.7433.

For Lost & Found, please call 704.920.7433. Unclaimed items will be discarded or donated after 72 hours.

Rider Transit will make reasonable modifications to its policies and practices to accommodate individuals with disabilities. To request a modification, please call 704.920.7433. If you are unable to navigate the fixed route system, call 704.920.5876 to see if you qualify for the Rider Transit ADA Paratransit service. TDD 1.800.735.2962

***Reduced Fare Program:** Passengers who have a disability, are 65 years of age or older, are Medicare card holders with a valid photo ID, are students with a current class schedule, or are military veterans are eligible to apply for a Reduced Fare ID card, which allows them to ride for half the regular fare and purchase discount passes. You can obtain a Reduced Fare application online at www.ckrider.com or in person at the Rider Transit Center located at 45 Transit Court NW, Concord, NC 28025.

NOTE: A valid Rider Transit Reduced Fare ID Card is required for discounted fares. Show your ID card when you board to receive discount.

CONNECTING COMMUNITY

rider

Concord Kannapolis Area Transit

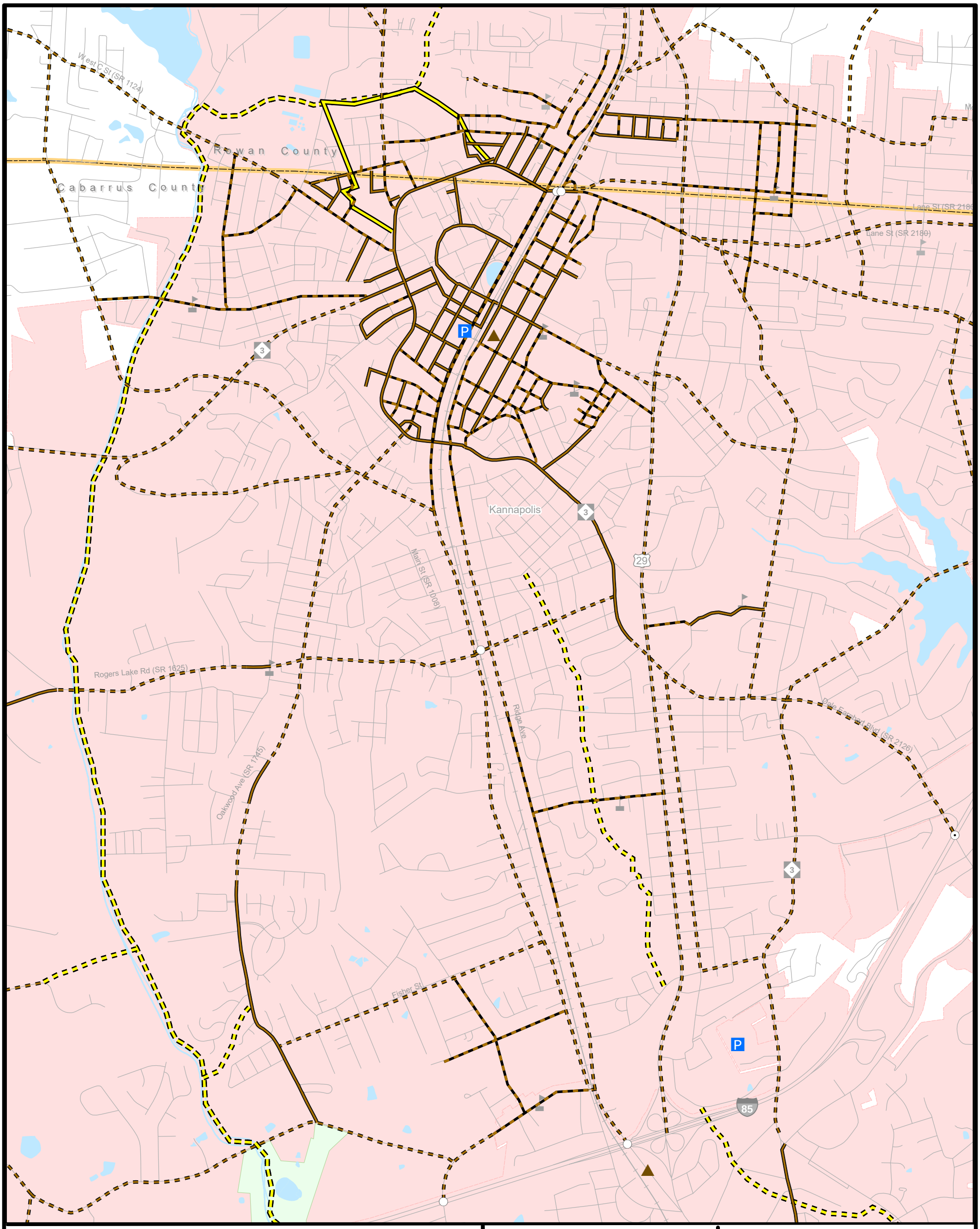
System Map

FREE WI-FI ON BOARD

Printed on 8/19/25

October 1, 2023

Appendix D - CRMPO CTP Pedestrian Map B Dated September 26, 2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.375 0.75

N W E S

Sheet 5B of 5

Base map date: January 21, 2015

Refer to CTP document for more details

Pedestrian Map
Inset B
Cabarrus-Rowan MPO
Comprehensive Transportation Plan
Plan date: September 26, 2016

Printed on 8/4/2025

Appendix E – Community Letters of Support

Kannapolis City Schools
100 Denver Street
Kannapolis, NC 28083

704-938-1131 **FAX: 704-932-4760**

http:/www.kannapolis.k12.nc.us

Daryle Adams
Director of Secondary Education
Director of Career and Technical Education,
Federal Programs, Community Outreach
Daryle.Adams@kcs.k12.nc.us

Mr. Richard Smith
Planning Director
City of Kannapolis, NC

Subject: Letter of Support for Midlake Avenue Sidewalk Project

Dear Mr. Smith,

I'm happy to share this letter in support of the City's initiative to pursue state funding for the Midlake Avenue Sidewalk Project. Kannapolis City Schools (KCS) fully supports the transportation projects the City has prioritized and is working to initiate. We appreciate the impact these projects have on the well-being of our entire community, including our students. The City's efforts to improve transportation corridors have made a noticeable difference, and we value the work being done.

With that in mind, KCS is strongly in favor of adding a sidewalk on Midlake Avenue. This addition would significantly improve safety for community members. Midlake Avenue connects several neighborhoods, serving an estimated 4,000 residents, with approximately 20% of them under 18 years old. Having a safe pedestrian route would be a major benefit for these young residents. Additionally, Midlake Avenue is a key route for the CK Rider bus service, providing critical access to schools and workplaces.

This project aligns with the City's commitment to fostering a more accessible and healthy community, and we appreciate your efforts to make it happen.

Thank you for your leadership on this important initiative.

Thank you,

Daryle Adams, Ed.S.
Director of CTE, Federal Programs,
Community Outreach
Kannapolis City Schools
Daryle.adams@kcs.k12.nc.us
(704) 938-1131

KANNAPOLIS
Police

March 31, 2025

Mr. Richard Smith
Planning Director
City of Kannapolis, NC

Subject: Letter of Support of Midlake Avenue Sidewalk

Mr. Smith,

The Kannapolis Police Department supports and recommends installation of a sidewalk on Midlake Avenue. The transportation projects the City has undertaken to date have significantly improved safety in the community. The Midlake Avenue corridor is a high foot-traffic area due to the bus stops along the road. The current road cross section is narrow and is not safe to walk along. The police department recognizes and appreciates the impact the City's projects have on the safety of the community.

Kannapolis Police Deprtment is pleased to provide this letter in support of the addition of a sidewalk on Midlake Avenue. Members of the community will be safer accessing bus routes by utilizing this sidewalk. This project maintains the City's goals to be a healthy and safe place to live.

Respectfully,

Terry L. Spry
Chief of Police

Kannapolis Police Department
401 Laureate Way
Kannapolis, NC 28081
tspry@kannapolisnc.gov
Office: 704-920-4071

Appendix F – City Council Resolution of Support

RESOLUTION SUPPORTING A GRANT APPLICATION TO THE CABARRUS-ROWAN METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ALTERNATIVES PROGRAM TO FUND THE MIDLAKE SIDEWALK

WHEREAS, On December 4, 2025, 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 City of Kannapolis, herein referred to as the "City" 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 U.S.C. 133.

WHEREAS, The City of Kannapolis intends to request grant assistance for the project,

NOW THEREFORE BE IT RESOLVED, BY THE KANNAPOLIS CITY COUNCIL:

1. That the Kannapolis City Council supports City Staff in the endeavor to seek funding through the Surface Transportation Block Grant Program for the Midlake Sidewalk Project consistent with adopted transportation and community plans.
2. That the City will arrange financing for all remaining costs of the project, if approved for a grant award.
3. That the City 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.
4. That the City will provide for efficient operation and maintenance of the project on completion of construction thereof.
5. That City Planning Director, Richard Smith, the Authorized Official, and successors so titled, is hereby authorized to execute and file an application on behalf of the City 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.
6. That the City Planning Director, 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 assurances as contained above; and to execute such other documents as may be required in connection with the application.
7. That the City 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 the 14th day of July 2025

M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:

Pam Scaggs, CMC, NCCMC
City Clerk

Appendix G – Engineer's Opinion of Probable Cost

Midlake Avenue Sidewalk Project
Overall Project Cost Estimate
Date: July 16, 2025

Preliminary Engineering (PE) *(Design, Permitting, Survey, SUE, Geotechnical)*		**$**	**330,000**
Right-of-Way (ROW)		**$**	**200,000**
Utility Relocation (UTIL)		**$**	**50,000**
Construction (CON)		**$**	**3,302,327**
Cost Estimate/Let Cost		$	2,663,167
Enigneering Inspection (20% construction estimate)		$	532,633
4% Escalation Factor		$	106,527
	Subtotal	$	3,882,327
	Contingency (40%)	$	1,552,931
	10% NCDOT Oversight	$	388,233
	Total Project Estimate	$	5,823,491
	TAP Grant	$	4,658,792
	Local Match	$	1,164,698

Project: **Midlake Avenue Sidewalk Project** County: **Cabarrus**

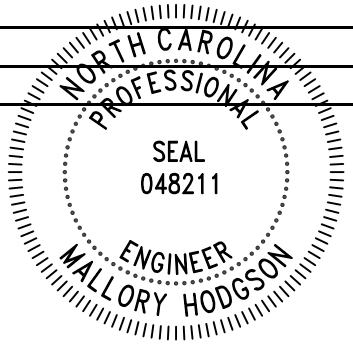
Route: **Midlake Ave from Brantley Road to Centergrove Road**

Typical Section: **C&G & Sidewalk (-L-)**

Priced By: Mallory Hodgson, P.E.; 4/4/25

Checked By:

Std. Item. No	Sec	Item	Qty	Unit	Unit Cost	Total
0000100000-N	800	Mobilization	1	LS	Incl. in Misc.	Incl. in Misc.
	801	CONSTRUCTION SURVEY	1	LS	$ 2,500.00	$ 2,500.00
0001000000-E	200	CLEARING & GRUBBING	1.5	ACRE	$ 40,000.00	$ 60,000.00
	226	COMPREHENSIVE GRADING	1	LS	$500,000.00	$ 500,000.00
	310	15-24" RCP, CLASS III	3500	LF	$ 140.00	$ 490,000.00
0995000000-E	340	PIPE REMOVAL	500	LF	$ 30.00	$ 15,000.00
1011000000-N	500	FINE GRADING	1	LS	$100,000.00	$ 100,000.00
	SP-1	MASONRY DRAINAGE STRS. 840.01, 840.15, 840.32 (NO PRECAST ALLOWED)	15	EA	$ 1,800.00	$ 27,000.00
	SP-1	OFF-SET CATCH BASINS (DETAIL, SHT 6)	15	EA	$ 2,200.00	$ 33,000.00
1220000000-E	545	Incidental Stone Base	750	TON	$ 55.00	$ 41,250.00
1330000000-E	607	Incidental Milling	500	SY	$ 13.00	$ 6,500.00
	607	1.5" Milling	3,000	SY	$ 13.00	$ 39,000.00
1491000000-E	**610**	**Asphalt Concrete Base Course, Type B25.0C**	**800**	**Tons**	**$ 100.00**	**$ 80,000.00**
1503000000-E	**610**	**Asphalt Concrete Intermediate Course, Type I19.0C**	**500**	**Tons**	**$ 95.00**	**$ 47,500.00**
1519000000-E	**611**	**Asphalt Concrete Surface Course, Type S9.5B**	**400**	**Tons**	**$ 90.00**	**$ 36,000.00**
1121000000-E	520	AGGREGATE BASE COURSE	100	TON	$ 75.00	$ 7,500.00
2549000000-E	846	2'-6" Concrete Curb & Gutter	4950	LF	$ 35.00	$ 173,250.00
2591000000-E	848	4" Concrete Sidewalk	2,500	SY	$ 55.00	$ 137,500.00
2605000000-N	848	Concrete Curb Ramps	17	EA	$ 3,000.00	$ 51,000.00
2612000000-E	848	6" Concrete Driveway	500	SY	$ 90.00	$ 45,000.00
		Traffic Control	1	LS	$150,000.00	$ 150,000.00
		Erosion Control	2.1	Acres	$ 50,000.00	$ 103,305.79
		Thermoplastic Pavement Marking	1	LS	$ 40,000.00	$ 40,000.00
	858	ADJUST WATER VALVE BOX	40	EA	$ 250.00	$ 10,000.00
	858	ADJUST WATER METER BOXES	40	EA	$ 250.00	$ 10,000.00
3649000000-E	876	RIP RAP (Misc)	200	TON	$ 70.00	$ 14,000.00
					Subtotal	$ 2,219,305.79
					Miscellaneous & Mobilization (20% Roadway)	$ 443,861.16
					Construction Estimate	$ 2,663,166.94



APPLICATION INFORMATION

Applicant Data

Legal Name:	City of Salisbury
Contact Person:	Jared Mathis, Transportation Director
Address:	Physical: 132 North Main St
	Mailing: PO Box 479
City, State, Zip:	Salisbury, North Carolina 28144
Telephone:	704-638-5221
Fax:	N/A
E-mail:	jared.mathis@salisburync.gov

Project Information

Project Name:	Downtown Salisbury Main Street Project
Project Location:	Main Street from Kerr Street to Horah Street, Salisbury, NC
MTIP ID:	HL-0064
Total Project Cost:	$18,744,312
Requested STBG Funds:	$10,567,784

Brief Project Description:

City Council adopted the Downtown Salisbury Main Street Plan on March 16, 2021. Shortly after plan adoption the City implemented Phase 1, a transitional striping plan, in partnership with NCDOT's Main Street (US 29) resurfacing. In an effort to continue with positive momentum toward full implementation, in 2023 the City entered into a contract with ESP Associates for construction level design of six blocks of Main Street. The design is now in the final stages of approval and has utilized local funds of about $961,000. In anticipation of design beginning in 2023, the City applied in September 2022 for STBG-DA funds for utility and construction phases and was awarded $7,426,755 by the Cabarrus-Rowan MPO. The City's local match of $1,856,689 provided a total of $9,283,444, which was the estimate of probable cost based on the adopted conceptual plan for build-out of six blocks in the heart of downtown, from Kerr Street on the north end to Horah Street on the south end. The latest estimate provided by the consultant in June 2025 totals $18,744,312, leaving a substantial shortfall from the original grant amount. Assuming required CEI is 20 percent of the total construction, an additional $3,748,862 is needed. **Therefore, the City of Salisbury would request an additional STBG grant of $10,567,784, with a local match of $2,641,946** to provide a total of $13,209,730 for completion of the project, which is anticipated to be under construction in early 2026.

PROJECT EVALUATION CRITERIA

1- Project Needs / Goals and Objectives

As the county seat of Rowan County, Salisbury has long been an economic, civic and cultural center of the area. The county is experiencing welcome and rapid economic growth, which greatly affects Downtown Salisbury as well. With more and more people coming to Salisbury to live, for work and recreation, it is essential that Salisbury adapt to the present and prepare for the future in all areas, including necessary infrastructure improvements. To help prepare, City Council adopted the Downtown Salisbury Main Street Plan in March 2021. Drawing widespread community support, the conceptual master plan for Main Street (US 29) aims at improving safety, attracting tourism and economic investment, and retaining small businesses.

In our initial application we indicated that once complete, the project reshapes the core corridor of Main Street into a safe and walkable streetscape that supports economic growth and retains our small-town charm. At the time of that application, the adopted Main Street Plan envisioned the following:

- Converting a four-lane undivided highway into a three-lane cross section to enhance safety;
- Adding additional on-street parking to support small businesses;
- Creating “bump-out” areas to allow for outdoor dining and shorter pedestrian crossings;
- Upgrading sidewalks with new street lighting, trash receptacles, trees and other features to make downtown more attractive and vibrant;
- Replacing aged lighting, mast-arms and underground wiring to meet current standards;
- Updating storm sewer infrastructure; and
- Replacing aging lead water supply lines that connect from the water main to individual buildings

While all these elements remain true, the in-depth infrastructure assessment necessary for construction level design indicated significant benefits for the following as well:

- Replacing the aged waterline in the center of Main Street with new parallel lines on each side of the street to address critical issues including fire flow;
- Providing a duct bank on both sides of Main Street to supply the City with metered electrical service along the corridor as well as accommodate replacement of Duke Energy secondary power and provide conduits for fiber providers;
- Upgrading traffic signal cabinets to ensure compatibility with the existing system and future upgrades;
- Providing in-pavement actuation at each intersection; and
- Resolving coal chutes and other structural extensions into the sidewalk area

The City still anticipates that streetscape and infrastructure enhancements on Main Street will increase property values, generate increases in property tax and sales tax revenues, and lead to greater opportunities for small businesses to employ more people. We estimate that an infrastructure investment of $10 million will leverage over $60,000,000 in private investment within the six block core of Main Street alone, and contribute an estimated $5,500,000 in property tax revenues to the city and

county budget over a 10-year period. We anticipate the impact of the streetscape and infrastructure project to reach beyond the immediate blocks, spurring investment across downtown and multiplying the economic impact.

Salisbury prides itself on leaning into its descriptor, *historic.* And while Historic Salisbury is identified by our classic architecture and pride in our past, our city is looking to the future. Our goals for the outcome of the Downtown Salisbury Main Street project are multifaceted. Of the highest priority are our efforts to use this project to incentivize private investment in the downtown, attract visitors, increase jobs and opportunities for current and future residents, increase property tax revenue, and most importantly, continue to improve the safety and quality of life for those who choose to call Salisbury their community.

2- Promotes Safety and Security

A capacity analysis was conducted by NV5 Engineers and Consultants in December 2019 to evaluate options for consideration in the master plan, and the Executive Summary is attached. The study indicated spare capacity to the design year of 2040, with no effect on delays. Based on this data, NV5 recommended converting the four-lane undivided roadway to a three-lane cross-section consisting of two through lanes and a center two-way left-turn lane (TWLTL). The inclusion of the TWLTL is expected to reduce crashes by 19-47%.

In addition, the elimination of a lane of travel allows for parking spaces to be of sufficient length, eliminating large vehicles protruding into a travel lane. Furthermore, each end of the project provides sufficient width to accommodate bicycle lanes, with sharrows added through town where width is not available. These changes were made with Phase 1 of the project implementation as part of Salisbury's commitment to improve the corridor and maximize our partnership with NCDOT with their resurfacing contract. The full construction will further enhance safety with the addition of bulb-outs at intersections, reducing the crossing width for pedestrians at intersections.

The project also promotes public safety and improves road infrastructure sustainability through the replacement of the aged waterline in the center of the road with parallel waterlines one each side of the road, outside of the travel lanes. The relocated waterlines will reduce and/or eliminate roadway closures for taps and maintenance. The waterline upgrade increases public safety by providing upgraded waterlines for downtown fire protection and is supported by a North Carolina Public Safety Grant that will be use as part of the local match for the STBG grant. Likewise, the addition of duct banks outside of the roadway also provides greater sustainability for the roadway infrastructure as well as for crucial utilities through the downtown.

3- Documented Project/Program Support

A Resolution of Support was presented to City Council on Tuesday, August 5, 2025. A copy of the Resolution is included. This Resolution includes a commitment by the City to provide a 20% local match and to administer the project thru to completion. In addition to the Resolution of Support, letters of

continued support for the Main Street Project are included from Downtown Salisbury, Inc., Rowan Chamber of Commerce and Rowan County Tourism Development Authority.

4- Proximity to Existing /Planned Traffic Generators

The project is in the heart of downtown, less than one mile from I-85 Exit 76. Downtown Salisbury is the home of 35 eating and drinking establishments (including two breweries), over 50 retail businesses and 196 residential units. Note there has been an increase in downtown residential units of over 11% in the past three years, supporting the need for upgraded infrastructure. Downtown also boasts Bell Tower Green, a $12 million destination park that hosts concerts, community events and daily use. In addition, there are three downtown theaters (The Norvell Theater, the Meroney Theater and Lee Street Theater), the Railwalk Arts District with a local farmers market, and the Salisbury Symphony Orchestra.

5- Quantifiable measures for congestion thru innovative or multimodal approaches.

The project will provide positive impacts by reducing emissions in an area currently deemed as maintenance status for air quality. Intersections along the corridor are currently pre-timed and will be upgraded to fully actuated signals with the project, reducing idling time, fuel consumption and harmful emissions. Studies have shown that upgrading to fully actuated signals can reduce air pollutants up to 19.5%.

It is also assumed that the ADT of the adjacent roadway where improvements are planned will be reduced with improved walkability. Because of the small impact to quantifiable vehicle miles, this was not converted to a monetized value. However, the improvements will provide a qualitative impact for both citizens and visitors to the area.

In addition, the first phase of the plan provided the ability to accommodate left-turns at the square from Main Street onto Innes Street, improving flow of traffic and reducing trips around the block to head either east or west.

6- Connectivity measures for linking other modes of transportation

The proposed improvements are located only a block and a half from the Salisbury Transit transfer site and the Historic Salisbury Depot, which currently accommodates 10 passenger trains per day (5 each direction). Current projects at the Depot (P-5733 and P-5726A) will further enhance alternate modes of transportation and prepare Salisbury for future service to Western North Carolina. The Main Street Project (HL-0064) compliments P-5733 and P-5726A by improving accessibility for all modes of transportation.

More direct impacts to the Main Street project area include improved areas for bus stops and loading zone spaces. The plan also incorporates either bicycle lanes or sharrows, depending on location, to enhance cyclist usability and safety. The full implementation of the plan will further enhance pedestrian safety by shortening crossing distances with bump-outs at intersections, and consideration of other measures, such as leading pedestrian intervals at key intersections, making it safer and easier for visitors to leave their cars and navigate downtown as pedestrians.

BONUS POINTS

A. Funding - (% points additional above 20%)

The Resolutions adopted by the Salisbury City Council, both from 2022 and currently, confirm the City of Salisbury's commitment to the 20% obligation to achieve project completion. In addition, the City has already invested funds to provide the striping plan implemented as phase 1, and are currently completing construction level design through a locally funded $961,000 contract with ESP Associates, Inc. In preparation for the upgrade, Salisbury-Rowan Utilities has invested over $500,000 in sanitary sewer upgrades through the downtown. Furthermore, approximately $1 million from a public safety grant for betterment of fire protection will help cover the local match.

B. **Geographic equality – serving less than 20,000**

Although the City of Salisbury has a population of over 20,000, the project lies within an Opportunity Zone and is classified as an Area of Persistent Poverty

C. Innovation – New and innovative service concepts improving access and mobility.

The City has coordinated with Duke Energy and private companies to explore options regarding roadway and pedestrian lighting, and will be replacing very aged Duke-owned vehicular and pedestrian scale lighting with city-owned and maintained infrastructure. The City will also own and maintain the mast arms for the traffic signals. The Transportation Department added a technician to staff this year to ensure the ability to maintain the infrastructure at a high level, reducing the impact of outages for downtown residents and visitors. In addition, to improve access and mobility further, the use of Leading Pedestrian Intervals will be used at signalized intersections along the project limits.

D. Progress – Shovel ready - complete preliminary design, permitting, etc.

The design documents for the project are in final review with the North Carolina Department of Transportation (NCDOT) and the City of Salisbury, and the City is currently working with NCDOT's ROW Division for ROW Certification. Encroachment Agreements with NCDOT are also in review. Salisbury's Historic Preservation Commission (HPC) approved a Certificate of Appropriateness in March 2025. In addition, the Type 1 Categorical Exclusion was approved in October 2024. With the majority of approvals in place, the City anticipates moving into the construction phase in early 2026.

