

Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Technical Coordinating Committee

Wednesday August 20, 2025
10:00 AM to 12:00 noon

PUBLIC WIFI PASSWORD I-Love-Kannapolis!

NC Research Campus
Kannapolis City Hall
2nd Floor Executive Conference Room
401 Laureate Way
Kannapolis, NC 28081

Agenda

1) Call to Order & Quorum **TCC Chair Morris**
- Roll Call of Voting Members & Introduction of Guests
- Adjustments to the Agenda
- Speakers from the Floor (3 minutes per speaker)

2) Approval of May 21, 2025 minutes **TCC Chair Morris**

3) FY 2024-2033 MTIP Modification #11 **Wendy Miller**

INFORMATION: MPO staff typically brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. The first project modifications are statewide project additions: M-0570, C-5702E, HO-0024, and R-5753. The second project modification is to add utilities in FY 25 for Brenner Avenue sidewalk project (C-5603H). The third project modification is to add utilities in FY 25 for the Grants Creek Greenway project (EB-5619B). The fourth project modification is to add utilities in FY 25 to the Brenner Avenue safety project (HL-0049). The fifth project modification is to increase the cost by more than 25 percent for the Brenner Avenue safety project (HL-0049). The fifth project modification is to delay construction to FY 26 for the track improvements, second platform, and pedestrian underpass (P-5725). The sixth project modification is to increase the cost by more than 25 percent for the station building, waiting space and surface parking (P-5733). The seventh project modification is to modify the scope at the request of the Division for various sidewalks in Concord (BL-0087). The eighth project modification is to delay construction to FY 27 for the NC 49 access management improvements (HL-0062). The ninth project modification is to delay right-of-way to FY 26 for the Winecoff School Road pedestrian improvements (HS-2410A). The tenth project

is to delay construction to FY 26 for the Clark Creek Greenway (BL-0060). The eleventh project is to delay construction to FY 26 for the Little Texas Road sidewalk (EB-5844). The twelfth project is to modify the scope of Poplar Tent Rd widening (U-3415A). Attachment 3 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #11 to the FY 2024-2033 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #11 to the FY 2024-2033 MTIP.

4) FY 2026-2029 TIP Conformity

Wendy Miller

INFORMATION: The Cabarrus-Rowan MPO and the Metrolina Regional Partners are working on an Air Quality Conformity Analysis and Determination Report for the 2026-2029 TIP. A copy of the report will be posted on the MPO website. The TIP Conformity Report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. (An explanation of the fiscal constraint prologue will be provided by NCDOT.) The report also certifies that the Transportation Improvement Program is a subset of the 2050 MTP and the Conformity Report is consistent with the State Implementation Plan (SIP). A public comment period will conclude on August 20th. No comments have been received to date. An excerpt from the TIP Conformity Report is provided as attachment 4.

ACTION / RECOMMENDATION: 1) Receive a report on the Air Quality Conformity Analysis and Determination Report; 2) Discuss; and 3) Recommend that the TAC consider endorsing the Air Quality Conformity Analysis and Determination for the 2026-2029 TIP and financial prologue for the STIP.

5) Rider Public Transportation Agency Safety Plan

Andy Christy

INFORMATION: The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that are recipients or subrecipients of FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). On 12/16/2019, Concord Kannapolis Area Transit/City of Concord notified NCDOT that they would not be drafting and certifying it's own Public Transportation Agency Safety Plan, choosing to draft and certify their Public Transportation Agency Safety Plan under NCDOT's framework and requirements as they are allowed by FTA to do as a small (less than 100 bus) public transportation provider. The document was approved by the Concord Kannapolis Area Transit Commission on June 26, 2025 and will go to the Concord City Council for approval following action by the MPO. A request for approval by the NCDOT is the last step prior to final certification. The PTASP (311 pages) can be found at: www.ckrider.com/resources/documents/

ACTION/RECOMMENDATION: 1) Receive a report on the Rider Public Transportation Agency Safety Plan; 2) Discuss; and 3) Recommend that the TAC consider approving the Rider Public Transportation Agency Safety Plan.

6) STBG Program Project Call **Phil Conrad**

INFORMATION: The MPO issued a call for project proposals for the STPBG funding source to the MPO. The call concluded on August 8th. Staff received a total of 8 project requests from 6 project sponsors. The total cost of these projects is \$28.5 million. MPO staff would propose using \$24.46 in federal STPBG funds (80 percent) for all 8 projects. Attachment 6 is the list of project proposals. The associated application and narrative for these projects is attachment 6A-H.

ACTION/RECOMMENDATION: 1) Receive a report on the proposed STPBG Call for New Projects; 2) Discuss; and 3) Recommend that the TAC consider endorsing the 8 project requests from the 6 project sponsors.

7) DRAFT 2028-2037 TIP Project Call **Phil Conrad**

INFORMATION: With the recent adoption of the 2026-2035 TIP in July, MPO staff prepared a schedule for identifying and adopting the next STI list for the MPO area. The first step was to have a call for *new* projects (all modes) and the deadline for submitting *new* projects was May 9th. There were no new submittals, primarily due to the decrease in submittal slots by mode from 23 to 16 for the MPO area. Attachment 7 includes a list of the holding tank projects to be evaluated in P8 by NCDOT for those limited slots.

ACTION/RECOMMENDATION: 1) Receive a report on any NEW TIP Priority Projects; 2) Discuss; and 3) Recommend that the TAC consider endorsing the holding tank projects for submittal to NCDOT for quantitative review.

8) Reports / MPO Business **Phil Conrad / TCC Members**

- Local Reports – MPO/NCDOT Division 9 & 10
- Federal Functional Classification Update - TPD
- Update on Federal Funding Swap (\$6.7 mil request)
- 2055 MTP Update and Public Survey
- FY 26 Special Studies
- FY 26 Bike and Ped Demonstration Planning Studies
- CMAQ Priority Submittal and Funding Update

9) Informational Items **Phil Conrad**

- Rider Transit, Salisbury Transit, and MTC Ridership

Next scheduled meeting: September 17, 2025

- Agenda items for September TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, May 21, 2025

VIRTUAL MEETING

Members:

Phillip Graham	City of Concord
Phil Collins	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Fred Haith	NCDOT Division 9
Teresa Barringer	Town of China Grove
Jared Mathis	City of Salisbury
Erin Burris	Town of Mt. Pleasant
Richard Smith	City of Kannapolis
Steve Blount	Town of Spencer
Colton Fries	Town of Granite Quarry
George Jackson/Asst	Town of East Spencer
Michael Ambrose	Town of Landis

Others:

Phil Conrad	CRMPO Director
Connie Cunningham	MPO Staff
Wendy Miller	MPO Staff
Lee Ainsworth	NCDOT–Div. 10
Roger Castillo	NCDOT - TPD
Tony Tagliaferri	City of Concord
Victoria Trexler	City of Salisbury
David Wasserman	NCDOT
Mallory Hodgson	City of Kannapolis
Phillip Craver	NCDOT – Div 9
David Wasserman	NCDOT
Teresa Robinson	NCDOT
Pat Ivey	LJB, Inc.

TCC Vice Chair Mr. Michael Ambrose called the May 21, 2025 virtual meeting of the Cabarrus Rowan MPO TCC to order at approximately 10:00 am. TCC Vice Chair Ambrose called the roll of eligible TCC members and determined that a quorum had been met. TCC Vice Chair Ambrose then asked if there were any adjustments to the meeting agenda. With none heard, he asked if there were any speakers from the floor. With no speakers being heard, TCC Vice Chair Ambrose moved to the next item of business.

Approval of Minutes

TCC Vice Chair Ambrose called members' attention to the minutes of the March 19, 2025 TCC meeting included in their packets. Vice Chair Ambrose asked if there were any corrections or additions to the minutes. With no corrections or additions heard, Mr. Steve Blount made a motion to accept the minutes as presented. Mr. Phillip Graham seconded that motion and the TCC members voted unanimously to approve.

FY 2024-2033 MTIP Modification #10

Mrs. Wendy Miller, CRMPO Staff Planner, addressed the TCC members and reported that CRMPO staff regularly brings amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. Mrs. Miller reported that the first project modification is to delay construction to FY 26 for Brenner Avenue safety project (HL-0049).

She called members attention to a resolution modifying the MTIP for this project. Mrs. Miller closed in stating the new STIP was effective October 1, 2023.

With little discussion or comments, Mr. Fred Haith made a motion to recommend that the CRMPO TAC consider endorsing modification #10 to the FY 2024-2033 MTIP. Mr. Steve Blount seconded that motion and the TCC members voted unanimously to approve.

Functional Classification System Review

CRMPO Director Phil Conrad reported to the TCC members that functional classification is the process by which streets and highways are grouped into classes, or systems according to the character of service they are intended to provide. He went on to state that highways fall into one of four broad categories: principal arterials, minor arterials, collector roads, and local roads and are based on whether the area is urban or rural. He explained that following the 2020 US Census and designation of urban area boundaries, NCDOT conducted a review of the functional classification system.

Director Conrad went on to explain that NCDOT staff have provided maps and AADT point shapefiles to conduct this review. He noted a list of the proposed functional classification system changes included in their packets as attachment 4. Director Conrad also provided a Power Point presentation to review the information in the attachment.

After the presentation was complete, he reported that all of the functional classification information had been sent to the jurisdictions on April 14, 2025, and requested that changes, corrections or new additions be made and submitted by May 9, 2025. He reported that forty submittals had been received from four jurisdictions. Director Conrad requested any additional information that Mr. Roger Castillo from NCDOT TPD could provide to the members. Mr. Castillo reported that TPD will be working throughout the summer to conduct a review, but did not know when this process might be completed. He told Director Conrad that he would find out this information and get back to him to pass onto the group.

Director Conrad closed by stating the staff continues to work on classify boundary roads between Mecklenburg and Cabarrus Counties. With no further questions or discussion, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing the proposed Functional Classification System changes as presented. Mr. Richard Smith seconded the motion and the TCC members voted unanimously to approve.

FY 2026-2029 TIP Conformity

Mrs. Wendy Miller, CRMPO Staff Planner reported to the TCC members that the Cabarrus Rowan MPO and the Metrolina Regional Partners have been working on an Air Quality Conformity Analysis and Determination Report for the 2026-2029 TIP. She explained that the TIP Conformity Report demonstrates that the financially constrained MTP's in the Metrolina Region meet national ambient air quality standards. The report she continued, also certifies that the Transportation Improvement Program is a subset of the 2050 MTP and the Conformity Report is consistent with the State Implementation Plan (SIP).

Mrs. Miller went on to explain that this is a requirement of the Clean Air Act. She noted Attachment #5 that was an excerpt from the previous TIP Conformity Report. Mrs. Miller reported that a copy of the report will be posted on the MPO website.

With no further discussion or questions, Mr. Steve Blount made a motion to recommend that CRMPO TAC consider releasing the Air Quality Conformity Analysis and Determination for the 2026-2029 TIP and the financial prologue for the STIP when available. Mr. Phillip Graham seconded the motion and the TCC members voted unanimously to approve.

TAP/CRP Program Project Call

Director Conrad informed the TCC members that the Transportation Alternatives Program (TAP) is a federal program to fund bicycle and pedestrian infrastructure. This program he went on to state, is similar to the STP-DA suballocation program, requiring a 20 percent local match for those eligible bicycle and pedestrian projects.

He reported that the CRMPO issued a call for project proposals on March 20, 2025, that concluded on May 9, 2025. He stated that a total of 2 projects proposals were submitted by 2 project sponsors. He reported the total cost of these projects is \$5.682 million. He stated that NCDOT has indicated that the CRMPO can anticipate receiving about \$2.85 million in federal TAP funds through FY 2030 and that CRMPO staff would propose using this balance for these projects.

Director Conrad noted attachment 6A which was a summary table of the projects. He went on to highlight Attachment 6B which was the support for these project proposals. CRP or Congestion Reduction Program funds are a federal funding source for areas across the state to reduce transportation emissions under the recent Bipartisan Infrastructure Law (BIL). Project sponsors were called upon to explain and review their proposed projects.

Director Conrad explained to the members what CRP funds are and what is required to apply for these funds but then informed the members that these funds are no longer available and therefore only TAP funds are applicable. This new information created a lot of discussion by the TCC members. Mr. David Wasserman and Ms. Teresa Robinson from NCDOT provided input in the discussions. After a very lengthy discussion it was determined by consensus that a decision on recommending this item to CRMPO TAC could not be decided at today's meeting. This item was tabled.

Reports/CRMPO Business

1. Local Reports – CRMPO/NCDOT Division 9 and 10/TPD - Mr. Fred Haith, NCDOT Division 9 representative noted the updated Division 9 project spreadsheet which was included in the meeting packet. He highlighted project U-5738 saying it was complete with a minimal punch list of things to finish up.

NCDOT Division 10 representatives were not available so Director Conrad noted a spreadsheet of Division 10 project updates included in the TCC packet.

2. DRAFT 2028-2037 TIP Project Call – Director Conrad reported that the P8.0 project call is currently accepting project submittals. Currently CRMPO will need to reduce the original 23 submittals down to 16 for P8.

3. 2055 MTP Update - Director Conrad provided an update for the TCC members.

4. Rowan Transit System Section 5310 Grant Application Letter of Support - Director Phil Conrad reported to the members that Rowan Transit is requesting a letter of support from the CRMPO in support of their grant funding application. With no discussion heard, Mr. Ed Muire made a motion to provide Rowan Transit with a letter of support from the CRMPO. Mr. Steve Blount seconded that motion and the TCC members voted unanimously to approve.

5. City of Kannapolis FY26 Community Project Letter of Support – Ms. Mallory Hodgson with the City of Kannapolis reviewed the projects for the members. After the review and with no questions, Mr. Steve Blount made a motion to provide the City of Kannapolis with a letter of support from the CRMPO. Mr. Ed Muire seconded that motion and the TCC members voted unanimously to approve.

6. 2025 Bicycle and Pedestrian Planning Grant Applications – Director Conrad reported that the deadline for submitting applications is May 12, 2025.

7. Section 5310 Grant Awards – Director Conrad reported that he is on the Grant Committee and unfortunately not all funds could be awarded this cycle to the counties.

8. Update on Federal Funding Swaps – This item was tabled.

9. CMAQ Priority Submittal and Funding Update – Director Conrad provided updated information on the remaining submittals.

Informational Items

Director Conrad highlighted the following informational items included in the TCC packets:

RIDER Transit, Salisbury Transit and MTC Ridership
Craft Meeting Minutes

Next scheduled meeting: VIRTUAL June 18, 2025

With no further business to discuss, TCC Vice Chair Ambrose acknowledged a motion made by Mr. Phillip Graham to adjourn the meeting and was seconded by Mr. Ed Muire. The meeting was adjourned.

RESOLUTION ADOPTING MODIFICATION #11 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2024-2033

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Cabarrus-Rowan Urban Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, the Transportation Advisory Committee has reviewed the current FY 2024-2033 Transportation Improvement Program, dated October 1, 2023, and found the need to modify it;

WHEREAS, the following attached modification has been proposed.

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2050, and meets all the requirements in 23 CFR 450; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purpose of the North Carolina State Implementation Plan (*or interim emissions tests in areas where no SIP is approved or found adequate*) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has determined that the proposed modification is exempt from the requirements for determining air quality conformity in accordance with 40 CFR 93.127.

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2024-2033 Metropolitan Transportation Improvement Program dated October 1, 2023, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 27th day of August, 2025.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August 2025.

Ron Smith, Chair
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0570 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
EXEMPT

VARIOUS. FUNDING FOR MULTI-MODAL PLANNING.
ADD PROJECT AT THE REQUEST OF THE OFFICE OF
STRATEGIC INITIATIVES AND PROGRAM SUPPORT.

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0087 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, ELM AVENUE NORTHWEST FROM GLENN STREET NORTHWEST TO ALEXANDER STREET NORTHWEST. CROWELL DRIVE NORTHWEST FROM CLEARWATER ARTS CENTER DRIVEWAY TO CEDAR DRIVE NORTHWEST. CEDAR DRIVE NORTHWEST FROM GEORGIA STREET NORTHWEST TO BEECH STREET NORTHWEST. CONSTRUCT SIDEWALKS. <u>MODIFY SCOPE AT THE REQUEST OF THE DIVISION.</u>	CONSTRUCTION	FY 2026 -	\$1,292,000	(TADA)
				FY 2026 -	\$323,000	(L(M))
					\$1,615,000	
* HL-0049 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN AND CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY	FY 2025 -	\$11,000	(BGDA)
				FY 2025 -	\$3,000	(L(M))
			UTILITIES	FY 2025 -	\$160,000	(BGDA)
				FY 2025 -	\$40,000	(L(M))
			CONSTRUCTION	FY 2026 -	\$473,000	(BGDA)
				FY 2026 -	\$118,000	(L(M))
				FY 2026 -	\$1,601,000	(TADA)
				FY 2026 -	\$400,000	(L(M))
					\$2,806,000	
HL-0062 CABARRUS PROJ.CATEGORY STATEWIDE	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 49, SR 1300 (MOREHEAD ROAD) TO CEDAR DRIVE. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY AND UTILITIES FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 26 TO FY 27.</u>	RIGHT-OF-WAY	FY 2026 -	\$579,000	(BGANY)
				FY 2026 -	\$185,000	(BGDA)
				FY 2026 -	\$191,000	(L)
			UTILITIES	FY 2026 -	\$306,000	(BGANY)
				FY 2026 -	\$76,000	(L)
			CONSTRUCTION	FY 2027 -	\$5,156,000	(BGANY)
				FY 2027 -	\$1,289,000	(L)
					\$7,782,000	
HS-2410A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1790 (WINECOFF SCHOOL ROAD), WINECOFF ELEMENTARY SCHOOL IN CONCORD. INSTALL PEDESTRIAN ACCOMMODATIONS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26.</u>	RIGHT-OF-WAY	FY 2026 -	\$10,000	(HSIP)
			CONSTRUCTION	FY 2028 -	\$97,000	(HSIP)
					\$107,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* C-5603H ROWAN PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, SR 2094 (STATESVILLE BOULEVARD) TO WEST HORAH STREET, AND AT LINK AVENUE IN SALISBURY. CONSTRUCT SIDEWALKS AND ADD TURN LANES AT LINK AVENUE. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	UTILITIES CONSTRUCTION	FY 2025 - \$220,000 (CMAQ) FY 2025 - \$55,000 (L(M)) FY 2025 - \$970,000 (CMAQ) FY 2025 - \$305,000 (CRPANY) FY 2025 - \$243,000 (L(M)) FY 2025 - \$76,000 (L) \$1,869,000
* EB-5619B ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	GRANTS CREEK GREENWAY, CATAWBA COLLEGE AND MEADOWBROOK NEIGHBORHOOD TO SOUTH OF STATESVILLE BOULEVARD IN SALISBURY. CONSTRUCT MULTI-USE PATH. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	UTILITIES CONSTRUCTION	FY 2025 - \$8,000 (BGDA) FY 2025 - \$2,000 (L(M)) FY 2025 - \$1,380,000 (BGDA) FY 2025 - \$345,000 (L(M)) \$1,735,000
* HL-0049 ROWAN PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY. CONSTRUCT MEDIAN AND CONSTRUCT ROUNDABOUT AT MILFORD HILLS ROAD. <u>ADD UTILITIES NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$11,000 (BGDA) FY 2025 - \$3,000 (L(M)) FY 2025 - \$160,000 (BGDA) FY 2025 - \$40,000 (L(M)) FY 2026 - \$473,000 (BGDA) FY 2026 - \$118,000 (L(M)) \$805,000
P-5725 CABARRUS PROJ.CATEGORY REGIONAL	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, LOCATIONS IN KANNAPOLIS. CONSTRUCT TRACK IMPROVEMENTS, SECOND PLATFORM, PEDESTRIAN UNDERPASS, SITEWORK, RETAINING WALL, AND SIGNALING EQUIPMENT. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	CONSTRUCTION	FY 2026 - \$135,000 (T) FY 2027 - \$7,290,000 (T) FY 2028 - \$4,050,000 (T) FY 2029 - \$2,025,000 (T) \$13,500,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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STIP MODIFICATIONS						
* P-5733	- CABARRUS-ROWAN URBAN AREA	NORFOLK SOUTHERN, CITY OF SALISBURY. UPGRADE	RIGHT-OF-WAY	FY 2026 -	\$3,853,000	(CMAQ)
ROWAN	METROPOLITAN PLANNING ORGANIZATION	STATION BUILDING, EXPAND WAITING SPACE AND		FY 2026 -	\$1,447,000	(T)
PROJ.CATEGORY		SURFACE PARKING.	CONSTRUCTION	FY 2026 -	\$2,320,000	(CMAQ)
DIVISION		<u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>		FY 2026 -	\$871,000	(T)
		<u>THRESHOLDS.</u>		FY 2027 -	\$1,823,000	(CMAQ)
				FY 2027 -	\$685,000	(T)
					\$10,999,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5702E STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER, SYSTEMWIDE. CONDUCT EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	IMPLEMENTATION	FY 2026 - \$2,000,000 (CMAQ) FY 2026 - \$500,000 (L(M)) \$2,500,000
<u>ADD FUNDING IN FY 26 NOT PREVIOUSLY PROGRAMMED AT THE REQUEST OF THE OFFICE OF STRATEGIC INITIATIVES AND PROGRAM SUPPORT.</u>				
HO-0024 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	STATEWIDE. IMPROVE 1000 ISOLATED CLOSED-LOOP SYSTEM SIGNALS.	IMPLEMENTATION	FY 2026 - \$2,965,000 (DP) FY 2026 - \$250,000 (O(M)) FY 2026 - \$741,000 (HF(M)) FY 2027 - \$3,021,000 (DP) FY 2027 - \$250,000 (O(M)) FY 2027 - \$755,000 (HF(M)) FY 2028 - \$3,060,000 (DP) FY 2028 - \$250,000 (O(M)) FY 2028 - \$765,000 (HF(M)) FY 2029 - \$2,900,000 (DP) FY 2029 - \$250,000 (O(M)) FY 2029 - \$725,000 (HF(M)) \$15,932,000
<u>DELAY IMPLEMENTATION FROM FY 25 TO FY 26 AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION. DP REPRESENTS FEDERAL ATTAIN GRANT.</u>				
* R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO), VARIOUS FEDERAL LANDS. IMPROVE ROADS AND BRIDGES ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2025 - \$43,876,000 (ERFO) FY 2025 - \$10,882,000 (FLTP) FY 2026 - \$12,340,000 (FLTP) FY 2027 - \$9,408,000 (ERFO) FY 2027 - \$20,580,000 (FLTP) FY 2027 - \$59,584,000 (O) FY 2028 - \$53,267,000 (ERFO) FY 2028 - \$13,844,000 (FLTP) FY 2028 - \$40,000,000 (O) FY 2029 - \$6,000,000 (FLTP) \$269,781,000
<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 7, 2025

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0060 CABARRUS PROJ.CATEGORY EXEMPT	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CLARKE CREEK GREENWAY, BEGINNING AT JE 'JIM' RAMSEUR PARK NEAR COX MILL ELEMENTARY SCHOOL, CROSSING CLARKE CREEK TO THE HIGHLAND CREEK NEIGHBORHOOD AND CROSSING BACK TO A TERMINUS AT THE ALLEN MILLS NEIGHBORHOOD ALONG COX MILL ROAD. CONSTRUCT GREENWAY. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 -	\$3,680,000	(CMAQ)
				FY 2026 -	\$920,000	(L)
					\$4,600,000	
EB-5844 CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 2154 (LITTLE TEXAS ROAD), SR 2180 (LANE STREET) TO SR 2126 (DALE EARNHARDT BOULEVARD) IN KANNAPOLIS. CONSTRUCT SIDEWALK AND CURB AND GUTTER. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u>	CONSTRUCTION	FY 2026 -	\$131,000	(CMAQ)
				FY 2026 -	\$3,230,000	(TAANY)
				FY 2026 -	\$971,000	(L)
				FY 2026 -	\$520,000	(HF)
					\$4,852,000	
U-3415A CABARRUS PROJ.CATEGORY DIVISION	- CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1394 (POPLAR TENT ROAD), GABLE OAKS LANE/ WOODHAVEN PLACE TO SEASONS PLACE. WIDEN TO MULTI-LANES. <u>MODIFY PROJECT SCOPE AT THE REQUEST OF THE DIVISION.</u>	RIGHT-OF-WAY	FY 2029 -	\$1,548,000	(BGANY)
				FY 2030 -	\$3,225,000	(BGANY)
				FY 2031 -	\$3,225,000	(BGANY)
				FY 2032 -	\$2,322,000	(BGANY)
			UTILITIES	FY 2033 -	\$2,580,000	(BGANY)
				FY 2029 -	\$450,000	(BGANY)
				FY 2030 -	\$450,000	(BGANY)
				FY 2033 -	\$3,952,000	(BGANY)
			CONSTRUCTION	AFTER FY 2033 -	\$45,448,000	(BGANY)
					\$63,200,000	

* INDICATES FEDERAL AMENDMENT

**Conformity Analysis and Determination Report for the
Metrolina Area:**

**Cabarrus-Rowan MPO
Charlotte Regional Transportation Planning Organization
Gaston-Cleveland-Lincoln MPO**

2026-2035 Transportation Improvement Program

2050 Metropolitan Transportation Plan

**Projects from the 2026-2035 State Transportation Improvement
Program for the Donut Area in
Union County**

(2008 8-hour Ozone)

(1997 8-hour Ozone)

July 2025

Prepared by:

NC Department of Transportation in coordination with:

The Cabarrus-Rowan Metropolitan Planning Organization,
The Gaston-Cleveland-Lincoln Metropolitan Planning Organization,
The Charlotte Regional Transportation Planning Organization,
The Rocky River Rural Planning Organization

The North Carolina Department of Environmental Quality
Division of Air Quality

1.0 Introduction

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the state’s air quality goals in the SIP. This document has been prepared for state and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally supported transportation activities are consistent with (“conform to”) the purpose of a state’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

In 1997, the national ambient air quality standard (NAAQS) for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an 8-hour ozone standard was established that was designed to replace the 1-hour standard. The US Environmental Protection Agency (USEPA) designated the Metrolina Area as moderate non-attainment for ozone under the 8-hour standard with an effective date of June 15, 2004. The designation covered the following geographic areas:

- Cabarrus County
- Gaston County
- Lincoln County
- Mecklenburg County
- Rowan County
- Union County
- Coddle Creek and Davidson Townships in Iredell County

On March 28, 2013, the North Carolina Division of Air Quality (NCDAQ) submitted the final *"Supplement for Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Rock Hill, NC-SC 1997 8-hour Ozone Nonattainment Area"* to the USEPA. The supplement documents the Metrolina Area attaining the 1997 8-hour ozone NAAQS and fulfilling the requirements of Section 175A(b) of the Federal Clean Air Act as amended. The USEPA took final

action on December 2, 2013 to redesignate the Metrolina Area to attainment for the 1997 8-hour ozone NAAQS with an effective date of January 2, 2014.

On May 27, 2008, the USEPA once again revised the ozone NAAQS to provide increased protection of public health and welfare especially for children and “at risk” populations. As a result of the new ozone NAAQS, the Metrolina Area was designated by the USEPA as marginal nonattainment for the 2008 8-hour ozone NAAQS on May 21, 2012. The designated area for the 2008 8-hour ozone NAAQS include,

- Central Cabarrus, Concord, Georgeville, Harrisburg, Kannapolis, Midland, Mount Pleasant, Odell, Poplar Tent, New Gilead and Rimertown Townships in Cabarrus County
- Dallas, Crowders Mountain, Gastonia, Riverbend and South Point Townships in Gaston County
- Coddle Creek and Davidson Townships in Iredell County
- Catawba Springs, Lincolnton and Ironton Townships in Lincoln County
- Mecklenburg County
- Atwell, China Grove, Franklin, Gold Hill, Litaker, Locke, Providence, Salisbury, Steele and Unity Townships in Rowan County
- Goose Creek, Marshville, Monroe, Sandy Ridge and Vance Townships in Union County.

The NCDAQ submitted the *"Redesignation Demonstration and Maintenance Plan for the Charlotte-Gastonia-Salisbury, North Carolina 2008 8-Hour Ozone Marginal Nonattainment Area"* to the USEPA on April 16, 2015. In the redesignation demonstration and maintenance plan, the maintenance demonstration was estimated using a Reid vapor pressure (RVP) of 7.8 psi. On May 21, 2015, the USEPA proposed to determine the Metrolina Area was attaining the 2008 8-hour ozone standard, approve the 2014 and 2026 motor vehicle emissions budgets (MVEBs) and redesignate the Metrolina Area to attainment for the 2008 8-hour ozone standard. The USEPA approval and final rule redesignating the Metrolina Area from nonattainment to attainment was signed on July 17, 2015.

On April 16, 2015, the NCDAQ also submitted to the USEPA the *"Clean Air Act Section 110(l) Non-Interference Demonstration to Support the Gasoline Reid Vapor Pressure (RVP) Standard Relaxation in Gaston and Mecklenburg Counties"* (RVP-related SIP). The RVP-related SIP requested the USEPA to change the Federal requirement Reid vapor pressure (RVP) in Gaston and Mecklenburg Counties from 7.8 psi to 9.0 psi. The RVP-related SIP also included updated motor vehicle emissions budgets that incorporated the RVP changes to Gaston and Mecklenburg Counties. In a final rule on July 28, 2015, the USEPA took action in support of the RVP-related SIP revision noninterference demonstration by determining that the changes to the RVP in Mecklenburg and Gaston Counties will not interfere with attainment or maintenance of any NAAQS or with any other applicable provisions of the Clean Air Act.

On May 4, 2017, the North Carolina legislative act signed by Gov. Cooper changed the state's inspection and maintenance (I/M) requirements for the 22 counties subject to the state's expanded I/M program. As a result, the NCDAQ submitted a SIP revision via a letter dated July 25, 2018 to the USEPA to support the state's request to change the vehicle model year coverage for the 22 counties subject to the expanded I/M program. The NCDAQ's SIP revision also included updates

to the Metrolina maintenance plan and associated MVEBs used for transportation conformity. On May 20, 2019, the USEPA proposed to find that the change in the vehicle model year coverage for the 22 counties subject to the expanded I/M program meets the requirements of the CAA section 110(l) and will not interfere with attainment or maintenance of any NAAQS in North Carolina. The USEPA took final action on September 11, 2019 to approve that North Carolina's SIP revision to the vehicle model year coverage for the 22 counties will not interfere with continued attainment or maintenance of any applicable NAAQS and approve the updated emissions for the 2008 8-hour ozone maintenance plan, including the updated MVEBs for the Charlotte 2008 Ozone Maintenance Area. This rule became effective on October 11, 2019. On August 25, 2021, the USEPA took final action to approve a SIP revision allocating a portion of the available safety margin to revised the 2026 MVEB's used for transportation conformity. On February 13, 2023, EPA approved a second 10-yr Limited Maintenance Plan for the North Carolina portion of the Charlotte Area to provide for the maintenance of the 1997 8-hour ozone NAAQS through 2034, the end of the second 10-year portion of the maintenance period. All of the USEPA's federal register notices are in Appendix A.

South Coast Air Quality Mgmt. District v. EPA ("South Coast II")

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. As previously stated, a portion of the Metrolina Area was designated attainment with a maintenance plan for the 2008 ozone NAAQS with an effective date of July 28, 2015. Therefore, per the *South Coast II* decision, this conformity determination is being made for that partial portion of the 1997 8-hour ozone NAAQS.

For the 1997 8-hour ozone NAAQS areas, transportation conformity for metropolitan transportation plans (MTPs) and state transportation improvement program (TIP) for the 1997 8-hour ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of the USEPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 8-hour ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, except to address transportation control measures (TCMs), or budget or interim emissions tests for the 1997 8-hour ozone NAAQS. There are no TCMs in the Metrolina SIP.

Therefore, transportation conformity for the 1997 8-hour ozone NAAQS for the Metrolina Area [Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), and Charlotte Regional Transportation Planning Organization (CRTPO)] and NC Department of Transportation (NCDOT) FY 2020 – 2029 Transportation Improvement Program can be demonstrated by showing the remaining

requirements in Table 1 in 40 CFR 93.109 have been met.

These requirements, which are laid out in Section 2.4 of the USEPA's November 2018 Guidance and are addressed in the remainder of the document and includes:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA), the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Bipartisan Infrastructure Bill (BIL). The conformity determination for the FY 2026-2035 Transportation Improvement Program is based primarily on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2050 Metropolitan Transportation Plans and the resulting emissions modeled by the North Carolina Division of Air Quality. The Conformity Determination Report (CDR) for the 2026-2035 TIP updates is available on the following websites:

- Cabarrus-Rowan MPO:
<http://crmpo.org/Plans/Transportation-Conformity>
- Gaston-Cleveland-Lincoln MPO:
<https://gclmpo.org/plans-programs-and-studies/long-range-planning/>
- Charlotte Regional TPO:
<https://www.crtpo.org/metropolitan-transportation-plan-1>

The FY 2026-2035 TIPs for the Metrolina Area contain a number of project changes which should be included in the 2050 MTP and Transportation Conformity Determination for the Metrolina Area. This conformity determination for the Metrolina area includes a new regional emissions analysis that ensures that the FY 2026-2035 TIPs are direct subsets of the 2050 MTPs.

The MPOs and the NCDOT are required by 23 CFR Parts 450 and 500 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or fiscally-constrained MTPs and TIPs. The intent of this report is to document the transportation conformity determination for the FY 2026-2035 TIPs for the Metrolina Area and projects from the FY 2026-2035 State TIP for the donut area in Union County. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) must make a conformity determination on the MTPs and TIPs in all non-attainment and maintenance areas. The Metrolina Area is maintenance for the 2008 8-hour ozone.

Transportation Conformity Determinations for the 2050 MTP and 2026-2035 STIP for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: **TBD**
- Gaston-Cleveland-Lincoln MPO: **TBD**
- Charlotte Regional Transportation Planning Organization: **TBD**
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): **TBD**

By these actions, the MPOs and NCDOT demonstrated that the 2050 MTPs are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, MAP-21, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in this report. This report includes the regional emissions analysis comparison prepared for the 2050 MTPs demonstrating that emissions in each of the analysis years of the MTP (2025, 2035, 2045, and 2050) are less than the motor vehicle emissions budgets established by the attainment demonstration and maintenance plan SIP in accordance with 40 CFR Part 93 and approved by the USEPA. (See Appendix A for details on MVEBs in the SIP.)

Metropolitan Transportation Plans

As noted above, the 2050 MTPs include the timing of regionally significant projects included in the FY 2026-2035 TIP for the Metrolina Area. A new regional emissions analysis was conducted for this transportation conformity determination to reflect the appropriate horizon year for these regionally significant projects. As agreed upon by the interagency consultation partners, the regional emissions analysis work for this process began on June 3, 2025 and was completed on July 8, 2025. Details related to the interagency consultation associated with this conformity determination can be found in Appendix C.

