

**Cabarrus Rowan Urban Area
Metropolitan Planning Organization
Technical Coordinating Committee**

Wednesday September 21, 2022

10:00 AM to 12:00 noon

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

Agenda

1) Call to Order & Quorum TCC Chairman Gover

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

2) Approval of August 17, 2022 minutes TCC Chairman Gover

3) NCDOT Request to Segment R-5706B Phil Conrad

INFORMATION: With the release of the Draft STIP, it has become apparent that R-5706B or the NC 73 widening may face an uphill climb to gain funding in the near term. NCDOT staff is recommended segmenting this 11 mile project into 2 separate projects that would be scored and programmed independently. The break point would be at the I-85 interchange. NCDOT has been conducting an express design on this corridor to ascertain a better cost estimate. As noted this segmentation would require another project slot and additional points from the MPO and Division office to obtain funding in future STIPs. An email from Division 10 staff is included as attachment 3.

ACTION/RECOMMENDATION: 1) Receive a report on the NCDOT request to segment R-5706B, NC 73 widening at the I-85 interchange; 2) Discuss; and 3) Recommend that the TAC consider endorsing segmentation of the NC 73 widening (R-5706B) at the I-85 interchange.

4) FY 2020-2029 MTIP Modification #14 Phil Conrad

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 the delay in construction to FY 24

for the North Washington Street sidewalk (BL-0043). Attachment 4 is a resolution modifying the MTIP for these projects.

ACTION/RECOMMENDATION: 1) Receive a report on modification #14 to the FY 2020-2029 MTIP; 2) Discuss; and 3) Recommend that the TAC consider endorsing modification #14 to the FY 2020-2029 MTIP.

5) Proposed STPBG Call for New Projects Phil Conrad

INFORMATION: The MPO issued a call for project proposals for the STPBG funding source to the MPO. The call concluded on September 2nd. Staff received a total of 5 project requests from 3 project sponsors. The total cost of these projects is \$30.5 million. MPO staff would propose using \$25.977 in federal STPBG funds (80 percent) thru FY 2029 for 4 of the projects. Attachment 5 is the list of project proposals.

ACTION/RECOMMENDATION: 1) Receive a report on the proposed STPBG Call for New Projects; 2) Discuss; and 3) Recommend that the TAC consider endorsing the 4 highway project requests from the 3 project sponsors.

6) Funding Swap Request Van Argabright

INFORMATION: The NCDOT is proposing the swapping of funding sources for several projects within the CRMPO, which could potentially help NCDOT secure additional federal funding for North Carolina. The funding swap involves switching \$12 million of CRMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) federal funds for \$12 million in other flexible federal funds in the years the STBG-DA funds were programmed. There is no impact to schedules, local matches, or project management requirements resulting from the swap. Attachment 6 is a memo from NCDOT staff explaining the request and proposed swap.

ACTION / RECOMMENDATION: 1) Receive a report on a proposed funding swap request from NCDOT; 2) Discuss; and 3) Consider endorsing the request from NCDOT to swap funds as proposed.

7) Reports / MPO Business Phil Conrad / TCC Members

- Local Reports – MPO/NCDOT Division 9 & 10/TPD/IMD
- TAP Fund Project Call – November 30 deadline
- Rowan Transit System Section 5310 Grant Application Letter of Support
- Special Studies Updates – Rowan County and Town of China Grove
- Proposed GHG Performance Measure by FHWA – October 13th
- MPO Newsletter

- Rider Transit Program of Projects (POP)
- Economic Development Threshold for Purpose and Need Statements for Corridors

8) Informational Items

Phil Conrad

- Rider Transit, Salisbury Transit, and MTC Ridership
- TPD Newsletter

Next scheduled meeting: October 19, 2022

- Agenda items for October TCC meeting

MINUTES

TECHNICAL COORDINATING COMMITTEE

Wednesday, August 17, 2022

HYBRID MEETING DUE TO COVID-19 PANDEMIC

NC Research Campus
Kannapolis City Hall
401 Laureate Way
Kannapolis, NC 28081

Members:

Phillip Graham	City of Concord*
Phil Collins	Cabarrus County
Ed Muire	Rowan County & Town of Cleveland
Stuart Basham	NCDOT Div. 10*
Wendy Brindle	City of Salisbury
Erin Burris	Town of Mt. Pleasant
Jason Hord	Town of Granite Quarry
Joel Taylor	Town of Spencer
Mallory Hodgson	Town of Harrisburg*
Richard Smith	City of Kannapolis
Brian Brown	Town of Landis

Others:

Phil Conrad	CRMPO Director*
Wendy Miller	CRMPO Staff
Phillip Craver	NCDOT Div 9*
Todd Pasley	NCDEQ
Scott Miller	NCDOT Div 10*
Jason Schronce	NCDOT STIP
Roger Castillo	NCDOT TPD
LeDerick Blackburn	City of Concord
Teresa Robinson	NCDOT STIP
Eric Keravuori	Summit
Andy Christy	Rider Transit
Alex Rotenberry	NCDOT IMD
Peter Franzese	Town of Spencer
Andy Bailey	NCDOT TPD
Brad Lagano	City of Concord

*Met in person

The August 17, 2022 meeting of the Cabarrus Rowan MPO TCC was called to order by MPO Director Phil Conrad. Director Conrad started the meeting by welcoming the members and called the roll of eligible TCC members and determined that a quorum was met. Director Conrad continued on by asking if there were any adjustments to the meeting agenda. With none heard, Mr. Ed Muire made a motion to accept the agenda as presented and the motion was seconded by Mrs. Wendy Brindle. Director Conrad continued by asking if there were any speakers from the floor. With no speakers being heard, Director Conrad moved to the next item of business.

Approval of Minutes

Director Conrad called the TCC members' attention to the meeting minutes of the May 18, 2022 TCC meetings included in their meeting packets. Director Conrad asked if there were any corrections or additions to the minutes. With no corrections or additions being heard, Mr. Phillip Graham made a motion to approve the meeting minutes as presented. Mr. Stuart Basham seconded the motion and the TCC members voted unanimously to approve.

NCDOT Request to Segment U-6029

CRMPO Director Phil Conrad presented information on the request to segment the Poplar Tent Road widening project U-6029. Director Conrad noted that with the release of the Draft STIP, it has become apparent that U-6029 or the Poplar Tent Road widening may face an uphill climb to gain funding in the near term. NCDOT staff is recommended segmenting this 4-mile project into 2 separate projects that would be scored and programmed independently. The break point would be at the Harris Road intersection where the City of Concord already has a project on the horizon. NCDOT has been conducting an express design on this corridor to ascertain a better cost estimate. Mr. Stuart Basham, NCDOT Division 10 representative presented information on the project history and recommended segmentation. He noted that the project was first funded in 2015 at \$37.7 million but there have been significant cost increases and the revised draft STIP released on August 4, 2022 shows the project as unfunded with a current cost estimate of \$125 million. He noted the Harris Road intersection project funded in 2020 with STPBG will extend road improvements north and south along Poplar Tent Road which should help with the segmented cost estimates. Mr. Basham said the segmentation of U-6029 should increase the scoring and ability to fund more manageable pieces of the project. He noted that the segmentation would require another project slot in the P7.0 process to obtain funding in future STIPs. Director Conrad pointed out that there would need to be an additional 200 points assigned from the MPO and Division office for the segmentation to be fully considered. Director Conrad asked if this would require additional environmental documentation. Mr. Basham said the environmental document has a 3-year shelf life and would likely require updating. Director Conrad noted that this project has been in the STIP needs for 20 years and the cost will likely increase from the \$125 million. Mr. Basham said it was discouraging to see the funding lost in the current STIP but that he is seeing success in obtaining funding by splitting projects.

Mr. Phillip Graham made a motion to recommend that the TAC consider endorsing segmentation of the Poplar Tent Road widening (U-6029) at the Harris Road intersection and Mr. Stuart Basham seconded the motion. The vote was unanimous.

FY 2020-2029 MTIP Modification #13

Director Phil Conrad reminded the TCC members that the 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 the addition of project break for the Old Concord Road pavement markings (HS-2009E) from Jake Alexander Blvd to the county line. The second project is the addition of a project break for the NC 24-27 reduced conflict intersection (HS-2010F). The third project is the delay of construction to FY 2023 for the Norfolk Southern Crossover Relocation (P-5726B). The fourth project is to add the Clarke Creek Greenway (BL-0060) in FY 2025. delay construction to FY 2023 for P-5726A Salisbury Train station second platform and pedestrian underpass. The fifth project is to delay construction to FY 2023 for the US 29/601 bridge replacement B-5808. The sixth project is to modify the scope and funding amounts for the NC 152 intersection project (HE-0009). The seventh project is the addition of a project break for the NC 152 intersection project (HE-0009A). The eighth project is the delay in preliminary engineering to FY 2022 for the Poplar Tent and Harris Road intersection project (HL-0001). The ninth and final project is the increase in cost of NCDOT Statewide Traffic Operations (HO-0005) greater than \$2 million or 25 percent. Director Conrad provided input from FHWA that the Clarke Creek Greenway - BL-0060 is time sensitive and that HO-0005 is being pulled due to its impact on air quality conformity. This project will come back at a later date.

With no questions or comments, Mr. Phillip Graham made a motion to recommend that the CRMPO TAC consider endorsing Modification #13 to the FY 2020-2029 MTIP. Mr. Stuart Basham seconded that motion and the TCC members voted unanimously to approve.

Performance-Based Planning: CMAQ Targets

Director Phil Conrad explained that the FAST Act required State DOTs and MPOs to adopt performance-based planning as a component of the metropolitan transportation planning process. The NCDOT has consistently used the following congestion performance measures for the Charlotte, NC-SC UZA: 1) annual hours (34) of peak hour excessive delay per capita (PHED) and 2) percent (21) of non-SOV travel. Due to the small portion of the Charlotte UZA in Cabarrus County, these performance measures apply to the Cabarrus-Rowan MPO. The PHED is a 4-year target and the non-SOV is a 2 and 4-year target. It is up to each MPO to either adopt these targets or devise their own targets. NCDOT convened a joint meeting on June 10th and all parties agreed to maintain the same targets. These targets were originally endorsed by the MPO in May of 2018. Director Conrad pointed out that this action is because of the overlap of the Charlotte UZA into the Cabarrus Rowan MPO and all urbanized areas within the regional air quality conformity model must adopt the new measures.

Director Conrad asked for questions or comments. Mrs. Wendy Brindle made a motion to recommend that the TAC consider endorsing the CMAQ Performance Targets as presented. Mr. Phillip Graham seconded the motion and the vote was unanimous.

Reports/CRMPO Business

1. Local Reports – MPO/NCDOT Division 9 and 10/PTD - Mr. Phillip Craver, NCDOT Division 9 representative called members' attention to the Division 9 spreadsheet included in their packets. Mr. Craver noted a few projects with schedule changes. U-5738, Julian Road had utility relocation issues and will start soon, U-5901, Airport Parkway and U-6062, Main Street have moved up a year in the draft STIP. He reported he had no additional information to report but would gladly answer any questions. Mr. Muire asked about the U-5901 project and who the design consultant is for the project. Mr. Craver responded that the consultant is NV5 and work is under way on the alternatives and estimates. He noted that the project is on the Move Forward list for Preliminary Engineering on the September NC Board of Transportation agenda. Mr. Muire asked about the IJR study at McCanless Road. Mr. Craver said the Express Design is complete and the project needs updated costs. It was submitted and scored in P6.0 and can be submitted in P7.0. Mr. Craver said the project needs to be coordinated with FHWA and that has been initiated. Director Conrad said the contingency funds were approved in the spring and will be going to the NCDOT Board in September.

Mr. Stuart Basham, NCDOT Division 10 representative called the TCC members' attention to a spreadsheet of Division 10 project updates and highlighted some of the ongoing projects in Division 10. Mr. Basham noted that U-3440, NC 3 in Kannapolis is 85% complete and will be open to traffic in April 2023 and Centergrove Road bridge is 93% complete and will be open October 2022.

Mr. Roger Castillo, NCDOT TPB called members' attention to the NCDOT newsletter. Mr. Andy Bailey, NCDOT PTB noted that NCDOT submitted the Electric Vehicle infrastructure plan to USDOT based on the Infrastructure Investment and Jobs Act. Alex Rotenberry,

NCDOT Integrated Mobility Division, had to leave the meeting but provided links to the July 27th Integrated Mobility webinar and the new equity and transportation disadvantaged screening tool.

2. Re-release of the DRAFT 2024-2033 STIP – Director Conrad reviewed the draft STIP and pointed out a few of the projects where the schedule has changed. Director Conrad introduced Jason Schronce with the NCDOT TIP unit. After the retirement of Mike Stanley, Mr. Schronce is the Central STIP Manager and will continue in his role as the Prioritization Manager for the time being. Mr. Schronce discussed the draft STIP and the changes that occurred with the reassignment of sales tax revenues by the General Assembly due to updated revenue forecasts. \$6 billion was added to the STIP over the 10 years which improved the financial outlook with the \$8 billion hole in the current STIP. No new projects were added but the STIP was able to retain project schedules.

Mr. Schronce updated the group on the P7.0 process which will begin in October with the work groups. New project submittals will begin in late spring or early summer.

Mr. Schronce discussed the SWAPs program which allows the MPO to swap projects with like funding and schedules to advance desired projects. There are some special requirements for Division 9 and 10 with conformity limitations and the deadline is October 28, 2022. Mr. Schronce noted that the current STIP ends on 9/30/2023. Director Conrad thanked the STIP unit for providing the information in spreadsheet format. He pointed out that the swaps are difficult to exercise because of the need to find like projects and this information will be shared with the TAC at their meeting.

