

Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Technical Coordinating Committee

Wednesday May 21, 2025
10:00 AM to 12:00 noon

VIRTUAL MEETING

Agenda

1) Call to Order & Quorum **TCC Vice-Chair Ambrose**

- Roll Call of Voting Members & Introduction of Guests
- Adjustments to the Agenda
- Speakers from the Floor (3 minutes per speaker)

2) Approval of March 19, 2025 minutes **TCC Vice-Chair Ambrose**

3) FY 2024-2033 MTIP Modification #10 **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 modification is to delay construction to FY 26 for Brenner Avenue safety project (HL-0049). Attachment 3 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #10 to the FY 2024-2033 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #10 to the FY 2024-2033 MTIP.

4) Functional Classification System Review **Phil Conrad**

INFORMATION: 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. Generally, 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. Following the 2020 US Census and designation of urban area boundaries, the NCDOT conducts a review of the functional classification system. NCDOT staff has provided the maps and AADT point shapefiles to conduct this review. A list of the proposed functional classification system changes is included as attachment 4.

ACTION/RECOMMENDATION: 1) Receive a report on the proposed Functional Classification System changes; 2) Discuss; and 3) Recommend that the TAC

consider endorsing the proposed Functional Classification System changes as presented.

5) 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). An excerpt from the previous TIP Conformity Report is provided as attachment 5.

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

6) TAP/CRP Program Project Call

Phil Conrad

INFORMATION: The Transportation Alternatives Program (TAP) is a federal program to fund bicycle and pedestrian infrastructure. This program is similar to the STP-DA suballocation program, requiring a 20 percent local match for those eligible bicycle and pedestrian projects. The MPO issued a call for project proposals on March 20th that concluded on May 9th. A total of 2 projects proposals were submitted by 2 project sponsors. The total cost of these projects is \$5.682 million. NCDOT has indicated that the MPO can anticipate receiving about \$2.85 million in federal TAP funds thru FY 2030. MPO staff would propose using this balance for these projects. A summary table is also included as attachment 6A. The backup for these project proposals are included as attachment 6B. 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). CRP funds require a local sponsor and also a 20 percent local match. Eligible projects must demonstrate a transportation emissions reduction benefit to the local area. The MPO issued a call for new project applications with a deadline of May 9th. NCDOT has indicated that the MPO can anticipate receiving about \$.604 million annually in CRP funds beginning with FY 2025. The MPO received a CRP project proposal for 2 Projects submitted by 2 project sponsors. MPO staff would proposed using all of the available CRP funds for the 2 project proposals, subject to eligibility. A summary table is also included as attachment 6C. The associated application

and narrative for these projects is attachment 6D. A resolution of support is included as attachment 6E.

ACTION/RECOMMENDATION: 1) Receive a report on the TAP and CRP Program Call for Projects; 2) Discuss; and 3) Recommend that the TAC consider endorsing the TAP and CRP Program Projects for inclusion in the MTIP pending available federal funds and federal eligibility.

7) Reports / MPO Business Phil Conrad / TCC Members

- Local Reports – MPO/NCDOT Division 9 & 10/TPD
- DRAFT 2028-2037 TIP Project Call
- 2055 MTP Update
- Rowan Transit System Section 5310 Grant Application Letter of Support
- City of Kannapolis FY 26 Community Project Letter of Support
- 2024 Bicycle and Pedestrian Planning Grant Applications – Deadline May 12th
- Section 5310 Grant Awards
- Update on Federal Funding Swaps
- CMAQ Priority Submittal and Funding Update

8) Informational Items Phil Conrad

- Rider Transit, Salisbury Transit, and MTC Ridership
- CRAFT Meeting Minutes

Next scheduled meeting: June 18, 2025

- Agenda items for June TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, March 19, 2025

VIRTUAL MEETING

Members:

Phillip Graham	City of Concord
Susie Morris	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Sean Epperson	NCDOT Div. 10
John Rhyne	NCDOT Div. 9
Franklin Gover	Town of China Grove
Wendy Brindle	City of Salisbury
Craig Thomas	Town of Midland
Devin Huston	Town of Harrisburg
Erin Burris	Town of Mt. Pleasant
Steve Blount	Town of Spencer
Jason Hord	Town of Granite Quarry
Curtis Cowan	Town of East Spencer
Chris Renfrow	Town of Rockwell

Others:

Phil Conrad	CRMPO Director
Connie Cunningham	MPO Staff
Wendy Miller	MPO Staff
Lee Ainsworth	NCDOT–Div. 10
Emily Stupka	NCDOT - TPD
Fred Haith	NCDOT-Div 9
Teresa Barringer	Town of China Grove
David Wasserman	NCDOT
Jared Mathis	City of Salisbury
Mallory Hodgson	City of Kannapolis
Phillip Craver	NCDOT – Div 9
Melissa Hyland	NCDOT
Teresa Robinson	NCDOT

TCC Chairman Mrs. Susie Morris called the March 19, 2025 meeting of the Cabarrus Rowan MPO TCC to order. TCC Chairman Morris called the roll of eligible TCC members and determined that a quorum had been met. TCC Chairman Morris then asked if there were any adjustments to the meeting agenda. With none heard, she asked if there were any speakers from the floor. With no speakers being heard, TCC Chair Morris moved to the next item of business.

Approval of Minutes

TCC Chairman Morris called members' attention to the minutes of the January 15, 2025 TCC meeting included in their packets. Chairman Morris 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. Curtis Cowan seconded that motion and the TCC members voted unanimously to approve.

FY 2024-2033 MTIP Modification #9

Mrs. Wendy Miller, CRMPO Staff Planner, addressed the TCC members and reported that CRMPO staff regularly bring amendments or modifications from recent NCDOT Board of Transportation agendas to the TCC/TAC for consideration. Mrs. Miller reported that the first

project modification shown in the agenda has been removed for further review at this time. The second project modification is to add utilities in FY 25 for the Dale Earnhardt Blvd intersection project (U-5761). The third project modification is to add utilities in FY 25 to the Derita Road widening (U-6032). The fourth and final project is to delay right-of-way to FY 26 for the Caldwell Road extension (HL-0063). Attachment 3 is a resolution modifying the MTIP for these projects. Mrs. Miller closed in stating the new STIP was effective October 1, 2023.

With little discussion or comments, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing modification #9 to the FY 2024-2033 MTIP. Mr. Steve Blount seconded that motion and the TCC members voted unanimously to approve.

FY 2025-2026 Draft UPWP

Director Conrad reported to the TCC members that each year the Cabarrus-Rowan MPO develops and adopts a unified Planning Work Program (UPWP). The UPWP is the CRMPO budget and follows the state fiscal year 2025-2026. The UPWP he explained identifies the planning tasks, responsible agencies, and funding sources for regional transportation planning activities to be conducted within the planning area during the next fiscal year. These projects include CRMPO planning activities undertaken by local agencies, the N.C. Department of Transportation, and a line item for Regional Model and MTP Maintenance. In the fall of 2024, the NCDOT indicated that the allocation in FY 26 to the CRMPO would be \$489,250.

Director Conrad then called members' attention to Attachment 4A in their packets which was a draft of the 2025-2026 UPWP budget. Director Conrad provided slides to explain the budget line item by line item for the TCC members.

Director Conrad continued by stating that as part of the UPWP the Federal government is requiring all MPO's to certify their transportation planning process on an annual basis. He went on to call members' attention to Attachment 4B, which was a checklist for the CRMPO to certify the CRMPO transportation planning process. Director Conrad provided slides to review the checklist for the members. After reviewing the checklist, he called members' attention to Attachment 4C which was the Local Match table. He reported that this table had been sent to all jurisdictions to be included in their respective budgets.

Director Conrad closed by highlighting Attachment 4D which was a draft resolution adopting the UPWP. With little discussion, Mr. Ed Muire made a motion to recommend that the CRMPO TAC consider certifying the CRMPO transportation planning process. Mr. Steve Blount seconded the motion and the TCC members voted unanimously to approve.

Chairman Morris then made a motion recommending that the CRMPO TAC consider adopting the FY 2025-2026 UPWP. Mr. Fred Haith seconded that motion, and the members voted unanimously to approve.

2055 MTP Draft Projects List

Director Conrad reported to the TCC members that since the anticipated release of the 2026-2035 TIP, CRMPO staff began working on updates to the draft revenue forecast for the 2055 Transportation Plan. This forecast is based on the tier system included in the Strategic Mobility Formula, and statewide forecast methodology developed by NCDOT for regional and division tier

allocations. He went on to state that these forecasts are applied to the projects listed in the 2050 Plan and most recent MPO SPOT/Priority List. He then highlighted the Draft 2055 Projects List included as Attachment #5 in their meeting packets. Director Conrad then provided the TCC members with a powerpoint presentation explaining the projects on the list and the financial assumptions. He also called attention to changes in the project list schedules.

Director Conrad went on to report that the CRMPO is requested to confirm recommendations from the last Cabarrus County Public Transportation Master Plan, which was endorsed by the Concord-Kannapolis Transit Commission in February 2025. He also noted some memos included in the meeting packet which provided additional information on the financial assumptions.

With no further discussion or questions heard, Mrs. Wendy Brindle made a motion to recommend that the CRMPO TAC consider amending the 2055 Projects List and financial assumptions. Mr. Phillip Graham seconded that motion and the TCC members voted unanimously to approve.

Reports/CRMPO Business

1. Local Reports – CRMPO/NCDOT Division 9 and 10/TPD - Mr. Fred Haith, NCDOT Division 9 representative highlighted the updated Division 9 project spreadsheet which was included in the meeting packet. He noted several highlighted areas on the spreadsheet which were updates since the last report.

Mr. Sean Epperson, NCDOT Division 10 representative noted the spreadsheet of Division 10 project updates included in the packet and stated he had nothing additional at this time.

Mrs. Emily Stupka, NCDOT TPD had no new information to share.

Director Conrad reported that funding dates have been shifted for project EB-5732 in the DRAFT STIP.

2. DRAFT 2026-2033 STIP Release – Director Conrad reported that the DRAFT STIP was released on January 29, 2025 for public comment at drop-in sessions held at each Division Office. To date, 5 people have attended the drop-in sessions at Division 9 Office and 11 have attended the drop-in sessions at the Division 10 Office. The deadline for comments he reported, is April 4, 2025.

3. P8.0 Project Call/P7.0 Carryover Projects due May 30, 2025 - Director Conrad addressed the TCC members and reviewed the list of potential projects for carryover in the packet with the members. He reported that he has asked all jurisdictions to carefully review their submitted projects to see if they are still viable. He also noted the schedule included in the packets as well.

4. Bike and Ped Demonstration Planning Studies - Director Phil Conrad reported to the members that all bike and ped studies have been completed.

5. Special Study Update – Mr. Franklin Gover reported to members that the Town of China Grove's Highway 152 Corridor Study is completed and has gone to their Town Council. The

Council had made some modifications and then Council approved the Study. Mr. Gover stated that they had a lot of public comments on the proposed projects in the Study.

6. CMAQ Priority Submittal and Funding Awards – It was reported that two CRMPO jurisdictions have submitted sidewalk projects for CMAQ funding currently.

7. TAP/CRP Project Call – Director Conrad reviewed the funding balances on a slide presentation and noted a memo in their packets. Mr. Franklin Gover requested that a call for TAP projects be requested from all jurisdictions by email. Ms. Teresa Robinson, NCDOT added that funding for CRP runs through FY 2026.

Informational Items

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

RIDER Transit, Salisbury Transit and MTC Ridership
Next scheduled meeting: VIRTUAL April 16, 2025

With no further business to discuss, TCC Chair Morris acknowledged a motion made by Mr. Steve Blount to adjourn the meeting and was seconded by Mr. Jason Hord. The meeting was adjourned.

RESOLUTION ADOPTING MODIFICATION #10 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 28th day of May, 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 28th day of May 2025.

Ron Smith, Chair
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

HL-0049	- CABARRUS-ROWAN URBAN AREA	BRENNER AVENUE, US 70 / US 601 (JAKE ALEXANDER	RIGHT-OF-WAY	FY 2025 -	\$11,000	(BGDA)
ROWAN	METROPOLITAN PLANNING ORGANIZATION	BOULEVARD) TO MILFORD HILLS ROAD IN SALISBURY.		FY 2025 -	\$3,000	(L)
PROJ.CATEGORY		CONSTRUCT MEDIAN; CONSTRUCT ROUNDABOUT AT	CONSTRUCTION	FY 2026 -	\$633,000	(BGDA)
DIVISION		MILFORD HILLS ROAD.		FY 2026 -	<u>\$158,000</u>	(L)
					\$805,000	
		<u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY</u>				
		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>				

* INDICATES FEDERAL AMENDMENT

<i>CRM PO/ NCD OT Use</i>	Correspon ding MPO/RPO (CRMPO)	Road name	Road name of starting point of the proposed change	Road name of endpoint of the proposed change	Proposed functional classification (1-7)	Existing functional class (1-7)	Length of the proposed section	Latest AADT value	Current speed limit	Information/ justification about land uses supported by the roadway (e.g., school, shopping center, community center, church), how the proposed changes will enhance the transportation system, and any other relevant information.	County Name
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1	CRMPO	St. Pauls Church Rd	Glover Rd	Faith Rd	6 - Minor Collector	7 - Local	1.28	3100	45	Connectivity between end of St. Pauls Church Rd and Faith Rd	Rowan
2	CRMPO	China Grove Rd	US 29	Bostian Rd	5 - Major Collector	7 - Local	1.4	1800	55	Connectivity between US 29 and Old Beatty Ford Rd	Rowan
3	CRMPO	Old Beatty Ford Rd	US 29	Lentz Rd	5 - Major Collector	7 - Local	2.93	6600	45	Connectivity to I-85 and industrial development and to the Town of Landis	Rowan
4	CRMPO	Coach Deal Rd	US 29A	Daugherty Rd	5 - Major Collector	7 - Local	0.84	1700	55	Connectivity from the Town of Landis to Beaver St	Rowan
5	CRMPO	Beaver St	End of Beaver St	Bostian Rd	5 - Major Collector	7 - Local	0.69	1700	55	Provides connectivity between end of Beaver St and Bostian/Coach Deal Rd	Rowan
6	CRMPO	Pharr Mill Rd	NC 49	Rocky River Rd	6 - Minor Collector	7 - Local	2.4	8000	45	Connectivity from NC 49 to Rocky River Rd. Traffic has increased substantially.	Cabarrus
7	CRMPO	Blackwelder Rd	NC 49	Roberta Rd	6 - Minor Collector	7 - Local	1.14	4400	45	Connectivity from NC 49 to Roberta Rd. Traffic has increased substantially.	Cabarrus
8	CRMPO	Jim Johnson Rd	NC 73	Odell School Rd	6 - Minor Collector	7 - Local	1.76	2400	45	Connectivity from NC 73 to Odell School Rd. Traffic has increased substantially.	Cabarrus
9	CRMPO	Moose Rd	End of Moose Rd	Old Beatty Ford Rd	5 - Major Collector	7 - Local	1.8	1900	55	Connectivity from end of Moose Rd to Old Beatty Ford Rd	Rowan
10	CRMPO	Andrews St	I-85	N Long St	6 - Minor Collector	7 - Local	0.94	6100	35	Connectivity between I-85 and N. Long Street	Rowan
11	CRMPO	Briggs Rd	Mooresville Rd	Sherrills Ford Rd	5 - Major Collector	6 - Minor Collector	2.25	4100	55	Connectivity between Mooresville Rd and ultimately US 70	Rowan
12	CRMPO	Barringer Rd	Sherrils Ford Rd	US 70	5 - Major Collector	6 - Minor Collector	2.02	4000	55	Connectivity between US 70 and ultimately NC 150 or Mooresville Rd	Rowan
13	CRMPO	Rocky River Road	Lower Rocky River Road	Mecklenburg County Line	4 - Minor Arterial	5 - Major Collector	4.7	14000	45	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
14	CRMPO	Harrisburg Veterans Road	HWY 49	Stallings Road	4 - Minor Arterial	None	0.46	15000	35	Primary connection serving high demand from intra-area travel between central business district and outlying residential areas and schools.	Cabarrus
15	CRMPO	Tom Query	Caldwell Road	Robinson Church Road	5 - Major Collector	7 - Local	1	7000	45	Harrisburg Veterans road which are the two primary connctitions crossing the RR dividing the souther portion of primarily residential Harrisburg to the HWY 49 business corridor.	Cabarrus
16	CRMPO	Morehead Rd	US 29	County Line	5 - Major Collector	7 - Local	0.54	13000	35	Serves as connection between US 29 and Speedway to Mecklenburg County and Salome Church Rd	Cabarrus
17	CRMPO	Weddington Rd	Pitts School Rd	Bruton-Smith Blvd	3 - Other Principal Arterial	7 - Local	1.79	20000	45	Connectivity to Bruton-Smith Blvd/Concord Mills Blvd from Pitts School Rd and eastern side of Concord	Cabarrus
18	CRMPO	Weddington Rd	Bruton-Smith Blvd	Old Holland Rd	4 - Minor Arterial	7 - Local	0.42	9600	25	Extends all the way to Old Holland Rd adding connectivity to Bruton-Smith Blvd/Concord Mills Blvd	Cabarrus