Non-exempt projects in the 2050 MTPs are required to be part of travel demand model assumptions for the appropriate analysis year. All projects are included in the travel model assumptions for the appropriate horizon year. The 2050 MTPs provide an opportunity to incorporate the most current cost estimates as required in the fiscal constraint requirements. This conformity analysis will focus on the regionally significant 2050 MTP projects presented in Appendix D as reviewed by the Interagency partners on May 29, 2025. There were no regional significant projects in the Donut area.

FISCAL CONSTRAINT DETERMINATION

As part of the federal transportation planning requirements 23 CFR Parts 450 and 500 for MTPs, the costs of implementing transportation programs and projects included in MTPs are compared with the funding expected to be available. These MTPs' financial analyses were developed in response to the requirements for "financially-constrained plans".

These MTPs consider capital costs and operation and maintenance (O&M) costs associated with the preservation and continued operation of the existing transportation system, as well as the costs associated with the recommended expansion of the transportation networks included in the MTPs. The MTPs also describe revenues from all sources that will be available to pay for capital and

O&M costs. Each MTP describes in detail its own financing plan.

2.0 Relationship of the MTP and TIP

In accordance with 40 CFR Parts 51 and 93, the TIP is a direct subset of the MTP if the following conditions are met:

- The TIP is consistent with the conforming MTP such that the regional emissions analysis performed on the MTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP's timeframe to implement the highway and transit system envisioned by the MTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the MTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.
- The number of travel lanes of each regionally significant project identified in the TIP is not significantly different from that described in the MTP.

This report documents that the TIPs for FY 2026-2035 are a direct subset of the 2050 MTPs for the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the projects from the donut area in Union County is the responsibility of the North Carolina Department of Transportation. The 2050 MTPs for these areas are fiscally-constrained and are consistent with 23 CFR Part 450 Subpart C. This conformity determination is based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the 2050 MTPs conform to the provisions of the CAAA of 1990, MAP-2, and BIL. Also, the 2050 MTPs conform to the purpose of the TIP in accordance with 40 CFR Part 93.

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report for the 2008 8-hour ozone NAAQS are the latest planning assumptions in the 2050 MTP that were approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old. The planning assumptions are outlined in the pre-consensus plan in Appendix C.

4.0 Transportation Control Measures

As mentioned before, there are no TCMs in the Metrolina SIP.

5.0 Interagency Consultation

The FY 2026-2035 TIP conformity has undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 02D .0201-.0203 inclusive. An Interagency consultation meeting involving the MPOs, NCDOT, NCDAQ, FHWA and USEPA-Region 4 was held on March 28, 2025. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2026-2035 TIP and 2050 MTP were reviewed by the public in accordance with the Public Involvement Policies of the Cabarrus-Rowan MPO, the Gaston-Cleveland-Lincoln MPO, the Charlotte Regional Transportation Planning Organization and the NCDOT. This report was also made available for public review by the Rocky River Rural Planning Organization (RRRPO). Copies of citizen comments and agency responses to them are attached to this report in Appendix I. The newspaper advertisements for public review and comment period are attached to this report in Appendix J.

7.0 Regional Emissions Analysis Approach

The regional emissions analysis (REA) was conducted using the 2008 8-hour ozone Maintenance Plan (9.0 psi RVP based) MVEBs published on August 25, 2021. The horizon years for this conformity determination are 2026, 2035, 2045, and 2050. The 2026 MVEB will be used for years 2026, 2035, 2045, and 2050.

Approved 2008 8-hour Ozone Maintenance SIP (kilograms/day) – (9.0 psi RVP)

Cabarrus-Rowan MPO		
	2014	2026
NOx	11,814	4,903
VOC	7,173	4,888

Gaston Cleveland Lincoln MPO		
	2014	2026
NOx	10,079	3,768
VOC	5,916	3,472

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NOx	32,679	12,241
VOC	18,038	11,943

8.0 Emission Comparison Summary Tests by Location and Pollutants

Ozone

Cabarrus-Rowan MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	4,320	6,543	3,127	4,753
2035	1,678	6,543	2,184	4,753
2045	1,286	6,543	1,968	4,753
2050	1,298	6,543	1,901	4,753

Gaston-Cleveland-Lincoln MPO Emissions 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

GCLMPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	3,932	5,117	2,629	3,583
2035	1,360	5,117	1,678	3,583
2045	948	5,117	1,407	3,583
2050	925	5,117	1,318	3,583

CRTPO and RRRPO 2008 8-hour ozone Maintenance Plan MVEB Comparison Summary (9.0 psi RVP)

CRTPO and RRPO Emissions Comparison Summary (kilograms/day)				
Year	NO_x		VOC	
	MTP Emissions	SIP Budget	MTP Emissions	SIP Budget
2026	15,165	22,417	9,679	13,818
2035	7,168	22,417	7,933	13,818
2045	5,307	22,417	7,168	13,818
2050	5,280	22,417	6,807	13,818

The MOVES and Regional Emission Analysis files are provided in Appendix G.

9.0 Findings of Conformity

Cabarrus-Rowan MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Cabarrus-Rowan MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Gaston-Cleveland-Lincoln MPO Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Gaston-Cleveland-Lincoln MPO 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

Charlotte Regional Transportation Planning Organization Ozone Conformity Finding for the 2050 Metropolitan Transportation Plan and 2026-2035 Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are found to conform to the purpose of the North Carolina SIP. The emissions expected from the implementation of the Charlotte Regional Transportation Planning Organization 2050 Metropolitan Transportation Plan and **2026-2035** Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

NCDOT Donut Area Conformity Finding for Projects from the 2026-2035 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the **2026-2035** State Transportation Improvement Program for the donut area in Union County that is outside of the MPO boundary is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the projects from the **2026-2035** State Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

The MPO/NCDOT conformity determinations and TIP/MTP adoptions are provided in Appendix J. The USDOT Conformity Determination Letter is provided in Appendix K.

Resolution Finding the Cabarrus-Rowan Urban Area 2050 Metropolitan Transportation Plan and the 2026-2029 Transportation Improvement Program in Compliance with the Provisions of the Clean Air Act Amendments of 1990 and 23 U.S.C. 134

A motion was made by _____ and seconded by _____ for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee is the duly recognized decision-making body of the 3-C transportation planning process for the Cabarrus-Rowan Urban Area; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan meets the planning requirements of 23 CFR Part 450.322; and

WHEREAS, the FY 2026-2029 Transportation Improvement Program is a direct subset of the 2050 Metropolitan Transportation plan; and

WHEREAS, the United States Environmental Protection Agency (USEPA) designated Cabarrus-Rowan Urban Area as a marginal nonattainment area for the 2008 ozone standard effective on July 20, 2012, and due to improved air quality in the region was re-designated as a maintenance area on August 27, 2015; and

WHEREAS, the transportation conformity analysis of the Cabarrus-Rowan 2050 Metropolitan transportation plan is based on the most recent estimates of population, employment, travel, and congestion; and

WHEREAS, the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program are financially constrained; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the Cabarrus-Rowan area; and

WHEREAS, the most recent vehicle emissions model was used to prepare the quantitative emissions analysis; and

WHEREAS, those projects and programs included in the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and the FY 2026-2029 Transportation Improvement Program contribute to annual emissions reductions as shown by the quantitative emissions analysis.

NOW, THEREFORE BE IT RESOLVED, that the Cabarrus-Rowan Transportation Advisory Committee finds that the Cabarrus-Rowan 2050 Metropolitan Transportation Plan and FY 2026-2029 Transportation Improvement Program conform to the purpose of the North Carolina State Implementation Plan in accordance with Clean Air Act as Amended (CAAA), and the 23 U.S.C. 134.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August, 2025.

Signature of the TAC Chair
Cabarrus-Rowan Urban Area

**RESOLUTION ADOPTING THE FY 2026-2029 CABARRUS-ROWAN MPO METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

A motion was made by _____ and seconded by _____ for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 CFR Part 450.322; and

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all funded transportation projects scheduled for implementation within the Cabarrus-Rowan Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the Cabarrus-Rowan MPO FY 2026-2029 Metropolitan Transportation Improvement Program (MTIP) is a direct subset of the currently conforming 2050 Metropolitan Transportation Plan as adopted March 23, 2022, which means that no changes in scope, timing, number of travel lanes, or design have occurred; and

WHEREAS, the following attached amendment has been proposed; and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2050, and meets all the requirements in 23 CFR 450; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has provided for a public comment period for the Metropolitan Transportation Improvement Program Amendment consistent with the MPO TIP Public Involvement Policy; and

NOW THEREFORE, be it resolved by the Cabarrus-Rowan Urban Area Transportation Advisory Committee that the FY 2026-2029 Metropolitan Transportation Improvement Program dated August 27, 2025, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be adopted on this the 27th day of August, 2025.

I, Ron Smith, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Cabarrus-Rowan Transportation Advisory Committee, duly held on the 27th day of August, 2025.

Signature of the TAC Chair
Cabarrus-Rowan Urban Area

From: [Robinson, Teresa](#)
To: [Phil Conrad](#)
Cc: [Wasserman, David S](#); [Hyland, Melissa A](#)
Subject: 2026 - 2035 STIP_CRMPO
Date: Thursday, July 10, 2025 11:35:15 AM
Attachments: [image001.png](#)
[NCDOT Final 2026-2035 STIP Adopted July 9 2025.xlsx](#)
[Final 2026-2035 STIP Prologue \(11 x 17\) with Cover.pdf](#)
[CRMPO Inflated Funding Summary.pdf](#)

Good Morning,

As many of you likely watched online, the NC Board of Transportation adopted the 2026-2035 STIP at their virtual meeting yesterday morning. The STIP excel document and the Prologue document are attached for your reference.

With the STIP being in an Excel format, you should be able to filter to your MPO and print for a list of projects in your area. The "2026-2035 STIP Funding Details" tab also shows the cashflows for the Scheduled for Delivery projects.

As you adopt your TIPs over the coming months, please be sure to include all Statewide projects in your MTIP. These can be identified by filtering to "Statewide" in the "County" column in the STIP excel file. Additionally, please include the attached Fiscal Constraint summaries in your document provided with this email AND a statement similar to the following:

"The NCDOT has demonstrated fiscal constraint on the 2026-2035 STIP adopted on 7/9/2025. The Cabarrus-Rowan MPO TIP is a subset of the STIP and by extension therefore demonstrates fiscal constraint."

This will provide those reviewing the TIP context regarding the fiscal constraint summaries. Of course, feel free to include additional language as you see fit. The fiscal constraint/funding summary provides a summation of the programmed dollars by the various funding sources for projects within your MPO. This includes federal, state, and local funds for the first four years of the STIP (2026-2029).

We will be packaging all MPO TIPs together to send to FHWA and FTA and anticipate receiving federal approval around September 2025. To ensure we meet this anticipated approval schedule, **please send me your MTIP and adoption resolution once approved by your TAC.**

Please let me know if you have any questions.

Thanks,

Teresa Robinson, PE
STIP Western Region Manager
Planning and Programming Division
North Carolina Department of Transportation

919.707.4614 | office
tmrobinson1@ncdot.gov

1 S. Wilmington Street
Raleigh, NC 27699-1534

**NORTH CAROLINA 2026 – 2035
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4-year time period as required by Federal law. North Carolina's STIP covers a 10-year period, with the first five years (2026-2030 in this version) referred to as the delivery STIP and the latter five years (2031-2035 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

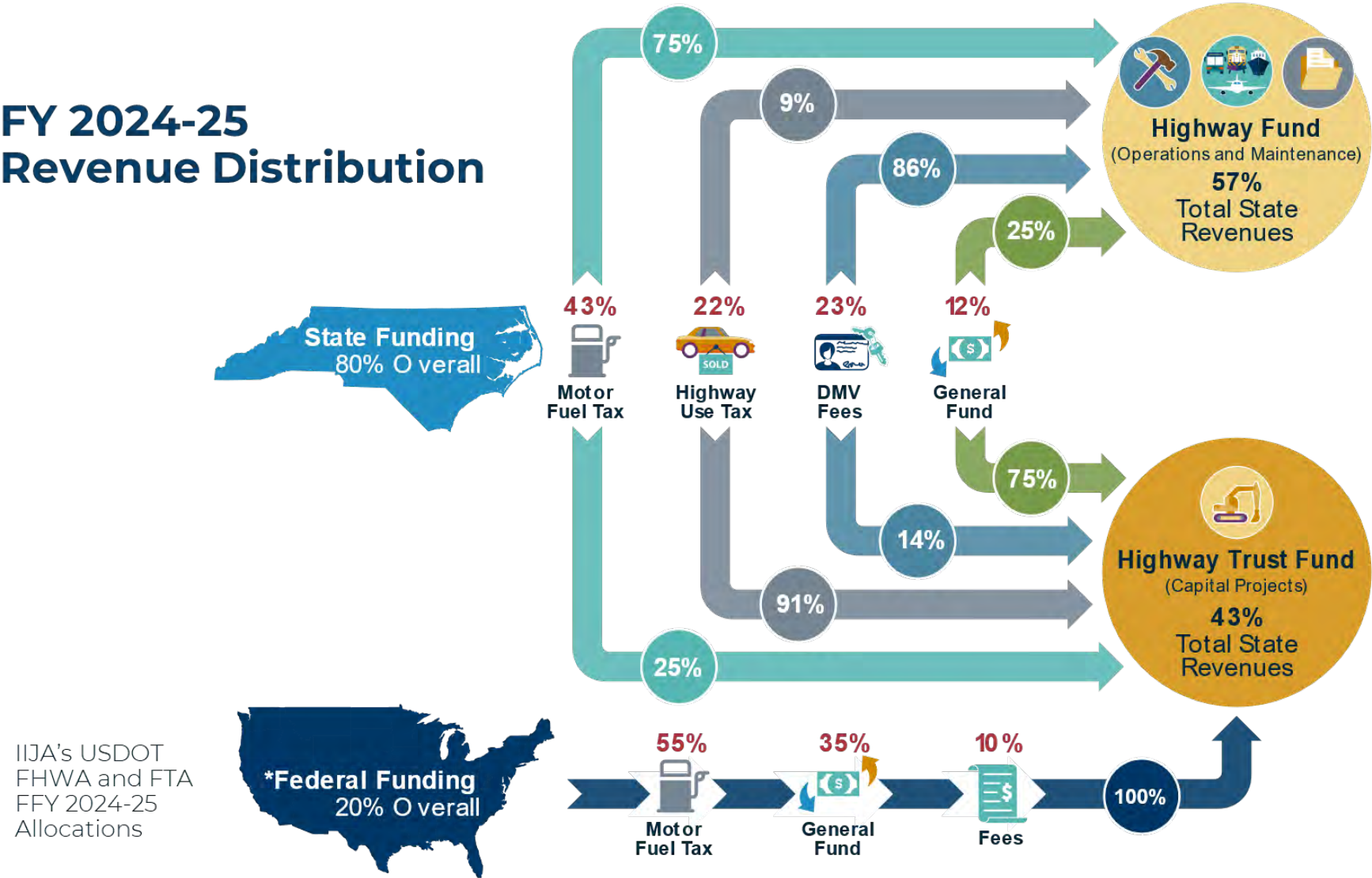
- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on STIP document
- And include the following information:
 - o Project description and termini
 - o Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
 - o Federal funds to be obligated
 - o Responsible agency (such as municipality)

North Carolina's STIP is typically updated every two years (but no later than every four years) and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction, and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the STIP.

This is the fifth STIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

Maintenance and Capital Improvement Funding for North Carolina

NCDOT uses three major sources of funds for transportation improvements. Federal Funding and State Highway Trust Funds are used for capital improvements while the Highway Fund is used for maintenance activities. The chart below illustrates these funds and their sources.



Performance Management Targets

NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT’s Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the State funded Highway Maintenance Improvement Program (HMIP) and the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process. The HMIP is a State funded program of projects that are programmed outside of the STIP. NCDOT collects data and other information at regular time intervals from the transit agencies relative to measure and assess progress toward meeting performance targets.

In North Carolina, pavement and bridge performance is primarily impacted through state funded programs that are managed outside the STIP. The Department’s HMIP, identifies planned maintenance activities for a five-year time period, which include pavement, bridge and other general maintenance projects across our entire roadway network. The amount of funding provided through these state funded programs is roughly equivalent to the amount of state and federal funding programmed in the STIP over the same time period. In relation to NHS specific routes, the STIP does include some specific federal funding for interstate pavement and bridge maintenance through our own internal interstate maintenance program. Federal funding for bridges included in the STIP is applied primarily to non-NHS bridges. While the STIP can have an impact to the condition of our NHS pavements and bridges, specifically on the interstate system, the majority of the funding impacting the condition of our pavements and bridges is managed outside the STIP.

Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the NCDOT 2026-2035 Current STIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor’s Highway Safety and statewide related programs. The Appendix also contains a reference list of completions and deletions since the 2024-2033 STIP, which was approved in 2023.

The transportation program in the STIP is organized in an Excel file that can be sorted and filtered as needed by the reader. The information included for each project includes details on the location of the project: County, NCDOT Highway Division, Route, Description, and Planning Organization. Projects also list the STI category they are funded from, i.e., Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C) are listed by Fiscal Year along with their costs and anticipated funding sources. For those projects with their first phase of work beginning in the second half of the STIP (years 2031-2035), they are listed as “Funded for Preliminary Engineering Only.” The Department will begin Preliminary Engineering activities (environmental documentation and design work) at the appropriate time, but the project will need to compete for funding in a future round of Prioritization and therefore the funding years for phases are unknown at this time. (See next section titled “Strategic Prioritization” for details on project prioritization.)

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a project prioritization process known as Strategic Prioritization. Strategic Prioritization uses transportation data as well as input of local government partners and the public to generate scores and ultimately rankings of projects across the state. Multiple public input opportunities were provided during the late spring through early fall of 2023 regarding the submittal of projects for each Metropolitan Planning Organization (MPO), Rural Planning Organization (RPO), and NCDOT’s transportation Divisions. Additional opportunities for public input occurred in the second half of 2024 regarding the assignment of local input points.

The P7.0 process (the most recent cycle of Prioritization) was organized similarly to previous prioritization cycles and resulted in each transportation mode using different quantitative criteria, measures, and weights to provide quantitative scores for projects as recommended by the Prioritization Workgroup and approved by the NC Board of Transportation. Also, per the intent of STI for transportation modes to compete for funding, a modal allocation process was recommended to create minimum percentages of funding for highway and non-highway projects in the Regional Impact and Division Needs categories. The minimum percentage for highway projects was 90% and minimum percentage for non-highway projects was 6%. These percentages guided the programming process, which ultimately yielded a 94% to 6% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

P7.0 Criteria & Weights:

P7.0 Highway Mobility (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit-Cost	15%	Benefit-Cost
25%	Benefit-Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	10%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	5%	Freight

P7.0 Highway Modernization (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

P7.0 Aviation:

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

P7.0 Bicycle/Pedestrian:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)	(not eligible)	(not eligible)	20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

P7.0 Ferry:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)	(not eligible)	(not eligible)	(not eligible)	15%	Asset Condition
				15%	Asset Efficiency
				10%	Accessibility/Connectivity
				10%	Benefits

P7.0 Public Transportation (Mobility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	20%	Cost Effectiveness
		20%	Demand/Density	10%	Impact
		15%	Impact	10%	Demand/Density
		10%	Efficiency	10%	Efficiency

P7.0 Public Transportation (Demand Response Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	15%	Cost Effectiveness
		20%	Demand/Density	15%	Demand/Density
		15%	Efficiency	10%	Efficiency
		10%	Impact	10%	Impact

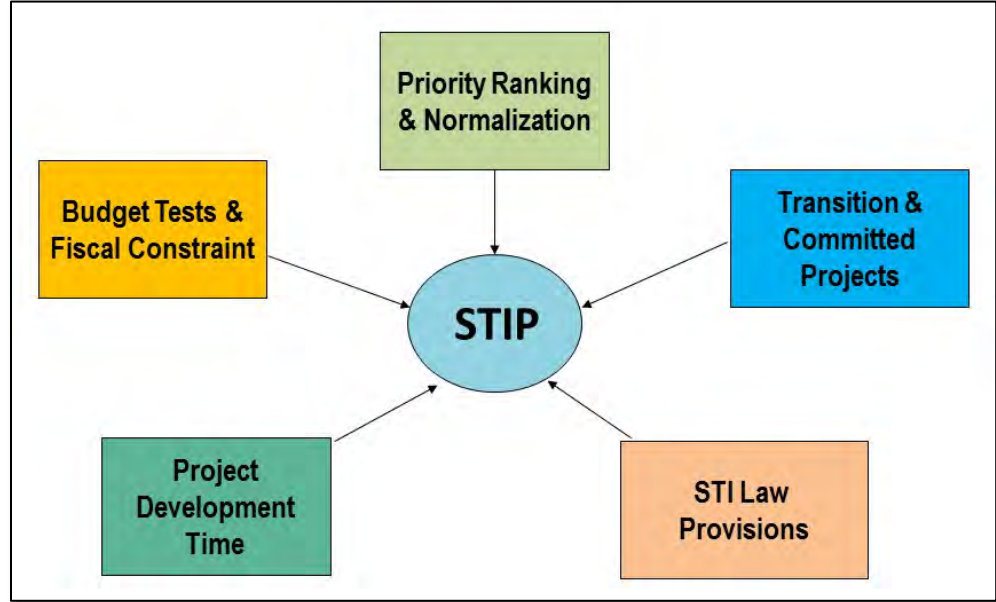
P7.0 Public Transportation (Facility Projects):

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		(not eligible)		15%	Cost Effectiveness
				15%	Impact
				10%	Efficiency
				10%	Demand/Density

P7.0 Rail:

Statewide Mobility		Regional Impact		Division Needs	
35%	Benefit-Cost	25%	Benefit-Cost	15%	System Opportunities
30%	Safety	15%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Economic Competitiveness	10%	Safety
10%	Economic Competitiveness	10%	System Opportunities	5%	Economic Competitiveness

Figure A



The results of the P7.0 prioritization process do not necessarily mean that projects will be scheduled in the STIP in the order of their score and rank. There are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for construction lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There are also STI law provisions (including a corridor cap and individual modal caps) which affect programming decisions and direct that the entire program meet budget tests and fiscal constraint per state and federal requirements. STI law also includes a provision to exempt from prioritization select projects (Transition Period Projects) that were scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2024-2033 STIP, were considered committed (also called “Scheduled for Delivery”) and were not evaluated in P7.0. However, the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2025, each of NCDOT’s 14 transportation divisions hosted a weeklong open house between February 17, 2025 and March 21, 2025. The purpose of these open houses was to inform citizens about projects in the Draft STIP and collect feedback. Additionally, multiple public input opportunities were available ahead of the development of the Draft STIP including the STI implementation process.

Each open house allowed participants to study maps of projects in the Draft STIP and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for participants with limited English proficiency. Consultation was conducted with stakeholder groups throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options. In addition, the Department provided the ability for citizens to take an online survey as well as provide comments online, by phone or mail.

Transportation Conformity

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in the *South Coast Air Quality Mgmt. District v. EPA* case (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must still be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. However, these conformity determinations may be made without the requirement of a Regional Emissions Analysis (REA) and comparison to the emission budgets approved by the US EPA. Consistency between the TIP and MTP must still be ensured. These conformity determinations are required in these areas after February 16, 2019. The Research Triangle Region and the Rocky Mount Region were “maintenance” at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and were also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, the Research Triangle Region, the Metrolina Region, and the Rocky Mount Region will make their conformity determinations as per the 1997 ozone NAAQS on their MTPs and their 2026-2035 TIP without the requirement of a REA. The Metrolina Region will also make their conformity determinations as per the 2008 ozone NAAQS on their MTPs and their 2026-2035 TIP with the requirement of a REA.

Each MPO is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding conform to the intent of the air quality State Implementation Plan (SIP). Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US Environmental Protection Agency (EPA). As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO’s project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

North Carolina 2008 Ozone Maintenance Area Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

North Carolina 1997 Ozone Maintenance Areas NOT Requiring a REA

Region	Counties	Pollutant(s)
		8- Hour Ozone
Triangle	Chatham (Partial)	✓
	Durham	✓
	Franklin	✓
	Granville	✓
	Johnston	✓
	Person	✓
	Wake	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Rocky Mount	Edgecombe	✓
	Nash	✓

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus	✓
	Gaston	✓
	Iredell (Partial)	✓
	Lincoln	✓
	Mecklenburg	✓
	Rowan	✓
	Union	✓

Public Transportation Project Funding

The projects listed in the STIP are funded from various Federal Transit Administration (FTA), Federal Highway Administration (FHWA) and North Carolina State Funds, many requiring a state and/or local funding match. Annually, the NCDOT Integrated Mobility Division (IMD) provides state funds to assist in meeting these match requirements. The amount available for state match is limited to the amount appropriated by the General Assembly.

FTA program funding apportionment amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to allocate funding to qualifying sub-recipients. Most FTA funding apportioned to urbanized areas with a population of 200,000 or greater is managed directly by the Metropolitan Planning Organization (MPO) or transit agency. The MPO and transit agencies develop projects that appear in the STIP using, in part, funds received directly from FTA. NCDOT IMD allocates federal funds to small urban areas less than 200,000 population and rural, non-urbanized areas of the state. MPOs and NCDOT IMD develop projects and programs that appear in the STIP using apportioned federal and appropriated state funding amounts, including unobligated prior year funding. Amendments or modifications may be completed for transit projects in the STIP when the funding amount changes from the amount included in the approved STIP.

The following Federally funded programs appear in the STIP:

- A. Metropolitan Planning and Statewide Planning Program (Sections 5303 and 5304)
- Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs that reflect transportation investment priorities. These planning programs are jointly administered by FTA and the FHWA, which provides additional funding to MPOs.

IMD Goals:

- 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and foster transit planning on a regional and inter-regional scale.
- 5304 – Provide funding for statewide planning and technical studies.

B. Urban Area Formula Program (Section 5307)

Makes Federal resources available to qualifying areas for transit capital, operating assistance, and transportation planning in MPOs and urbanized areas with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census.

IMD Goals:

- 5307 Governor's Apportionment (GA) – Work with small, urbanized areas to offer technical assistance, as needed. Section 5307 grants are managed by the FTA direct recipient in these small, urbanized areas.
- 5307 Large Urbanized Areas – Work with large urbanized areas for technical assistance, as needed.

C. Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000 population), small urbanized (50,000-200,000 population), and rural (under 50,000 population). Eligible projects include both traditional capital investment and nontraditional operational assistance investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

IMD Goal:

- Support transportation of seniors and persons with disabilities in small, urbanized areas (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Rural Formula Grant Program (Section 5311)

Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where residents utilize public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus Program (5311(f)) and the Appalachian Development Transportation Assistance Program. North Carolina is one of 13 states receiving the Appalachian Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, Watauga, Wilkes, Yadkin, and Yancey.

IMD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Enhance access in rural areas to health care, shopping, education, employment, public services and recreation.
- Encourage the most efficient use of transportation funds to provide passenger trips in rural areas through coordination of programs and services.

E. Bus and Bus Facilities Program (Section 5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

IMD Goal:

- Support the small urban and statewide funding program to provide capital funds to replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities.

F. Public Transportation Safety Program – State Safety Oversight (Section 5329)

Provides funds for program operational and administrative expenses, including employee training activities. This funding is provided to North Carolina to support the oversight of the rail fixed guideway public transportation system in the City of Charlotte. This funding is administered by the NCDOT Rail Division.

IMD Goal:

- Provide any needed technical assistance and support to the NCDOT Rail Division as it administers these funds.

G. State of Good Repair (Section 5337)

Provides capital funds for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management Plans. This funding is apportioned directly to the systems in the State with fixed guideway systems. This FTA funding formula program is not administered by IMD.

H. Capital Investment Grant (CIG) Program (Section 5309)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcar and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. This FTA funding is not administered by IMD.

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from four sources: user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees), a Highway Use Tax (HUT) on vehicle title transfers, and a portion of the state sales tax proceeds. Federal transportation revenues are derived from a federal MFT tax, commercial vehicle fees, and transfers from the U.S. General Fund. North Carolina's total transportation funding consists of roughly 80 percent state revenues and 20 percent federal revenues.

State revenue projections are developed using a consensus forecast process by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division, and NCDOT. Budget estimates developed for the Governor's biennial budget serve as a base from which NCDOT and OSBM staff develop the forecast for the remaining years. The OSBM and NCDOT forecasts are produced using numerous data sources, but largely rely on economic data and research produced by S&P Global, a private financial forecasting company and in-house consumption forecasting models, and internal historical data. Motor fuel tax revenues are forecast using crude oil prices, and estimates for consumption, fuel efficiency, and miles travelled. Highway Use Tax (HUT) revenue forecasts are based on historical data and predicted values for new and used vehicle transactions and vehicle price. Sales tax revenue forecasts rely on economic measures, such as gross national product (GNP), personal income, and the consumer price index (CPI). DMV fee revenue forecasts are based on historical transactional information, such as vehicle registration and licensed driver data, and OSBM population projections. DMV title fee estimates are obtained using licensed driver and vehicle registration data. The number of vehicle transactions, vehicle price, motor fuel consumption, the purchase of goods and services, and sales tax revenues correlate strongly with economic conditions. Generally, DMV fees correlate with projected changes in population. Title fees closely correlate to forecasted changes in vehicle sales.

The motor fuel tax rate is adjusted annually based on a variable rate formula that measures changes in population and the Consumer Price Index for Energy (CPI-E). Effective January 1, 2025, the motor fuel tax rate is 40.3 cents per gallon. DMV fees are adjusted every four years based on changes in the CPI. HUT and sales tax rate changes are made by acts of the North Carolina General Assembly.

Federal Budget

After a one-year extension of the Fixing America's Surface Transportation Act, or "FAST Act", President Biden signed into law the five-year \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021. The IIJA largely maintains current program structures and funding shares between highways and transit, but it includes significant expansions in funding, new discretionary and competitive grant programs, and two new formula programs. The law emphasizes the goals of creating a resilient, efficient, safe, and connected transportation system. The formula programs are:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program
- Carbon Reduction Program
- PROTECT Program
- Bridge Program
- National Electric Vehicle Formula Program

Federal transportation funding is distributed by USDOT based on Congressional multi-year reauthorization bills and annual appropriation acts. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel. Unlike prior multi-year reauthorization bills, the IIJA legislation was approved by Congress using record General Fund transfers and advanced appropriations. IIJA expires on September 30, 2026.

Federal Aid Program

The Federal Aid Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina’s availability of federal funds for the STIP is expected to be about \$1,493 million in FY 2026 and \$1,493 million in FY 2027.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of matching funds needed for the Federal Aid Program is expected to be approximately \$358 million in FY 2026 and \$358 million in FY 2027, most of which will be funded by the State Highway Trust Fund.

Federal Aid Construction Program – FFY 2026
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
Rail-Highway Crossing	7	0	7
Statewide Planning & Research*	21	5	26
Transportation Alternatives	38	10	48
Research Development*	7	2	9
Metropolitan Planning*	8	2	10
Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1,493	358	1,851

*Category not required to be included in the STIP

Federal Aid Construction Program – FFY 2027
(\$ in Millions)

Category	Federal Funds	Required Matching Funds	Total
National Highway Performance	743	186	929
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Congestion Mitigation Air Quality	30	8	38
Surface Transportation Block Grant	350	88	438
Highway Safety Improvement	80	9	89
Freight	36	9	45
Carbon Reduction	20	5	25
PROTECT	37	9	46
Bridge	99	25	124
Appalachian Development	17	0	17
Total Available Funds	1493	358	1851

During the balancing of the State Transportation Improvement Program (STIP), the program is fiscally constrained to the amount of funds projected to be available each year to prevent the Department from over committing future revenues. NCDOT extensively uses “Advance Construction” (AC), which allows states to begin a project even in the absence of sufficient federal-aid obligation authority to cover the federal share of project costs. It is codified in Title 23, Section 115. Advance Construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, Advance Construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones.

Prior to authorizing a project (or phase of a project), a federal agency is typically required to obligate the total amount of funds needed to complete the project (or phase). So, if NCDOT plans to construct a project estimated to cost \$40 million without using Advance Construction, Federal Highway Administration (FHWA) would need to obligate their full share, typically 80 percent, or \$32 million; even though some of those funds will not be needed for several years.

Advance Construction allows FHWA to authorize the project without obligating the funds needed to complete the project. Under an Advance Construction authorization, FHWA does not commit the federal government to funding the project but makes the project eligible for reimbursement at a later date as federal funds become available.

As an Advance Construction project progresses, NCDOT will obligate federal funding and bill FHWA for expenditures that have occurred (typically at 80 percent). For instance, if after a year of construction, the \$40 million construction project described above has \$10 million of expenditures and federal funds are available, NCDOT may obligate \$8 million of federal funds and send FHWA a bill for \$8 million.

In March 2021, NCDOT developed a policy to govern the use of Advance Construction. This policy requires a yearly analysis of the Advance Construction program to ensure that the use of Advance Construction is within prescribed limits. The results of this analysis are posted on the Department’s website and reported to the Board of Transportation.

When analyzing Advance Construction usage at NCDOT, a distinction is made between Advance Construction used for Grant Anticipation Revenue Vehicles (GARVEE) bonded projects and non-GARVEE traditional Advance Construction projects. GARVEE is a type of bond or similar financing method used by a state to finance transportation projects and is a specific type of Advance Construction. Outstanding GARVEE debt is considered in the yearly Advance Construction analysis by reserving the funds that are needed to make the bond payments. However, GARVEE AC balances should be viewed differently since they are long-term well-defined commitments. The North Carolina General Assembly has imposed restrictions on the use of GARVEE to ensure that the Department’s use of this funding technique remains within reasonable levels. Prior to the issuance of GARVEE bonds, the limits imposed by the General Assembly are checked to ensure that the Department will remain in compliance. State law constrains the total amount of GARVEE debt such that the total GARVEE outstanding principal amount cannot exceed the previous year’s total federal budget authorization, or the debt service cannot exceed 20 percent of anticipated annual future federal revenues.

Since non-GARVEE Advance Construction is more fluid, a yearly analysis is required by the Department’s Advance Construction policy. The Advance Construction levels for non-GARVEE projects are subject to the following two limits:

- Amount of unreimbursed state funds expended (by funding source) should not exceed 1 year of federal apportionments.
- AC balance (by funding source) should not exceed 4 years of anticipated federal apportionments.

The table on the following page provides the projected non-GARVEE balances for FY 2026 through FY 2029 in the two largest categories, National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) as well as our Highway Safety Improvement Program (HSIP).