3. MVEB Revisions for the Metrolina Region - Mr. Todd Pasley with NCDEQ gave a detailed presentation on the need to update the safety margin as part of the motor vehicle emission budgets (MVEB) for the Metrolina Region as US EPA is requiring a new emission model or MOVES3 (from MOVES2014b). The new safety margin would be 45 percent rather than 25 percent. The deadline is January 9, 2023 so NC DEQ is trying to get the notice in the Federal Register well in advance, and begin the travel demand modeling for the STIP Update under MOVES2014b. NCDEQ hopes to transmit a pre-draft maintenance plan to US EPA by August 22nd.

4. Special Studies Update- Rowan County and Town of China Grove - Mr. Ed Muire with Rowan County reported to members the County's Long Ferry Road Study has begun. Director Conrad noted that the Town of China Grove Main Street Corridor Study is underway.

5. MPO staffing team Introductions – Director Conrad introduced the MPO planning team. Nathaniel Haywood with Kimley Horn could not attend the meeting. He will be providing bicycle and pedestrian planning. Wendy Miller with Wendy Miller Landscape Architecture introduced herself as both a landscape architect and transportation planner with 25 years experience working with the Winston-Salem MPO and other regional partners. She will be providing transit, rail and aviation as well as other special planning study services.

6. FY 2023-2026 Carbon Reduction Program Funds – Wendy Miller presented an overview of the Carbon Reduction Program (CRP) established as a part of the Infrastructure Investment and Jobs Act. The CRP requires MPOs to develop a carbon reduction strategy to identify projects and efforts to support the reduction of transportation emissions by reducing

congestion, facilitating use of vehicles or modes that lower emissions per person per mile, or facilitate transportation construction approaches that result in lower emissions. The MPO will receive funding for FFYs 2022 through 2026 with a \$481,266 FY 2022 allocation. The funds require a \$100,000 minimum project, 20% local match and 10% NCDOT oversight. The eligible projects include congestion management, public transportation, transportation alternative modes, and implementation of EV infrastructure. Director Conrad discussed the call for projects and timeline. There is time to develop a process possibly in tandem with the TAP funds.

7. Economic Development Threshold for Purpose and Need Statements - Director Conrad highlighted the importance of local land use plans and asked for some discussion on how to incorporate economic development as a factor in the purpose and need statement for projects like Airport Parkway.

Informational Items

Director Conrad called attention to the following informational items included in their packets:

- RIDER Transit, Salisbury Transit, and MTC Ridership
- TPD Newsletter
- CRAFT Meeting Minutes

Next scheduled meeting: September 21, 2022

With no further business to discuss, Mr. Phillip Graham made a motion to adjourn the meeting. Mrs. Wendy Brindle seconded the motion and the meeting was adjourned.

From: Basham, Stuart L [mailto:slbasham@ncdot.gov]
Sent: Wednesday, September 7, 2022 3:24 PM
To: Phil Conrad <pconrad@rlcassoc.com>; City of Concord (grahamp@concordnc.gov) <grahamp@concordnc.gov>
Cc: Epperson, Sean M <smepperson@ncdot.gov>
Subject: R-5706B - NC 73 Widening From Poplar Tent Rd to US 29/601 in Concord

Phil/Phillip,

Division 10 staff have been looking at different projects in the Draft STIP and have found another one that appears to be a good candidate for segmenting. The project is R-5706B. This is the widening of NC 73 from Poplar Tent Rd to US 29/601 in Concord. As you know, estimated costs on this project have risen considerably since it was first funded. Initially, it only had a ROW estimate of something around \$7 million dollars, which we knew was very low. When ROW cost estimates were last updated, the estimated cost was found to be \$70 million dollars, which along with the construction cost increases, is largely responsible for the State no longer being able to afford this project. Those are the primary reasons this project is no longer funded for either ROW or construction and why it is now shown in the 2024-2033 Draft STIP as "Funded for PE Only".

I have always felt that this project was too long and that we should have broken it at I-85. This would have given us more flexibility and options to fund smaller more manageable pieces of this at one time and deliver the project. This is what we are now contemplating and wanted to see if this would have the support of both the Cabarrus-Rowan MPO and the City of Concord. The current cost estimate is \$252 million dollars, which is just too large a cost for us to absorb at one time on a Regional Tier project. The Regional Tier funding allocation in a typical cycle of STI usually averages between \$500-550 million dollars for the 10 year timeframe. Keep in mind this must fund projects in five counties, which makes it very difficult to allocate roughly half of the available funding for a ten year period to a single project.

I have included a map showing how we would propose to segment the R-5706B project. As you will see, the proposal is to create two segments and breaking the project at the I-85/NC 73 interchange. Note that R-5706A is funded and moving forward with the design phase.

- R-5706BA – Project limits of Poplar Tent Road to the I-85/NC 73 interchange
- R-5706BB – project limits of I-85/NC 73 interchange to US 29/601 (Concord Parkway)

Much like the Poplar Tent Road segmentation proposal, I assume this to be something that you would both like to take before your respective boards for their approval. We believe the proposed segmentation will help increase the projects overall score and competitiveness and will also make it easier for Division 10 to fund this project in smaller, more manageable segments over time and eventually and deliver the project. In its current form, we are not confident that we can move this project forward because of the size and cost of it. Please let me know if this is something you both can support and whether or not you would want to take this before your respective Boards for their approval.

Please note that this could require the use of one additional submittal slot if the P7.0 Workgroup decides to require the use of them to resubmit previously funded projects. If that ends up being

required, we can decide if this is something that will be submitted by Division 10 or by CRMPO prior to P7.0 getting underway. While I won't have any financial projections for available funding for P7.0 until sometime next summer, we do believe this puts us in a better position to try and get at least part of this project funded again.

If you have any questions, please let me know.

Thanks.

Stuart Basham

DM-STIP Program Manager
Division 10 Project Development Unit
North Carolina Department of Transportation

704 983 4410 office
slbasham@ncdot.gov

716 West Main St
Albemarle, NC 28001

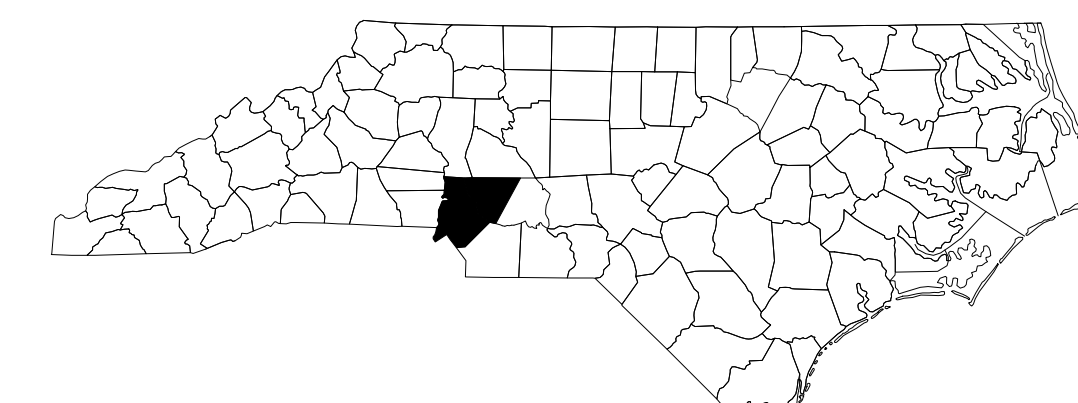
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5706	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
46378.1.1	N/A	PE	

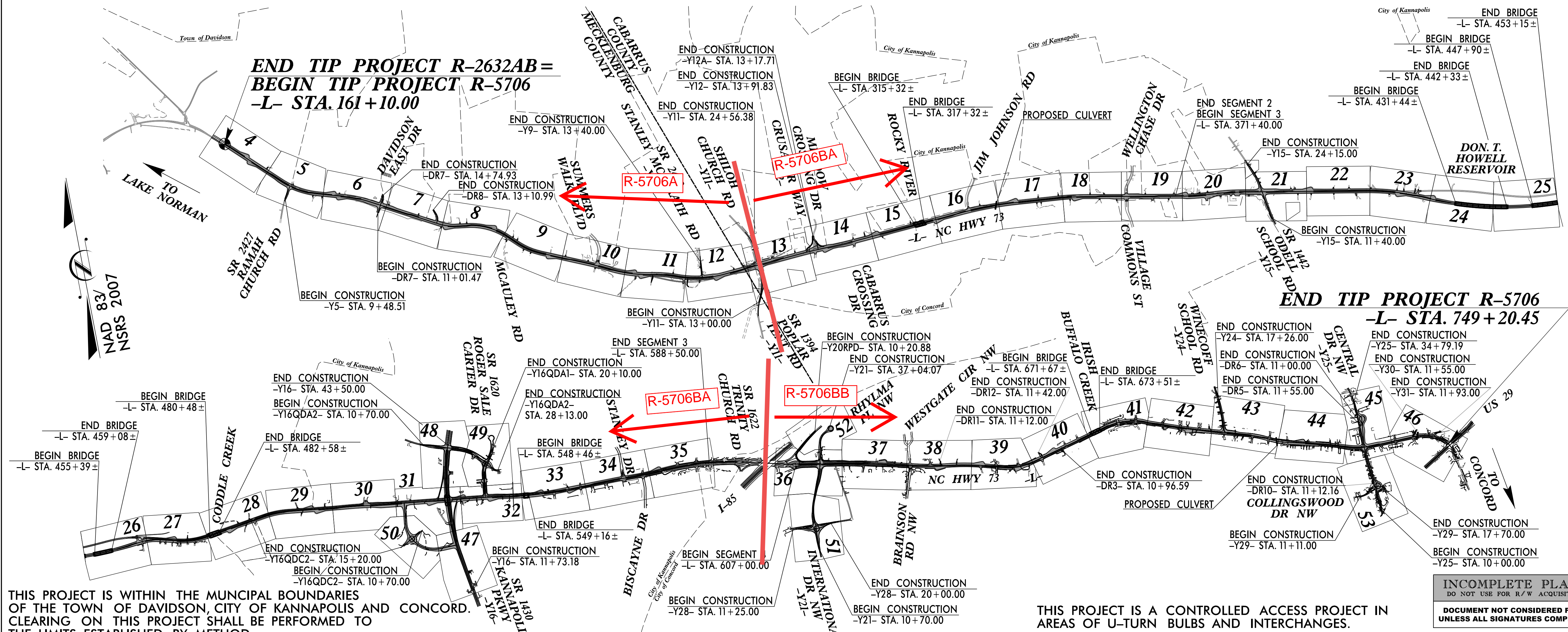
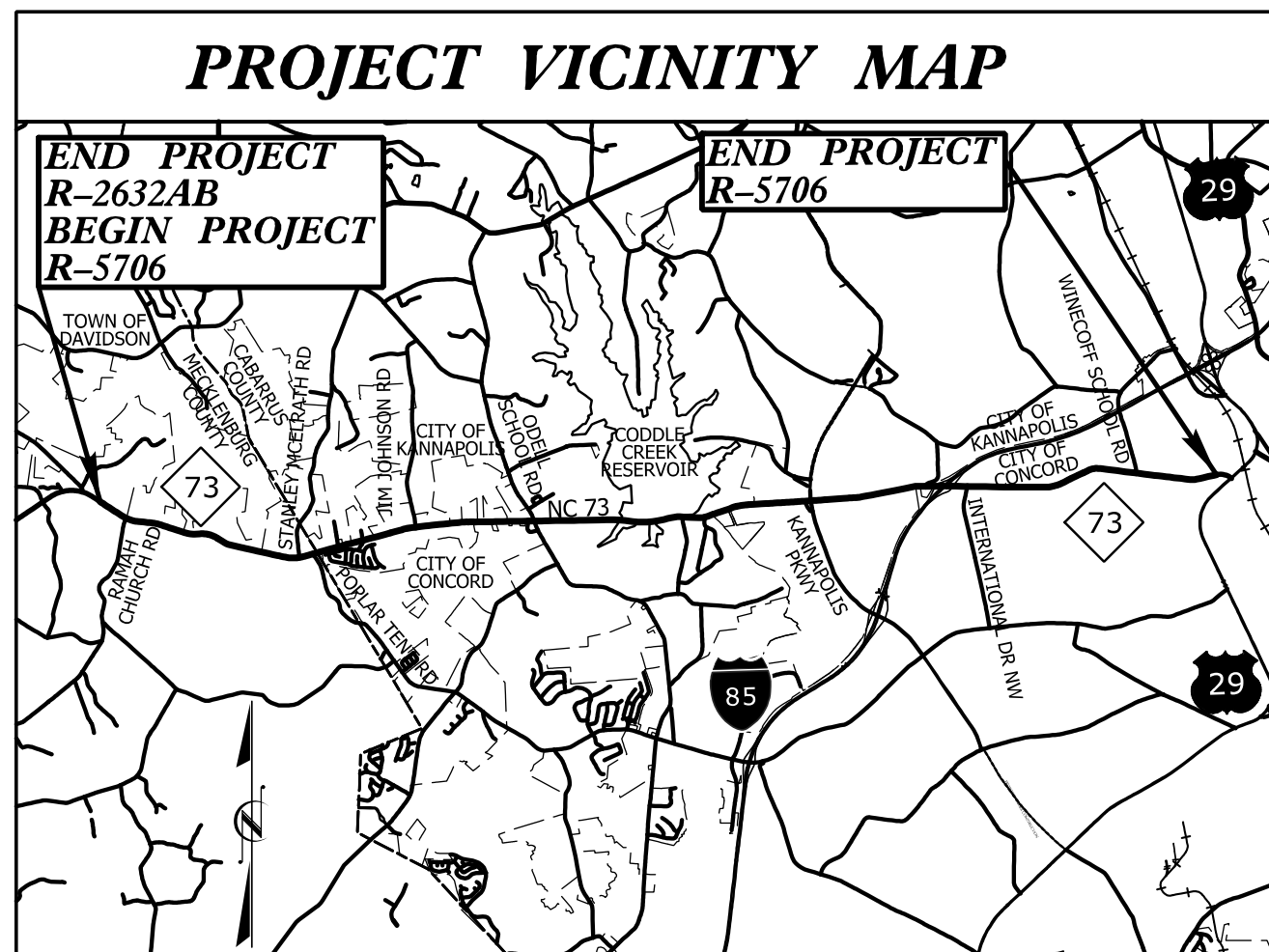
MECKLENBURG & CABARRUS COUNTIES