<i>CRM PO/ NCD OT Use</i>	Corresponding MPO/RPO (CRMPO)	Road name	Road name of starting point of the proposed change	Road name of endpoint of the proposed change	Proposed functional classification (1-7)	Existing functional class (1-7)	Length of the proposed section	Latest AADT value	Current speed limit	Information/ justification about land uses supported by the roadway (e.g., school, shopping center, community center, church), how the proposed changes will enhance the transportation system, and any other relevant information.	County Name
19	CRMPO	Old Holland Rd	Weddington Rd	County Line	5 - Major Collector	7 - Local	0.97	9600	35	Connectivity between Weddington Rd and Morehead Rd	Cabarrus
20	CRMPO	Lake Concord	NC-3 (Branchview Dr)	Burrage Rd	5 - Major Collector	9 - Local	0.65	1300	35	Connectivity between NC-3 and Burrage Rd	Cabarrus
21	CRMPO	Country Club Dr NE	NC-3 (Branchview Dr)	US-29	5 - Major Collector	10 - Local	0.6	8900	35	Connectivity between US-29 and NC-3	Cabarrus
22	CRMPO	Archibald Rd	Zion Church Rd	Rocky River Rd	6 - Minor Collector	11 - Local	1.13	2500	45	Connectivity between Zion Church Rd and Rocky River Rd	Cabarrus
23	CRMPO	Goodman Rd/Glen Afton Blvd	Poplar Tent Rd	Kannapolis Pkwy	5 - Major Collector	14 - Local	2.13	NA	35	Goodman Rd was realigned with Glen Afton Blvd providing connectivity between Poplar Tent Rd and Kannapolis Pkwy	Cabarrus
24	CRMPO	Kerr St	McGill Ave NW	Cabarrus Ave NW	6 - Minor Collector	15 - Local	0.99	3700	35	Connectivity between McGill Ave NW and Cabarrus Ave NW	Cabarrus
25	CRMPO	Burrage Rd	NC-3 (Branchview Dr)	Old Salisbury-Concord Rd	5 - Major Collector	17 - Local	2.19	3100	35	Connectivity between NC-3 and Old Salisbury-Concord Rd	Cabarrus
26	CRMPO	Deal St	Old Salisbury-Concord Rd	NC-73 (Corban Ave SW)	5 - Major Collector	18 - Local	0.67	2300	35	Connectivity between Old Salisbury-Concord Rd and NC-73	Cabarrus
27	CRMPO	Zion Church Rd E	Zion Church Rd	US-601	5 - Major Collector	19 - Local	3.02	6800	45	Connectivity between Zion Church Rd and US-601	Cabarrus
28	CRMPO	Brookwood Ave	NC-3 (Branchview Dr)	Burrage Rd	6 - Minor Collector	20 - Local	0.38	1200	35	Connectivity between NC-3 and Burrage Rd	Cabarrus
29	CRMPO	Cochran Rd	Pitts School Rd	Roberta Rd	5 - Major Collector	7 - Local	0.92	1800	35	Connectivity between Pitts School Rd and Roberta Rd	Cabarrus
30	CRMPO	George W Liles	I-85	Roberta Rd	3 - Other Principal Arterial	4 - Minor Arterial	4.67	37500	50	Traffic has increased substantially.	Cabarrus
31	CRMPO	Odell School Rd	NC-73	Poplar Tent Rd	4 - Minor Arterial	5 - Major Collector	2.82	11500	45	Traffic has increased substantially.	Cabarrus
32	CRMPO	Cox Mill Rd	Poplar Tent Rd	Christenbury Pkwy	4 - Minor Arterial	6 - Minor Collector	2.26	7800	45	Traffic has increased substantially.	Cabarrus
33	CRMPO	Rogers Lake Road	Isenhour Road	Kannapolis Parkway	5 - Major Collector	7 - Local	0.86	7100	45	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
34	CRMPO	Brantley Road	Jackson Park Rd/Lane Street	Old Salisbury Concord Rd	6 - Minor Collector	7 - Local	3.211	3400	35/45	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
35	CRMPO	Midlake Avenue	Brantley Road	Centergrove Road	6 - Minor Collector	7 - Local	1.05	3900	35	Midlake parallels Little Texas Road and currently functions as a cut through for traffic from Brantley - Centergrove - Dale Earnhardt Blvd.	Cabarrus

<i>CRM PO/ NCD OT Use</i>	Correspon ding MPO/RPO (CRMPO)	Road name	Road name of starting point of the proposed change	Road name of endpoint of the proposed change	Proposed functional classification (1-7)	Existing functional class (1-7)	Length of the proposed section	Latest AADT value	Current speed limit	Information/ justification about land uses supported by the roadway (e.g., school, shopping center, community center, church), how the proposed changes will enhance the transportation system, and any other relevant information.	County Name
36	CRMPO	Kannapolis Parkway (SR1624	Mooreville Rd	I-85	3 - Other Principal Arterial	4 - Minor Arterial	5.46	38500	45/55	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
37	CRMPO	Dale Earnhardt Boulevard	I-85	Centergrove Road	3 - Other Principal Arterial	5 - Major Collector	0.98	17500	45	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
38	CRMPO	Dale Earnhardt Boulevard	Centergrove Road	West C Street	3 - Other Principal Arterial	4 - Minor Arterial	3.13	18500	45	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 as well	Cabarrus
39	CRMPO	North Loop Road	West C Street	N. Main Street (NC29)	3 - Other Principal Arterial	4 - Minor Arterial	0.92	11000	35	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/F
40	CRMPO	Jackson Park Road	N. Main Street (NC29)	Lane Street	3 - Other Principal Arterial	4 - Minor Arterial	0.68	8800	45	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

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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 2024-2033 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 2023-2033 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 2024-2033 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 2024-2033 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 2024-2033 TIPs for the Metrolina Area and projects from the FY 2024-2033 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 2024-2033 STIP for the Metrolina Area were approved as follows:

- Cabarrus-Rowan MPO: March 22, 2023
- Gaston-Cleveland-Lincoln MPO: March 23, 2023
- Charlotte Regional Transportation Planning Organization: March 15, 2023
- The North Carolina Department of Transportation (NCDOT) (for the donut portion in Union County in the Metrolina Ozone Maintenance Area): March 21, 2023

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 2024-2033 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 August 16, 2022 and was completed on January 24, 2023. 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 October 25, 2022. 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 2024-2033 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 2024-2033 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 August 16, 2022. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix I.

6.0 Public Involvement

The FY 2024-2033 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
NO_x	11,814	4,903
VOC	7,173	4,888

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

Charlotte Regional TPO- Rocky River RPO		
	2014	2026
NO_x	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	3,741	4,903	3,489	4,888
2035	1,959	4,903	2,412	4,888
2045	1,752	4,903	2,236	4,888
2050	1,800	4,903	2,257	4,888

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	2,979	3,768	2,690	3,472
2035	1,455	3,768	1,720	3,472
2045	1,238	3,768	1,489	3,472
2050	1,228	3,768	1,436	3,472

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	10,880	12,241	9,893	11,943
2035	6,911	12,241	7,515	11,943
2045	6,863	12,241	7,551	11,943
2050	7,200	12,241	7,899	11,943

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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 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 2024-2033 Transportation Improvement Program are in conformity with the 2008 8-hour ozone standard.

NCDOT Donut Area Conformity Finding for Projects from the 2024-2033 State Transportation Improvement Program

Based on the analysis and consultation and involvement process described in this report, the projects from the 2024-2033 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 2024-2033 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.

2025 TAP Project Call Results

#6A (5/21/25)

Division	Recommended Fiscal Year	TIP Status (Unfunded or Partially Funded)	Project Name and Description	Project Sponsor	Type	Date Received	Federal Match Request
10	2026	UF	Brenner Avenue Safety Improvements	City of Salisbury	Ped	8-May-25	\$ 1,137,513
10	2026	UF	Midlake Avenue Sidewalk	City of Kannapolis	Ped	7-May-25	\$ 4,544,526
Total Federal Request							\$ 5,682,039
Total Funds Available thru FY 30							\$ 2,853,000

From: [Robinson, Teresa](#)
To: [pconrad](#)
Cc: [Hyland, Melissa A](#)
Subject: RE: [External] RE: RE: FW: TAP Projects
Date: Tuesday, January 14, 2025 11:00:22 AM
Attachments: [image001.png](#)
[image002.png](#)

Yes, the federal fiscal year starts on Oct 1. So October 1, 2025 is the start of FFY 2026.

From: Phil Conrad <pconrad@rlcassoc.com>
Sent: Tuesday, January 14, 2025 10:57 AM
To: Robinson, Teresa <tmrobinson1@ncdot.gov>
Cc: Hyland, Melissa A <mahyland@ncdot.gov>
Subject: [External] RE: RE: FW: TAP Projects

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Thank you. FY 26 begins October 1, 2025 or when?

Thanks,

Phil

From: Robinson, Teresa [<mailto:tmrobinson1@ncdot.gov>]
Sent: Tuesday, January 14, 2025 10:53 AM
To: pconrad <pconrad@rlcassoc.com>
Cc: Hyland, Melissa A <mahyland@ncdot.gov>
Subject: RE: RE: FW: TAP Projects

Hi Phil,

We reviewed the TAP balances for CRMPO. Please see the table below for what we have calculated can be used for the next call for projects. We projected the apportionments from IJJA to remain the same as the apportionment for FY 2025.

FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
0	325	632	632	632	632

Please let me know if you have any questions.



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: \$5,680,658
Requested TAP Funds: \$4,544,527
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 (25 points):** The project should directly address priority transportation needs within the Cabarrus-Rowan MPO Planning Area as described in CRMPO's Transportation Plan. Project applications should clearly state the overall program goals and objectives and demonstrate how the project will benefit the community. The project application should indicate the number of persons expected to be served once the project/program has been constructed/implemented.

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 **Exhibit 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.

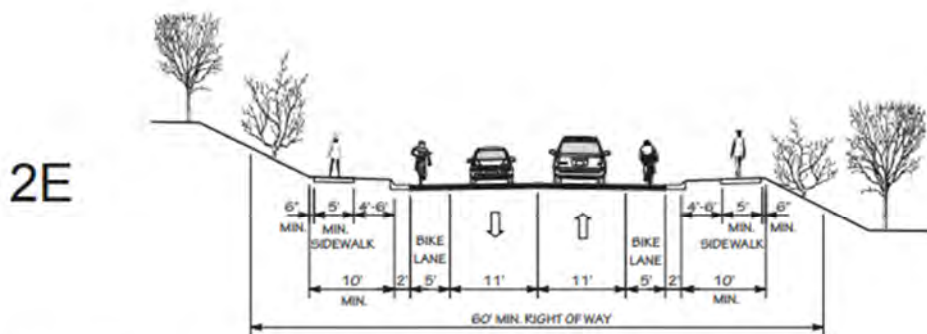
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

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 Eastside 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. A map for the proposed park can be found in **Exhibit B**. 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). CTP Pedestrian Map, inset B is included in **Appendix D**. 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. Facilitates Multi-Modal Transportation (25 Points):** Emphasis will be given to projects that provide safe routes for non-motorized traffic. Projects that provide access to daily needs, such as schools, job centers, health care facilities, municipal downtowns, commercial centers, activity nodes, and transit stops, and multimodal transportation options for children, older adults, and individuals with disabilities will receive maximum points.

As stated in the previous section, the primary goal of the Midlake Sidewalk project is to provide a sidewalk connection to existing residential neighborhoods and the City's transit system, to serve 4,000+ residents and provide a safe connection for those residents to access the CK Rider Green Route which provides access to a significant portion of the City of Kannapolis and City of Concord, as provided on the CK Rider Map in **Appendix C**. As shown on the map, the CK Rider system connects passengers to the Amtrak station, the Charlotte Area Transit Light Rail system, the Rowan-Cabarrus Community College, many commercial and industrial areas and wellness centers like the YMCA and Atrium Health Cabarrus, just to name a few.

3. **Promotes Safety and Security (20 points): The project improves an existing hazardous condition for non-motorized transportation. To receive full points, project sponsor must provide a complete description with supporting documentation of the hazardous condition.**

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 minimal 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.

4. **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. Community letters of support from Kannapolis City Schools and the Kannapolis Police Department can be found in **Appendix E**. Additionally, a resolution by the Kannapolis City Council in support of the project is attached in **Appendix F**.

5. **Proximity to Existing/Planned Traffic Generators (10 points): The project is in proximity to bicycle/pedestrian 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 transportation system and how it will improve access to the facilities.**

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 Eastside 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.

6. **Innovation (5 points): The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.**

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 would maintain the safety of the sidewalk system by not interfering with the walkable area, while improving commute time for transit riders. Further, the entire project will be evaluated to promote improved stormwater drainage with the driving focus of the project to continue the City's vision of "Discover a Healthy life in Kannapolis," by improving quality of life and aesthetic appeal of the community.




Appendices

- Appendix A – Existing and Proposed Sidewalk Map
- Appendix B – Eastside Park Map
- Appendix C – CK Rider Transit Maps
- 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

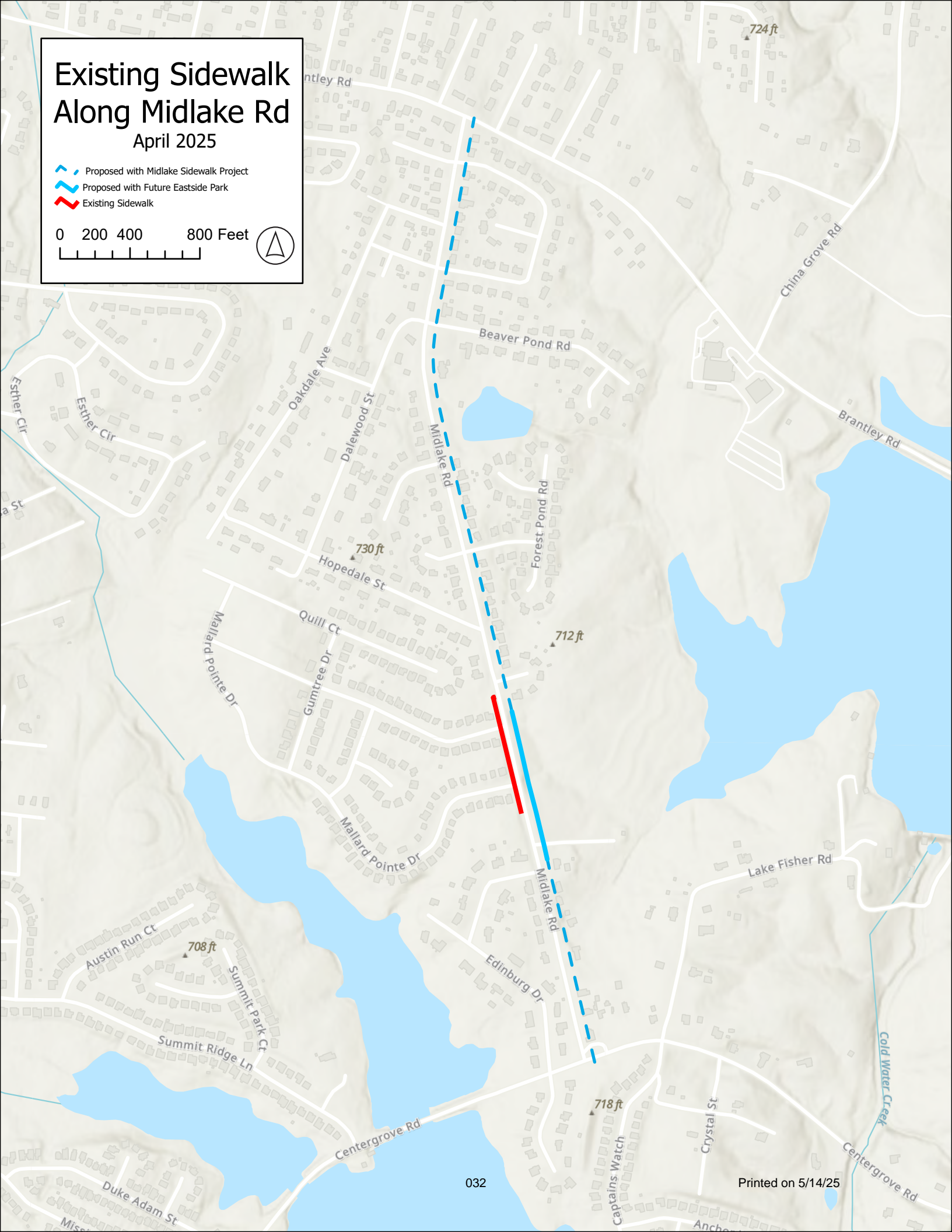
Appendix A – Existing and Proposed Sidewalk Map

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



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
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

SCHEDULE KEY:
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Bold Type indicates Weekend Service schedule