Attachments:

- Project Budget Sheet
- Updated Project Estimate
- Samples from Construction Level Design Plans
- Council Resolution for STBGP-DA Grant
- Letters of Support
- NV5 Executive Summary

Main Street Project Budget
July 2025

TOTAL ESTIMATED CONSTRUCTION COSTS (see attached estimate)	**$**	**18,744,312**
CEI (20% of construction cost)	**$**	**3,748,862**
TOTAL PROJECT BUDGET FOR CONSTRUCTION PHASE	**$**	**22,493,174**
2022 STBG AWARD THROUGH CRMPO	**$**	**(7,426,755)**
2022 STBG LOCAL MATCH	**$**	**(1,856,689)**
PROJECTED SHORTFALL	**$**	**13,209,730**
CURRENT STBG REQUEST THROUGH CRMPO	**$**	**10,567,784**
CURRENT STBG REQUEST LOCAL MATCH (PUBLIC SAFETY GRANT)	**$**	**1,000,000**
CURRENT STBG REQUEST LOCAL MATCH (CITY)	**$**	**1,641,946**
GRANT REQUEST AMOUNT	**$**	**10,567,784**

Other Project Costs Accrued and Funded by City of Salisbury for Phase 2 of the Main Street Project	Design	$960,942
	SS Rehab	$500,000

Main Street Streetscape Improvements

Order of Magnitude Estimate of Probable Capital Improvement Costs (June 2025)

100% Plan Set (dated April 18, 2025)

THE CITY OF Salisbury North Carolina

		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
Main Street - 0.52 miles (2730 ln ft)							
A.	**General Conditions & Site Work**						
1	*Mobilization and General Conditions*	lump sum	1.00	$410,000.00	$410,000.00	Spec Sec 800	
2	*Survey and Layout*	lump sum	1.00	$115,000.00	$115,000.00	Spec Sec 801	construction staking, benchmark preservation
3	*Traffic Control*	lump sum	1.00	$85,000.00	$85,000.00	Spec Division 11	
	Subtotal:				$610,000.00		
B.	**Demolition (Remove & Dispose)**						
1	*Removal of Existing Asphalt Pavement*	sq yd	1,630.00	$20.00	$32,600.00	Spec Sec 225	Removal of Existing Pavement
2	*Undercut Excavation*	cu yd	350.00	$75.00	$26,250.00	Spec Sec 250	Roadway Excavation
3	*Unclassified Excavation*	cu yd	2,330.00	$30.00	$69,900.00	Spec Sec 250	Roadway Excavation
4	*Concrete Sidewalks and Driveways*	sq yd	7,260.00	$50.00	$363,000.00	Spec Sec 250	
5	*Granite Curb*	ln ft	1,391.00	$7.00	$9,737.00	Special Prov PSP-01	
6	*Concrete Curb*	ln ft	1,500.00	$8.00	$12,000.00	Spec Sec 250	
7	*Street Trees*	each	72.00	$600.00	$43,200.00	Spec Sec 200	tree and root ball
8	*Flag Poles*	each	3.00	$750.00	$2,250.00	Spec Sec 210	
9	*Uplights at Flag Poles*	each	2.00	$100.00	$200.00	Spec Sec 210	
10	*Pedestrian Lighting*	each	5.00	$800.00	$4,000.00		light poles removed by Duke Energy
11	*Roadway Lighting*	each	35.00	$1,100.00	$38,500.00		light poles removed by Duke Energy
12	*Traffic Signals - 8 Signal Intersection*	each	7.00	$23,000.00	$161,000.00		Signals removed by NCDOT
13	*Trench Drains*	each	8.00	$200.00	$1,600.00	Spec Sec 250	steel grate, conc flume
14	*Light Pole Foundations*	each	64.00	$250.00	$16,000.00	Special Prov PSP-07	assumes 5' average depth, includes traffic poles
15	*Existing Duct Bank*	ln ft	6,396.58	$9.00	$57,569.22	Special Prov PSP-08	conc encased bank and wire, various sizes, assumes 1' wide x 2' deep
	Subtotal:				$837,806.22		
C.	**Demolition (Remove, Stockpile & Reuse)**						
1	*Granite Curbs*	ln ft	2,772.00	$75.00	$207,900.00	Special Prov PSP-01	assumes 2/3 of recovered stone usable (4163 x 2/3)
2	*Commemorative Plaques*	each	4.00	$450.00	$1,800.00	Special Prov PSP-19	removal cost only
3	*Clock*	each	1.00	$2,500.00	$2,500.00	Special Prov PSP-19	removal only
4	*Benches*	each	20.00	$150.00	$3,000.00	Special Prov PSP-19	
5	*Brick Pavers - Sidewalks*	sq ft	14,720.00	$4.00	$58,880.00	Special Prov PSP-19	
6	*Brick Pavers - Vehicular*	sq ft	230.00	$4.00	$920.00	Special Prov PSP-19	Fisher St
7	*Wayfinding Signs*	each	10.00	$450.00	$4,500.00	Special Prov PSP-19	removal costs only, sign & post
8	*Historic Markers*	each	2.00	$450.00	$900.00	Special Prov PSP-19	removal costs only, sign & post
9	*Historic District Sign*	each	2.00	$180.00	$360.00	Spec Sec 907	removal costs only, sign & post
10	*Bus Stop Sign*	each	3.00	$35.00	$105.00	Spec Sec 907	removal costs only, mounted on light post
11	*Bike Route Sign*	each	1.00	$180.00	$180.00	Spec Sec 907	removal costs only, sign & post
12	*Social District Sign*	each	4.00	$50.00	$200.00	Spec Sec 907	removal costs only, mounted on light post
13	*Speed Limit Sign*	each	10.00	$50.00	$500.00	Spec Sec 907	removal costs only, mounted on light post
14	*Parking - 15 minute Sign*	each	2.00	$185.00	$370.00	Spec Sec 907	removal costs only, sign & post
15	*Parking - 2 hour Sign*	each	45.00	$50.00	$2,250.00	Spec Sec 907	removal costs only, mounted on light post
16	*Loading Zone Sign*	each	2.00	$185.00	$370.00	Spec Sec 907	removal costs only, sign & post
	Subtotal:				**$284,735.00**		
D.	**Demolition (Remove and Return to Owner)**						
1	*Brick Pavers 'Buff'*	sq ft	1,128.00	$3.50	$3,948.00	Special Prov PSP-20	remove, collect and provide to city
	Subtotal:				**$3,948.00**		
E.	**Erosion Control**						
1	*Sediment Control Stone*	ton	55.00	$45.00	$2,475.00	Spec Sec 1610	Stone for Erosion Control
2	*1/4" Hardware Cloth*	ln ft	1,100.00	$6.00	$6,600.00	Spec Sec 1632	Rock Inlet Sediment Trap
3	*Wattle Protection*	ln ft	300.00	$20.00	$6,000.00	Spec Sec 1642	Wattle Devices
4	*Temporary Silt Fence*	ln ft	280.00	$5.00	$1,400.00	Spec Sec 1605	Temporary Silt Fence
	Maintenance of Eorosion Control Elements	allowance	1.00	$25,000.00	$25,000.00	Spec Sec 1605	weekly maintenance
	Subtotal:				**$41,475.00**		
F.	**Sanitary Sewer Service**						
1	*Adjust Existing Sanitary Sewer Clean Out*	each	22.00	$500.00	$11,000.00	Spec Sec 858	
2	*Adjust Existing Sanitary Sewer Manhole*	each	8.00	$750.00	$6,000.00	Spec Sec 858	
	Subtotal:				**$17,000.00**		
G.	**Lighting & Electrical**						
1	*Single Phase S.E. Rated Main Breaker & 4 2-Pole Ckt*	each	4.00	$4,500.00	$18,000.00	Special Prov PSP-06	NEMA 4X
2	*Meter Base*	lump sum	4.00	$1,200.00	$4,800.00	Special Prov PSP-06	
3	*NEMA 4X Enclosure Breaker Panel*	each	12.00	$2,200.00	$26,400.00	Special Prov PSP-06	stainless steel, photocontrolled
4	*Equipment Rack*	each	2.00	$2,500.00	$5,000.00	Special Prov PSP-06	
5	*Equipment Rack Grounding*	each	2.00	$880.00	$1,760.00	Special Prov PSP-06	#4/0 copper
6	*Trenched in Concrete Encased Duct Bank*					Special Prov PSP-06	flowable fill
6a	*Including 1 2" Conduit*	ln ft	35.00	$40.00	$1,400.00	Special Prov PSP-06	sch 40 pvc
6b	*Including 2 2" Conduits*	ln ft	125.00	$50.00	$6,250.00	Special Prov PSP-06	sch 40 pvc
6c	*Including 3 2" Conduits*	ln ft	200.00	$60.00	$12,000.00	Special Prov PSP-06	sch 40 pvc
6d	*Including 4 2" Conduits*	ln ft	210.00	$70.00	$14,700.00	Special Prov PSP-06	sch 40 pvc
6e	*Including 5 2" Conduits & 2 3" Conduits*	ln ft	945.00	$95.00	$89,775.00	Special Prov PSP-06	sch 40 pvc
6f	*Including 6 2" Conduits*	ln ft	60.00	$85.00	$5,100.00	Special Prov PSP-06	sch 40 pvc
6g	*Including 6 2" Conduits & 2 3" Conduits*	ln ft	1,480.00	$100.00	$148,000.00	Special Prov PSP-06	sch 40 pvc
6h	*Including 7 2" Conduits & 2 3" Conduits*	ln ft	1,890.00	$105.00	$198,450.00	Special Prov PSP-06	sch 40 pvc
6i	*Including 8 2" Conduits*	ln ft	490.00	$95.00	$46,550.00	Special Prov PSP-06	sch 40 pvc
6j	*Including 8 2" Conduits & 2 3" Conduits*	ln ft	730.00	$110.00	$80,300.00	Special Prov PSP-06	sch 40 pvc
6k	*Including 8 2", 2 3" Conduits & 3 1.25" Conduits*	ln ft	160.00	$120.00	$19,200.00	Special Prov PSP-06	sch 40 pvc
6l	*Including 10 2" Conduits & 2 3" Conduits*	ln ft	345.00	$125.00	$43,125.00	Special Prov PSP-06	sch 40 pvc
6m	*Add 8" Encased Sleeves Perpendicular to Duct Bank*	ln ft	106.00	$60.00	$6,360.00	Special Prov PSP-06	sch 40 pvc
6n	*Add 4" Encased Sleeves Perpendicular to Duct Bank*	ln ft	2.00	$45.00	$90.00	Special Prov PSP-06	sch 40 pvc
6o	*Add 2" Encased Sleeves Perpendicular to Duct Bank*	ln ft	158.00	$40.00	$6,320.00	Special Prov PSP-06	sch 40 pvc
7	*Lighting Wiring*	ln ft	6,005.00	$4.50	$27,022.50	Special Prov PSP-06	#6 Al TPX
8	*Stanchion Wiring*	ln ft	5,995.00	$8.00	$47,960.00	Special Prov PSP-06	#2 Al TPX
9a	*City Fiber Boxes - Small Flush Mount Box*	each	16.00	$750.00	$12,000.00	Special Prov PSP-06	fiber by owner
9b	*City Fiber Boxes - Medium Flush Mount Box*	each	1.00	$1,100.00	$1,100.00	Special Prov PSP-06	fiber by owner
9c	*City Fiber Boxes - Extra Large*	each	1.00	$1,450.00	$1,450.00	Special Prov PSP-06	fiber by owner
10	*Pedestrian Light Posts*	each	52.00	$4,200.00	$218,400.00	Special Prov PSP-06	5" round, fluted, 14' mount, cast alum, banner arms, green
11	*Pedestrian Fixtures*	each	52.00	$2,200.00	$114,400.00	Special Prov PSP-06	LED, green
12	*Pedestrian Light Foundations*	each	52.00	$1,900.00	$98,800.00	Special Prov PSP-06	concrete, breakaway coupling,
13	*Pedestrian Lighting Boxes*	each	52.00	$1,250.00	$65,000.00	Special Prov PSP-06	pre-fab, fiber concrete, with connectors
14	*Flag Pole Uplights*	each	3.00	$600.00	$1,800.00	Special Prov PSP-06	Low Voltage Ligths and Transformer
15	*Roadway Light Posts*	each	12.00	$3,600.00	$43,200.00	Special Prov PSP-06	25' mounting, green
16	*Roadway Fixtures*	each	26.00	$2,400.00	$62,400.00	Special Prov PSP-06	LED, green
17	*Mounting Extension for Traffic Poles*	each	14.00	$400.00	$5,600.00	Special Prov PSP-06	green, to 25' mount
18	*Roadway Lighting Boxes*	each	26.00	$1,400.00	$36,400.00	Special Prov PSP-06	pre-fab, fiber concrete, with connectors
19	*Roadway Light Foundations*	each	12.00	$1,900.00	$22,800.00	Special Prov PSP-06	
20	*120v Power Stanchions*	each	40.00	$1,400.00	$56,000.00	Special Prov PSP-06	2 duplex outlets, 5x5 hinged top w/o base (Pedoc), black
21	*Bollards at Theater*	each	9.00	$2,300.00	$20,700.00	Special Prov SP-16	green
22	*Stanchion Splice Box*	each	40.00	$950.00	$38,000.00	Special Prov PSP-06	pre-fab, fiber concrete, with connectors
	Subtotal:				**$1,606,612.50**		

		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
H.	**Traffic Signals**						
1	*16" Pedestrian Signal Head 1 Sec w/Countdown*	each	56.00	$1,300.00	$72,800.00	Special Prov TS	
2	*Signal Cable*	ln ft	19,754.00	$5.00	$98,770.00	Special Prov TS	
3	*Vehicle Signal Head (12", 3 Section)*	each	52.00	$1,250.00	$65,000.00	Special Prov TS	
4	*Vehicle Signal Head (12", 4 Section)*	each	14.00	$1,500.00	$21,000.00	Special Prov TS	
5	*APS Detection Station*	each	56.00	$1,500.00	$84,000.00	Special Prov TS	
6	*Central Control Units for APS Detection Stations*	each	7.00	$2,250.00	$15,750.00	Special Prov TS	
7	*Unpaved Trenching*	ln ft	1,875.00	$17.50	$32,812.50	Special Prov TS	1 conduit, 2 inch
8	*Directional Drill*	ln ft	60.00	$35.00	$2,100.00	Special Prov TS	2 conduits, 2 inch
9	*Junction Box Standard*	each	45.00	$750.00	$33,750.00	Special Prov TS	
10	*Junction Box Heavy Duty*	each	11.00	$1,250.00	$13,750.00	Special Prov TS	over-sized
11	*Inductive Loop Sawcut*	ln ft	5,200.00	$12.00	$62,400.00	Special Prov TS	
12	*Lead-in Cable*	ln ft	17,350.00	$3.00	$52,050.00	Special Prov TS	14-2 pair
13	*Luminaire Arm for Video System*	each	2.00	$750.00	$1,500.00	Special Prov TS	
14	*Camera w/o Int Loop Emul Process*	each	2.00	$9,000.00	$18,000.00	Special Prov TS	
15	*Ext Loop Emulator Process Unit*	each	1.00	$6,000.00	$6,000.00	Special Prov TS	
16	*Relocate Camera Sensor Unit*	each	2.00	$1,000.00	$2,000.00	Special Prov TS	
17	*GPS Unit*	each	7.00	$5,000.00	$35,000.00	Special Prov TS	
18	*Decortive Single Arched Mast Arm with Metal Pole*	each	2.00	$45,000.00	$90,000.00	Special Prov TS	
19	*Decorative Double Arched Mast Arm with Metal Pole*	each	12.00	$70,000.00	$840,000.00	Special Prov TS	
20	*Soil Test*	each	14.00	$2,500.00	$35,000.00	Special Prov TS	
21	*Drilled Pier Foundation*	cu yd	112.00	$1,500.00	$168,000.00	Special Prov TS	
22	*Mast Arm with Metal Pole Design*	each	28.00	$500.00	$14,000.00	Special Prov TS	
23	*Sign for Signals*	each	57.00	$500.00	$28,500.00	Special Prov TS	
24	*Type II Pedestal with Foundation*	each	54.00	$3,500.00	$189,000.00	Special Prov TS	
25	*Signal Cabinet Foundation*	each	7.00	$1,750.00	$12,250.00	Special Prov TS	
26	*Controller with Cabinet*	each	7.00	$23,000.00	$161,000.00	Special Prov TS	type 2070L, base mounted
27	*Detector Card*	each	56.00	$300.00	$16,800.00	Special Prov TS	type 170
28	*Cabinet Base Extender*	each	7.00	$1,000.00	$7,000.00	Special Prov TS	
29	*Protective Coating for Dual Mast Arm*	each	12.00	$7,000.00	$84,000.00	Special Prov TS	green
30	*Protective Coating for Type II Signal Pedestal*	each	54.00	$500.00	$27,000.00	Special Prov TS	green
31	*Protective Coating for Single Mast Arm*	each	2.00	$4,000.00	$8,000.00	Special Prov TS	green
32	*Protective Coating for Signal Cabinet*	each	7.00	$1,000.00	$7,000.00	Special Prov TS	green
	Subtotal:				**$2,304,232.50**		

		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
I.	**Roadway Paving**						
1	*Milling Asphalt Pavement, 0.0" to 3.0"*	sq yd	13,610.00	$30.00	$408,300.00	Spec Sec 607	Milling Asphalt Pavement
2	*Asphalt Concrete Surface Course*	ton	3,500.00	$175.00	$612,500.00	Spec Sec 610	Type S 9.5C, including asphalt overlay for milling.
3	*Asphalt Concrete Intermediate Course*	ton	1,610.00	$175.00	$281,750.00	Spec Sec 610	Type I 19.0C
4	*Asphalt Concrete Base Course*	ton	2,010.00	$175.00	$351,750.00	Spec Sec 610	Type B 25.0C
5	*Asphalt Binder for Plant Mix*	ton	430.00	$950.00	$408,500.00	Spec Sec 620	
	Subtotal:				**$2,062,800.00**		
J.	**Stormwater**						
1	*Trench Drains*	ln ft	304.00	$110.00	$33,440.00	Special Prov PSP-14	4" trench drain, class E600 loads, ductile iron ADA grate
2	*Frame, Grate and Hood (Standard Catch Basin)*	each	16.00	$950.00	$15,200.00	NCDOT Det 840.01	
3	*Manhole Frame with Cover*	each	8.00	$850.00	$6,800.00	NCDOT Det 840.54	
4	*ADA Compliant Grate*	each	2.00	$1,000.00	$2,000.00	Special Prov PSP-11	Iron Age Grate (24" square rain grate) or approved equal
5	*Masonary Drainage Structures*	each	16.00	$2,500.00	$40,000.00	NCDOT Det 840.01	
6	*Masonary Drainage Structures*	ln ft	5.00	$600.00	$3,000.00	Spec Sec 840	
7	*15" RCP, Class III*	ln ft	155.00	$140.00	$21,700.00	Spec Sec 305	
8	*15" RCP, Class IV*	ln ft	165.00	$160.00	$26,400.00	Spec Sec 305	
9	*15" RCP, Class V*	ln ft	60.00	$180.00	$10,800.00	Spec Sec 305	
10	*18" RCP, Class III*	ln ft	15.00	$145.00	$2,175.00	Spec Sec 305	
11	*Foundation Conditioning Material*	ton	1,690.00	$45.00	$76,050.00	Spec Sec 300	minor structures
12	*Foundation Conditioning Geotextile*	sy	4,750.00	$8.00	$38,000.00	Spec Sec 300	
13	*Select Material*	ton	5,755.00	$45.00	$258,975.00	Spec Sec 1016	
14	*Adjust Existig Frame & Grate*	each	1.00	$1,000.00	$1,000.00	Special Prov PSP-04	
15	*Adjustment of Manholes*	each	4.00	$1,000.00	$4,000.00	Spec Sec 858	
16	*Convert Existing Catch Basin to Junction Box*	each	7.00	$5,000.00	$35,000.00	Special Prov PSP-05	
17	*Convert Existing Catch Basin to ADA Grate*	each	2.00	$5,000.00	$10,000.00	Special Prov PSP-05	
	Subtotal:				**$584,540.00**		
K.	**Signage & Striping**						
1	*Stamped Asphalt Crosswalks*	sq yd	721.73	$195.50	$141,098.22	Special Prov PSP-13	impressed surface system, brick & hexagon patterned, colored
2	*Crosswalk Borders*	each	52.00	$100.00	$5,200.00	Spec Division 12	2 per crosswalk, NCDOT det. 1205.01
3	*Stop Bars*	ln ft	460.00	$16.65	$7,660.84	Spec Division 12	thermoplastic, 24", 120 mils, NCDOT det. #1205.07
4	*Left Turn Arrows*	each	25.00	$166.50	$4,162.50	Spec Division 12	thermoplastic, 120 mils, NCDOT det. #1205.08
5	*Straight & Right Arrows*	each	15.00	$166.50	$2,497.50	Spec Division 12	thermoplastic, 120 mils, NCDOT det. #1205.08
6	*Loading Zone Symbols*	each	5.00	$166.50	$832.50	Spec Division 12	thermoplastic, 120 mils
7	*Handicap Parking Symbols*	each	5.00	$166.50	$832.50	Spec Division 12	120 mils, blue
8	*Handicap Aisle Striping*	ln ft	800.00	$1.67	$1,336.00	Spec Division 12	120 mils, blue
9	*Handicap Parking Signs*	each	5.00	$325.00	$1,625.00	Spec Division 9	
10	*Bicycle Sharrows*	each	45.00	$166.50	$7,492.50	Spec Division 12	120 mils, white
11	*Parking Edge Lines - Angled & Parallel*	ln ft	4,510.00	$1.67	$7,531.70	NCDOT Det 1205.01	
12	*Lane Lines - Solid Yellow 4"*	ln ft	4,550.00	$3.00	$13,650.00	NCDOT Det 1205.01	NCDOT det. #1205.01
13	*Lane Lines - Solid White 4"*	ln ft	740.00	$3.00	$2,220.00	NCDOT Det 1205.01	NCDOT det. #1205.01
14	*Lane Lines - Skip Yellow 4"*	ln ft	520.00	$3.00	$1,560.00	NCDOT Det 1205.01	NCDOT det. #1205.01, #1205.02, #1205.04, #1205.05
15	*Lane Lines - Mini-Skip White*	ln ft	140.00	$3.00	$420.00	NCDOT Det 1205.01	NCDOT det. #1205.01, #1205.02, #1205.04, #1205.06
16	*Bus Symbols*	each	5.00	$166.50	$832.50	NCDOT Det 1205.01	NCDOT det #1205
17	*Bronze Placques*	each	4.00	$5,000.00	$20,000.00	Special Prov PSP-19	reset existing per city
18	*Wayfinding Signs*	each	10.00	$2,500.00	$25,000.00	Spec Division 9	reinstall, new posts, concrete foundation
19	*Traffic Control Signs*	each	65.00	$250.00	$16,250.00	Spec Division 9	reinstall speed, 2-, 15-min & no parking, hist dist, loading, bus
20	*Historic Markers*	each	2.00	$2,500.00	$5,000.00	Spec Division 9	reinstall L-29 & L-47, new posts
	Subtotal:				**$265,201.76**		

Main Street Streetscape Improvements

Order of Magnitude Estimate of Probable Capital Improvement Costs (June 2025)

100% Plan Set (dated April 18, 2025)

THE CITY OF Salisbury North Carolina

		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
L.	**Specialty Paving & Hardscape**						
1	*Conceret Pavers 'Linen'*	sq yd	4,269.00	$234.00	$998,946.00	Special Prov PSP-12	12" x 18" x 2.25" conc paver, 1"sand, 4" conc base, 6" aggregate
2	*Brick Pavers 'Full Range'*	sq yd	2,529.33	$225.00	$569,099.25	Special Prov PSP-02	4" x 8" x 2.25" brick, 1"sand, 4" conc base, 6" aggregate
3	*Brick Pavers 'Rose'*	sq yd	1,495.11	$234.00	$349,855.74	Special Prov PSP-02	4" x 8" x 2.25" brick, 1"sand, 4" conc base, 6" aggregate
4	*Brick Pavers - Truncated Domes*	sq yd	53.22	$252.00	$13,411.44	Special Prov PSP-02	4" x 8" x 2.25" brick, 1"sand, 4" conc base , 6" aggregate
5	*Granite Curb - Install Salvaged Straight Reuse*	ln ft	2,775.00	$65.00	$180,375.00	Special Prov PSP-01	salvaged, include 6" ABC stone, assumes 2/3 reusable
6	*Granite Curb - Straight New*	ln ft	4,219.00	$125.00	$527,375.00	Special Prov PSP-10	6" x 18", vertical split face
7	*Granite Curb - Curved <3' Radius*	ln ft	4.00	$150.00	$600.00	Special Prov PSP-10	6" x 18", vertical split face
8	*Granite Curb - Curved 4-10' Radius*	ln ft	411.00	$125.00	$51,375.00	Special Prov PSP-10	6" x 18", vertical split face
9	*Stamped Concrete Driveway*	sq ft	5,200.00	$32.00	$166,400.00	Special Prov PSP-13	6" depth, fiber reinforced, stamped pattern
10	*Concrete Flush Curb*	ln ft	4,957.00	$40.00	$198,280.00	Spec Sec 846	along bldgs, 6 x 8", rebar
11	*Concrete Curb*	ln ft	737.00	$39.00	$28,743.00	Spec Sec 846	6" x 18", along edge of flumes
12	*Concrete Flume Bottom*	sq ft	1,474.00	$6.00	$8,844.00	Special Prov PSP-11	24" wide, 4" deep, smooth trowel finish
13	*Expansion Joints*	ln ft	10,700.00	$2.50	$26,750.00	Spec Sec 846	recycled paper & fiber 1/2" x 6"
14	*Bench 4'*	each	15.00	$2,200.00	$33,000.00	Special Prov SP-16	#CBF-10 (Victor Stanley), surface mount, black
15	*Bench 6'*	each	28.00	$2,650.00	$74,200.00	Special Prov SP-16	#CBF-10 (Victor Stanley), surface mount, black
16	*Bench 6' Reset*	each	20.00	$350.00	$7,000.00	Special Prov SP-16	reinstall existing benches
17	*Bike Racks*	each	24.00	$550.00	$13,200.00	Special Prov SP-16	#Staple (Huntco), 2" Sch. 40 pipe, surface mount, black
18	*Trash Receptacles*	each	25.00	$2,000.00	$50,000.00	Special Prov SP-16	#RB-36 (Victor Stanley), surface mount, rain bonnet, black
19	*Recycling Receptacles*	each	12.00	$2,100.00	$25,200.00	Special Prov SP-16	#SD-35 (Victor Stanley), surface mount, recycle lid, black
20	*Flag Poles*	each	3.00	$7,000.00	$21,000.00	Special Prov SP-17	alum., tapered, 30', conc. foundation
21	*Plant Pot 24"*	each	12.00	$800.00	$9,600.00	Special Prov SP-16	concrete planter with self watering insert
22	*Plant Pot 36"*	each	12.00	$1,000.00	$12,000.00	Special Prov SP-16	concrete planter with self watering insert
23	*Decorative Clock - Reinstall*	allowance	1.00	$7,500.00	$7,500.00	Special Prov PSP-19	reinstall at same location, foundation, conduit, elec service
24	*Concrete Stairs*	ln ft	550.00	$200.00	$110,000.00	Spec Sec 420	cast-in-place, smooth trowel finish
25	*Brick Veneer Retaining Walls*	face sq ft	269.00	$75.00	$20,175.00	Spec Sec 453 & 830	cast-in-place, reinforced, brick veneer as detailed
26	*Decorative Concrete Curbs*	ln ft	824.00	$39.00	$32,136.00	Spec Sec 846	cast-in-place, smooth finish, along plant beds and landscape areas
27	*Railing at Stairs - 4' length*	ln ft	68.00	$168.00	$11,424.00	Special Prov PSP-18	wrought iron, decorative, black, direct bury
28	*Railing at building Entry & Stairs - 20' length*	ln ft	20.00	$148.00	$2,960.00	Special Prov PSP-18	wrought iron, decorative, black, direct bury
29	*Grates Over Flumes*	each	369.00	$896.50	$330,808.50	Special Prov PSP-11	24" x 24" cast iron, mounting brackets, decorative slotted surface
	Subtotal:				**$3,880,257.93**		