	National Highway Performance Program				Surface Transportation Block Grant				Highway Safety Improvement Program			
	2026	2027	2028	2029	2026	2027	2028	2029	2026	2027	2028	2029
AC Beginning Balance	\$1,732,348	\$2,147,661	\$2,382,205	\$1,927,418	\$1,330,278	\$1,535,935	\$1,554,736	\$1,650,007	\$165,658	\$151,665	\$137,673	\$123,680
New AC in STIP	\$1,080,002	\$899,209	\$209,962	\$654,084	\$583,329	\$402,954	\$481,460	\$391,991	\$52,500	\$52,500	\$52,500	\$52,500
AC Converted	\$664,689	\$664,665	\$664,749	\$664,735	\$377,672	\$384,153	\$386,189	\$385,449	\$66,492	\$66,492	\$66,492	\$66,492
AC Ending Balance	\$2,147,661	\$2,382,205	\$1,927,418	\$1,916,767	\$1,535,935	\$1,554,736	\$1,650,007	\$1,656,549	\$151,665	\$137,673	\$123,680	\$109,688

NOTE: Dollars in thousands and exclude GARVEE.

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. Below is a summary of the GARVEE bond issuances and debt service requirements.

GARVEE Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		82.00
2012	364.9	59.84
2013		86.33
2014		86.33
2015	300.54	86.32
2016		100.00
2017		99.39
2018	253.15	95.94
2019	719.04	95.94
2020		131.63
2021		131.64
2022	306.16	154.33
2023		154.34
2024		118.08
2025	300.61	118.08
2026		143.34
2027		143.35
2028		143.35
2029		143.34
2030		143.34
2031		106.52
2032		106.51
2033		106.53
2034		106.52
2035		49.42
2036		49.43
2037		26.72
2038		26.72
2039		26.72
2040		26.77

BUILD NC Bonds

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the Regional impact and Division needs project categories. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Below is a summary of Build NC bond issuances and debt service requirements.

BUILD NC Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Service
2019	\$357.34	
2020		28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025	323.98	121.44
2026		150.05
2027		150.05
2028		150.05
2029		150.04
2030		150.05
2031		150.04
2032		150.05
2033		150.05
2034		150.05
2035		121.87
2036		57.00
2037		57.00
2038		28.61
2039		28.61
2040		28.61

State Highway Trust Fund

Revenues for the Trust Fund are generated from state motor fuels tax, the highway use tax (transfer of motor vehicle titles), DMV titles and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the STIP program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.5 billion for FY 2026 and \$26.8 billion during the 10-year period. Of this \$26.8 billion in revenue, \$490 million goes to NCTA, \$622 million is used for program administration, \$4 million is transferred to the Highway Fund for Visitor Centers and \$450 million is transferred to State Ports. The remaining \$25.2 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation reserves, and bonus allocation, \$18.4 billion is available for programming.

NORTH CAROLINA TRANSPORTATION REVENUE PROJECTIONS FISCAL YEARS 2026-2035											
(Dollars in Millions)											
CATEGORY	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2026 THRU 2035
Total State Highway Trust Fund Revenues	\$ 2,463.80	\$ 2,509.00	\$ 2,540.90	\$ 2,603.60	\$ 2,657.90	\$ 2,703.20	\$ 2,744.50	\$ 2,803.10	\$ 2,855.10	\$ 2,906.40	\$ 26,787.50
Less Transfers for NCTA GAP Funding	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(490.00)
Less Transfer to Highway Fund	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(4.00)
Less Program Administration	(57.21)	(58.26)	(59.00)	(60.46)	(61.72)	(62.77)	(63.73)	(65.09)	(66.30)	(67.49)	(622.01)
Less Transfer to State Ports	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(450.00)
Less PE - Approximately \$50 M shown in STIP on holdouts	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(2,500.00)
Less State Match for SPR Funds	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(95.33)
Net State Trust Fund Revenues	2,052.66	2,096.81	2,127.97	2,189.21	2,242.25	2,286.50	2,326.84	2,384.08	2,434.87	2,484.98	22,626.17
Less Bonus Alloc. for Tolling & Local Participation	\$ (28.50)	\$ (45.00)	\$ (46.85)	\$ (66.25)	\$ (40.00)	\$ (43.62)	\$ (20.00)	\$ (20.00)	\$ (0.14)	\$ -	(310.36)
Subtotal	2,024.16	2,051.81	2,081.12	2,122.96	2,202.25	2,242.88	2,306.84	2,364.08	2,434.73	2,484.98	22,315.81
Less Inflation	(50.60)	(156.45)	(270.68)	(396.07)	(541.52)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(3,915.32)
Total Available State Trust Funds for Programming	1,973.55	1,895.36	1,810.44	1,726.89	1,660.73	1,742.88	1,806.84	1,864.08	1,934.73	1,984.98	18,400.48
Total Available State Trust Funds for Programming (1000s)	1,973,554	1,895,358	1,810,442	1,726,890	1,660,731	1,742,879	1,806,840	1,864,080	1,934,728	1,984,981	18,400,484
Federal Aid	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	1,492.90	14,929.00
Less SPR Funds	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(381.30)
Less CMAQ	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)
Less ADHS	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(17.00)	(170.00)
Less CARBON Reduction	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)
Net Federal Aid Revenues	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	13,877.70
Less Inflation	(34.69)	(105.82)	(180.50)	(258.91)	(341.24)	0.00	0.00	0.00	0.00	0.00	(921.16)
Total Available Federal-Aid for Programming	1,353.08	1,281.95	1,207.27	1,128.86	1,046.53	1,387.77	1,387.77	1,387.77	1,387.77	1,387.77	12,956.54
Total Available Federal-Aid for Programming (1000s)	1,353,076	1,281,953	1,207,273	1,128,860	1,046,526	1,387,770	1,387,770	1,387,770	1,387,770	1,387,770	12,956,537
Total Available for Programming (State + Federal)	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Check Total Subtotals (State + Federal)	3,440.43	3,484.58	3,515.74	3,576.98	3,630.02	3,674.27	3,714.61	3,771.85	3,822.64	3,872.75	36,503.87
Check Total Less Bonus Allocation	(28.50)	(45.00)	(46.85)	(66.25)	(40.00)	(43.62)	(20.00)	(20.00)	(0.14)	-	(310.36)
Check Total Less Inflation	(85.30)	(262.27)	(451.17)	(654.98)	(882.76)	(500.00)	(500.00)	(500.00)	(500.00)	(500.00)	(4,836.48)
Check Total Available for Programming	3,326.63	3,177.31	3,017.72	2,855.75	2,707.26	3,130.65	3,194.61	3,251.85	3,322.50	3,372.75	31,357.02
Less Transition Funding	(26.37)	(0.93)	-	-	-	-	-	-	-	-	(27.30)
Funds Available to Allocate to Categories	\$ 3,300.26	\$ 3,176.38	\$ 3,017.72	\$ 2,855.75	\$ 2,707.26	\$ 3,130.65	\$ 3,194.61	\$ 3,251.85	\$ 3,322.50	\$ 3,372.75	\$ 31,329.72
STATEWIDE	1,320.11	1,270.55	1,207.09	1,142.30	1,082.90	1,252.26	1,277.84	1,300.74	1,329.00	1,349.10	12,531.89
REGIONAL	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(10.58)	(4.85)	(9.79)	(11.47)	(10.69)	(4.63)	(0.46)	0.00	0.00	0.00	(52.48)
REGIONAL TOTAL REVISED	979.50	948.06	895.52	845.26	801.49	934.56	957.92	975.55	996.75	1,011.83	9,346.44
DIVISION	990.08	952.91	905.31	856.73	812.18	939.19	958.38	975.55	996.75	1,011.83	9,398.92

Anticipated Inflation Impact

Inflation is not explicitly factored into project estimates shown in the STIP. Instead, before programming projects in the STIP, anticipated revenue is reduced to account for future inflation. For the 2026-2035 STIP, NCDOT used a 5% per year inflation factor for the first five years of the STIP (2026-2030) and \$500 M per year for the last 5 years of the STIP (2031-2035). The 5% was compounded annually for the first five years. In the first year (2026), ½ of the inflation rate was used (2.5%), ramping up to the 5% in years 2 through 5 (2027-2030). This allows project costs used in the Program to be shown in current (2026) dollars.

State Highway Fund

Revenues for the Highway Fund are generated from state motor fuels tax, DMV license and other fees, sales tax transfer from the general fund and interest income (as shown in the graphic on page T-2). The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

Cash Model and Fiscal Constraint of the STIP

In a traditionally financed federal-aid highway project, the FHWA approves the project and obligates (promises to pay) federal funds (typically 80 percent of eligible costs) at the start of a contract. The Department then begins construction, pays construction costs with state funds, and submits weekly federal reimbursement requests to FHWA. However, at its discretion, NCDOT may also use a funding technique called Advance Construction. In Advance Construction, the FHWA only approves a project as being eligible for federal funding and does not obligate (promise to pay) federal funds at the start of a project. The Department then begins construction, pays construction costs with state funds, submits a request to obligate an amount of federal funds necessary for reimbursement of a percentage of eligible costs (typically 80 percent), and submits a request for reimbursement to FHWA.

NCDOT heavily utilizes Advance Construction because it allows the Department to accelerate projects by undertaking a greater number of concurrent federal-aid projects than would otherwise be possible. However, when Advance Construction is utilized, care must be taken to ensure that adequate funds will be available to implement the schedule of projects included in the STIP. NCDOT relies on its cash model to insure fiscal constraint of both the STIP and its entire operation. The Department uses a cash model to manage its operation on a cash-flow basis using statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity.

North Carolina's General Assembly in §143C:6-11 dictates that the Department's cash target be between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 requires the minimum cash balance from the Highway Fund and Highway Trust Fund to be at least 7.5% of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the cash balance has been regained. The Department may modify or supplement transportation contract commitments for existing transportation projects that (i) results in a savings from the total estimated project cost of the existing commitment, based on cost-savings analysis, or (ii) relate to the needs of an existing transportation project to continue. Any federal funds on hand shall not be considered as cash for the purpose of the minimum cash balance requirement.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. NCTA currently operates two tolled facilities, the Triangle Expressway and the Monroe Expressway, and provides customer service operations for the I-77 Express Lanes project. The Triangle Expressway is approximately 36.6 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to Interstate 87/U.S. 64/U.S. 264. However, an expansion is currently underway to extend the roadway to the existing I-540/I-87/U.S. 64/U.S. 264 interchange in Knightdale, fully completing the "Outer Loop". The Monroe Expressway opened to traffic in November 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of State transportation revenues, Federal aid dollars, and toll revenue supported debt.

Total revenues for the Triangle Expressway were \$72.9 million and \$61.1 million for FY 2024 and FY 2023, respectively. FY 2024 total revenues increased by 19.3% year-over-year (YOY) when compared to FY 2023. Operating expenses for the Triangle Expressway totaled \$25.7 million and \$18.8 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses increased by 36.9% YOY from the previous year.

Total revenues for the Monroe Expressway were \$34.5 million and \$29.0 million for FY 2024 and FY 2023, respectively. FY 2024 total revenue increased by 18.8% YOY when compared to FY 2023. Operating Expenses for the Monroe Expressway totaled \$14.5 million and \$14.7 million for FY 2024 and FY 2023, respectively. FY 2024 operating expenses decreased by 1.5% YOY from the previous year.

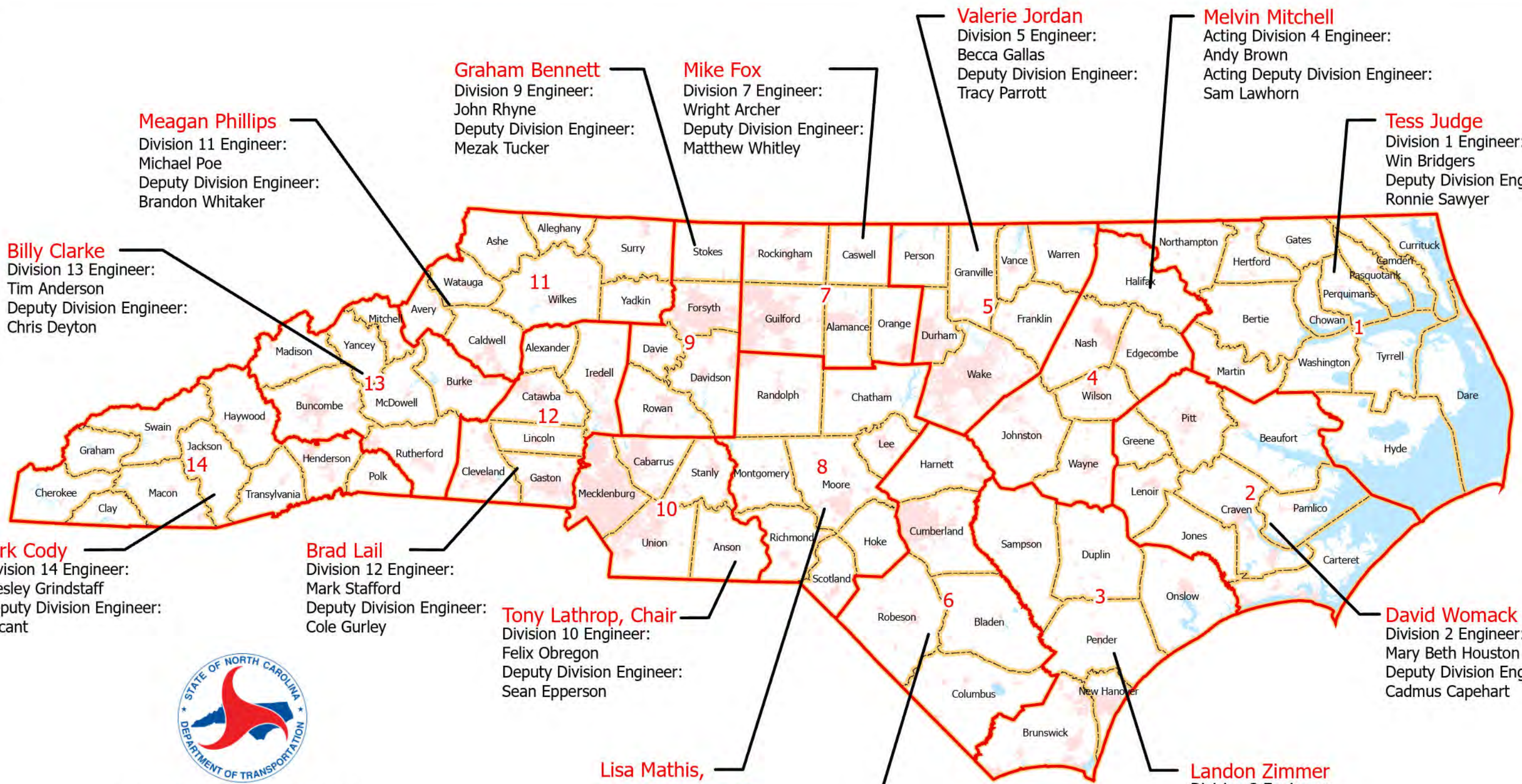
ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4	STANLY	10
ASHE	11	CRAVEN	2	HENDERSON	14	NEW HANOVER	3	STOKES	9
AVERY	11	CUMBERLAND	6	HERTFORD	1	NORTHAMPTON	1	SURRY	11
BEAUFORT	2	CURRITUCK	1	HOKE	8	ONSLOW	3	SWAIN	14
BERTIE	1	DARE	1	HYDE	1	ORANGE	7	TRANSYLVANIA	14
BLADEN	6	DAVIDSON	9	IREDELL	12	PAMLICO	2	TYRRELL	1
BRUNSWICK	3	DAVIE	9	JACKSON	14	PASQUOTANK	1	UNION	10
BUNCOMBE	13	DUPLIN	3	JOHNSTON	4	PENDER	3	VANCE	5
BURKE	13	DURHAM	5	JONES	2	PERQUIMANS	1	WAKE	5
CABARRUS	10	EDGECOMBE	4	LEE	8	PERSON	5	WARREN	5
CALDWELL	11	FORSYTH	9	LENOIR	2	PITT	2	WASHINGTON	1
CAMDEN	1	FRANKLIN	5	LINCOLN	12	POLK	14	WATAUGA	11
CARTERET	2	GASTON	12	MACON	14	RANDOLPH	8	WAYNE	4
CASWELL	7	GATES	1	MADISON	13	RICHMOND	8	WILKES	11
CATAWBA	12	GRAHAM	14	MARTIN	1	ROBESON	6	WILSON	4
CHATHAM	8	GRANVILLE	5	McDOWELL	13	ROCKINGHAM	7	YADKIN	11
CHEROKEE	14	GREENE	2	MECKLENBURG	10	ROWAN	9	YANCEY	13

NORTH CAROLINA COUNTIES BY DIVISION				
<u>DIVISION 1</u> BERTIE CAMDEN CHOWAN CURRITUCK DARE GATES HERTFORD HYDE MARTIN NORTHAMPTON PASQUOTANK PERQUIMANS TYRRELL WASHINGTON	<u>DIVISION 3</u> BRUNSWICK DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON	<u>DIVISION 6</u> BLADEN COLUMBUS CUMBERLAND HARNETT ROBESON	<u>DIVISION 9</u> DAVIDSON DAVIE FORSYTH ROWAN STOKES	<u>DIVISION 12</u> ALEXANDER CATAWBA CLEVELAND GASTON IREDELL LINCOLN
<u>DIVISION 2</u> BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	<u>DIVISION 4</u> EDGECOMBE HALIFAX JOHNSTON NASH WAYNE WILSON	<u>DIVISION 7</u> ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	<u>DIVISION 10</u> ANSON CABARRUS MECKLENBURG STANLY UNION	<u>DIVISION 13</u> BUNCOMBE BURKE MADISON McDOWELL MITCHELL RUTHERFORD YANCEY
	<u>DIVISION 5</u> DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	<u>DIVISION 8</u> CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	<u>DIVISION 11</u> ALLEGHANY ASHE AVERY CALDWELL SURRY WATAUGA WILKES YADKIN	<u>DIVISION 14</u> CHEROKEE CLAY GRAHAM HAYWOOD HENDERSON JACKSON MACON POLK SWAIN TRANSYLVANIA

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Burlington-Graham Metropolitan Planning Organization (BGMPO)	Alamance County, Village of Alamance, City of Burlington, Town of Elon, Town of Gibsonville, City of Graham, Town of Green Level, Guilford County, Town of Haw River, City of Mebane, Orange County, Town of Whitsett
Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)	Cabarrus County, Town of China Grove, Town of Cleveland, City of Concord, Town of East Spencer, Town of Faith, Town of Granite Quarry, Town of Harrisburg, City of Kannapolis, Town of Landis, Town of Midland, Town of Mount Pleasant, Town of Rockwell, Rowan County, City of Salisbury, Town of Spencer
Capital Area Metropolitan Planning Organization (CAMPO)	Town of Angier, Town of Apex, Town of Archer Lodge, Town of Bunn, Town of Cary, Chatham County, Town of Clayton, Town of Coats, Town of Creedmoor, Franklin County, Town of Franklinton, Town of Fuquay-Varina, Town of Garner, Granville County, Harnett County, Town of Holly Springs, Johnston County, Town of Knightdale, Town of Lillington, Town of Morrisville, City of Raleigh, Town of Rolesville, Wake County, Town of Wake Forest, Town of Wendell, Town of Youngsville, Town of Zebulon
Charlotte Regional Transportation Planning Organization (CRTPO)	City of Charlotte, Town of Cornelius, Town of Davidson, Town of Fairview, Town of Huntersville, Town of Indian Trail, Iredell County, Town of Marshville, Village of Marvin, Town of Matthews, Mecklenburg County, Town of Mineral Springs, Town of Mint Hill, City of Monroe, Town of Mooresville, Town of Pineville, Town of Stallings, City of Statesville, Town of Troutman, Union County, Town of Waxhaw, Town of Weddington, Village of Wesley Chapel, Town of Wingate
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Cumberland County, Town of Eastover, Town of Erwin, City of Fayetteville, Harnett County, Hoke County, Town of Hope Mills, Town of Parkton, City of Raeford, Robeson County, Town of Spring Lake
French Broad River Metropolitan Planning Organization (FBRMPO)	City of Asheville, Town of Biltmore Forest, Town of Black Mountain, Buncombe County, Town of Canton, Town of Clyde, Village of Flat Rock, Town of Fletcher, Haywood County, Henderson County, City of Hendersonville, Town of Laurel Park, Madison County, Town of Maggie Valley, Town of Mars Hill, Town of Mills River, Town of Montreat, Transylvania County, Town of Waynesville, Town of Weaverville, Town of Woodfin
Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)	City of Belmont, Town of Belwood, City of Bessemer City, Town of Boiling Springs, Town of Casar, City of Cherryville, Cleveland County, Town of Cramerton, Town of Dallas, Town of Dellview, Town of Earl, Town of Fallston, Gaston County, City of Gastonia, Town of Grover, Town of High Shoals, City of Kings Mountain, Town of Kingstown, Town of Lattimore, Town of Lawndale, Lincoln County, City of Lincolnton, City of Lowell, Town of Maiden, Town of McAdenville, Town of Mooresboro, City of Mount Holly, Town of Patterson Springs, City of Polkville, Town of Ranlo, City of Shelby, Town of Spencer Mountain, Town of Stanley, Town of Waco
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnamtown
Greater Hickory Metropolitan Planning Organization	Alexander County, Town of Brookford, Burke County, Town of Cajah's Mountain, Caldwell County, Town of Catawba, Catawba County, Village of Cedar Rock, City of Claremont, Town of Connelly Springs, City of Conover, Town of Drexel, Town of Gamewell, Town of Glen Alpine, Town of Granite Falls, City of Hickory, Town of Hildrebran, Town of Hudson, City of Lenoir, Town of Long View, Town of Maiden, City of Morganton, City of Newton, Town of Rhodhiss, Town of Rutherford College, Town of Sawmills, Town of Taylorsville, Town of Valdese

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)	City of Greensboro, Guilford County, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, Town of Stokesdale, Town of Summerfield
Greenville Urban Area Metropolitan Planning Organization	Town of Ayden, City of Greenville, Pitt County, Village of Simpson, Town of Winterville
High Point Urban Area Metropolitan Planning Organization (HPMPO)	City of Archdale, Davidson County, Town of Denton, Forsyth County, Guilford County, City of High Point, Town of Jamestown, City of Lexington, Randolph County, City of Thomasville, City of Trinity, Town of Wallburg
Jacksonville Urban Area Metropolitan Planning Organization (JUMPO)	Town of Holly Ridge, City of Jacksonville, Town of North Topsail Beach, Onslow County, Town of Richlands, Town of Swansboro
New Bern Area Metropolitan Planning Organization (NBAMPO)	Town of Bridgeton, Craven County, City of New Bern, Town of River Bend, Town of Trent Woods
Rocky Mount Urban Area Metropolitan Planning Organization	Edgecombe County, Nash County, Town of Nashville, City of Rocky Mount, Town of Sharpsburg
Sandhills Metropolitan Planning Organization	Town of Aberdeen, Town of Pinebluff, Village of Pinehurst, Town of Southern Pines, Town of Taylortown, Village of Whispering Pines, Moore County
Triangle West Transportation Planning Organization (TWTPO)	Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, Orange County
Wilmington Urban Area Metropolitan Planning Organization (WMPO)	Town of Belville, Brunswick County, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, New Hanover County, Pender County, City of Wilmington, Town of Wrightsville Beach
Winston-Salem Urban Area Transportation Planning Organization (WSATPO)	Town of Bermuda Run, Town of Bethania, Village of Clemmons, Davidson County, Davie County, Forsyth County, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Stokes County, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem

RURAL PLANNING ORGANIZATIONS (RPO)	
RPO	COUNTY
Albemarle Rural Planning Organization	Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington
Cape Fear Rural Planning Organization	Brunswick, Columbus, and Pender
Down East Rural Planning Organization	Carteret, Craven, Jones, and Pamlico
Eastern Carolina Rural Planning Organization	Duplin, Greene, Lenoir, and Wayne
High Country Rural Planning Organization	Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes, and Yancey
Foothills Rural Planning Organization	McDowell, Polk, and Rutherford
Kerr-Tar Rural Planning Organization	Franklin, Granville, Person, Vance, and Warren
Land of Sky Rural Planning Organization	Buncombe, Haywood, Madison, and Transylvania
Lumber River Rural Planning Organization	Hoke, Richmond, Robeson, and Scotland
Mid-Carolina Rural Planning Organization	Bladen, Cumberland, Harnett, and Sampson
Mid-East Rural Planning Organization	Beaufort, Pitt, and Martin
Northwest Piedmont Rural Planning Organization	Davie, Stokes, Surry, and Yadkin
Peanut Belt Rural Planning Organization	Bertie, Halifax, Hertford, and Northampton
Piedmont Triad Rural Planning Organization	Caswell, Montgomery, Randolph, and Rockingham
Rocky River Rural Planning Organization	Anson, Stanly, and Union
Southwestern Rural Planning Organization	Cherokee, Clay, Graham, Jackson, Macon, and Swain
Central Pines Rural Planning Organization	Chatham, Lee, Moore, and Orange
Upper Coastal Plain Rural Planning Organization	Edgecombe, Johnston, Nash, and Wilson



NORTH CAROLINA BOARD OF TRANSPORTATION and Division Offices

AT-LARGE APPOINTMENTS
Kathy Harrington
Stephen Rosenburgh
Leo Daughtry
Chuck McGrady
Patrick Molamphy

Joey Hopkins, Secretary of Transportation
Chris Peoples, Chief Operating Officer
Patrick Norman, Chief Engineer
Boyd Tharrington, Deputy Chief Engineer
Drew Cox, Eastern Deputy Chief Engineer, (Divs. 1-6, & 8)
Brett Canipe, Western Deputy Chief Engineer (Divs. 7 & 9-14)
Kristin Barnes, Director of Strategic Planning and Programming

Legend
Division Boundary
County Boundary
Municipal Boundaries
June 2025

Fund Source	Fund Type	Description	Subject to STI
3037	Federal	Job Assistance and Reverse Commute	No
5303	Federal	Metropolitan Planning (FMPL)	No
5305	Federal	FTA Discretionary Grant Funds	No
5307	Federal	Urbanized Area Formula Program (FUZ)	No
5309	Federal	Capital Program - Bus Earmark (FBUS)	No
5310	Federal	Elderly and Persons with Disability (FEPD)	No
5311	Federal	Non Urbanised Area Formula Program (FNU)	No
5312	Federal	FUZ 5312	No
5316	Federal	Job Assistance And Reverse Commute (JARC)	No
5317	Federal	New Freedom Program	No
5337	Federal	Urbanized Area Formula Program (FUZ)	No
5339	Federal	Capital Program - Bus Earmark (FBUS)	No
5339(b)	Federal	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	No
20005(b)	Federal	Pilot Program for Transit-Oriented Development Planning	No
ADHS	Federal	Appalachian Development Highway System	No
ADHSL	Federal	Appalachian Development Highway System (Local Access Roads)	No
ADTAP	Federal	Appalachian Development portion of 5311 - Non Urbanised Area Formula Program (FNU)	No
ARP	Federal	American Rescue Plan	No
BA	State	Bonus Allocation	No
BFP	Federal	Federal Bridge Improvement Program - Formula	Yes
BFPOFF	Federal	Federal Bridge Improvement Program - Formula (Off System)	Yes
BG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
BG50200	Federal	Surface Transportation Block Grant Program (50K - 200K)	Yes
BG5200	Federal	Surface Transportation Block Grant Program (5K - 200K)	Yes
BG5T50	Federal	Surface Transportation Block Grant Program (5K - 50K)	Yes
BGANY	Federal	Surface Transportation Block Grant Program (Any Area)	Yes
BGBA	Federal	Surface Transportation Block Grant Program (Bonus Allocation)	No
BGDA	Federal	Surface Transportation Block Grant Program (Direct Attributable)	Yes
BGDACV	Federal	COVID Relief Funds	Yes
BGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
BGLT5	Federal	Surface Transportation Block Grant Program (Less than 5K)	Yes
BGOFF	Federal	Surface Transportation Block Grant Program (Off System)	Yes
BOND R	Other	Revenue Bond	No
BONDRT	Other	Revenue Bond (Loan Advance from Highway Trust Fund)	No
BRGI	Federal	Bridge Inspection	Yes
CARES	Federal	CARES Act Funding	No
CMAQ	Federal	Congestion Mitigation	No
CPF	Federal	Community Project Funding/Congressionally Directed Spending (Grants)	No
CRP550	Federal	Carbon Reduction Program - (5K - 50K)	No
CRPANY	Federal	Carbon Reduction Program - Any Area	No
CRPDA	Federal	Carbon Reduction Program - Direct Attributable (All MPOs)	No
CRPLT5	Federal	Carbon Reduction Program - (Less than 5K)	No
DOD	Federal	Department of Defense	No
DP	Federal	Discretionary or Demonstration	No

Fund Source	Fund Type	Description	Subject to STI
ER	Federal	Emergency Relief	No
ERFO	Federal	Emergency Relief for Federally Owned Roads	No
FBP	Federal	Ferry Boat Program	Yes
FED	Federal	Unidentified Federal Funding	No
FEDT	Federal	Undesignated Federal Transit Funding	No
FF	Federal	FEDERAL FERRY	Yes
FLAP	Federal	Federal Lands Access Program (Park Roads)	No
FLPF	Federal	Federal Lands Program (Forest Roads)	No
FLTP	Federal	Federal Lands Transportation Program	No
FMOD	Federal	Fixed Guideway Modifications	Yes
FSPR	Federal	State Planning and Research	No
FTTP	Federal	Federal Tribal Transportation Program	No
FUZ	Federal	Capital Program - Bus Earmark (5309)	No
HF	State	Highway Fund	No
HFB	State	Highway Fund Bridge Replacement Program	Yes
HIB	Federal	Highway Infrastructure Bridge Replacement	Yes
HP	Federal	High Priority	Yes
HRRR	Federal	High Risk Rural Roads	Yes
HSIP	Federal	HIGHWAY SAFETY IMPROVEMENT PROGRAM	Yes
L	Other	Local	No
NEVI	Federal	National Electric Vehicle Infrasructure Program Funds	Yes
NHFP	Federal	National Highway Freight Program	Yes
NHP	Federal	National Highway Performance Program	Yes
NHPB	Federal	National Highway Performance Program(Bridge)	Yes
NHPBA	Federal	National Highway Performance Program(Bonus Allocation)	No
NHPIM	Federal	National Highway Performance Program (Interstate Maintenance)	Yes
NRT	Federal	National Recreation Trails	Yes
O	Other	Local, Non Federal or State Funds	No
PROTCT	Federal	PROTECT Formula Program (Promoting Resilient Operations...)	Yes
RR	Federal	Rail-Highway Safety	Yes
RTAP	Federal	Rural Transit Assistance Program	No
S	State	State	No
S(M)	State	State Match for STP-DA or Garvee Projects	Yes
S(M)BA	State	State Match for Bonus Allocation Projects using Federal funds	No
SBG	Federal	Scenic Byway Grant	Yes
SF	State	Ferries	Yes
SMAP	State	Operating Assistance and State Maintenance	No
SRTS	Federal	Safe Roads to School	Yes
SSO	Federal	Safety System Oversight	No
STBG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
STBGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
STHSR	Federal	Stimulus High Speed Rail	No
STPE	Federal	Surface Transportation Program (Enhancement)	Yes
STPOFF	Federal	Surface Transportation Program (Off System)	Yes

Fund Source	Fund Type	Description	Subject to STI
T	State	Highway Trust Funds	Yes
T(DA)	State	Highway Trust Funds - Fund Swaps for DA Projects	Yes
TA	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TA50200	Federal	Transportation Alternatives Program (50K - 200K)	Yes
TA5200	Federal	Transportation Alternatives Program (5K - 200K)	Yes
TA5T50	Federal	Transportation Alternatives Program (5K - 50K)	Yes
TAANY	Federal	Transportation Alternatives Program (Any Area)	Yes
TADA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
TALT5	Federal	Transportation Alternatives Program (Less than 5K)	Yes
TAP	Federal	Transportation Alternatives Program (Uncategorized)	Yes
VRU	Federal	Vulnerable Road User	Yes

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2026	FY 2027	FY 2028	FY 2029
BGANY	Surface Transportation Block Grant Program (Any Area)	F	12157	3126	3079	5602
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	7139	5394	5663	13398
CMAQ	Congestion Mitigation	F	5992	246	1574	
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	F	409			
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	1577	558	754	
L	Local (Other than for required match)	O	5953	2133	2578	4156
L(M)	Local Match	O	1828	55		
NHP	National Highway Performance Program	F	4285	4498	2339	2851
NHPIM	National Highway Performance Program (Interstate Maintenance)	F	879	923	969	1018
T	Highway Trust Funds	S	8237	8026	13703	10981
T(DA)	Highway Trust Funds - Fund Swaps for DA Projects	S	4324			
T(M)	State Match using Highway Trust Fund	S	19	12		
SUBTOTAL			52799	24971	30659	38006

(INFLATED) STIP FUNDING SUMMARY 2026 - 2029 (June 2026)

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON-HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			FY 2026	FY 2027	FY 2028	FY 2029
5303	Metropolitan Planning (FMPL)	F	128	134	141	148
5307	Urbanized Area Formula Program (FUZ)	F	4264	4487	3631	1897
5310	Elderly and Persons with Disability (FEPD)	F	793	833	875	918
5339	Capital Program - Bus Earmark (FBUS)	F	578	2758	636	
5339(b)	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	F	656			
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	F	1675			
CMAQ	Congestion Mitigation	F	8624	4496		
DP	Discretionary or Demonstration	F	35378			
HF(M)	State Match using Highway Fund	S	565	624		
L	Local (Other than for required match)	O	2980	3230	2690	3298
L(M)	Local Match	O	808	1082	174	
O	Local, Non Federal or State Funds	O		581		
RR	Rail-Highway Safety	F	624	643	274	
S	State	S	16	17	18	18
SMAP	Operating Assistance and State Maintenance	S	564	592	622	385
T	Highway Trust Funds	S	6670	16775	14152	10970
TA	Transportation Alternatives Program (Uncategorized)	F	490	512	540	
TAANY	Transportation Alternatives Program (Any Area)	F	418	2989	697	3606
TADA	Transportation Alternatives Program (Direct Attributable)	F	2155	2025	714	749
SUBTOTAL			67386	41778	25164	21989
TOTAL			120185	66749	55823	59995