FOR MORE INFORMATION

CALL 704.920.7433

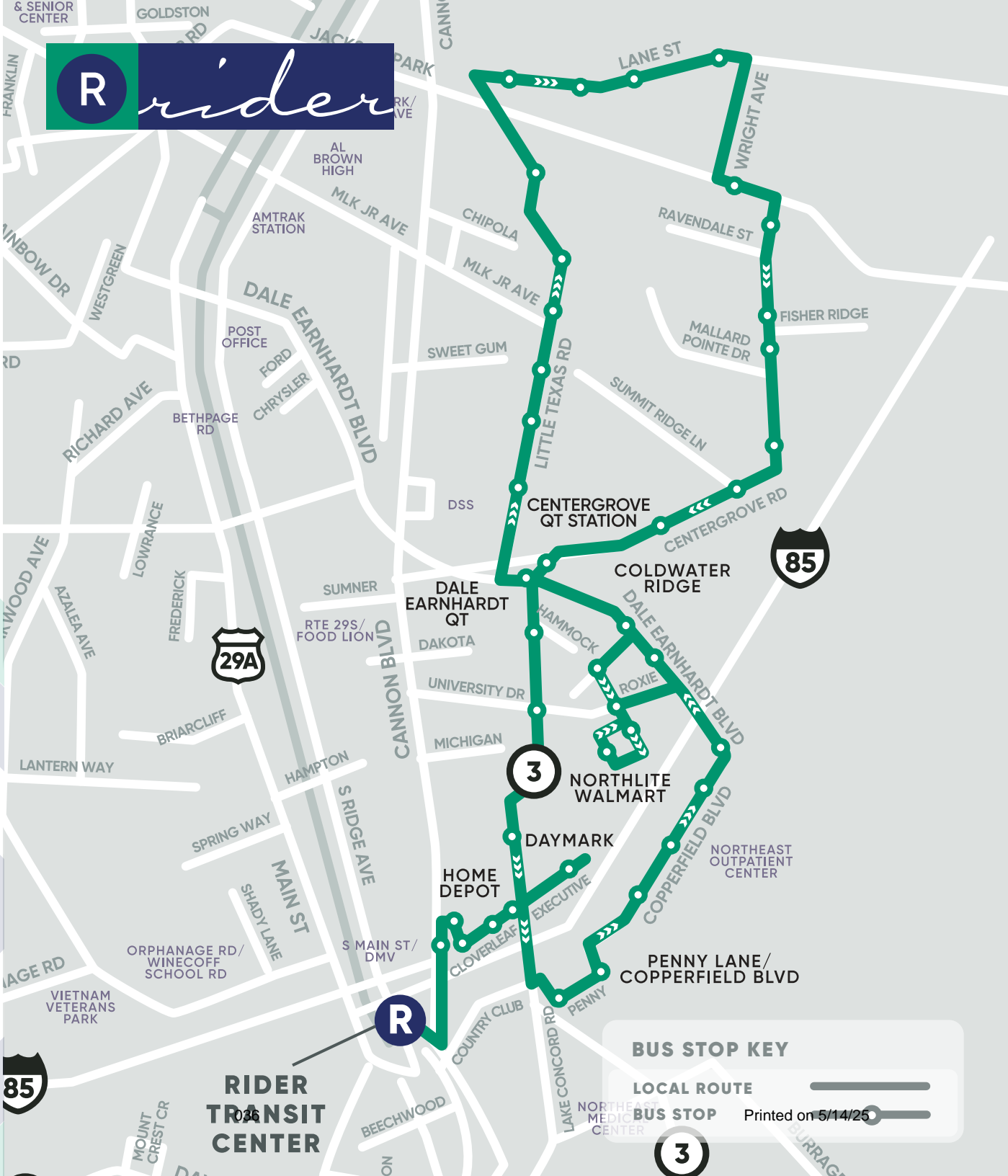
VISIT WWW.CKRIDER.COM

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

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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



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

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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.

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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
12:30	12:35	12:44	12:51	12:59	1:08	1:14	1:23	1:30
1:45	1:50	1:59	2:06	2:14	2:23	2:29	2:38	2:45
3:00	3:05	3:14	3:21	3:29	3:38	3:44	3:53	4:00
4:15	4:20	4:29	4:36	4:44	4:53	4:59	5:08	5:15
5:30	5:35	5:43	5:49	5:55	6:02	6:07	6:15	6:20
6:30	6:35	6:43	6:49	6:55	7:02	7:07	7:15	7:20
7:30	7:35	7:43	7:49	7:55	8:02	8:07	8:15	8:20

BLUE ROUTE

1

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

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

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
10:30	10:33	10:37	10:49	10:52	10:55	11:03	11:15	11:22
11:30	11:33	11:37	11:49	11:52	11:55	12:03	12:15	12:22
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
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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
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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*
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GREEN ROUTE

2

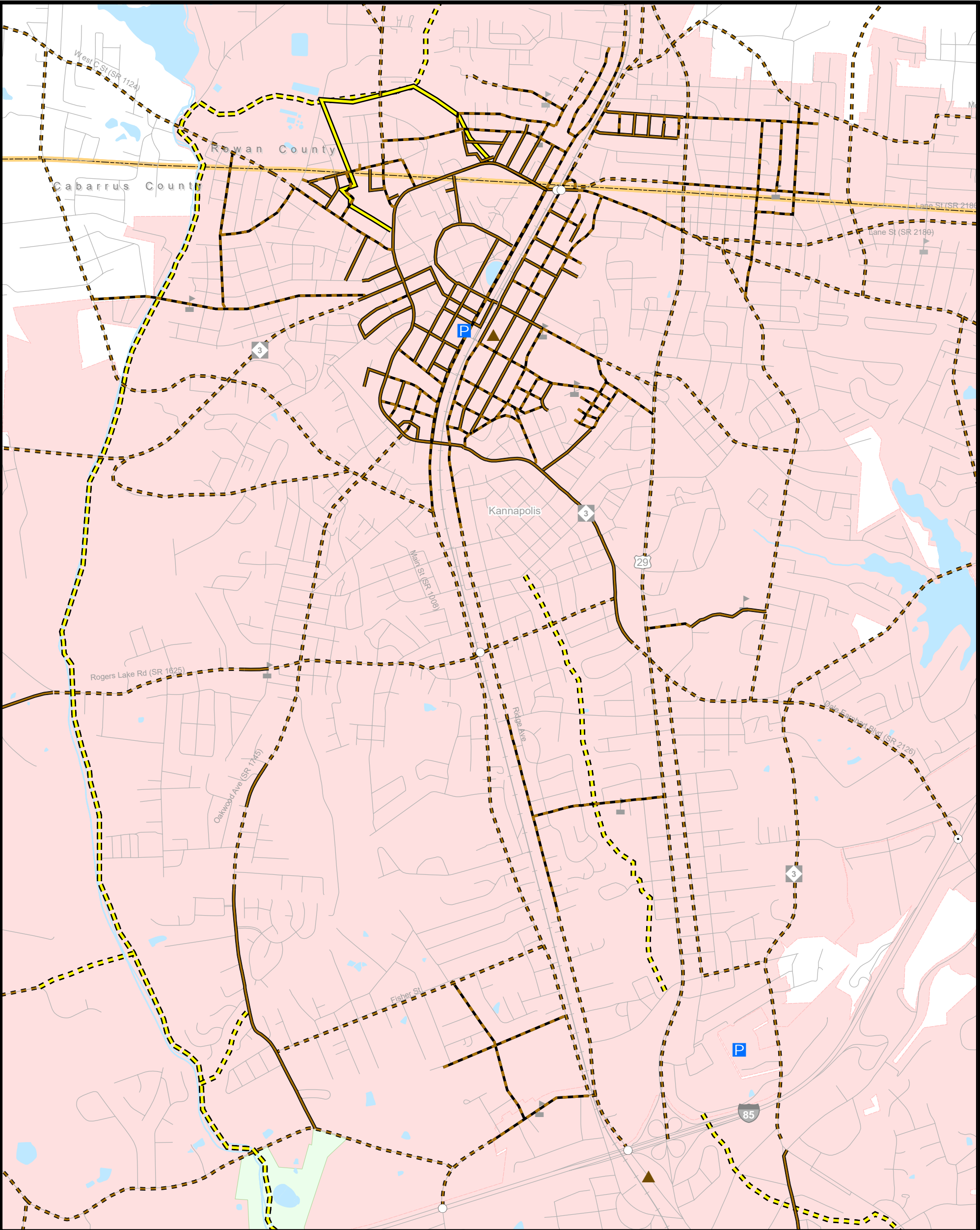
RIDER TRANSIT CENTER	HOME DEPOT	DAYMARK	PENNY LANE /COPPER-FIELD BLVD	COLD-WATER RIDGE	NORTHLITE WALMART	DALE EARN-HARDT BLVD/ GT STATION	CENTER-GROVE RD/ GT STATION	HOME DEPOT	RIDER TRANSIT CENTER
OUTBOUND					INBOUND				
5:30	5:35	--	5:42	5:47	5:49	5:55	6:06	6:11	6:18
6:30	6:35	--	6:42	6:47	6:49	6:55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

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

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 In Support of the City of Kannapolis, NC
to Apply for funding from the
Transportation Alternatives Program
through the Cabarrus-Rowan Metropolitan Planning Organization**

WHEREAS, The Transportation Alternatives (TA) Program was initially authorized by the Federal Transportation Funding Act - the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was signed into law on July 6, 2012 and has continued in subsequent reauthorizations including the Infrastructure Investment and Jobs Act (IIJA). The Transportation Alternatives Program redefines the former Transportation Enhancements (TE) activities and consolidates these eligibilities with the Safe Routes to School and Recreational Trails Programs. The TE program was originally authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued through two successive laws TEA-21 and SAFETEA-LU. The Transportation Alternatives Program builds upon the legacy of the TE program by expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment.


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 the Transportation Alternatives Program.

WHEREAS, The City of Kannapolis intends to request State loan and/or grant assistance for the projects,

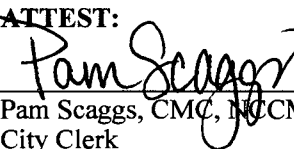
NOW THEREFORE BE IT RESOLVED, by the City Council of Kannapolis, North Carolina that:

1. The City of Kannapolis Council supports City Staff in the endeavor to seek funding through the Transportation Alternatives Program for the Midlake Sidewalk Project consistent with adopted transportation and community plans.
2. The City will arrange financing for all remaining costs of the project, if approved for a grant award.
3. 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. The City will provide for efficient operation and maintenance of the project on completion of construction thereof.
5. The 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. 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 the assurances as contained above; and to execute such other documents as may be required in connection with the application.
7. 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 14th day of April, 2025


Milton D. Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

Appendix G – Engineer’s Opinion of Probable Cost

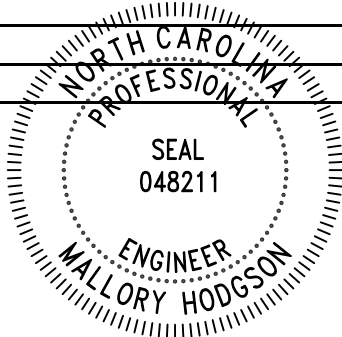
Midlake Avenue Sidewalk Project
Overall Project Cost Estimate
Date: April 9, 2025

Preliminary Engineering (PE) (<i>Design, Permitting, Survey, SUE, Geotechnical</i>)	\$	320,000
Right-of-Way (ROW)	\$	200,000
Utility Relocation (UTIL)	\$	50,000
Construction (CON)	\$	3,217,106
<i>Cost Estimate/Let Cost</i>	\$	2,663,167
<i>Engineering Inspection (20% construction estimate)</i>	\$	532,633
<i>4% Escalation Factor</i>	\$	21,305
Subtotal	\$	3,787,106
Contingency (40%)	\$	1,514,842
10% NCDOT Oversight	\$	378,711
Total Project Estimate	\$	5,680,658
TAP Grant	\$	4,544,527
Local Match	\$	1,136,132

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



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 Req: \$2,843,781 (includes local 20% match)

Requested TAP Funds: \$2,275,025

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 STBG funds. We are currently funded for \$1,025,760 with 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 with either spot safety funds or spot mobility funds to accompany CRP funds. With state funding being an option, the City 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 \$2,843,781. This would incorporate a 20 percent financial match of \$568,756 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. A copy of the Resolution is included. A second Resolution was adopted by City Council on May 6th, 2025 and includes a commitment by the City to provide a 20% local match for the current \$1,025,760 and to administer the project thru to completion. This resolution is also attached. In addition to the Resolution 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 know as C-5603H, will construct roughly 3400' of new sidewalk. HL-0049 will include provisions for improved pedestrian crossings within the project limits.

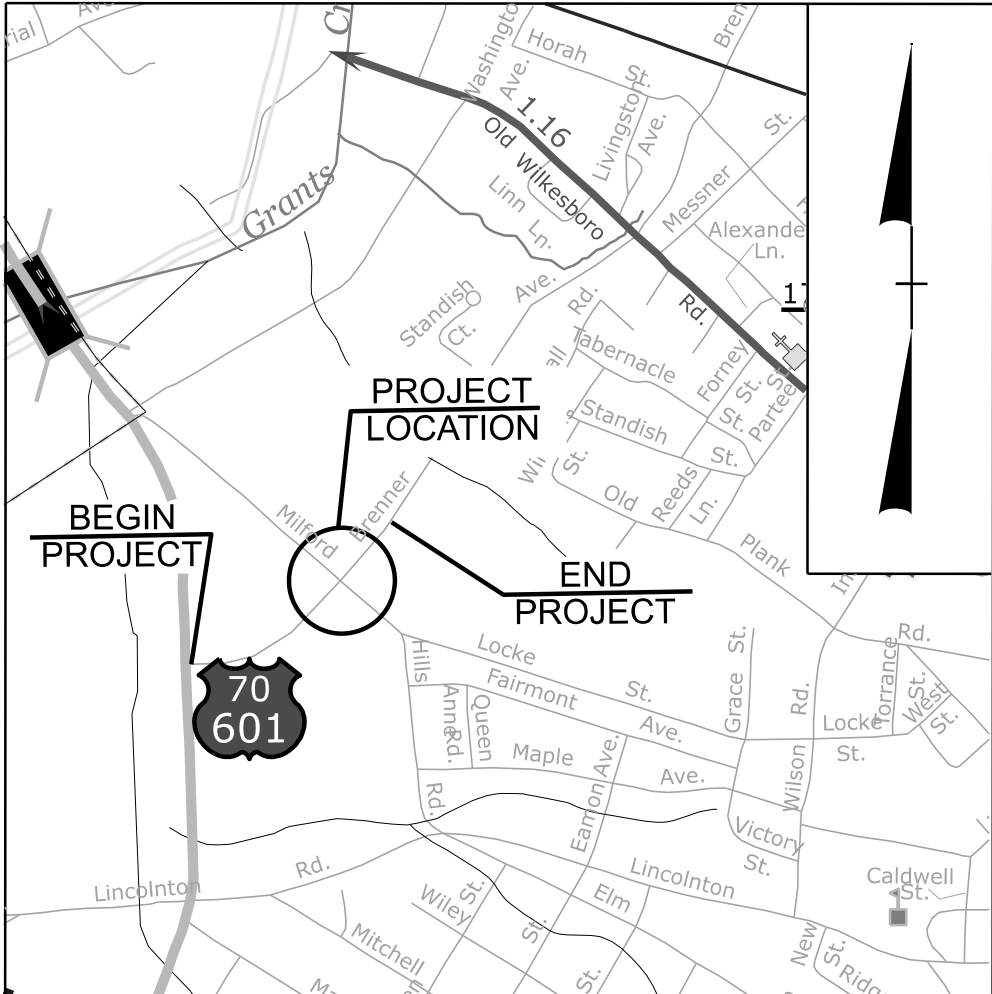
Attachments

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

TIP PROJECT: HL-0049

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP (NTS)

CITY OF SALISBURY

ROWAN COUNTY

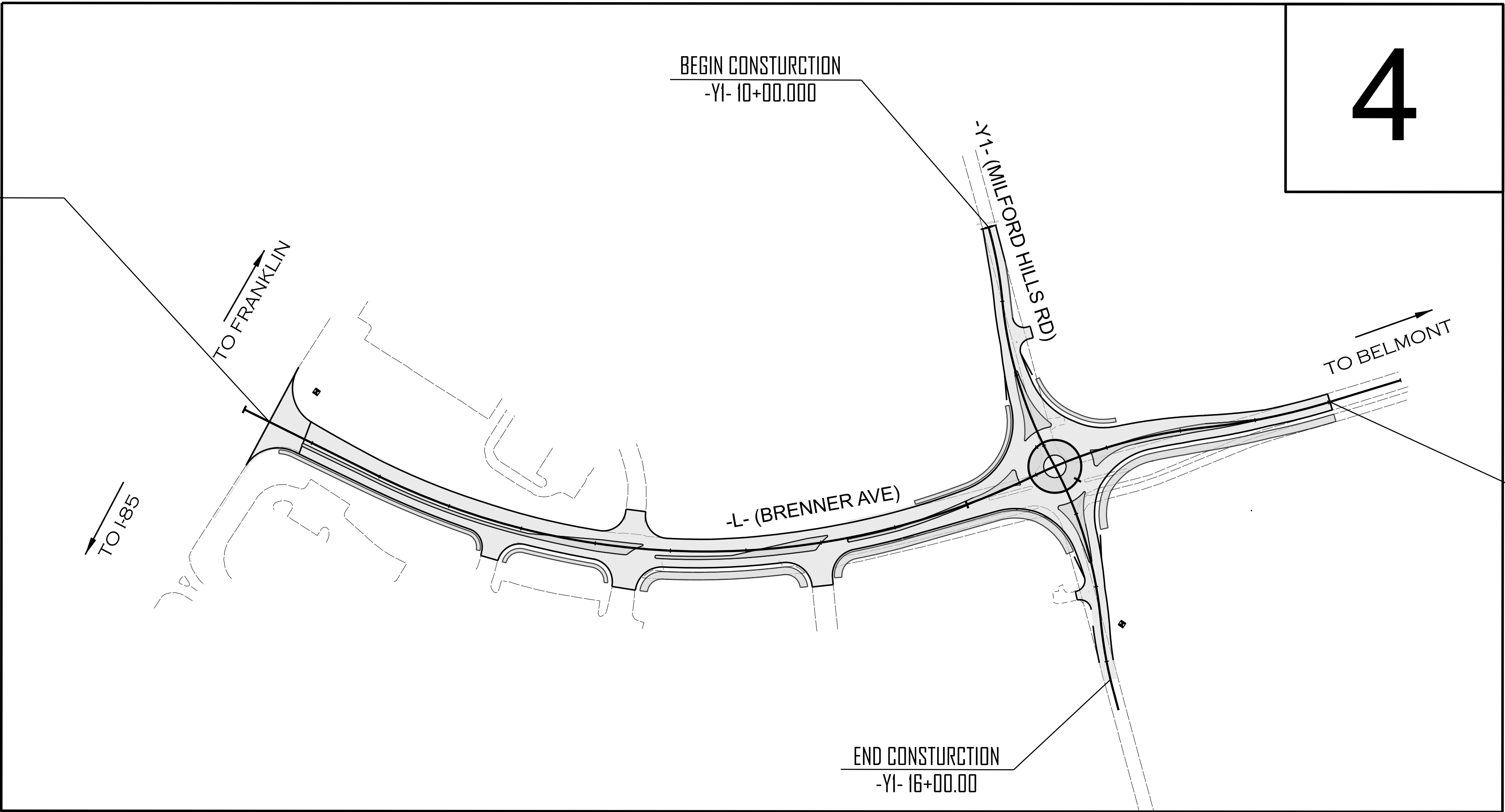
LOCATION: *INTERSECTION AND SAFETY IMPROVEMENTS ON
BRENNER AVENUE AND MILFORD HILLS ROAD
IN SALISBURY, NORTH CAROLINA*