M.	**Landscape**						
1	*Autumn Gold Gingko (Gingko biloba 'Autumn Gold')*	each	22.00	$1,680.00	$36,960.00	Spec Sec 1670	MALE TREES ONLY, 3.5-4" cal., 14-16' hgt., FG
2	*Bosque® Drake Elm (Ulmus parvifolia 'Drake')*	each	43.00	$800.00	$34,400.00	Spec Sec 1670	3-3.5" cal., 14-16' hgt., FG
3	*Anna's Magic Ball Arborvitae (Thuja occidentalis 'Anna Van Vloten')*	each	175.00	$50.40	$8,820.00	Spec Sec 1670	#3, 12"-15" hgt., 1.5' OC
4	*Bordeaux Yaupon Holly (Ilex vomitoria 'Condeaux'*	each	128.00	$44.80	$5,734.40	Spec Sec 1670	#3, 12"-15" hgt., 3' OC
5	*Color Guard Adam's Needle (Yucca filamentosa 'Color Guard')*	each	115.00	$42.00	$4,830.00	Spec Sec 1670	#3, 9-12" hgt., 2' OC
6	*Don's Dwarf Wax Myrtle (Myrica cerifera 'Con's Dwarf')*	each	22.00	$33.60	$739.20	Spec Sec 1670	#3, 12-15" hgt., 3' OC
7	*Dwarf Yaupon Holly (Ilex vomitoria 'nana')*	each	30.00	$28.00	$840.00	Spec Sec 1670	#3, 12-15" hgt., 3' OC
8	*Invincibell Garnetta Hydrangea (Hydrangea arborescens 'NCHA6')*	each	56.00	$56.00	$3,136.00	Spec Sec 1670	#3, 12-15" hgt., 3' OC
9	*Invincibell Wee White Hydrangea (Hydrangea arborescens 'NCHA5')*	each	5.00	$56.00	$280.00	Spec Sec 1670	#3, 12-15" hgt., 3' OC
10	*Legend of the Small Fothergilla (Fothergills x intermedia 'NCFI1')*	each	108.00	$50.40	$5,443.20	Spec Sec 1670	#3, 12-15" hgt., 2' OC
11	*Little Henry Sweetspire (Itea virginica "Sprich')*	each	57.00	$44.80	$2,553.60	Spec Sec 1670	#3, 12-15" hgt., 2' OC
12	*Low Scape Mound Black Chokeberry (Aronia melanocarpa 'UCONNAM165')*	each	26.00	$44.80	$1,164.80	Spec Sec 1670	#3, 12-15" hgt., 2' OC
13	*Pancake Arborvitae (Thuja occidentalis 'Concesarini')*	each	201.00	$36.40	$7,316.40	Spec Sec 1670	#3, 12"-15" hgt., 18' O.C.
14	*Chameleon Little Bluestem (Schizachyrium scoparium 'Chameleon')*	each	653.00	$11.90	$7,770.70	Spec Sec 1670	#SP4, 4"-8" hgt., 12" OC
15	*Tara Prairie Dropseed (Sporobolus heterolepis 'Tara')*	each	1,070.00	$8.40	$8,988.00	Spec Sec 1670	#SP4, 4-8" hgt., 12" OC
16	*Tufted Hair Grass (Deschampsia cespitosa)*	each	261.00	$11.20	$2,923.20	Spec Sec 1670	#SP4, 4-8" hgt., 12" OC
17	*Tussock Sedge (Carex stricta)*	each	148.00	$11.20	$1,657.60	Spec Sec 1670	#SP4, 4-8" hgt., 8" OC
18	*Structural Soil*	ton	2,079.90	$153.00	$318,224.70	Special Prov PSP-09	structural soil mix, place, compact, 800 cf per tree
19	*Amended Planting Soil Mix*	cu yd	507.00	$165.00	$83,655.00	Spec Sec 1670	amended existing soil, mixed on site, 12" depth
20	*Mulch*	cu yd	127.00	$145.00	$18,415.00	Spec Sec 1670	aged bark, hand spread, 3" depth
21	*Tree Anchors*	each	65.00	$125.00	$8,125.00	Special Prov PSP-15	#RF2S (Platapus), below grade
22	*Root Barrier - 18*	ln ft	1,100.00	$24.00	$26,400.00	Special Prov PSP-09	18" depth, polyethylene, interlocking 18x24 panels
23	*Root Barrier - 12*	ln ft	1,946.00	$15.00	$29,190.00	Special Prov PSP-09	12" depth, polyethylene, interlocking 12x24 panels
	Subtotal:				**$617,566.80**		

Main Street Renovations Subtotal	**$13,116,175.71**

Construction Fees and Contingency

	Contingency (5%)				**$655,808.79**
	GC Overhead, Markup & Insurance (12%)				**$1,652,638.14**

Construction Fees and Contingency Subtotal:	**$2,308,446.92**
Main Street Renovations Total	**$15,424,622.63**

Main Street Streetscape Improvements

Order of Magnitude Estimate of Probable Capital Improvement Costs (June 2025)

100% Plan Set (dated April 18, 2025)

THE CITY OF Salisbury North Carolina

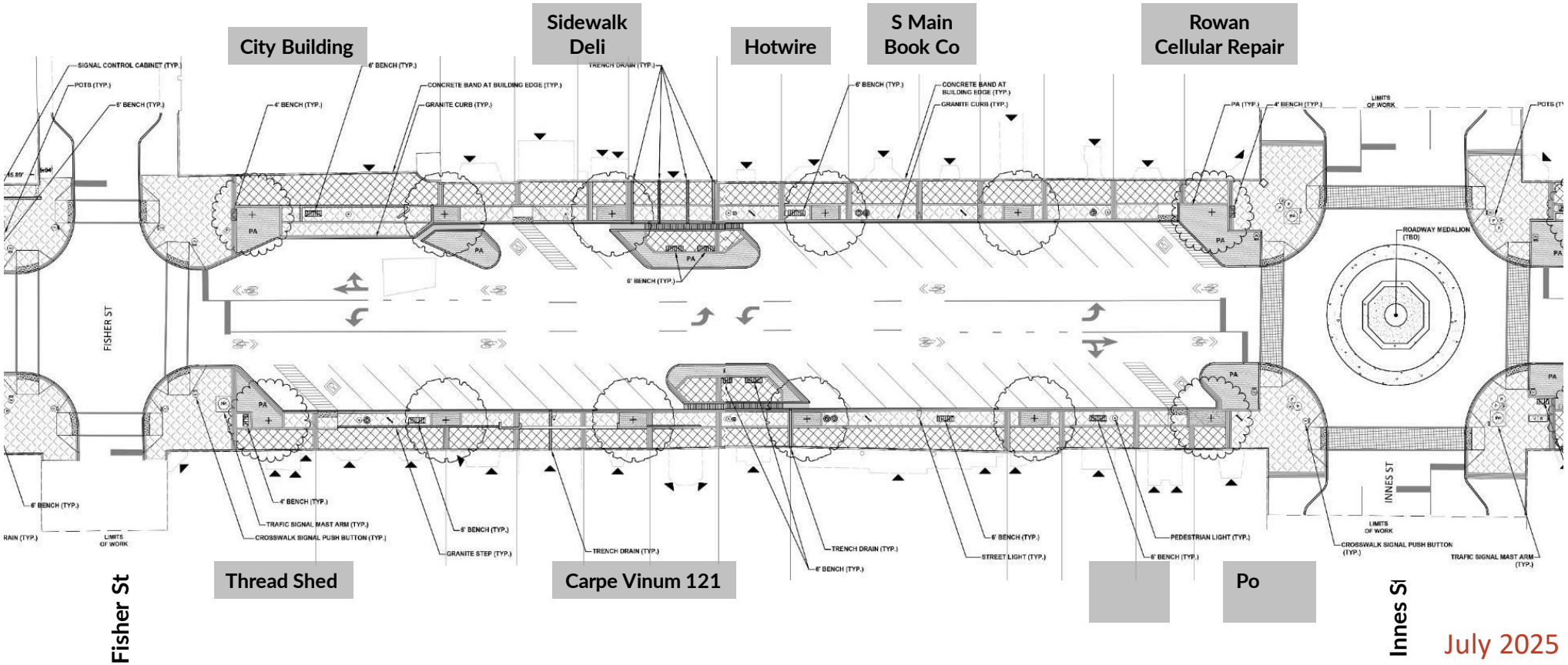
		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
A.	**Water Line Improvements - SRU Funded**						
1	*8" DIP Water Line*	ln ft	5,555.00	$250.00	$1,388,750.00	Spec Sec 1510	
2	*6" DIP Water Line*	ln ft	1,145.00	$195.00	$223,275.00	Spec Sec 1510	
3	*1" Copper, Type K Water Service Line*	ln ft	1375	$50.00	$68,750.00	Spec Sec 1515	
4	*1" Water Service Tap*	each	12.00	$2,000.00	$24,000.00	Spec Sec 1515	
5	*Relocate Fire Hydrant*	each	6	$3,500.00	$21,000.00	Spec Sec 1515	
6	*Adjustment of Fire Hydrant*	each	4	$2,000.00	$8,000.00	Spec Sec 1515	
7	*Relocate Water Meter*	each	86	$1,500.00	$129,000.00	Spec Sec 1515	
8	*1" Gate Valve and Valve Box*	each	7	$1,500.00	$10,500.00	Spec Sec 1515	
9	*6" Gate Valve and Valve Box*	each	58	$3,000.00	$174,000.00	Spec Sec 1515	
10	*8" Gate Valve and Valve Box*	each	2	$4,250.00	$8,500.00	Spec Sec 858	
11	*4" Tapping Sleeve and Valve*	each	1	$9,000.00	$9,000.00	Spec Sec 1515	
12	*6" Tapping Sleeve and Valve*	each	8	$11,000.00	$88,000.00	Spec Sec 1515	
13	*8" Tapping Sleeve and Valve*	each	4	$15,000.00	$60,000.00	Spec Sec 1515	
14	*10" Tapping Sleeve and Valve*	each	3	$17,000.00	$51,000.00	Spec Sec 1515	
15	*12" Tapping Sleeve and Valve*	each	8	$18,000.00	$144,000.00	Spec Sec 1515	
16	*Abandon Existing 6" Water Main*	ln ft	2740	$15.00	$41,100.00	Spec Sec 1515	
17	*Abandon Existing 4" Water Main*	ln ft	105	$10.00	$1,050.00	Spec Sec 1515	
18	*Abandon Existing Water Laterals*	ln ft	3755	$8.00	$30,040.00	Spec Sec 1515	
19	*Foundation Conditioning Material, for Utilities*	ton	300	$50.00	$15,000.00	Spec Sec 1515	
20	*Foundation Conditioning Geotextile*	sq yd	800	$8.00	$6,400.00	Spec Sec 1515	
21	*Asphalt Concrete Base Course, Type B 25.0C*	ton	365	$175.00	$63,875.00	Spec Sec 1530	
22	*Asphalt Binder for Plant Mix*	ton	55	$950.00	$52,250.00	Spec Sec 1510	
	Subtotal:				**$2,617,490.00**		
B.	**Roadway Paving - SRU Funded**						
1	*Asphalt Concrete Surface Course*	ton	215.00	$175.00	$37,625.00	Spec Sec 607	Type S 9.5C, including asphalt overlay for milling.
2	*Asphalt Concrete Intermediate Course*	ton	295.00	$175.00	$51,625.00	Spec Sec 610	Type I 19.0C
3	*Asphalt Concrete Base Course*	ton	365.00	$175.00	$63,875.00	Spec Sec 610	Type B 25.0C
4	*Asphalt Binder for Plant Mix*	ton	55.00	$950.00	$52,250.00	Spec Sec 620	
	Subtotal:				**$205,375.00**		

Water Line Improvements Subtotal	**$2,822,865.00**

Construction Fees and Contingency

	Contingency (5%)	**$141,143.25**
	GC Overhead, Markup & Insurance (12%)	**$355,680.99**
	Construction Fees and Contingency Subtotal:	**$496,824.24**
	Water Line Improvements Total	**$3,319,689.24**
	Main Street Renovations & Water Line Improvements Total	**$18,744,311.87**

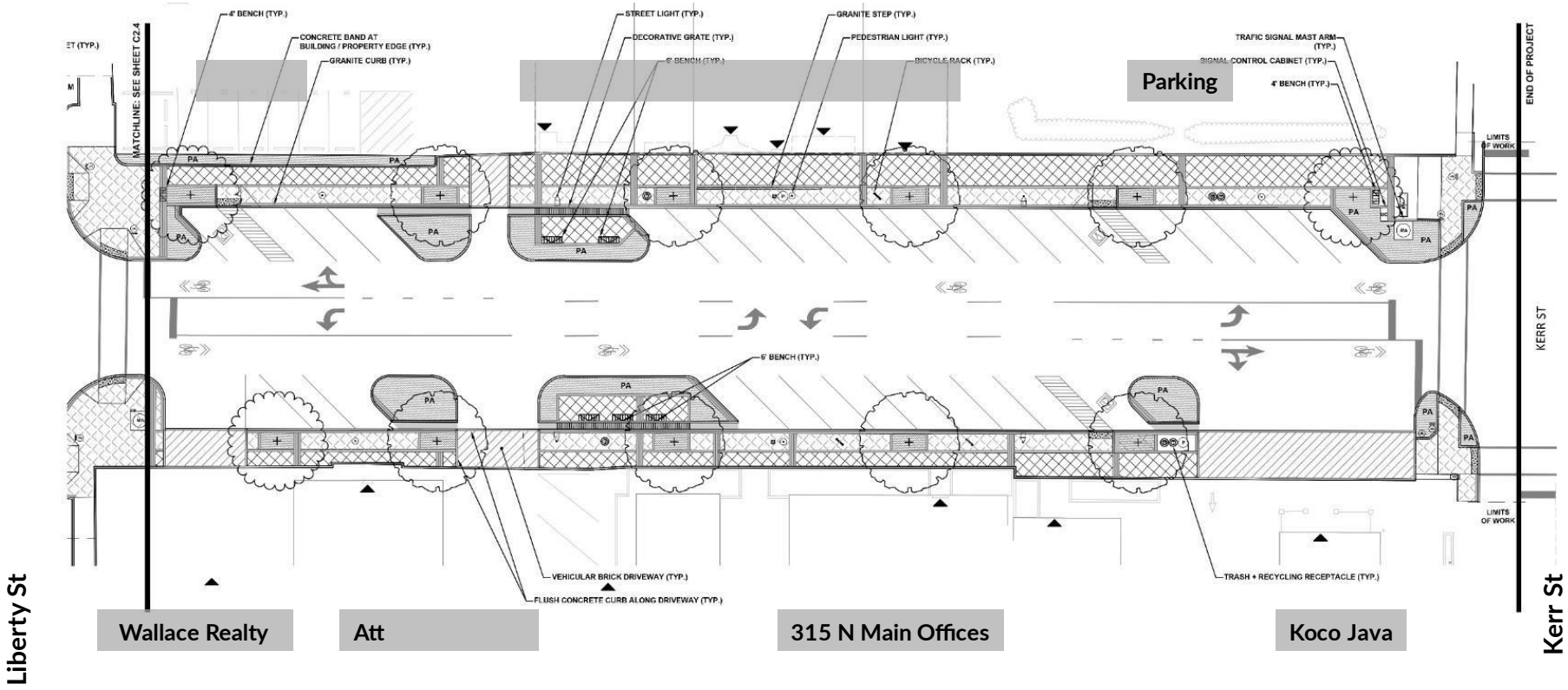
Sample: 100 South Main Street
Proposed Plan



July 2025

Sample: 300 North Main Street

Proposed Plan



July 2025

RESOLUTION SUPPORTING
THE APPLICATION FOR STBG GRANT FUNDS FOR
MAIN STREET STREETSCAPE

WHEREAS, the Salisbury City Council recognizes that the City of Salisbury currently has a funded project within the State Transportation Improvement Plan (STIP) for Main Street Streetscape labeled as HL-0064; and

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 USC 133, and from the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion of the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA); and

WHEREAS, as a TMA, the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) receives a direct allocation of STBGP funding annually, which is referred to as Surface Transportation Block Grant Program (STBGP) funds; and

WHEREAS, the CRMPO has an adopted competitive process to determine which projects are funded; and

WHEREAS, the City of Salisbury is requesting additional funds, based on current estimates, for the next phase of streetscape and infrastructure enhancements on Main Street; and

WHEREAS, the request of up to $10,567,784 of STBG funds will provide additional funding for the build-out of six blocks in the core downtown to improve safety, attract tourism and economic development, update infrastructure and retain small businesses; and

NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the STBG application of up to $10,567,784, with a 20% City match of up to $2,641,946, to construct Downtown Salisbury Main Street improvements along Main Street (US-29) for six-block section, between Kerr Street and Horah Street.

This the 5th day of August, 2025

Tamara Sheffield

Tamara Sheffield, Mayor

ATTEST:

Connie Snyder

Connie Snyder, City Clerk

ROWAN CHAMBER
Chamber of Commerce
Be an original.

July 28, 2025

Cabarrus-Rowan Metropolitan Planning Organization
TCC Sub-Committee
57 Union Street South
Concord, NC 28025

To whom it may concern,

On behalf of the Rowan Chamber of Commerce and our 800 business members, we submit this letter of **continued support** for the Downtown Salisbury Main Street project.

As you know, the City of Salisbury is applying for additional Surface Transportation Block Grant (STBG) funding through the CRMPO. The City is requesting an additional $9,767,784, with a 20% local match.

Rowan County and Salisbury are experiencing amazing economic development in large-scale industry, small businesses, residents, and tourists, which is welcome, and long anticipated. The key for Salisbury to retain its historic small-town charm while embracing progressive change is to manage our growth responsibly and facilitate infrastructure improvements that match our vision and authenticity.

Thanks for your continued support of this important project. Please contact me if you require any additional information at (704) 633-4221 or espalding@rowanchamber.com

Sincerely,

Elaine Spalding
Elaine Spalding, CCE
President

Cabarrus-Rowan Metropolitan Planning Organization
TCC Sub-Committee
57 Union Street North
Concord, NC 28025

July 10, 2025

To whom it may concern,

Downtown Salisbury, Inc. submitted a letter of support for the City's Downtown Main Street project in September of 2022. The organization happily submits this letter of continued support to ensure this project continues to progress. The Downtown Salisbury Main Street project remains a priority, as it will have significant long-term benefit to the economic, social and cultural fabric of the downtown district. Downtown Salisbury sees this project as a way to invest in the public realm, improve public safety and essential infrastructure, support small business recruitment and retention and stimulate continued development. The group is eager to see this project through construction and completion to continue to develop Downtown Salisbury as a destination to live, work and play.

Thank you for your continued support of this transformational project, and the great work you do to support Salisbury and Rowan County.

Thank you,

Sada Troutman

Sada Troutman
Executive Director
Downtown Salisbury, Inc.

ROWAN COUNTY
Tourism Development Authority
North Carolina
Be an original.™

Cabarrus-Rowan Metropolitan Planning
Organization TCC Sub-Committee
57 Union Street South
Concord, NC 28025

July 22, 2025

To whom it may concern,

It is with great pleasure I submit this letter of support for funding the Downtown Salisbury Main Street project. Rowan County and Salisbury are experiencing amazing economic development in large-scale industry, small businesses, residents and tourists, which is welcome, and long anticipated. The key for Salisbury to retain its historic small-town charm while embracing progressive change is to manage our growth responsibly and facilitate infrastructure improvements that match our vision and authenticity.

Downtown Salisbury is a critical component of the local tourism economy in Rowan County. Its continued success and development are vital for long-term growth. Rowan County Tourism is actively making investments in Downtown Salisbury to enhance community infrastructure and support local businesses. The Rowan County Farmer's Market Pavilion, completed in 2020, now provides a permanent home for the Rowan-Salisbury Farmers' Market, supporting local agriculture and creating a vibrant community gathering space. In early 2025, work began on the Railwalk Development Project, a multi-block pedestrian connection that will link the Rowan County Farmer's Market Pavilion, area businesses, Lee Street Theatre, and the Historic Salisbury Amtrak Station. This project aims to improve walkability and connectivity within downtown, making it easier for residents and visitors to explore key destinations. In addition, plans are currently underway to install eight additional directional signs within the downtown Municipal Service District to help direct visitors to important destinations throughout Downtown Salisbury.

Continued investments in critical tourism and community infrastructure, such as Downtown Salisbury, are important steps towards fostering continued growth in the tourism sector of Rowan County's economy. For these reasons the Rowan County Tourism Development Authority supports funding for the Downtown Salisbury Main Street project.

The Downtown Salisbury Main Street Plan is the holistic approach to improving the streetscape in our community, adopted by Salisbury City Council in March 2021. The first phase finished in September 2021 and included the restriping of North and South Main Street through the city center, increasing the

number of parking spaces and reducing to three lanes, to improve parking and walkability. The second phase of the plan re-envisions Main Street with curb extensions, landscaping improvements, benches, planters, and other features to ensure Salisbury is an attractive destination for locals and tourists. This funding will allow for the design and construction portion of Phase Two of the Main Street project to begin, setting Salisbury up for the positive effect of this project will have on economic development and place-making.

Thank you so much for your attention to this project, and for seeing the benefit this will have for Downtown Salisbury and Rowan County. We appreciate your hard work for all of us in this region of North Carolina!

With much appreciation,

James Meacham
Chief Executive Officer

A. Executive Summary

The City of Salisbury has contracted with McAdams/NV5 to provide technical services relating to the traffic operations and design of the Main Street Corridor Improvements project. Main Street is located in downtown Salisbury and crosses multiple intersections. The project proposes to make capacity, pedestrian and bicycle improvements to the roadway within the current right-of-way. The analyses included in this memorandum provides an evaluation of the average weekday AM and PM peak hours under existing, future no build and proposed design concepts. Each alternative is compared based on several measures of effectiveness (MOEs): Intersection level of service (LOS), delay, and projected queue lengths. The purpose of this analysis is to determine the basic cross-section and intersection improvements required to obtain an acceptable level of service along the corridor in the design year (2040).

The study network includes the following intersections:

1. Main Street & Kerr Street
2. Main Street & Liberty Street
3. Main Street & Council Street
4. Main Street & Innes Street
5. Main Street & Fisher Street
6. Main Street & Bank Street
7. Main Street & Horah Street
8. Main Street & Monroe Street

Capacity Analysis

NCDOT provided 24-hour daily volumes along Main Street and the surrounding roads based on count station data. Those volumes were used to complete a mainline comparison of the design alternatives to determine the feasibility of alternatives. The system level analysis evaluates the existing four-lane alternative and proposed three-lane alternative. The analysis provides a qualitative evaluation of the roadway capacity. A level-of-service D was used as the operational standard. Based on the count data the volumes along Main Street vary from 3,300 vehicles per day at Monroe Street to as much as 8,000 vehicles per day at Innes Street. The results indicate that there is spare capacity along the roadway.

Table E1: Planning Level System Comparison

Alternative	Cross Section	Posted Speed	Lane Widths	Maximum LOS D Volume[1]	2019 AADT[2]
Existing	4 Lane Undivided	25 mph	11 foot	21,400	3,300-8,000
Proposed	3 Lane Undivided	25 mph	12 foot	12,700	

[1]NCDOT LOS D Standards for System Level Planning data for Major Thoroughfare in the Piedmont region

[2]NCDOT Count Station, updated November 19, 2019. Average Annual Daily Traffic (AADT) shown in vehicles per day.

Peak hour turning movement counts were collected at the study area intersections for use in the AM and PM peak hour analyses. NV5 used the existing traffic data, existing geometric conditions, and signalization data to evaluate existing traffic operations along Main Street, within the project limits. Based on the capacity analysis results, the study area intersections operate at an overall LOS C or better under the existing four-lane roadway geometry. If the roadway were reduced to a three-lane facility, capacity analysis indicates that the intersections will continue to operate at LOS C or better.

Legal Name: **City of Salisbury**

Contact: **Jared Mathis, PE – Transportation Director**

Address: **PO Box 479**

132 North Main Street, Salisbury NC 28144

Phone: **704-638-5221**

Email: **jared.mathis@salisburync.gov**

Project Information

Project Name: **Brenner Avenue Safety Improvements from Jake Alexander Boulevard to 400 Feet past Milford Hills Road**

Project Location: **Rowan County, City of Salisbury**

MTIP ID: **N/A**

Total Project Cost: **$3,447,451.00 (includes local 20% match)**

Requested STBG Funds: **$684,361.54**

Brief Project Description:

Brenner Avenue is a minor thoroughfare that currently carries approximately 11,000 vehicles per day (vpd) and serves as a primary route to the WG Hefner VA Medical Center. As development increases on Brenner Avenue between Jake Alexander Boulevard (JAB) and Milford Hills Road, the City of Salisbury receives concerns about the volume of traffic entering and exiting Brenner Avenue from businesses and cross-streets in the area. With the imminent potential for additional multi-family residential development, staff explored options to address accidents, volume and accessibility for this stretch of roadway. Because of the proximity to Jake Alexander Boulevard, combined with sight distance limitations, the driveways from Harris Teeter and Aldi (opposite each other) are the site for most of accidents on the west end of Brenner Avenue. A recent accident study showed there were 21 accidents over a five-year period at this location, with over five accidents in a 12-month period, warranting the study for treatment. There were eight additional accidents along this section of Brenner Avenue not related to the driveways.

After review of data and roadway geometry, it was determined a median on Brenner Avenue from JAB to just west of Milford Hills Road, with a roundabout at Milford Hills Road to improve safety at the intersection and accommodate traffic wishing to exit the retail area and travel westbound toward JAB, is a feasible solution. Along with traffic improvements, the project also connects existing sidewalk segments increasing connectivity to a transit pick up and drop off point.

Brenner Avenue is in the State Transportation Improvement Plan (STIP) with a project ID of HL-0049. The project is currently funded with STBGDA and TAP funds. Current dollar amounts for STBGDA funds are $820,608 of federal funds and local City match of $205,152. As for the TAP funds, we are waiting for the STIP to be updated. Once the STIP is updated we will begin the process of completing a supplemental agreement with NCDOT. The funding amount pending the supplemental agreement is $1,600,821 of federal funds with a city match of $400,205. In summation, once the supplemental agreement is signed, we will be funded for $3,026,786 which includes a 20% match sponsored by the City. The City is committed to see this project succeed and have reached out to NCDOT for the opportunity for a state match ($300,000) with either spot safety funds or spot mobility funds to accompany STBGDA and TAP funds. With state funding being an option, the City of Salisbury understands that it is not a guarantee. Therefore, the City would be willing to cover a 20 percent financial match to complete this project. **The remaining funds estimated for construction and engineering inspection is $855,451.92.** This would incorporate $684,361.54 of additional STBG funds and a 20 percent financial match of $171,090.38 either covered by state funds or City Funds.

Proposed Improvements:

A median island will be installed on Brenner Avenue from Jake Alexander Boulevard through the intersection of Milford Hills. The median island will have a directional crossover to access Harris Teeter. Within the proposed concrete median, a pedestrian refuge is to be installed between Harris Teeter and Aldi shopping centers. To accommodate traffic with the limited left-turns, a roundabout will be installed @ the intersection of Brenner Avenue and Milford Hills. In addition to the median and roundabout, Brenner Avenue will be resurfaced within the project limits.

Purpose/Need:

The City of Salisbury has a population of 36,319 as of 2023. Our City has grown at a consistent rate of 0.5% annually in recent years. Although this growth is not dynamic in nature it does represent the need for traffic flow improvements to accommodate business growth and increased availability of residential housing. Specifically, these improvements are needed along Brenner Avenue at a highly concentrated area where grocery stores, restaurants, colleges, banks, health care facilities and retail are located. Since 2004, the north side of Brenner Avenue has seen the introduction of the Aldi Grocery Store, restaurants and a car wash. The Alexander Pointe Center is directly across Brenner Avenue from Aldi, and shares direct access to the Salisbury YMCA along with additional restaurants and retail businesses. The increased traffic in this area due to the amenities on both sides of Brenner Avenue, the potential for new multi-family housing, and the patient increase being experienced by the WG Hefner VA Medical Center resulted in the City evaluating traffic patterns in this area. To illustrate the demand for services, the WG Hefner VA Medical Center provided 91,000 patients services in 2014. Since that time an additional 79,000 square foot building has been added along with numerous renovations across the campus to accommodate additional patients and to improve operations.

Therefore, the goal of this project is to improve traffic flow and safety for patrons of the WG Hefner VA Medical Center, grocery stores, restaurants, colleges, banks, health care facilities, retail establishments and residential areas in the vicinity of the improvements. Limiting the primary access to right-in/right-out only, and providing a roundabout to accommodate circulation in close proximity to the signalized intersection at Jake Alexander Boulevard will improve traffic flow without compromising accessibility and safety.

How will it provide service? Who are the primary stake holders?

1- Promotes Safety and Security

Traffic data provided by Salisbury Police Department for the period of 2020 and six months of 2021 have been evaluated. During this 18 month period there were 95 incidents at the 10 intersections along Brenner Avenue with 59% of these accidents occurring at the Brenner

Avenue and Jake Alexander Boulevard intersection. Incidents at each end of Brenner Avenue represent 75% of the 95 occurrences along this corridor.