LOCATION: NC HWY 73 FROM S.R. 2693 DAVIDSON-CONCORD RD TO I-85 AND U.S. 29 CONCORD PARKWAY NORTH TO I-85

TYPE OF WORK: PAVING, GRADING, DRAINAGE, CULVERT, SIGNALS, AND STRUCTURES



TIP PROJECT: R-5706

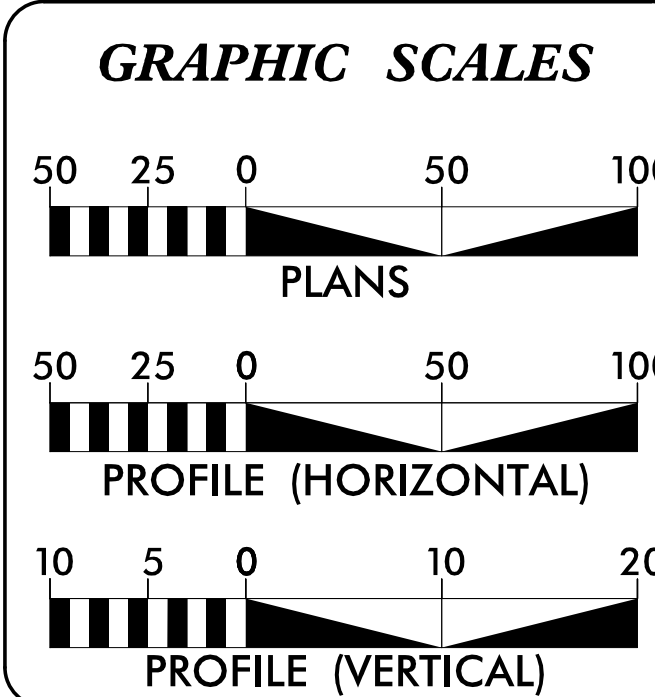


THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE TOWN OF DAVIDSON, CITY OF KANNAPOLIS AND CONCORD. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD

THIS PROJECT IS A CONTROLLED ACCESS PROJECT IN AREAS OF U-TURN BULBS AND INTERCHANGES.

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

CONTRACT:



DESIGN DATA

ADT 2023 = 29,268 vpd
ADT 2040 = 46,800 vpd

K = 9 %
D = 55 %
T = 12 % *
V = 50/40 MPH

* TTST 3% + DUAL 9%

FUNC CLASS =
ARTERIAL
REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT R-5706 = 10.287 MILES
LENGTH STRUCTURES TIP PROJECT R-5706 = 0.501± MILES
LENGTH OF -L- TIP PROJECT R-5706 = 10.788 MILES

Prepared in the Office of:

wsp
1001 Morehead Square Dr., Suite 610, Charlotte NC, 28203
NC LIC NO. F-0165

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
AUGUST 20, 2021

LETTING DATE:
AUGUST 20, 2023

DAVID B. GOURLEY, P.E.
PROJECT ENGINEER

JENNIFER L. STARNES, P.E.
PROJECT DESIGN ENGINEER

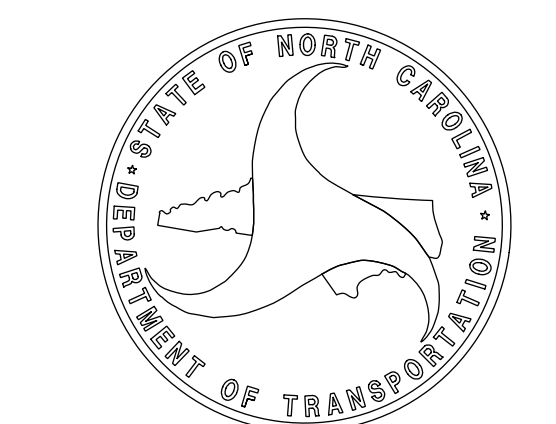
KEVIN MOORE, P.E.
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.



RESOLUTION ADOPTING MODIFICATION #14 TO THE CABARRUS-ROWAN
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2020-2029

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 2020-2029 Transportation Improvement Program, dated October 1, 2019, 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 2020- 2029 Metropolitan Transportation Improvement Program dated October 1, 2019, for the Cabarrus Rowan Urban Area Metropolitan Planning Organization be modified as listed above on this the 28th day of September, 2022.

I, Meredith 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 September 2022.

Meredith Smith, Chair
Transportation Advisory Committee

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM**

CABARRUS-ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BL-0043	- CABARRUS-ROWAN URBAN AREA	NORTH WASHINGTON STREET, PARK DRIVE TO NC 73	ENGINEERING	FY 2022 -	\$92,000	(CMAQ)
CABARRUS	METROPOLITAN PLANNING ORGANIZATION	(EAST FRANKLIN STREET). CONSTRUCT SIDEWALK,		FY 2022 -	\$23,000	(L)
PROJ.CATEGORY		CURB AND GUTTER, AND WIDEN TO 12 FOOT SHARED	CONSTRUCTION	FY 2024 -	\$419,000	(CMAQ)
EXEMPT		TRAVEL LANES WITH BIKE SHARROWS.		FY 2024 -	<u>\$105,000</u>	(L)
		<u>TO ALLOW ADDITIONAL TIME FOR PRELIMINARY</u>				
		<u>ENGINEERING, DELAY CONSTRUCTION FROM FY 23</u>				
		<u>TO FY 24.</u>			\$639,000	

* INDICATES FEDERAL AMENDMENT

Cabarrus-Rowan MPO New STPBG Project Submittals

#5 (9/21/22)

Project Name	Description/Limits	Jurisdiction	Cost	Type	Date Received
Main Street Safety Improvements	Kerr Street to Horah Street	Salisbury	\$9.2 mil	Hwy	2-Sep-22
Hwy 49 Improvements Phase 2	Morehead Road to Cedar Drive	Harrisburg	\$9.2 mil	Hwy	2-Sep-22
Caldwell Road Extension Phase 1	NC 49 to US 29	Harrisburg	\$5.0 mil	Hwy	2-Sep-22
Hickory Ridge Road Sidewalk Extension	Stallings Road to Hickory Ridge Road	Harrisburg	\$2.0 mil	Ped	2-Sep-22
Derita Road Widening (U-4910 A/B)	Poplar Tent Road to Concord Mills Blvd	Concord	\$9.0 mil	Hwy	2-Sep-22
Total (100%)			\$34.449 mil		
Federal Funds Available per DOT			\$44.68 mil		
Delta (80%)			\$ 27,558,854		
Unused STBG Balance FFY 28			\$ 24,740,000		
Proposed STPBG Allocation			\$ 25,967,654		

From: Wasserman, David S [mailto:dswasserman@ncdot.gov]
Sent: Tuesday, September 13, 2022 4:37 PM
Cc: Robinson, Teresa <tmrobinson1@ncdot.gov>; Argabright, Van <vargabright@ncdot.gov>
Subject: Fund Swap and Updated STBG-DA Funding Availability

Phil,

As discussed, attached is a draft memo regarding the \$12M fund swap.

We also have updated the available STBG-DA funds, as shown in the table below. \$5M was obligated in the past week from the fund swap agreed to earlier this year, therefore reducing the amount of STBG-DA funds available by \$5M.

Please review and let me know if you have any comments or questions.

David

Cat.	\$ in Thousands	Unused balance at the end of FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33
	Highway Infra Over 200K Pop (Z910)	\$256											
	Highway Infra Over 200K Pop (Z919)	\$209											
	Hwy Infra COVID >200K Pop Supp (Z972)	\$1,447											
	STBG-Urbanized >200K FAST (Z230)	\$1,654											
	STBG-Urbanized >200K IJJA (Y230)	\$2,620	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988
	2019 Fund Swap	\$6,000											
Expenses	Advance Construction	\$0											
	Programmed amounts (main STIP)		\$5,094	\$0	\$3,140	\$3,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Unprogrammed amount (U-5614) Holdout		\$11,080	\$3,988	\$848	\$848	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988	\$3,988
Cumulative Available Funding (Running Total)			\$11,080	\$15,068	\$15,916	\$16,764	\$20,752	\$24,740	\$28,728	\$32,716	\$36,704	\$40,692	\$44,680

APPLICATION INFORMATION

Applicant Data

Legal Name: City of Concord

Contact Person: Phillip Graham, PE

Address: 242 General Services Dr

City, State, Zip: Concord, NC 28025

Telephone: (704) 920-5338

Fax: N/A

E-mail: grahamp@concordnc.gov

Project Information

Project Name: U-4910 A/B (Derita Rd)

Project Location: Derita Rd (SR 1445) from Poplar Tent Rd (SR 1394) to Concord Mills Blvd (SR 2894) in Concord, NC

MTIP ID: U-4910A/B

Total Project Cost: \$41,642,744

Requested STBG Funds: \$7,200,000

Brief Project Description: See attached

PROJECT AREA

Derita Rd is a major corridor connecting commerce, industrial parks, and aviation services in the rapidly developing western portion of the City. This complete street project is located near the Concord Mills mall which generates tens of millions of visitors each year, and connects two major corridors: Poplar Tent Rd and Concord Mills Blvd. It also serves as the sole route to the Concord-Padgett Regional Airport. Additionally, this project connects to the multi-use path and road widening project U-6032 Mallard Creek/Derita Rd.

PROJECT BACKGROUND

The Derita Rd project was first initiated in September of 2008. In 2014, the project was split into two phases due to funding needs nearly doubling from \$ \$11,932,562 to \$20,610,000. The City of Concord entered into a municipal agreement with NCDOT to complete design, and for NCDOT to acquire right of way and complete construction. It was awarded in March of 2017 for a total of \$19,442,254.45. The project is now substantially complete, pending close out items and settlements.

Due to mounting construction costs, the project has over run 32.5% of the original contract amount. Total construction costs to date total \$31,977,660.94 and are estimated to be \$32,250,000 once additional charges are factored in.

• Preliminary Engineering:	\$	1,892,744.32
• Right of Way Acquisition:	\$	6,867,567
• Construction:	\$	31,977,660.94

TOTAL COST	\$	41,642,744.32
TOTAL FUNDING	\$	23,905,764.00
TOTAL ESTIMATED COST OVERRUN	\$	17,736,980.32 (Pending final settlements)

PROJECT FUNDING

Based on the final estimated costs, the total funding deficit is 18 million dollars. NCDOT proposes to cover 50% of the deficit, leaving 9 million dollars cost overrun to be paid. The City of Concord is committed to providing a 20% local match in order to cover the unexpected expenses incurred to complete this project.

Proposed Funding:

• Project Deficit:	\$	9,000,000.00
• Local Match:	\$	1,800,000.00
REQUESTED AMOUNT	\$	7,200,000.00

U-4910A/B (Derita Rd.) – BOT History

- September 2008 – U-4910 Municipal Agreement
 - Concord to Design, Acquire ROW and Construct
 - Total Funding **\$11,932,562**

- April 2014– Project split into Sections A and B
 - U-4910A Post Year
 - U-4910B ROW FY14 Construction FY15
 - Total Funding **\$20,610,000**

- December 2015 – Municipal Agreement with Concord U-4910A/B
 - Concord to Design, DOT to Acquire ROW and Construct
 - Total Funding **\$20,610,000**

March 2017– U-4910A/B Project Awarded for **\$19,442,254.45**

U-4910A/B Preliminary Engineering Costs

- 2008 -2010 DOT Performs Traffic Forecasting & Noise Analysis
- 2011 – 2016 AECOM performs PE for Concord

Aecom Design	\$ 1,403,121.42
DOT Reviews/Equip/Marketing/Supplies	\$ 367,153.85
DOT Overhead/System Charges	\$ 40,227.02
Sign & Delineation Review by Firm	\$ 64,978.92
DOT Traffic Forecasting/Noise Analysis (2008 -2010)	\$ 17,263.11
Total Preliminary Engineering Costs	\$ 1,892,744.32

U-4910 A/B – ROW Costs to Date

- Right of Way Acquisition Performed by NCDOT
- 3 parcels are in condemnation and utility invoices are outstanding. Estimated total costs of ROW **\$7,500,000**.