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
-L- STA. 10+31.40

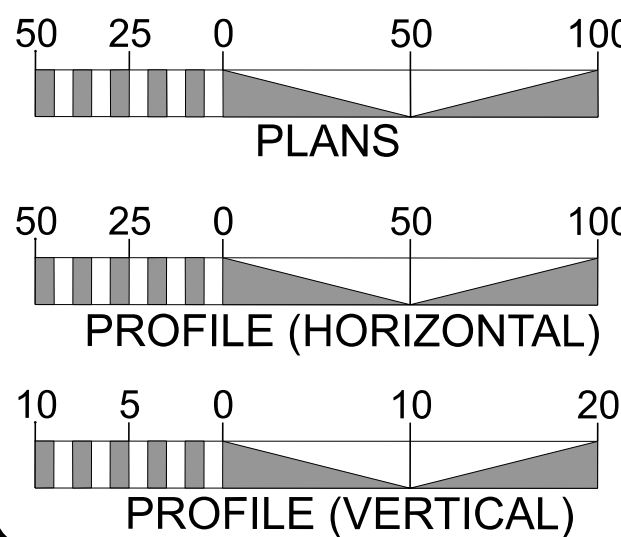


END TIP PROJECT HL-0049
-L- STA. 25+00.00

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

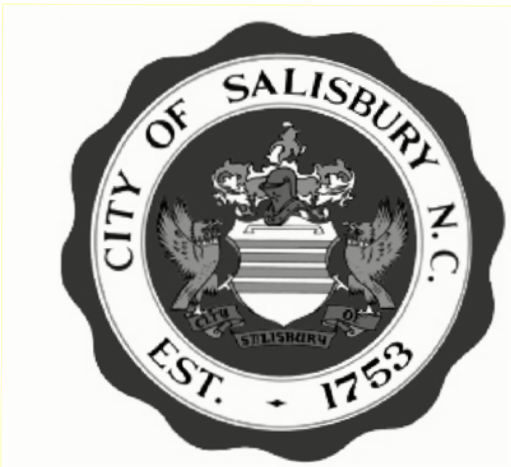
FAITH E. JAHNKE, PE
PROJECT DESIGN ENGINEER

JEFF TURNER
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: P.E.
ROADWAY DESIGN ENGINEER

SIGNATURE: P.E.

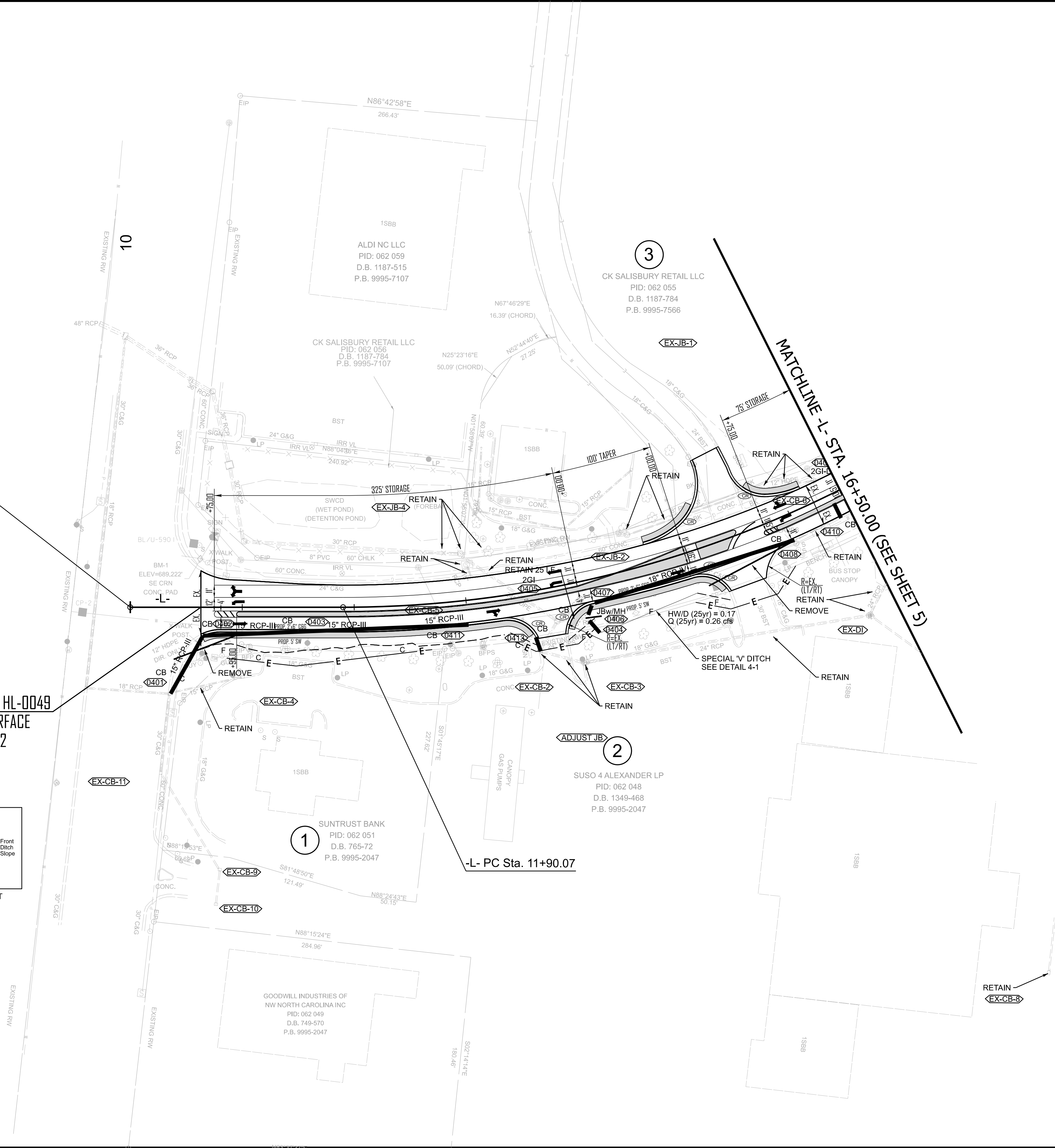
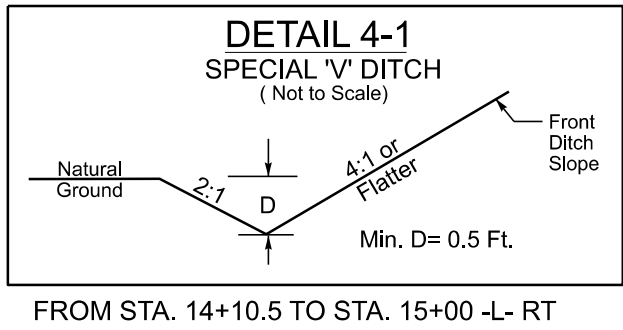


CUR DATA -L-
Pc 15+28.47
 $\Delta c = 37^\circ 44' 32.7''$ (LT)
D = 05°47'14.8"
Lc = 652.14
Tc = 338.40
R = 990
SE = 0.000



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

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



HL-0049
RDY 004
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROWAN COUNTY

ROADWAY DESIGN
ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

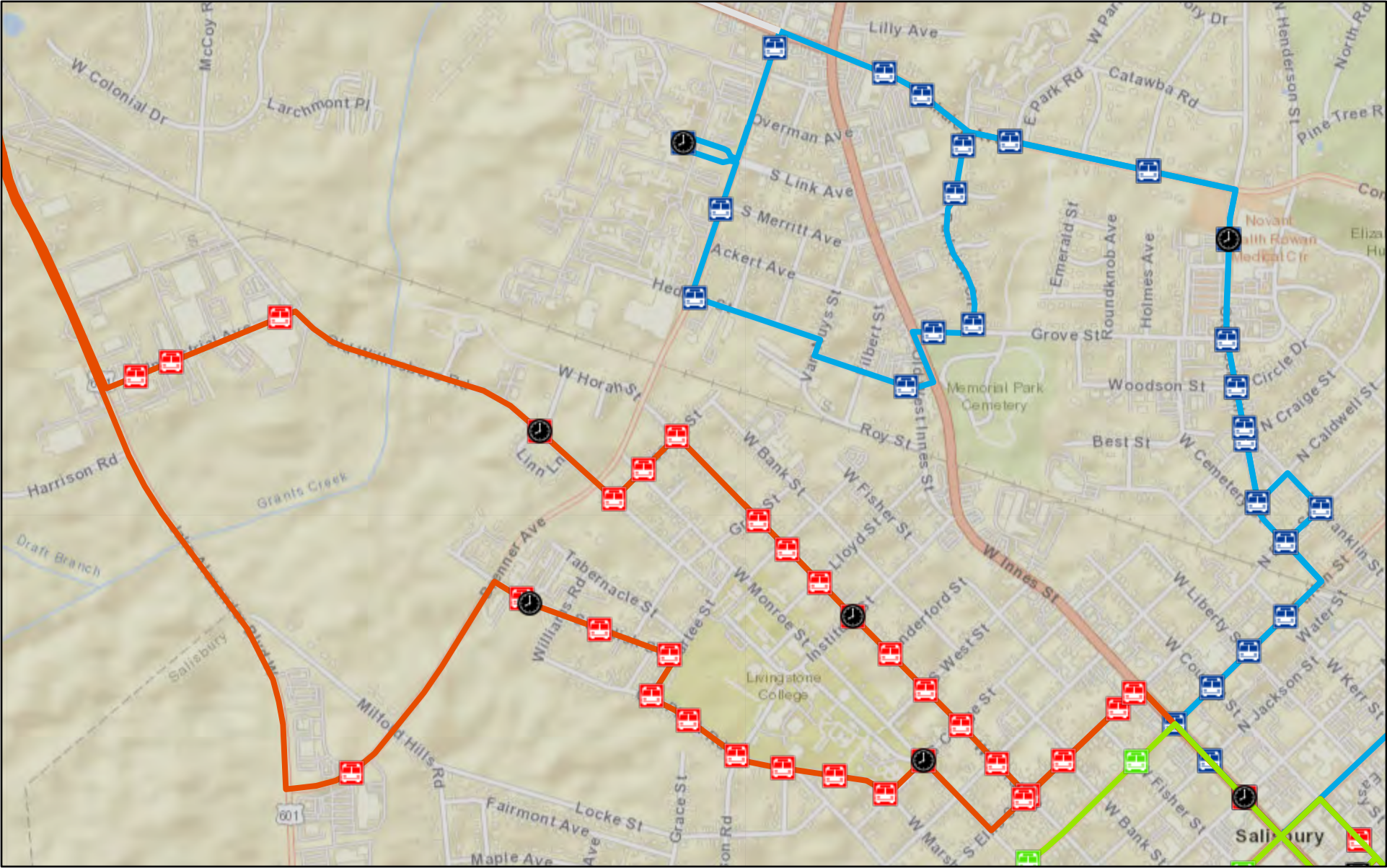
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED
HYDRAULIC DESIGN
ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION




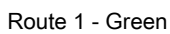







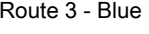
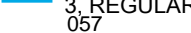

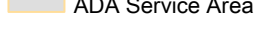
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

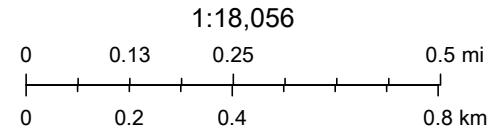
PLANS PREPARED BY:
SUMMIT
DESIGN AND ENGINEERING SERVICES
NC FIRM LICENSE No: P-0339
320 Executive Court
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6876 (FAX)

Salisbury Transit



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

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



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

Printed on 5/14/25

Salisbury Citizen
Rowan County, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, NGA, USGS |



**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

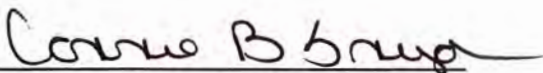
NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the TAP application, with a 20% City match, to construct safety improvements along Brenner Avenue from Jake Alexander Boulevard to 250' east of Milford Hills Road.

This the 6th day of May, 2025



Tamara Sheffield, Mayor

ATTEST:



Connie B. Snyder, City Clerk

2025 CRP Project Call Results

#6C (5/21/25)

Division	Recommended Fiscal Year	TIP Status (Unfunded or Partially Funded)	Project Name and Description	Project Sponsor	Type	Date Received	Federal Match Request
10	2026	UF	Brenner Avenue Safety Improvements	City of Salisbury	Ped	8-May-25	\$ 1,137,513
10	2026	UF	8th Street Greenway HAWK Signal	City of Kannapolis	Ped	7-May-25	\$ 482,000
Total Federal Request							\$ 1,619,513
Total Funds Available thru FY 25							\$ 604,860

From: [Eatman, Mark R](#)
To: [pconrad](#)
Subject: Cabarrus-Rowan MPO CRP DA Funds FFY 2025
Date: Thursday, January 30, 2025 1:24:09 PM
Attachments: [image001.png](#)

Phil,

I wanted to send an email ensuring you were aware of CRP-DA funds available to the MPO for Federal Fiscal Year (FFY) 2025.

Cabarrus-Rowan MPO has \$ 604,860.00 apportioned for FFY 2025.

Let me know if you have any questions. Thanks,

Mark R. Eatman, PE (He\Him\His)
Interim State Value Management Manager
Senior Statewide Initiatives Engineer
Office of Strategic Initiatives & Program Support
North Carolina Department of Transportation

919-707-0970
mreatman@ncdot.gov

1 South Wilmington Street (Physical)
1534 Mail Service Center (Mail)
Raleigh, NC 27699-1534



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CRP PROJECT APPLICATION

FOR NCDOT USE ONLY

APP ID

STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED. PLEASE ONLY FILL OUT THE SECTIONS THAT PERTAIN TO THE PHASE YOU ARE CURRENTLY IN.

1 RPO/MPO/NCDOT Unit NAME(S)

2 TOWN & COUNTY NAME

3 PROJECT SPONSOR INFORMATION

Organization	
Contact Name	
Contact Title	
Address	
Telephone	
E-Mail	

4 PROJECT INFORMATION

Include location of the project in the description box below, such as road name, address.

Title					
Description					
Existing STIP?		If yes, STIP ID?		Population of the Area Being Served	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

Input information **ONLY** for the phase for which you are requesting funds.

- CRP projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2023 is from July 1, 2022, through June 30, 2023.
- Cost estimates should include contingency fee, NCDOT admin fee, and inflation cost (as applicable).
- Minimum 20% match is required for all projects.
- Minimum amount of \$100,000 required.
- Project sponsor is responsible for any overage amount.

<input type="checkbox"/>	Check box if this project is not typical 80/20 split. The minimum split is 80/20.
<input type="checkbox"/>	Check box if this project is eligible for state match.