2026-2035 DRAFT STATE TRANSPORTATION IMPROVEMENT PROGRAM Draft STIP														2026-2035 STIP WINDOW									
PROJECT ID	MODE	FUNDING PROGRAM	ROUTE/CITY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	COUNTY(S)	DIVISION(S)	MPOs/RPOs	COMMENT	CATEGORY FUNDED	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
TA-5128A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Capital	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,875,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TA-5128A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Capital	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	CAPITAL	\$ 7,500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TA-5128B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Operating	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 3,150,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000
TA-5128B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for 5310 program projects - Operating	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	OPERATIONS	\$ 3,150,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000
TA-5128C	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for agency administration for 5310 Program.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5310	ADMINISTRATIVE	\$ 750,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TA-5130A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Various locations	Funding for routine capital including bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TA-5130A	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Various locations	Funding for routine capital including bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO		Public Transit	5339	CAPITAL	\$ 800,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TA-5130B	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5339 Program bus and bus facilities expansion vehicles.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,000,000		\$ 300,000			\$ 300,000					
TA-5130B	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for 5339 Program bus and bus facilities expansion vehicles.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 5,600,000		\$ 2,000,000			\$ 2,000,000					
TA-5181	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase replacement bus.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 915,000	\$ 183,000	\$ 183,000	\$ 183,000							
TA-5181	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase replacement bus.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 7,320,000	\$ 1,464,000	\$ 1,464,000	\$ 1,464,000							
TA-5182	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Purchase expansion vehicle (ADA paratransit, administration).	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 2,240,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
TA-5182	Public Transportati on (Transit)	Capital (Non-STI)	City of Salisbury	Systemwide	Purchase expansion vehicle (ADA paratransit, administration).	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 400,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TC-0023	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Replace four transit buses that have exceeded their useful life, and replace vehicle related equipment such as fare boxes, destination signs, camera systems and automated voice annunciation system.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 720,000	\$ 120,000	\$ 120,000	\$ 120,000							
TC-0023	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Replace four transit buses that have exceeded their useful life, and replace vehicle related equipment such as fare boxes, destination signs, camera systems and automated voice annunciation system.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	5339(b)	CAPITAL	\$ 3,840,000	\$ 640,000	\$ 640,000	\$ 640,000							
TD-5302	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for preventive maintenance for bus and bus facility, facility improvements and repairs, automatic bus washer, shop equipment, fueling system, security gate upgrade.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	5339	CAPITAL	\$ 2,268,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
TD-5302	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for preventive maintenance for bus and bus facility, facility improvements and repairs, automatic bus washer, shop equipment, fueling system, security gate upgrade.	Rowan	9	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 344,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
TG-5103A	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 1,000,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TG-5103A	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 6,243,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TG-5103B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for ADA services.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 544,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000
TG-5103B	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for ADA services.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 2,902,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000
TG-5103C	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for preventative maintenance.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 2,350,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000	\$ 390,000
TG-5103C	Public Transportati on (Transit)	Operations and Maintenance	Concord Kannapolis Area Transit	Systemwide	Funding for preventative maintenance.	Cabarrus, Rowan	9, 10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 12,625,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000	\$ 1,560,000
TG-5232	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for preventive maintenance on buses and facilities.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 996,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000
TG-5232	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for preventive maintenance on buses and facilities.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 4,008,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000
TG-5233	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City Of Salisbury	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 224,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000
TG-5233	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City Of Salisbury	Systemwide	Funding for bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 896,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000	\$ 144,000

TG-5260	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for ADA services.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 144,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
TG-5260	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Various locations	Funding for ADA services.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 560,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000
TG-6179	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Systemwide	Funding for AVL system.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000							
TG-6179	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	City of Salisbury	Systemwide	Funding for AVL system.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5339	CAPITAL	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000	\$ 1,120,000							
TG-6789	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Cabarrus County Transit	Various locations	Funding for capital for Cabarrus County through the City of Concord.	Cabarrus	10	Cabarrus-Rowan MPO		Public Transit	L	CAPITAL	\$ 376,000	\$ 52,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000
TG-6789	Public Transportati on (Transit)	Routine Capital and Preventive Maintenance	Cabarrus County Transit	Various locations	Funding for capital for Cabarrus County through the City of Concord.	Cabarrus	10	Cabarrus-Rowan MPO		Public Transit	5307	CAPITAL	\$ 1,880,000	\$ 260,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	SMAP	OPERATIONS	\$ 430,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000	\$ 226,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 1,920,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
TO-5135	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating assistance.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 3,420,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	SMAP	OPERATIONS	\$ 4,827,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000	\$ 325,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 20,900,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
TO-5138	Public Transportati on (Transit)	Miscellaneous/Other	Concord Kannapolis Area Transit	Systemwide	Funding for operating assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	OPERATIONS	\$ 21,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
TO-5139	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating free fare.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	CMAQ	OPERATIONS	\$ 408,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000
TO-5139	Public Transportati on (Transit)	Miscellaneous/Other	City Of Salisbury	Systemwide	Funding for operating free fare.	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	OPERATIONS	\$ 96,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	S	CAPITAL	\$ 208,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	CAPITAL	\$ 208,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
TP-5118	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Funding for planning assistance.	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5303	CAPITAL	\$ 1,615,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
TP-5150	Public Transportati on (Transit)	Planning	City of Salisbury	Systemwide	Funding for planning assistance -5303	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	L	PLANNING	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
TP-5150	Public Transportati on (Transit)	Planning	City of Salisbury	Systemwide	Funding for planning assistance -5303	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5303	PLANNING	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
TS-5116	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	Safety and security minimum 1 % set aside	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 1,200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TS-5133	Public Transportati on (Transit)	Capital (Non-STI)	City Of Salisbury	Systemwide	Funding for safety and security, minimum set 1 % aside	Rowan	9	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 28,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
TA-5173	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	5307 REPLACEMENT VEHICLES	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 850,000		\$ 150,000	\$ 75,000	\$ 90,000	\$ 1,200,000	\$ 300,000	\$ 90,000	\$ 97,500		
TA-5173	Public Transportati on (Transit)	Capital (Non-STI)	Concord Kannapolis Area Transit	Systemwide	5307 REPLACEMENT VEHICLES	Cabarrus	10	Cabarrus-Rowan MPO	FUNDS AUTHORIZED IN PROGRESS	Public Transit	5307	CAPITAL	\$ 6,800,000		\$ 1,000,000	\$ 425,000	\$ 510,000	\$ 8,000,000	\$ 2,000,000	\$ 510,000	\$ 552,500		

Cabarrus-Rowan MPO STBG Project Submittals

#6 (8/20/25)

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%)			\$28.5 mil		
Federal Funds Available			\$25 mil		
Unused STBG Balance (local estimate)			\$ 537,510		
Proposed STBGP Allocation			\$ 24,462,490		



A

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

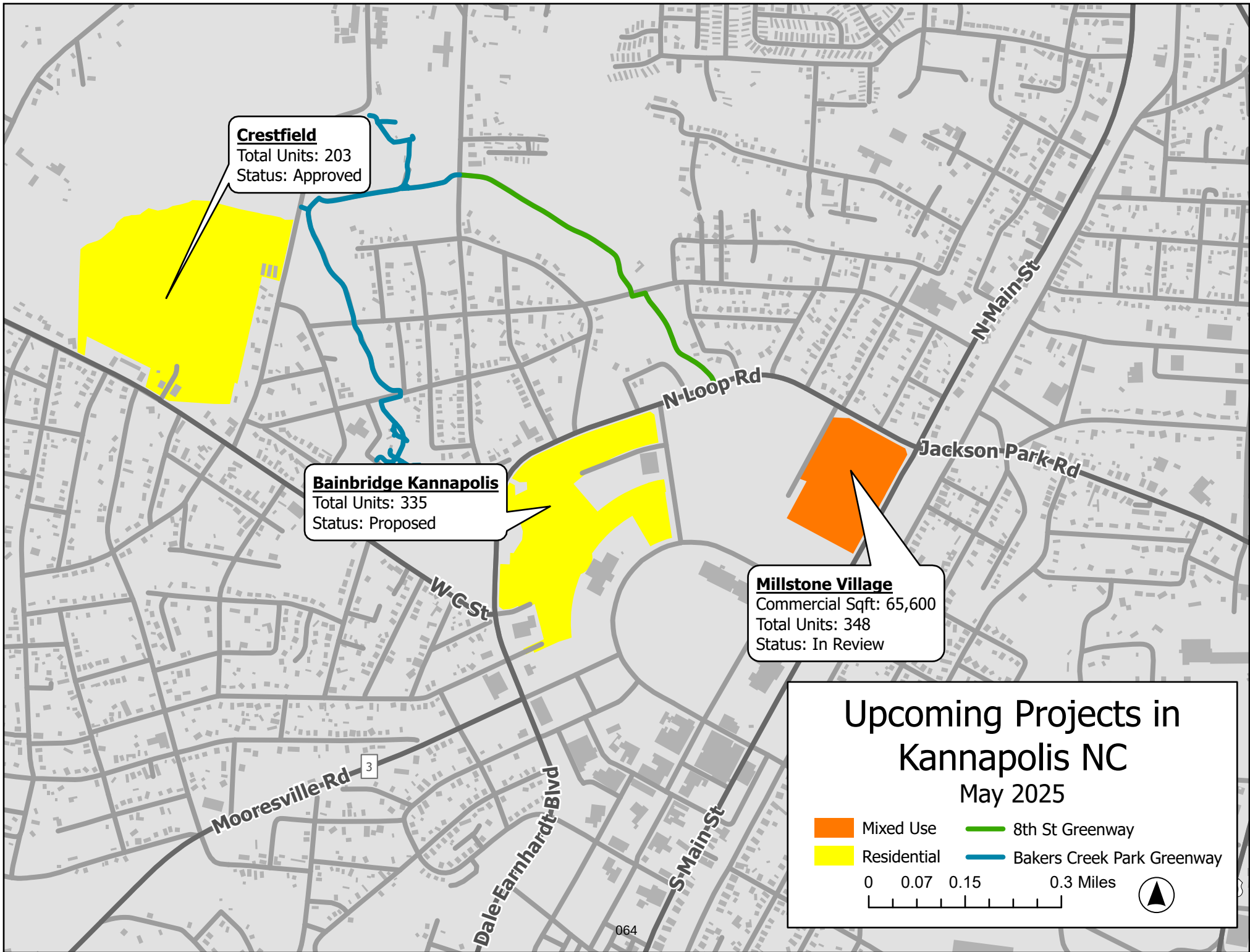
Appendix D – Site Exhibit and proposed crossing location

Appendix E – City Council Resolution of Support

Appendix F – Opinion of Probable Cost



Appendix A – Area Development Map





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



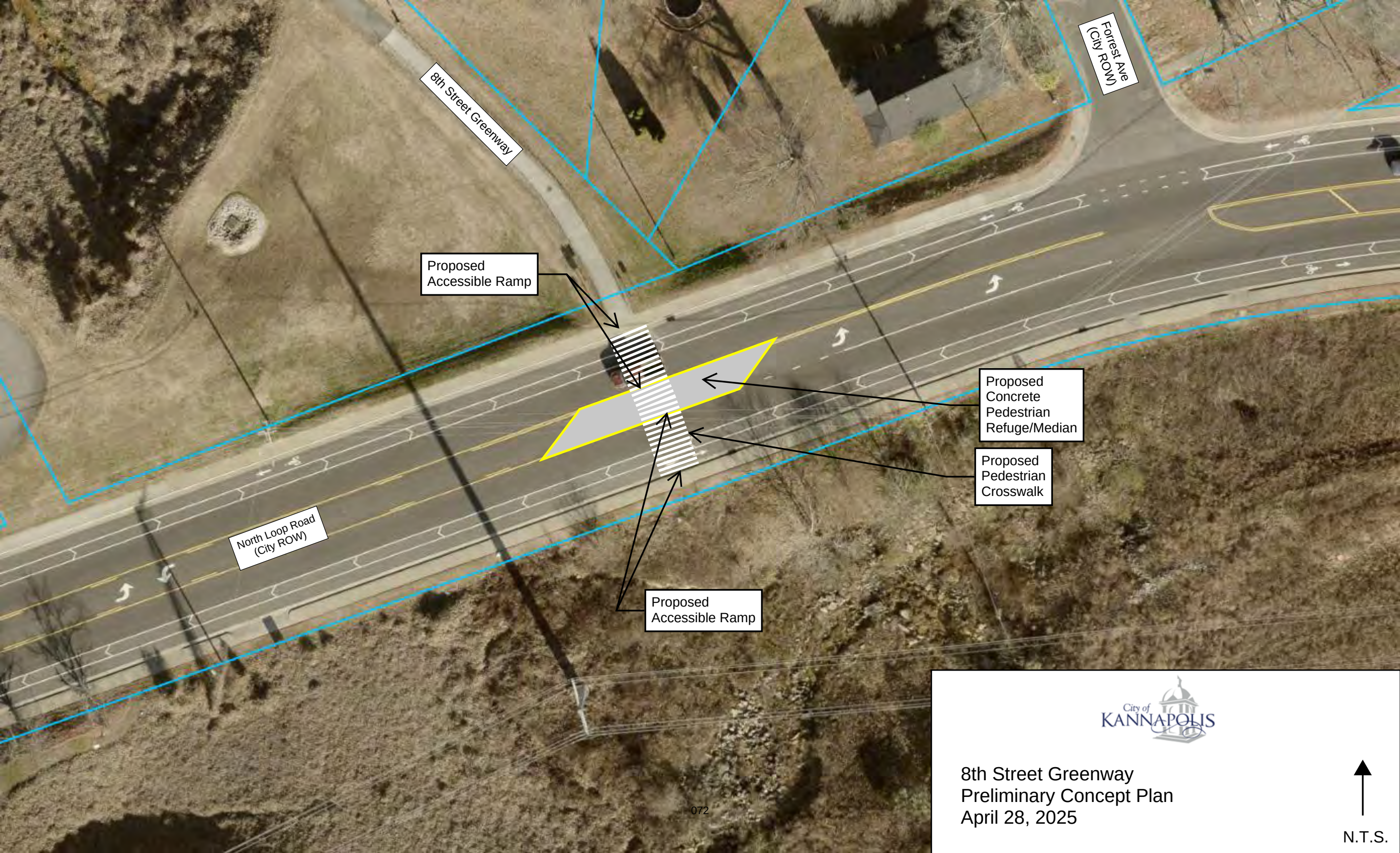
Figure 2 - View to the Northeast of the proposed crossing point, showing no safe intersection for crossing.



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



8th Street Greenway

Forest Ave
(City ROW)

Proposed
Accessible Ramp

North Loop Road
(City ROW)

Proposed
Concrete
Pedestrian
Refuge/Median

Proposed
Pedestrian
Crosswalk

Proposed
Accessible Ramp



8th Street Greenway
Preliminary Concept Plan
April 28, 2025





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,

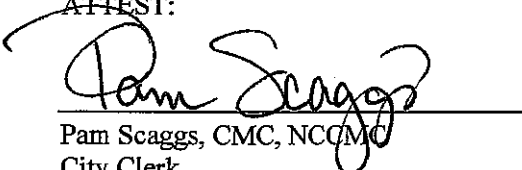
NOW THEREFORE BE IT RESOLVED, BY THE KANNAPOLIS CITY COUNCIL:

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

ATTEST:


M. Darrell Hinnant, Mayor
City of Kannapolis


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
Engineering 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. 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

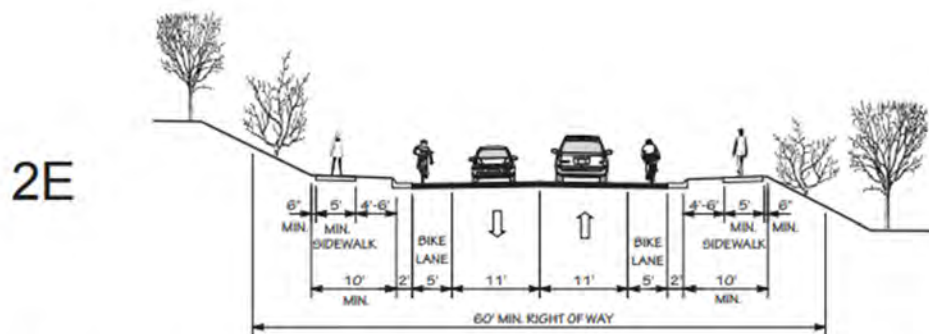
Planning factor 9 states that pedestrian improvements are expected to result in less reliability on single occupant vehicles, which in turn will limit the long-term need for road and lane capacity investments. Providing a one-mile sidewalk in this area will add approximately 0.6 acres of additional impervious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

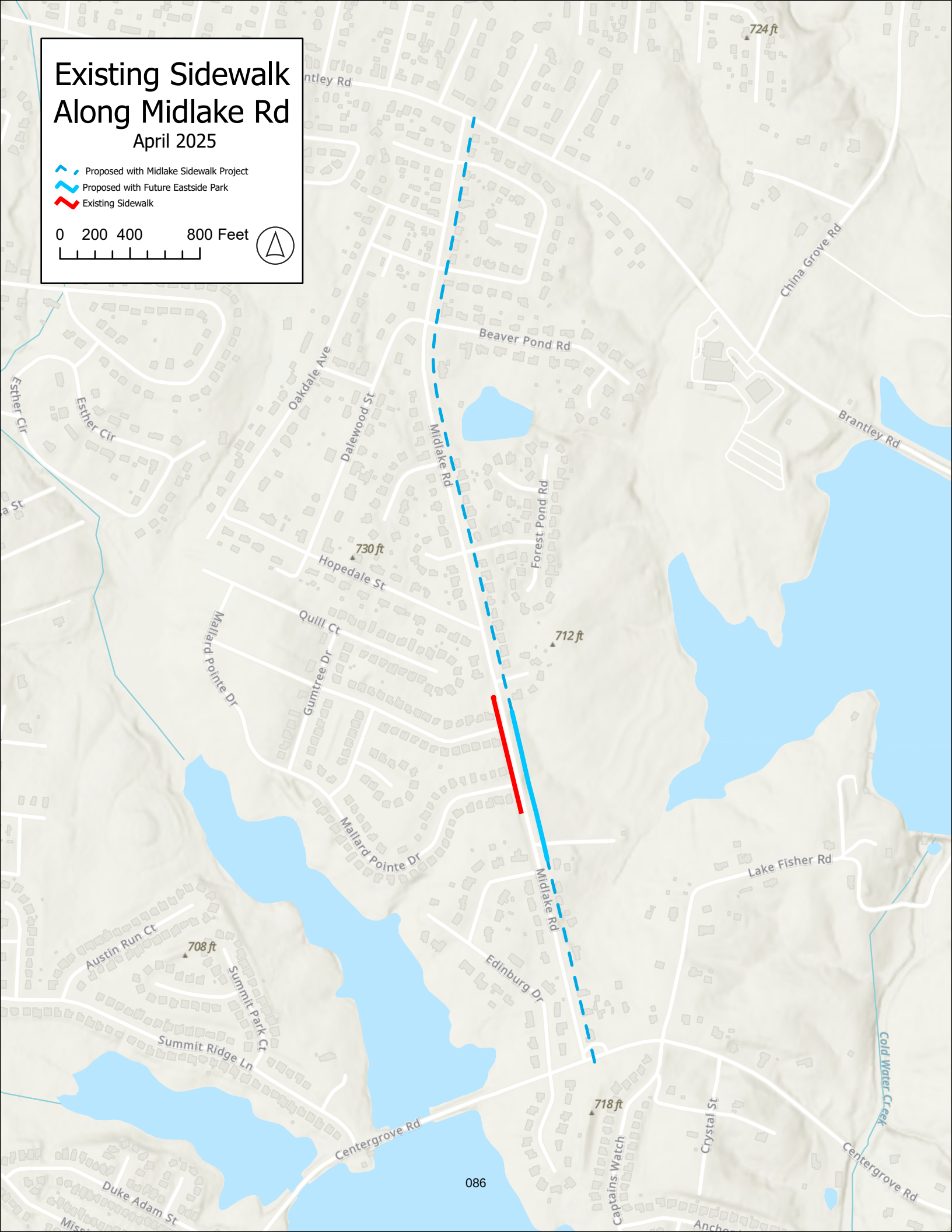
Appendix A – Existing and Proposed Sidewalk Map

Existing Sidewalk Along Midlake Rd

April 2025

-  Proposed with Midlake Sidewalk Project
-  Proposed with Future Eastside Park
-  Existing Sidewalk

0 200 400 800 Feet



Appendix B – Eastside Park Map



Midlake Avenue Sidewalk Project

Proposed Sidewalk

Streets



0 550 1,100 Feet

Appendix C – CK Rider Transit Maps

GREEN ROUTE

2

RIDER TRANSIT CENTER	HOME DEPOT	DAYMARK	PENNY LANE / COPPERFIELD BLVD	COLDWATER RIDGE	NORTHLITE WALMART	DALE EARNHARDT BLVD / QT STATION	CENTERGROVE 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
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
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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
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

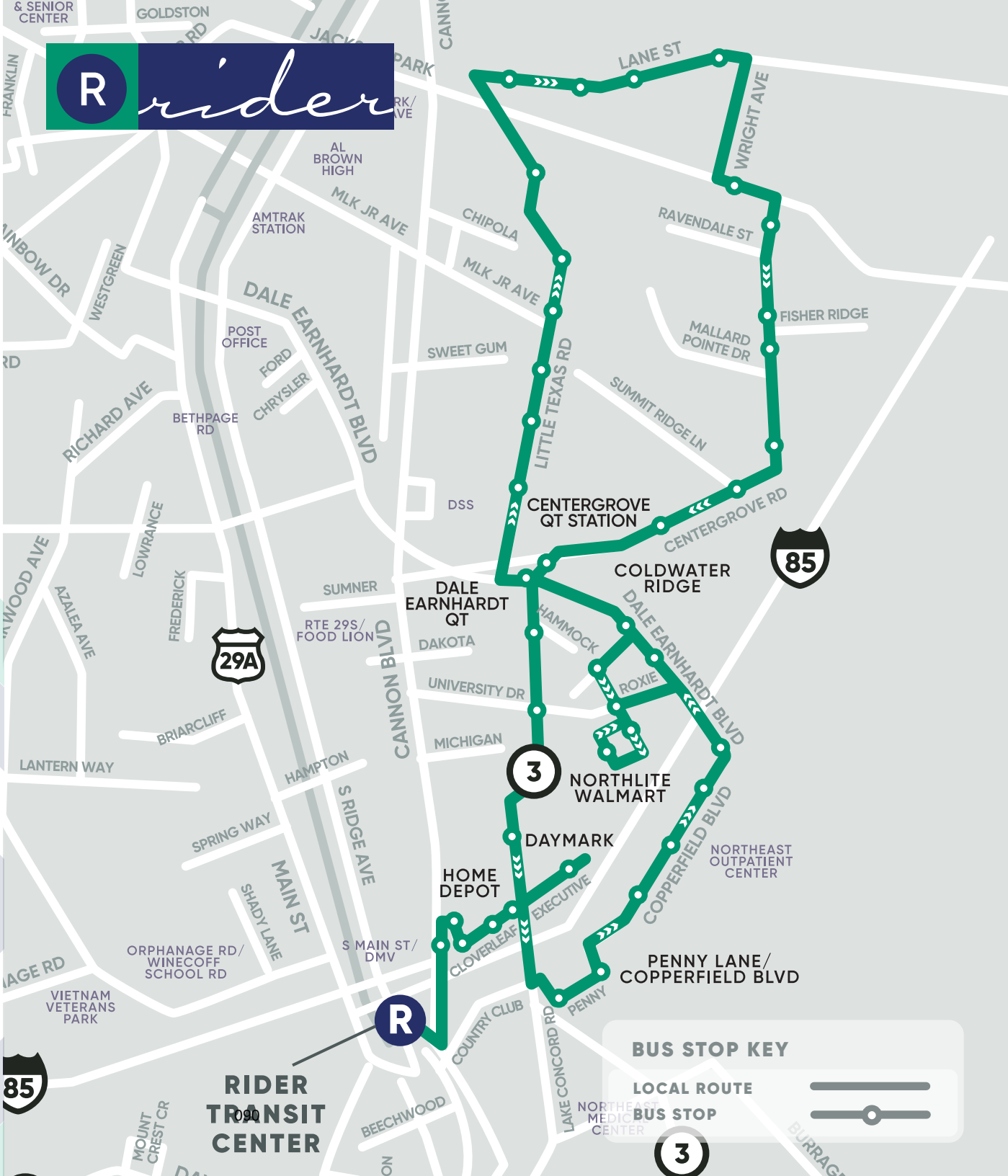
VISIT WWW.CKRIDER.COM

facebook.com/riderttransit

Rider Transit Center

45 Transit Court NW

Concord, NC 28025



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.



OCTOBER 1, 2023

CONNECTING COMMUNITY



Concord Kannapolis Area Transit

Green Route Map

2

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!

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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.



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
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
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

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
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
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

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
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
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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
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
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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

YELLOW ROUTE

5

RIDER TRANSIT CENTER	ENTERPRISE DR/BUSINESS BLVD	RCCC	TARGET/ AFTON RIDGE	INTERNA-TIONAL DR	CAROLINA MALL/ STARBUCKS	RIDER TRANSIT CENTER
OUTBOUND			INBOUND			
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
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
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

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
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
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11:30	11:33	11:37	11:49	11:52	11:55	12:03	12:15	12:22
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

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.

GREEN ROUTE

2

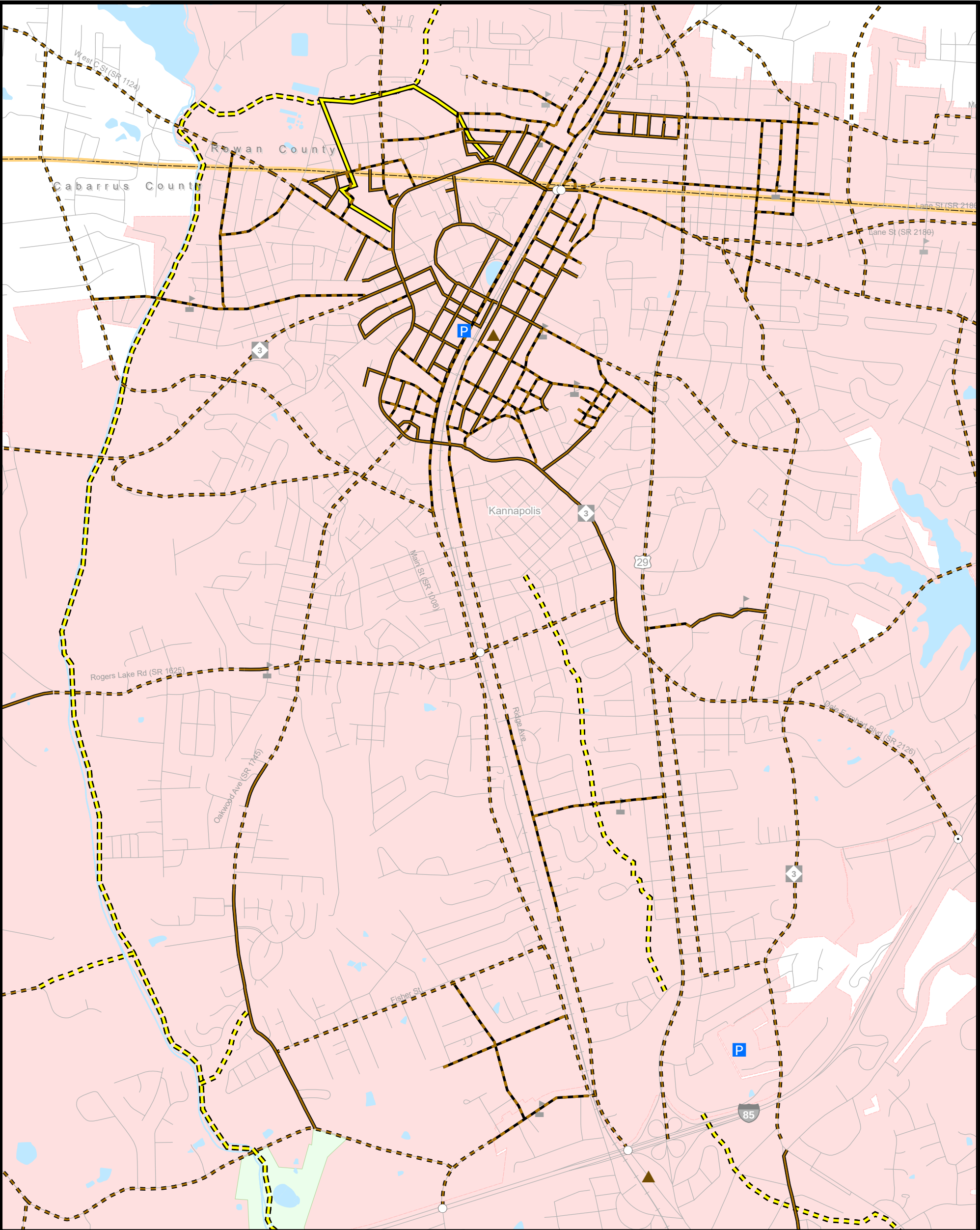
RIDER TRANSIT CENTER	HOME DEPOT	DAYMARK	PENNY LANE /COPPER-FIELD BLVD	COLD-WATER RIDGE	NORTHITE WALMART	DALE EARN-HARDT BLVD/ GT STATION	CENTER-GROVE RD/ GT STATION	HOME DEPOT	RIDER TRANSIT CENTER
OUTBOUND					INBOUND				
5:30	5:35	--	5:42	5:47	5:49	5:55	6:06	6:11	6:18
6:30	6:35	--	6:42	6:47	6:49	6:55	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
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

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
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
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

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

0 0.375 0.75 Miles

Sheet 5B of 5

Base map date: January 21, 2015

Refer to CTP document for more details 095

Pedestrian Map

Inset B

Cabarrus-Rowan MPO

Comprehensive Transportation Plan

Plan date: September 26, 2016

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



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 Department 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.