	U-4910A	U-4910B	Total
ROW Purchases	\$624,988	\$991,574	\$1,616,562
ROW Settlement Consent Judgement	\$539,015	\$343,685	\$882,700
ROW Condemnation	\$834,500	\$584,885	\$1,419,385
Appraisal/Legal Fees/labor/equipment	\$289,946	\$649,788	\$939,734
Utility Relocations	\$560,318	\$1,290,526	\$1,850,845
System/BSIP/SAP (Overhead)	\$67,224	\$91,118	\$158,342
	\$2,915,991	\$3,951,576	\$6,867,567

U-4910A – Construction Costs to Date

- Project is establishing vegetation and \$250,000 of additional charges are expected. Total Construction costs estimated at **\$32,250,000**.

Payments to Contractor	\$26,066,551.00
Contract Engineering & Inspection	\$3,900,649.92
Bldg./Utilities/Supplies	\$78,275.00
System/BSIP/SAP (Overhead)	\$1,932,185.02
	\$31,977,660.94

U-4910A/B – Construction Overruns

- The contract has over run 32.5% of the original contract amount of \$19,442,264.46.

Line Item	Overrun Amount	Explanation			
Release of Claim	\$4,500,000.00	Utility delays with resulting cost escalation			
Asphalt	\$ 930,964.95	underestimated plan quantities			
Asphalt Cement	\$ 268,811.68	underestimated plan quantities			
Asphalt Cement Price Adjustment	\$ 329,747.78	AC terminal price increases			
Water line	\$ 402,050.51	revised utility plans after project letting			
Sewer line	\$ 286,046.22	revised utility plans after project letting			
Earthwork Items	\$ 149,114.14	Replacing Unsuitable material			
	\$ 6,866,735.28				

U-4910A/B – Over Run

- Total Funding 23,905,764.00
- Total Estimated Costs \$41,642,744.32
- Total Estimated Over Run **\$17,736,980.32 round to 18 million**

Funding Source (per agreements)	Funding	Phase	Estimated Cost
High Priority 100%	\$ 1,250,000.00	PE	\$ 1,892,744.32
High Priority 80%	\$ 7,160,000.00	ROW	\$ 7,500,000.00
Local 20% match*	\$ 1,790,000.00	Const	\$ 32,250,000.00
STPDA 80%	\$ 9,400,000.00		\$ 41,642,744.32
Local 20% match**	\$ 2,350,000.00		
Developer/Utility Agree	\$ 1,955,764.00		
	\$ 23,905,764.00		

* Not received from Concord reduced 32,823.22 from their PE invoice.

** Not received from Concord

U-4910A/B – Funding Proposal/Request

- Total estimated funding deficit is 18 million
- DOT proposes to cover 9 million of the deficit
- This leaves Concord's liability for 9 million of overrun

- Funding Proposal for remaining 50% of funding deficit
 - 80% MPO \$7,200,000
 - 20% Concord \$1,800,000

 - Note: Concord has a liability for the original agreement of 4,100,000 that will be paid at the completion of the project.



Applicant Information

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

Project Information

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

Project Evaluation Criteria

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Bonus Points

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

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

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

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

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

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

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

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



Applicant Information

Legal Name: Town of Harrisburg, North Carolina
Contact Person: Mallory Hodgson, P.E. – Director of Public Works
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City, State, Zip: Harrisburg, NC, 28075
Telephone: 704-206-8779
E-mail: mhodgson@harrisburgnc.org

Project Information

Project Name: Highway 49 Improvements – Phase II
Project Location: North Carolina Highway 49 between Morehead Road and Cedar Drive – Harrisburg, NC
MTIP ID: N/A
Total Project Cost: \$9,177,404 (See Appendix H)
Requested STBG Funds: \$7,341,924
Brief Project Description:

The Highway 49 corridor is an essential north-south arterial connecting the City of Charlotte, the Town of Harrisburg, and the City of Concord. The property along the corridor has seen extensive growth and in-fill development over the last decade. The Town developed a plan to serve as a guide for Town officials, residents, property owners and developers in making sound land use, infrastructure, design, and development decisions within this 4.6-mile corridor.

The Town is working to implement portions of this plan to improve access, improve safety, reduce congestion, move overhead utilities underground, improve pedestrian accommodations, and aesthetically improve the corridor.

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

The primary goals of the Highway 49 Corridor Improvements project are to improve access, improve safety, reduce congestion, move overhead utilities underground, improve pedestrian accommodations, and aesthetically improve the corridor. Traffic counts from NCDOT revealed that Highway 49 carries 26,000 to 35,000 vehicles per day. (NCDOT AADT Stations). Based on recommended guidelines from NCDOT, major thoroughfares with two lanes in each direction and a two-way-left-turn lane can accommodate approximately 24,000 to 28,000 vehicles per day at an acceptable level of service. Traffic volumes on the Harrisburg portion of Highway 49 are exceeding that threshold, notably during rush hour. Raised medians and access management throughout congested portions of Highway 49 corridor (as recommended in the Harrisburg Community Transportation Plan) have the potential to increase capacity up to 30,500 vehicles per day, improving capacity by 20%.

Source: *NCDOT Level of Service D Standards for Systems Level Planning*



The proposed improvements include replacing the two-way-left-turn-lane with a raised median to control access and minimize vehicular conflicts, consolidating entrances to minimize conflicts and preserve capacity, adding landscaping through the corridor, adding a shared use path along one or both sides of the corridor, and undergrounding overhead utilities on one or both sides of the corridor.

The Cabarrus-Rowan MPO Comprehensive Transportation Plan classifies the Highway 49 corridor through Harrisburg as “Boulevard - Needs Improvement” (See Appendix A, Inset D).

The Town is seeking grant assistance for Phase II of the Highway 49 Corridor project, which encompasses improvements on Highway 49 between Morehead Road and Cedar Drive. This stretch of Highway 49 has the least amount of development on the north side and would utilize raised medians along Phase II to control traffic at the Morehead Road intersection. See Appendix B for a conceptual layout of the improvements.

Phase 1 of the improvements, which is currently in design, will close a median opening between Roberta Road and Main Street, and extend Financial Way to Harrisburg Market. This will redirect some traffic from Highway 49 to Kee Lane, and allow for an extension of the left turn lane from Highway 49 onto Harrisburg Veterans Rd. This should alleviate peak hour traffic for the queuing that occurs on that section of Highway 49.

Phase 3 of the improvements will complete a sidewalk or shared-use path connection between Harrisburg Veterans Park and the proposed Harrisburg Train Station. This will involve completing any gaps in the existing sidewalk or converting that sidewalk into a shared-use path.

Phase 4 of the improvement will focus on the segment of Highway 49 between western Town limits and Caldwell Road. This will be a very similar project to phase II and would help set up the median for the future Caldwell Road extension.

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

Currently, the two-way-left-turn-lane allows for full access movements that create multiple conflict points. Restricting the number of driveway access points will improve safety by reducing potential conflict points. See Appendix C for exhibits showing existing conditions for the proposed project area.

Between 2015 and 2020, there were a total of 113 crashes on this segment of Highway 49. The map provided in Appendix D shows the total number of crashes for each intersection and roadway segment along Highway 49 from Cedar Drive to Morehead Road.

A particular high-profile conflict exists between the northbound left turn lane from Highway 49 to Morehead Road and the southbound two-way-left-turn-lane on Highway 49 into AutoZone (See Appendix C – Exhibit C). Left turn lane traffic onto Morehead Road can become backed up particularly during rush hour, blocking or encroaching on southbound left turn access to AutoZone. Northbound vehicles that enter the left turn lane to Morehead Road early immediately conflict with southbound two-way-left-turn-lane traffic into AutoZone. This creates a dangerous head-on conflict scenario which can be completely mitigated by eliminating the two-way-left-turn-lane.

Source: NCDOT TEAAS data retrieved Feb 10, 2021

Further, according to the Caldwell Road Crash Analysis Memo, which includes analysis of the proposed project area, “the presence of multiple driveways coupled with a lack of exclusive right turn lanes and the presence of multiple signalized intersections are the likely causes for rear-end crashes, which is the predominant crash type accounting for 50% of all crashes. Exclusive right turn lanes (wherever feasible), consolidation of access points and improving progression through the signalized intersections are some of the potential mitigation measures to improve traffic safety.” *Source: Caldwell Road Crash Analysis Memo – Appendix G*

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

On June 8, 2020, Harrisburg Town Council voted 7-0 in a motion to approve a contract with Timmons Group to assist the Town with the preparation of the Highway 49 Corridor Plan. On June 14, 2021, The Town hosted a public hearing for the adoption of the Highway 49 Corridor Improvement Plan. No members of the community spoke at the public hearing, and it was closed. On August 9, 2021, Harrisburg Town Council voted 6-1 in a motion to adopt the Highway 49 Corridor Improvement Plan. All three public meeting minutes can be found at the links below:

June 8th, 2020: <https://codelibrary.amlegal.com/codes/harrisburg/latest/m/2020/6/8>

June 14th, 2021: <https://codelibrary.amlegal.com/codes/harrisburg/latest/m/2021/6/14>

August 9th, 2021: <https://codelibrary.amlegal.com/codes/harrisburg/latest/m/2021/8/9>

The Town has received a letter of support from the YMCA for improvements along Highway 49 as it will be their main thoroughfare for patrons. This letter of support can be found in Appendix E.

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

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

Highway 49 is the main arterial roadway in Harrisburg with a daily traffic count from 26,000 to 35,000 vehicles per day. Travelers on the corridor use the route to access Harrisburg schools, parks, residential developments, and industrial and commercial facilities.

Phase II of the Highway 49 improvements Project encompasses the area between Cedar Drive and Morehead Road. A major traffic generator in this particular segment of Highway 49 is Harrisburg Park. The two entrances to the park are Sims Parkway and Z-Max Blvd. The entrances are located only a few hundred feet from Highway 49. The park regularly hosts large scale events such as the Town’s July 4th



Celebration. In 2022 approximately 27,000 people attended the event in one day. Attendance is expected to grow in the future. Other events hosted at the park include recreational sports, live music, fairs, festivals, and movie nights. In addition, the Town of Harrisburg and the Rowan-Cabarrus YMCA are finalizing construction plans for a future YMCA inside of Harrisburg Park, which will generate additional traffic. The intersection of Z-Max Boulevard and Highway 49 needs improvements to function safely in its current condition in the peak hour. The adopted Highway 49 Improvements Plan and proposed Phase II project will convert the two-way-left-turn-lane to a dedicated left turn lane onto Z-Max Boulevard and prevent a left turn out of Z-Max Boulevard onto Highway 49, improving access to the facilities.

Harrisburg Park is not the only traffic generator in this segment of Highway 49 that will see improved access from the proposed project. There are many commercial businesses and entrance points to residential neighborhoods that will benefit from better pedestrian access and a reduction in conflict points along the route.

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

It is not anticipated that this project will reduce single occupancy vehicle use, reduce peak hour congestion volume, or improve travel time on corridor significantly.

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

The adopted project includes updated pedestrian accommodations along the Highway 49 corridor. By setting back and potentially widening the current 5' sidewalk to a setback shared use path, safety is increased for those choosing to travel by foot or bicycle. Currently, Highway 49 is not bicycle friendly with no dedicated bicycle lane. Constructing a new shared use path would encourage local residents to walk or bike instead of choosing a vehicle, for fear of safety along the busy corridor.

Future goals for the Town include linking the Highway 49 shared use path with its developing greenway system. This would connect residents directly to Highway 49 and its commercial developments without the need for a vehicle.

Bonus Points

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

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

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

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



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

N/A

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

As referenced in Appendix B, the Town has conceptual plans for the proposed project area. No additional work would be necessary prior to The Town selecting an engineering firm to perform the design of this project.



Applicant Information

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Contact Person: Mallory Hodgson, P.E. – Director of Public Works
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City, State, Zip: Harrisburg, NC 28075
Telephone: 704-206-8779
E-mail: MHodgson@harrisburgnc.org

Project Information

Project Name: Hickory Ridge Road Sidewalk Extension
Project Location: Hickory Ridge Road, Harrisburg, North Carolina
MTIP ID: N/A
Total Project Cost: \$1,989,000 (See Appendix G)
Requested STBG Funds: \$1,591,200
Brief Project Description: This project will connect existing sidewalk along Stallings Road to existing sidewalk along Hickory Ridge Road, creating a pedestrian corridor extending through the main collector roads of Harrisburg. The new sidewalk will provide connectivity from the city center, existing neighborhoods, and schools. The new sidewalk will also feature a connection to the future Back Creek Greenway.

Project Evaluation Criteria

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

The Comprehensive Transportation Plan (CTP) Pedestrian Map, Inset D Amended (revised March 26, 2019) shows the Proposed Hickory Ridge Road Sidewalk as “recommended” along the full length of Hickory Ridge Road (SR 1138) from Rocky River Road (SR 1139) to Stallings Road (SR 1161). The Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) 2050 Metropolitan Transportation Plan (MTP) references the proposed project in the CTP as well. CTP Pedestrian Map, inset D is included in Appendix A.

One of the critical goals of the CRMPO is to “promote development of an integrated bicycle and pedestrian network.” The objectives include pursuing “funding for a coordinated and comprehensive network of sidewalks and bicycle routes throughout the urban area and improving the transportation system with accommodations for bicycle and pedestrian access.” (CRMPO 2050 MTP Chapter 2)

The primary goal of this sidewalk project will be to connect the existing Stallings Road Sidewalk and existing Hickory Ridge Road Sidewalk with a new sidewalk running parallel to the north side of Hickory Ridge, to create a 2.5-mile loop of sidewalk along Stallings Road, Hickory Ridge Road, and Raging Ridge Road. This will provide connectivity to Harrisburg Elementary School, Hickory Ridge Middle School, Hickory Ridge High School, and Stallings Park, as well as to several existing subdivisions and

subdivisions currently under construction. The proposed sidewalk will also connect existing pedestrian facilities from the Highway 49 and Harrisburg Town Center areas across the railroad tracks, providing a complete pedestrian connection from the northern side of the railroad to the southern side of the railroad. The Town has leveraged new subdivision construction to install a majority of the sidewalk along the corridor in cooperation with the Town's Unified Development Ordinance.