The Brenner Avenue and Jake Alexander Boulevard intersection is one of the top four traffic incident intersections in Salisbury. In the 18-month period evaluated, this intersection experienced 19% of incidents of the four highest volume intersections. Including the Brenner Avenue and Jake Alexander Boulevard intersection, 81% of the four highest incident volume intersections are within 2,500' of Brenner Avenue.

In addition, a recent accident study showed there were 29 accidents over a five-year period on Brenner Avenue, specifically between Jake Alexander Boulevard and Milford Hills Road, with over five accidents at the intersection of Brenner Avenue and the access to the grocery/retail area in a 12-month period. This project will add a modern roundabout at Milford Hills Drive, which is approximately 1,100' from the Jake Alexander Boulevard intersection. Islands will be added approximately 650' along Brenner Avenue from JAB. The islands will ensure traffic flow is right turn only when entering and exiting grocery stores, restaurants, colleges, banks, health care facilities, businesses and retail establishments on either side of Brenner Avenue. With the addition of these improvements, we anticipate a decrease in traffic accidents along this section of Brenner Avenue by as much as 30%.

2- Documented Project/Program Support

A Resolution of Support was presented and adopted by Salisbury City Council on Tuesday, July 20, 2021 for the original STBG Funds and includes a commitment by the City to provide a 20% local match for the current $820,000 and to administer the project thru to completion. A copy of the Resolution is included. A second Resolution was adopted by City Council on May 6th , 2025 for the TAP application of $1,601,000. This resolution is also attached. A third Resolution has been approved on July 15, 2025, for the additional $684,361.00 of STBG funds. In addition to the Resolutions of Support, the completion of similar projects in recent years is an indication of program support and successful execution by the City. An illustration of Salisbury's participation and support of grants can be seen through our participation in numerous projects wherein the City was responsible for 20% of the project costs as well as any overages that occurred. In the last ten years, over $5,000,000 of programmed projects have been successfully completed or are currently active. Examples include the Grants Creek Greenway, Newsome Road and South Main Street. The success of these projects has occurred due to the consistent and authentic standing the City of Salisbury has with NCDOT and local agencies. Our relationship is further complimented by our active participation in the CRMPO.

3- Proximity to Existing /Planned Traffic Generators (traffic counts and map)

Our project is in close proximity to traffic generators such as grocery stores, restaurants, colleges, banks, health care facilities, businesses and retail establishments. An 84-unit multi-family project is proposed on Brenner Avenue adjacent to Milford Hills Road. In addition, Brenner

Avenue serves as a primary route to the WG Hefner VA Medical Center. Traffic volume on Brenner Avenue near JAB is 11,000 vpd. A map is attached.

4- Quantifiable measures for congestion thru innovative or multimodal approaches.

This project reduces travel time specifically at peak congestion periods, improves traffic flow thru the corridor, and reduces traffic incidents. Each of these aspects are benefits to the implementation of the right turn only and roundabout design proposed for Brenner Avenue. Given that roundabout speeds are typically 15-20mph, approximately 30% of collisions in an area are reduced. Roundabouts also reduce traffic flow delays by as much as 20%. Traffic flow achieved with the use of roundabouts will reduce travel times at high volume periods where reduction is most needed. In addition, the project will reduce vehicle conflict points by generating a traffic pattern in which all ingress/egress is right turn only.

5- Connectivity measures for linking other modes of transportation

City of Salisbury Transit provides bus service directly to Alexander Pointe Center, which is located within the project limits. Additional stops are located at the WG Hefner VA Medical Center. Maps of the Salisbury Transit stops in this area are included and show the locations of stops along Brenner Avenue. In addition to bus service, 0.8 miles of the 4.0-mile Salisbury Greenway run parallel to Brenner Avenue. The Salisbury Greenway also connects to the Carolina Thread Trail. Greenway trails are 10’ wide and accommodate pedestrian use as well as cycling. No motorized activity is permitted on the Greenway. To accompany the greenway and Brenner Avenue improvements, a sidewalk project from West Horah Street to Statesville Boulevard will be under construction starting this fall. The sidewalk project, also known as C-5603H, will construct roughly 3400’ of new sidewalk. HL-0049 will include provisions for improved pedestrian crossings within the project limits.

Attachments

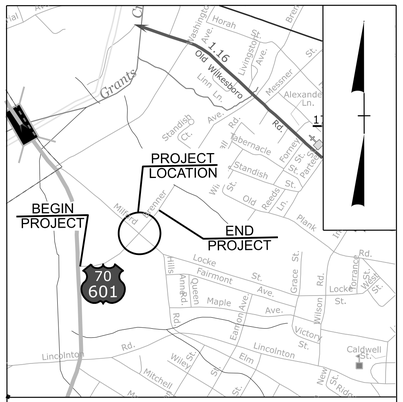
- **Map**
- **Updated Plan Sheet for Pedestrian Crossing**
- **Transit Map**
- **Greenway Map**
- **Resolutions – City Council**

01/16/24

TIP PROJECT: HL-0049

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP (NTS)

CITY OF SALISBURY

ROWAN COUNTY

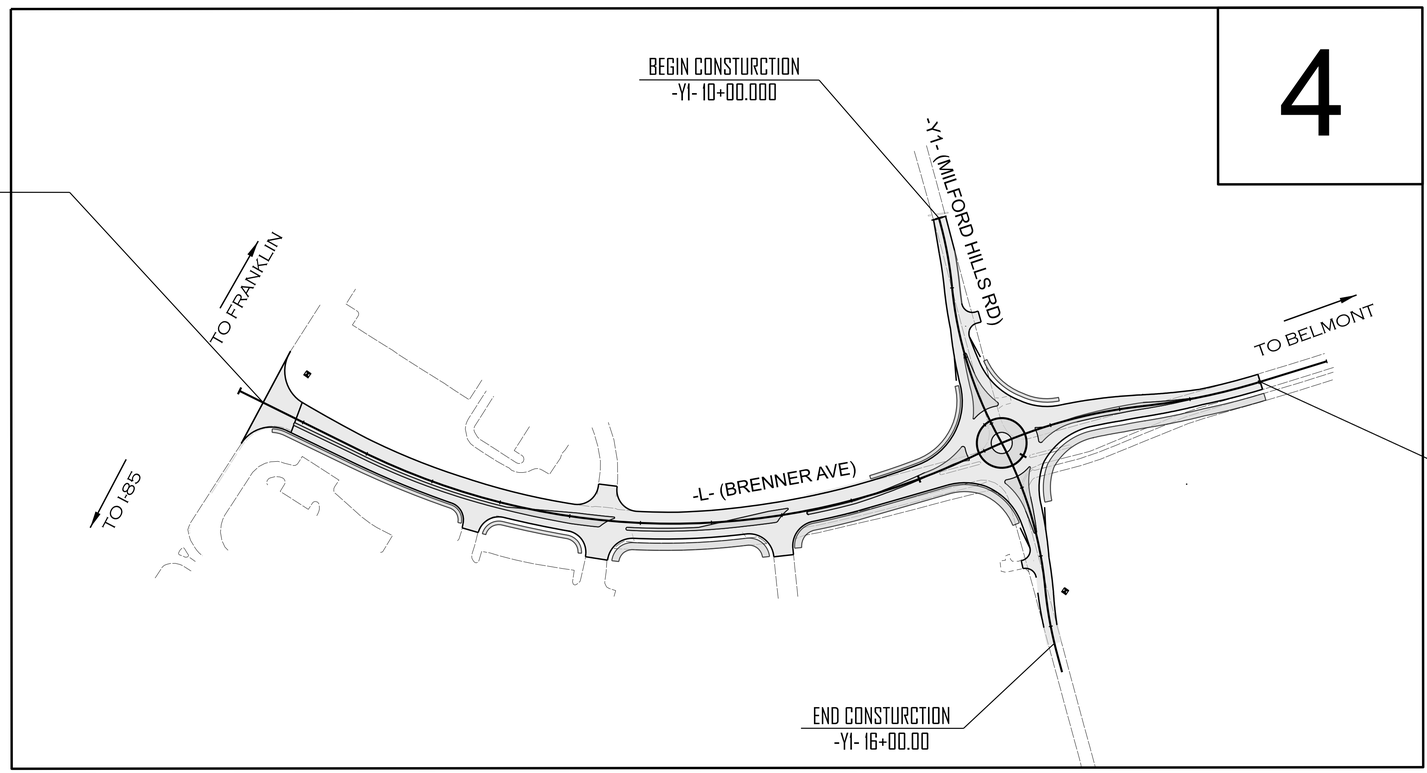
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HL-0049	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
49900.1.1	0070244	PE
49900.2.1	0070244	R/W
49900.3.1	0070244	CONST.

25% PLAN SET

LOCATION: *INTERSECTION AND SAFETY IMPROVEMENTS ON BRENNER AVENUE AND MILFORD HILLS ROAD IN SALISBURY, NORTH CAROLINA*

TYPE OF WORK: *GRADING, DRAINAGE, PAVING & RESURFACING*



INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

THIS PROJECT IS WITHIN THE JURISDICTIONAL LIMITS OF THE CITY OF SALISBURY.
CLEARING AND GRUBBING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD __.

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2020 = 11,000
ADT =
V = 40 MPH
* TTST = DUAL
FUNC CLASS = MAJOR COLLECTOR
REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT = 0.282 MILES

TOTAL LENGTH OF TIP PROJECT HL-0049 = 0.282 MILES

PREPARED IN THE OFFICE OF:

SUMMIT
DESIGN AND ENGINEERING SERVICES
FIRM NO. P-0339
320 Executive Ct.
Hillsborough, NC 27278-8551
Voice: (919) 732-3883
Fax: (919) 732-6776
www.summitde.com

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
JANUARY 31, 2025

LETTING DATE:
AUGUST 29, 2025

SPENCER W. MERRITT, PE
PROJECT ENGINEER

FAITH E. JAHNKE, PE
PROJECT DESIGN ENGINEER

JEFF TURNER
NCDOT CONTACT

HYDRAULICS ENGINEER

P.E.
SIGNATURE:

ROADWAY DESIGN ENGINEER

P.E.
SIGNATURE:

CITY OF SALISBURY N.C. EST. - 1753

SCE/josh.jernigan - 5/31/2024

Printed on 8/19/25

CUR DATA -L-
PIc 15+28.47
Δc = 37°44'32.7" (LT)
D = 05°47'14.8"
Lc = 652.14
Tc = 338.40
R = 990
SE = 0.000

-L- START Sta. 10+00.00
N81°50'44.2"E (AH)

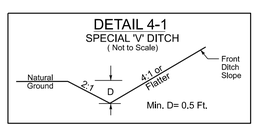
BEGIN PROJECT HL-0049
MILL AND RESURFACE
-L- STA. 10+62.12

-L- PC Sta. 11+90.07

MATCHLINE -L- STA. 16+50.00 (SEE SHEET 5)

NC GRID
NAD 83 NA 2011

DETAIL 4-1
SPECIAL 'V' DITCH
(Not to Scale)



FROM STA. 14+10.5 TO STA. 15+00 -L- RT

ALDI NC LLC
PID: 062 059
D.B. 1187-515
P.B. 9995-7107

CK SALISBURY RETAIL LLC
PID: 062 056
D.B. 1187-784
P.B. 9995-7107

3
CK SALISBURY RETAIL LLC
PID: 062 055
D.B. 1187-784
P.B. 9995-7566

1
SUNTRUST BANK
PID: 062 051
D.B. 765-72
P.B. 9995-2047

2
SUSO 4 ALEXANDER LP
PID: 062 048
D.B. 1349-468
P.B. 9995-2047

GOODWILL INDUSTRIES OF
NW NORTH CAROLINA INC
PID: 062 049
D.B. 749-570
P.B. 9995-2047

HL-0049
RDY | 004

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROWAN COUNTY

ROADWAY DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

HYDRAULIC DESIGN ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:

SUMMIT DESIGN AND ENGINEERING SERVICES
NC FIRM LICENSE No: P-0339
320 Executive Court
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6676 (FAX)

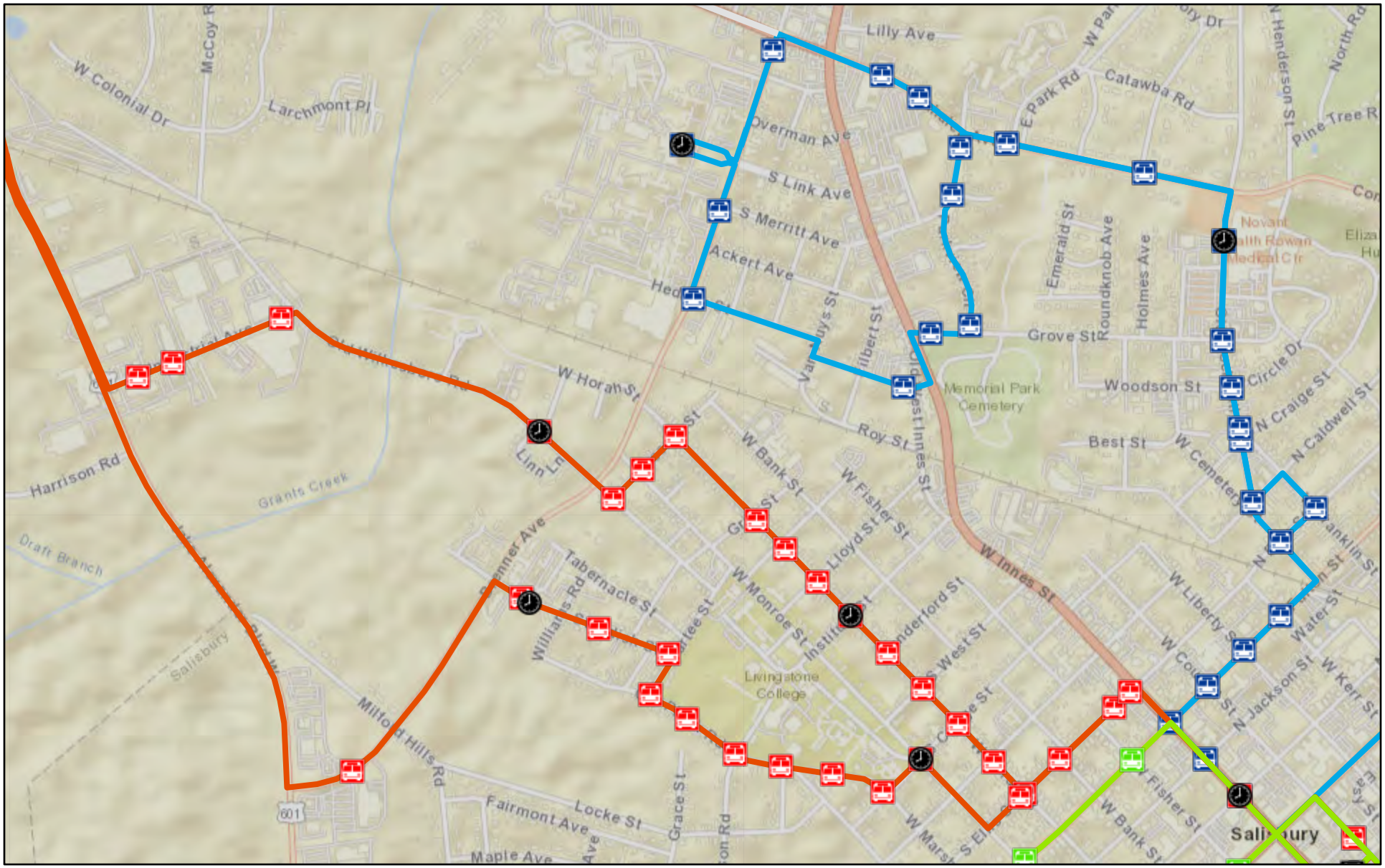
Existing Greenway
Brenner Avenue Improvements
Project Area

N

1 inch = 500 feet

Printed on 8/19/25

Salisbury Transit



8/9/2021, 1:39:58 PM

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Transfer Site

Route 1 Time Checks

Route 1

Route 1 - Green

1, REGULAR

Route 2 Time Checks

Route 2

2, REGULAR

Route 3 Time Checks

Route 3

Route 3 - Blue

3, REGULAR

3, SPECIAL

ADA Service Area

Rowan County, State of North Carolina DOT, Esri, HERE, Garmin,

Printed on 8/19/25.

Salisbury Citizen

RESOLUTION SUPPORTING
ROADWAY SAFETY IMPROVEMENTS FOR BRENNER AVENUE

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 USC 133, and from the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion of the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA); and

WHEREAS, as a TMA, the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) receives a direct allocation of STBGP funding annually, which is referred to as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA) funds; and

WHEREAS, the CRMPO has an adopted competitive process to determine which projects are funded; and

WHEREAS, the City of Salisbury is requesting funds for traffic safety improvements along Brenner Avenue between Jake Alexander Boulevard and Milford Hills Road; and

WHEREAS, Brenner Avenue is a minor thoroughfare carrying approximately 13,000 vehicles per day with access to multiple retail areas and serves a primary route to the WG Hefner Medical Center ; and

WHEREAS, there have been 29 accidents in a five-year period along this section of Brenner Avenue, with 21 of those occurring at the driveways for major retail/restaurant developments, and over five accidents occurred in a 12-month period, and

WHEREAS, the City of Salisbury has reviewed alternatives to improve safety and estimates approximately $1,025,760 for the improvement;

NOW THEREFORE, the City of Salisbury City Council supports the STBGP-DA application to design and construct roadway safety improvements on Brenner between Jake Alexander Boulevard and Milford Hills Road.

Adopted this the 20th day of July, 2021

Karen K. Alexander, Mayor

Kelly Baker, City Clerk

RESOLUTION SUPPORTING
THE APPLICATION FOR TAP GRANT FUNDS FOR
BRENNER AVENUE SAFETY IMPROVEMENTS

WHEREAS, the Salisbury City Council recognizes that the City of Salisbury currently has a funded project within the State Transportation Improvement Plan (STIP) for Brenner Avenue safety improvements labeled as HL-0049; and

WHEREAS, the City has received concerns about the volume of traffic entering and exiting Brenner Avenue from businesses and cross-streets in the area; and

WHEREAS, because of the proximity to Jake Alexander Boulevard, combined with sight distance limitations, the driveways from Harris Teeter and Aldi (opposite each other) are the site for most of accidents on the west end of Brenner Avenue; and

WHEREAS, it was determined a median on Brenner Avenue from JAB to just west of Milford Hills Road, with a roundabout at Milford Hills Road to improve safety at the intersection and accommodate traffic wishing to exit the retail area and travel westbound toward JAB, is a feasible solution; and

WHEREAS, the project also connects existing sidewalk segments increasing connectivity to a transit pick up and drop off point and adds a pedestrian crosswalk between shopping centers; and

WHEREAS, TAP is a Federal program that funds transportation projects and programs in alternate forms for transportation; and

NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the TAP application, with a 20% City match, to construct safety improvements along Brenner Avenue from Jake Alexander Boulevard to 250' east of Milford Hills Road.

This the 6th day of May, 2025

Tamara Sheffield

Tamara Sheffield, Mayor

ATTEST:

Connie B Snyder

Connie B. Snyder, City Clerk

RESOLUTION SUPPORTING THE APPLICATION FOR SURFACE TRANSPORTATION BLOCK GRANT FUNDS FOR BRENNER AVENUE SAFETY IMPROVEMENTS

WHEREAS, the Salisbury City Council recognizes that the City of Salisbury currently has a funded project within the State Transportation Improvement Plan (STIP) for Brenner Avenue safety improvements labeled as HL-0049; and

WHEREAS, the City has received concerns about the volume of traffic entering and exiting Brenner Avenue from businesses and cross-streets in the area; and

WHEREAS, because of the proximity to Jake Alexander Boulevard, combined with sight distance limitations, the driveways from Harris Teeter and Aldi (opposite each other) are the site for most of accidents on the west end of Brenner Avenue; and

WHEREAS, it was determined a median on Brenner Avenue from JAB to just west of Milford Hills Road, with a roundabout at Milford Hills Road to improve safety at the intersection and accommodate traffic wishing to exit the retail area and travel westbound toward JAB, is a feasible solution; and

WHEREAS, the project also connects existing sidewalk segments increasing connectivity to a transit pick up and drop off point and adds a pedestrian crosswalk between shopping centers; and

WHEREAS, STBG is a Federal program that funds transportation projects and programs in alternate forms for transportation; and

NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the STBG application, with a 20% City match, to construct safety improvements along Brenner Avenue from Jake Alexander Boulevard to 250' east of Milford Hills Road.

This the 15th day of July, 2025

Tamara Sheffield, Mayor

ATTEST:

Connie Snyder, City Clerk

Town of Granite Quarry
143 N Salisbury Avenue Granite Quarry, NC 28146
PO Box 351 Granite Quarry, NC 28072
704.279.5596 Office | 704.279.6648 Fax

July 28, 2025

Phil Conrad
Cabarrus-Rowan MPO
57 Union Street South, #1013
Concord, NC 28025

RE: Surface Transportation Block Grant Program

Dear Mr. Conrad,

Please find the Town of Granite Quarry's application for Surface Transportation Block Grant Program (STBGP) funds enclosed. We sincerely appreciate the opportunity and consideration.

Applicant Information

Legal Name:	Town of Granite Quarry
Contact:	Jason Hord, Town Manager
Address:	PO Box 351 143 North Salisbury Avenue, Granite Quarry NC 28072
Phone:	704-279-5596
Email:	jhord@granitequarrync.gov

Project Information

Project Name:	Parks Sidewalk Connector: Granite Lake Park to Granite Civic Park
Project Location:	Town of Granite Quarry, Rowan County, NC
MTIP ID:	BL-0088
Total Project Cost:	$450,000.00 (includes local 20% match)
STBG Funds Request:	$360,000.00

Brief Project Description:
This project will consist of 2,150 linear feet of 5' sidewalk. This project comes after the town recently conducted studies for both its Parks & Recreation and Bicycle & Pedestrian master plans. The additional sidewalk will be new construction and allow pedestrians connectivity from Granite Lake Park, Granite Centennial Park and Granite Civic Park.

Project Needs/ Goals and Objectives

The project is in the city limits of Granite Quarry, a town with a population of 3,068 as of 2023.Currently, Granite Quarry has three Town-owned parks that sit on approximately 20 acres of land. All the parks are preferred destinations for residents and visitors alike, however the pedestrian connectivity between the three has always presented a challenge. In 2022 the Town Council showed their commitment to the parks as well as the downtown with the adoption of the Parks and Recreation Master Plan and Bicycle and Pedestrian Plan. Both plans address concerns with connectivity within the town as it relates to the three parks. In 2014 the Carolina Thread Trail also adopted areas within both parks for which this project would allow connection. This project would go a long way in helping make Granite Quarry a more "walkable" community.

Promotes Safety and Security

The additional sidewalks would provide a safe and secure option for travelling between parks. As referenced above, currently parkgoers must cross a very busy Highway 52, proceed to Kerns Street that has no sidewalks and cross North Main Street to access a sidewalk again. However, once the pedestrian turns onto Crook Street and North Oak Street there are once again no sidewalks available, and pedestrians are forced to walk on the side of the road creating safety concerns. This proposal addresses those concerns.

Documented Project/Program Support

The Town of Granite Quarry is committed to funding the financial match to complete this project. The estimated project is set to cost $450,000 of which the town will match 20% and cover any project over-runs. The Town of Granite Quarry will administer the project and costs are budgeted.

Proximity to Existing / Planned Traffic Generators

The parks are centralized and located within .5 miles of the town square. This area houses most of the downtown businesses that include-banks, restaurants, barber/beauty shops, auto repair, and churches to name a few. These additional sidewalk connections would bring all those places into a connected loop and allow pedestrian traffic to flow more easily. Granite Quarry is committed to responsible growth. The town has several parcels that developers are submitting plans to develop for increased residential units. The town also hosts events at the parks. The logistics of parking one's vehicle and walking between the parks are currently non-existent and this proposal will also help manage that issue.

Facilitates Multi-Modal Transportation

The attached map outlines the proposed sidewalk installation and illustrates how the three parks could be connected via pedestrian traffic. The new sidewalks would provide a viable mode of transportation and a trail linkage to allow residents and visitors a safe, ADA compliant, well-lit travel connection

between the parks. Currently most patrons will drive between the three parks, while others elect to walk in the streets due to the lack of sidewalks. Currently, there is no safe infrastructure to connect the parks, and we feel this will help alleviate some of the vehicular traffic issues in town.

Geographic Equity

This project would serve a population of well less than 20,000 people.

Innovation

Our town fire department works tirelessly with the SAFE KIDS of NC group and is the representative for Rowan County currently. This allows our fire department to work with our youth to discuss-bike safety, smoke alarm safety, and basic general safety. These events typically are held at one of the parks. While the parks are close in proximity to one another, the additional sidewalks will allow easier access from one to the other. Currently not many of our youth travel between the parks. The additions will make that a more encouraging and safer commute. The sidewalk linkage would also allow the town's elementary school a safe route from the school to all of the parks.

Progress

This project is finishing the design phase and has 90% drawings completed.