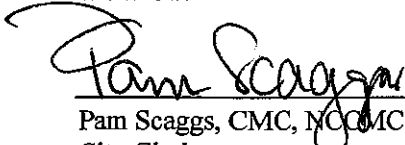
WHEREAS, The City of Kannapolis intends to request grant assistance for the project,

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

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk


M. Darrell Hinnant, Mayor
City of Kannapolis

Appendix G – Engineer’s Opinion of Probable Cost

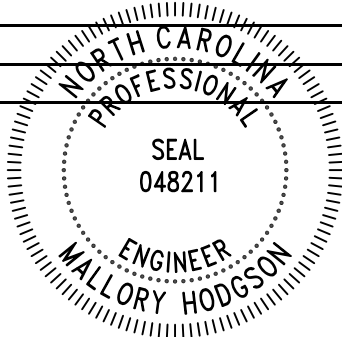
Midlake Avenue Sidewalk Project
Overall Project Cost Estimate
Date: July 16, 2025

Preliminary Engineering (PE) (<i>Design, Permitting, Survey, SUE, Geotechnical</i>)	\$	330,000
Right-of-Way (ROW)	\$	200,000
Utility Relocation (UTIL)	\$	50,000
Construction (CON)	\$	3,302,327
<i>Cost Estimate/Let Cost</i>	\$	2,663,167
<i>Engineering Inspection (20% construction estimate)</i>	\$	532,633
<i>4% Escalation Factor</i>	\$	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
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Other Project Costs Accrued and Funded by City of Salisbury for Phase 2 of the	Design	\$960,942
Main Street Project	SS Rehab	\$500,000

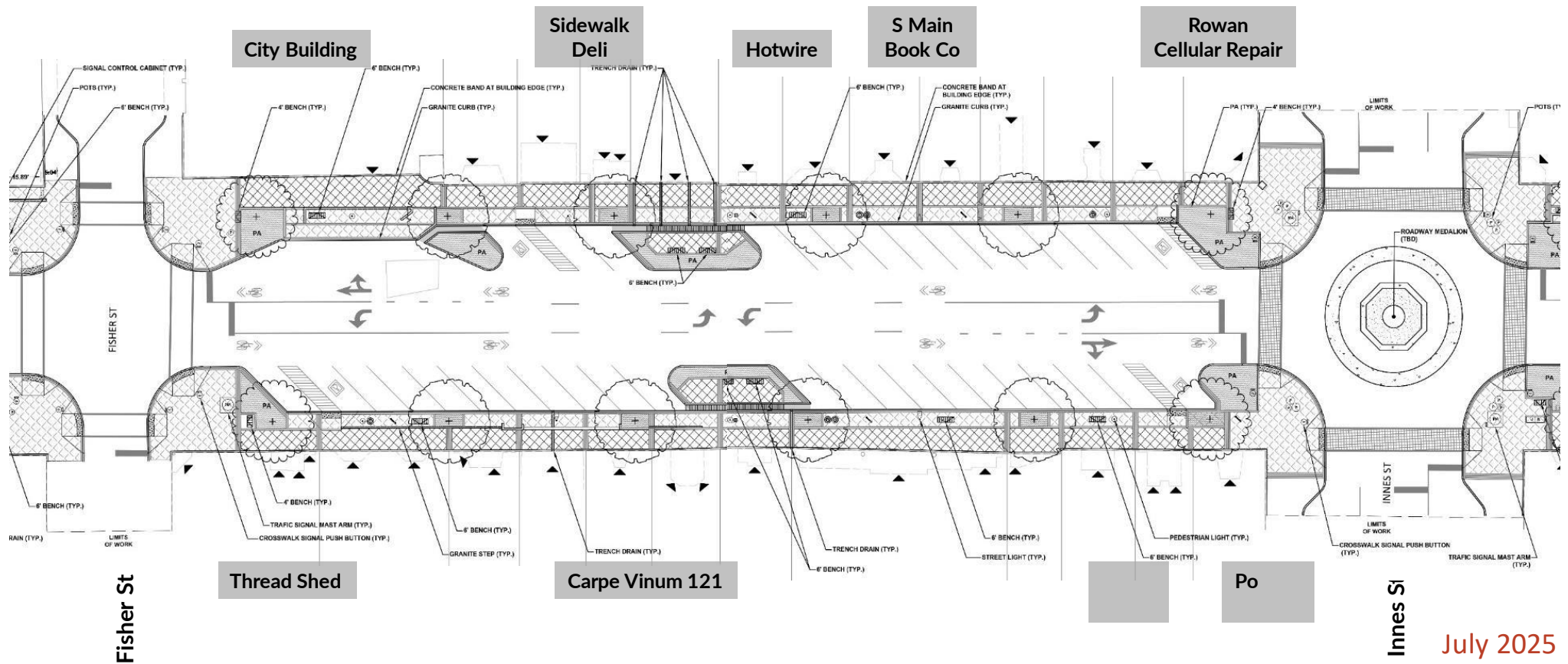
		Unit	Quantity	Unit Cost	Subtotal	Spec. Section	Description
H. Traffic Signals							
1	16" Pedestrian Signal Head 1 Sec w/Countdown	each	56.00	\$1,300.00	\$72,800.00	Special Prov TS	
2	Signal Cable	In ft	19,754.00	\$5.00	\$98,770.00	Special Prov TS	
3	Vehicle Signal Head (12", 3 Section)	each	52.00	\$1,250.00	\$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	In ft	1,875.00	\$17.50	\$32,812.50	Special Prov TS	1 conduit, 2 inch
8	Directional Drill	In 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	In ft	5,200.00	\$12.00	\$62,400.00	Special Prov TS	
12	Lead-in Cable	In 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	Decorative 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		
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	In 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	Masonry Drainage Structures	each	16.00	\$2,500.00	\$40,000.00	NCDOT Det 840.01	
6	Masonry Drainage Structures	In ft	5.00	\$600.00	\$3,000.00	Spec Sec 840	
7	15" RCP, Class III	In ft	155.00	\$140.00	\$21,700.00	Spec Sec 305	
8	15" RCP, Class IV	In ft	165.00	\$160.00	\$26,400.00	Spec Sec 305	
9	15" RCP, Class V	In ft	60.00	\$180.00	\$10,800.00	Spec Sec 305	
10	18" RCP, Class III	In 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	In 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	In 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	In ft	4,510.00	\$1.67	\$7,531.70	NCDOT Det 1205.01	
12	Lane Lines - Solid Yellow 4"	In ft	4,550.00	\$3.00	\$13,650.00	NCDOT Det 1205.01	NCDOT det. #1205.01
13	Lane Lines - Solid White 4"	In ft	740.00	\$3.00	\$2,220.00	NCDOT Det 1205.01	NCDOT det. #1205.01
14	Lane Lines - Skip Yellow 4"	In 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	In 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		

		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 Ginkgo (Ginkgo 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 'NCF1')	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	#RF25 (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		

100% Plan Set (dated April 18, 2025)

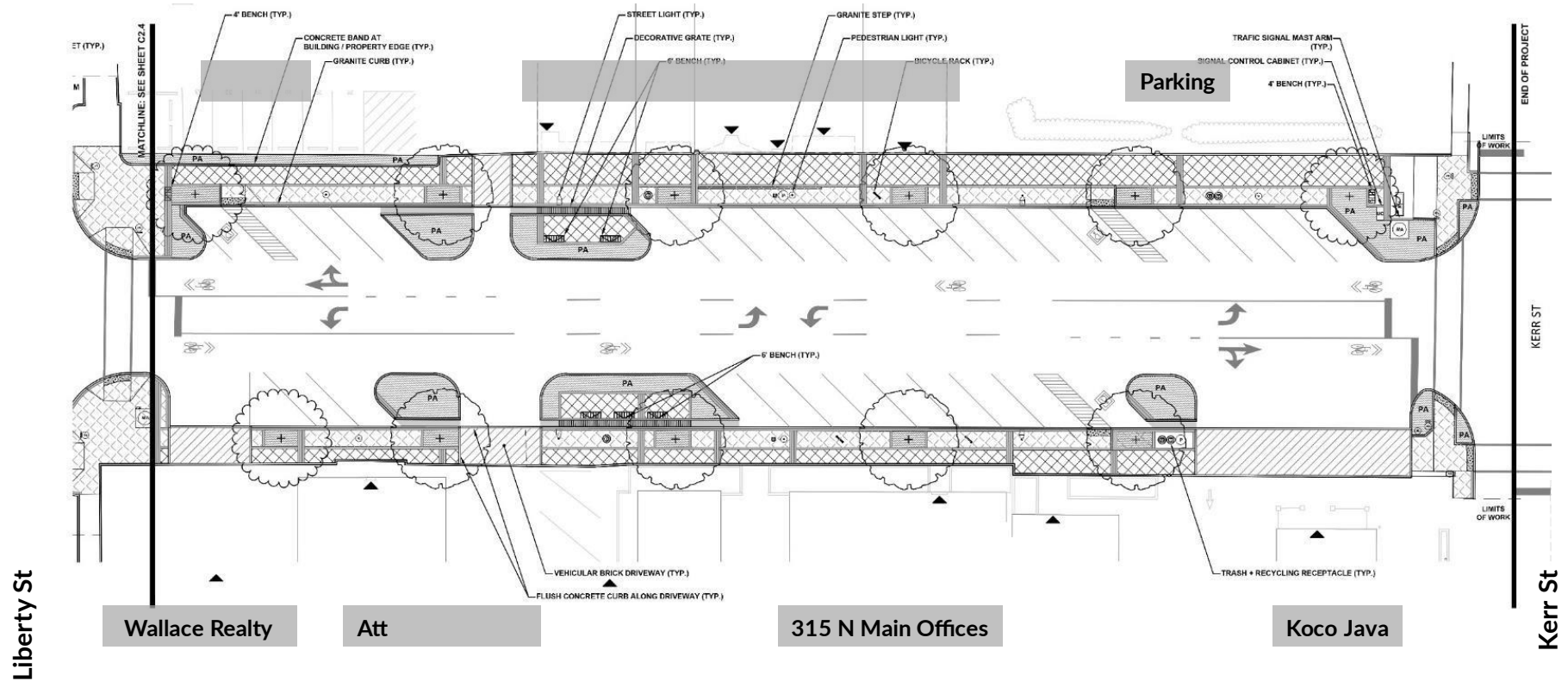
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Sample: 100 South Main Street Proposed Plan



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

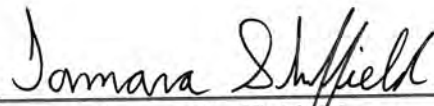
WHEREAS, the City of Salisbury is requesting additional funds, based on current estimates, for the next phase of streetscape and infrastructure enhancements on Main Street; and

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

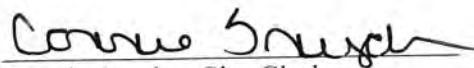
NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the STBG application of up to \$10,567,784, with a 20% City match of up to \$2,641,946, to construct Downtown Salisbury Main Street improvements along Main Street (US-29) for six-block section, between Kerr Street and Horah Street.

This the 5th day of August, 2025

ATTEST:



Tamara Sheffield Mayor



Connie Snyder, City Clerk



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.



Tourism Development Authority
North Carolina

*Be an original.*TM

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-envision 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,

A handwritten signature in black ink that reads "James Meacham". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

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	

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

²NCDOT 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.

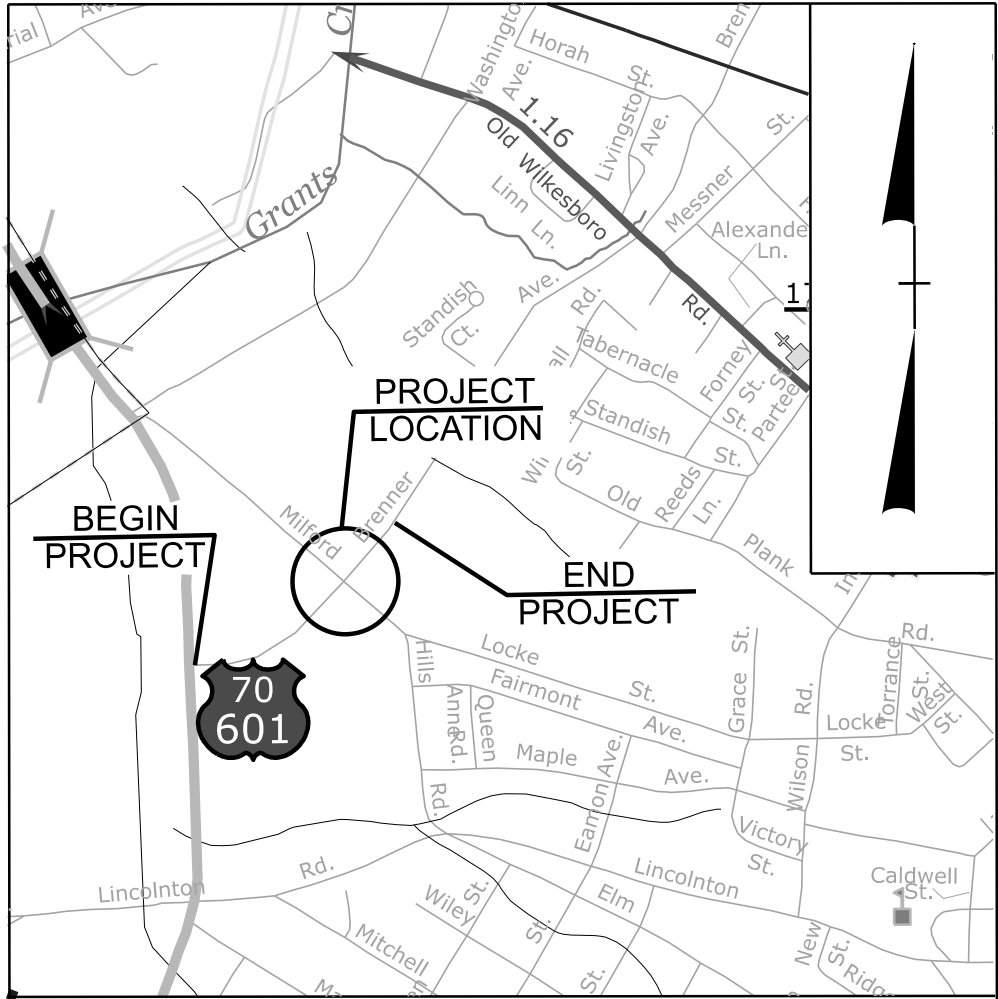
Attachments

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

TIP PROJECT: HL-0049

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP (NTS)

CITY OF SALISBURY

ROWAN COUNTY

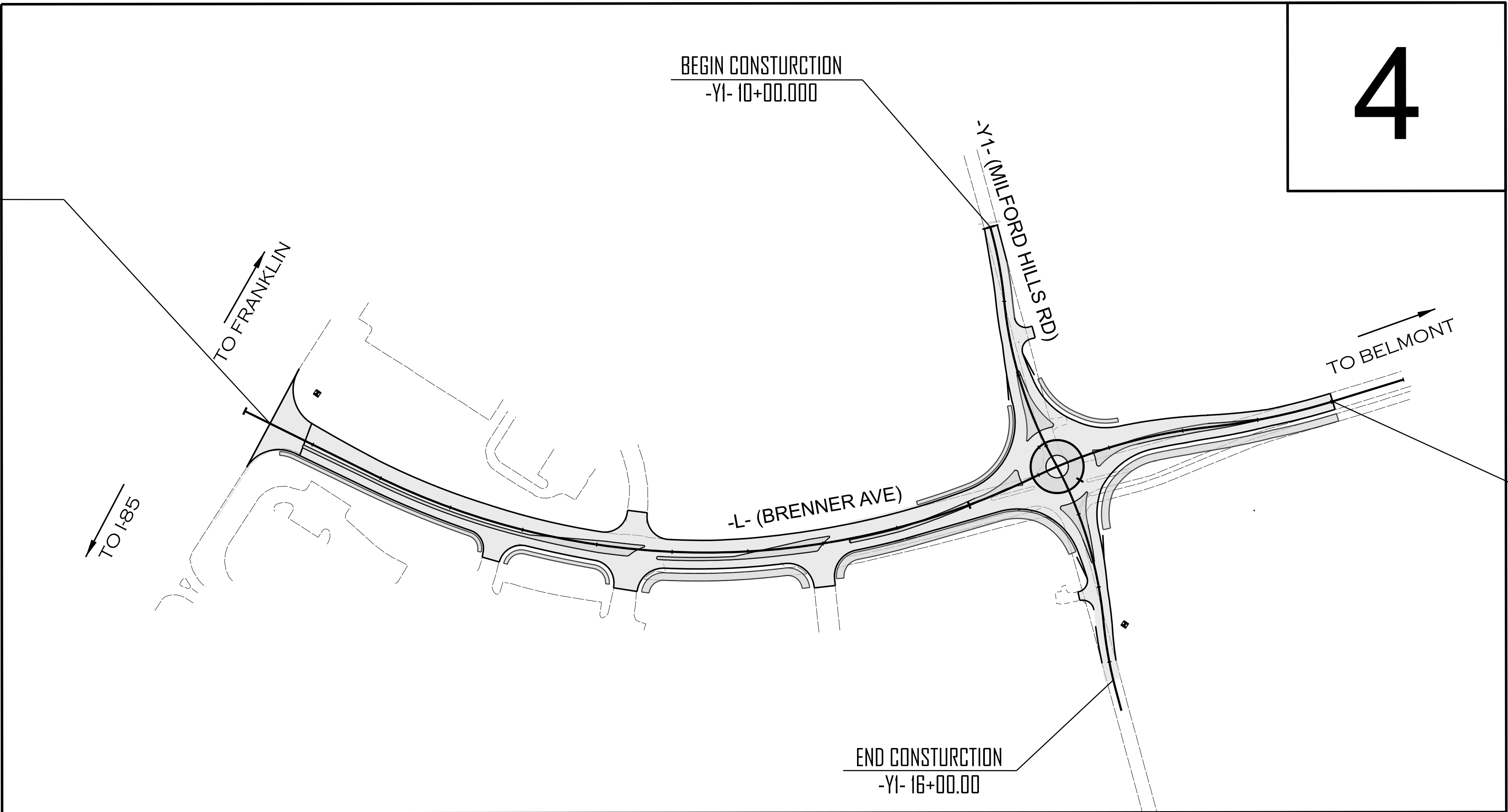
LOCATION: *INTERSECTION AND SAFETY IMPROVEMENTS ON
BRENNER AVENUE AND MILFORD HILLS ROAD
IN SALISBURY, NORTH CAROLINA*

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

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HL-0049	11	
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

BEGIN TIP PROJECT HL-0049
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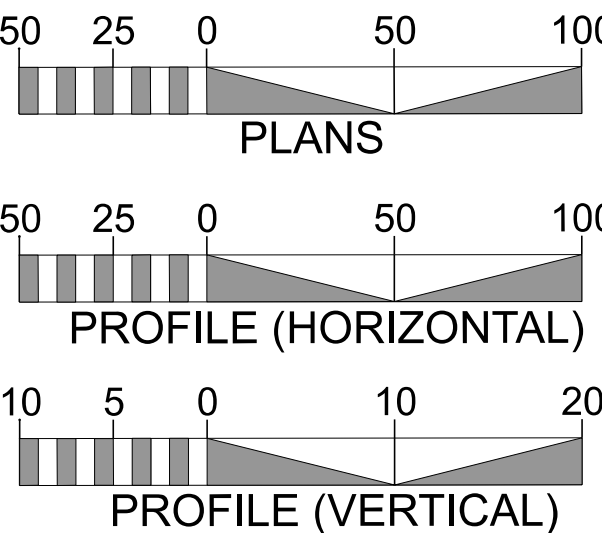


END TIP PROJECT HL-0049
-L- STA. 25+00.00

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 ____.

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

GRAPHIC SCALES



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:
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

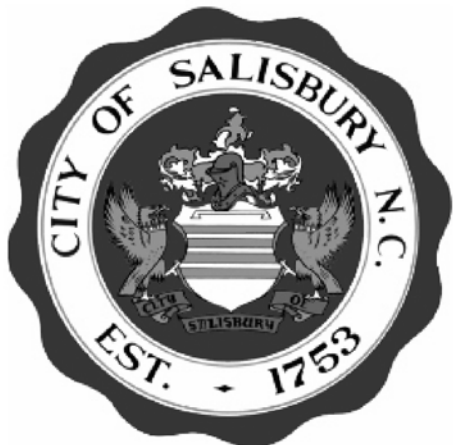
FAITH E. JAHNKE, PE
PROJECT DESIGN ENGINEER

JEFF TURNER
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: P.E.

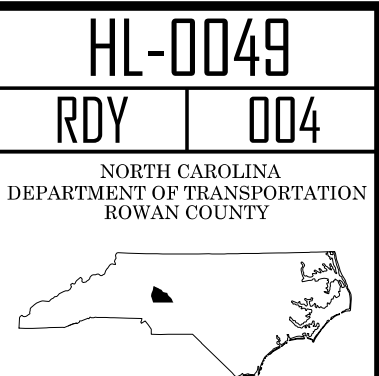
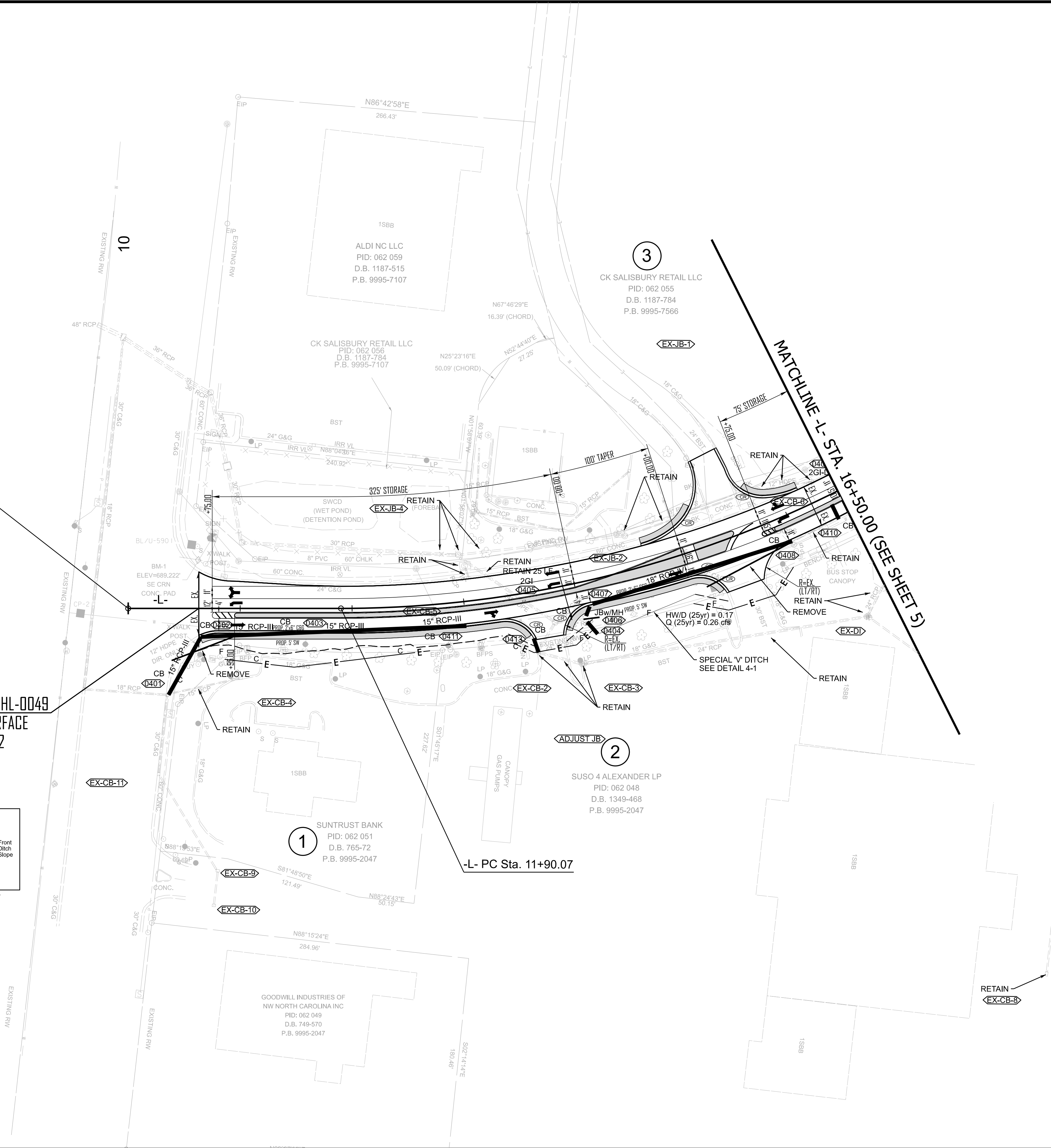
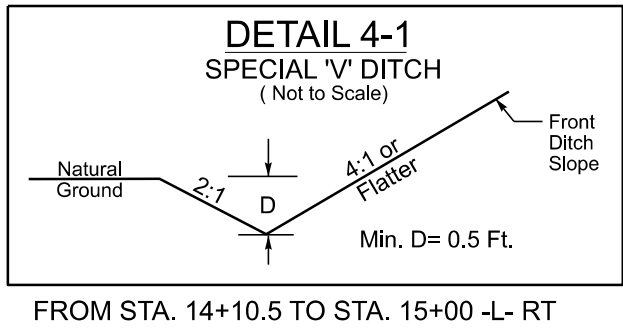


CUR DATA -L-
Pc 15+28.47
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D = 05°47'14.8"
Lc = 652.14
Tc = 338.40
R = 990
SE = 0.000



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

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



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



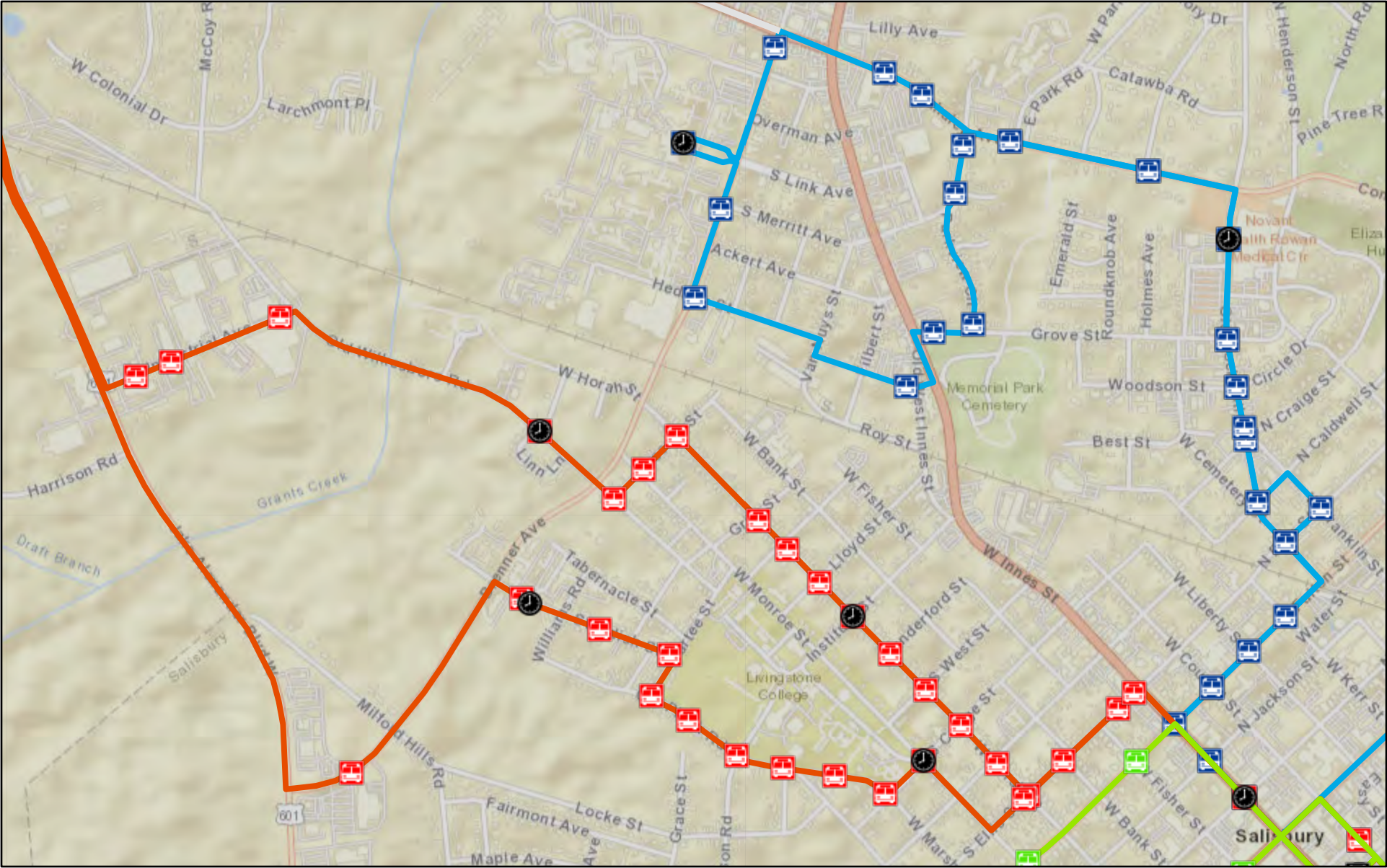
PLANS PREPARED BY:
NC FIRM LICENSE No: P-0339
320 Executive Court
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6876 (FAX)



**Existing Greenway
Brenner Avenue Improvements
Project Area**

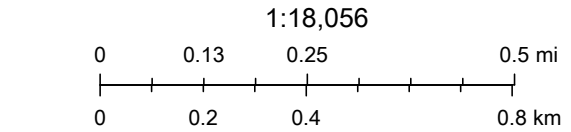


Salisbury Transit



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

-  Transfer Site
-  Route 1 Time Checks
-  Route 1
-  Route 2 Time Checks
-  Route 3 Time Checks
-  Route 2
-  Route 3
-  Route 3 - Blue
-  3, REGULAR
-  1, REGULAR
-  2, REGULAR
-  3, SPECIAL
-  ADA Service Area





**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

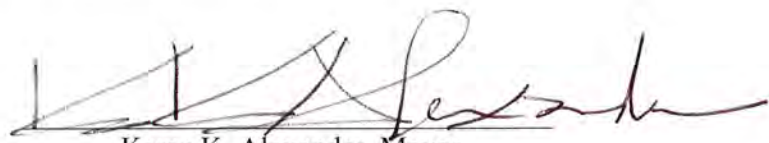
WHEREAS, there have been 29 accidents in a five-year period along this section of Brenner Avenue, with 21 of those occurring at the driveways for major retail/restaurant developments, and over five accidents occurred in a 12-month period, and

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


Kelly Baker, City Clerk


Karen K. Alexander, Mayor



**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

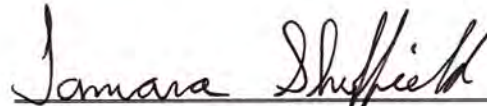
WHEREAS, it was determined a median on Brenner Avenue from JAB to just west of Milford Hills Road, with a roundabout at Milford Hills Road to improve safety at the intersection and accommodate traffic wishing to exit the retail area and travel westbound toward JAB, is a feasible solution; and

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

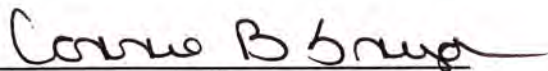
NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the TAP application, with a 20% City match, to construct safety improvements along Brenner Avenue from Jake Alexander Boulevard to 250' east of Milford Hills Road.

This the 6th day of May, 2025



Tamara Sheffield, Mayor

ATTEST:



Connie B. Snyder, City Clerk



2025-27

**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

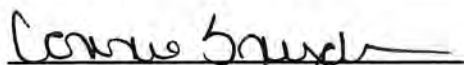
NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the STBG application, with a 20% City match, to construct safety improvements along Brenner Avenue from Jake Alexander Boulevard to 250' east of Milford Hills Road.

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

DISCLAIMER: This map is prepared from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data from various federal, state, and local agencies. Maps and associated information must be accepted and used by the recipient with the understanding that the primary information sources should be consulted for verification of the information contained on these maps. As such, AWCK provides no warranties, expressed or implied, concerning the accuracy, completeness or reliability, or suitability of this data. Furthermore, AWCK assumes no liability whatsoever associated with the use or misuse of such data.





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 Amount 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 No. 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

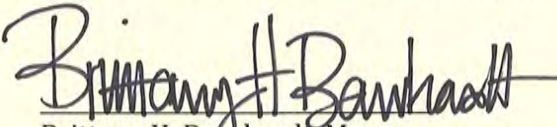
WHEREAS, the Town of Granite Quarry hereby requests Federal STBGP funding from the CRMPO in the amount of \$450,000.00; and

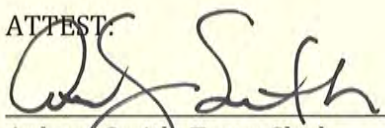
WHEREAS, the Town of Granite Quarry acknowledges the required local match of no less than 20% and the availability of funds to pay all upfronts costs, since the program is a cost reimbursement program; and

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



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

craig.powers@rowancountync.gov

Phone

704-216-8606

Address

**130 W. Innes St.
Salisbury, NC 28144**

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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 I-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 Plan¹. 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.

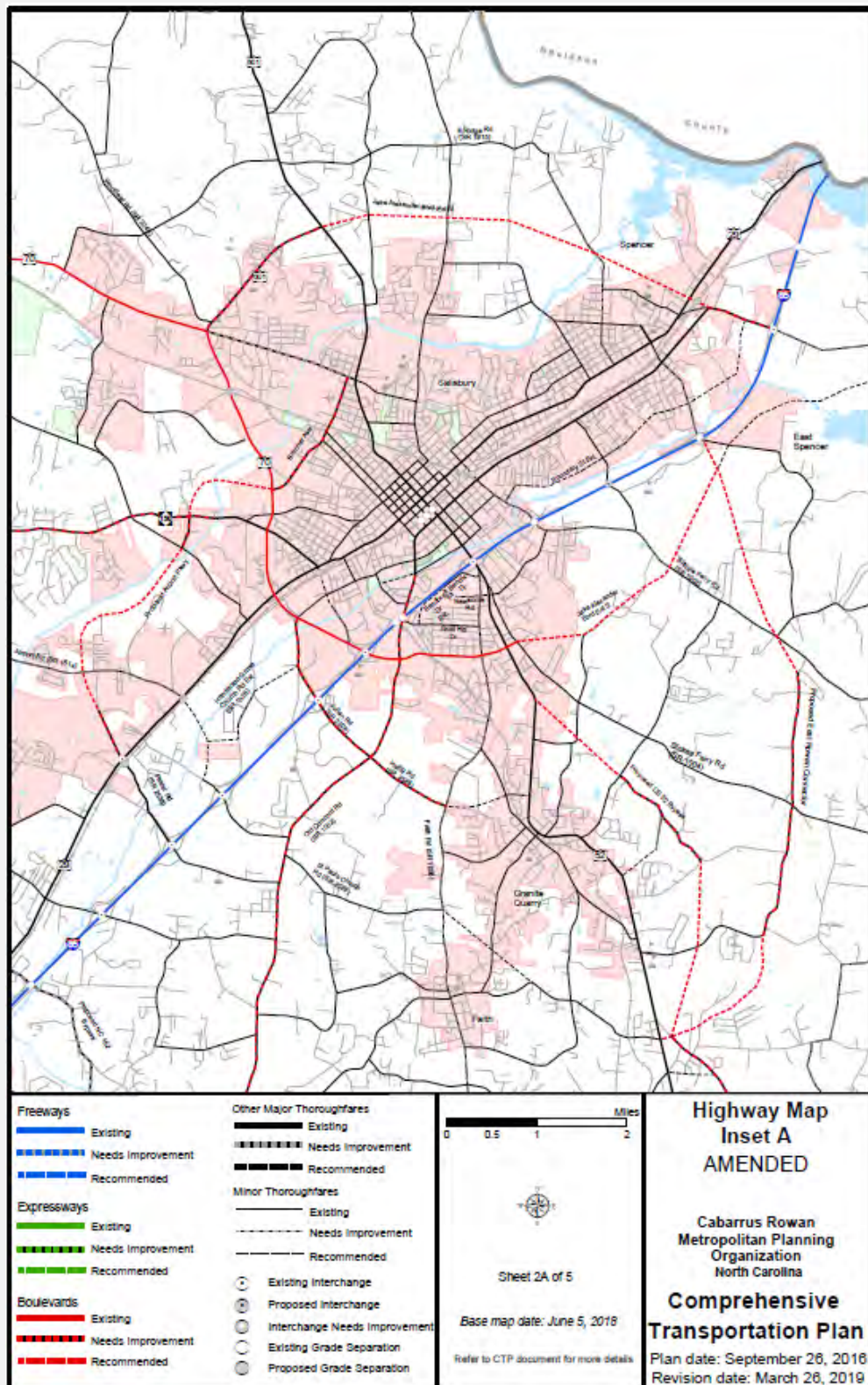


Figure 2. Highway Map Inset A, AMENDED; Comprehensive Transportation Map

- 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*.

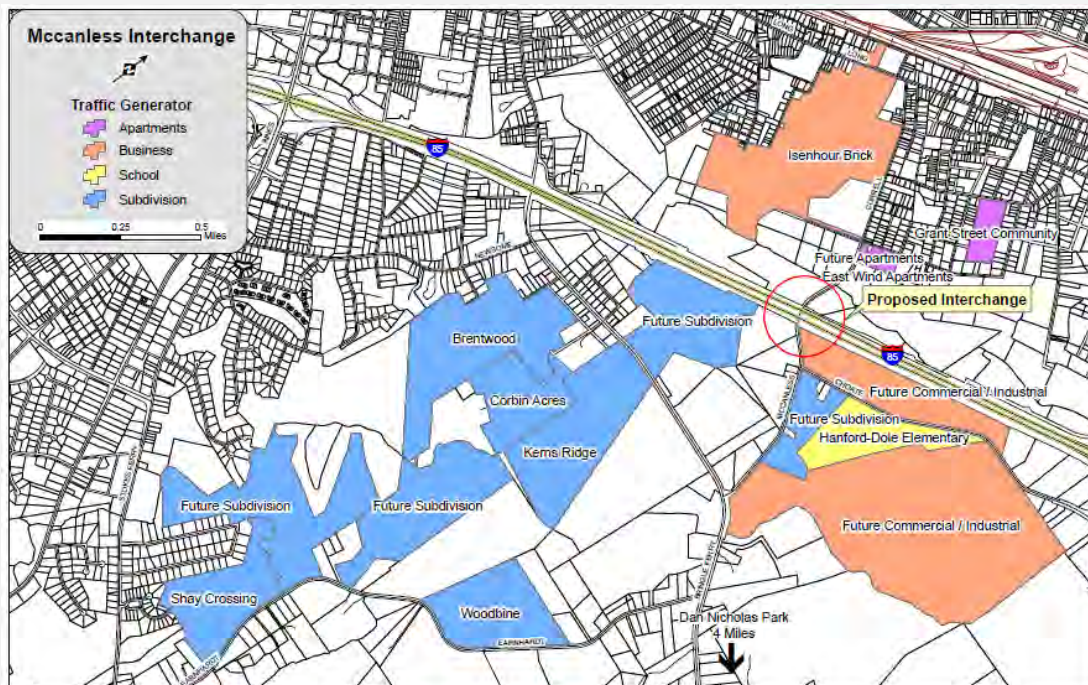


Figure 3. McCanless Interchange Traffic Generators

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 queuing 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 801 to US Hwy 29	9.303	9.563	0.26	113	30	19,000	1253.40	0.66	0.56	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	582.97	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 801 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 Census⁵. 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.