A secondary, yet important goal of this project, is to connect the subdivisions and sidewalks to the future Back Creek Greenway. The proposed section of sidewalk will cross Back Creek, where a future greenway is currently in the planning and easement acquisition phases. The Back Creek Greenway was identified by the Town and incorporated into the Harrisburg Bicycle, Pedestrian, and Greenway Plan (adopted by Town Council June 2015). Close coordination during this phase will ensure connectivity from the future sidewalk to the future greenway and increase availability for public access.

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

Hickory Ridge Road (SR 1138) currently poses hazards to both pedestrians and vehicular traffic Stallings Rd to Bridge Pointe Dr due to a gap in the Town's sidewalk system that is creating a lack of connectivity. This corridor has seen a greatly increased use since the opening of Hickory Ridge Middle School (HRMS), located approx. 550 LF south of the intersection of Hickory Ridge Rd and Bridge Pointe Dr. Concrete sidewalk and a designated pedestrian access to HRMS was installed during construction along the property frontage, but currently there is not sidewalk connectivity to the residential parts of Town. Pedestrians traffic to and from the middle school are currently forced to walk along the shoulder of Hickory Ridge Road for approximately 2,700 LF between the existing middle school sidewalk and Stallings Road. In addition to the pedestrian facilities added on SR 1138, designated pedestrian crossing facilities will be added to the intersection of Harrisburg Veterans Road (SR 1304) and Stallings Road (SR 1161). The existing intersection provides no crosswalk nor pedestrian facilities along SR 1161, this can be seen below in Figure 1. The proposed project will add pedestrian facilities up to the intersection and provide a crosswalk to connect it to SR 1304. All proposed facilities will meet the standards set by the Americans with Disabilities Act of 1990.

Figure 1:



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

The Harrisburg Town Council is aware of the lack of pedestrian facilities throughout Town limits and utilized a consulting firm to create the Harrisburg Bicycle, Pedestrian, & Greenway Master Plan. Adopted by Town Council in June 2015, the master plan evaluated, assessed, and made recommendations regarding bicycle, pedestrian, and greenway needs for the Town from 2015-2025. This plan highlights the need for a sidewalk along SR 1138 as well the proposed Back Creek greenway in this area. A map of the proposed pedestrian facilities from this master plan can be found in Appendix B.

This project also has support of the organizations located along the corridor. The New Harvest Church, located at 7155 Hickory Ridge Road, has expressed their interest in a sidewalk spanning their property frontage to Town staff on multiple occasions. A future YMCA is proposed in a parcel adjacent to the existing Harrisburg Park, they have expressed their support for transportation improvements in this area (including pedestrian facilities). Letters of support from both organizations can be found in Appendix C.

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

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

The proposed project is within a 0.5-mile radius of Harrisburg Elementary School (HES), HRMS, Hickory Ridge High School (HRHS), Stallings Road Park, Harrisburg Park, and the Harrisburg Public Library.

As mentioned in a previous section, the Town is currently leveraging private developers to install sidewalk along Stallings Road as part of two ongoing subdivision projects. After all projects are completed, the proposed project will create a looped sidewalk connecting all three public schools and the Stallings Road Park. This will additionally connect to the existing sidewalk on SR 1304 providing uninterrupted pedestrian access from Town Center, and the residential communities connected to it, to the school facilities. See the map provided in Appendix E for a vicinity map and locations of the traffic generating facilities.

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

The transportation performance of this corridor was not evaluated with the feasibility study performed. However, the addition/creation of a multi-modal facility in this corridor is anticipated to address congestion through reduced single occupant vehicles by encouraging pedestrian use versus vehicular use. It is not anticipated that the creation of additional modes of transportation reduce peak hour congestion or improve travel time to the extent that a single-occupant vehicle user would perceive a difference.

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

The Town of Harrisburg desires to install a greenway along Back Creek from the Cabarrus County line to Robinson Church Road. Once completed, the proposed 10' asphalt path on the Back Creek Greenway will connect to the proposed 5' concrete sidewalk in the Hickory Ridge Road Sidewalk project. See Appendix B for a copy of the Proposed Pedestrian Network from the Comprehensive Bike, Pedestrian, & Greenway Master Plan adopted by the Town in June 2015.

Bonus Points

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

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

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

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

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

N/A

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

The Town currently has an engineering consultant under contract and a feasibility study for a sidewalk along this corridor is ongoing. After completion of the feasibility study, no additional work would be necessary prior to the Town selecting an engineering firm to perform the design of the Hickory Ridge Road Sidewalk Extension.

Project Implementation Timeline

Each phase of a project with STBG-DA can apply for 2 two-year extensions beyond the allocation year. If project funds remain un-obligated by the end of this four-year grace period, funds are at risk of being removed from the project. The project sponsor will provide regular reports to both the TCC and TAC of those STBG-DA projects subject to removal.

APPLICATION INFORMATION

Applicant Data

Legal Name: City of Salisbury
Contact Person: Wendy Brindle, City Engineer
Address: Physical: 132 North Main St
Mailing: PO Box 479
City, State, Zip: Salisbury, North Carolina 28144
Telephone: 704-638-5201
Fax: N/A
E-mail: wbrin@salisburync.gov

Project Information

Project Name: Downtown Salisbury Main Street Project
Project Location: Main Street from Kerr Street to Horah Street, Salisbury, NC
MTIP ID: N/A
Total Project Cost: \$9,283,444
Requested STBG Funds: \$7,426,755

Brief Project Description:

City Council adopted the Downtown Salisbury Main Street Plan on March 16, 2021. Shortly after plan adoption the City implemented Phase 1, a transitional striping plan, in partnership with NCDOT’s Main Street (US 29) resurfacing. In addition, \$650,000 is dedicated in the current budget for construction level design and engineering documents of the full plan, consisting of 17 blocks. The requested STBGP-DA funding will utilize the plan to provide the construction build-out of six blocks in the heart of downtown, from Kerr Street on the north end to Horah Street on the south end.

PROJECT EVALUATION CRITERIA

1- Project Needs / Goals and Objectives

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

Once complete, the project reshapes the core corridor of Main Street as it reforms it into a walkable streetscape that supports economic growth and retains our small town charm. The master plan envisions:

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

Investing in streetscape and infrastructure enhancements on Main Street will also increase property values, generate increases in property tax and sales tax revenues, and lead to greater opportunities for small businesses to employ more people. We estimate that an infrastructure investment of \$10 million will leverage over \$60,000,000 in private investment within the six block core of Main Street alone, and contribute an estimated \$5,500,000 in property tax revenues to the city and county budget over a 10-year period. We anticipate the impact of the streetscape and infrastructure project to reach beyond the immediate blocks, spurring investment across downtown and multiplying the economic impact.

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

2- Promotes Safety and Security

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

Furthermore, the elimination of a lane of travel allows for parking spaces to be of sufficient length, eliminating large vehicles protruding into a travel lane. Furthermore, each end of the project provides sufficient width to accommodate bicycle lanes, with sharrows added through town where width is not available. The construction will further enhance safety with the addition of bump-outs at intersections, reducing the crossing width for pedestrians at intersections.

3- Documented Project/Program Support

A Resolution of Support is being presented to City Council on Tuesday, September 6, 2022. A copy of the Resolution is included. This Resolution includes a commitment by the City to provide a 20% local match and to administer the project thru to completion. In addition to the Resolution of Support, letters of support are included from Downtown Salisbury, Inc., Rowan Chamber of Commerce and Rowan County Tourism Development Authority

4- Proximity to Existing /Planned Traffic Generators

The project is in the heart of downtown, less than one mile from I-85 Exit 76. Downtown Salisbury is the home of 31 eating and drinking establishments (including two breweries), over 50 retail businesses and 174 residential units. Downtown also boasts Bell Tower Green, a \$12 million destination park that hosts concerts, community events and daily use. In addition, there are three downtown theaters (The Norvell Theater, the Meroney Theater and Lee Street Theater), the Railwalk Arts District with a local farmers market, and the Salisbury Symphony Orchestra.

Additionally, a \$22 million rehabilitation of the historic Empire Hotel is planned, and will utilize 94,000 square feet to create a boutique hotel, restaurant and retail space, and residential units. The Main Street Project provides crucial public incentive towards making this investment a success.

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

The project will provide positive impacts by reducing emissions in an area currently deemed as maintenance status for air quality. It is assumed that the ADT of the adjacent roadway where improvements are planned will be reduced with improved walkability. Because of the small impact to quantifiable vehicle miles, this was not converted to a monetized value. However, the improvements will provide a qualitative impact for both citizens and visitors to the area.

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

6- Connectivity measures for linking other modes of transportation

The Downtown Main Street Plan provides improved areas for bus stops within the downtown, and the proposed improvements are located only a block and a half from the Salisbury Transit transfer site and the Historic Salisbury Depot, which accommodates 10 passenger trains per day (5 each direction), with plans for service expansion in 2024-2025. The plan also incorporates either bicycle lanes or sharrows, depending on location, to enhance cyclist usability and safety. The full implementation of the plan will further enhance pedestrian safety by shortening crossing distances with bump-outs at intersections, and consideration of other measures, such as leading pedestrian intervals at key intersections, making it safer and easier for visitors to leave their cars and navigate downtown as pedestrians.

BONUS POINTS

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

The Resolution adopted by the Salisbury City Council confirms the City of Salisbury commitment to the 20% obligation to achieve project completion. In addition, the City has already invested funds to provide the striping plan implemented as phase 1, and currently have \$650,000 budgeted for engineering design plans for the full 17-block area to begin this fiscal year.

B. Geographic equality – serving less than 20,000

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

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

The City is already in coordination with Duke Energy concerning innovations in street lighting and provision of upgraded mast arms for traffic signals. The use of Leading Pedestrian Intervals is being explored to improve pedestrian safety. In addition, EV charging stations will be included at strategic locations.

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

The design phase of the project is currently budgeted by the City, and the RFQ for design is in progress. The City anticipates consultant selection by January 2023. The design of the project will identify and acquire necessary permits, including those from the North Carolina Department of Transportation (NCDOT), the Historic Preservation Commission (HPC), the NC State Historic Preservation Office (SHPO) and other local, state and federal agencies. With this schedule, the construction documents for the six blocks for which funding is requested will be ready for bid by spring 2024.

Attachments:

- Project Overview Sheet
- Project Estimate
- Council Resolution for STBGP-DA Grant
- Letters of Support
- NV5 Executive Summary
- Master Plan Designs from Kerr Street to Horah Street (6 blocks)
- Concept Renderings
- Accident Data
- On-Street Parking Data

Downtown Salisbury Main Street Project



*Reshaping Salisbury's
historic Main Street into a walkable destination for economic growth
that retains our small town charm.*

Benefits of the project include:

- » Incentivizing over **\$60 million** private investment in the next 5- years, including the historic Empire Hotel.
- » Attracting visitors and boosting tourism related jobs and revenues.
- » Creating opportunity for over **200 new jobs** at small businesses.
- » Improving the community's image as a livable place to raise families
- » Increasing property tax revenues by over **\$5.5 million** over a 10-year time frame.



Project elements include:

- » Converting a four-lane undivided highway into a three-lane cross section to **enhance safety**;
- » Adding additional on-street parking to **support small businesses**;
- » Creating outdoor dining areas to allow **economic resiliency** during public health emergencies;
- » Upgrading sidewalks with new lighting, trees and other features to make a more **attractive and vibrant atmosphere**.
- » **Updating aging infrastructure**, including storm sewers and lead water supply lines.

Surface Transportation Block Grant Funds

The City of Salisbury requests Surface Transportation Block Grant Fund support from the CRMPO to construct the first 6-block phase of streetscape and infrastructure enhancements on Main Street (Hwy. 29) from Kerr Street to Horah Street.