Phases(s)		CRP Amount	Matching Amount	Total	FY
	Planning, Engineering & Design				
	Right-of-Way				
	Construction				
	Operation				

	Transit Implementation				
	Non-transit Implementation				
	Other:				
Project Total					
6 LIST THE SOURCE(S) OF MATCHING FUNDS					
GENERAL PROJECT INFORMATION					
7 SELECT CRP-ELIGIBLE IMPROVEMENT TYPE (check all that apply):					
Alternative Fuels Freight/Intermodal Bicycle/Pedestrian Facilities & Programs Intelligent Transportation Systems Carbon Reduction Strategy Development Micro-mobility Carpooling & Vanpooling Port Electrification Congestion Management Technologies			Transit Improvements Congestion Relief & Traffic Flow Improvements Transportation Control Measures Diesel Engine Retrofits Travel Demand Management Electronic Toll Collection Truck Stop Electrification System Energy Efficiency Improvements Other		
If "Other" please describe:					
8 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED					
	New facilities associated with a service increase		New vehicles used to expand the transit fleet		
	Operating assistance for new service (limit three years)		Fare subsidies		
9 EMISSIONS REDUCTION CRITERIA					
Only fill out the information that applies to your project. For more information about this section, view the CMAQ Emissions Calculator Toolkit .					
Alternative Fuel Vehicles & Infrastructure					
Annual Vehicle Miles Traveled (VMT)					
Number of Vehicles					
What type of vehicle(s) are you replacing?					
Odometer reading of the vehicle you are replacing					
Model year of vehicle(s) are you replacing?					
What conventional fuel are you replacing?			GASOLINE		DIESEL FUEL
What is the model year of the alternative fuel vehicle(s) to be purchased?					
What alternative fuel will your new vehicle(s) use?					
Annual number of charging stations					
Number of ports per charging station					
Kilowatt hours					
Bicycle & Pedestrian Improvements					
Current roadway annual average daily traffic (AADT)					
Length of proposed facility and map					
Carpooling & Vanpooling					
Which program is being evaluated?			CARPOOL		VANPOOL
Are the pick-up drop off locations centralized?			YES		NO
What is the average distance participants drive to the central locations? (Roundtrip Miles)					

What is the population of commuting workers?					
What is the number of vehicles participating in the pooling program?					
On average, how many passengers are there per carpool/vanpool vehicle? (Driver not included)					
What is the average commute distance? (Roundtrip Miles)					
What vehicle type is used in the vanpool?					
	MINI VAN		VAN (8,500<GVW<10,000 LB)		VAN (10,000<GVW<14,000 LB)
What fuel type is used by the vanpool vehicle(s)?					
	GASOLINE		DIESEL FUEL		COMPRESSED NATURAL GAS
					ELECTRICITY
What is the model year of the vanpool vehicle(s)?					
10 SUBMIT					
1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT 2) Submit eligibility form as single PDF document to nbearle-young@ncdot.gov					

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: \$2,843,781 (includes local 20% match)
Requested CRP Funds: \$2,275,025

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 STBG funds. We are currently funded for \$1,025,760 with 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 with either spot safety funds or spot mobility funds to accompany CRP funds. With state funding being an option, the City 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 \$2,843,781. This would incorporate a 20 percent financial match of \$568,756 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. A copy of the Resolution is included. A second Resolution was adopted by City Council on May 6th, 2025 and includes a commitment by the City to provide a 20% local match for the current \$1,025,760 and to administer the project thru to completion. This resolution is also attached. In addition to the Resolution 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.

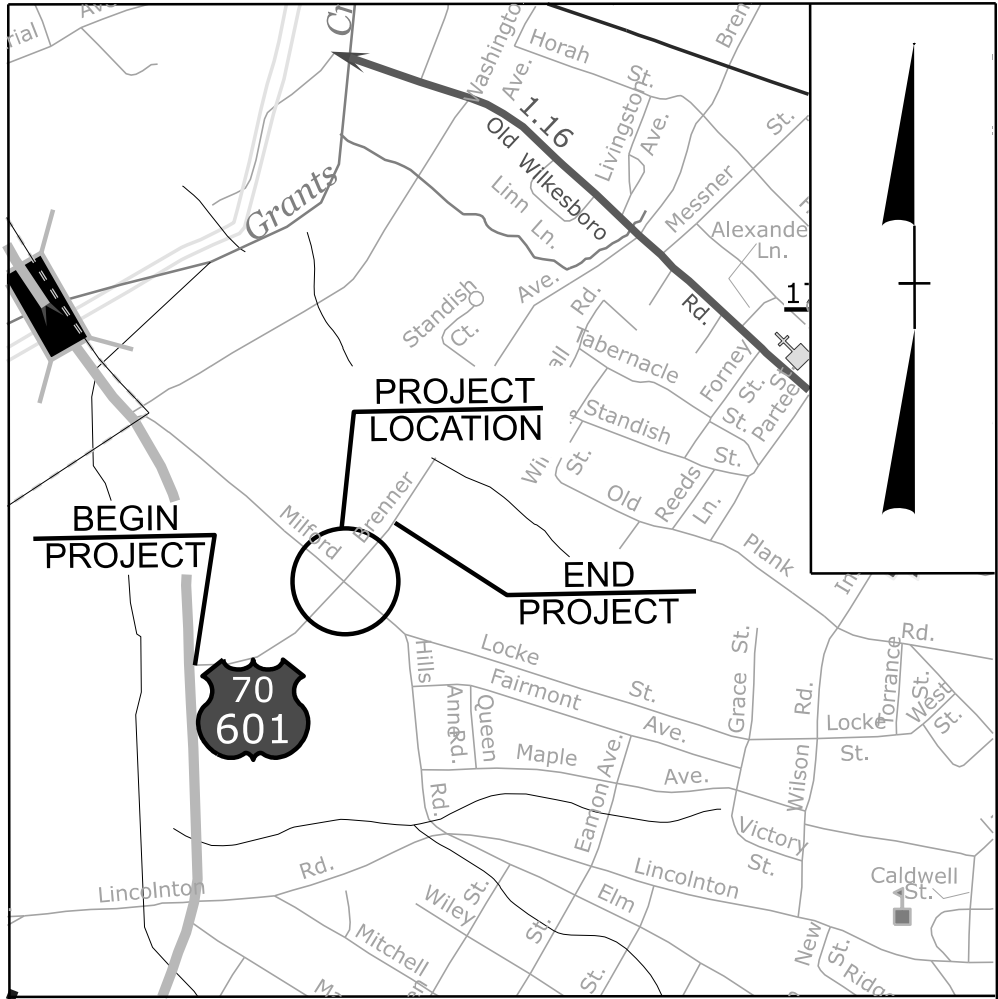
Attachments

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

TIP PROJECT: HL-0049

CONTRACT:

See Sheet 1A For Index of Sheets



VICINITY MAP (NTS)

CITY OF SALISBURY

ROWAN COUNTY

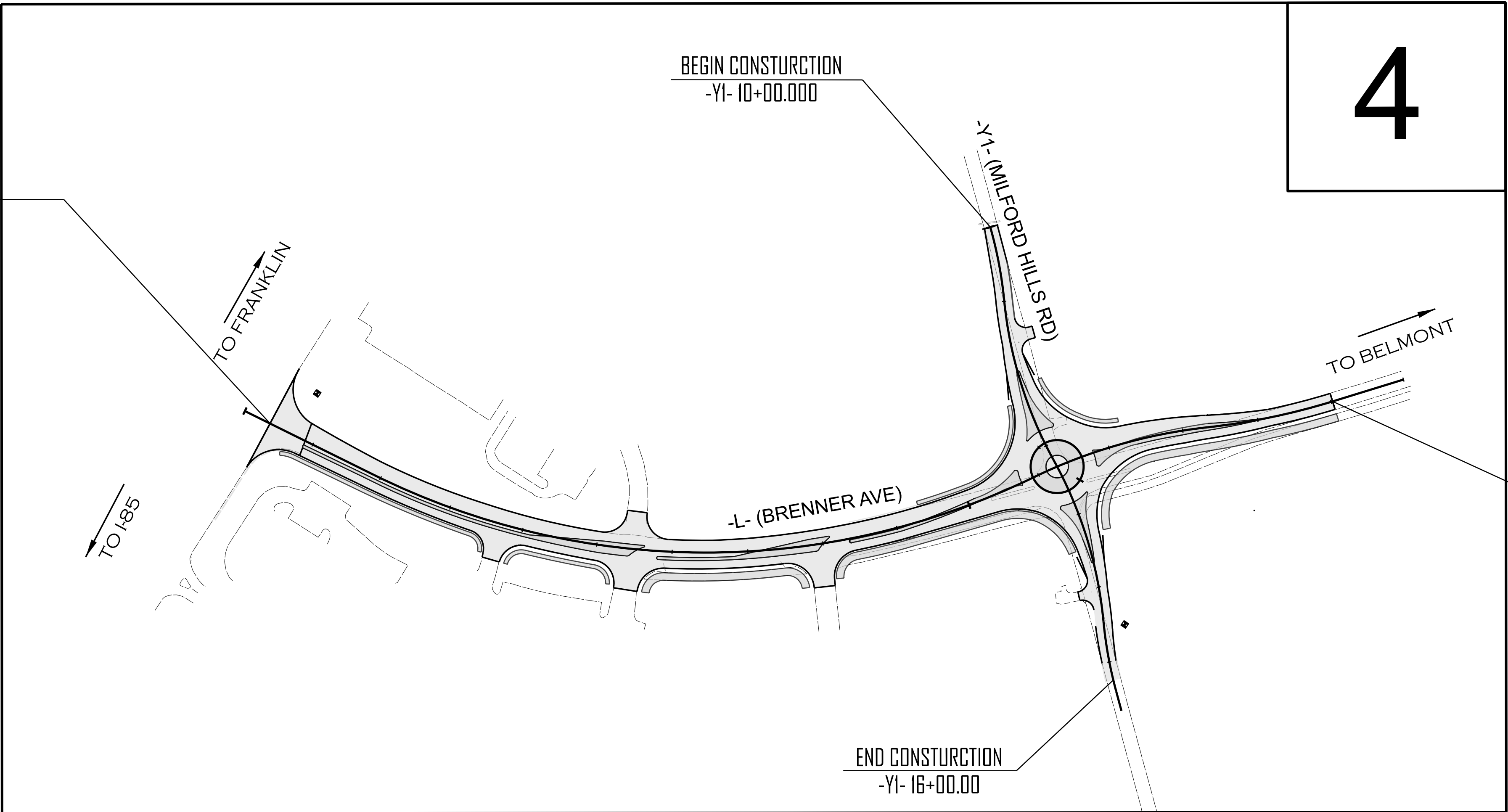
LOCATION: *INTERSECTION AND SAFETY IMPROVEMENTS ON
BRENNER AVENUE AND MILFORD HILLS ROAD
IN SALISBURY, NORTH CAROLINA*

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
-L- STA. 10+31.40

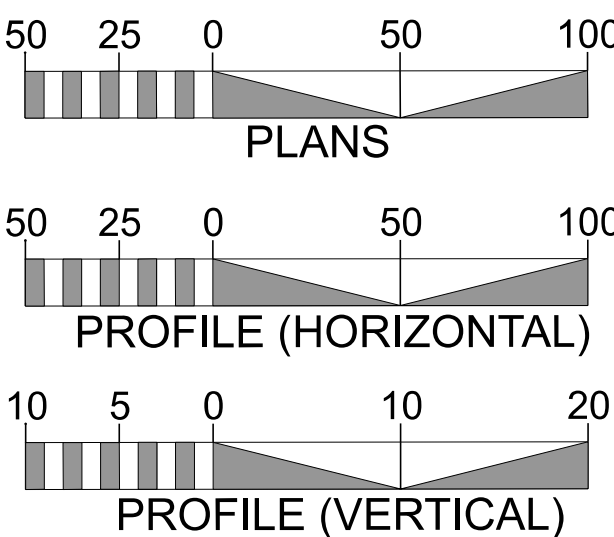


END TIP PROJECT HL-0049
-L- STA. 25+00.00

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.

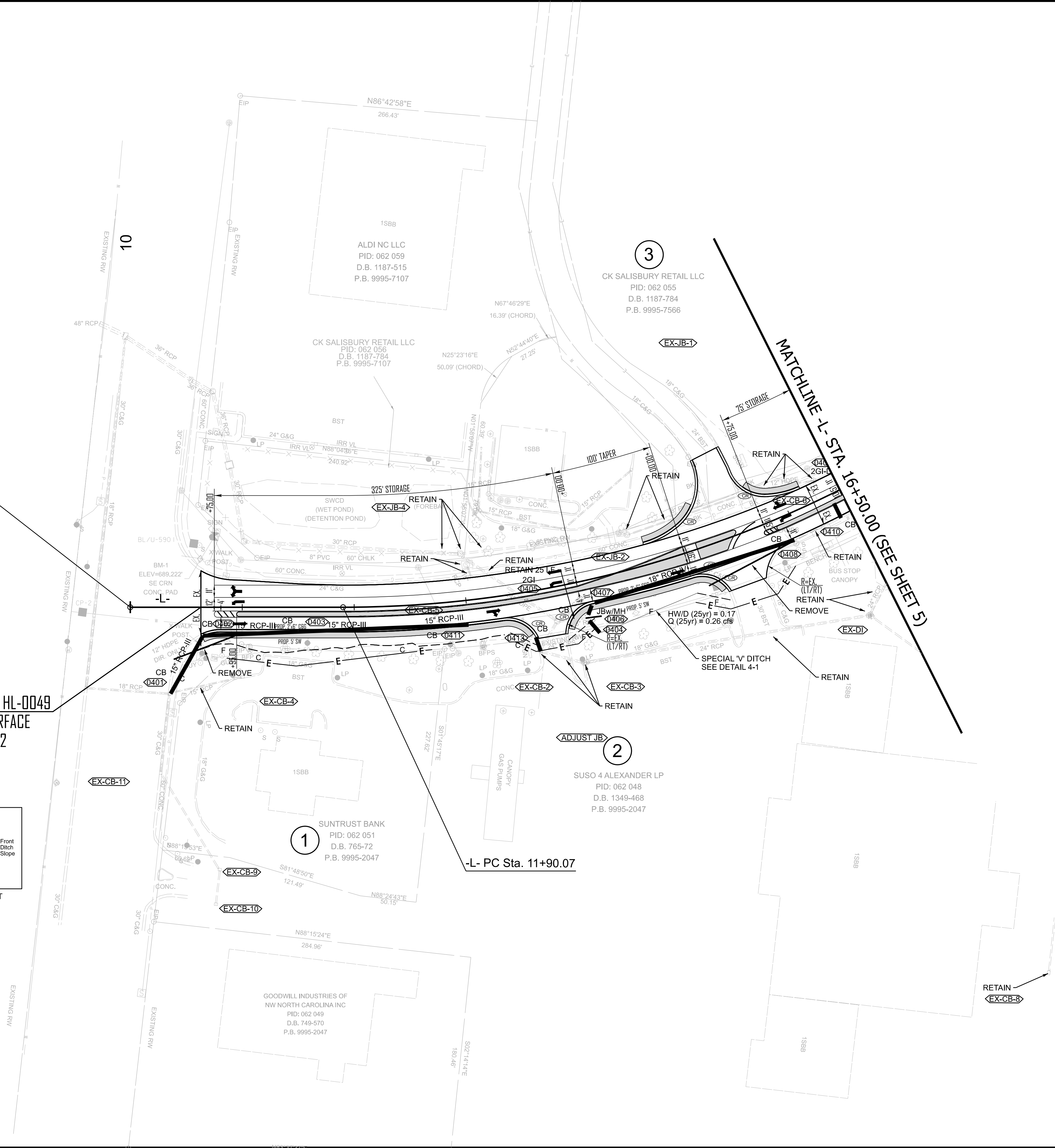
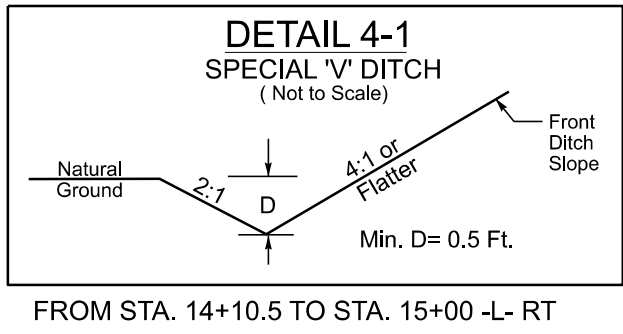


CUR DATA -L-
Pc 15+28.47
 $\Delta c = 37^\circ 44' 32.7''$ (LT)
D = 05°47'14.8"
Lc = 652.14
Tc = 338.40
R = 990
SE = 0.000



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

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



HL-0049
RDY 004
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROWAN COUNTY

ROADWAY DESIGN
ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED
HYDRAULIC DESIGN
ENGINEER

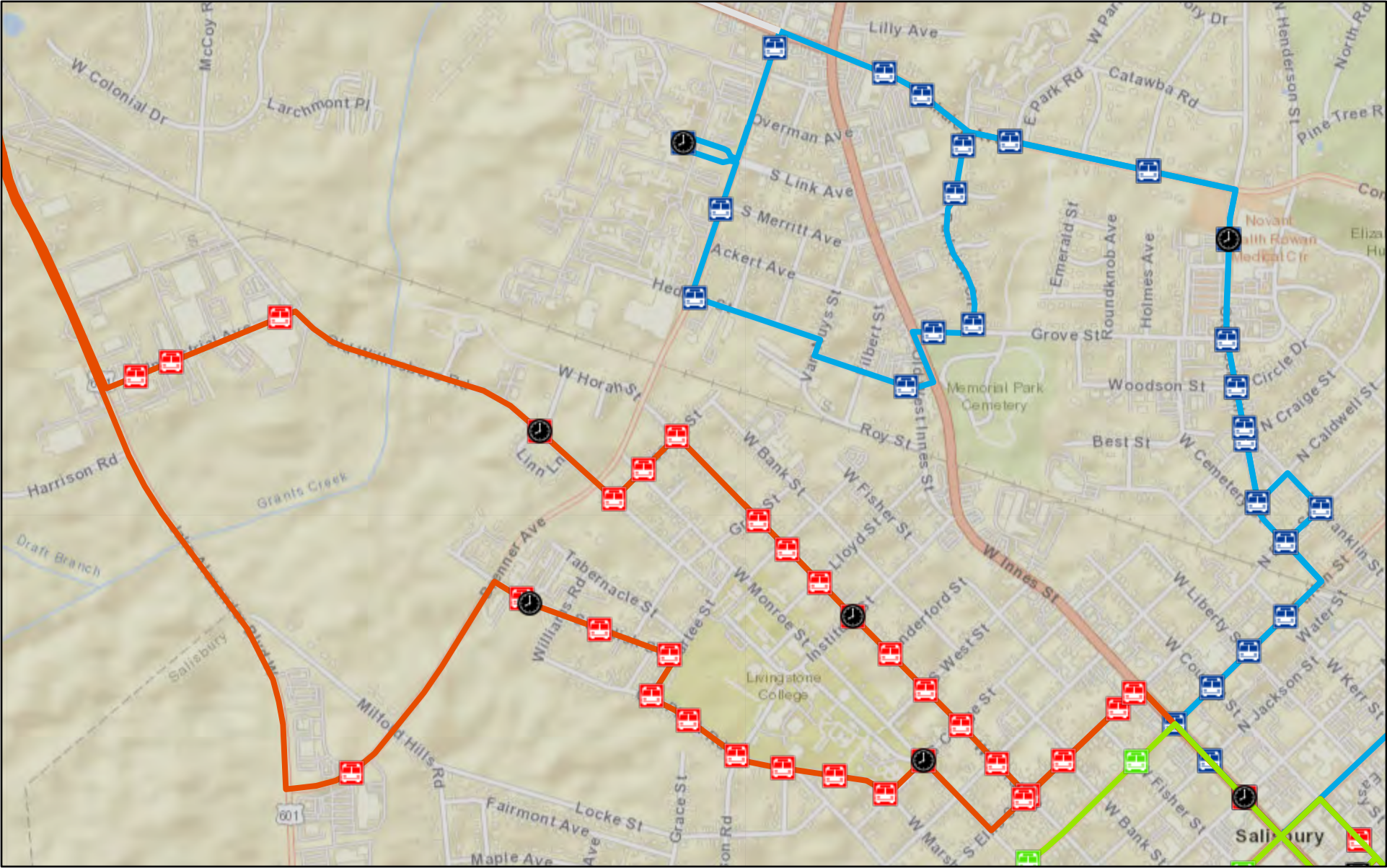
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:

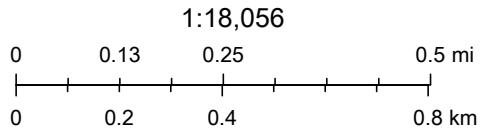
NC FIRM LICENSE No: P-0339
320 Executive Court
Hillsborough, NC 27278
(919) 732-3883
(919) 732-6876 (FAX)

Salisbury Transit



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

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





**Existing Greenway
Brenner Avenue Improvements
Project Area**



1 inch = 500 feet



2025-19

**RESOLUTION SUPPORTING
THE APPLICATION FOR CRP 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

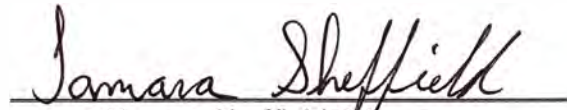
WHEREAS, the project also connects existing sidewalk segments increasing connectivity to a transit pick up and drop off point and adds a pedestrian crosswalk between shopping centers; and

WHEREAS, CRP is a Federal program that funds transportation projects and programs in carbon reduction areas to help achieve and maintain national standards for pollutants; and

NOW THEREFORE BE IT RESOLVED, the City of Salisbury City Council supports the CRP 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

ATTEST:


Tamara Sheffield, Mayor


Connie B. Snyder, City Clerk



CRP PROJECT APPLICATION

FOR NCDOT USE ONLY

APP ID

STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED. PLEASE ONLY FILL OUT THE SECTIONS THAT PERTAIN TO THE PHASE YOU ARE CURRENTLY IN.

1 RPO/MPO/NCDOT Unit NAME(S)

2 TOWN & COUNTY NAME

3 PROJECT SPONSOR INFORMATION

Organization	
Contact Name	
Contact Title	
Address	
Telephone	
E-Mail	

4 PROJECT INFORMATION

Include location of the project in the description box below, such as road name, address.

Title					
Description					
Existing STIP?		If yes, STIP ID?		Population of the Area Being Served	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

Input information **ONLY** for the phase for which you are requesting funds.

- CRP projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2023 is from July 1, 2022, through June 30, 2023.
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- Minimum amount of \$100,000 required.
- Project sponsor is responsible for any overage amount.

<input type="checkbox"/>	Check box if this project is not typical 80/20 split. The minimum split is 80/20.
<input type="checkbox"/>	Check box if this project is eligible for state match.

Phases(s)		CRP Amount	Matching Amount	Total	FY
	Planning, Engineering & Design				
	Right-of-Way				
	Construction				
	Operation				

	Transit Implementation				
	Non-transit Implementation				
	Other: (UTIL)				
Project Total		Project costs include 15% contingency and 10% DOT oversight. See Opinion of Probable Cost in Appendix F.			
6 LIST THE SOURCE(S) OF MATCHING FUNDS					
GENERAL PROJECT INFORMATION					
7 SELECT CRP-ELIGIBLE IMPROVEMENT TYPE (check all that apply):					
Alternative Fuels Freight/Intermodal Bicycle/Pedestrian Facilities & Programs Intelligent Transportation Systems Carbon Reduction Strategy Development Micro-mobility Carpooling & Vanpooling Port Electrification Congestion Management Technologies			Transit Improvements Congestion Relief & Traffic Flow Improvements Transportation Control Measures Diesel Engine Retrofits Travel Demand Management Electronic Toll Collection Truck Stop Electrification System Energy Efficiency Improvements Other		
If "Other" please describe:					
8 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED					
	New facilities associated with a service increase		New vehicles used to expand the transit fleet		
	Operating assistance for new service (limit three years)		Fare subsidies		
9 EMISSIONS REDUCTION CRITERIA					
Only fill out the information that applies to your project. For more information about this section, view the CMAQ Emissions Calculator Toolkit .					
Alternative Fuel Vehicles & Infrastructure					
Annual Vehicle Miles Traveled (VMT)					
Number of Vehicles					
What type of vehicle(s) are you replacing?					
Odometer reading of the vehicle you are replacing					
Model year of vehicle(s) are you replacing?					
What conventional fuel are you replacing?				GASOLINE	
What is the model year of the alternative fuel vehicle(s) to be purchased?					
What alternative fuel will your new vehicle(s) use?					
Annual number of charging stations					
Number of ports per charging station					
Kilowatt hours					
Bicycle & Pedestrian Improvements					
Current roadway annual average daily traffic (AADT)					
Length of proposed facility and map					
Carpooling & Vanpooling					
Which program is being evaluated?				CARPOOL	
Are the pick-up drop off locations centralized?				YES	
What is the average distance participants drive to the central locations? (Roundtrip Miles)					

What is the population of commuting workers?					
What is the number of vehicles participating in the pooling program?					
On average, how many passengers are there per carpool/vanpool vehicle? (Driver not included)					
What is the average commute distance? (Roundtrip Miles)					
What vehicle type is used in the vanpool?					
	MINI VAN		VAN (8,500<GVW<10,000 LB)		VAN (10,000<GVW<14,000 LB)
What fuel type is used by the vanpool vehicle(s)?					
	GASOLINE		DIESEL FUEL		COMPRESSED NATURAL GAS
					ELECTRICITY
What is the model year of the vanpool vehicle(s)?					
10 SUBMIT					
1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT 2) Submit eligibility form as single PDF document to nbearle-young@ncdot.gov					



Carbon Reduction Program Grant Application
Purpose and Need Statement
8th Street Greenway HAWK Signal

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.

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.



Appendices

Appendix A- Area Development Map

Appendix B – Proposed Adjacent Project TIA Summaries

Appendix C – Site Photographs

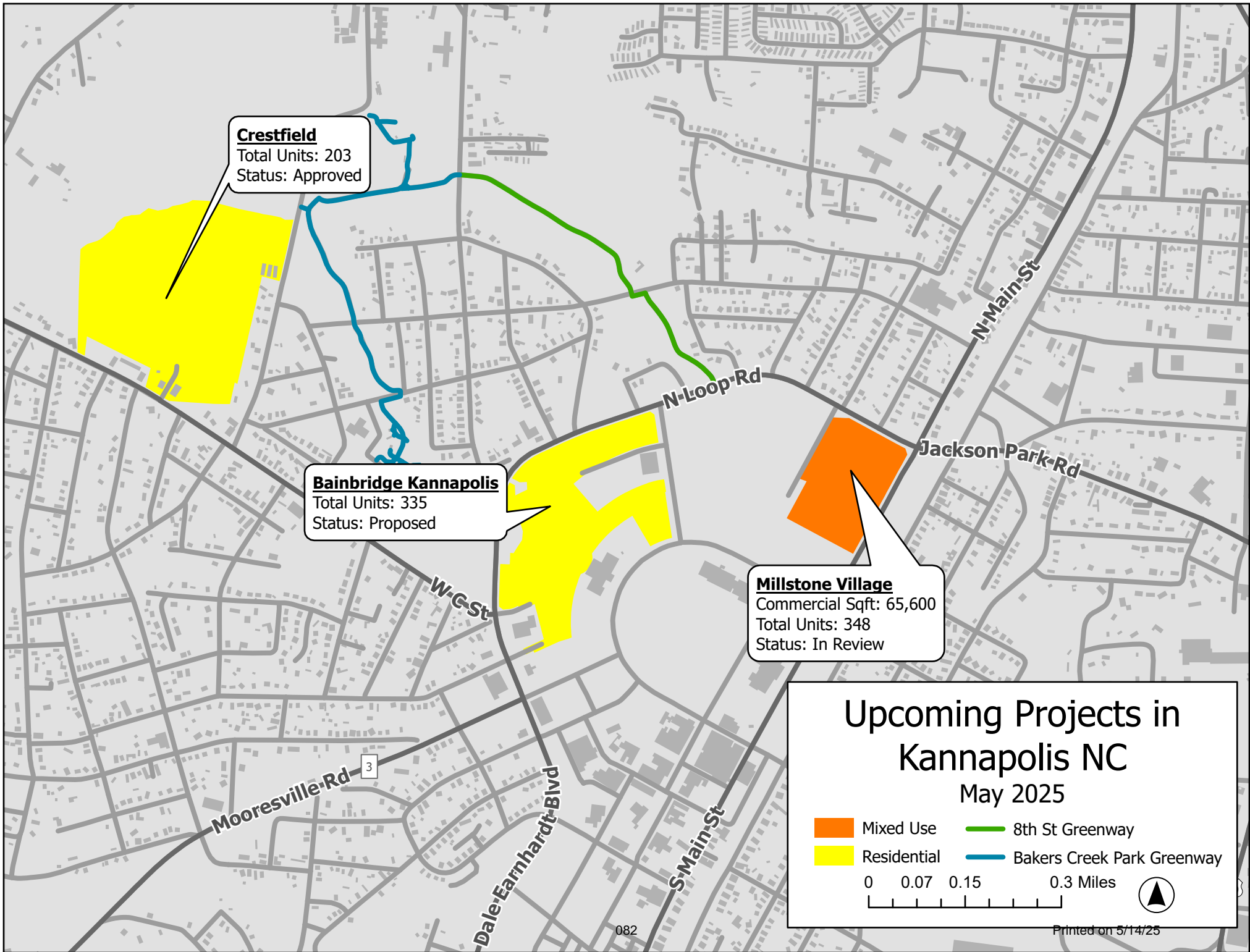
Appendix D – Site Exhibit and proposed crossing location

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

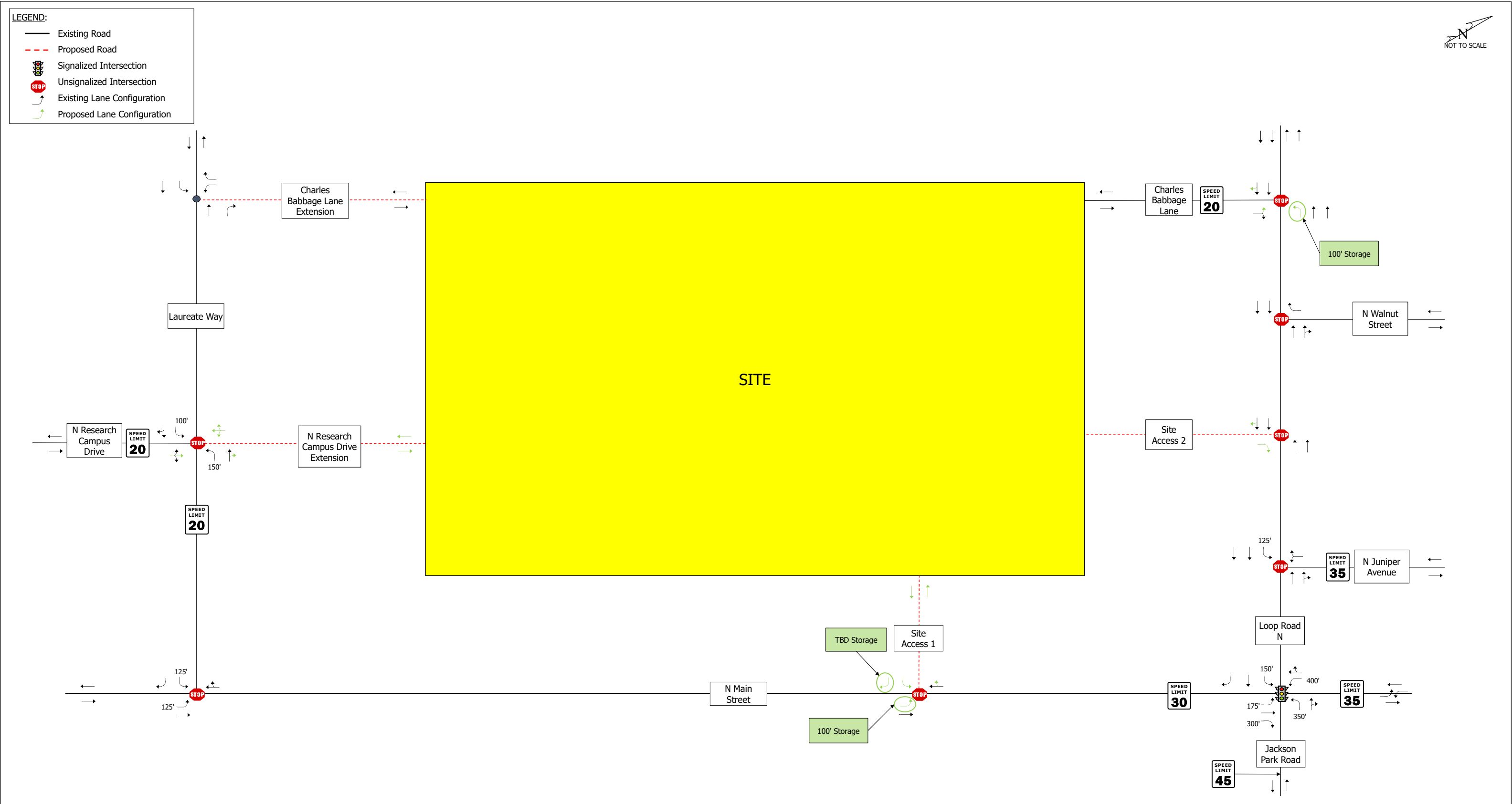
Based on the analyses performed, the following improvements are recommended in conjunction with the proposed development's construction (see **Figure 1-1**):

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



Millstone Traffic Impact Analysis 2028 Proposed Lane Configuration

Figure 1-1



Appendix C – Photographs of the potential HAWK Location



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



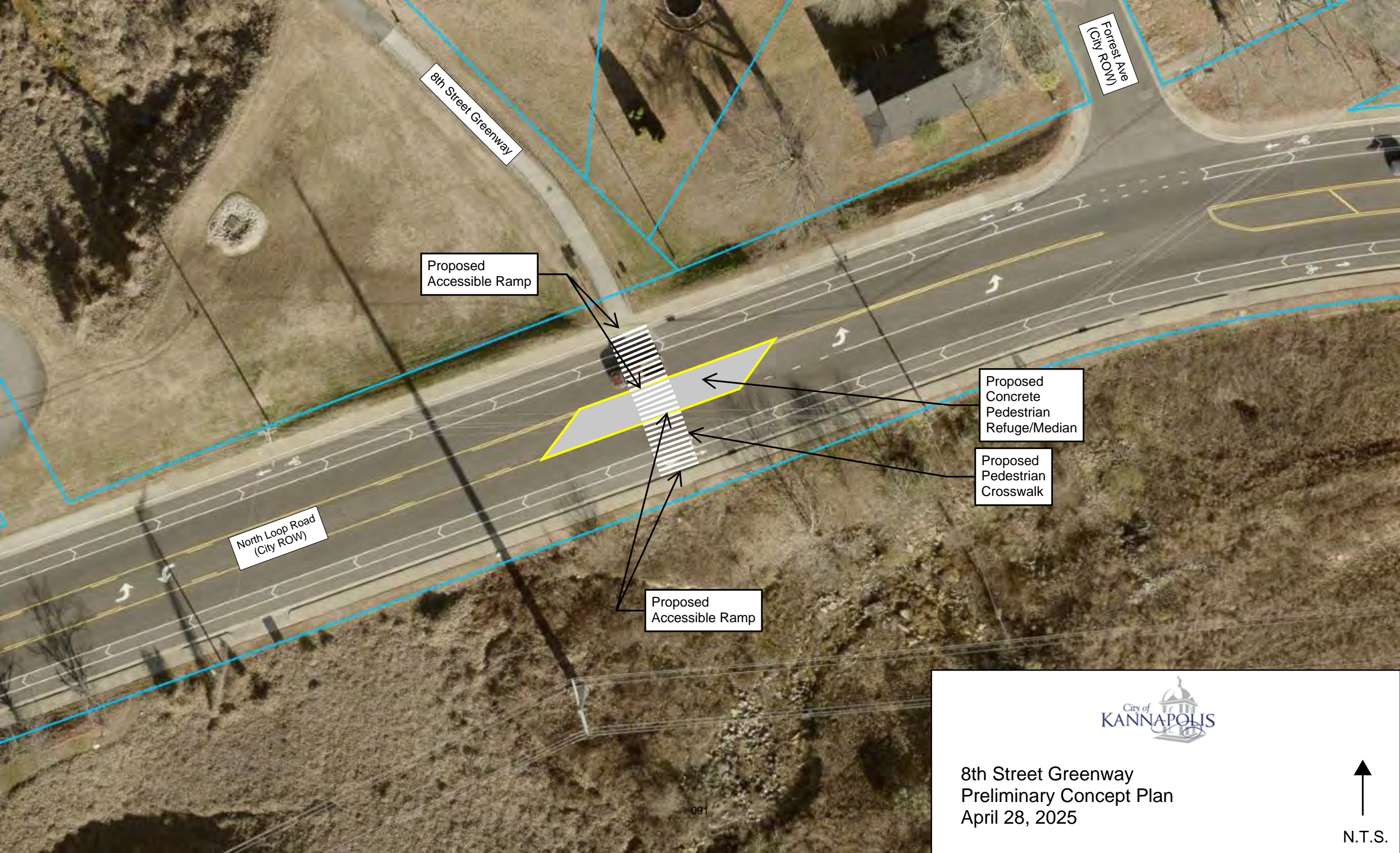
Figure 2 - View to the Northeast of the proposed crossing point, showing no safe intersection for crossing.