Attachments:

Map

Cost Estimate from Engineers

Letters of Support

Town Council Resolution (Will be submitted after 8/11/2025)

GRANITE QUARRY SIDEWALK PROJECTS

alley, williams, carmen, & king, inc.
CONSULTING ENGINEERS
FIRM LICENSE # F-0203
120 SOUTH MAIN STREET
KANNAPOLIS, NC 28082
P.O. BOX 1248
704/938-1515

Rowan County\Granite Quarry Projects\11500 GQ Sidewalks\
Proposed Sidewalk Areas.mxd (MML) 4-4-14

0 600 1,200 Feet

1 inch = 600 feet

N

Town of Granite Quarry
143 N Salisbury Avenue Granite Quarry, NC 28146
PO Box 351 Granite Quarry, NC 28072
704.279.5596 Office | 704.279.6648 Fax

Granite Quarry Sidewalk Project
Overall Project Cost Estimate
Date: July 28, 2025

Initial Cost Estimate for AWARDED (TAP) project

Preliminary Engineering (PE)	$70,000
Right-of-Way (ROW)	$90,000
Utility Relocation (UTIL)	$10,000
Construction (CON)	$380,000
Total	$550,000
Local Amount	$110,000
TAP Amount	$440,000

Updated Cost Estimate

Preliminary Engineering (PE)	$115,000
Right-of-Way (ROW)	$90,000
Utility Relocation (UTIL)	$45,000
Construction (CON)	$750,000
Total	$995,000
Difference / Overrun	$450,000

Budget Amont Requested for (STBGP)

Preliminary Engineering (PE)	$45,000
Right-of-Way (ROW)	$0
Utility Relocation (UTIL)	$35,000
Construction (CON)	$370,000
Total	$450,000
Local Amount	$90,000
STBGP Amount Requested	$360,000

(Includes contingency and NCDOT share)

alley, williams, carmen, & king, inc.
CONSULTING ENGINEERS
Firm License Nc. F-0203
120 SOUTH MAIN STREET
P.O. BOX 1248
KANNAPOLIS, NC 28082
704/938-1515

BL-0088 GRANITE QUARRY TAP SIDEWALK
PRELIMINARY ENGINEER'S ESTIMATE
JULY 10, 2025

BL-0088 GRANITE QUARRY TAP SIDEWALK						
ITEM NO.	SECTION NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION
1	800	MOBILIZATION	1	LS	$ 25,000.00	$ 25,000.00
2	801	CONSTRUCTION SURVEY	1	LS	$ 15,000.00	$ 15,000.00
3	226	COMPREHENSIVE GRADING	1	LS	$ 100,000.00	$ 100,000.00
4	226	UNDERCUT EXCAVATION	100	CY	$ 50.00	$ 5,000.00
5	270	GEOTEXTILE FOR SOIL STABILIZATION, TYPE IV	150	SY	$ 4.00	$ 600.00
6	300	FOUNDATION CONDITIONING MATERIAL, MINOR STRUCTURES	50	TON	$ 75.00	$ 3,750.00
7	300	FOUNDATION CONDITIONING GEOTEXTILE	200	SY	$ 5.00	$ 1,000.00
8	310	12" RCP, CLASS V	16	LF	$ 120.00	$ 1,920.00
9	310	15" RCP, CLASS III	156	LF	$ 100.00	$ 15,600.00
10	310	15" RCP, CLASS V	60	LF	$ 110.00	$ 6,600.00
11	340	PIPE REMOVAL	40	LF	$ 100.00	$ 4,000.00
12	840	MASONRY DRAINAGE STRS., STD. 840.04, 840.14, 840.15, 840.31	6	EA	$ 5,000.00	$ 30,000.00
13	545	INCIDENTAL STONE, ABC	50	TN	$ 60.00	$ 3,000.00
14	610	ASPHALT CONCRETE SURFACE COURSE, TYPE B25.0C	25	TN	$ 150.00	$ 3,750.00
15	610	ASPHALT CONCRETE SURFACE COURSE, TYPE I19.0C	25	TN	$ 150.00	$ 3,750.00
16	610	ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C	50	TN	$ 150.00	$ 7,500.00
17	620	ASPHALT BINDER FOR PLANT MIX	10	TN	$ 825.00	$ 8,250.00
18	654	PATCHING EXISTING PAVEMENT	20	TN	$ 250.00	$ 5,000.00
19	SP	REMOVE EXISTING CATCH BASIN	2	EA	$ 2,000.00	$ 4,000.00
20	840	FRAME WITH GRATE, STD. 840.16	2	EA	$ 1,250.00	$ 2,500.00
21	840	FRAME WITH GRATE AND HOOD, STD. 840.03	2	EA	$ 1,250.00	$ 2,500.00
22	840	MANHOLE FRAME WITH COVER, STD. 840.54	2	EA	$ 1,250.00	$ 2,500.00
23	840	OPEN THROAT WITH MANHOLE COVER	1	EA	$ 1,250.00	$ 1,250.00
24	840	PIPE COLLAR	1	CY	$ 1,500.00	$ 1,500.00
25	846	2'-6" CURB & GUTTER	126	LF	$ 50.00	$ 6,300.00
26	848	4" CONCRETE SIDEWALK- VARIABLE WIDTH	820	SY	$ 50.00	$ 41,000.00
27	848	4" CONCRETE SIDEWALK WITH TURN DOWN	39	SY	$ 80.00	$ 3,120.00
28	SP	CONCRETE STEPS	1	CY	$ 1,500.00	$ 1,500.00
29	848	TYPE 1 MODIFIED CURB RAMP	2	EA	$ 3,000.00	$ 6,000.00
30	848	TYPE 2 CURB RAMP	1	EA	$ 3,000.00	$ 3,000.00
31	848	TYPE 2B CURB RAMP	3	EA	$ 3,000.00	$ 9,000.00
32	848	TYPE 3 MODIFIED CURB RAMP	1	EA	$ 3,000.00	$ 3,000.00
33	848	6" CONCRETE DROP CURB DRIVEWAY	79	SY	$ 80.00	$ 6,320.00
34	848	6" CONCRETE	376	SY	$ 80.00	$ 30,080.00
35	858	ADJUST WATER VALVE BOX	1	EA	$ 800.00	$ 800.00
36	858	RELOCATE WATER METERS	3	EA	$ 2,500.00	$ 7,500.00
37	858	ADJUST MANHOLE	1	EA	$ 800.00	$ 800.00
38	SP	RELOCATE EXISTING SIGN	3	EA	$ 750.00	$ 2,250.00
39	876	RIP RAP, CLASS B	10	TN	$ 100.00	$ 1,000.00

ITEM NO.	SECTION NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION
40	876	GEOTEXTILE FOR DRAINAGE, TYPE 2	10	SY	$ 6.00	$ 60.00
41	1205	WHITE 8" THERMOPLASTIC PAVEMENT MARKING LINES, 120 MIL	209	LF	$ 5.00	$ 1,045.00
42	1205	WHITE 24" THERMOPLASTIC PAVEMENT MARKING LINES, 120 MIL	22	LF	$ 10.00	$ 220.00
43	SP	ADJUST FIRE HYDRANT	1	EA	$ 1,500.00	$ 1,500.00
44	SP	REMOVE/REPLACE MAILBOX	1	EA	$ 500.00	$ 500.00
45	1605	TEMPORARY SILT FENCE	1482	LF	$ 4.00	$ 5,928.00
46	1610	SILT EXCAVATION	20	CY	$ 50.00	$ 1,000.00
47	SP	FABRIC INSERT INLET PROECTION DEVICE	13	EA	$ 500.00	$ 6,500.00
48	SP	ROCK INLET SEDIMENT TRAP TYPE C	2	EA	$ 750.00	$ 1,500.00
49	SP	WATTLE	80	LF	$ 10.00	$ 800.00
50	1631	MATTING FOR EROSION CONTROL	420	SY	$ 5.00	$ 2,100.00
51	SP	SAFETY RAIL	60	LF	$ 150.00	$ 9,000.00
52	SP	SEEDING AND MULCHING	1	LS	$ 20,000.00	$ 20,000.00
53	SP	TRAFFIC CONTROL	1	LS	$ 50,000.00	$ 50,000.00
54	SP	REMOVE EXISTING CURB AND GUTTER	45	LF	$ 25.00	$ 1,125.00
55	SP	SIGNS	7	EA	$ 80.00	$ 560.00
56	SP	TIE TO EXISTING STORM STRUCTURES	2	EA	$ 5,000.00	$ 10,000.00
57	SP	SAFETY/TREE PROTECTION FENCE	232	LF	$ 5.00	$ 1,160.00
58	SP	CONCRETE WASHOUT STRUCTURE	2	EA	$ 2,500.00	$ 5,000.00
59	SP	RAILROAD CONTRACTOR PROTECTIVE SERVICES	10	DAY	$ 2,500.00	$ 25,000.00
					TOTAL BASE BID	**$ 518,638.00**
					10% CONTINGENCY	**$ 51,863.80**
					TOTAL	**$ 570,501.80**
					5% INFLATION FOR CONSTRUCTION YEAR 2026	**$ 28,525.09**
					TOTAL BUDGET ESTIMATE	**$ 600,000.00**
					25% CEI/INSPECTION	**$ 150,000.00**
					CONSTRUCTION TOTAL	**$ 750,000.00**

NOTE: THIS ESTIMATE IS BASED ON PRELIMINARY PLANS USING UNIT COSTS BASED ON SIMILAR WORK AND THESE COSTS WILL INCREASE OVER TIME DUE TO INFLATION OF CONSTRUCTION COSTS.

THIS ESTIMATE IS FOR SIDEWALK ALONG THE NORTH SIDE OF KERNS STREET BETWEEN N. MAIN STREET AND US HWY 52 AND SIDEWALK ALONG THE SOUTHWEST SIDE OF N. OAK STREET FROM CIVIC PARK TO CROOK STREET AND CONTINUING ON CROOK STREET ON THE NORTHWEST SIDE FROM N. OAK STREET TO N. MAIN STREET

RESOLUTION 2025-07

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF GRANITE QUARRY, NORTH CAROLINA, IN SUPPORT OF APPLICATION FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS

WHEREAS, Surface Transportation Block Grant Program (STBGP) funds have been made available for transportation improvements in our area; and

WHEREAS, the Town of Granite Quarry selected a project to submit to the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) for consideration and funding; and

WHEREAS, the selected project includes 2,150 linear feet of 5-foot sidewalk to connect the Granite Lake Park, the Granite Civic Park, and the Centennial Park; and

WHEREAS, the Town of Granite Quarry hereby requests Federal STBGP funding from the CRMPO in the amount of $450,000.00; and

WHEREAS, the Town of Granite Quarry acknowledges the required local match of no less than 20% and the availability of funds to pay all upfronts costs, since the program is a cost reimbursement program; and

WHEREAS, The Town of Granite Quarry agrees to pay any costs that exceed the project amount if the application is selected for funding.

NOW, THEREFORE, BE IT RESOLVED the Town Council of the Town of Granite Quarry acknowledges if said project is selected for funding through the CRMPO selection process, said project is subject to all applicable Federal and State laws and regulations regarding STBGP funding, as well as subject to the rules and procedures established by the CRMPO regarding approved TAP projects.

RESOLVED, APPROVED, AND EFFECTIVE UPON ADOPTION BY THE TOWN COUNCIL OF THE TOWN OF GRANITE QUARRY, NORTH CAROLINA, ON THIS THE 11th DAY OF August 2025.

Brittany H. Barnhardt, Mayor

ATTEST:

Aubrey Smith, Town Clerk

TOWN OF GRANITE QUARRY OFFICAL SEAL GRANITE QUARRY NORTH CAROLINA

F

Developing an East Spencer Growth Nexus:

Proposed I-85 McCanless Road Interchange in Rowan County

Surface Transportation Block Grant (STBG) Proposal

County of Rowan

I-85 Interchange at McCanless Road and Correll Street, Rowan County—Phase 1

Email	Phone	Address
craig.powers@rowancouncync.gov	704-216-8606	130 W. Innes St. Salisbury, NC 28144

Table of Contents

Applicant Information:

Legal Name:	County of Rowan, North Carolina
Primary Contact:	Craig Powers, Director of Engineering
Address:	130 W. Innes St.
City, State, Zip:	Salisbury, NC 28144
Telephone:	704-216-8606
Email:	**Craig.Powers@rowancountync.gov**

Project Information

Name: Proposed I-85 McCanless Road Interchange in Rowan County: Phase 1 Preliminary Engineering
Project Location: McCanless Road and Correll Street in Rowan County, near East Spencer
MTIP ID: N/A
SPOT ID: # H190956
Total Project Cost: $4,107,000
Requested STBG Funds: $3,285,600
Brief Project Description: Rowan County is pleased to submit this request for funds to support Phase 1: Preliminary Engineering (PE) of the proposed McCanless Road Interchange Project ("Project") along I-85 in Rowan County. The proposed Project would construct a new interchange by converting the McCanless Road (SRR2114) underpass to allow direct access to I-85 from the Town of East Spencer. Historically Disadvantaged Community (HDC) and an Area of Persistent Poverty (AoPP), the objective of the Project is to address long-term barriers relating to transportation, safety, congestion, and limited economic opportunity for the town's residents and businesses. The overall project will construct a partial cloverleaf interchange at I-85 and SR2114 with a standard intersection at the southbound ramp terminal. The design will retain the existing I-85 structure; construction activities will generally be limited to developing ramps and merge lanes. The proposed interchange will be located at Correll Street and McCanless Road on I-85 and will address traffic congestion and safety along Long Street, and potentially Bringle Ferry Road and Highway 52 by providing an additional outlet. The proposed I-85 interchange will also open economic opportunities in Rowan County, particularly in East Spencer, by improving access to underutilized industrial and commercial land, thereby attracting private investment and supporting job creation in the area. The Project location is shown in *Figure 1*.

Figure 1. Map of Project Location

This proposed interchange requires that we complete the preliminary engineering phase to unlock significantly greater funding down the line once completed. Rowan County respectfully requests STBG funding in the amount of $3,285,600 to support required PE; the County has requested discretionary funding for the required 20% match through our state legislators, Representative Harry Warren and Senator Carl Ford.

Project Evaluation Criteria

1. **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, Project Applications should clearly state the overall program goals and objectives and demonstrate how the project will benefit the community. (0-20 points)**

Importantly, the proposed interchange Project is key to addressing East Spencer's long-term transportation barriers which have historically contributed to the Town's poverty level and depressed economic conditions. East Spencer is a historically, predominantly African American population, and is largely cut off from nearby communities by the railroad and Town Creek, and without a direct connection to Bringle Ferry Road. The Town relies heavily on Long Street, which shows considerable wear and tear, to access nearby towns of Salisbury and Spencer. Being essentially "land locked" on 2 sides with limited access to I-85 severely limits the Town's opportunities for growth. The interchange Project will enable East Spencer to address many of its long-term problems.

As a Historically Disadvantaged Community (HDC) and an Area of Persistent Poverty (AoPP) it is crucial for East Spencer to overcome these transportation barriers. Accordingly, there have been several failed businesses over the years which limits the Town's tax base and leaves the town without substantial revenue to provide basic goods and services. The Town includes one census tract, 37159050800, listed as both HDC and AoPP due to the transportation barriers described in this proposal, along with low income, unemployment, and a high percentage of residents with less than a high school education. According to the ETC Explorer, one census tract 37159050800 has high transportation burden costs. Approximately 49.98 percent of the population in the tract are at or below 200 percent of the federal poverty level line. The median household income is $41,347. With the average household spending 22.41 percent of their income on transportation, the households in this tract spend more than 30 percent of their income on housing. The Project will provide economic opportunities for the population of East Spencer by addressing the significant transportation barriers that have historically contributed to the Town's economic challenges.

The proposed McCanless interchange project is identified in the Cabarrus-Rowan MPO Comprehensive Transportation Plan as amended March 26, 2019. Additionally, the need for the interchange is addressed in the local *Land Use Plan Areas East of 1-85 Rowan County,* adopted by the Rowan County Board of Commissioners in 2012. Rowan County would consider the land areas adjoining the Town of East Spencer ETJ within the I-85 Highway Corridor Overlay in the East Land Use Plan[1]. According to the Plan, future land use in East Spencer is geared toward mixed use, commercial, and industrial development. See *Figure 2. Highway Map Inset A, AMENDED*[2].

Accordingly, Rowan County's long-term plan considers I-85 and US 29 to be advantageous locations for future commercial and industrial uses, and mixed-use developments are encouraged within the I-85, US 29 corridor of the Planning Area. Further, the City of Salisbury considers "Future Neighborhoods" in the eastern vicinity of McCanless Road at the Bringle Ferry intersection and Earnhardt Road.

[1] *Land Use Plan: Areas East of I-85, Rowan County, North Carolina*. Prepared by Rowan County Department of Planning and Development. Adopted by Rowan County Commissioners January 17, 2012. URL **https://www.rowancountync.gov/443/Land-Use-Planning**

[2] *Comprehensive Planning Map*, Amended. Prepared by Cabarrus-Rowan Metropolitan Planning Organization, NC. Last revised March 26, 2019.

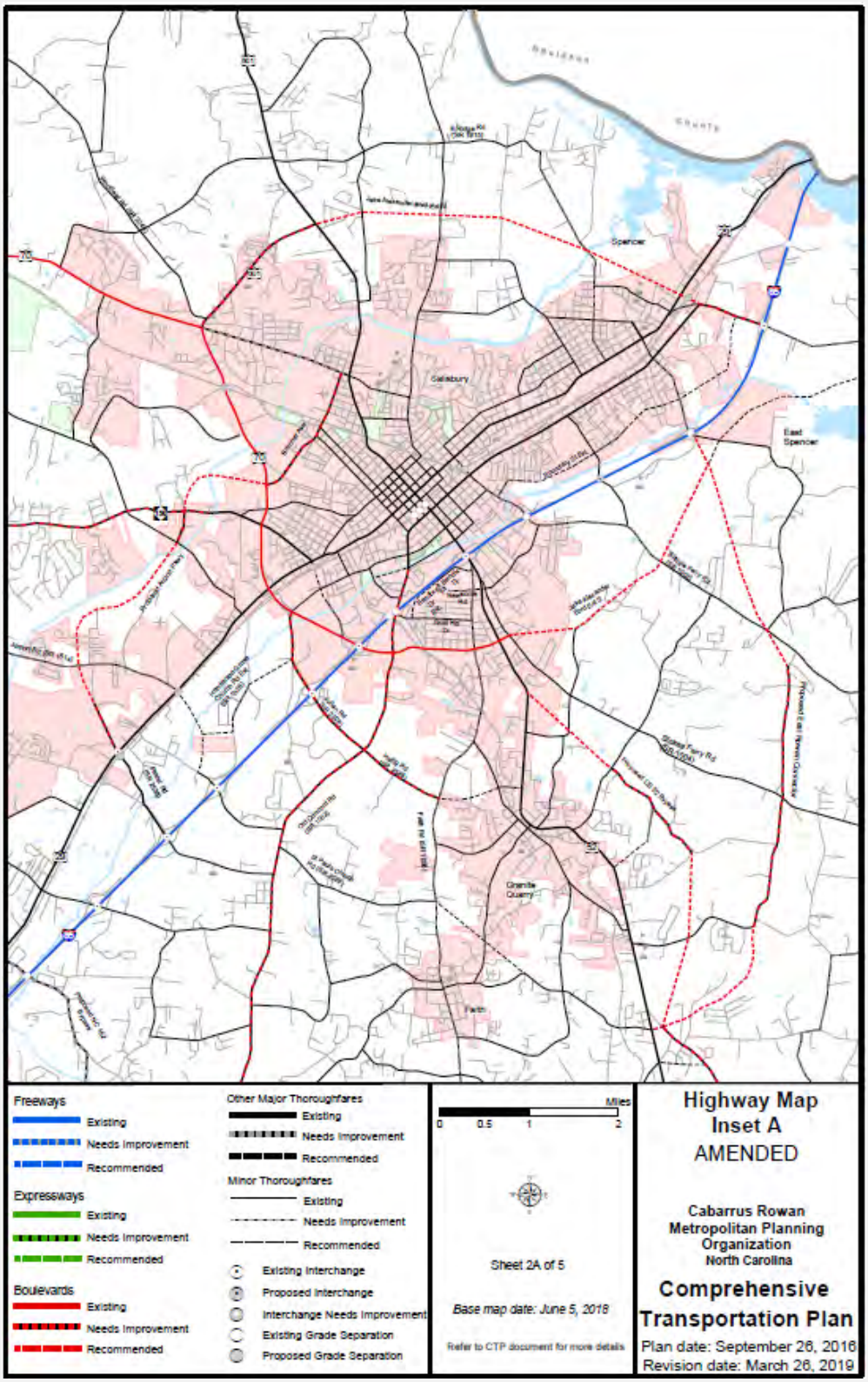


Figure 2. Highway Map Inset A, AMENDED; Comprehensive Transportation Map

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)**

   The proposed interchange will address the safety of non-motorized travelers as well as motor traffic, particularly along Long Street in East Spencer, and other secondary roads, to access I-85 North or South. The travel width of Long Street is 27 feet, with no bike lanes and very narrow and noncontiguous sidewalks, causing pedestrians to need to leave the safety of the sidewalks to walk in the roadway at certain points. Further the lack of bike lanes means bicyclists must share the travel lane with traffic, including large commercial vehicles which have no route through East Spencer other than secondary roadways through which to access the Town to and from I-85. For example, from September 1, 2014, through August 31, 2024, there were 425 crashes on Long Street, including 3 fatal crashes. For a roadway less than 4 miles long with an annual ADT of 5,300, these are excessive numbers. The crashes involved 13 pedestrians, 4 bicyclists, and 17 mopeds. The proposed interchange will reduce truck traffic on Long Street, which will provide a safer, less congested route for bicyclists, pedestrians, and smaller non-commercial vehicles traveling along the route.

   Currently, to access I-85, commercial vehicles regularly travel along Bringle Ferry Road which is the only reasonable route even though the roadway is not designed for such heavy traffic. While commercial and heavy vehicles had once utilized Newsome Road for such travel in the past, the City of Salisbury restricted commercial truck traffic along the route on July 17, 2018. Such vehicles are no longer permitted on Newsome Road due to hazardous conditions. The proposed interchange addresses this limitation by providing a more direct—and nonresidential route—to I-85.

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)**

   The Project has the support of the Rowan County Board of Commissioners, as shown in the attached resolution passed on August 4, 2025. The Project has also received support from Rowan County Economic Development, Rowan County Tourism, and the Town of East Spencer. See Appendix A.

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 Project is part of a long-range plan by the Town of East Spencer. Through the Project, the Town can move forward with plans for EV charging stations at McCanless Road, as well as developing bicycle and pedestrian accommodations connecting East Spencer residents with Hanford-Dole Elementary School. As part of a regional development strategy, the new

interchange will enhance East Spencer residents' access to employment opportunities, housing, commerce, and recreational options including Dan Nicholas Park and High Rock Lake.

With funding in place for preliminary engineering, the Town and its stakeholders, including Rowan County, can move forward to pursuing funds for the Right-of-way (ROW) and Construction phases. For example, and with the support of Rowan County, in 2025 the Town applied for the highly competitive federal grant, Better Utilizing Investments to Leverage Development ("BUILD") program to the U.S. Department of Transportation for $25M. While this year's application was not successful, we are committed to developing a stronger application with feedback from the granting agency when the BUILD grant reopens in the next grant cycle. The County and Town are also seeking and pursuing additional capital grants to ensure the project is shovel-ready upon completion of PE work. See *Figure 3. McCanless Interchange Traffic Generators.*

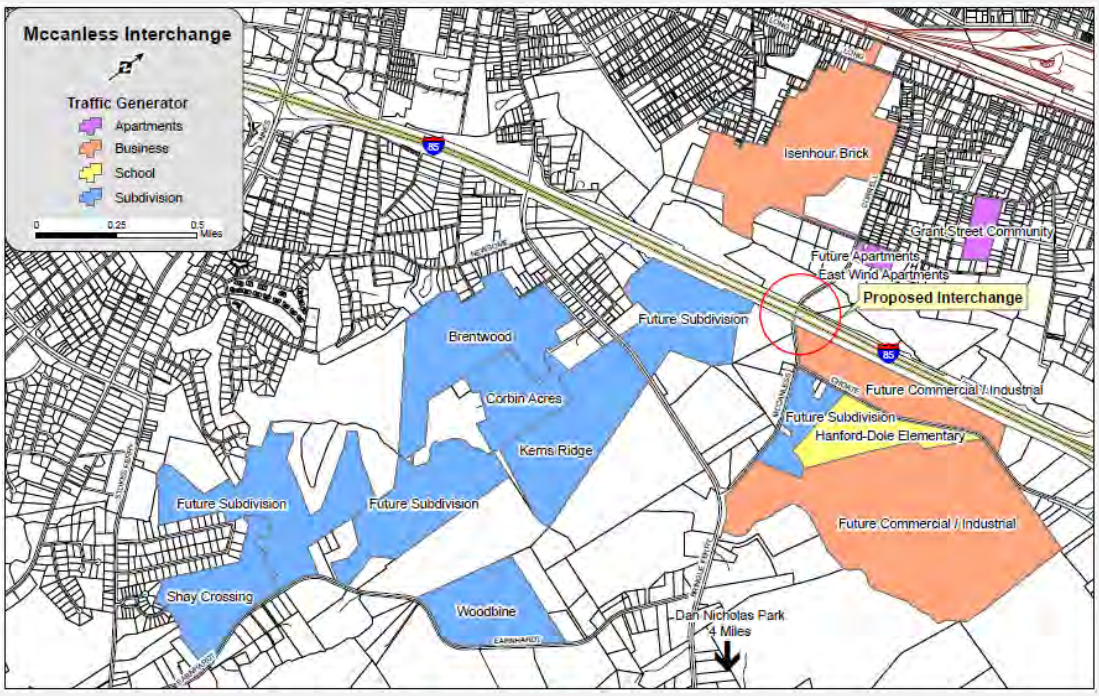


Figure 3. McCanless Interchange Traffic Generators

5. **Quantifiable Measures for Effectiveness in Addressing Congestion through Innovative or Multimodal Approaches/Application. (Reduces single occupant vehicle use—10 points; Reduces peak hour congestion volume—5 points; Improves travel time on corridor—1 point).**

As stated above, and because of the congestion on Long Street, the crash rate is unacceptably high. An in-depth analysis of *2050 Future Year No-Build Scenario*[3] results underscore the urgent need for the proposed interchange. The projected data show significant congestion and queueing driven by escalating traffic volumes and new developments that are intensifying demand for transportation connectivity, particularly during peak hours of travel. In fact, the total intersection delay for all intersections along the corridor is projected to decrease during both AM and PM peak periods under the Build scenario. While the intersection of McCanless Road does see a slight increase during the PM peak, overall improvements across other intersections will more than compensate. According to the data, the interchange is expected to provide essential capacity enhancements and significantly improve traffic flow compared to the *2050 No-Build* scenario. See *Table 1: Cabarrus Rowan MPO Congested Corridors - 2050 E + C Model.*[4]

Corridor Segment	Begin Milepost	End Milepost	Length	Total Crashes (Note 2)	Injury Crashes (Note 2)	2019 AADT Estimates (Note 1)	Total Crash Rate (Note 3)	2018 Peak Hour V/C Ratio (Note 4)	2050 Peak Hour V/C Ratio (Note 4)	2050 Peak Hour Level of Service (LOS)	Comments
Branchview Dr. from Corban Ave N. to City Limits at I-85	2.9	6.485	3.585	434	148	21,000	315.88	1.09	1.26	F	
Brookwood Ave. NE from Church St. N to Branchview Dr.	0.66	1.35	0.69	15	2	3,800	313.47	0.24	0.88	D	
Cabarrus Ave. W from US Hwy 601 to US Hwy 29	9.303	9.563	0.26	113	30	19,000	1253.40	0.66	0.58	B	Crash rate validates congested corridor issues
Cannon Blvd. From Concord City Limits to Rowan Co. Line	10.14	14.01	3.87	686	170	23,000	422.30	0.62	0.67	C	Used Northern city limits just North of I-85 Interchange
Cochran Rd. from Roberta Rd. to Pitts School Rd.	0	0.92	0.92	9	1	2,500	214.41	N/A	N/A	N/A	Corridor link was not included in the model data
Country Club Dr. NE from US Hwy 29 to Branchview Dr.	0	0.61	0.61	54	19	11,000	440.97	0.59	1.05	D	
Dale Earnhardt Blvd. From Main St. to Cannon Blvd.	8.638	10.07	1.432	259	71	17,000	592.97	0.51	0.70	C	
NC Hwy 73 from Trinity Church Rd West to the City Limits	4.35	6.01	1.66	177	40	27,000	216.39	0.90	1.04	D	Used Western Kannapolis city limits
I-85 from Concord Mills Blvd. To Rowan Co. Line	0.53	14.134	13.604	3,819	875	115,000	126.75	0.68	0.85	D	
So. Main St. from Dale Earnhardt Blvd South to City Limits	0.81	3.68	2.87	180	47	11,000	312.42	0.68	0.91	D	Used Southern Kannapolis city limits
US Hwy 601 from Miami Church Road to NC Hwy 49	12.61	13.54	0.93	107	36	20,000	315.22	1.22	1.28	F	
Jake Alexander Blvd. from Brenner Ave to Julian Rd.	15.96	17.16	1.2	572	120	40,000	652.97	0.79	0.89	D	
	12.515	12.862	0.347	82	22	40,000	323.71	0.79	0.89	D	

Note 1: AADT values are taken from available NCDOT 2019 count locations that reflect average values for the corridor. For locations where data were not available, 2019 AADT values were estimated by reviewing recent traffic trend.
Note 2: Crash data is from 1/1/2017 through 12/31/21 (last 5 calendar years); This is a high level analysis based on mileposted crashes only.
Note 3: Crash Rate is calculated as total crashes per 100 million VMT
Note 4: Volume over Capacity (V/C) is from Metrolina Regional Model (MRM)

Table 1: Cabarrus Rowan MPO Congested Corridors - 2050 E + C Model

6. Connectivity Measures for Linking Other Modes. (0 to 10 points)

Not Applicable.