Estimate for Typical Block in
Core Downtown Area
Salisbury, NC

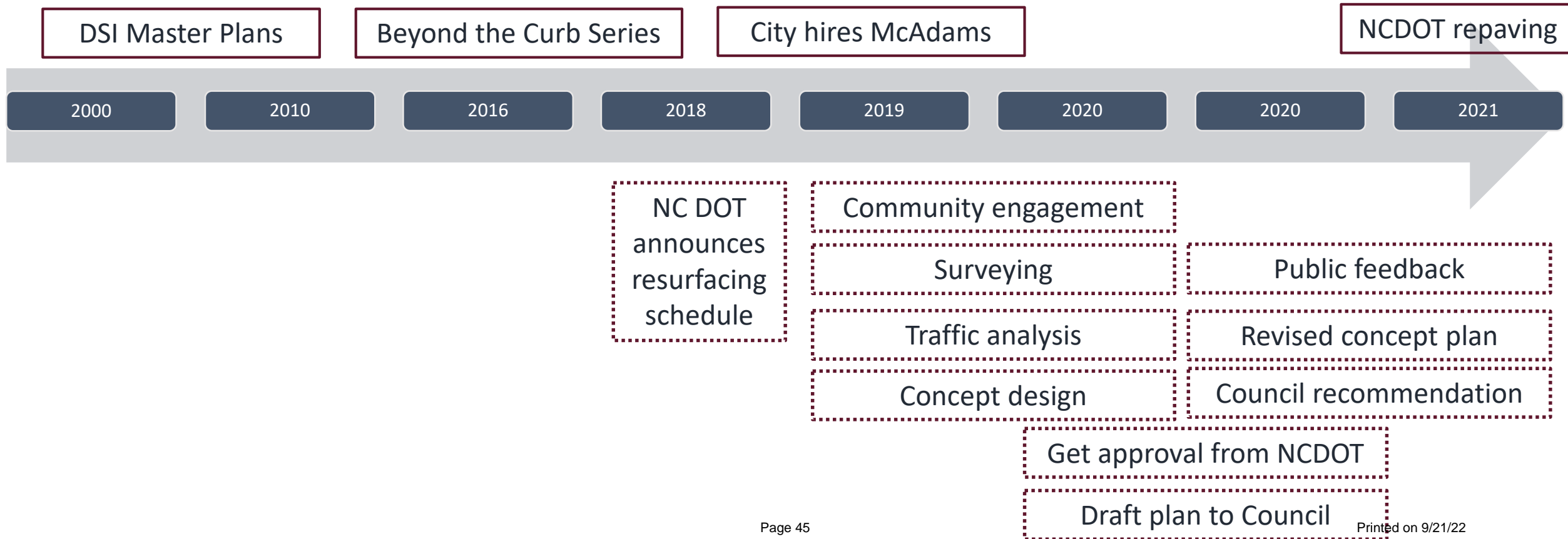
Item	Quantity	Units	Cost	Subtotal
Mobilization (avg for single block)		1 LS	\$60,000.00	\$60,000.00
Traffic Control (avg for single block)		1 LS	\$25,000.00	\$25,000.00
Concrete (4" base for pavers)	2045	SY	\$82.00	\$167,690.00
Concrete Driveway (6")	8	SY	\$126.00	\$1,008.00
Handicap Ramps	8	Each	\$2,500.00	\$20,000.00
Brick/Pavers	18400	SF	\$25.00	\$460,000.00
Granite Curb	1300	LF	\$42.84	\$55,692.00
Pavement Demo	825	SY	\$9.30	\$7,672.50
Asphalt Surface Course	456	TN	\$130.00	\$59,280.00
Milling 2"	3800	SY	\$1.50	\$5,700.00
Striping	1	LS	\$5,000.00	\$5,000.00
Benches	4	EA	\$900.00	\$3,600.00
Table & Chairs	4	EA	\$1,400.00	\$5,600.00
Trash Receptacles	6	EA	\$550.00	\$3,300.00
Tree Pits	21	EA	\$3,500.00	\$73,500.00
Trees	21	EA	\$350.00	\$7,350.00
Water/Sewer Upgrades (estimate from SRU)	1	LS	\$250,000.00	\$250,000.00
Duke Energy Streetlights (Highway)	2	EA	\$2,100.00	\$4,200.00
Duke Energy Streetlights (Ped Scale)	3	EA	\$4,400.00	\$13,200.00
Duke Energy Underground Upgrades	1	LS	\$25,000.00	\$25,000.00
Double Mast Arms (Traffic Signal)	2	EA	\$35,000.00	\$70,000.00
Total for One Block				\$ 1,237,792.50
Total for SIX Blocks				\$ 7,426,755.00
20% Contingency				\$ 1,485,351.00
TOTAL CONSTRUCTION COSTS				\$ 8,912,106.00
Design (In progress City funded. NOT INCLUDED IN GRANT REQUEST)				\$ 650,000.00
CEI (25% of construction cost)				\$ 371,337.75
TOTAL PROJECT BUDGET FOR CONSTRUCTION PHASE				\$ 9,283,443.75
LOCAL MATCH				\$ (1,856,688.75)
GRANT REQUEST AMOUNT				\$ 7,426,755.00

Main Street Plan



Brief History of Project

What got us here?



Accident Data

Figure 3: Crash Map

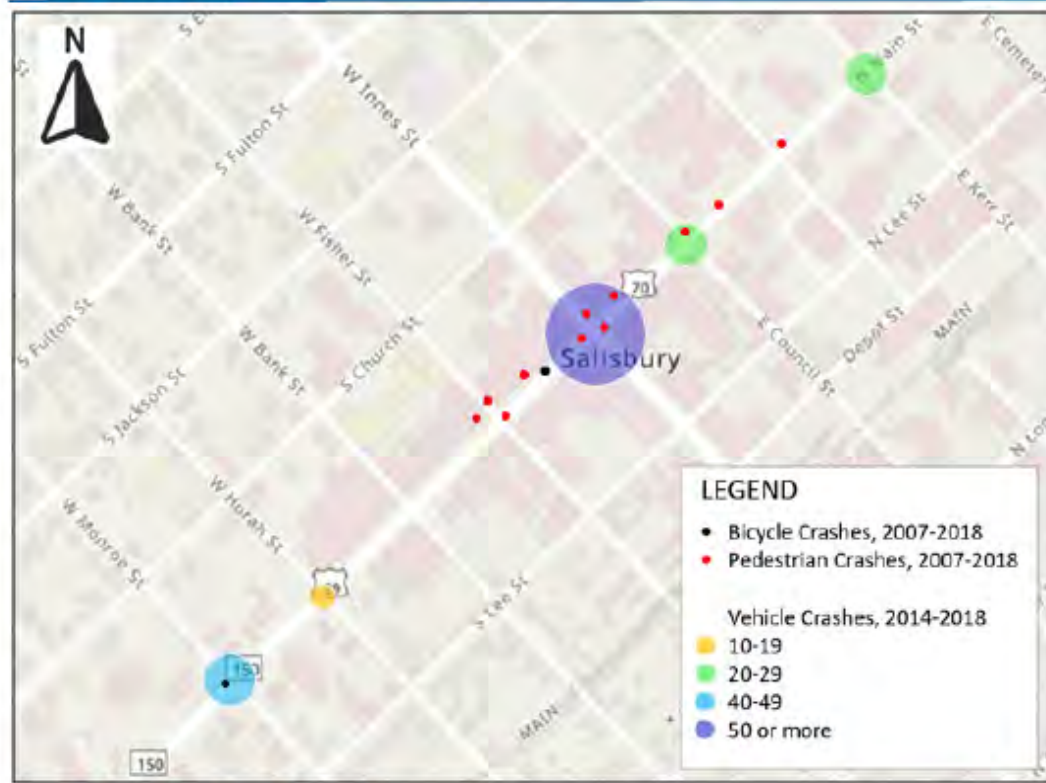


Table 2: Main Street Crash Analysis Summary

Intersection ¹	Crash Type ²				
	Vehicle		Bicycle	Pedestrian	TOTAL
	Injury	PDO			
Kerr Street	7	18	-	-	25
Liberty Street	-	-	-	-	-
Council Street	5	19	-	1	25
Innes Street	13	60	-	5	78
Fisher Street	-	-	-	-	-
Bank Street	-	-	-	-	-
Horah Street	5	6	-	-	11
Monroe Street	13	31	1	-	45
TOTAL	43	134	1	6	184

¹ Includes crashes reported at a specific intersection or within 200 feet of any approach.

² NCDOT Traffic Safety Unit Crash Data; Vehicles 2014-2018, Bikes/Pedestrians 2007-2018.

trafficaccidentdata2020 selection

ACCI_ID	TA_DATE_D	STREETNBR	STREET	INNEAR	Full Address
38361	1/14/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
38388	1/16/2020	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
40025	1/22/2021	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38336	1/3/2020	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
39516	10/13/2020	199	N MAIN ST/W COUNCIL ST	I	199 N MAIN ST/W COUNCIL ST
39540	10/18/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
39468	10/5/2020	100	N MAIN ST/E INNES ST	I	100 N MAIN ST/E INNES ST
39745	11/24/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39636	11/5/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39847	12/15/2020	100	W LIBERTY ST/N MAIN ST	I	100 W LIBERTY ST/N MAIN ST
39867	12/17/2020	100	E FISHER ST/S MAIN ST	I	100 E FISHER ST/S MAIN ST
39882	12/18/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
40058	2/1/2021	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
40067	2/1/2021	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
40105	2/11/2021	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38512	2/12/2020	100	W INNES ST/S MAIN ST	I	100 W INNES ST/S MAIN ST
38525	2/13/2020	00	N MAIN ST/E INNES ST	I	100 N MAIN ST/E INNES ST
38586	2/22/2020	299	S MAIN ST/W BANK ST	I	299 S MAIN ST/W BANK ST
38482	2/3/2020	126	N MAIN ST	I	126 N MAIN ST
38638	3/10/2020	100	W INNES ST/S MAIN ST	I	100 W INNES ST/S MAIN ST
38719	3/30/2020	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38624	3/5/2020	100	S MAIN ST/E INNES ST	I	100 S MAIN ST/E INNES ST
38758	4/13/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
38906	5/19/2020	199	N MAIN ST/E COUNCIL ST	I	199 N MAIN ST/E COUNCIL ST
38918	5/22/2020	199	S MAIN ST/E FISHER ST	I	199 S MAIN ST/E FISHER ST
38951	6/1/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
39036	6/22/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39162	7/22/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
39356	9/12/2020	199	S MAIN ST/E FISHER ST	I	199 S MAIN ST/E FISHER ST
39358	9/13/2020	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST

Plan Phases/Scope

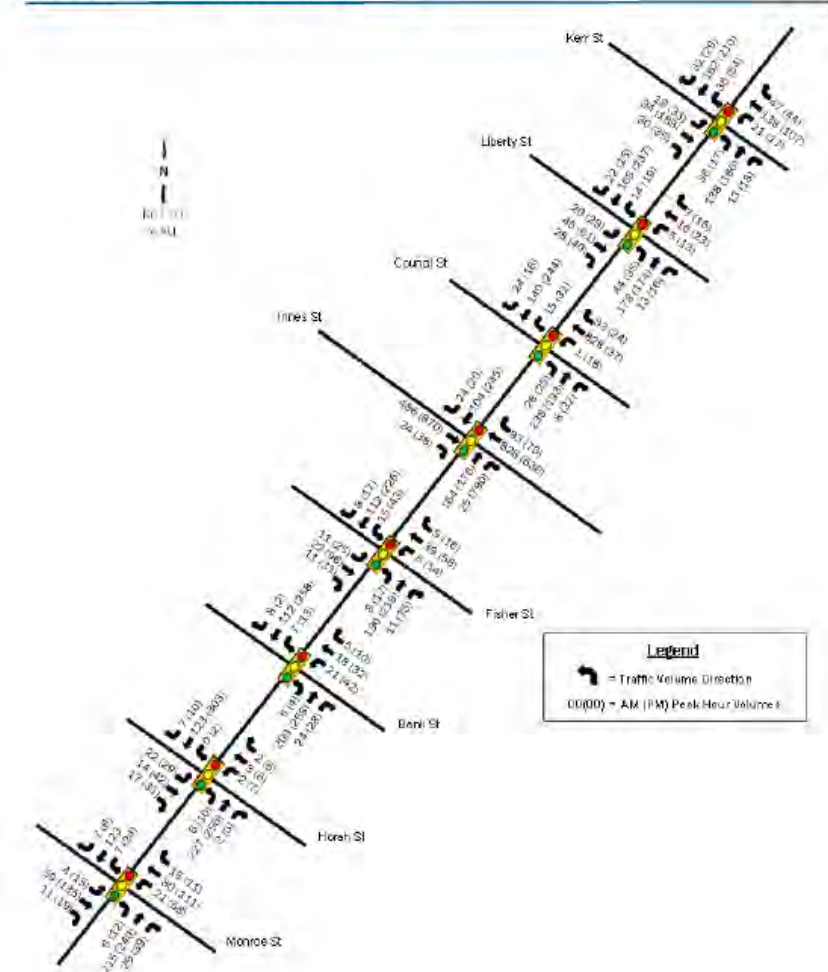
Striping Plan

Alternative	Cross Section	Posted Speed ¹	Lane Widths	Maximum LOS D Volume ²	2019 AADT	2040 AADT
Existing	4 Lane Undivided	25 mph	11 foot	21,400	7,100	10,800
Proposed	3 Lane Undivided	25 mph	11 foot	12,700		

¹ HCM methodology provides LOS for facilities with posted speed limit ≥ 25 miles per hour.

² NCDOT LOS D Standards for System Level Planning data for Major Thoroughfare in the Piedmont region.