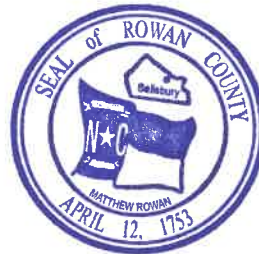


Chairman, Rowan County Board of Commissioners

Attest:



Sarah Pack, Clerk to the Board



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



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,

A handwritten signature in black ink, appearing to read "Michael Douglas", is written over the printed name and title.

Michael Douglas
Town Manager
Town of East Spencer



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
Vice President



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,

A handwritten signature in black ink that reads "James Rankin Meacham". The script is fluid and cursive.

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.



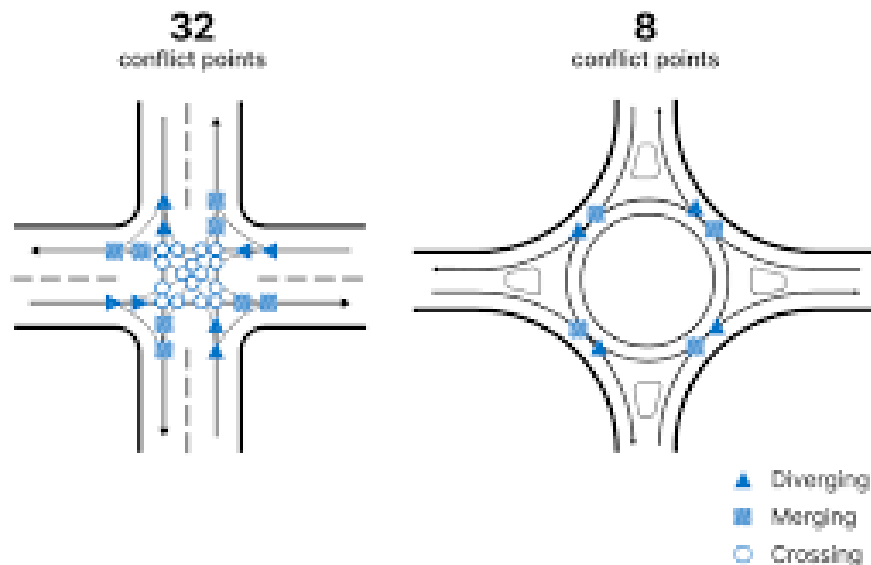
VICINITY AND ADT MAP

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).

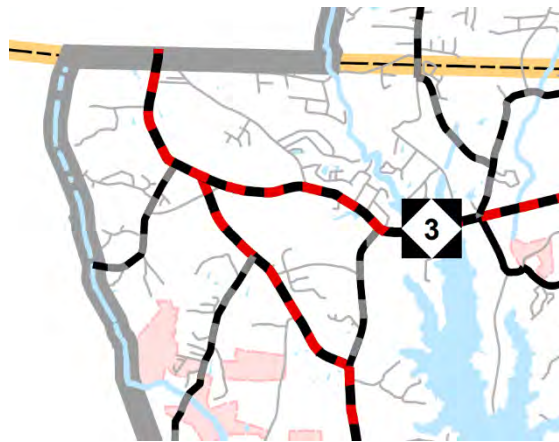
CRASH ANALYSIS RESULTS

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

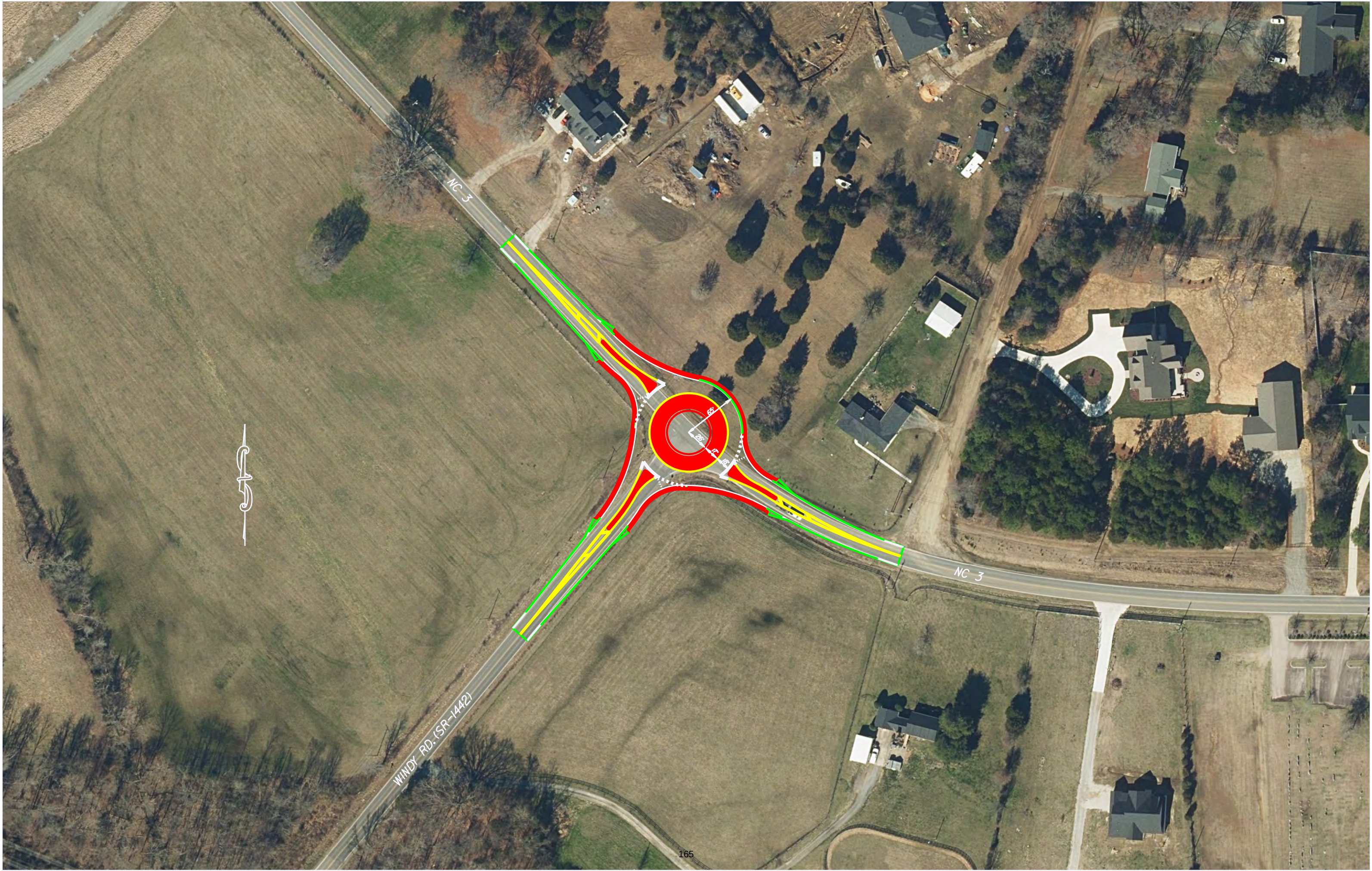
Roundabouts offer a demonstrable advantage in reducing traffic delay and vehicle queuing during both peak and off-peak hours, when compared to traditional intersection alternatives. Their design facilitates continuous traffic flow, which significantly minimizes stop-and-go movements and alleviates traffic 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



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 ACQUISITION	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 CAROLINA 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

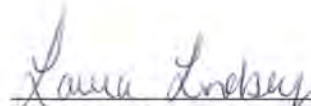
WHEREAS, these improvements may include, but are not limited to the construction of a of a traffic circle on NC Hwy 3 and Windy Road; and

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

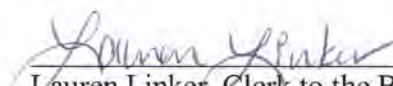
BE IT FURTHER RESOLVED that the Cabarrus County government expresses its gratitude to the State of North Carolina Senate for its support enhancing roadway safety in Cabarrus County.

Adopted this 2nd day of June, 2025.



Cabarrus County Board of Commissioner

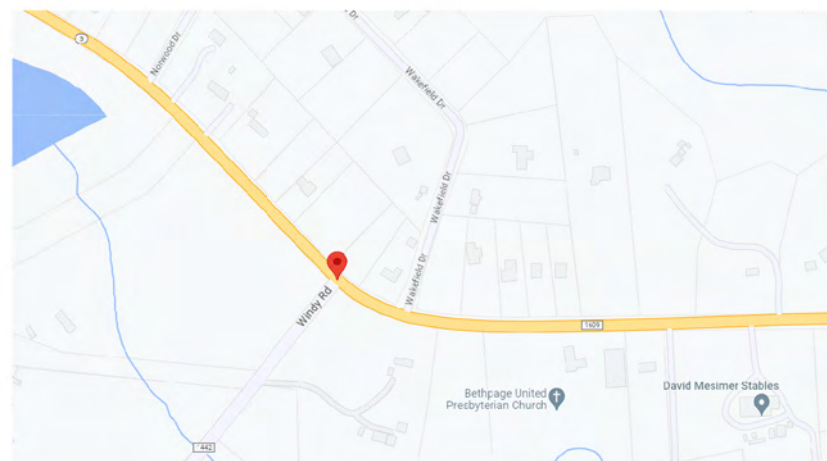
Attest:



Lauren Linker, Clerk to the Board



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



Vicinity Map

LEGEND			
	MOVING VEHICLE		ANGLE
	PARKED VEHICLE		TURNING
	PARKING VEHICLE		BACKING
	MOVABLE OBJECT		SIDESWIPE
	HEAD ON		NON-SEVERE INJURY
	REAR END		SEVERE INJURY
	RAN OFF ROAD		FATALITY
	DAYLIGHT CRASH		9 MPH OR LESS
	NIGHT CRASH		10 MPH TO 19
			20 MPH TO 29
			30 MPH TO 39
			40 MPH TO 49
			50 MPH TO 59
			60 MPH TO 69
			70 AND UP
			SPEED UNKNOWN
			ANIMAL
			PEDESTRIAN
			BICYCLE
			TRAIN
			DRIVER AT FAULT
			DRY
			WET
			ICY OR SNOWY
			Other

Order# 410000076941
PH 12100284
Cabarrus County
NC 3 (Mooresville Rd)
at SR 1442 (Windy Rd)
6/1/2015 - 5/31/2025

Note*
Crash #16 Vehicle IROR 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.

SR 1442 (Windy Rd)
2022 AADT: 1,600
45 MPH

NC 3 (Mooresville Rd)
2023 AADT: 7,400
45 MPH

	N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS TRANSPORTATION MOBILITY and SAFETY DIVISION	
	TRAFFIC SAFETY UNIT	
	Date: July 2025	Prepared By: Anthony Moore

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

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				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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/Drugs: 0	Speed: 10 MPH Dir: W	Veh Mnvr / Ped Actn: 8		Obj Strk:									
Unit	2 : 1	Alchl/Drugs: 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/Drugs: 0	Speed: 55 MPH Dir: W	Veh Mnvr / Ped Actn: 4		Obj Strk:									
Unit	2 : 1	Alchl/Drugs: 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/Drugs: 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/Drugs: 0	Speed: 45 MPH Dir: NE	Veh Mnvr / Ped Actn: 7		Obj Strk:									
Unit	2 : 1	Alchl/Drugs: 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/Drugs: 2	Speed: 55 MPH Dir: W	Veh Mnvr / Ped Actn: 4		Obj Strk:									
Unit	2 : 4	Alchl/Drugs: 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/Drugs: 0	Speed: 45 MPH Dir: N	Veh Mnvr / Ped Actn: 4		Obj Strk:									
Unit	2 : 2	Alchl/Drugs: 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/Drugs: 0	Speed: 25 MPH Dir: N	Veh Mnvr / Ped Actn: 4		Obj Strk:									
Unit	2 : 1	Alchl/Drugs: 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/Drugs: 0	Speed: 55 MPH Dir: E	Veh Mnvr / Ped Actn: 8		Obj Strk:									
Unit	2 : 1	Alchl/Drugs: 0	Speed: 55 MPH Dir: S	Veh Mnvr / Ped Actn: 4		Obj Strk:									

07/10/2025

All data presented in this report comes explicitly from the Traffic Engineering Accident Analysis System based upon various input criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in interpreting and further representing this data.

-1-

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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							

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**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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:							

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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:							

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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:									

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**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	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

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

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

**North Carolina Department of Transportation
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Intersection Analysis Report**

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

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

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

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

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

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Traffic Engineering Accident Analysis System
Intersection Analysis Report

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

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

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

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

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	Run Off Road &				
			Rear End	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

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

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

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Intersection Road Combinations

Name	Code	Code	Name
WINDY	50033295	50020498	MOORESVILLE

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

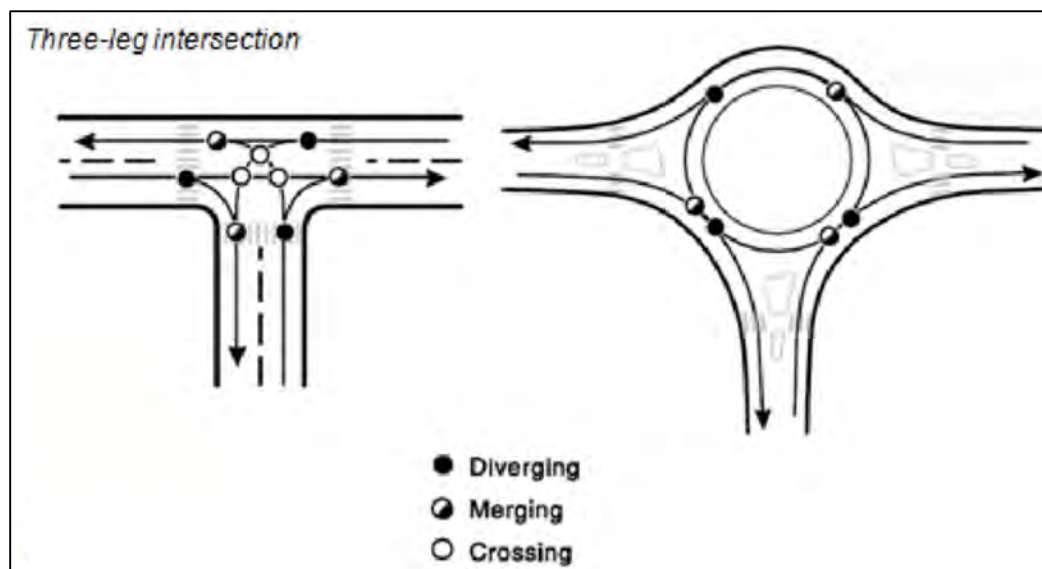
PROJECT EVALUATION CRITERIA

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.



City Council Agenda

Thursday, July 10, 2025

6:00 PM

City Hall

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 Dwiggs. APPROVED

In accordance with City Code Chapter 62, Thomas Brian & Julia S Dwiggs, 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

SR 1414 (Rock Hill Church Rd)

AADT: 3,700

Source: B

of Lanes: 2

Facility Type: Two-Lane

Median Type: Undivided

Speed Limit: 35

2609

2508

1361

1248

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

Turning Movement Source

I - Turning Movement Count

II - Traffic Forecast

III - Travel Demand Model

IV - Engineering Judgment

V - Other

SR 1431 (Weddington Rd)

AADT: 16,000

Source: B

of Lanes: 2

Facility Type: Two-Lane

Median Type: Undivided

Speed Limit: 45

4622

45105

AM Peak Hour Volumes

265

185

183

80

572

88

302

390

95

387

482

382

PM Peak Hour Volumes

298

144

253

154

517

108

370

478

145

373

518

524

Turning Movement Source

I

AADT:

Source:

of Lanes:

Facility Type:

Median Type:

Speed Limit:

N/A

Data for full intersection

AM Peak Hour			Analysis Output	PM Peak Hour		
Existing	Improved	Net		Existing	Improved	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

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

192

SITE LAYOUT

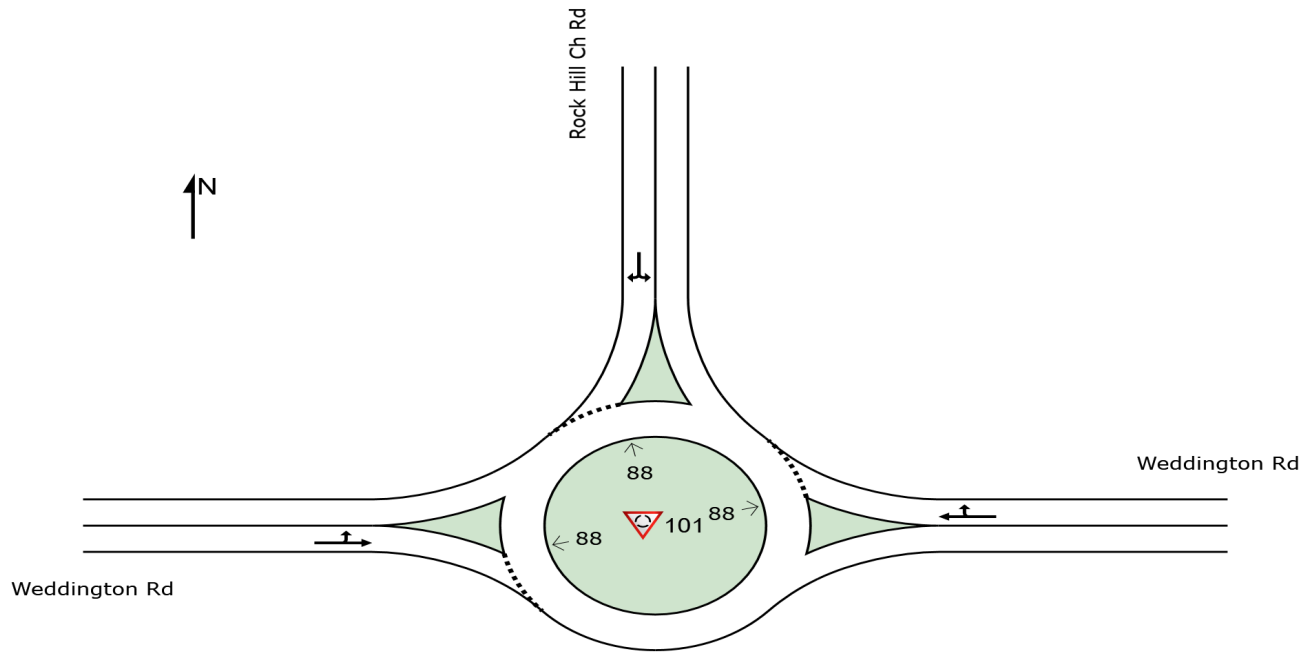
 **Site: 101 [AM-2023FS-0.85-NoTL-RAB (Site Folder: General)]**

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.



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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)

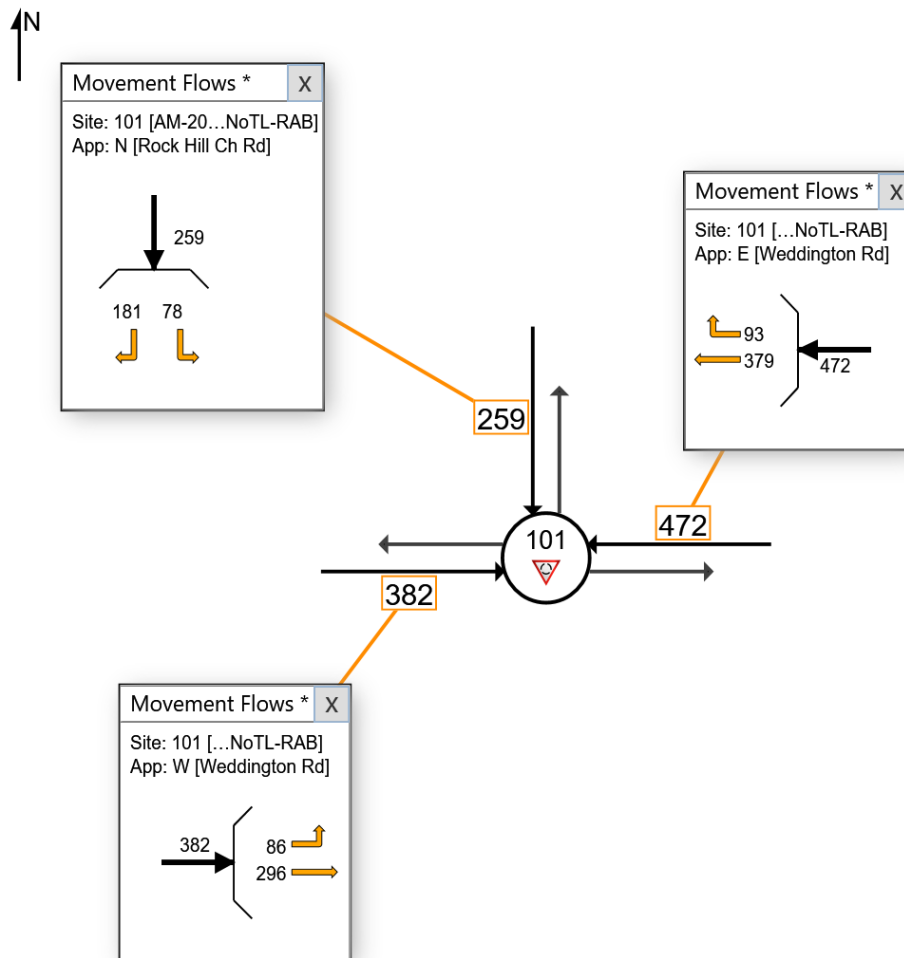
Roundabout

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 HV] veh/h %		Arrival Flows [Total HV] veh/h %		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

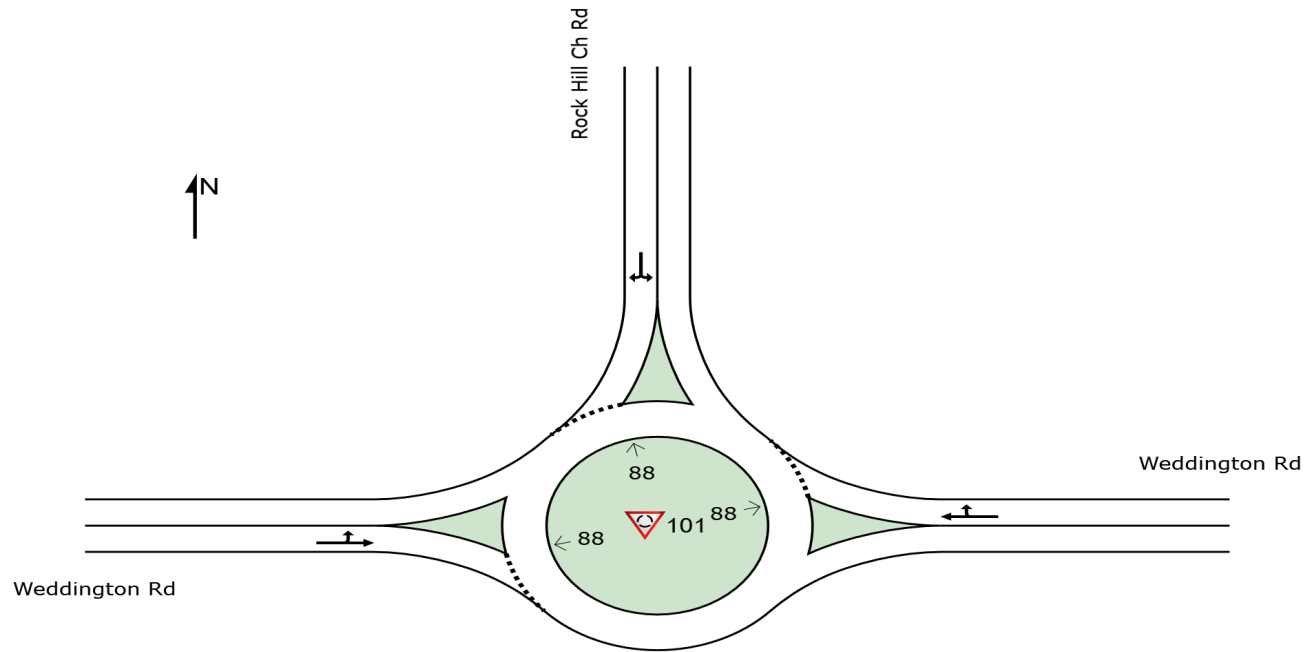
 **Site: 101 [PM-2023FS-0.85-NoTL-RAB (Site Folder: General)]**

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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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 [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)

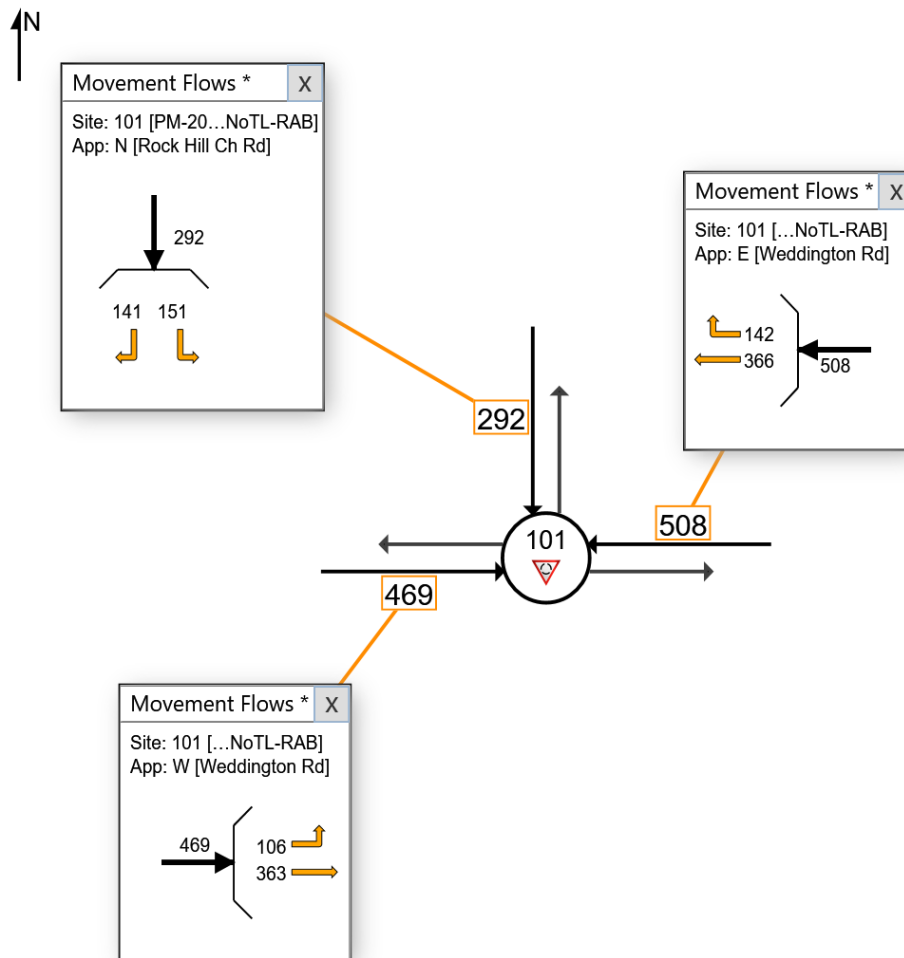
Roundabout

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 HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh 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.

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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Project: S:\TMU\Congestion\Projects\SP\2023\SP-2023-46 Weddington-RockHillChRd-Cabarrus\SIDRA\SP-2023-xx WeddingtonRd-RockHillChRd-Concord.sip9

SPOT ID	Mode	TIP	Project Category	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Funding Region(s)	Division(s)	MPO(s) / RPO(s)	County(ies)	Number
H090437	Highway	U-5900	Regional Impact	NC 150 (Mooresville Road)	SR 1516 (Airport Road)	West of Grants Creek	Widen to Multi-Lanes.	1 - Widen Existing Roadway	D	09	Cabarrus-Rowan MPO	Rowan	1
H090674	Highway		Regional Impact	NC 152 Bypass (New Route (Church Street Bypass))	NC 152 East	NC 152 West	New Alignment of NC 152, Church Street. Bypass of Downtown China Grove.	6 - Widen Existing Roadway and Construct Part on New Location	D	09	Cabarrus-Rowan MPO	Rowan	A
H090677	Highway	U-6029B	Division Needs	SR 1394, SR 2424 (Poplar Tent Road)	Derita Road	Harris Road	Widen Poplar Tent Road from 2 Lanes to 4 Lanes from Derita Road to Harris Rd.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	2
H090680-A	Highway	U-5773A	Regional Impact	NC 3 (Concord Lake Road / Branchview Drive)	Dale Earnhardt Boulevard	NC 73	Widen to Multi-Lanes	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	3
H090680-B	Highway	U-5773B	Regional Impact	NC 3 (Concord Lake Road / Branchview Drive)	NC 73	US 601	Widen to Multi-Lanes	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	4
H141870	Highway		Division Needs	SR 1166 (Tom Query Road)	SR 1168 (Robinson Church Road)	N/A	Upgrade intersection by installing turn lane modifying grade and possible traffic signal OR Roundabout.	10 - Improve Intersection	E	10	Cabarrus-Rowan MPO	Cabarrus	5
H170707	Highway	U-6130	Regional Impact	US 29	NC 152 in China Grove	N/A	Intersection Improvements	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	6
H170825	Highway		Division Needs	SR 1442 (Odell School Road)	Poplar Tent Road	NC 73	Widen Odell School Road to a multi-lane road.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	B
H170826	Highway		Division Needs	SR 1414 (Rock Hill Church Road), SR 1431 (Weddington Road)	Ruben Linker Road	US 29	Widen Weddington Road from Ruben Linker to US 29 for a better east-west connection.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	C
H171399	Highway		Division Needs	US 29 Alternate (New Route)	US 29	Airport Road	Construct a new connector road with grade separation of the railroad.	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	D
H171461	Highway	U-6145	Regional Impact	NC 3 (Coddle Creek Highway)	SR 1613 (Earnhart Lake Road)	SR 1147 (Rocky River Road)	Widen Coddle Creek Highway from 2 lanes to 4 lanes from Rocky River Road to Odell School Road with median, bike lanes, and sidewalks.	1 - Widen Existing Roadway	F, E	12, 10	Charlotte Regional Transportation Planning Organization, Cabarrus-Rowan MPO	Iredell, Cabarrus	
H184300	Highway		Regional Impact	US 52	SR 2126 (Dunns Mountain Church Road)	N/A	Add storage and turn lane onto US 52	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	7
H190956	Highway		Statewide Mobility	I-85	SR 2114 (McCanless Road)	N/A	Construct a grade separated interchange to improve conditions at I-85 interchanges with Innes Street and Andrews Street/Old Union Church Road	20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange	D	09	Cabarrus-Rowan MPO	Rowan	8
H190962	Highway		Regional Impact	NC 152	SR 1006 (Faith Road)	N/A	Improve intersection alignment	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	9
H190964	Highway		Division Needs	New Route	US 29 (South Main Street)	SR 1526 (Henderson Grove Church Road)	Construct a 2 lane (cross section 2A) road from Henderson Grove Church Rd to a new grade separation with the NC Railroad and US 29.	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	E
H191166	Highway		Regional Impact	NC 49	Just east of North Drive (Skyland Drive)	North Drive	Widen existing two-lane cross section to NCDOT Highway Cross Section 4F	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO	Cabarrus	10
H191209	Highway		Statewide Mobility	NC 49	NC 73	US 52	Widen facility to match existing multi-lane from Mt. Pleasant NC to Ritchfield, NC	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO, Rocky River RPO	Cabarrus, Stanly	
H191311	Highway		Regional Impact	US 29	NC 152	Thom Street	Convert US 29 cross-section to incorporate curb and gutter, sidewalks, median enhancement, and safety lighting.	26 - Upgrade Roadway	D	09	Cabarrus-Rowan MPO	Rowan	11
H230355	Highway		Statewide Mobility	I-85	NC 152	N/A	Convert existing NC 152 interchange to diverging diamond interchange	8 - Improve Interchange	D	09	Cabarrus-Rowan MPO	Rowan	12
H230384	Highway		Division Needs	SR 2313 (Byrd Road), SR 1006 (Faith Road)	SR 1006 (Faith Road)	N/A	Convert Faith Road and Byrd Road intersection into a roundabout	10 - Improve Intersection	D	09	Cabarrus-Rowan MPO	Rowan	13
H230427	Highway		Division Needs	SR 1910 (Old Mocksville Road)	SR 1912 (Hawkinstown Road)	SR 1915 (East Ridge Road)	Modernize roadway by widening narrow 9 feet travel lanes to 11 feet and narrow shoulders to 12 feet.	16 - Modernize Roadway	D	09	Cabarrus-Rowan MPO	Rowan	G
H230481	Highway		Regional Impact	NC 73	NC 73	NC 49	Construct a connector road between NC Highway 73 and NC Highway 49 east of Mount Pleasant in eastern Cabarrus County	5 - Construct Roadway on New Location	E	10	Cabarrus-Rowan MPO	Cabarrus	14
H230757	Highway		Division Needs	SR 2576 (Bendix Drive)	Old Concord Road	Bendix Drive	Construct 0.3 miles new roadway with NCDOT cross-section 2E, modified for no bicycle lanes and sidewalk on one side only	5 - Construct Roadway on New Location	D	09	Cabarrus-Rowan MPO	Rowan	15
H230998	Highway	U-6029A	Division Needs	SR 1394 (Poplar Tent Road)	Harris Road (SR 1449)	NC 73	Widen roadway from 2 to 4 lanes.	1 - Widen Existing Roadway	E	10	Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization	Cabarrus, Mecklenburg	16

P8 Submittal Allotments (Per Mode)

April 2025 - recommended by P8 Workgroup

MPO/RPO Name	P8 Population	P8 Pop rounded to nearest 50K	P8 Add'l Submittals Based on Population	2024 Centerline Miles	Centerline Miles rounded to nearest 500	P8 Add'l Projects based on Centerline Miles	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
Albemarle RPO	174,219	150,000	3	2,942	3,000	6	21	14.70	15
Burlington-Graham MPO	176,195	200,000	4	1,043	1,000	2	18	12.60	13
Cabarrus-Rowan MPO	352,583	350,000	7	1,994	2,000	4	23	16.10	16
Cape Fear RPO	133,153	150,000	3	2,172	2,000	4	19	13.30	13
Capital Area MPO	1,345,849	1,350,000	27	4,715	4,500	9	48	33.60	34
Central Pines RPO	163,547	150,000	3	2,503	2,500	5	20	14.00	14
Charlotte Regional TPO	1,494,627	1,500,000	30	3,690	3,500	7	49	34.30	34
Down East RPO	94,026	100,000	2	1,567	1,500	3	17	11.90	12
Eastern Carolina RPO	169,863	150,000	3	2,967	3,000	6	21	14.70	15
Fayetteville Area MPO	440,763	450,000	9	1,873	2,000	4	25	17.50	18
Foothills RPO	132,825	150,000	3	2,078	2,000	4	19	13.30	13
French Broad River MPO	426,072	450,000	9	2,383	2,500	5	26	18.20	18
Gaston-Cleveland-Lincoln MPO	404,464	400,000	8	3,012	3,000	6	26	18.20	18
Goldsboro Urban Area MPO	90,276	100,000	2	599	500	1	15	10.50	11
Grand Strand Area Transportation Study	55,658	50,000	1	337	500	1	14	9.80	10
Greater Hickory MPO	367,982	350,000	7	3,174	3,000	6	25	17.50	18
Greensboro Urban Area MPO	406,916	400,000	8	1,606	1,500	3	23	16.10	16
Greenville Urban Area MPO	140,982	150,000	3	468	500	1	16	11.20	11
High Country RPO	212,443	200,000	4	4,157	4,000	8	24	16.80	17
High Point Urban Area MPO	291,390	300,000	6	1,835	2,000	4	22	15.40	15
Jacksonville Urban Area MPO	198,377	200,000	4	912	1,000	2	18	12.60	13
Kerr-Tar RPO	165,829	150,000	3	2,839	3,000	6	21	14.70	15
Land-of-Sky RPO	68,566	50,000	1	1,374	1,500	3	16	11.20	11
Lumber River RPO	221,710	200,000	4	3,348	3,500	7	23	16.10	16
Mid-Carolina RPO	125,588	150,000	3	2,760	3,000	6	21	14.70	15
Mid-East RPO	110,738	100,000	2	2,140	2,000	4	18	12.60	13
New Bern Area MPO	54,294	50,000	1	255	500	1	14	9.80	10
Northwest Piedmont RPO	166,565	150,000	3	2,987	3,000	6	21	14.70	15
Peanut Belt RPO	113,183	100,000	2	2,630	2,500	5	19	13.30	13
Piedmont Triad RPO	260,674	250,000	5	3,977	4,000	8	25	17.50	18
Rocky Mount Urban Area MPO	77,662	100,000	2	488	500	1	15	10.50	11
Rocky River RPO	103,648	100,000	2	2,104	2,000	4	18	12.60	13
Sandhills MPO	57,707	50,000	1	242	0	0	13	9.10	9
Southwestern RPO	143,270	150,000	3	2,617	2,500	5	20	14.00	14
Triangle West TPO	458,128	450,000	9	1,358	1,500	3	24	16.80	17
Upper Coastal Plain RPO	227,569	250,000	5	3,049	3,000	6	23	16.10	16
Wilmington Urban Area MPO	296,302	300,000	6	836	1,000	2	20	14.00	14
Winston-Salem Area TPO	449,926	450,000	9	1,490	1,500	3	24	16.80	17
Total							824		581

Division	INITIAL P8 Submittal Allotment	Submittal Allotment (30% reduction, unrounded)	P8 Submittal Allotment (per mode)
01	14	9.80	10
02	14	9.80	10
03	14	9.80	10
04	14	9.80	10
05	14	9.80	10
06	14	9.80	10
07	14	9.80	10
08	14	9.80	10
09	14	9.80	10
10	14	9.80	10
11	14	9.80	10
12	14	9.80	10
13	14	9.80	10
14	14	9.80	10
Total	196		140

Notes on Formula and Initial Calculations:

Each MPO and RPO receives a base of 12 submittals.
Each MPO and RPO receives 1 additional submittal for every 50,000 in population.
Each MPO and RPO receives 1 additional submittal for every 500 centerline miles.