[3] *H190956 Interchange Access Report, Division 9, County of Rowan*. Prepared by Andrew Covington, P.E., Patriot Transportation Engineering, PLLC. July 14, 2023.
[4] Cabarrus Rowan MPO 2050 Metropolitan Transportation Plan, Appendix 9-1 Congestion Management Process - Congested Corridors.

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.

Rowan has requested discretionary funding for the required 20% match through our state legislators, Representative Harry Warren and Senator Carl Ford. Further, Rowan County is actively identifying potential funding sources for the Right-of-Way and construction phases once PE is complete.

B. Geographic Equity – Projects serving populations less than 20k (5 points)

As a Historically Disadvantaged Community (HDC) and an Area of Persistent Poverty (AoPP), East Spencer as the primary beneficiary of the McCanless Road intersection currently has a population of 1,567 according to the U.S. Census Bureau 2020 Decennial Census[5]. The data paints a picture of a town that is historically disadvantaged in part due to transportation barriers. The high poverty rate in East Spencer along with a low rate of high school graduation can be directly traced to limited transportation access to good-paying jobs, goods and essential services, limited ability for local economic development, and even delays to emergency response which has resulted in slower response rates due to indirect routes to the Town. The Project will address all these challenges.

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 to and mobility. (5 points)

Improves access and mobility for those in East Spencer and Bringle Ferry Road and will open East Spencer's future plans to install EV stations and improvements to safety for bicyclists and pedestrians by adding bike lanes and improved community walkability features such as trails and improved sidewalks.

D. Progress – Bonus points will be assigned to shovel ready projects with completed preliminary design, permitting, etc. (5 points)

Not applicable; Rowan County is requesting funding specifically for the preliminary engineering phase to ensure the project is shovel-ready within 24 months.

[5] **https://data.census.gov/profile/East_Spencer_town,_North_Carolina?g=160XX00US3719860**

Project Budget (Phase 1: PE Items)

Estimated Preliminary Engineering Budget

Category	% of PE Budget	Estimated Cost
Planning & Project Development	10%	$410,700
Environmental Documentation (NEPA)	25%	$1,026,750
Engineering Design (prelim + final)	40%	$1,642,800
Surveys & Geotechnical Investigations	15%	$616,050
Contract Administration (PE phase)	10%	$410,700
Total Preliminary Engineering	100%	**$4,107,000**

Preliminary Engineering Budget Narrative

The total budget requested for preliminary engineering is **$4,107,000**, which will support the full scope of pre-construction activities required to advance the proposed I-85 interchange project to construction readiness. These activities include planning and project development, environmental documentation in compliance with the National Environmental Policy Act (NEPA), topographic and geotechnical surveying, preliminary and final design, and contract administration associated with the preliminary engineering phase.

The estimated budget allocation is as follows:

- **Planning and Project Development ($410,700):** This phase includes the coordination of stakeholders, refinement of project scope, scheduling, and development of planning-level studies needed to define the project approach and alternatives.
- **Environmental Documentation ($1,026,750):** Preparation of NEPA-compliant environmental documentation will be a significant component of the effort. This may include technical studies, public engagement, agency coordination, and the development of either a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS), depending on federal and state requirements.
- **Engineering Design ($1,642,800):** This includes both preliminary and final design work necessary to produce construction-ready plans. It encompasses geometric layout, structural engineering, roadway and drainage design, traffic analysis, and utility coordination.
- **Surveys and Geotechnical Investigations ($616,050):** This stage of work includes field surveys, mapping, and subsurface investigations needed to inform the engineering design and environmental documentation. Accurate site data is critical to the feasibility and integrity of the design.
- **Contract Administration for Preliminary Engineering ($410,700):** This includes administrative support and oversight for consultant management, regulatory coordination, internal quality control reviews, and compliance with state and federal grant requirements during the engineering phase.

This comprehensive preliminary engineering phase will ensure the project is developed in accordance with all regulatory requirements, properly scoped, and positioned to advance into the right-of-way and construction phases with minimal delay. The funding request includes **$821,400 local match**, which represents 20% of the total preliminary engineering cost and which has been requested from the General Assembly as discretionary funding.

Project Implementation Timeline

Rowan County anticipates the preliminary engineering portion of the overall project to take approximately 24 months:

Task/Phase	Duration	Estimated Timeline
Planning/Scoping	3-6 months	Months 1-6
Surveys & Geotechnical Investigations	4-6 months (overlaps)	Months 4-9
Environmental Documentation (NEPA)	9-15 months (overlaps)	Months 6-21
Preliminary Engineering & Design	12-18 months (overlaps)	Months 9-18
Final Design	3-6 months	Months 18-24
Contract Administration	Throughout PE Phase	Months 1-24

Key Notes:

- **Agency Coordination**: FHWA, NCDOT, environmental agencies, local stakeholders will all require review periods that can affect the pacing of the timeline.
- **NEPA Complexity**: A reasonable estimate for an interchange is 12-15 months; although the complexity of NEPA regulation can affect the timeline (environmental assessment, categorical exclusion, etc.).
- **Right-of-way/utility coordination**: Portions of the next phases of the proposed I-85 construction can be initiated early, though completion of NEPA is critical before the next stages can fully begin.

Appendix A. Supporting Documentation

1. Resolution Supporting the Construction of New I-85 Interchange at McCanless Road and Correl Street in Rowan County. Adopted August 4, 2025.
2. Letter of Support—Town of East Spencer
3. Letter of Support – Rowan Economic Development Council
4. Letter of Support—Rowan Tourism Development Authority

Rowan County Board of Commissioners
130 West Innes Street · Salisbury, NC 28144
Telephone 704-216-8181 · Fax 704-216-8195

RESOLUTION SUPPORTING THE CONSTRUCTION OF NEW I-85 INTERCHANGE AT McCANLESS ROAD AND CORRELL STREET IN ROWAN COUNTY

WHEREAS, the safety and well-being of the citizens of Rowan County and the State of North Carolina are of paramount importance; and

WHEREAS, safe and efficient roadways are essential for the daily lives of residents, facilitating travel to work, school, healthcare, enhancing economic development opportunities, and other vital services; and

WHEREAS, the Cabarrus-Rowan Metropolitan Planning Organization ("CRMPO") receives a direct allocation of Surface Transportation Block Grant Program (STBGP) funding through the federal Infrastructure Investment and Jobs Act (IIJA) passed in 2021, of which the CRMPO has previously adopted a competitive process to determine which projects are funded; and

WHEREAS, the Rowan County Board of Commissioners supports the construction of a new interstate interchange to provide a direct connection from I-85 to the Town of East Spencer at McCanless Road and Correll Street; and

WHEREAS, the preliminary engineering costs for the above project are estimated at $4,107,000, based on the *Cost Estimate and Environmental Justice Review* completed in 2023; and

WHEREAS, to fulfill the required 20 percent non-federal matching funds, the Rowan County Board of Commissioners supports pursuing discretionary funding requests to the State House and State Senate; and

WHEREAS, the Rowan County Board of Commissioners recognizes the opportunity to leverage funds by applying for the STBGP grant to address critical infrastructure needs and economic development growth opportunities without additional burden to local taxpayers; and

NOW THEREFORE BE IT RESOLVED, that the Rowan County Board of Commissioners hereby expresses its support for the North Carolina Department of Transportation to construct the traffic improvements described above; and

BE IT FURTHER RESOLVED the Rowan County Board of Commissioners hereby authorizes and supports the County Staff in the endeavor to seek funding through the Surface Transportation Block Grant Program consistent with the I-85 Interchange Project described above.

BE IT FURTHER RESOLVED that the Rowan County Board of Commissioners authorizes the Board Chairman to sign any and all required and related materials associated with the STBGP grant proposal.

Adopted this the 4th day of August 2025.

Chairman, Rowan County Board of Commissioners

Attest:

Sarah Pack, Clerk to the Board

105 S. Long Street
Post Office Box 339
East Spencer, North
Carolina 28039

EAST SPENCER
NORTH CAROLINA
The Original Southern City.

Telephone: (704) 636-7111
Fax: (704) 639-7734
Website: www.eastspencer.gov

"HOME OF HERITAGE & PROMISE"

Michael Douglas
Town of East Spencer
PO Box 339
East Spencer, NC 28039

August 6, 2025

Cabarrus-Rowan Metropolitan Planning Organization (CR MPO)
135 Cabarrus Ave E # 101
Concord, NC 28025

Re: Letter of Support for Rowan County's STBG Application for Preliminary Engineering – I-85 Interchange Project

Dear Members of the Cabarrus-Rowan MPO:

On behalf of the Town of East Spencer, I am pleased to express our full support for Rowan County's application for Surface Transportation Block Grant (STBG) funding to initiate the preliminary engineering phase of the proposed I-85 Interchange project. We recognize the transformative impact this project will have on our region's transportation infrastructure, economic vitality, and long-term growth.

The Town of East Spencer is committed to advancing regional mobility, safety, and accessibility. This interchange project aligns with those priorities, offering significant potential to relieve traffic congestion, enhance freight movement, and provide new access to underserved areas—including key economic development zones in and around East Spencer. The design and planning efforts supported by this funding are critical first steps in realizing these shared benefits.

We commend Rowan County's leadership in spearheading this initiative and are proud to serve as an active partner in support of this work. The Town of East Spencer stands ready to collaborate with county and regional stakeholders to ensure the project's success.

We respectfully urge the MPO to give full consideration to this application. Thank you for your commitment to equitable, strategic transportation investments that serve our communities.

Sincerely,

Town Manager
Town of East Spencer

ROWANEDC
PARTNERSHIP for ECONOMIC DEVELOPMENT
SALISBURY, NC
Be an original.

August 5, 2025

Cabarrus-Rowan Metropolitan Planning Organization
57 Union Street South
Concord, NC 28025

Dear Grant Committee Members,

On behalf of the Rowan Economic Development Council, we are pleased to support Rowan County's application for a Surface Transportation Block Grant (STBG) to fund the preliminary engineering phase of a new interchange project at Interstate 85 and McCanless Road, near the Town of East Spencer.

This potential new interchange represents a significant opportunity to address both transportation and economic development challenges facing the Town of East Spencer. As a Historically Disadvantaged Community (HDC) and an Area of Persistent Poverty (AoPP), East Spencer has faced long-standing barriers to economic mobility and infrastructure improvements. A new interchange will directly address these challenges, improving transportation access and spurring economic growth in the area.

Historically, East Spencer has been isolated due to natural and man-made barriers, including railroad tracks to the west, Town Creek to the east, and limited connections to the south. For many years, Long Street has been the sole route for residents to access nearby communities. The redesign of the Correll Street/McCanless Road underpass into a fully functioning interchange will provide East Spencer residents with direct access to I-85, alleviating congestion on Long Street and improving safety for all users.

Additionally, this project presents an opportunity to increase economic growth in East Spencer. A new interchange will encourage travelers on Interstate 85 to pull off the road and spend money at the Town's businesses. The transformative potential of this project cannot be overstated, as it will break the cycle of disinvestment in East Spencer and open new pathways for economic prosperity for its residents.

We strongly believe that STBG funding is an important early step in this project, which will have a lasting and positive impact on the Town of East Spencer and Rowan County as a whole. We urge your favorable consideration of this application for STBG funding.

Thank you for your attention to this important initiative.

Sincerely,

Scott Shelton

Scott Shelton
Vice President

ROWAN COUNTY
Tourism Development Authority
North Carolina
Be an original.™

August 6, 2025

Rowan County Tourism Development Authority
204 East Innes Street, Suite 280
Salisbury, N.C. 28144

Cabarrus-Rowan MPO
135 Cabarrus Ave. E #101
Concord, NC 28025

To whom it may concern,

On behalf of Rowan County Tourism, I am pleased to offer our strong support for Rowan County's Surface Transportation Block Grant (STBG) application for the proposed I-85 McCanless Road Interchange Project in East Spencer.

Tourism is an economic driver in Rowan County, attracting hundreds of thousands of visitors each year to our rich cultural, recreational, and historic attractions. Expanding access to these destinations is essential for continued growth, and the proposed interchange will significantly enhance connectivity to several key tourism and economic assets.

The new interchange will increase tourism access and regional visibility by providing direct, efficient entry into Rowan County from I-85, one of the state's most vital transportation corridors. The interchange will also improve access to cultural anchors, including the North Carolina Transportation Museum in Spencer, which draws over 100,000 visitors annually and stands as one of our most visited heritage tourism sites.

This investment will support revitalization efforts in East Spencer and Spencer, offering increased access to local parks, businesses, and community events that depend on visitor foot traffic to sustain growth, as well as strengthen tourism and recreation in Rowan County, including Dan Nicholas Park and High Rock Lake, both of which are prominent regional draws and key components of Rowan County's outdoor recreation strategy.

By alleviating congestion on local roads such as Long Street and Bringle Ferry Road, the project will also improve safety and the visitor experience—both of which are crucial to Rowan County's tourism brand. Moreover, this project aligns with long-term strategic plans to enhance infrastructure, support local economies, and improve equitable access for Historically Disadvantaged Communities like East Spencer.

Rowan County Tourism is proud to support this vital infrastructure investment and encourages all granting authorities to recognize the long-term benefits of this project for economic development and tourism alike.

With much appreciation,

James Rankin Meacham

James Rankin Meacham
Chief Executive Officer

APPLICATION INFORMATION

Applicant Data

Legal Name:	North Carolina Department of Transportation
Contact Person:	Theo Ghitea, PE – Division 10 Planning Engineer
Address:	716 W. Main St
City, State, Zip:	Albemarle, NC 28001
Telephone:	980-262-6292
Fax:	704-982-3146
E-mail:	tghitea@ncdot.gov

Project Information

Project Name:	NC 3 & Windy Road Intersection Improvements
Project Location:	NC 3 & Windy Road
MTIP ID:	N/A
Total Project Cost:	$2,529,940.00
Requested STBG Funds:	$2,023,952.00
Brief Project Description:	The project will construct a roundabout at the intersection of NC 3 and Windy Road in Cabarrus County. The project objective is to reduce crashes and increase safety for the traveling public.

NC 3 & Windy Rd STBG Application

1. Project Needs / Goals and Objectives

The intersection of NC 3 and Windy Road (SR-1442), located in Cabarrus County – a rapidly growing area within the Metrolina region – experiences traffic safety concerns. The 2024 Average Daily Traffic (ADT) along NC 3 east of Windy Road is 9,300 and west of Windy Road is 5,900, with Windy Road carrying 4,300 vehicles daily. The intersection is adjacent to a horizontal curve and experiences recurring vehicular crashes. An intersection treatment is warranted to improve safety for the traveling public. The objective of the project is to install a roundabout at the intersection to achieve the goal of reducing crashes. The ADTs at the intersection of NC 3 and Windy Road are well within the efficient operating range of a single-lane roundabout. The total estimated project cost is $2.53 million.

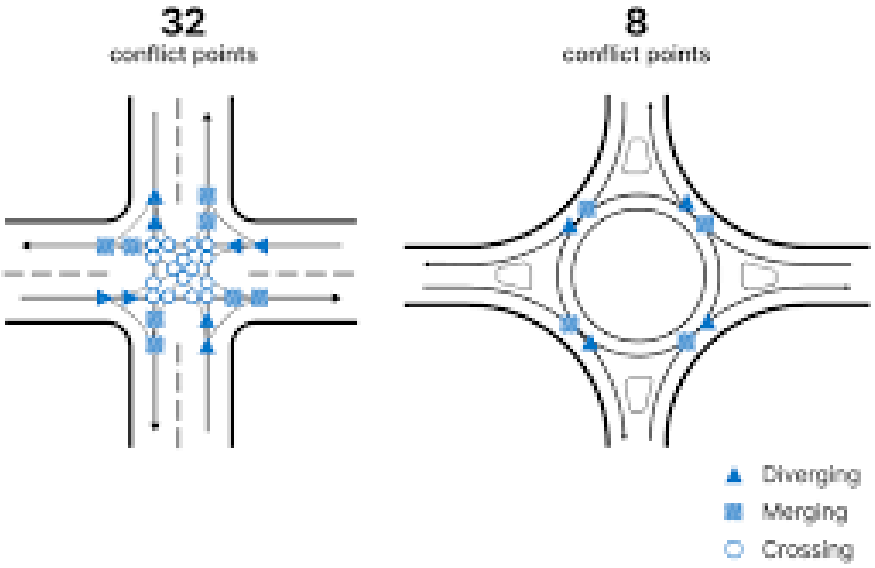
VICINITY AND ADT MAP

2. Promotes Safety and Security

Modern roundabouts promote the safe and efficient flow of traffic by reducing vehicle speeds and minimizing conflict points, which significantly lowers the incidence of crashes resulting in injury or fatality. Recognized by the Federal Highway Administration (FHWA) as a proven safety countermeasure, roundabouts have demonstrated substantial safety benefits. Specifically, converting a two-way stop-controlled intersection to a roundabout results in an 82% reduction in fatal and injury crashes, while conversion of a signalized intersection to a roundabout yields a 78% reduction (Source: FHWA).

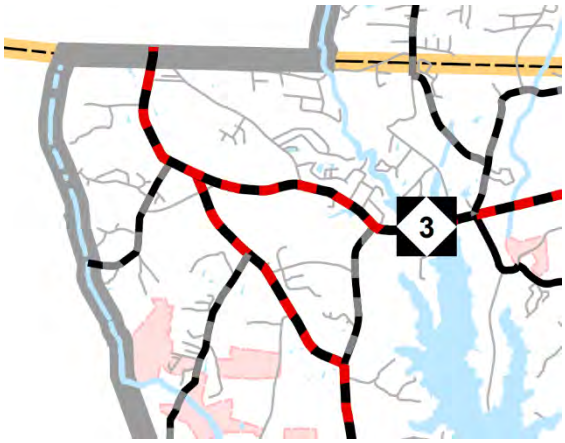
CRASH ANALYSIS RESULTS

A comprehensive 10-year crash analysis was conducted for the intersection covering the period from June 1, 2015, to May 31, 2025. During this timeframe, a total of 47 crashes were recorded, including 12 that resulted in injuries. Of these injury crashes, 4 were classified as Class B and 8 as Class C.



3. Documented Project Support

The Cabarrus County Board of Commissioners demonstrated its support for the project by adopting a resolution on June 2, 2025. NCDOT Division 10 also supports the project and will assist with its development and delivery. Division 10 has a strong track record of successfully delivering numerous roundabout projects using STBG-DA funds and possesses the capacity to efficiently manage this project. NCDOT will provide the necessary 20% match to secure the STBG-DA funds. Both NC 3 and Windy Road are identified as "Needs Improvement" in the CRMPO CTP.



4. Proximity to Existing / Planned Traffic Generators

Serving as a primary east-west Major Collector, NC 3 connects Kannapolis and Mooresville. Windy Road, a Minor Collector, provides a vital north-south connection between NC 3 and NC 73. The rapid growth and urbanization of Northwest Cabarrus County necessitate roadway and intersection improvements. These enhancements are crucial to accommodate the increasing traffic volumes generated by ongoing residential and commercial development, ensuring efficient and safe transportation for both current and future needs.

5. Congestion Reduction Measures

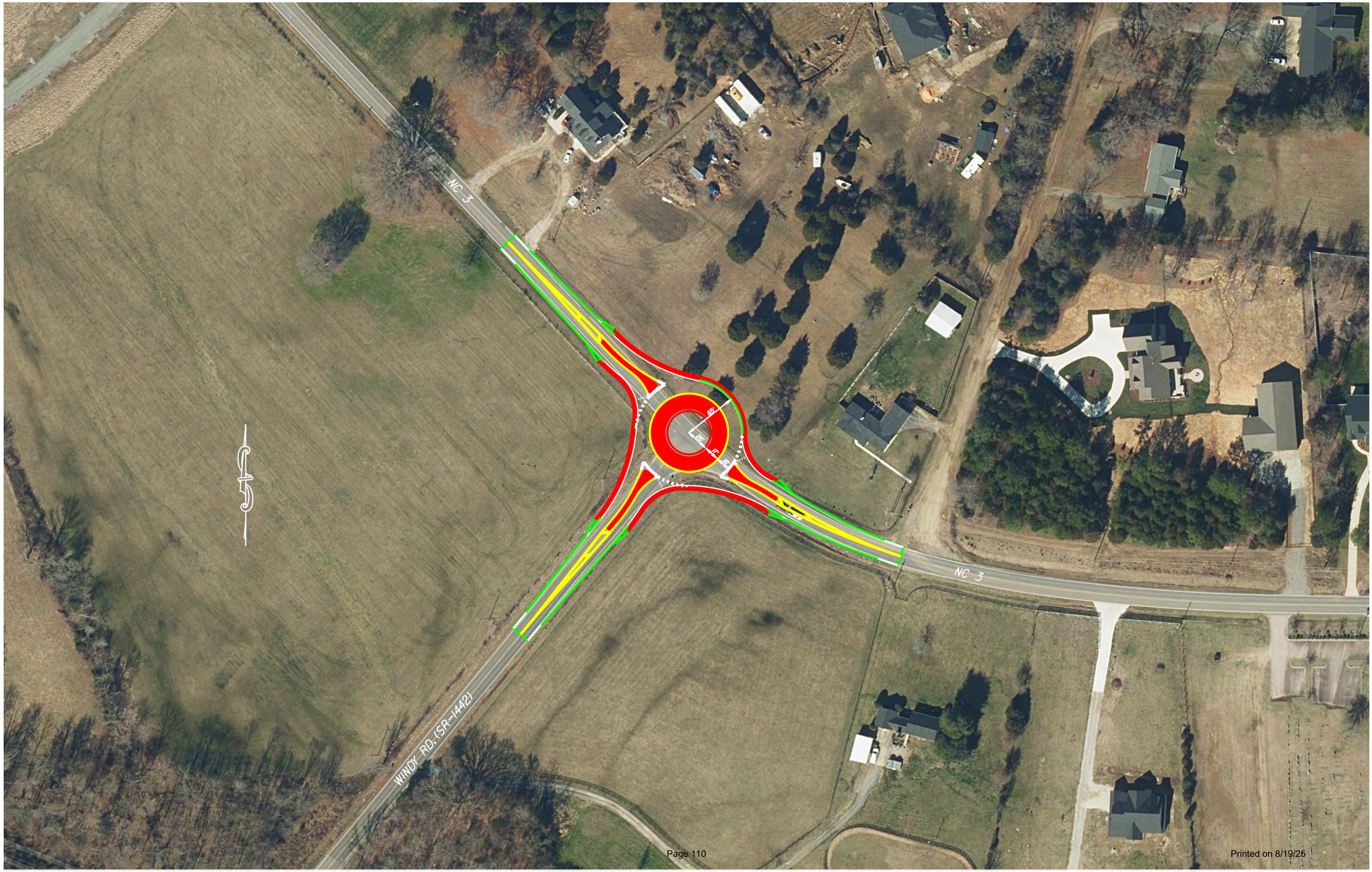
Roundabouts offer a demonstrable advantage in reducing traffic delay and vehicle queuing during both peak and off-peak hours, when compared to traditional intersection alternatives. Their design facilitates continuous traffic flow, which significantly minimizes stop-and-go movements and alleviates traffic backups, thereby enhancing overall travel time efficiency along the corridor. This improved intersection performance directly contributes to reduced congestion and lower vehicular emissions, making roundabouts a sustainable intersection solution.

6. Connectivity Measures for Linking Other Modes

The project vicinity currently lacks sidewalks and established transit routes. However, as development progresses, the acquisition of right-of-way for this project will facilitate the future installation of pedestrian facilities.

ATTACHMENT LIST

- Roundabout Conceptual Plan
- Cost Estimate
- Cabarrus County Board of Commissioners Resolution of Support
- Intersection Collision Diagram
- Intersection Crash Analysis


NC 3
WINDY RD. (SR-1442)
NC 3

WBS : TIP:

Type of Work: ROUNDABOUT

County: CABARRUS

Location: INTERSECTION OF NC HIGHWAY 3 AND WINDY RD. (SR-1442)

LINE NO.	DESC. NO.	MASTER ITEM NO.	SEC. NO.	ITEM DESCRIPTION	EST. QTY.	UNIT	UNIT PRICE	TOTAL AMOUNT
	1			PE	1	LS	$200,000.00	$200,000.00 *
				40% CONTINGENCY	1	LS	$80,000.00	$80,000.00
	1			ROW/UTILITY	1	LS	$315,000.00	$315,000.00
				40% CONTINGENCY	1	LS	$126,000.00	$126,000.00
	1			CONSTRUCTION	1	LS	$1,095,000.00	$1,095,000.00
				40% CONTINGENCY	1	LS	$438,000.00	$438,000.00
	1			BSIP ENGINEERING AND INSPECTION	1	LS	$275,940.00	$275,940.00
				ROW/UTILITY BREAKDOWN				
1	424	3389400000-E	865	ROW ACQUISTION	1	LS	$180,000.00	
2	426	3389600000-N	865	UTILITY RELOCATION	1	LS	$135,000.00	
				CONSTRUCTION BREAKDOWN				
1	1	0000100000-N	800	MOBILIZATION	1	LS	$65,000.00	
2	33	0043000000-N	226	GRADING	1	LS	$375,000.00	
3	263	1891500000-N	SP	ASPHALT	1	LS	$345,000.00	
4	322	2474000000-N	SP	DRAINAGE	1	LS	$15,000.00	
5	369	2766000000-N	SP	CONCRETE	1	LS	$190,000.00	
6	614	4457000000-N	SP	TRAFFIC CONTROL	1	LS	$40,000.00	
7	641	4685000000-E	1205	THERMOPLASTIC PAVEMENT MARKINGS	1	LS	$15,000.00	
8	1045	6133000000-N	SP	EROSION	1	LS	$50,000.00	
				DATE: 4/8/2025				
				COMPLETE BY: Jason Brooks and Chad Burris				
				REVIEWED BY: JD Harward				
				TOTAL ESTIMATE FOR PROJECT				$2,529,940.00

This estimate was completed with no plans for reference.

*Preliminary Engineering has been budgeted as 18% of Construction. NCDOT plans to complete the design in-house which has lower costs than engaging a private engineering firm. This percentage has been successfully implemented on numerous roundabout projects.