Figure 2: Existing (2019) Peak Hour Volumes



Plan Phases/Scope

30 degree parking angle to a 45 degree angle



Existing Parking

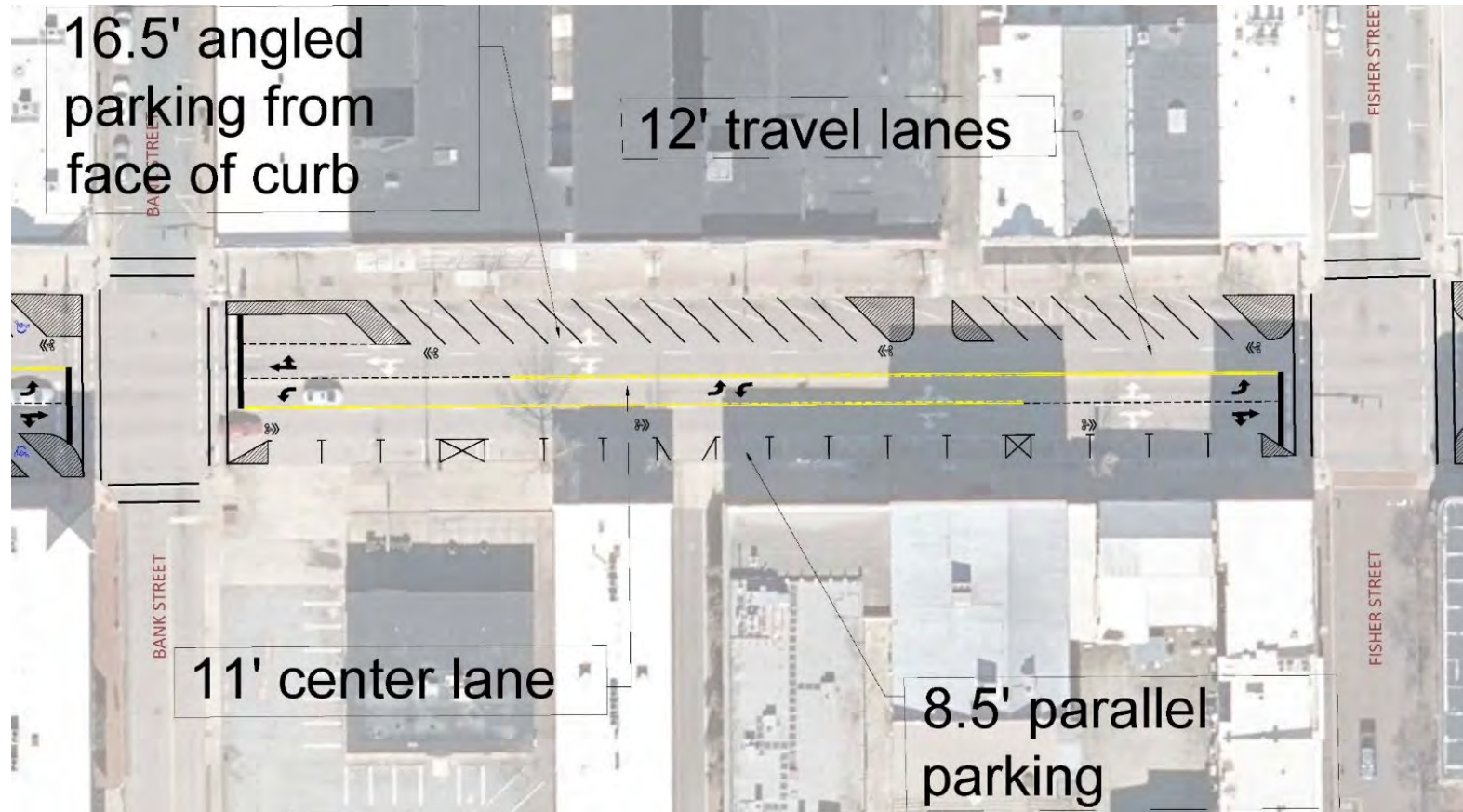
Proposed Parking



Plan Phases/Scope

Striping Plan

Phase I - Restriping Plan



Plan Phases/Scope

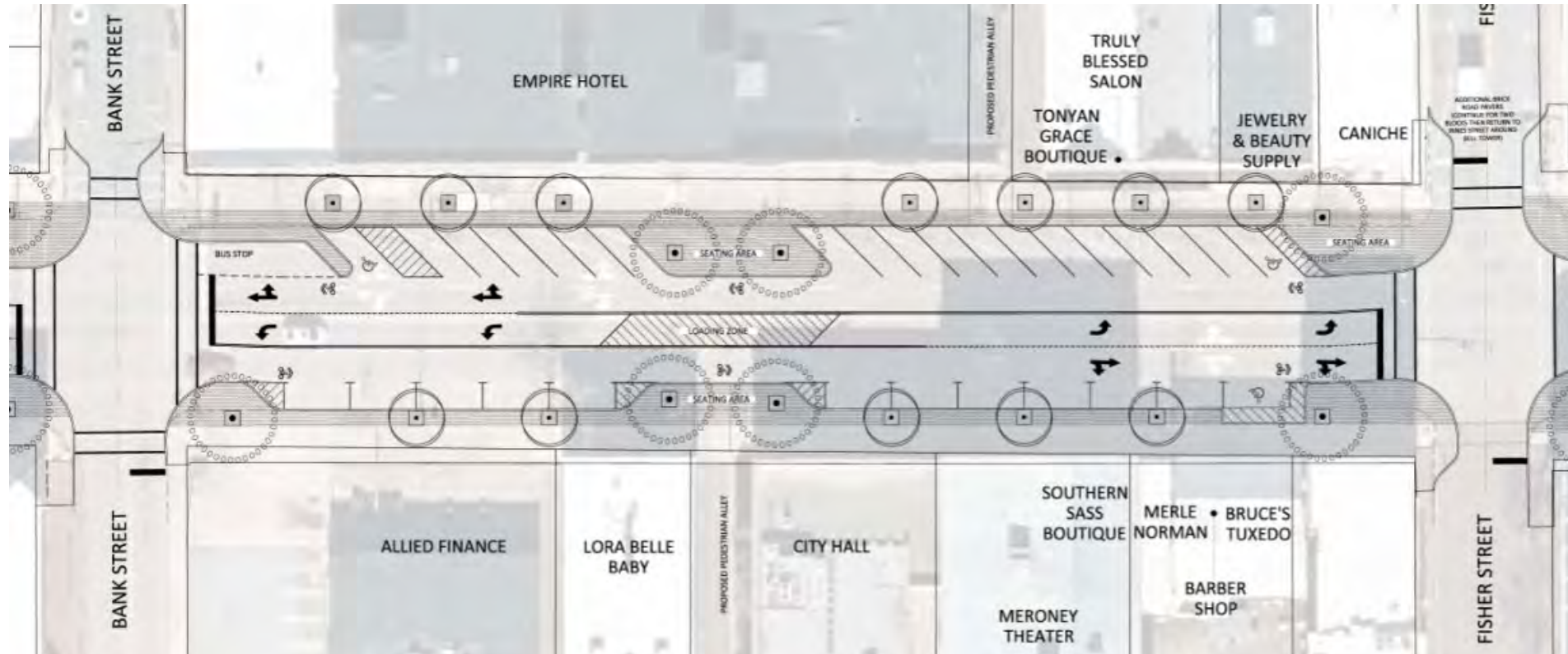
Striping Plan



Plan Phases/Scope

Concept Plans

Phase II - Concept Plan



Concept Plan

PLAN RENDERINGS

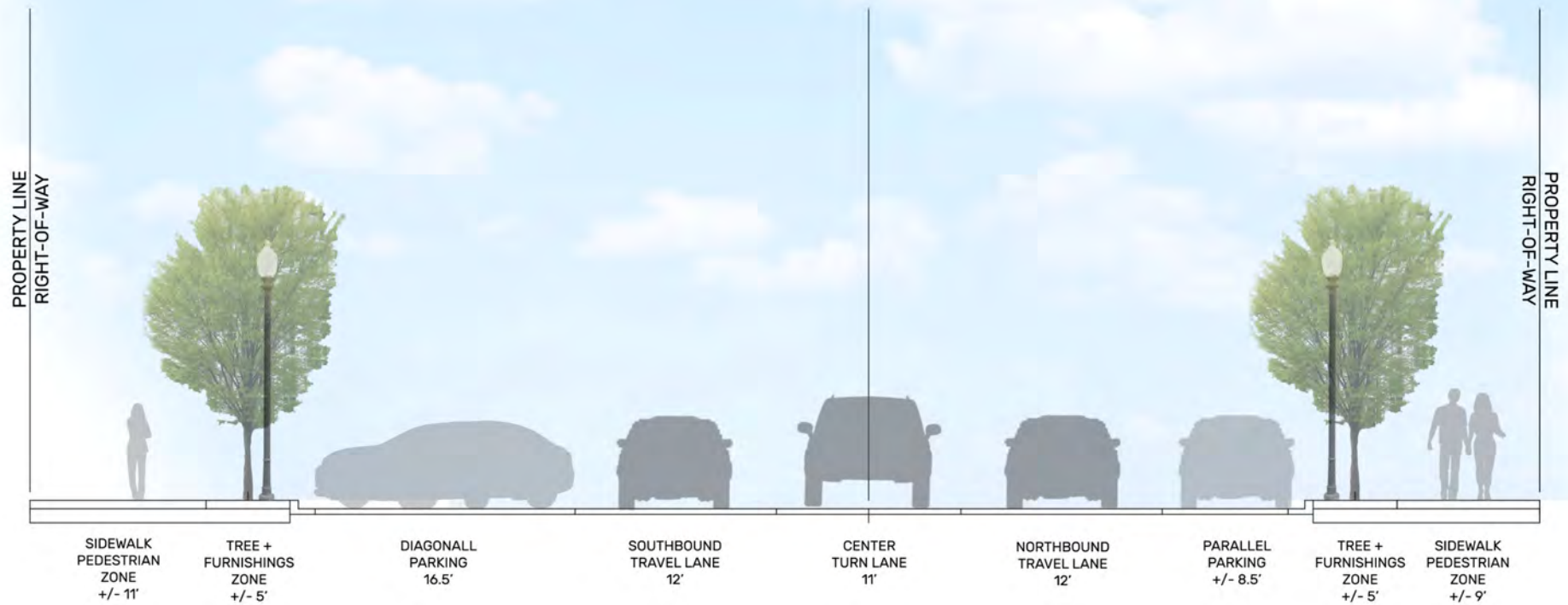
Bank to Fisher



Concept Plan

PLAN RENDERINGS

Cross-Section (Example: Bank to Fisher)



DIAGONAL PARKING ONE SIDE + PARALLEL PARKING ONE SIDE
(BANK STREET TO FISHER STREET EXAMPLE)
+/- 90' RIGHT-OF-WAY WIDTH

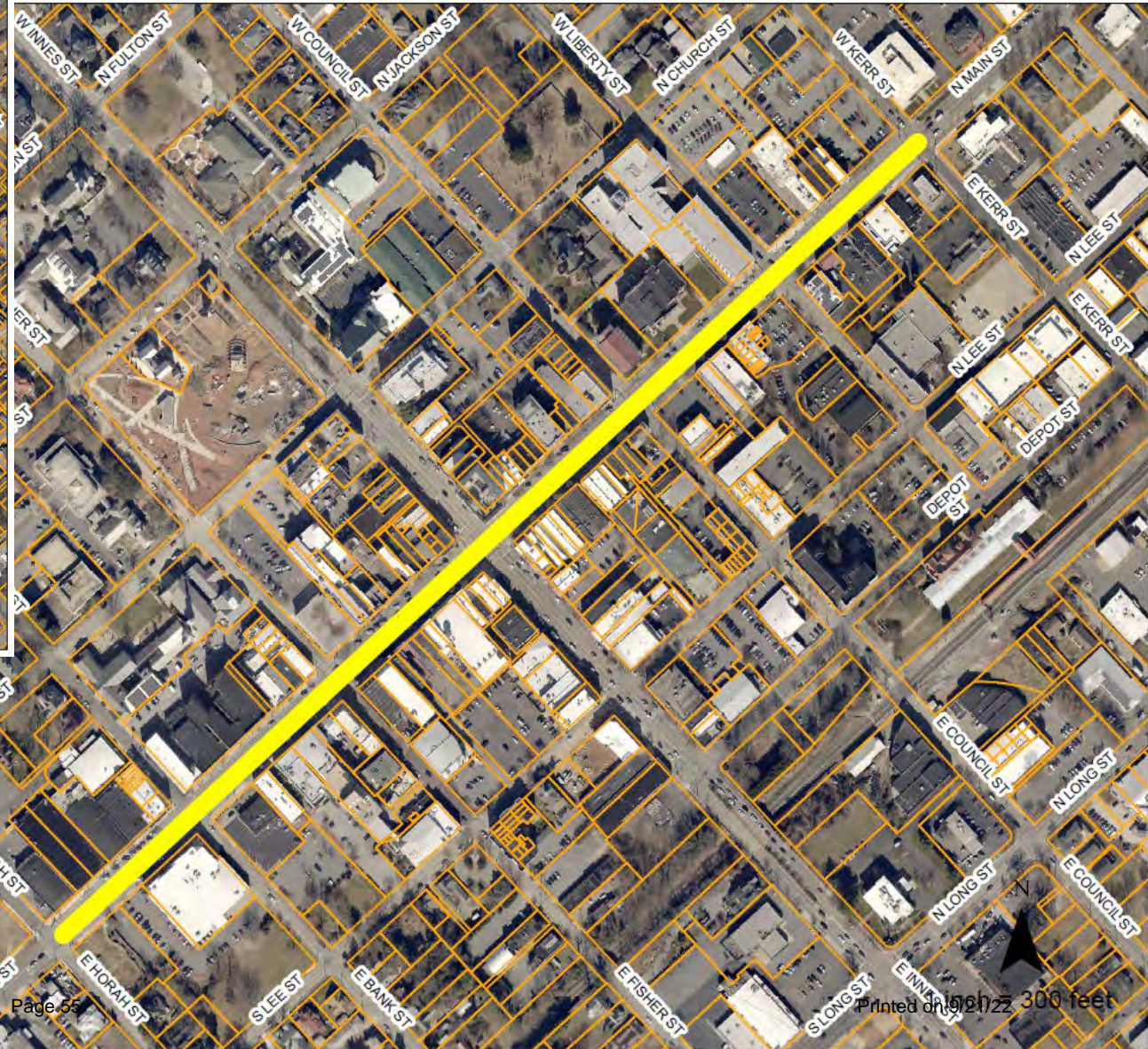
Concept Plan

PLAN RENDERINGS

Character Perspective (Example: Looking South at Fisher Intersection)



CITY of SALISBURY: DOWNTOWN MAIN STREET PLAN



Downtown Salisbury Main Street Project



*Reshaping Salisbury's
historic Main Street into a walkable destination for economic growth
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Benefits of the project include:

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- » **Updating aging infrastructure**, including storm sewers and lead water supply lines.