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



North Loop Road
(City ROW)

8th Street Greenway

Forest Ave
(City ROW)

Proposed
Accessible Ramp

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 In Support of the City of Kannapolis, North Carolina
to Apply for funding from the Carbon Reduction Program through the Cabarrus-Rowan
Metropolitan Planning Organization**

WHEREAS, The Infrastructure Investment and Jobs (IIJ) Act (Public Law 117-58, November 15, 2021) established the Carbon Reduction Program (CRP) to reduce transportation emissions from on-road sources (23 U.S.C. 175); and

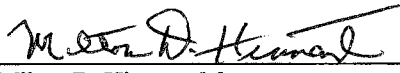
WHEREAS, The City of Kannapolis, herein referred to as the “City” has need for and intends to construct and design transportation projects which meet the eligibility requirements associated with the Carbon Reduction Program; and

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

NOW THEREFORE BE IT RESOLVED, by the City Council of Kannapolis, North Carolina, that:

1. That the City of Kannapolis Council supports City Staff in the endeavor to seek funding through the Carbon Reduction Program for the Bakers Creek Greenway High-intensity Activated Crosswalk Beacon (HAWK) Signal consistent with adopted transportation and community plans.
2. That the City will arrange financing for all twenty (20) percent of project 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.
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 the 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 28th day of April, 2025


Milton D. Hinnant, Mayor
City of Kannapolis

ATTEST:

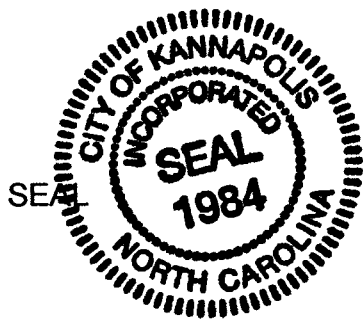

Pam Scaggs, CMC, NCCMC
City Clerk

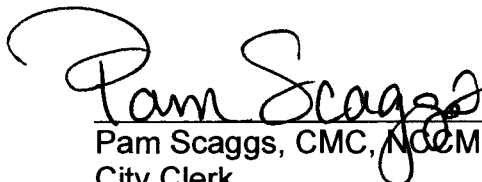


CERTIFICATE OF RECORDING OFFICER

I, Pam Scaggs, the undersigned duly qualified and acting City Clerk for the City of Kannapolis, North Carolina do hereby certify and acknowledge that the attached Resolution is a true and accurate copy authorizing the filing of an application with the State of North Carolina, as regularly adopted at a legally convened meeting of the City of Kannapolis City Council held on the 28th day of April, 2025; and further, that such Resolution has been fully recorded in Minute Book 135, Volume CXXXV.

WITNESS my hand and the official seal of said City, this 28th day of April, 2025.




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

**CABARRUS-ROWAN MPO
RESOLUTION ENDORSING CANDIDATE CARBON REDUCTION
PROGRAM (CRP) PROJECT PROPOSALS**

WHEREAS, the Infrastructure Investment and Jobs (IIJ) Act (Public Law 117-58, November 15, 2021) established the Carbon Reduction Program (CRP) to reduce transportation emissions from on-road sources (23 U.S.C. 175);

WHEREAS, CRP is a Federal program that requires NCDOT in consultation with MPOs to develop a carbon reduction strategy and update it every 4 years and identify projects and efforts to support the reduction of transportation emissions; and

WHEREAS, the CRMPO selects eligible projects and programs and coordinates with NCDOT to administer the CRP program; and

WHEREAS, the CRMPO has administered a CRP project selection process among local area jurisdictions; and

WHEREAS, the resulting candidate project proposal meets the requirements of CRP eligibility and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposal for CRP funding by the NCDOT, the CRMPO will amend the Metropolitan Transportation Plan and the MTIP to include this project;

NOW THEREFORE, be it resolved that the CRMPO endorses the attached listing of proposed CRP candidate projects provided here on this, the 28th day of May 2025.

I, Ron Smith, TAC Chair, do hereby certify that the above is a true and correct copy of the action of the CRMPO Transportation Advisory Committee duly held on this, the 28th day of May 2025.

Ron Smith, Chair
Transportation Advisory Committee

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	79% Complete	\$13,777,568	Smith-Rowe	Eric Goldston (704) 630-3220	Project behind schedule due to various delays. Contractor completed structure work on new eastbound bridge. Contractor plans to shift traffic to eastbound bridge May 2025 and complete rehab work on westbound bridge. Estimated completion October 2025.
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	27% Complete	\$1,422,248	NJR Group, Inc.	Eric Goldston (704) 630-3220	NJR currently completing substructure work for new bridge. Project estimated to be completed by July 1, 2025.
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	91% Complete	\$13,039,376	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor completing final paving, sidewalk, and signal work. Estimated completion date April 2025.
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	23% Complete	\$2,504,746	NJR Group, Inc.	Eric Goldston (704) 630-3220	Clearing & grubbing on new alignment completed. Grading, pipe installation, and erosion control underway. Estimated open to traffic date is November 14, 2025. Existing Henderson Grove railroad crossing will not be closed until 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	WL markers has started relensing work in Stokes & Forsyth counties.
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	12% Complete	\$5,911,698	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Contractor is working on Klumac 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	0% Complete	\$11,502,013	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Contractor has not provided a mobilization date.
2025CPT.09.14.20802.3 (DI00363)	Asphalt Surface Treatment, 73 Various Secondary Sections in Rowan County	November 13, 2024	October 15, 2025	0% Complete	\$1,689,808	Whitehurst Paving	Kelly Seitz (704) 630-3200	Contractor plans to begin work July 14, 2025.
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	4% Complete	\$4,150,391	Performance Managed Construction, Inc.	Kelly Seitz (704) 630-3200	Contractor began work March 18, 2025. Waterline relocation is still outstanding by Developer. Contractor is performing the following activities: stream relocation, grubbing, & grading.
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	5% 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) - Previous Let Date: 10/17/28. Previous ROW Date: 2/17/27. Previous Con Cost: \$46,200,000.

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	2033	TBA	Planning/Design In Progress ROW Acquisition 2030	\$52,090,000	TBA	Ryan Newcomb (336) 747-7800	DDRL - Raleigh Let. Express design update in progress to update project estimate. PE work in progress. Merger Screening meeting held October 12, 2023. CP1 meeting held April 17, 2024. CP1 form signed by the Merger Team. CP2 meeting held July 25, 2024. CP2 form signed by the Merger Team to concur on 6 alternatives to carry forward for detailed study. Public meeting anticipated for later this year.
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. (Previous Let Date: 3/18/31; Previous ROW Date: 6/16/28)
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$2,000,000	Not Included in Draft 2026-2033 STIP	Ryan Newcomb (336) 747-7800	Previously: Funded For Preliminary Engineering Only
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	2026	TBA	ROW Acquisition April 2025	\$8,999,000	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 21, 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 23, 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 25, 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.	TBA	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 - ROW has been settled. Division presented the RCI (Reduced Conflict Intersection) concept at Landis Council meeting. Landis has indicated they would like to pursue the RCI improvements at this location. Division is still working with the Consultant (AWCK) on the RCI design and cost estimate for public meeting. Schedule is being reviewed and additional funds will be needed to complete the project.
Division Bridge Projects Under Development								
15BPR.115.1	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River	January 16, 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	\$900,000	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	February 24, 2027	TBA	ROW Acquisition In Progress	\$3,900,000	TBA	Jeremy Keaton (336) 747-7800	Let delayed due to funding constraints.
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.
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.
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.
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 April 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. Design firm preparing Costs/Rates Manday hour worksheet. PE funding has been requested.
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. Railroad will likely be an issue
Completed Projects								
HS-2009I (DI00354)	NC 152 / NC 153 Intersection - Grading, Paving, Drainage	September 25, 2024	Late Spring 2025	90% Complete	\$320,338	NJR Group, Inc.	Kelly Seitz (704) 630-3200	Contractor began work March 18, 2025. Traffic shifted to new alignment. Project in punchlist phase.

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

RECENTLY LET PROJECTS

- **Cabarrus Roads Included in Resurfacing Contract**

CONCORD – DJ00554 awarded a \$3.2 million contract to improve nearly seven miles of Cabarrus County roads.

Contractor NJR Group, Inc., of Albemarle is slated to complete the project Fall 2026

Work includes milling, resurfacing, installing concrete curb ramps, shoulder reconstruction, full depth reclamation, asphalt surface treatment and pavement markings. These roads are slated for improvement:

- | | |
|---|---|
| -John White Road between Flowes Store and Carl Bost roads | -Flowes Store Road between John White Road and U.S. 601 |
| -Kannapolis Parkway between Trinity Church Road and N.C. 73 | -Barr Road between Harwood Lane and Trinity Church Road |
| -Martin Luther King Jr. Avenue between U.S. 29 and U.S. 29A | -E. First Street between Little Texas Road and U.S. 29 |

- **DJ00560** - 3.3M contract awarded to resurface 11.6 miles of road in Cabarrus County.

Contractor is able to begin work spring 2025 and completion of the contract is expected in fall 2026.

- Miami Church Road from Mt. Pleasant Road S to Joe Bost Road & from Joe Bost Road to Cold Springs Road S
- Miami Church Road from Cold Springs Road to US 601
- Flowes Store Road from Flowes Store Road E to Morrison Road & from Morrison Road to NC 24/27
- Kannapolis Pkwy Eastbound from NC3 to Professional Park Drive & Kannapolis Pky Westbound from N of NC 73 to Trinity Church Rd

- **GOLD HILL** – NCDOT awarded a \$679,870 contract to replace the bridge on Gold Hill Road over Big Bear Creek between Mount Pleasant and Richfield. Contractor APAC Atlantic Inc. is slated to complete the project Fall 2025

SPOT SAFETY

CONTRACT TIP#	COUNTY	TIP	DESCRIPTION OF LOCATION	TMSD	PROJECT MANAGER	PROJECT DESCRIPTION
10-24-224	Cabarrus	SS-6210AF	SR 1132 (Miami Church Road) and SR 2630 (Cold Springs Road).	40K	Zachary Gardner 704-983-4400	Install an all Way Stop with revised flashers.
10-24-222	Cabarrus	SS-6210AG	SR 1153 (Zion Church Road) and SR 1154 (Piney Church Road).	40K	Zachary Gardner 704-983-4400	Converting this intersection to an All Way Stop condition with no overhead flashers.

PUBLIC MEETING INFORMATION NOTICE

CONCORD – NCDOT will temporarily close Cabarrus Avenue over Irish Buffalo Creek from Monday, April 21, weather permitting. State bridge maintenance forces will be making repairs to the bridge deck, requiring the closure and a temporary offsite detour. The closure is anticipated to last through Friday, May 2, depending on weather and repair progress. For real-time travel information, visit:

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

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
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	Design Work Underway	
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: 2025	AGENCY- Donald Harward 704-983-4400	ROW Acquisition 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	Clearing began March 2025
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	Phase II construction is complete. Currently working on traffic switch for NB lane
14	17BP.10.R110		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	Design Work Underway	Project slated to begin April 2025.
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	Design Work 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	

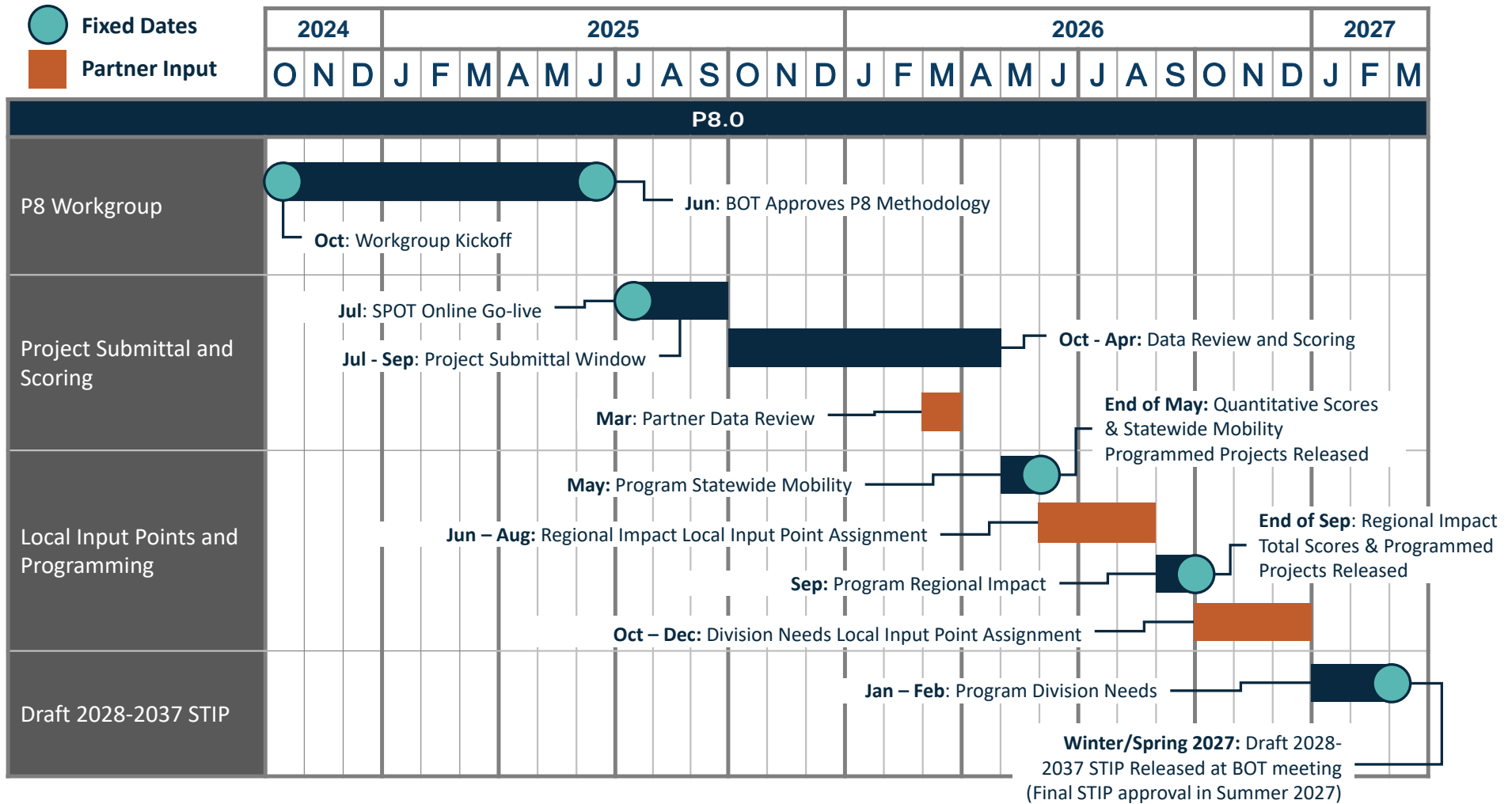
NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
17	BP10.R034	CABARRUS	MOUNT OLIVE ROAD	BRIDGE - 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	ROW: 2024 LET: 2026	NCDOT- Yanwei Ma 704-983-4400	Design Work Underway	
18	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: 2027	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: 2027	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.
24	EB-5844	CABARRUS	LITTLE TEXAS ROAD	Little Texas Road from Lane Street to Dale Earnhardt Blvd -Sidewalk	ROW: 2024 LET: 2025	NCDOT- Jeff Burleson 704-983-4400	ROW Acquisition Underway	
26	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	Revised ROW plan comments sent to LGA
27	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	Revised ROW plans submitted for review.