RESOLUTION
SUPPORTING THE CONSTRUCTION OF A TRAFFIC CIRCLE BY THE NORTH CAROLINAD DEPARTMENT OF TRANSPORTATION (NCDOT) AT WINDY ROAD AND NC HWY 3 IN CABARRUS COUNTY

WHEREAS, the safety and well-being of the citizens of Cabarrus County and the State of North Carolina are of paramount importance; and

WHEREAS, safe and efficient roadways are essential for the daily lives of residents, facilitating travel to work, school, healthcare, and other vital services; and

WHEREAS, traffic accidents and related incidents pose a significant risk to the lives of our citizens, causing injuries, fatalities, and economic burdens; and

WHEREAS, the estimated cost of the project is $2,529,940 with 80% of the funding being provided from Surface Transportation Block Grant-Disaster Resolution funds with the remaining 20% coming from NCDOT; and

WHEREAS, these improvements may include, but are not limited to the construction of a of a traffic circle on NC Hwy 3 and Windy Road; and

WHEREAS, the Cabarrus County government recognizes the opportunity to leverage these funds to address critical infrastructure needs without additional burden to local taxpayers; and

NOW, THEREFORE, BE IT RESOLVED, that the Cabarrus County Board of Commissioners hereby expresses its support for the North Carolina Department of Transportation to construct for the traffic safety improvements outlined above; and

BE IT FURTHER RESOLVED that the Cabarrus County government expresses its gratitude to the State of North Carolina Senate for its support enhancing roadway safety in Cabarrus County.

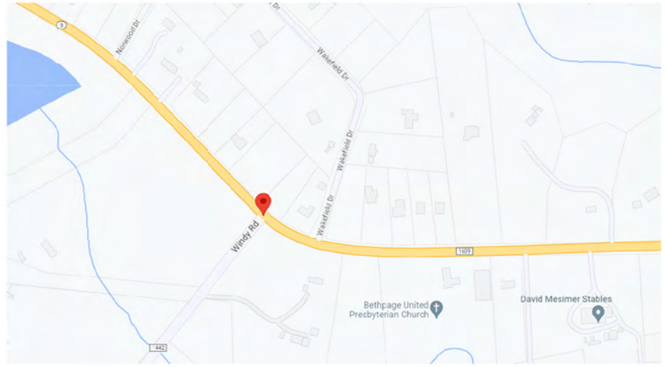
Adopted this 2nd day of June, 2025.

Laura Lodsey
Cabarrus County Board of Commissioner

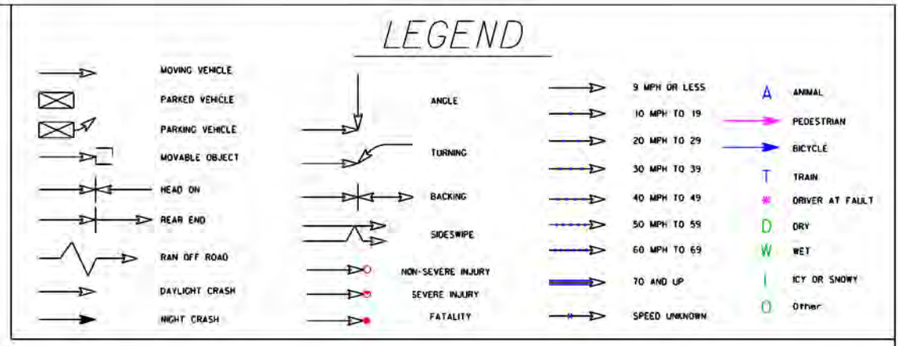
Attest:

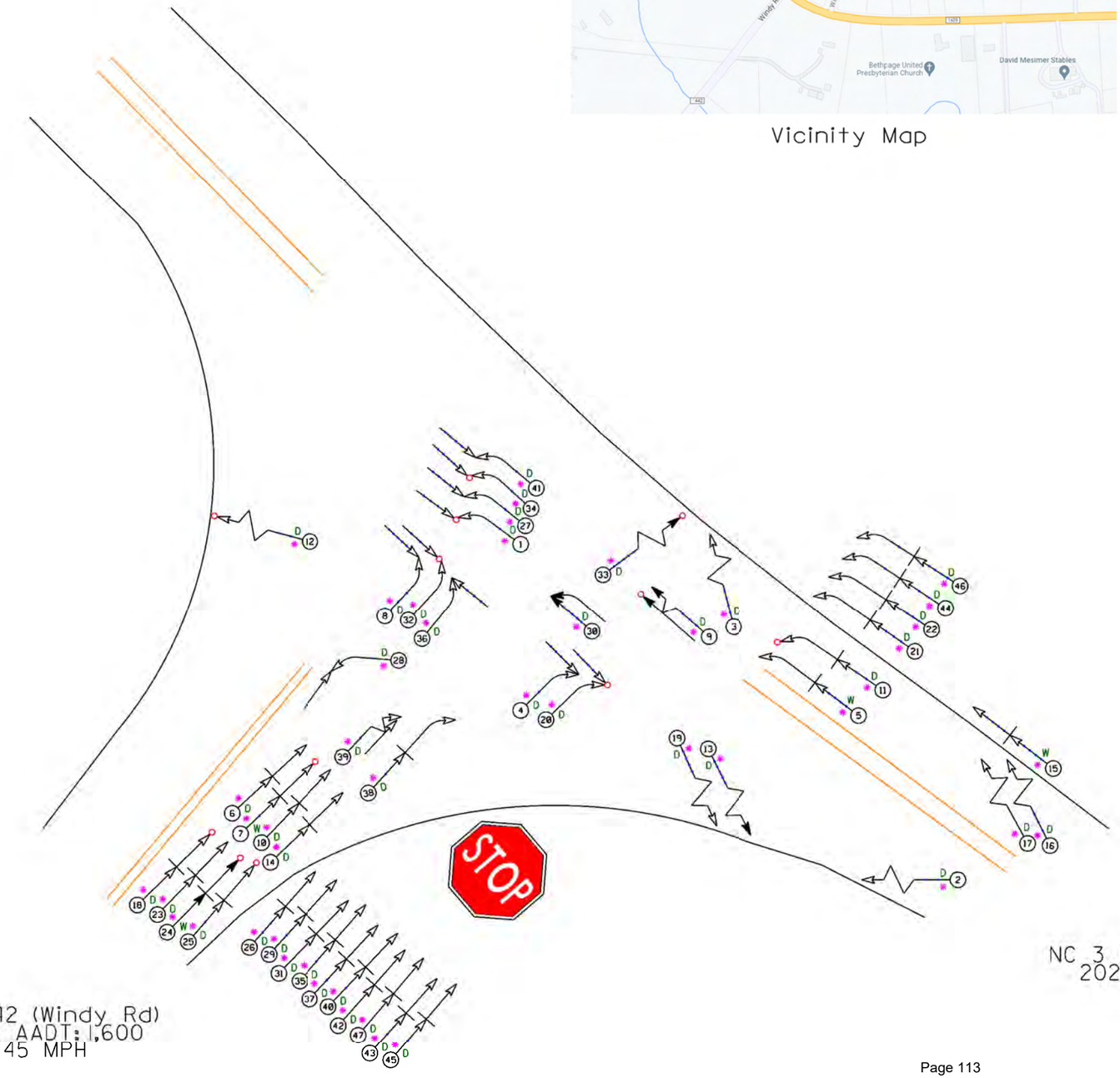
Lauren Linker
Lauren Linker, Clerk to the Board

NC 3 (Mooresville Rd)
2023 AADT: 5,000
45 MPH



Vicinity Map





Order# 41000076941
PH 12100284
Cabarrus County
NC 3 (Mooresville Rd) at SR 1442 (Windy Rd)
6/1/2015 - 5/31/2025

Note*
Crash #16 Vehicle 1ROR to avoid another vehicle that was heading east on NC 3 that crossed the centerline.

Crash #28 vehicle was making a left turn and turned too narrow and struck vehicle 2 sitting at the stop sign.

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
TRANSPORTATION MOBILITY and SAFETY DIVISION

TRAFFIC SAFETY UNIT

Date: July 2025 *Drawn by: Anthony Moore*

Study Criteria Summary

County: CABARRUS **City:** All and Rural
Date: 6/1/2015 **to** 5/31/2025 **Study:** 41000076941
Location: NC 3 (Mooresville Rd) at SR 1442 (Windy Rd)
AWS *UPDATE*

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	**104439175**	07/20/2015 08:58	LEFT TURN, SAME ROADWAY	$ 14000	0	0	0	1	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 8			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 61							
2	**104454256**	08/07/2015 17:03	FIXED OBJECT	$ 10500	0	0	0	0	1	1	1	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 61							
3	**104480226**	08/31/2015 09:38	RAN OFF ROAD - RIGHT	$ 2300	0	0	0	0	1	1	1	7	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 58 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 61							
4	**104804799**	07/26/2016 11:22	RIGHT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 7			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
5	**104877128**	10/08/2016 17:46	REAR END, SLOW OR STOP	$ 10000	0	0	0	0	2	1	3	5	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:** 2	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
6	**105028268**	02/28/2017 16:40	REAR END, SLOW OR STOP	$ 4250	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
7	**105062555**	04/03/2017 17:43	REAR END, SLOW OR STOP	$ 2500	0	0	0	3	2	1	3	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
8	**105186417**	08/10/2017 20:02	LEFT TURN, DIFFERENT ROADWAYS	$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 8			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
9	**105324699**	12/13/2017 17:31	SIDESWIPE, SAME DIRECTION	$ 29000	0	0	0	3	1	5	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 6			**Obj Strk:** 58							
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
10	**105469965**	05/03/2018 19:09	REAR END, SLOW OR STOP	$ 600	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
11	**105482599**	05/15/2018 08:44	REAR END, SLOW OR STOP	$ 12500	0	0	0	2	1	1	1	5	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 38							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
12	**105499831**	06/02/2018 20:17	FIXED OBJECT	$ 4500	0	0	1	0	1	1	1	1	0	13	1
Unit	**1 :** 20	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 61							
13	**105507407**	06/10/2018 04:33	FIXED OBJECT	$ 7000	0	0	0	0	1	5	1	8	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 58							
14	**105651650**	10/24/2018 15:01	REAR END, SLOW OR STOP	$ 800	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
15	**105681303**	11/02/2018 12:43	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	1	3	1	1	0	2
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 11			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
16	**105764878**	01/25/2019 16:39	RAN OFF ROAD - RIGHT	$ 1000	0	0	0	0	1	1	1	5	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 58							
Unit	**2 :** 5	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:** 34							
17	**105764966**	01/25/2019 16:39	RAN OFF ROAD - RIGHT	$ 500	0	0	0	0	1	1	1	5	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 16			**Obj Strk:** 64							

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
18	**105783021**	02/14/2019 16:28	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	1	1	2	1	0	1	1
Unit	**1 :** 5	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
19	**105815991**	03/24/2019 14:48	FIXED OBJECT	$ 1500	0	0	0	0	1	1	1	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:** 58						
20	**105873632**	05/21/2019 16:04	RIGHT TURN, DIFFERENT ROADWAYS	$ 27000	0	0	0	4	1	1	1	5	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**3 :** 2	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**4 :** 2	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
21	**105884125**	05/31/2019 17:37	REAR END, SLOW OR STOP	$ 3200	0	0	0	0	1	1	2	1	0	13	1
Unit	**1 :** 11	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
22	**105967315**	08/19/2019 09:47	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	5	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
23	**106050673**	11/02/2019 17:46	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 12				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
24	**106056301**	11/07/2019 19:31	REAR END, SLOW OR STOP	$ 350	0	0	0	1	2	5	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
25	**106558835**	04/27/2021 15:48	REAR END, SLOW OR STOP	$ 5500	0	0	1	1	1	1	1	1	0	13	1
Unit	**1 :** 10	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
26	**106590844**	05/30/2021 13:17	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
27	**106651741**	06/01/2021 11:57	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
28	**106623468**	06/28/2021 12:16	LEFT TURN, DIFFERENT ROADWAYS	$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
29	**106636943**	07/13/2021 16:27	REAR END, SLOW OR STOP	$ 10000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 7	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
30	**106737386**	10/21/2021 19:00	SIDESWIPE, SAME DIRECTION	$ 11000	0	0	0	0	1	5	1	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:** 58						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
31	**106764200**	11/09/2021 16:40	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
32	**106791630**	12/05/2021 12:23	LEFT TURN, DIFFERENT ROADWAYS	$ 25000	0	0	0	3	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:** 58						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
33	**106935752**	04/21/2022 11:27	RAN OFF ROAD - STRAIGHT	$ 8000	0	0	1	0	1	5	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 101 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:** 58						
34	**107088145**	09/17/2022 16:05	LEFT TURN, SAME ROADWAY	$ 10500	0	0	1	0	1	1	1	5	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
35	**107123804**	10/21/2022 16:34	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 5	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
36	**107126288**	10/28/2022 16:44	LEFT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	0	1	1	2	5	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 8			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
37	**107378906**	06/23/2023 15:45	REAR END, SLOW OR STOP	$ 2100	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 7	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
38	**107459370**	09/16/2023 16:09	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
39	**107505082**	10/16/2023 15:01	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 6			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 3			**Obj Strk:**							
40	**107649267**	03/07/2024 18:13	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	2	1	3	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
41	**107707114**	05/01/2024 17:48	LEFT TURN, SAME ROADWAY	$ 2600	0	0	0	0	1	1	1	5	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 8			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
42	**107787023**	07/15/2024 16:58	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 12			**Obj Strk:**							
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
43	**107881722**	10/12/2024 18:31	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1			**Obj Strk:**							
44	**108007762**	01/30/2025 12:39	REAR END, SLOW OR STOP	$ 15000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4			**Obj Strk:**							
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11			**Obj Strk:**							

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
45	**108106446**	04/09/2025 16:40	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	3	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
46	**108106427**	04/09/2025 16:56	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
47	**108121789**	05/23/2025 11:45	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	47	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	12	25.53
Total Injury Crashes	12	25.53
Property Damage Only Crashes	35	74.47
Night Crashes	5	10.64
Wet Crashes	4	8.51
Alcohol/Drugs Involvement Crashes	1	2.13

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	47	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	4	8.51
Class C Crashes	8	17.02
Property Damage Only Crashes	35	74.47

Vehicle Exposure Statistics

Annual ADT = 9000

Total Vehicle Exposure = 32.88 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	142.96
Fatal Crash Rate	0.00
Non Fatal Crash Rate	36.50
Night Crash Rate	15.21
Wet Crash Rate	12.17
EPDO Rate	413.05

Miscellaneous Statistics

Severity Index =	2.89
EPDO Crash Index =	135.80
Estimated Property Damage Total = $	277700.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
FIXED OBJECT	4	8.51
LEFT TURN, DIFFERENT ROADWAYS	4	8.51
LEFT TURN, SAME ROADWAY	4	8.51
RAN OFF ROAD - RIGHT	3	6.38
RAN OFF ROAD - STRAIGHT	1	2.13
REAR END, SLOW OR STOP	25	53.19
RIGHT TURN, DIFFERENT ROADWAYS	2	4.26
SIDESWIPE, SAME DIRECTION	4	8.51

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	4	17.39
Class C Injuries	19	82.61
Total Non-Fatal Injuries	23	100.00
Total Injuries	23	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	3	6.38
Feb	2	4.26
Mar	2	4.26
Apr	5	10.64
May	7	14.89
Jun	5	10.64
Jul	4	8.51
Aug	4	8.51
Sep	2	4.26
Oct	7	14.89
Nov	4	8.51
Dec	2	4.26

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	7	14.89
Tue	8	17.02
Wed	5	10.64
Thu	8	17.02
Fri	9	19.15
Sat	6	12.77
Sun	4	8.51

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	1	2.13
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	2	4.26
0900-0959	2	4.26
1000-1059	0	0.00
1100-1159	4	8.51
1200-1259	4	8.51
1300-1359	1	2.13
1400-1459	1	2.13
1500-1559	4	8.51
1600-1659	14	29.79
1700-1759	7	14.89
1800-1859	2	4.26
1900-1959	3	6.38
2000-2059	2	4.26
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	38	3	0	41
Dark	4	1	0	5
Other	1	0	0	1
Total	43	4	0	47

Object Struck Summary

Object Type	Times Struck	Percent of Total
DITCH	7	50.00
FENCE OR FENCE POST	4	28.57
OFFICIAL HIGHWAY SIGN BREAKAWAY	1	7.14
OTHER FIXED OBJECT	1	7.14
UTILITY POLE	1	7.14

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
MOTORCYCLE	1	1.09
PASSENGER CAR	43	46.74
PICKUP	19	20.65
SCHOOL BUS	1	1.09
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	1.09
SINGLE UNIT TRUCK (3 OR MORE AXLES)	1	1.09
SPORT UTILITY	23	25.00
VAN	3	3.26

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2015	3	0	1	2
2016	2	0	0	2
2017	4	0	2	2
2018	6	0	2	4
2019	9	0	3	6
2020	0	0	0	0
2021	8	0	2	6
2022	4	0	2	2
2023	3	0	0	3
2024	4	0	0	4
2025	4	0	0	4
Total	47	0	12	35

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2015	0	1
2016	0	0
2017	0	6
2018	0	3
2019	0	6
2020	0	0
2021	0	5
2022	0	2
2023	0	0
2024	0	0
2025	0	0
Total	0	23

Miscellaneous Totals

Year	Property Damage	EPDO Index
2015	$ 26800	10.40
2016	$ 12000	2.00

Year	Property Damage	EPDO Index
2017	$ 38750	18.80
2018	$ 29400	20.80
2019	$ 44550	31.20
2020	$ 0	0.00
2021	$ 63000	22.80
2022	$ 21500	18.80
2023	$ 9100	3.00
2024	$ 10100	4.00
2025	$ 22500	4.00
Total	$ 277700	135.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2015	1	0	0	2	0	0	0
2016	0	1	1	0	0	0	0
2017	1	0	2	0	0	1	0
2018	0	0	4	2	0	0	0
2019	0	1	5	3	0	0	0
2020	0	0	0	0	0	0	0
2021	3	0	4	0	0	1	0
2022	2	0	1	1	0	0	0
2023	0	0	2	0	0	1	0
2024	1	0	2	0	0	1	0
2025	0	0	4	0	0	0	0
Total	8	2	25	8	0	4	0

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000076941	41000076941	12I00284		76.8	8.4	9000	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
CABARRUS	13	10	All and Rural		150	6/1/2015	5/31/2025	10.00

Location Text	Requestor
NC 3 (Mooresville Rd) at SR 1442 (Windy Rd) AWS *UPDATE*	2023 HSIP AWS LOCATION

Included Accidents

105764878

105764966

Excluded Accidents

106195853

107225953

107565320

107890544

Fiche Roads

Name	Code
SR 1442	40001442
SR 1609	40001609
NC 3	30000003
NC 136	30000136
ODELL SCHOOL	50021838
WINDY	50033295
MOORESVILLE	50020498
WAKEFIELD	50031917

Intersection Road Combinations

Name	Code	Code	Name
SR 1442	40001442	30000003	NC 3
SR 1442	40001442	50020498	MOORESVILLE
WINDY	50033295	30000003	NC 3

Intersection Road Combinations

Name	Code	Code	Name
WINDY	50033295	50020498	MOORESVILLE

Concord
NORTH CAROLINA
High Performance Living
242 General Services Dr, P.O. Box 308, Concord, NC 28026 – concordnc.gov

APPLICATION INFORMATION

Applicant Data

Legal Name: City of Concord

Contact Person: Phillip Graham, PE

Address: PO Box 308

City, State, Zip: Concord, NC 28025

Telephone: (704) 920-5338

Fax: N/A

E-mail: grahamp@concordnc.gov

Project Information

Project Name: Weddington at Rock Hill Church Rd Roundabout

Project Location: Intersection of Weddington Rd (SR 1431) and Rock Hill Ch Rd (SR 1414) in Concord, NC

MTIP ID: N/A

Total Project Cost: $3,000,000

Requested STBG Funds: $2,400,000

Brief Project Description: See attached

PROJECT AREA

Weddington Rd is a major east-west corridor connecting commerce and industrial areas with residential and education centers within the heart of Concord. The proposed intersection project is located less than a mile from US 29 at Westrock Coffee, Eli Lilly, and the future Red Bull/Rauch/Ball site. This location is also equally as close to Poplar Tent Rd, another major east-west corridor and densely populated area, making this intersection heavily traveled by both residents and commuters.

PROJECT BACKGROUND

The current 3-legged stop-controlled intersection has unconventional geometry resulting in significant driver confusion, congestion, and an increased potential for crashes. Given the awkward geometry of the existing intersection, it has long been a potential candidate for a roundabout. A study performed by NCDOT in 2023 confirmed that converting the intersection to a roundabout would increase efficiency and safety, see attachment. At the July 2025 Concord City Council meeting, the board approved unanimous support of the application.

January 2025 Nearmap

PROPOSED INTERSECTION

The proposed intersection is a single lane roundabout that primarily fits within the existing footprint. The concept limits right-of-way impacts to surrounding property owners while improving traffic flow. It also reduces surrounding utility conflicts, the majority of which is Concord Electric Systems.

PROJECT FUNDING

The City of Concord is committed to providing a 20% local match for this project.

Proposed Funding:

• STBG-DA	$	2,400,000
• Local Match:	$	600,000
TOTAL PROJECT AMOUNT	$	3,000,000

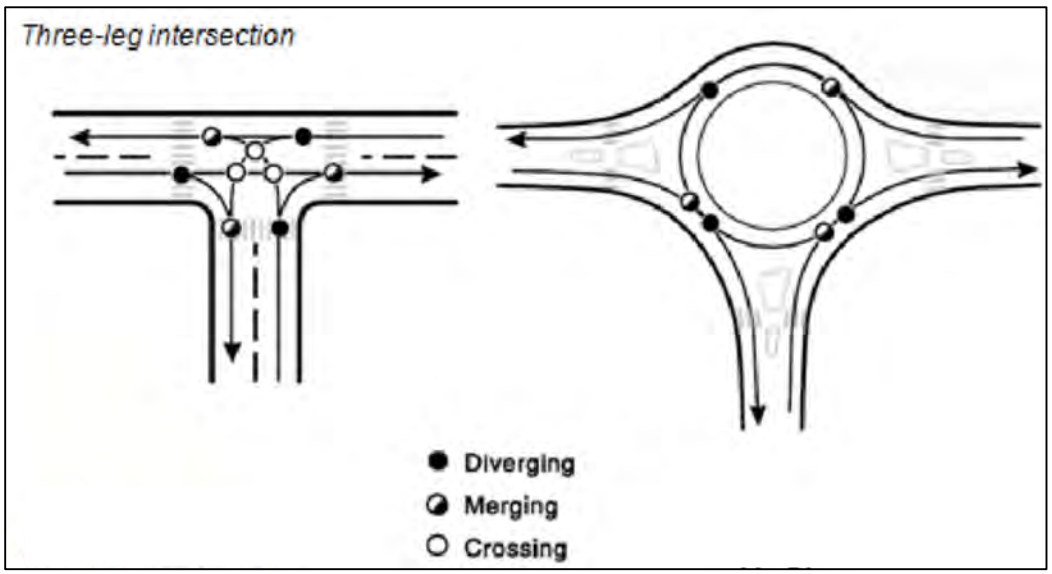
PROJECT EVALUATION CRITERIA

1. 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, as well as, the City of Concord's adopted CTP identifies Weddington Rd and Rock Hill Church Rd as both needing improvement. Given current funding constraints, neither road will be viable for widening. As such, staff have been investigating specific locations within corridors for improvements to LOS.

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)

   The proposed design at this location reduces vehicle conflict points by third, 9 from the current T-intersection to 6 with the roundabout. The Crash Reduction Factor (CRF) for conversion of a 3-leg intersection to a roundabout is 61% (NCDOT, 2025).

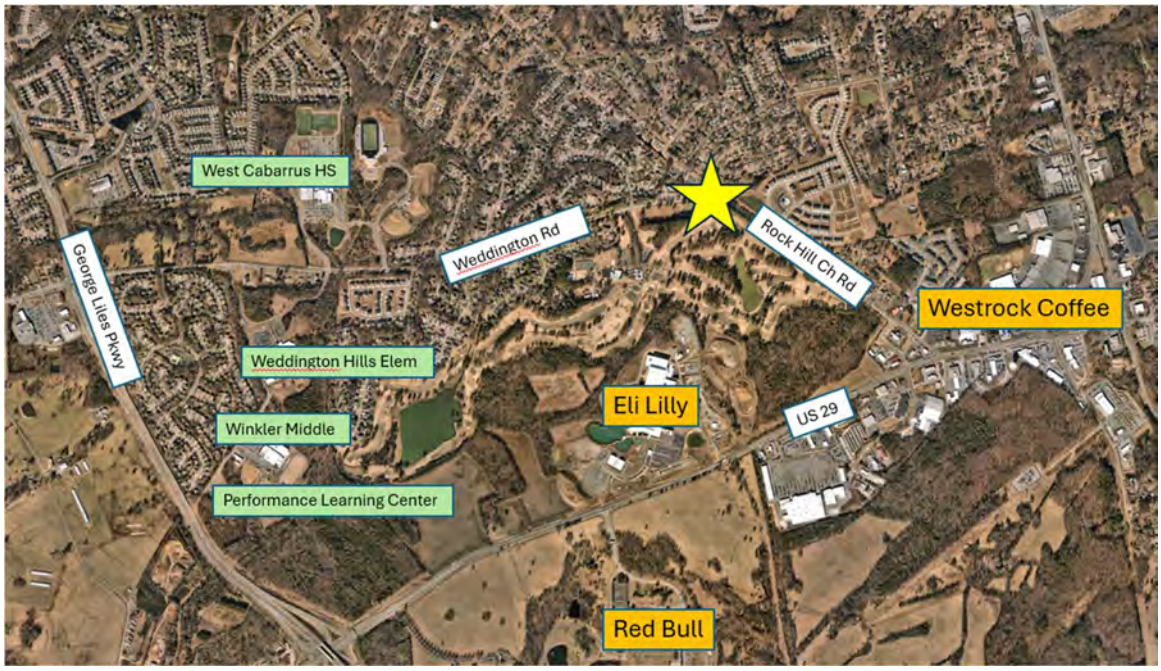


3. Documented Project/Program Support: Applicants must submit documentation that shows local support for the project/program in the form of an official resolution. Other support could include letters from affected citizens, advisory boards or commissions, sheriffs or police, neighborhood associations,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

   See Attached approved minutes from the July 2025, City of Concord Council Meeting.

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 intersection is adjacent to residential areas to the north and west. To the south and east are economic hubs of Westrock Coffee, the new Eli Lilly site and the future Reb Bull/Rauch/Ball campus. Weddington Rd is also a major education corridor with West Cabarrus High, Winkler Middle, Weddington Hills Elementary and the Performance Learning Center.



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)

   According to a SPOT Mobility analysis, travel time is reduced in both the AM and PM peak hours. The Volume to Capacity Ratio shows significant reduction in congestion. See Attached.

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

The project will extend sidewalk from the Piper's Landing subdivision, as well as add sidewalk to the west for future pedestrian connectivity.

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)

Concord is committed to providing a local match of 20%.

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

N/A

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)

Project design is focused on improving traffic flow and safety while minimizing impacts to adjacent property owners.

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

Concord staff have completed surveying, concept design, and are working towards design plans. NCDOT performed a study in 2023 confirming that converting the intersection to a roundabout would increase efficiency and safety.

Cell phones are to be turned off or placed on vibrate during the meeting. Please exit the Council Chambers before using your cell phone.

The agenda is prepared and distributed on Friday preceding the meeting to Council and news media. A work session is then held on the Tuesday preceding the regular meeting at 4:00 pm.

I. Call to Order
II. Pledge of Allegiance and Moment of Silent Prayer
III. Approval of Minutes APPROVED
May 20, June 10, and June 12, 2025.

IV. Presentations

1. Presentation of retirement plaque to Master Police Officer Angela Michelle Linker for over 30 years of service to the City of Concord Police Department.