Each Division receives 14 submittals.

Population sourced from 2020 census data.
Centerline miles sourced from Q1 2025 LRS.
MPO/RPO calculations use official boundaries as of February 2025.

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
B-4626 38443.3.3 (C204446)	Replace Bridge #3 (EBL), and apply Bridge Preservation Treatment to Bridge #8 (WBL), over Yadkin River/W-S SB RR on NC 49 in Rowan County	October 19, 2021	October 1, 2025	91% Complete	\$13,777,568	Smith-Rowe, LLC	Eric Goldston (704) 630-3220	Contractor has completed the rehab work on westbound bridge. ICT #1 estimated completion is now the end of August 2025. There will be Traffic shifts on the project in the next few weeks.
BP9.R004.3 (DI00348)	Grading, Drainage, Paving, and Structure on SR 1322 (Ebenezer Road) – Bridge No. 790235 over Beaver Creek	November 13, 2024	December 19, 2025	72% Complete	\$1,422,248	NJR Group, Inc.	Eric Goldston (704) 630-3220	NJR currently completing substructure work for new bridge.
U-5738 50163.3.1 (C204426)	Widen to multiple lanes on SR 2528 (Julian Rd) from US 601 (Jake Alexander Blvd) to SR 2667 (Summit Park Dr) in Salisbury	February 15, 2022	April 12, 2025	96% Complete	\$13,039,376	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor completing final paving, sidewalk, and signal work.
Y-5500IA (DI00346)	Drainage, Grading, Paving, & Crossing Closure on SR 1526 (Henderson Grove Church Road) – Existing At-Grade Rail Crossing & Extension of SR 1526 (Henderson Grove Church Road)	May 22, 2024	May 14, 2026	38% Complete	\$2,504,746	NJR Group, Inc.	Eric Goldston (704) 630-3220	Final grading, cutting ditches and slopes for new alignment underway. The estimated opening to traffic date is November 14, 2025. Existing Henderson Grove railroad crossing will not be closed until the new roadway is open to traffic.
9.102939.1 9.102919.2 (DI00366)	Permanent pavement markings on various Primary and Interstate routes in Davidson, Davie, Forsyth, Rowan, and Stokes County	January 22, 2025	August 29, 2025	36% Complete	\$1,243,855	WL Markers, Inc.	Eric Goldston (704) 630-3220	The installation of new markers in Stokes County began July 6, 2025.
2024CPT.09.07.10801 2024CPT.09.08.20801 (C204418)	Shoulder reconstruction, resurfacing and milling on 1 section of US 70 both East and West, 1 section of NC150, and 8 sections of secondary roads.	February 20, 2024	October 1, 2025	31% Complete	\$5,911,698	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor is working on school map Milbridge Road.
2025CPT.09.07.10801, 2025CPT.09.08.20801, 2025CPR.09.18.10301 (C205054)	1 Section of US-601, 1 Section of NC-150, 5 Sections of NC-801, and 12 Sections of Secondary Roads	February 18, 2025	November 1, 2026	3% Complete	\$11,502,013	NJR Group, Inc.	Kelly Seitz (704) 630-3200	The contractor has resurfaced two maps on NC 801. Planning to complete the rest of the maps in 2026.
2025CPT.09.14.20802.3 (DI00363)	Asphalt Surface Treatment, 73 Various Secondary Sections in Rowan County	November 13, 2024	October 15, 2025	7% Complete	\$1,689,808	Whitehurst Paving	Kelly Seitz (704) 630-3200	Contractor has begun work and completed 18 maps so far.
HE-0009 (DI00329)	Grading, Drainage, and Paving on NC 152 from East of I-85/US 601 Interchange to 800' West of SR 2648 (Timberfield Trail)	November 13, 2024	May 15, 2026	18% Complete	\$4,150,391	Performance Managed Construction, Inc.	Kelly Seitz (704) 630-3200	The contractor is performing the following activities: fill placement and grading, installing storm drainage.
W-5709E (DI00350)	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 28, 2024	May 21, 2026	23% Complete	\$2,542,801	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Water and sewer line work underway by Contractor. Daily lanes closures expected. Currently no offsite detour scheduled.
Projects Under Development								
R-5860A	Proposed Misenheimer Bypass to proposed Rockwell Bypass. Upgrade roadway and access management.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$50,500,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Raleigh Letting (LET) -

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Development								
U-5901 44705.3.1	Airport Parkway –Construct 2-lane roadway on Multilane right of way in new location from SR 1710 (Harrison Rd) near US 70/601 (Jake Alexander Blvd) to SR 2539 (Peach Orchard Rd) at US 29 in Salisbury	January 17, 2034	TBA	Planning/Design In Progress ROW Acquisition July 31, 2030	\$52,100,000	TBA	Ryan Newcomb (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. A Concurrence Point 2 (CP2) meeting was held on July 25, 2024. CP2 form, signed by the Merger Team, concurs with 6 alternatives to carry forward for detailed study. NCDOT proposed an additional alternative for consideration that the Merger Team concurred on in June. Public meeting anticipated for later this year. Previous Let Date: 2033.
U-6062 47486.3.1	Upgrade SR 2739 (N. Main St and S. Main St) to incorporate Bicycle Lanes and Sidewalks, from SR 2000 (Jackson Park Rd/N. Loop Rd) in Kannapolis to SR 1211 (Kimball Rd) in China Grove	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$35,800,000	Funded For Preliminary Engineering Only	Ryan Newcomb (336) 747-7800	DDRL - The PE work for this project has been suspended. Express design update in progress to revise project estimate.
HP-0028	Construct roundabout. SR 1509 (Miller Road) intersection in China Grove.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$4,200,000	Funded For Preliminary Engineering Only	Ryan Newcomb (336) 747-7800	
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	January 21, 2026	TBA	ROW Acquisition October 1, 2025	\$5,699,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let - NCDOT is working with the City to develop a project agreement for this project and identify additional ROW funds, due to an appraisal exceeding the budget.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	July 20, 2027	TBA	ROW Acquisition In Progress	\$13,600,000	TBA	Brad Smythe (919) 707-4118	Raleigh Let - Pending execution of rail agreement.
P-5726A	Salisbury train station second platform and pedestrian underpass.	July 22, 2026	TBA	ROW Acquisition In Progress	\$2,500,000	TBA	Brad Smythe (919) 707-4118	Division POC -
P-5726B	Salisbury Norfolk Southern crossover relocation.	June 24, 2026	TBA	ROW Acquisition In Progress	\$4,000,000	TBA	Brad Smythe (919) 707-4118	NON-DOT Let -
State Forces Projects Under Development								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	April 30, 2026	TBA	Planning/Design In Progress	Updated estimate pending completion of revised RCI design	State Forces	Dan Ulrich (336) 747-7800	High Impact Low Cost (HILC) project. Division presented the RCI (Reduced Conflict Intersection) concept at Landis Council meeting. Division 9 is working with the Consultant (AWCK) on the RCI design and cost estimate. Planning and Design in progress.
Division Bridge Projects Under Development								
15BPR.115.1	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River	August 21, 2029	TBA	TBA	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	In development - Raleigh SMU managed.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 11, 2026	TBA	ROW Acquisition Complete	\$2,200,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Division Bridge Projects Under Development								
BP9-R012 BP9-R012.3 (Formerly 17BP.9.R.105)	Replace Bridge #108 over Tuckertown Reservoir on SR 1004 (Stokes Ferry Rd) in Rowan County	October 22, 2025	TBA	ROW Acquisition In Progress	\$3,900,000	TBA	Jeremy Keaton (336) 747-7800	FY26 Let date resumed due to increased availability of funds. ROW challenges could slightly delay Let.
Locally Administered Projects Under Development								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	September 30, 2025	TBA	ROW Certified Utility Relocation In Progress	\$1,840,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - Railroad approval pending. Supplemental funding agreement approved. Let date will be delayed (TBD).
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	September 30, 2025	TBA	Design In Progress	\$1,760,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - City of Salisbury - ROW Certification pending. RR concerns. Additional funds are being transferred from BL-0034. Supplemental agreement pending. Let date will be delayed (TBD).
EB-5619B	Grants Creek Greenway - Construct multi-use trail from Forestdale Drive to 1000' south of Statesville Blvd	September 30, 2025	TBA	ROW Acquisition In Progress	\$1,925,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) - Route change needed due to Veteran's Affairs denying path to cross their ROW. Agreement approved for updated funding. Let date will be delayed (TBD).
EB-5619C	Grants Creek Greenway - Construct multi-use trail from 1000' south of Statesville Blvd to Kelsey Scott Park	June 30, 2026	TBA	ROW Acquisition September 30, 2025	\$2,352,000	TBA	Jared Mathis (704) 638-5221	NON-DOT let (LAP) -
HL-0049	US 70 / US 601 (Jake Alexander Blvd) to Milford Hills Rd in Salisbury. Construct Median; Construct roundabout at Milford Hills Rd.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$830,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - 25% plans complete. Drainage Plans approved. CE completed.
HL-0064	US 29 Main Street from Kerr Street to Horah Street in Salisbury. Safety Improvements.	September 30, 2025	TBA	TBA	\$6,021,000	TBA	Jared Mathis (704) 638-5221	Non-DOT let (LAP) - Environmental document in progress. Public meeting was held in July. Working with Duke Energy on relocation plans and awaiting plan approval from District.
EB-5861	Third Street Greenway from 3rd Street to Yadkin River in Spencer. Construct alternate route, including spur from Grants Creek	September 30, 2026	TBA	TBA	\$4,287,000	TBA	Joel Taylor (704) 633-5331	Non-DOT let (LAP) - Municipal agreement in place. A concept plans has been developed, but Town is currently reviewing options to determine next steps.
BL-0088	Installation of Granite Quarry Sidewalks: North Kerns Street from North Main Street to US 52. North Oak Street from Crook Street to Granite Civic Park. Crook Street from North Main Street to North Oak Street.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$380,000	TBA	Jason Hord (336) 747-7800	Non-DOT let (LAP) - PEF rates approved. Town is ready to request R/W authorization once CE is completed but there could be a 6f and 4f issue. Still working through coordination with the RR.
Completed Projects								
HS-2009I (DI00354)	NC 152 / NC 153 Intersection - Grading, Paving, Drainage	September 25, 2024	Late Spring 2025	100% Complete	\$320,338	NJR Group, Inc.	Kelly Seitz (704) 630-3200	
I-3802B(L) (DI00313)	I-85 Landscaping from Lane Street (Exit 63) in Cabarrus County to US 29-601 (Exit 68) in Rowan County	December 14, 2022	TBA	100% Complete	\$1,324,366	Country Boy Landscaping, Inc.	Kelly Seitz (704) 630-3200	

CABARRUS-ROWAN MPO & NC DOT - DIVISION 10 PROJECT HIGHLIGHTS - JULY - 2025

RECENTLY SELECTED SAFETY & MOBILITY PROJECTS

FILE NO#	COUNTY	TIP	DESCRIPTION OF LOCATION	PROJECT DESCRIPTION
10-25-217	(94% Cabarrus (6%)	HS-TBD-4-21-25	NC 49 from US 29 in Mecklenburg County to 0.3 mile into Cabarrus County, MP 23.31-27.91 (Mecklenburg), 0.00-0.30 (Cabarrus).	Install median and edgeline rumblestrips with LLPMs.
10-25-212	Cabarrus	HS-TBD-4-21-25	SR 1600 (Shiloh Church Rd.) from NC 73 to SR 1601, MP 0.00-2.42.	Install edgeline rumblestrips with LLPMs.
10-24-234	Cabarrus	HS-TBD-4-21-25	SR 1448 (Cox Mill Road) at Cox Mill High School. Updated 3/5/2025.	Install a traffic signal with pedestrian accommodations.
10-24-229	Cabarrus	SM-6110J	US 601 (Warren C Coleman Blvd S) @ SR 1335 (Old Charlotte Rd SW) & Old Charlotte Rd SW.	Construct Southbound Right Turn Lane onto SR 1335 (Old Charlotte Rd SW).
10-25-211	Cabarrus	SS-6210AR	SR 1132 (Flowes Store Road) from US 601 to NC 24, MP 6.23-15.31.	Install centerline and edgeline rumblestipes with LLPMs.

CABARRUS-ROWAN MPO & NC DOT - DIVISION 10 PROJECT STATUS REPORT - JULY - 2025

PLEASE NOTE - This spreadsheet is compiled several weeks prior to the monthly meeting for distribution into the agenda packet. This information is meant to provide a "general" overview of active design & construction projects. Feel free to contact the listed PM directly for detailed questions surrounding current project specifics.

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
1	Y-4810K	CABARRUS	ROGERS LAKE ROAD	Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	ROW: 2018 LET: 2022	NCDOT Brad Eagle 704-983-4380	Construction Underway	
2	P-5725	CABARRUS	KANNAPOLIS TRAIN STATION	Second Platform and Pedestrian Overpass	ROW: 2019 LET: 2025	NCDOT Brad Smythe 919-707-4118	Utility Relocation Underway	Pending Railroad CON agreement, completion.
3	I-3802AA	CABARRUS	I-85	Installation of Fiber Optic Communications Network, CCTV and DMS System for I-3802A project	ROW: 2022 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
4	U-3415A	CABARRUS	POPLAR TENT ROAD	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	ROW: 2029 LET: 2033	NCDOT Donald Griffith 704-983-4418	Design Work Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
5	U-3440	CABARRUS	NC 3 KANNAPOLIS	U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility	ROW: 2015 LET: 2016	NCDOT Michael Hedrick 980-523-0085	PROJECT COMPLETE	Final inspection has occurred. Awaiting contractor correction of punch list items.
6	U-5761	CABARRUS	NC 3 DALE EARNHARDT BLVD	Improve Intersection of NC 3 and US 29/601	ROW: 2022 LET: 2027	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	
7	U-5956	CABARRUS	US 29 CONCORD	Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	ROW: 2022 LET: 2025	NCDOT Randy Bowers 704-983-4418	Utility Relocation Underway	LET is currently scheduled for JANUARY 2026.

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
8	U-6032	CABARRUS	MALLARD CREEK ROAD	Mallard Creek Road (SR-2467)/ Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	ROW: 2022 LET: 2029	NCDOT Donald Griffith 704-983-4418	ROW Acquisition Underway	PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
9	HS-2010H	CABARRUS	NC 49 @ ZION CHURCH ROAD	Convert to RCI	ROW: 2024 LET: 2026	AGENCY- Donald Harward 704-983-4400	Utility Relocation Underway	
10	HS-2010Q	CABARRUS	NC 49 @ OLD AIRPORT ROAD	Convert to RCI	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400	Design Work Underway	
11	HS-2010R	CABARRUS	ROBINSON CHURCH ROAD	Near Peach Orchard Road - Wedge, widen, shoulders & ditch grade.	ROW: 2025 LET: 2027	AGENCY- Donald Harward 704-983-4400		Project scope area overlaps with Developer's work. Project to be released once Developer is completed.
12	B-5372	CABARRUS	EAST FIRST STREET	BRIDGE - 120109 / SR 1706 Kannapolis Bridge on (East First Street) over US 29	ROW: 2024 LET: 2024	NCDOT Brad Eagle 704-983-4380	Construction Underway	
13	B-5808	CABARRUS	POPLAR TENT ROAD	BRIDGE - 20057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek at Poplar Tent Road	ROW: 2021 LET: 2023	NCDOT Brad Eagle 704-983-4380	Construction Underway	
14	17BP.10.R1 10		EAST GOLD HILL ROAD	BRIDGE - 120105 / E. Gold Hill Road Mt. Pleasant Replace bridge over branch of Big Bear Creek	ROW: LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Construction Underway	
15	BP10.R055	CABARRUS	MAUNEY ROAD	BRIDGE - 120292 / Mauney Road Mt. Pleasant Replace bridge over Little Meadow Creek	ROW: 2022 LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Utility Relocation Underway	
16	BP10.R047	CABARRUS	GOLD HILL ROAD	BRIDGE - 120083 / SR 2408 (Gold Hill Road) over Dutch Buffalo Creek	ROW: 2023 LET: 2025	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
17	BP10.R034	CABARRUS	MOUNT OLIVE ROAD	BRIDGE - 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	ROW: 2024 LET: 2026	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
18	BP10.R015	CABARRUS	OLD AIRPORT ROAD	BRIDGE -120129 / SR 2635. (Old Airport Road) Concord over Cold Water Creek	ROW: 2023 LET: 2027	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
19	BP10.C003	CABARRUS	PENNINGER ROAD	BRIDGE - 120050 / SR 2113 (Penninger Road) over Br. Of Cold Water Creek	ROW: 2027 LET: 2029	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
20	BR-0244	CABARRUS	ROGERS LAKE ROAD	BRIDGE - 120033 / SR 1625 (Rogers Lake Rd.) over Irish Buffalo Creek	ROW: 2026 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
21	BR-0181	CABARRUS	LANE STREET	BRIDGE - 120062 / SR 2180 (Lane St.) over Lake Fisher	ROW: 2025 LET: 2030	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
22	EB-5732	CABARRUS	CONCORD MILLS BOULEVARD	SR 2894 (Concord Mills Blvd.) Concord Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Road from US 29 to SR 1431	ROW: 2029 LET: 2031	NCDOT- Terry Burleson 704-983-4400		PROJECT DATE(S) have changed due to 2026-2035 DRAFT STIP.
23	EB-5844	CABARRUS	LITTLE TEXAS ROAD	Little Texas Road from Lane Street to Dale Earnhardt Blvd -Sidewalk	ROW: 2024 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	LET has been changed from late 2025 to 1st quarter 2026.
24	C-5603F	CABARRUS	BETHPAGE ROAD	Bethpage Road from South Main Street to Leonard Avenue and from Westgreen Drive to Klondale Avenue -Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
25	C-5603I	CABARRUS	US 601	US 601 from Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and Intersection improvements	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
26	BL-0060	CABARRUS	COX MILL ROAD	Cox Mill Road Loop Greenway and Bicycle/Pedestrian Bridge	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	CON PHASE ONLY Final Plans being revised due to ROW issue. Working on Contract and CON estimate review/ approval. LET date pushed to FY26.
27	BL-0086	CABARRUS	HICKORY RIDGE ROAD & STALLINGS ROAD	Hickory Ridge Road and Stallings Road -Sidewalks	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
28	BL-0087	CABARRUS	MULTIPLE LOCATIONS	Elm Avenue, Glenn Street, Crowell Drive, and Cedar Drive - Sidewalk	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	
29	HL-0001	CABARRUS	POPLAR TENT ROAD	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	ROW: LET: 2029	NCDOT- Jeff Burleson 704-983-4400	Planning Underway	Design alternatives under evaluation. LET has moved to FY29. 11/1/28
30	HL-0062	CABARRUS	NC 49	NC 49 from Morehead Road to Cedar Drive - Access Management Improvement	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	ROW to FY26 and CON to FY27
31	HL-0063	CABARRUS	CALDWELL ROAD	Caldwell Road from US 29 to NC 49-Intersection Improvement and Roadway Extension	ROW: 2026 LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	ROW to FY26 and CON to FY27
32	R-2246A	CABARRUS	GEORGE LILES PARKWAY	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes		NCDOT- Dustin Simpson 704-983-4400		Project is funded for PE ONLY per the 2026-2035 Draft Stip
33	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
34	2024CPT.10.17.20131 - Contract DJ00512	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 3 sections of secondary roads for Resurfacing/FDR	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
35	2024CPT.10.12.20132 - Contract DJ00511	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads for AST	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400	PROJECT COMPLETE	Punchlist 5/21. End Edit 7/2025
36	2024CPT.10.04.20131 - Contract DJ00487	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 38 sections of secondary roads for Resurfacing	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400		Scheduled to start Spring 2025
37	2024CPT.10.03.10131 - Contract DJ00486	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3, 1 Section of NC 24/27 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	Construction Underway	
38	R-5790JH	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2023 LET: 2023	NCDOT- Michael Hedrick 980-523-0085	Construction Underway	Contractor defaulted. Currently working with other ramp contractor
39	2023CPT.10.15.20131 - Contract DJ00453	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	Construction Underway	Awaiting Punch List Completion
40	2023CPT.10.14.10131 - Contract DJ00447	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 Section of NC 3 and 3 sections of secondary roads	ROW: LET: 2023	AGENCY- Brad Eagle 704-983-4400	Construction Underway	Awaiting Punch List Completion
41	2025CPT.10.04.10131, 2025CPT.10.04.20131 Contract DJ00540	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 section of US 601 and 3 sections of secondary roads	ROW: LET: 2024	AGENCY- Brad Eagle 704-983-4400		Available to start in Spring 2025.
42	2025CPT.10.06.20132 Contract DJ00547	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of AST roads	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400	PROJECT COMPLETED	Complete - Punchlist 5/21 END EDIT 8/2025

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
43	2025CPT.10. 05.20131, 2025CPT.10. 05.20132, 10.101311 Contract DJ00554	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads with 2 FDR roads and 1 road diet included	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		Precon Scheduled 5/21 - ICT for Road Diet on MLK Jr Blvd 5/26/25 - 8/5/25
44	2025CPT.10. 21.20131 Contract DJ00560	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads	ROW: LET: 2025	AGENCY- Brad Eagle 704-983-4400		Avaliable to start in Spring 2025.



NORTH CAROLINA
Department of Transportation

CRMPO Post-Census Statewide Functional Classification Review

August 2025

NCDOT-TPD

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

Agenda

- What is Functional Classification?
- Why is Functional Classification important and why are we reviewing it across the state?
- Timeline of the process
- CRMPO Request Table and Maps

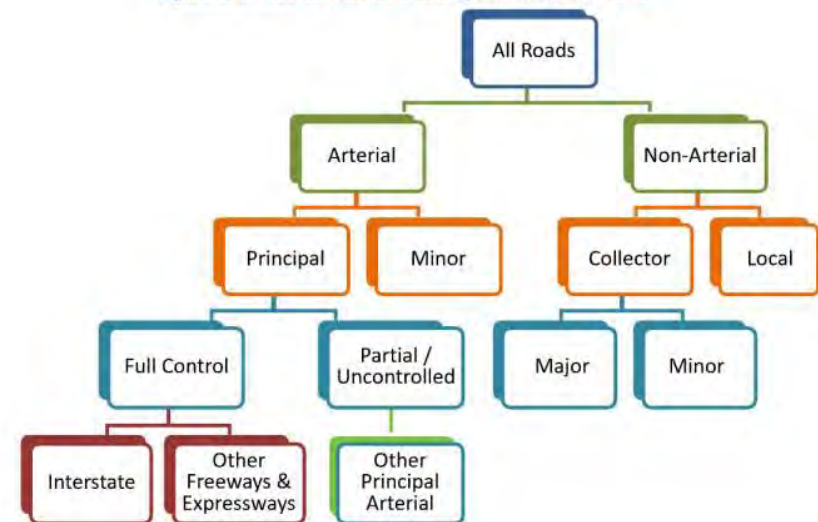


What is Functional Classification?

- **Functional classification** is the process of **grouping** streets and highways into **classes** according to the **character of service** they are intended to provide.
- Factors considered in Functional Classification:
 - Efficiency of Travel
 - Collectors
 - Access Points
 - Speed Limit
 - Route Spacing
 - Usage- AADT, VMT
 - Number of Travel Lanes
 - Regional and Statewide Significance
 - System Continuity

Highway Functional Classification: Concepts, Criteria and Procedures

Figure 3-4: Federal Functional Classification Decision Tree



Source: FHWA and CDM Smith

Why is Functional Classification important and why are we reviewing it?

- FHWA must review and update the functional classification post-census nationwide
- The NCDOT Transportation Planning Division (TPD) is responsible for processing updates to the Federal Functional Classification System in North Carolina
- In addition to NCDOT, Metropolitan Planning Organizations need to approve functional classification change requests
- Determining eligibility for funding under the Federal-aid program
- Accurate roadway functional classification system ensures that Federal Aid funds are allocated where they are needed most.
- Data management and reporting accurate classifications

*Note: Functional Classification change requests can be made outside of this post-decennial census update process. The MPO can still make requests to the Transportation Planning Division if a road's classification needs to be updated.

CRMPO's Functional Classification Review Timeline

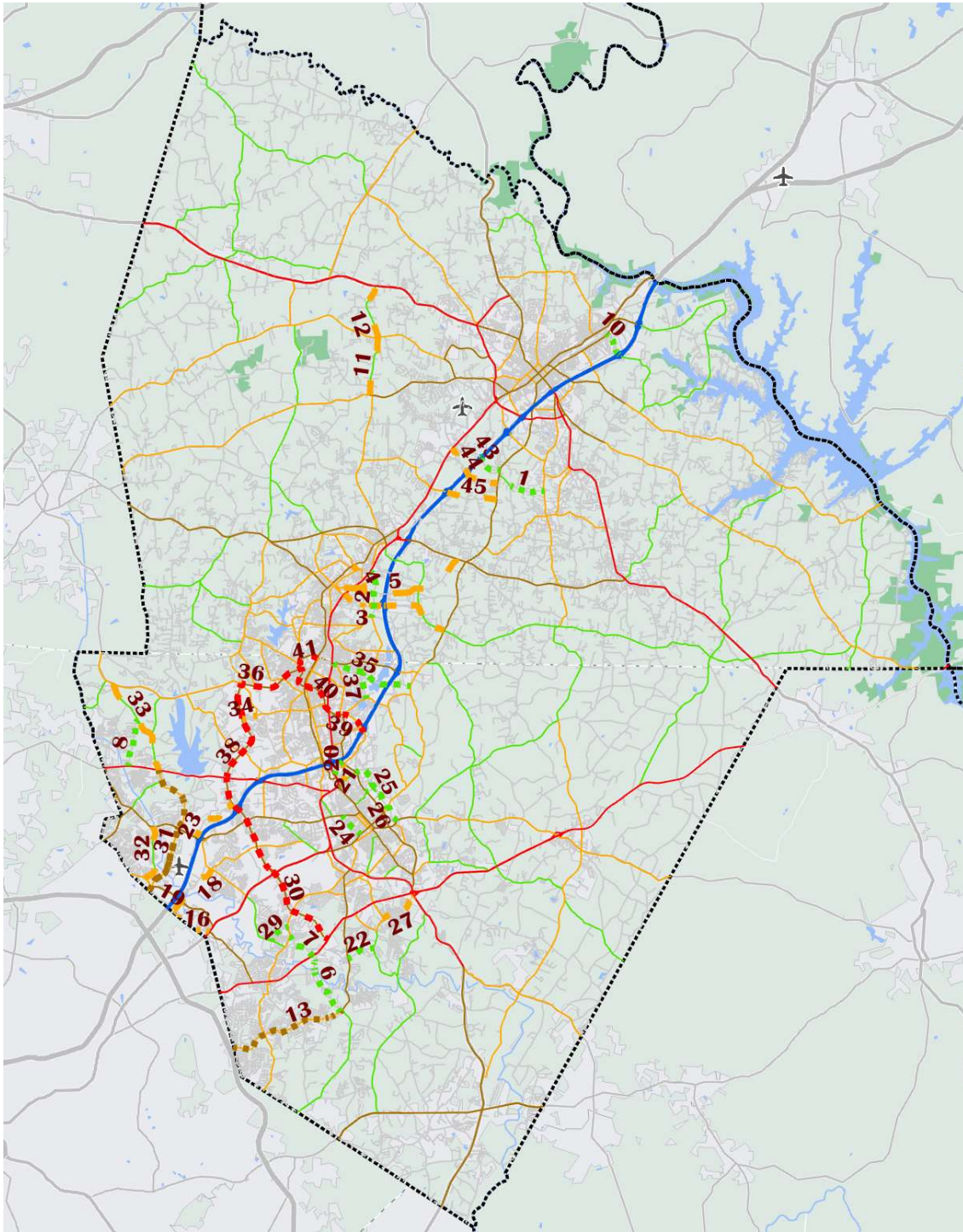
Date	Step
March 2025	Training session to POs and TPD to learn about the process
April 2025	MPO submitted initial requests, and TPD reviewed
May 2025	TCC/TAC approved initial requests
June 2025	Reviewed requests with MPO & Towns, and made edits to requests based on feedback
July 2025	Reviewed comments from Review Committee and discussed with MPO & Towns; TPD made edits to requests based on feedback
September 2025	Final submissions to NCDOT for last review by the Review Committee
November 7, 2025	Approval from MPO Boards due
November 2025	Submissions to be sent to FHWA
December 2025	Final approval by FHWA