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
28	BL-0060	CABARRUS	COX MILL ROAD	Cox Mill Road Loop Greenway and Bicycle/Pedestrian Bridge	ROW: 2025 LET: 2025	NCDOT- Jeff Burleson 704-983-4400		CON PHASE ONLY Final Plans approved. Working on Contract and CON Estimate review/approval.
29	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	PEF process complete.
30	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	
31	HL-0001	CABARRUS	POPLAR TENT ROAD	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	ROW: LET: 2027	NCDOT- Jeff Burleson 704-983-4400	Planning Underway	Working on new PEF rates for design.
32	HL-0062	CABARRUS	NC 49	NC 49 from Morehead Road to Cedar Drive - Access Management Improvement	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	PEF process complete.
33	HL-0063	CABARRUS	CALDWELL ROAD	Caldwell Road from US 29 to NC 49-Intersection Improvement and Roadway Extension	ROW: 2025 LET: 2026	NCDOT- Jeff Burleson 704-983-4400	Design Work Underway	PEF process complete.
34	R-2246A	CABARRUS	GEORGE LILES PARKWAY	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes	ROW: LET:	NCDOT- Dustin Simpson 704-983-4400		Project is funded for PE ONLY per the 2026-2035 Draft Stip
35	BO-2410A	MULTIPLE	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2024 LET: 2024	NCDOT- Tim Kirk 704-983-4400	Construction Underway	
36	2024CPT.10.17.20131 - Contract DJ00512	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 3 sections of secondary roads for Resurfacing/FDR	ROW: LET: 2024	NCDOT- Marc Morgan 704-983-4380	Construction Underway	Scheduled to start Spring 2025
38	2024CPT.10.12.20132 - Contract DJ00511	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads for AST	ROW: LET: 2024	NCDOT- Marc Morgan 704-983-4380		Scheduled to start Spring 2025

NO#	CONTRACT TIP#	COUNTY	ROUTE	PROJECT DESCRIPTION	PROJECT DATES	PROJECT MANAGER	STATUS	COMMENTS
39	2024CPT.10. 04.20131 - Contract DJ00487	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 38 sections of secondary roads for Resurfacing	ROW: LET: 2024	NCDOT- Marc Morgan 704-983-4380		Scheduled to start Spring 2025
40	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	NCDOT- Marc Morgan 704-983-4380	Construction Underway	
41	R-5790JH	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - Installation of curb ramps.	ROW: 2023 LET: 2023	NCDOT- Marc Morgan 704-983-4380	Construction Underway	Contractor defaulted. Currently working with other ramp contractor
42	2023CPT.10. 15.20131 - Contract DJ00453	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of secondary roads	ROW: LET: 2023	NCDOT- Marc Morgan 704-983-4380	Construction Underway	Awaiting Punch List Completion
43	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	NCDOT- Marc Morgan 704-983-4380	Construction Underway	Ajdustments and Thermo painting - Awaiting warmer daily temperatures
44	2025CPT.10. 04.10131, 2025CPT.10. 04.20131	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 1 section of US 601 and 3 sections of secondary roads	ROW: LET: 2024	NCDOT- Marc Morgan 704-983-4380		Avaliable to start in spring 2025
45	2025CPT.10. 06.20132	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 9 sections of AST roads	ROW: LET: 2025	NCDOT- Marc Morgan 704-983-4380	Project Under Construction	
46	2025CPT.10. 05.20131, 2025CPT.10. 05.20132, 10.101311	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads with 2 FDR roads and 1 road diet included	ROW: LET: 2025	NCDOT- Marc Morgan 704-983-4380		Avaliable to start in spring 2025
47	2025CPT.10. 21.20131	CABARRUS	VARIOUS LOCATIONS	VARIOUS LOCATIONS - 8 sections of secondary roads	ROW: LET: 2025	NCDOT- Marc Morgan 704-983-4380		Avaliable to start in spring 2025

P8 Schedule

October 2024



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.



CABARRUS COUNTY ◦ CHINA GROVE ◦ CLEVELAND ◦ CONCORD ◦ GRANITE QUARRY ◦ HARRISBURG ◦ KANNAPOLIS ◦ LANDIS
MIDLAND ◦ MOUNT PLEASANT ◦ ROCKWELL ◦ EAST SPENCER ◦ ROWAN COUNTY ◦ SALISBURY ◦ SPENCER ◦ FAITH

May 28, 2025

North Carolina Department of Transportation
Public Transportation Division
1550 Mail Service Center
Raleigh, NC 27699-1550

RE: Rowan Transit System
Federal Section 5310
Operating

Please accept this letter of support for Rowan Transit System as they seek Federal Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) funding to assist in maintaining their current level of service and meet the increasing demand for paratransit in Rowan County. Current data indicates 78% of Rowan Transit System riders reside in rural areas. This Section 5310 funding is critical for providing life sustaining transportation to our elderly and disabled citizens.

Rowan Transit is a non-emergency public transportation service for Rowan County residents, including paratransit service.

Sincerely,

Ron Smith, Chair
Cabarrus-Rowan TAC

cc: Mr. Aaron Church, Rowan County
Mr. Ed Muire, Rowan County
Ms. Valerie Steele, Rowan Transit



CABARRUS COUNTY ◦ CHINA GROVE ◦ CLEVELAND ◦ CONCORD ◦ GRANITE QUARRY ◦ HARRISBURG ◦ KANNAPOLIS ◦ LANDIS
MIDLAND ◦ MOUNT PLEASANT ◦ ROCKWELL ◦ EAST SPENCER ◦ ROWAN COUNTY ◦ SALISBURY ◦ SPENCER ◦ FAITH

May 28, 2025

The Honorable Addison McDowell
United States Congress
1032 Longworth House Office Building
Washington, D.C. 20515

Subject: FY26 Community Project Funding Requests

Dear Congressman McDowell:

The Cabarrus-Rowan Metropolitan Planning Organization (CR MPO) is pleased to offer this Letter of Support for the City of Kannapolis's requests for Community Project Funding to support transportation improvement projects in our community. To help support continued growth and redevelopment, the City is seeking federal funding for two projects aimed at improving major gateways into Kannapolis:

1. Rogers Lake Road Intersection Safety Improvements – \$1,500,000
2. South Main Street Drainage and Congestion Improvements – \$5,900,000

These projects hold significant promise for the safety, mobility, and long-term economic vitality of our community. The Rogers Lake Road project will help alleviate congestion and reduce the risk of accidents at a key intersection along a major corridor in Kannapolis. Similarly, the South Main Street project will provide critical upgrades to stormwater infrastructure and roadway capacity, while improving traffic flow and safety at a key entry point to downtown Kannapolis.

At the Cabarrus-Rowan MPO, we understand the importance of investing in infrastructure that supports safe travel, accommodates community growth, and protects public health and property. Both projects reflect well-planned and proactive steps toward making Kannapolis a safer and more connected place for residents, businesses, and visitors alike.

As our elected representative, I hope you'll support the City of Kannapolis's requests for these important infrastructure projects. Your advocacy on behalf of and commitment to our community is sincerely appreciated. Thank you for your time and consideration of these requests.

Sincerely,

Ron Smith, Chairman
Cabarrus-Rowan TAC

cc: Secretary Joey Hopkins, NCDOT
Mr. Brett Canipe, NCDOT Division 10
Mr. Ryan Dayvault, City of Kannapolis
Mr. Mike Legg, City of Kannapolis

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Subject: 2025 Multimodal, Bicycle and Pedestrian Planning Grants - Call for Applications
Date: Tuesday, April 1, 2025 4:43:26 PM
Attachments: [image001.png](#)

Hello. You are receiving this email since you are on the email distribution list for the Integrated Mobility Division's (IMD) [Multimodal Updates webinars](#). At the most recent webinar (March 13), we mentioned an upcoming Multimodal Planning Grant. Please see below for the latest.

NCDOT IMD is now accepting applications for the 2025 [Multimodal Planning Grant Program](#), which provides federal and state planning funds for identifying bike and walking paths and transit connections. The plans funded through this program would outline a comprehensive strategy, rather than support for a single project, for expanding bicycle and pedestrian opportunities in a community.

The plans may also address facilities, programs, policies and design guidelines that encourage safe walking and bicycling.

The deadline for applications, to be submitted electronically, is **5 p.m. May 12, 2025**. Award recipients are expected to be notified by June/July.

Communities can apply for a variety of plan options to meet specific needs, including multimodal, bicycle or pedestrian plans. In addition, the following options are available:

- Updates to existing plans: for municipalities of all sizes and counties with populations of less than 100,000, if the existing plan is at least five years old.
- Municipalities with populations of less than 10,000 may apply for a “project acceleration plan” – an abbreviated plan that prioritizes project identification and implementation for small towns.

Additionally, this year will be the **first time Colleges and Universities will be eligible** to apply for planning funds. This marks an exciting opportunity for our program to expand to new partners and planning strategies.

For more information or questions, please contact **Bryan Lopez**, IMD Regional Planning Manager / 919-707-2606 / balopez@ncdot.gov

Thank you!

John Vine-Hodge
Deputy Director, Planning and Programming
Integrated Mobility Division
North Carolina Department of Transportation

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FY2025 Section 5310 Applicant Funding Summary / Scenarios

Amount available to award as of 3/25/25

949,403

Minimum amount to award

292,009

(to avoid lapsing funds)

(Funds expire 9/30/2025)

Applicant Requests

<u>Applicant</u>	Project Type	<u>Total Project Cost</u>	<u>Federal Cost</u>	<u>Local Cost</u>
	<u>Traditional/Non-Traditional</u>			
Rowan County Transit	Traditional	56,000	44,800	11,200
Cabarrus County Transportation Services	Traditional	25,000	20,000	5,000
Cabarrus County Transportation Services	Non-Traditional	260,000	130,000	130,000
Rufty-Holmes Senior Center	Traditional	80,000	64,000	16,000
Rufty-Holmes Senior Center	Non-Traditional	18,000	9,000	9,000
Total Requests		439,000	267,800	171,200
Total Traditional Project Requests		161,000	128,800	32,200
Total Non-Traditional Project Requests		278,000	139,000	139,000

Program Requirements:

Funds must be awarded to a Traditional project or no funds can be awarded.

Each award meet the 55% traditional project threshold

10% of total projects will be awarded for administrative costs

**Scenarios are reflecting FEDERAL amounts (not total project)*

	Scenario #1		Scenario #2	
	Fully Award All Traditional Project Asks + Max Non-Traditional		Fully Award Traditional Projects Only	
	<u>Traditional</u>	<u>Non-Traditional</u>	<u>Traditional</u>	<u>Non-Traditional</u>
Rowan County Award	44,800	-	44,800	
Cabarrus County Award	20,000	72,964	20,000	
Rufty-Holmes Award	64,000	9,000	64,000	
Total Project Requests	128,800	81,964	128,800	-
<i>Admin (10% of Total Projects)</i>	23,418		12,880	
Total Award	234,182		141,680	
Traditional %	55%		90%	

Non-Traditional %	35%	0%
Admin %	10%	10%
	100%	100%

***Applicants not awarded in scenario:
due to non-traditional projects in excess of threshold***

Cabarrus County	57,036	9,000
Rufty-Holmes		

Total amount of funding that will lapse:

57,827 150,329

**Total available funds that will roll over to fund future 5310 grant projects
for next grant cycle:**

657,394 657,394

NOTE:

**Send Finance Director an e-mail making her aware of lapsing funding*

**Funds don't lapse til September*

	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		1117	550	1555	1474	1565	1647	
May	36735	18489	36769	24130	28,564	32,920		1015	687	1464	1542	1609	1523	
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
April 2025

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

Source:

Fixed Route Bus - Automatic Passenger Counts

Rail - Automatic Passenger Counts

Mode / Service	Mar-25	Mar-24	Percent Increase / Decrease	Average Daily Ridership		
				Weekday	Saturday	Sunday
Local						
BOD Local	731,421	727,677	0.5%	28,120	24,794	17,412
Subtotal	731,421	727,677	0.5%	28,120	24,794	17,412
Local Express						
Arboretum Express	1,421	1,097	30%	71	-	-
Harrisburg Road Express	1,199	1,322	-9.4%	60	-	-
Northcross Express	3,448	3,802	-9.3%	172	-	-
Idlewild Express	999	1,008	-0.9%	50	-	-
Independence Blvd Express	3,134	2,550	22.9%	157	-	-
Lawyers Road Express	1,697	1,364	24.5%	85	-	-
Steele Creek Express	735	682	8%	37	-	-
Northlake Express	2,996	2,606	15.0%	150	-	-
North Mecklenburg Express	6,732	5,608	20.1%	337	-	-
Huntersville Express	4,251	3,841	10.7%	213	-	-
Rea Road Express	1,318	1,218	8.2%	66	-	-
Mountain Island Express	405	311	30%	20	-	-
Huntersville Greenhouse	98	96	1.7%	5	-	-
Subtotal	28,432	25,505	11.5%	1,422	-	-
Regional Express						
Gastonia Express	1,109	1,566	-29.2%	55	-	-
Rock Hill Express	1,342	926	44.9%	67	-	-
Union County Express	1,079	985	9.5%	54	-	-

Subtotal	3,530	3,477	1.5%	177	-	-
Community Circulator						
Neighborhood Shuttles	25,188	21,205	18.8%	942	956	491
Eastland Neighborhood Shuttle	11,478	12,233	-6.2%	416	439	360
Pineville-Matthews Road	2,691	2,380	13.1%	113	105	-
Village Rider	6,922	7,000	-1.1%	254	263	195
Subtotal	46,279	42,818	8.1%	1,724	1,249	1,045
Microtransit						
CATS Micro - North Mecklenburg	1,675	-	-	63	41	31
Subtotal	1,675	-	-	63	41	31
Human Services Transportation						
Special Transportation Services	19,424	15,539	25.0%	773	356	283
Subtotal	19,424	15,539	25.0%	773	356	283
Rideshare Services						
Vanpool	3,422	4,276	-20.0%	146	29	40
Subtotal	3,422	4,276	-20.0%	165	26	37
Rail						
LYNX Blue Line*	561,286	492,257	14.0%	20,406	17,366	9,185
CityLynx Gold Line*	66,962	48,823	37.2%	2,425	1,895	1,314
Subtotal	628,248	541,080	16.1%	22,831	19,261	10,499
Total	1,462,431	1,360,372	7.5%	55,269	45,727	29,307

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.

Charlotte Regional Alliance for Transportation Technical Committee Meeting Minutes

Tuesday, February 25, 10:00 AM

Attendees:

Tori Dellinger, GCLMPO; Alex Riemondy, CDOT; Martin Kinnamon, CDOT; Stephen Allen, CRCOG; Phil Conrad, CRMPO; Jennifer Stafford, CRTPO; Theo Thomson, CRTPO; Brian Elgort, CRTPO; Curtis Bridges, CRTPO; Kendall Clanton, CRTPO; Judy Dellert, CRTPO; Juan Garcia, Gaston County; Emily Stupka, NCDOT; Andy Bailey, NCDOT; Roger Castillo, NCDOT; David Hooper, RFATS; Lee Snuggs, RRRPO; Travis Johnson, CRTPO; Andy Grzymiski, Centralina; Makenna Sturgis, GCLMPO; Torrey Williams, CDOT; Marlee Henninge, CDOT; Julio Paredes, GCLMPO; Robert Cook, CRTPO; Jerrel Leonard, CRTPO; Johanna Quinn, CDOT; Brian Horton, CATS;

1. Welcome & Introductions

The meeting was hosted by CRTPO. Bob Cook welcomed everyone to the meeting. Attendee were asked to enter their name and organization into the chat box.

2. Approval of October 2024 Minutes

Mr. Cook asked if any changes were needed to the October 2024 minutes. None were identified. David Hooper made a motion to approve the October 2024 minutes. Phil Conrad seconded the motion. Upon being put to a vote, the minutes were approved unanimously.

3. Annual Work Program Review

The purpose of this item was to determine if the work program prepared last summer required any updates. None were identified.

4. Integrated Mobility Center

Andy Grzymiski of Centralina Regional Council provided an update on the Integrated Mobility Center. Mr. Grzymiski stated that the IMC is focused on three service lines: 1) sharing knowledge of mobility-friendly development practices and helping create positive mobility impacts, 2) helping lead regional coordination of priority regional mobility projects, and 3) sharing knowledge of innovative financing strategies for regional mobility projects. The presentation highlighted how the IMC is addressing the three lines through initiatives such as the Centralina Learns session on preparing federal grant applications, the PROTECT grant focused on preparation of a Resilience Improvement Plan, passenger rail coordination, and mobility hubs.

5. UPWP Planning Priorities & Budgeting

The purpose of this item was to determine if the work program prepared last summer required any updates. No updates were identified.

6. Long Range Transportation Plan Preparation Update

Each MPO provided updates on the status of their long range plans. RFATS is approximately one year ahead of the NC MPOs and is on target for adoption this summer. The NC MPOs are on target for adoption in early 2026.

7. **Transportation Improvement Program**

The NC MPOs provided updates on the status of the draft 2026-2035 TIP. It was stated that NCDOT released a draft 2026-2035 STIP in January. The region is working with NCDOT to schedule a coordination meeting on air quality conformity determination.

8. **Project Coordination/Adjacent Planning Areas**

a. **Including I-77 South and the Carowinds interchange**

Information was provided about two I-77 projects. Mr. Hooper reported on the status of proposed improvements to the Carowinds Boulevard interchange. Jenny Noonkester of RS&H reported on the I-77 South Express Lanes project that could result in result in the construction of high occupancy toll lanes from Uptown Charlotte to the state line.

9. **CONNECT Beyond**

There was no CONNECT Beyond update at this meeting.

10. **CATS Update**

Brian Horton reported on the following: Transit System Plan outreach and survey; micro transit launch in northern Mecklenburg County on February 24, 2025; NCDOT ConCPT grant coordination between CATS, Rider Transit and Go Gastonia, facilitated by Centralina as a Seamless CONNECTIONs project for CONNECT Beyond.

11. **CTP/Thoroughfare Planning**

No issues were identified.

12. **Next Meeting**

The next meeting will be hosted by the Rocky River RPO and will be held on Tuesday, April 22, 2025.

13. **Adjournment**

The meeting adjourned when all business was concluded.