Angie joined the Concord Police Department on May 15, 1995 serving in patrol, operations, and support roles. She was part of the Elite Problem Action Team, tackling major crime and drug interdiction. Recognized for her dedication, she earned her Advanced Law Enforcement Certificate in 2001 and assisted with a presidential visit that same year. Promoted to Master Police Officer in 2004, she later became the Center City Officer, addressing downtown issues.

A founding member of the Special Operations Team and a skilled Negotiator, Angie also served as a driving instructor, field training officer, and bicycle officer. Her community involvement spanned events like Special Olympics, Law Enforcement Torch Run, and school programs. As a School Resource Officer at Central Cabarrus High School, she mentored countless students earning the Hometown Hero Award in December 2024.

2. Presentation of Certificates of Appreciation to John Howard and Maya Jones for their years of service to the City of Concord Planning and Zoning Commission.

The Planning and Zoning Commission members are allowed to serve two consecutive three-year terms. Chairman, John Howard, completed his second consecutive term on June 30, 2025. John was appointed as a member in 2019 and reappointed in 2022. He was nominated and elected as Chairman in 2021. Co-chair, Maya Jones, completed her second consecutive term on June 30, 2025. She was appointed as a member in 2019, reappointed in 2022, and nominated and elected as Co-chair in 2023.

3. Recognition of the City of Concord Finance Department for receiving the Certificate of Achievement for Excellence in Financial Reporting for period ending June 30, 2024.

The City of Concord has participated in the Government Finance Officer's Association of the United States and Canada (GFOA) award program for many years and again has been successful in meeting the requirements for the Certificate of Achievement for Excellence in Financial Reporting for the period ending June 30, 2024. The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. The City has received this award for 36 consecutive years.

4. Presentation of Proclamation Recognizing July as Parks and Recreation Month.

Recommendation: Motion to authorize the City Manager to negotiate and execute a contract with Kleinfelder in an amount not to exceed $225,000 for the construction materials testing and inspections of the proposed Ramseur Park.

8. Consider accepting a preliminary application from Gilberto Aldana Ramirez. APPROVED

In accordance with City Code Chapter 62, Gilberto Aldana Ramirez has submitted a preliminary application to receive water service outside the City limits. The property is located at 4744 Rufus Court, Concord NC. This 2.74 acre parcel is zoned county LDR and is located within Area B. The owner wishes to build one single family home on this property. Sewer is not available to the parcel.

Recommendation: Motion to accept the preliminary application and have the owner proceed to the final application phase excluding annexation.

9. Consider accepting a preliminary application from Thomas Brian & Julia S Dwiggins. APPROVED

In accordance with City Code Chapter 62, Thomas Brian & Julia S Dwiggins, have submitted a preliminary application to receive sewer service outside the City limits. The property is located at 1007 Mistywood Ln, Concord, NC. This 4.52 acre parcel is zoned county LDR and is located within Area B. There is an existing septic tank on the property that is failing which serves an existing single family home. Public gravity sewer is available within a public sewer utility easement that extends through the parcel. Water is not available to the parcel.

Recommendation: Motion to accept the preliminary application and have the owner proceed to the final application phase excluding annexation.

10. Consider accepting a preliminary application from J2 Land Investments, LLC. APPROVED

In accordance with City Code Chapter 62, J2 Land Investments, LLC has submitted a preliminary application to receive water service outside the City limits. The property is located at 336 Patience Dr., Concord NC. This .66 acre parcel is zoned county AO and is located within Area A. Sewer is not available to the parcel.

Recommendation: Motion to accept the preliminary application and have the owner proceed to the final application phase excluding annexation.

11. Consider supporting an application for Surface Transportation Block Grant Program Direct Allocation (STBGP-DA) funds to be submitted to the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) for the Weddington Rd (SR 1431) and Rock Hill Church Rd (SR 1414) Intersection Improvements. APPROVED

The proposal for the Surface Transportation Block Grant Program Direct Allocation (STBGP-DA) funds for the Weddington Rd (SR 1431) and Rock Hill Church Rd (SR 1414) Intersection Improvements involves converting the existing intersection to a potential roundabout. A study performed by NCDOT in 2023 confirmed that converting the intersection to a roundabout would increase efficiency and safety. The total estimated cost is $3,000,000 and the City of Concord's estimated matching funds would equal $600,000 (20%), to be funded by the Transportation Project Fund and/or combination of NCDOT funding to be determined.

Recommendation: Motion to consider supporting an application for Surface Transportation Block Grant Program Direct Allocation (STBGP-DA) funds to be submitted to the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) for the Weddington Rd (SR 1431) and Rock Hill Church Rd (SR 1414) Intersection Improvements.

VII. Consent Agenda ALL APPROVED IN ONE MOTION

A. Consider awarding a bid to Urban Solar for the Bus Stop Solar Lighting Replacement project.

Date:	06/30/2025	SP No.	SP-2025-30	County:	Cabarrus	Division:	10
Location:	SR 1431 (Weddington Rd) & SR 1414 (Rock Hill Rd) Intersection						
Existing Problem:	Southbound approach experiencing delays			Solution:	Single-Lane Roundabout		

Spreadsheet current as of 2/12/2020

AADT Source
A - NCDOT AADT Map at Intersection
B - NCDOT AADT Map - Adjacent Segment
C - Based on Traffic Forecast Proportions
D- Based on Traffic Count Proportions
E - Based on Engineering Judgment
F - Other

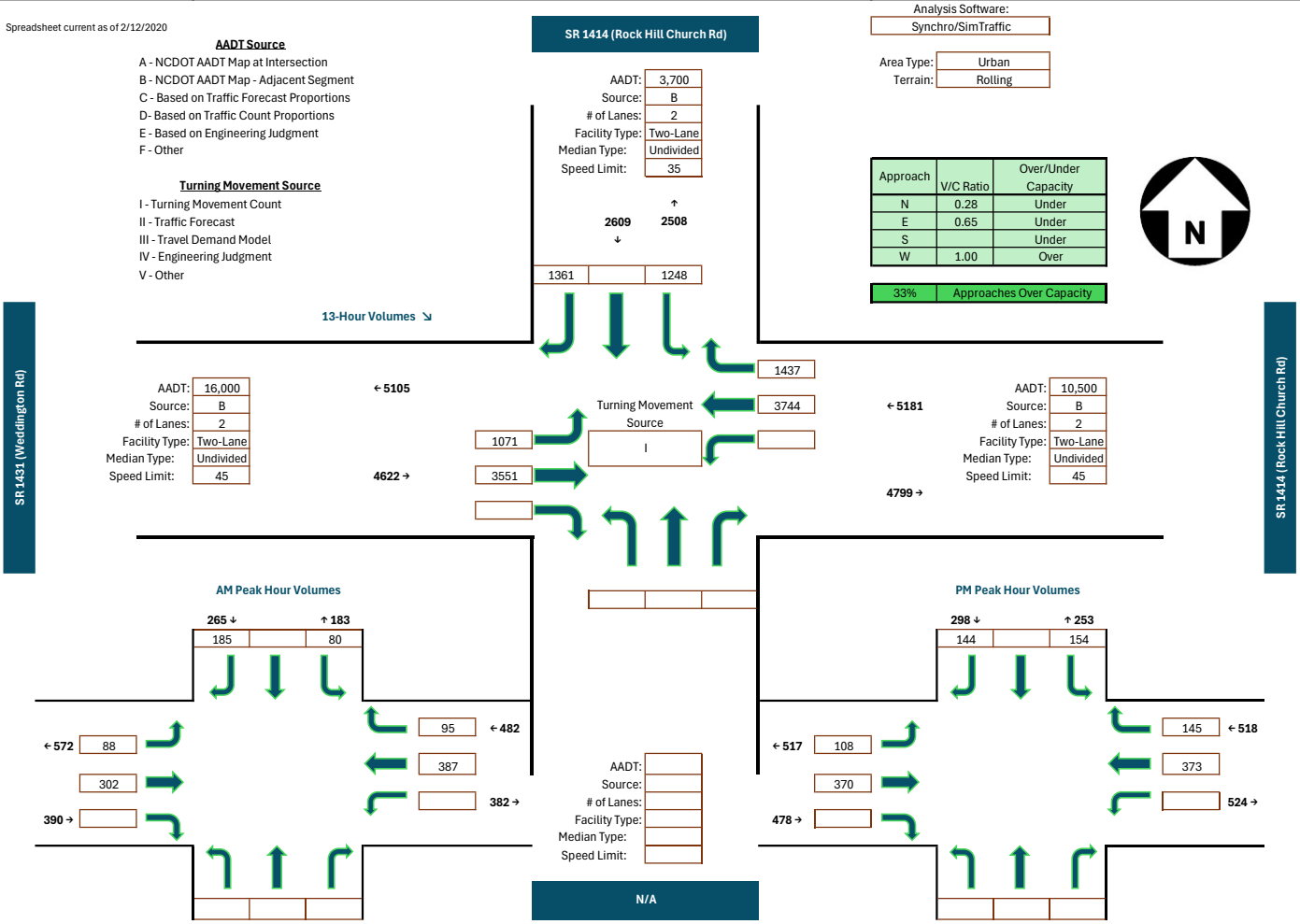
Turning Movement Source
I - Turning Movement Count
II - Traffic Forecast
III - Travel Demand Model
IV - Engineering Judgment
V - Other

Analysis Software: Synchro/SimTraffic

Area Type: Urban
Terrain: Rolling

Approach	V/C Ratio	Over/Under Capacity
N	0.28	Under
E	0.65	Under
S		Under
W	1.00	Over

33% Approaches Over Capacity



Data for full intersection

AM Peak Hour Existing	AM Peak Hour Improved	AM Peak Hour Net	Analysis Output	PM Peak Hour Existing	PM Peak Hour Improved	PM Peak Hour Net
13.8	14.4	*0.6*	Travel Time (hr)	17.8	16.7	*-1.1*
3.1	2.4	*-0.7*	Total Delay (hr)	5.6	2.9	*-2.7*
1144.0	1144.0	*0.0*	Vehicles Entered	1295.0	1295.0	*0.0*
0	0	*0*	Queued Trips	0	0	*0*
0.2	0.1	*0.0*	Delay/Vehicle (min)	0.3	0.1	*-0.1*

Existing Average AM Delay/Vehicle (mm:ss)	00:10
Improved Average AM Delay/Vehicle (mm:ss)	00:08
Average AM Peak Delay/Vehicle Reduction	23%

Existing Average PM Delay/Vehicle (mm:ss)	00:16
Improved Average PM Delay/Vehicle (mm:ss)	00:08
Average PM Peak Delay/Vehicle Reduction	48%

Average AM Peak Travel Time Savings	-0.60 hr
Average PM Peak Travel Time Savings	1.10 hr

Adjusted AM Peak Travel Time Savings	-1.08 hr
Adjusted PM Peak Travel Time Savings	1.98 hr

Annual AM Peak Travel Time Savings	-281 hr
Annual PM Peak Travel Time Savings	515 hr
Total Annual Peak Travel Time Savings	**234 hr**

Intersection Benefit	**$5,148**

V/C Ratio for Existing Conditions	0.87
V/C Ratio for Improved Conditions	0.38

Congestion Score (out of 20 pts)	**2.9**

Data for improved approach

	Existing	Improved	Net
AM Approach Delay (hr)	0.9	0.4	*-0.5*
PM Approach Delay (hr)	2.6	0.4	*-2.2*

Average AM Peak Approach Delay Savings	0.50 hr
Average PM Peak Approach Delay Savings	2.20 hr

Adjusted AM Peak Approach Delay Savings	0.90 hr
Adjusted PM Peak Approach Delay Savings	3.96 hr

Annual AM Peak Approach Delay Savings	234 hr
Annual PM Peak Approach Delay Savings	1,000 hr
Total Annual Peak Approach Delay Savings	**1,234 hr**

Approach Benefit	**$27,148**

To be eligible for funding, project must meet the following criteria (must achieve 1 OR 2+3):

1	Project reduces average delay/vehicle for intersection by 30 seconds/vehicle
2	Project reduces individual approach average delay/vehicle by 60 seconds/vehicle
3	Project does not increase average delay/vehicle for any approach by 20 seconds/vehicle

Criteria 1 met?	**No**	*7.5 sec/veh*
Criteria 2 met?	**Yes**	*SBL*
Criteria 3 met?	**Yes**	

PROJECT IS ELIGIBLE FOR SPOT MOBILITY FUNDING

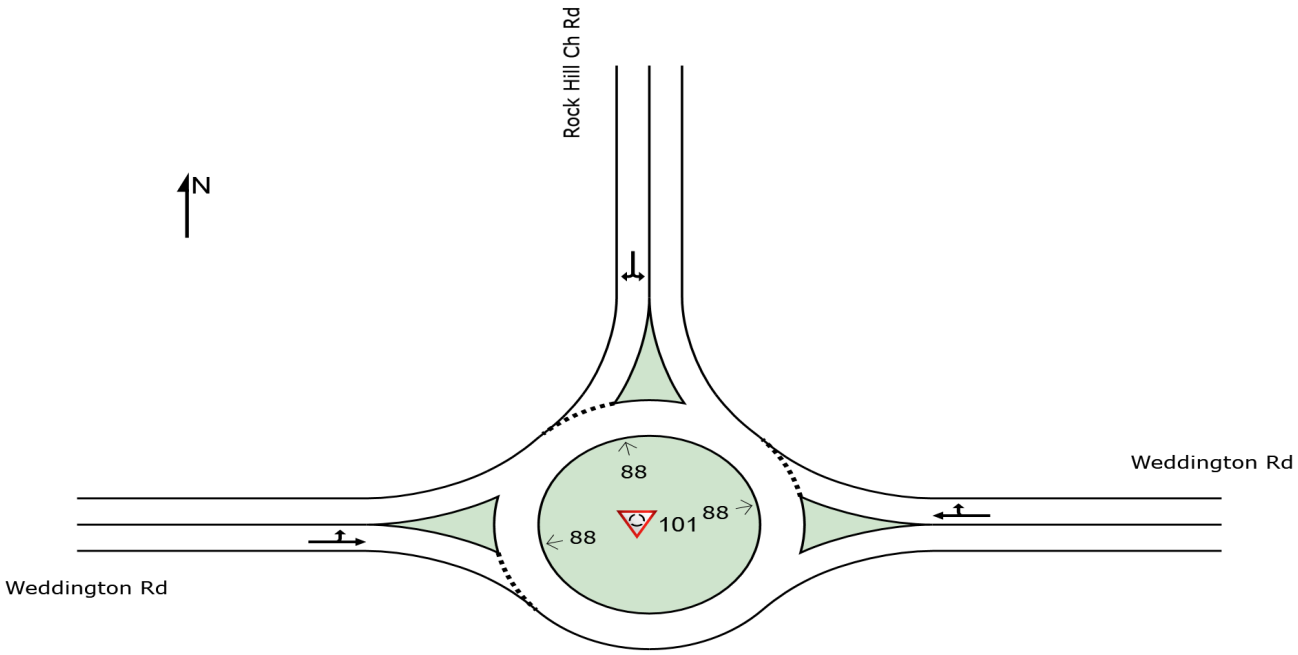
Approach Benefit	**$27,148**

SITE LAYOUT

Site: 101 [AM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: NORTH CAROLINA DEPARTMENT OF TRANSPORTATION | Licence: NETWORK / Enterprise Level 5 | Created: Wednesday, October 18, 2023 2:48:28 PM
Project: S:\TMU\Congestion\Projects\SP\2023\SP-2023-46 Weddington-RockHillChRd-Cabarrus\SIDRA\SP-2023-xx WeddingtonRd-RockHillChRd-Concord.sip9

MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates by movement class (vehicles per 60 mins)

Site: 101 [AM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

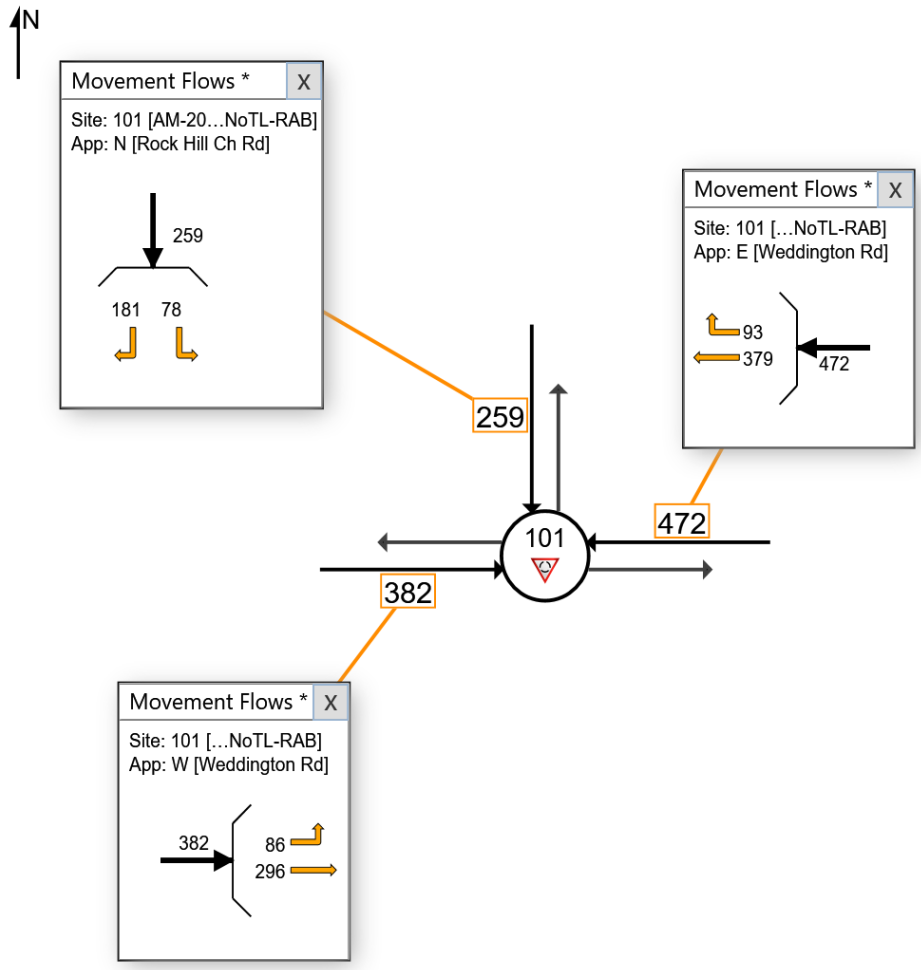
Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 179.0 %

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups

All Movement Classes (*)



MOVEMENT SUMMARY

Site: 101 [AM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 179.0 %

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Weddington Rd															
6	T1	All MCs	754	2.0	754	2.0	0.831	19.3	LOS C	23.2	589.5	0.98	0.84	1.52	27.9
16	R2	All MCs	185	2.0	185	2.0	0.831	19.3	LOS C	23.2	589.5	0.98	0.84	1.52	27.7
Approach			939	2.0	939	2.0	0.831	19.3	LOS C	23.2	589.5	0.98	0.84	1.52	27.8
North: Rock Hill Ch Rd															
7	L2	All MCs	155	2.0	155	2.0	0.848	33.8	LOS D	9.6	243.9	0.96	1.36	2.12	19.7
14	R2	All MCs	360	2.0	360	2.0	0.848	33.8	LOS D	9.6	243.9	0.96	1.36	2.12	19.9
Approach			515	2.0	515	2.0	0.848	33.8	LOS D	9.6	243.9	0.96	1.36	2.12	19.8
West: Weddington Rd															
5	L2	All MCs	171	2.0	171	2.0	0.661	11.9	LOS B	6.1	153.9	0.65	0.34	0.65	29.7
2	T1	All MCs	589	2.0	589	2.0	0.661	11.9	LOS B	6.1	153.9	0.65	0.34	0.65	30.3
Approach			760	2.0	760	2.0	0.661	11.9	LOS B	6.1	153.9	0.65	0.34	0.65	30.1
All Vehicles			2214	2.0	2214	2.0	0.848	20.1	LOS C	23.2	589.5	0.86	0.79	1.36	26.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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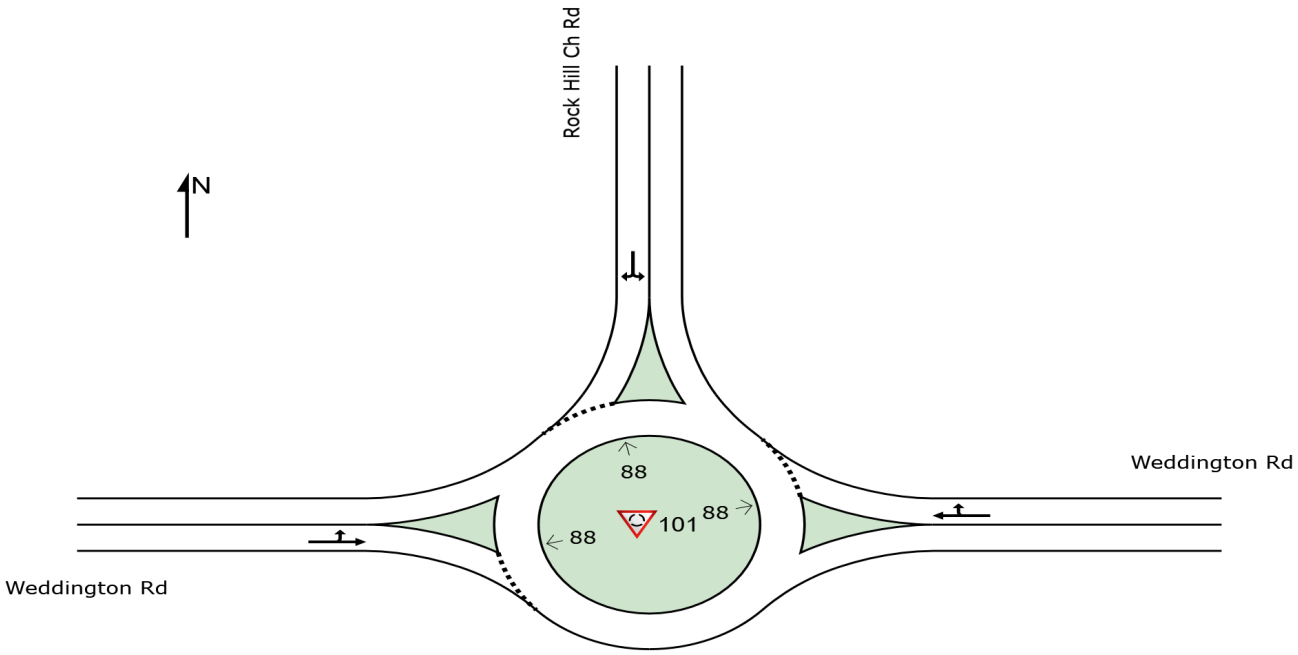
SITE LAYOUT

Site: 101 [PM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates by movement class (vehicles per 60 mins)

Site: 101 [PM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

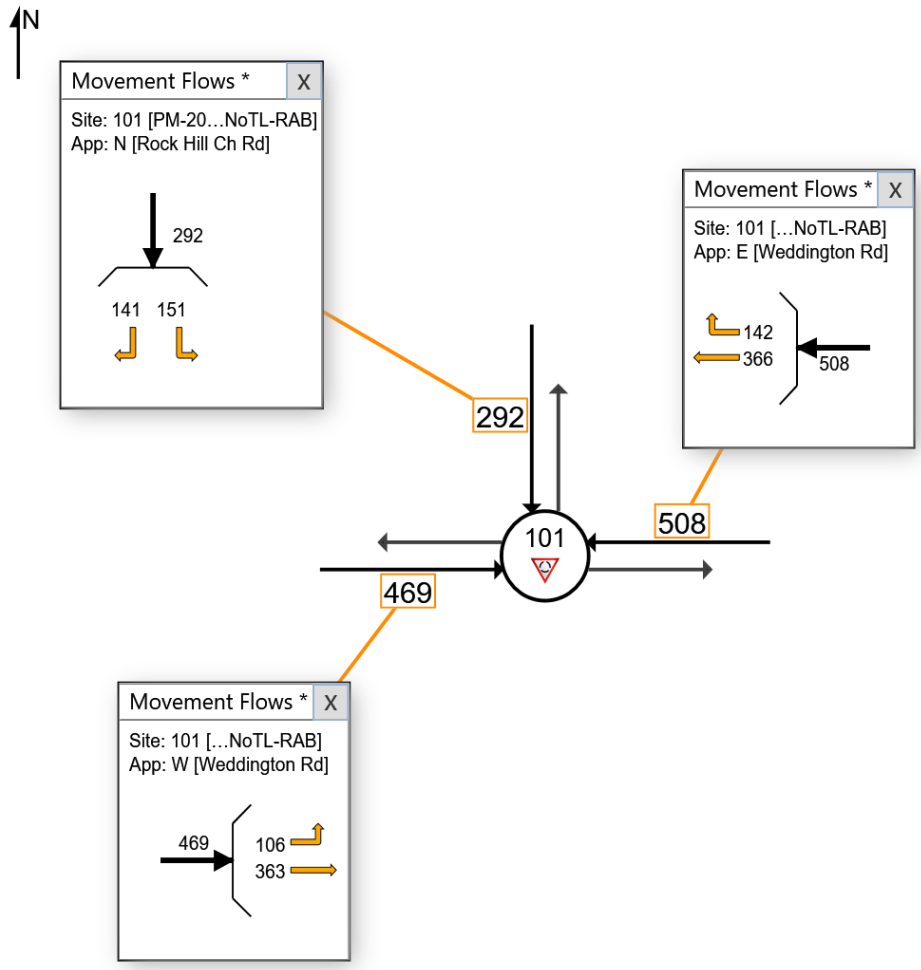
Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 164.0 %

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups

All Movement Classes (*)



MOVEMENT SUMMARY

Site: 101 [PM-2023FS-0.85-NoTL-RAB (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Weddington Rd at Rock Hill Ch Rd in Concord
Site Category: (None)
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 164.0 %

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Weddington Rd															
6	T1	All MCs	667	2.0	667	2.0	0.838	20.4	LOS C	24.1	611.2	1.00	0.94	1.68	27.5
16	R2	All MCs	259	2.0	259	2.0	0.838	20.4	LOS C	24.1	611.2	1.00	0.94	1.68	27.3
Approach			926	2.0	926	2.0	0.838	20.4	LOS C	24.1	611.2	1.00	0.94	1.68	27.4
North: Rock Hill Ch Rd															
7	L2	All MCs	275	2.0	275	2.0	0.798	26.7	LOS D	8.9	225.0	0.94	1.23	1.88	20.9
14	R2	All MCs	257	2.0	257	2.0	0.798	26.7	LOS D	8.9	225.0	0.94	1.23	1.88	21.0
Approach			532	2.0	532	2.0	0.798	26.7	LOS D	8.9	225.0	0.94	1.23	1.88	21.0
West: Weddington Rd															
5	L2	All MCs	193	2.0	193	2.0	0.845	22.5	LOS C	21.9	555.1	1.00	1.13	1.96	26.1
2	T1	All MCs	661	2.0	661	2.0	0.845	22.5	LOS C	21.9	555.1	1.00	1.13	1.96	26.5
Approach			855	2.0	855	2.0	0.845	22.5	LOS C	21.9	555.1	1.00	1.13	1.96	26.4
All Vehicles			2312	2.0	2312	2.0	0.845	22.6	LOS C	24.1	611.2	0.99	1.08	1.83	25.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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