NCDOT Post-Census FUNCTIONAL CLASSIFICATION CHANGE

Original Request ID	New Request ID	Roadway	From	To	Proposed FC	Existing FC	AADT	Descriptions	County	Change from Original	Timeline
1	1	St. Pauls Church Rd	Glover Rd	Faith Rd	6 - Minor Collector	7 - Local	3100	Connectivity between end of St. Pauls Church Rd and Faith Rd	Rowan	None	
2	2	China Grove Rd	US 29	Bostian Rd	5 - Major Collector	7 - Local	1800	Connectivity between US 29 and Old Beatty Ford Rd	Rowan	Changed to 6 - Minor Collector	Changed based on feedback from the review committee
3	3	Old Beatty Ford Rd / Lentz Rd	US 29	Lentz Rd	5 - Major Collector	7 - Local	6600	Connectivity to I-85 and industrial development and to the Town of Landis	Rowan	Limits changed to US 29 and Old Concord Rd	Changes made during initial meeting with towns
4	4	Coach Deal Rd/Bostian Rd	US 29 (S Main St)	Daugherty Rd	5 - Major Collector	7 - Local	1700	Connectivity from the Town of Landis to Beaver St	Rowan	Limits changed to S Main St to Old Beatty Ford Rd	Changed based on feedback from the review committee
5	5	Beaver St/Daugherty Rd	End of Beaver St	Bostian Rd	5 - Major Collector	7 - Local	1700	Provides connectivity between end of Beaver St and Bostian/Coach Deal Rd	Rowan	Limits changed to Ryder Ave to NC 152	Changed made during initial meeting with towns
6	6	Pharr Mill Rd	NC 49	Rocky River Rd	6 - Minor Collector	7 - Local	8000	Connectivity from NC 49 to Rocky River Rd. Traffic has increased substantially.	Cabarrus	None	
7	7	Blackwelder Rd	NC 49	Roberta Rd	6 - Minor Collector	7 - Local	4400	Connectivity from NC 49 to Roberta Rd. Traffic has increased substantially.	Cabarrus	None	
8	8	Jim Johnson Rd	NC 73	Odell School Rd	6 - Minor Collector	7 - Local	2400	Connectivity from NC 73 to Odell School Rd. Traffic has increased substantially.	Cabarrus	None	
9	N/A	Moose Rd	End of Moose Rd	Lentz Rd	5 - Major Collector	7 - Local	1900	Connectivity from end of Moose Rd to Old Beatty Ford Rd	Rowan	Removed	Removed during initial meeting with towns
10	10	Andrews St	I-85	N Long St	6 - Minor Collector	7 - Local	6100	Connectivity between I-85 and N. Long Street	Rowan	None	
11	11	Briggs Rd	Mooresville Rd (NC 150)	Sherrills Ford Rd	5 - Major Collector	6 - Minor Collector	4100	Connectivity between Mooresville Rd and ultimately US 70	Rowan	None	
12	12	Barringer Rd	Sherrills Ford Rd	US 70	5 - Major Collector	6 - Minor Collector	4000	Connectivity between US 70 and ultimately NC 150 or Mooresville Rd	Rowan	None	
13	13	Rocky River Road	Lower Rocky River Road	Mecklenburg County Line	4 - Minor Arterial	5 - Major Collector	14000	Primary connection serving high demand from intra-area travel between central business district and outlying residential areas and schools and access to interstate system.	Cabarrus	None	
14	N/A	Harrisburg Veterans Road	HWY 49	Stallings Road	4 - Minor Arterial	None	15000	Primary connection serving high demand from intra-area travel between central business district and outlying residential areas and schools.	Cabarrus	Removed beause it was submitted as a separate request before process	Removed during meeting with review committee
15	N/A	Tom Query	Caldwell Road	Robinson Church Road	5 - Major Collector	7 - Local	7000	Serves as the primary collector between Caldwell Road and Harrisburg Veterans road which are the two primary connctions crossing the RR dividing the souther portion of primarily residential Harrisburg to the HWY 49 business corridor.	Cabarrus	Removed beause it was submitted as a separate request before process	Removed during meeting with review committee
16	16	Morehead Rd	US 29	Mecklenburg County Line	5 - Major Collector	7 - Local	13000	Serves as connection between US 29 and Speedway to Mecklenburg County and Salome Church Rd	Cabarrus	None	
17	18	Weddington Rd	Pitts School Rd	Bruton-Smith Blvd	3 - Other Principal Arterial	7 - Local	20000	Connectivity to Bruton-Smith Blvd/Concord Mills Blvd from Pitts School Rd and eastern side of Concord	Cabarrus	Combined with the next request so limits are now Pitts School Rd and Old Holland and changed to Major Collector.	Changed based on reviews with TPD
18	N/A	Weddington Rd	Bruton-Smith Blvd	Old Holland Rd	4 - Minor Arterial	7 - Local	9600	Extends all the way to Old Holland Rd adding connectivity to Bruton-Smith Blvd/Concord Mills Blvd	Cabarrus	See comment above	Changed based on reviews with TPD
19	19	Old Holland Rd	Weddington Rd	Mecklenburg County Line	5 - Major Collector	7 - Local	9600	Connectivity between Weddington Rd and Morehead Rd	Cabarrus	None	
20	20	Lake Concord	NC-3 (Branchview Dr)	Burrage Rd	5 - Major Collector	9 - Local	1300	Connectivity between NC-3 and Burrage Rd	Cabarrus	None	
21	21	Country Club Dr NE	NC-3 (Concord Lake Rd / Branchview Dr)	US-29	5 - Major Collector	10 - Local	8900	Connectivity between US-29 and NC-3	Cabarrus	Changed to 6 - Minor Collector	Changed based on feedback from the review committee
22	22	Archibald Rd	Zion Church Rd	Rocky River Rd	6 - Minor Collector	11 - Local	2500	Connectivity between Zion Church Rd and Rocky River Rd	Cabarrus	None	
23	23	Goodman Rd/Glen Afton Blvd	Poplar Tent Rd	Kannapolis Pkwy	5 - Major Collector	14 - Local	NA	Goodman Rd was realigned with Glen Afton Blvd providing connnectivity between Poplar Tent Rd and Kannapolis Pkwy	Cabarrus	None	
24	24	Kerr St	McGill Ave NW	Cabarrus Ave NW	6 - Minor Collector	15 - Local	3700	Connectivity between McGill Ave NW and Cabarrus Ave NW	Cabarrus	None	
25	25	Burrage Rd	NC-3 (Branchview Dr)	Old Salisbury-Concord Rd	5 - Major Collector	17 - Local	3100	Connectivity between NC-3 and Old Salisbury-Concord Rd	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns
26	26	Deal St	Old Salisbury-Concord Rd	NC-73 (Corban Ave SW)	5 - Major Collector	18 - Local	2300	Connectivity between Old Salisbury-Concord Rd and NC-73	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns

Original Request ID	New Request ID	Roadway	From	To	Proposed FC	Existing FC	AADT	Descriptions	County	Change from Original	Timeline
27	27	Zion Church Rd E	Zion Church Rd	US-601	5 - Major Collector	19 - Local	6800	Connectivity between Zion Church Rd and US-601	Cabarrus	None	
28	28	Brookwood Ave	NC-3 (Branchview Dr)	Burrage Rd	6 - Minor Collector	20 - Local	1200	Connectivity between NC-3 and Burrage Rd	Cabarrus	None	
29	29	Cochran Rd	Pitts School Rd	Roberta Rd	5 - Major Collector	7 - Local	1800	Connectivity between Pitts School Rd and Roberta Rd	Cabarrus	Changed to 6 - Minor Collector	Changed made during initial meeting with towns
30	30	George W Liles	I-85	Roberta Rd	3 - Other Principal Arterial	4 - Minor Arterial	37500	Traffic has increased substantially.	Cabarrus	Changed limits to I-85 to NC 49	Changed made during initial meeting with towns
31	31	Odell School Rd	NC-73	Poplar Tent Rd	4 - Minor Arterial	5 - Major Collector	11500	Traffic has increased substantially.	Cabarrus	Changed limits to NC 73 to Mecklenburg County Line	Changed made during initial meeting with towns
32	32	Cox Mill Rd	Poplar Tent Rd	Christenbury Pkwy	4 - Minor Arterial	6 - Minor Collector	7800	Traffic has increased substantially.	Cabarrus	Changed to 5 - Major Collector	Changed made during initial meeting with towns
33	33	Odell School Rd	NC-73	Mooreville Rd	5 - Major Collector	6 - Minor Collector	12000	Traffic has increased substantially.	Cabarrus	None	
33	34	Rogers Lake Road	Isenhour Road	Kannapolis Parkway	5 - Major Collector	7 - Local	7100	Rogers Lake Road is classified as a major collector from Dale Earnhardt Blvd to Isenhour Road but the remaining City-Maintained portion section is unclassified. The City requests to update the functional class for consistency.	Cabarrus	None	
34	35	Brantley Road	Jackson Park Rd/Lane Street	Old Salisbury Concord Rd	6 - Minor Collector	7 - Local	3400	Development to the area has increased traffic, including Metro63 and new business on Lane Street, a City of Kannapolis Growth Node. Brantley provides a parallel route to Lane street and connects to Lane Street at NC 29	Cabarrus	None	
36	36	NC 3 (Mooreville Rd)	Kannapolis Parkway (SR1624)	Dale Earnhardt Boulevard	3 - Other Principal Arterial	4 - Minor Arterial	13000	Added to be consistent between Kannapolis Pkwy and Dale Earnhardt	Cabarrus	None	
35	37	Midlake Avenue	Brantley Road	Centergrove Road	6 - Minor Collector	7 - Local	3900	Midlake parallels Little Texas Road and currently functions as a cut through for traffic from Brantley - Centergrove - Dale Earnhardt Blvd.	Cabarrus	None	
36	38	Kannapolis Parkway (SR1624)	Mooreville Rd	I-85	3 - Other Principal Arterial	4 - Minor Arterial	38500	Sections of Kannapolis Parkway are shown as having 5-25% growth between Mooreville Road and I-85. This has become a major north-south connector with significant growth in the area.	Cabarrus	None	
37	39	Dale Earnhardt Boulevard	I-85	Centergrove Road	3 - Other Principal Arterial	5 - Major Collector	17500	This portion of DEB is classified as a Major Collector while the remainder is classified as a Minor arterial. City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 667 Residential units (Loop yard, concord lake townhomes, concord lake apartments) and additional commercial are in development along the corridor.	Cabarrus	None	
38	40	Dale Earnhardt Boulevard	Centergrove Road	West C Street	3 - Other Principal Arterial	4 - Minor Arterial	18500	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 (Bainbridge, Crestfield, Millstone) residential units are approved along N Loop/DEB and additional commercial projects.	Cabarrus	None	
39	41	North Loop Road	West C Street	NC 29	3 - Other Principal Arterial	4 - Minor Arterial	11000	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 residential units are approved along N Loop/DEB and additional commercial projects.	Cabarrus/Rowan	None	
40	N/A	Jackson Park Road	N. Main Street (NC29)	Lane Street	3 - Other Principal Arterial	4 - Minor Arterial	8800	City recommends reclassifying the entire section to Principal Arterial due to 10-25% growth along corridor. 886 residential units are approved along N Loop/DEB and additional commercial projects as well	Cabarrus	Removed	Removed during initial meeting with towns
N/A	43	Peach Orchard Rd	I-85	Old Concord Rd	5 - Major Collector	7 - Local	N/A	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review
N/A	44	Peeler Rd	US 29 (S Main St)	Old Concord Rd	5 - Major Collector	7 - Local	4700	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review
N/A	45	Webb Rd	I-85	Old Concord Rd	5 - Major Collector	7 - Local	0	Reclassify due to connection to Interstate	Rowan	Added	Added based on TPD review

CRMPO Functional Classification Change Requests



Legend

Existing Functional Classification

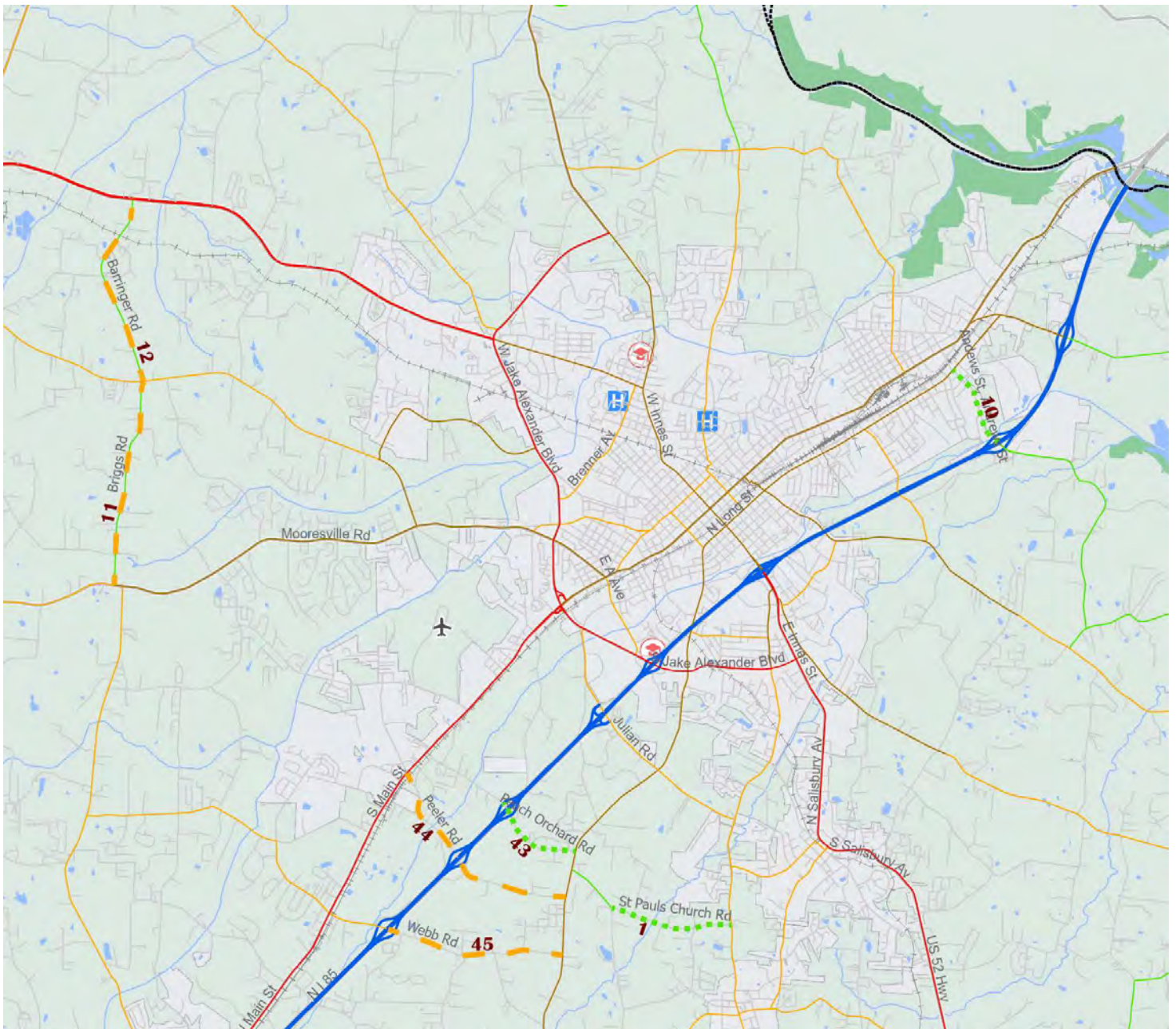
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 1: Salisbury



Legend

Existing Functional Classification

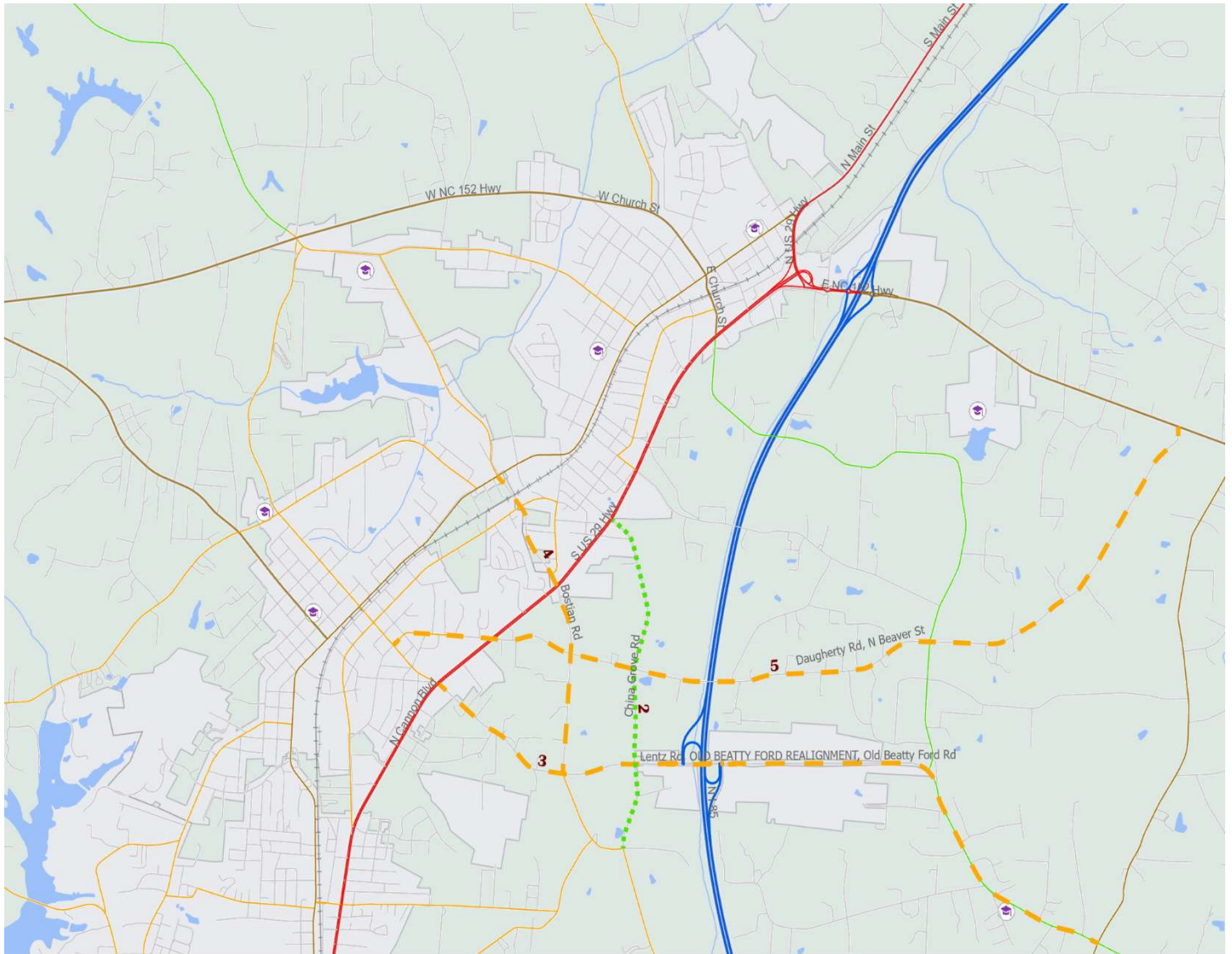
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 2: China Grove and Landis



Legend

Existing Functional Classification

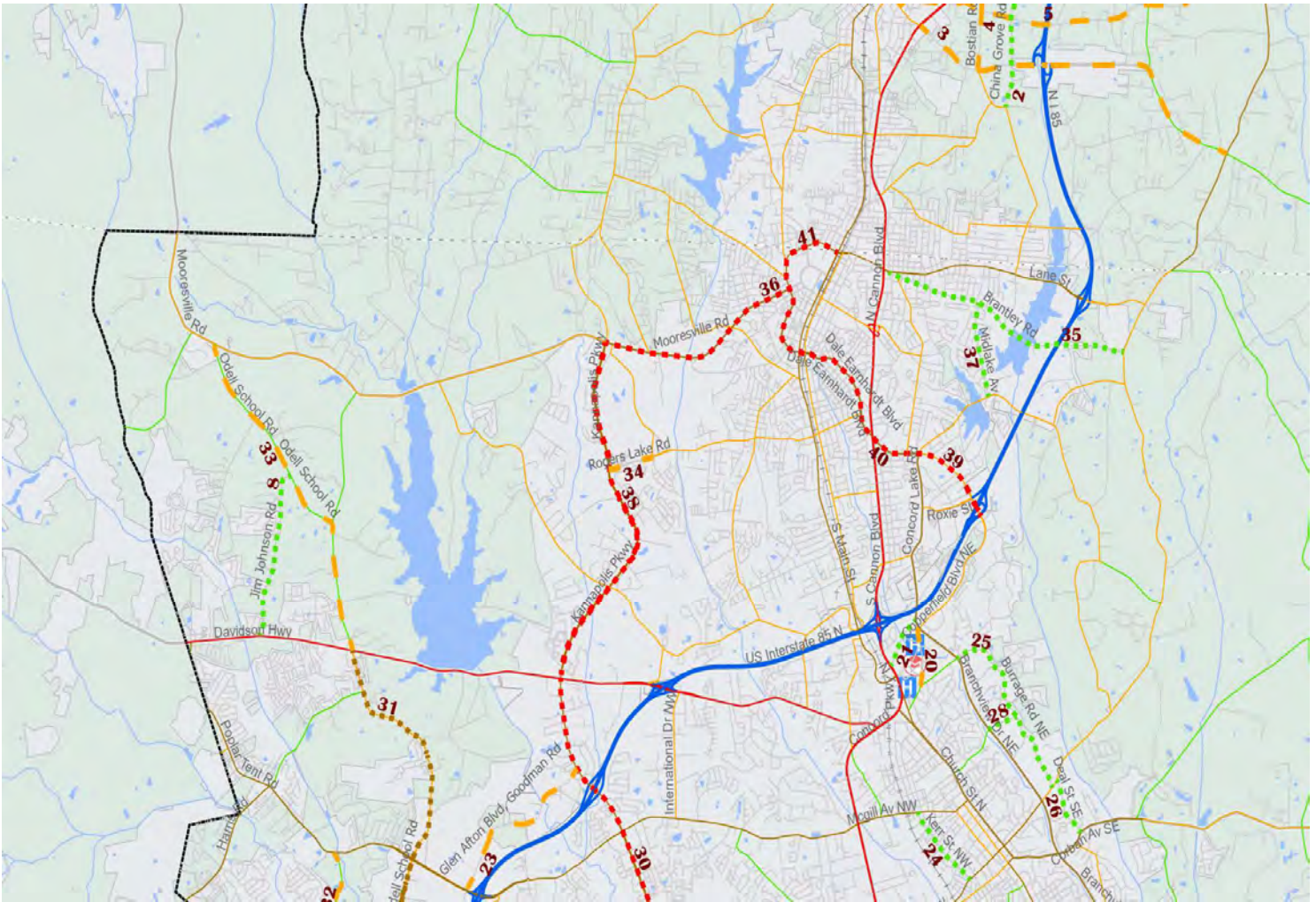
- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

Proposed Functional Classification

- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

CRMPO Functional Classification Change Requests

Inset 3: Kannapolis



Legend

Existing Functional Classification

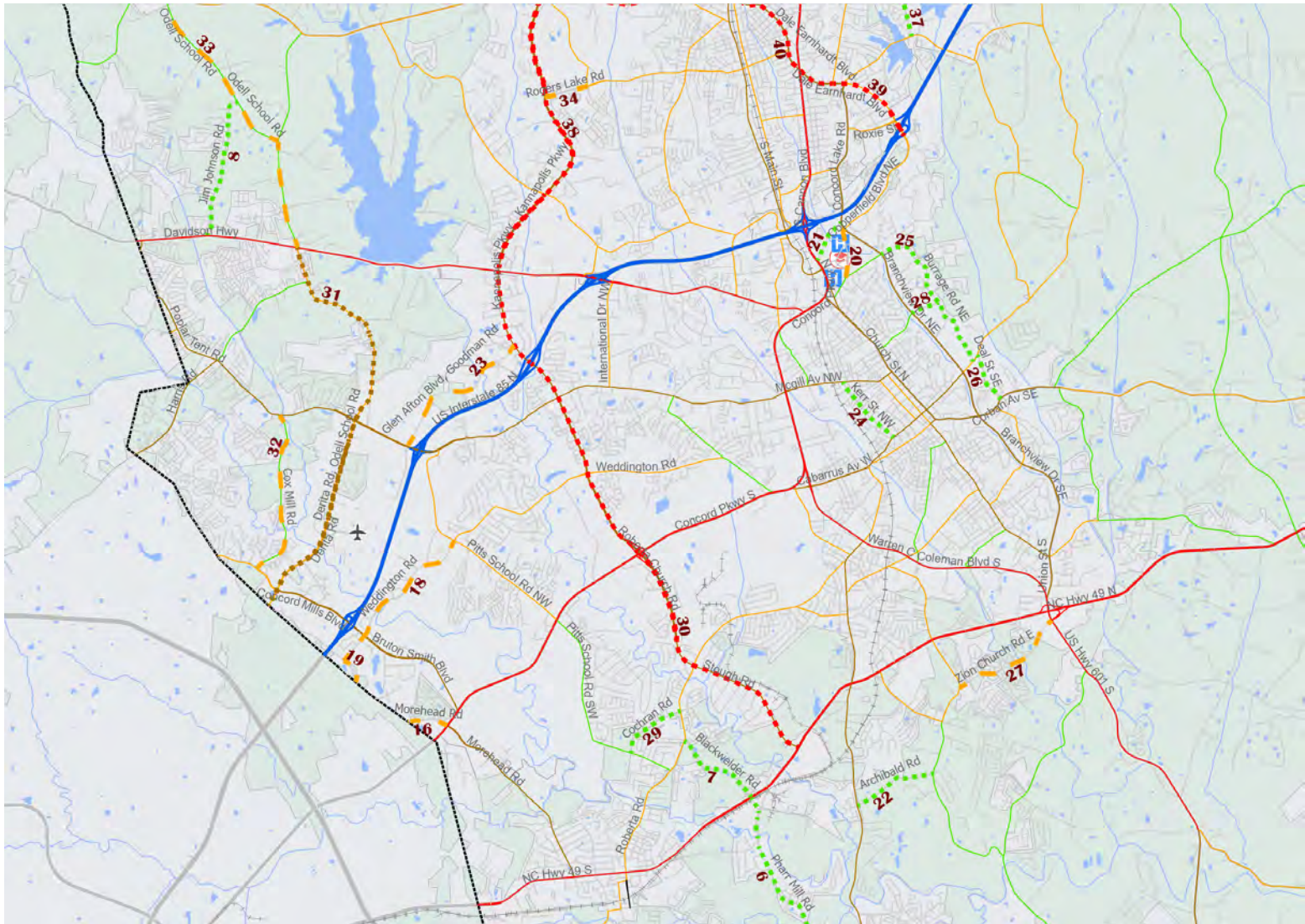
- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

Proposed Functional Classification

- 1 -Interstate
- 2 -Other Freeway & Expressway
- 3 -Other Principal Arterial
- 4 -Minor Arterial
- 5 -Major Collector
- 6 -Minor Collector
- 7 -Local

CRMPO Functional Classification Change Requests

Inset 4: Concord



Legend

Existing Functional Classification

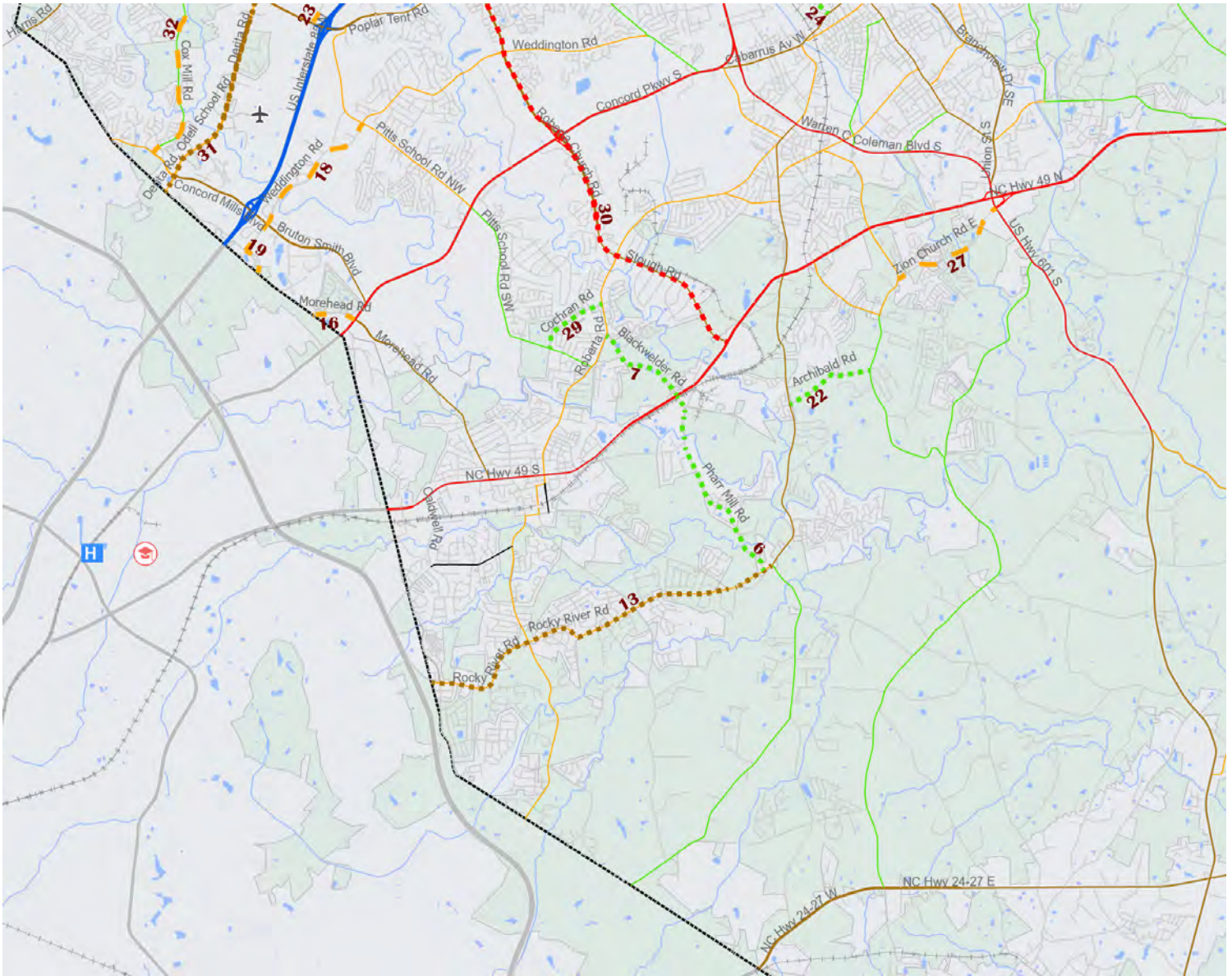
- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

Proposed Functional Classification

- 1 - Interstate
- 2 - Other Freeway & Expressway
- 3 - Other Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

CRMPO Functional Classification Change Requests

Inset 5: Harrisburg



Legend

Existing Functional Classification



Proposed Functional Classification



Contact Us

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From: [Wasserman, David S](#)
To: [Phil Conrad](#)
Cc: [Robinson, Teresa](#); [Hyland, Melissa A](#)
Subject: 2025 August Redistribution Fund Swap
Date: Monday, August 4, 2025 12:16:27 PM

Phil,

As discussed, the Department would like the MPO's concurrence in August to perform a fund swap of \$6,667,246 as part of NCDOT's 2025 August Redistribution request. If the MPO agrees with the swap, the MPO's STBG-DA funds would be utilized on projects selected by the Department (where STI funds are originally intended to be used) and in return, \$6,667,246 in STBG-AnyArea or Highway Trust Funds would be made available for projects selected by the CRMPO.

Please let me know if you have any questions.

David

David Wasserman, P.E.
Deputy Director, Division of Planning and Programming
North Carolina Department of Transportation

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Raleigh, NC 27699-1534



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	RIDER TRANSIT							RIDER ADA PARATRANSIT						
	2019	2020	2021	2022	2023	2024	2025	2019	2020	2021	2022	2023	2024	2025
January	35154	32795	19946	13670	26317	26781	29858	1014	1233	1064	1291	1877	1755	1450
February	32851	31073	23498	20251	25535	28616	29895	1001	1238	1065	1358	1459	1717	1531
March	35038	25626	36652	23914	28482	31228	33207	1066	887	1558	1626	1781	1626	1579
April	33822	15732	36209	24336	26145	32730	34167	1117	550	1555	1474	1565	1647	1415
May	36735	18489	36769	24130	28,564	32920	33287	1015	687	1464	1542	1609	1523	1375
June	36931	22239	35573	26036	27521	32708		918	997	1370	1638	1629	1410	
July	37265	22975	27155	24640	27290	33752		956	1065	1305	1476	1536	1432	
August	38455	22020	27824	26857	31323	37532		1041	1191	1233	1740	1978	1595	
September	35590	21712	27014	27278	27870	33401		1076	1231	1286	1553	1511	1466	
October	37727	24501	28779	27419	29829	38060		1175	1024	1304	1550	1728	1625	
November	32930	22073	25692	25003	27854	33670		1132	959	1424	1731	1594	1428	
December	32848	19994	24882	24418	26707	32915		1049	1044	1463	1651	1465	1407	
Totals	425346	279229	349993	287,952	333,437	394,313		12560	12106	16091	18630	19732	18631	
	SALISBURY TRANSIT SYSTEM							SALISBURY ADA PARATRANSIT						
	2019	2020	2021	2022	2023	2024		2019	2020	2021	2022	2023	2024	2025
January	11588	10836	4631	6274	7251			669	662	605				
February	10819	10426	4495	6350	7028			664	587	553				
March	10813	8444	5069	6798	7748			621	641	711				
April	11383	4344	5058	7895	7140			629	442	737				
May	15528	4230	4698	12549	18248			754	505	673				
June	10983	5406	5225	7338	8482			698	618	762				
July	12228	5987	6240	7481				855	605	680				
August	13186	5505	6527	8600				854	495	682				
September	11472	5350	6081	7825				827	529	659				
October	12645	5758	6087	7295				801	590	639				
November	12742	4384	5667	7443				644	545	613				
December		5416	7190	6697					718	703				
	133387	76086	66968					8016	6937	8017				

Data Provided by Transit Systems is Current as of
June 2025

Metropolitan Transit Commission
Charlotte Area Transit System Ridership Report
May-25

Source:

Fixed Route Bus - Automatic Passenger Counts

Rail - Automatic Passenger Counts

Mode / Service	Average Daily Ridership					
	May-25	May-24	Percent Increase / Decrease	Weekday	Saturday	Sunday
Local						
BOD Local	755,764	758,970	-0.4%	26,824	19,382	13,921
Subtotal	755,764	758,970	-0.4%	26,824	19,382	13,921
Local Express						
Arboretum Express	1,362	1,248	9%	65	-	-
Harrisburg Road Express	1,300	1,561	-16.7%	62	-	-
Northcross Express	3,101	3,915	-20.8%	148	-	-
Idlewild Express	901	1,104	-18.4%	43	-	-
Independence Blvd Express	3,124	2,543	22.8%	149	-	-
Lawyers Road Express	1,836	1,501	22.3%	87	-	-
Steele Creek Express	667	741	-10%	32	-	-
Northlake Express	2,693	2,911	-7.5%	128	-	-
North Mecklenburg Express	6,339	6,026	5.2%	302	-	-
Huntersville Express	4,198	4,243	-1.1%	200	-	-
Rea Road Express	1,258	1,172	7.4%	60	-	-
Mountain Island Express	365	391	-7%	17	-	-
Huntersville Greenhouse	99	163	-39.4%	5	-	-
Subtotal	27,243	27,519	-1.0%	1,297	-	-
Regional Express						
Gastonia Express	949	1,191	-20.3%	45	-	-
Rock Hill Express	1,233	1,229	0.3%	59	-	-
Union County Express	1,062	997	6.5%	51	-	-

Subtotal	3,245	3,417	-5.1%	155	-	-
Community Circulator						
Neighborhood Shuttles	25,003	22,397	11.6%	890	701	413
Eastland Neighborhood Shuttle	11,566	13,259	-12.8%	402	332	287
Pineville-Matthews Road	2,849	2,419	17.8%	112	82	-
Village Rider	7,917	7,458	6.1%	219	386	352
Subtotal	47,335	45,533	4.0%	1,624	1,268	1,052
Microtransit						
CATS Micro - North Mecklenburg	3,715	-	-	135	87	88
Subtotal	3,715	-	-	135	87	88
Human Services Transportation						
Special Transportation Services	19,745	16,901	16.8%	762	349	308
Subtotal	19,745	16,901	16.8%	762	349	308
Rideshare Services						
Vanpool	3,183	3,863	-17.6%	132	23	40
Subtotal	3,183	3,863	-17.6%	132	23	40
Rail						
LYNX Blue Line*	549,699	547,307	0.4%	19,079	16,693	12,220
CityLynx Gold Line*	57,644	52,044	10.8%	2,158	1,305	1,126
Subtotal	607,343	599,351	1.3%	21,237	17,998	13,346
Total	1,467,573	1,455,553	0.8%	52,166	39,107	28,756

FY24 Rail ridership reflects audited and adjusted value based on annual report

Beginning in 2025, CATS will be undergoing the NTD certification process for APC Ridership Reporting. GFI data will be available upon request.