Surface Transportation Block Grant Funds

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CITY of SALISBURY: DOWNTOWN MAIN STREET PLAN

Estimate for Typical Block in
Core Downtown Area
Salisbury, NC

Item	Quantity	Units	Cost	Subtotal
Mobilization (avg for single block)	1	LS	\$60,000.00	\$60,000.00
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Double Mast Arms (Traffic Signal)	2	EA	\$35,000.00	\$70,000.00
Total for One Block				\$ 1,237,792.50
Total for SIX Blocks				\$ 7,426,755.00
20% Contingency				\$ 1,485,351.00
TOTAL CONSTRUCTION COSTS				\$ 8,912,106.00
Design (In progress City funded. NOT INCLUDED IN GRANT REQUEST)				\$ 650,000.00
CEI (25% of construction cost)				\$ 371,337.75
TOTAL PROJECT BUDGET FOR CONSTRUCTION PHASE				\$ 9,283,443.75
LOCAL MATCH				\$ (1,856,688.75)
GRANT REQUEST AMOUNT				\$ 7,426,755.00

September 29, 2022

MEMO TO: Phil Conrad, Director
 Cabarrus - Rowan Metropolitan Planning Organization (CRMPO)

FROM: David Wasserman, P.E., STIP Western Region Manager
 North Carolina Department of Transportation

SUBJECT: Switching of funding sources for projects in the CRMPO

This memo serves as the official notification regarding the swapping of funding sources for several projects within the CRMPO, as previously approved by the CRMPO TAC. This swap could potentially help NCDOT secure additional federal funding for North Carolina as part of FHWA's annual August Redistribution process. The funding swap involves switching \$12,000,000 of CRMPO's Surface Transportation Block Grant-Direct Attributable (STBG-DA) federal funds for \$12,000,000 in state highway trust funds or federal STBG-AnyArea (funds that can be used in any area in the state) in the years the STBG-DA funds are currently programmed. There is no impact to schedules, local matches, or project management requirements resulting from the swap.

The funding swap consists of using \$12,000,000 of CRMPO's STBG-DA funds in fiscal years (FY) 2023 and 2024 to obligate funds which have previously been authorized using advanced construction, to cover overdrafts, to cover GARVEE payments, or to fund future phases of work. NCDOT has initially planned to use National Highway Performance Program (NHPP) or STBG-AnyArea funds for these purposes.

STIP	Route	Phase	Amount of STBG-DA Funds	How the STBG-DA Funds will be Used
I-5858	I-85 Pavement Rehabilitation in Salisbury	CON	\$6,466,885	Convert Advanced Construction
U-4910	Derita Road Widening in Cabarrus County	ROW/CON	\$5,533,115	Cover Overdraft (NCDOT's share)

In return, a total of \$12,000,000 of state highway trust funds or federal STBG-AnyArea funds will be allocated to eligible projects selected by the CRMPO in place of the currently planned STBG-DA funds.

The funding swap does not need Board of Transportation approval, as it is considered an administrative modification. If you have any questions, please feel free to contact me at (919) 707-4743. Thank you.

cc: Van Argabright, P.E
 William Martin, P.E.
 Amy Clawson

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
RAILROAD PROJECTS								
PROJECTS UNDER DEVELOPMENT								
R A I L R O A D	P-5725	Kannapolis Train Station Second Platform and Pedestrian Overpass	March 2023	TBD		10.1 M	TBD	NCDOT Brad Smythe 919-707-4118 Utility Relocations being performed. Pending Railroad Construction Agreement Completion.
	Y-4810K	Rogers Lake Road Grade Separation over NA/NCRR Railroad and closure at Grade Crossing N.724408Y in Kannapolis	November 2022	TBD		12.45 M	TBD	NCDOT Kumar Trivedi 919-707-4109 ROW has been Acquired. Utility Relocations being performed.
I-85 PROJECT								
PROJECTS UNDER DEVELOPMENT								
I 8 5	I-3802AA	I-85 Installation of Fiber Optic Communications Network, CCTB and DMS System for I-3802A project	October 2022	TBD		1.9 M	TBD	NCDOT Lee Neal 919-814-4965 Project to be advertised for a 10/19/22 LET.
URBAN PROJECTS								
ACTIVE CONSTRUCTION PROJECTS								
U R B A N P	U-5806	Concord Mills Flyover Concord I-85-TO-Concord Mills Mall. Construct a flyover to the first mall entrance	December 2017	December 2021 OPEN TO TRAFFIC	100% Complete CONSTRUCTION	10.2 M	BLYTHE Development	NCDOT Chris Fine 704-983-4380 Project has been completed. Waiting on permanent vegetation establishment.
	U-4910	SR 1445 Derita Road Concord Poplar Tent Road to the Meck County Line.	February 2017	March 2022	100% Complete CONSTRUCTION	19.4 M	BLYTHE Development	City of Concord NCDOT Chris Fine 704-983-4380 Project has been completed. Waiting on permanent vegetation establishment.
	U-3440	NC 3 Kannapolis. U-2009 (Westside Bypass)-TO-SR 1691 (Loop Road). Widen existing route to multi-lane facility	November 2016	June 2023	89% Complete	34.1 M	JT Russell	NCDOT Jon Hinson 980-523-0085 Project under construction. The mainline is open to thru traffic. Remaining major items include; concrete flat work, tying in sidestreets to mainline and final asphalt surface. Esitimated completion is Summer 2023. Printed on 9/21/22
PROJECTS UNDER DEVELOPMENT								

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
R O J E C T S	U-5761	NC 3 (Dale Earnhardt Blvd.) Kannapolis Improve Intersection of NC 3 and US 29/601	R/W-2022 LET 2024	2027 PROJECTED	90% Plans R/W 60%	10.9 M	RS&H	NCDOT Donald Griffith 704-983-4418	ROW Acquisition in progress.
	U-6032	Mallard Creek Road (SR-2467)/ Derita Rd (SR-1445) from I-485 to Concord Mills Blvd. Widen to 6 lanes	R/W-2022 LET 2025	2027 PROJECTED	75% Plans	25 M	KCI	NCDOT Donald Griffith 704-983-4418	ACTIVE PROJECT. Currently in Design. PE work continuing. ROW Acquisition in progress.
	U-5956	US 29 Concord. Realign Union Cemetery Road to Intersect US 29 at Rock Hill Church Road	R/W-2022 LET 2025	2027 PROJECTED	65% Plans	8.1 M	Kimley-Horn	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward.
	U-3415A	SR 1394 Poplar Tent Rd. Concord Derita Road to George Liles Pkwy. Widen to 4 lane divided	R/W-2024 LET-2026	2029 PROJECTED	15 % Plans	20.5 M	TBD	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward. Working toward 25% plans.
	U-6029	SR 1394 Poplar Tent Rd. Concord Derita Road to NC 73. Widen to 4 lanes						NCDOT Sean Epperson 704-983-4400	PROJECT NOT FUNDED

C
P

CONGESTION PROJECTS

HIGHWAY SAFETY PROJECTS

ACTIVE CONSTRUCTION PROJECTS

S A	W-5601HQ 47858	NC 3 Concord and Odell School Road Install a Roundabout	June 2022	November 2022	0% Complete	1.24 M	NJR Group	NCDOT Chris Fine 704-983-4380	Road scheduled to close on 9/19/2022 for Roundabout construction.
	W-5710C	SR 2180 (Lane St. & Jackson Park Road) Kannapolis US Main Sreet to West of I-85 ramp in Kannapolis. Road Diet	September 2021	August 2022	85% Complete	2.69 M	NJR Group	NCDOT Chris Fine 704-983-4380	Project anticipated to be complete by mid September, with exception of new signal at Ruth Ave. Due to material shortages, signal will not be active until early Spring 2023.

PROJECTS UNDER DEVELOPMENT

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
F	47866/ SS-4910CK	Poplar Tent Rd. at Rock Hill Church Road & Eva Drive Concord Intersection improvements	February 2023	TBD	100% ROW	1.1 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move forward. High Impact/Low Cost. Currently moving utilities.
E	W-5710AO	Salisbury-Concord Road/Old Concord Rd. Kannapolis to Irish Potato Road. Install Roundabout	May 2023	TBD		1.15 M	TBD	NCDOT Donald Harward 704-983-4400	Project Approved to move forward. ROW Acquisition in progress.
T	HS-2010D	NC 24/27 and Bethel School Road Half RCI	August 2023	TBD		392 K	TBD	NCDOT Donald Harward 704-983-4400	Project Currently in Design.
Y	HS-2010F	NC 24/27 and Pine Bluff/Reed Mine Road RCI	February 2025	TBD		750 K	TBD	NCDOT Donald Harward 704-983-4400	Project Currently in Design.
	HS-2010H	NC 49 and Zion Church Road RCI	May 2025	TBD		1.95 M	TBD	NCDOT Donald Harward 704-983-4400	Project Currently in Design.

BRIDGE PROJECTS

ACTIVE CONSTRUCTION PROJECTS

B	B-5375	Bridge120 137 / SR 1132 (Miami Church Road) Mt. Pleasant over Dutch Buffalo Creek	July 2022	August 2022	0% Complete	1.2 M	NJR Group	NCDOT Chris Fine 704-983-4380	Construction has been initiated.
R	BP10.R020.3	Bridge 120101 / SR 2453 (S Lentz Harness Shop Road) over Little Bear Creek	March 2022	December 2022	65% Complete	585 K	APAC Atlantic	NCDOT Chris Fine 704-983-4380	Road closed for construction on 5/19/22. Project is on track for completion.
I	B-5813	Bridge 120132 / NC 73 over Dutch Buffalo Creek	January 2022	August 2023	8 % Complete	4.3 M	NJR Group	NCDOT Chris Fine 704-983-4380	Construction began in March 2022. Project delayed for several months due to ductile iron sewer piping material shortage. Work to continue in September 2022.

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
D	17BP.10.R.144	Bridge 120053 / SR 2114 (Centergrove Road) Kannapolis over Cold Water Creek	April 2021	April 2022	99% Complete	1.7 M	Dane Construction	NCDOT Jon Hinson 704-983-4380	Project is substantially complete and open to traffic. Waiting for vegetation establishment and preparing final estimate.
PROJECTS UNDER DEVELOPMENT									
G	B-5810	Bridge 120022 /NC24-27. Locust, NC. Replace bridge over Rocky River	Fall 2022	Spring 2023		6.1 M	Dane Construction	NCDOT Chris Fine 704-983-4380	This is the eastbound bridge on NC 24/27 and traffic will be shifted onto the westbound bridge during construction.
E	B-5808	Bridge 120057 & 120059 (US 29/601) over Irish Dutch Buffalo Creek near Poplar Tent Road	April 2023	May 2025		5.1 M	TBD	NCDOT Garland Haywood 704-983-4400	Currently Developing ROW Plans for use in acquiring construction limits and relocating existing utility conflicts.
	B-5372	Bridge 120109 / SR 1706 Kannapolis Bridge on (East First Street) over US 29	June 2023	May 2024		5.8 M	TBD	NCDOT Garland Haywood 704-983-4400	Currently in Design & ROW Acquisition is in progress.
P	BP10.C002	Pipe 120247 St. Stephens Road / Mt. Pleasant Replace Pipes over Butcher Branch	Fall 2023	Spring 2025		600 K	TBD	NCDOT Garland Haywood 704-983-4400	Currently in Design & ROW Acquisition.
R	17BP.10.R.110	Bridge 120105 / E. Gold Hill Road Mt. Pleasant Replace bridge over branch of Big Bear Creek	Spring 2024	Spring 2024		895 K	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design.
O	BP10.R010	Bridge 120245 / SR 1309 (Stough Road) over Wolf Meadow Creek	Spring 2024	Spring 2026		2.5 M	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design. Availability date estimated March 2025 due to: Dutcile Iron Material shortages for water & sewer pipe.
J	BP10.R015	Bridge 120129 / SR 2635. (Old Airport Road) Concord over Cold Water Creek	Spring 2024	Winter 2025		1.3 M	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design. LET Date estimated March 2025 due to: Dutcile Iron Material shortages for water & sewer pipe.

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
E C T S	BP10.R034	Bridge 120073 / SR 2416 (Mt Olive Road) Mt. Pleasant over Branch of Dutch Buffalo Creek	Fall 2024	Spring 2025		750 K	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design.
	BP10.R047	Bridge 120083 / SR 2408 (Gold Hill Road) over Dutch Buffalo Creek	Spring 2025	Winter 2025		900 K	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design.
	BP10.R055	Bridge 120292 / Mauney Road Mt. Pleasant Replace bridge over Little Meadow Creek	Fall 2025	Spring 2026		750 K	TBD	NCDOT Garland Haywood 704-983-4400	Project Currently in Design.
	BP10.R019	Bridge 120173 / SR 1169 (Peach Orchard Road) Harrisburg over McKee Creek	LET Date beyond 2026. Currently not established	TBD		500 K	TBD	NCDOT Garland Haywood 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.
	BP10.C002	Bridge 120219 / SR 2710 (Walker Road) Concord over Adams Creek	LET Date beyond 2026. Currently not established	TBD		450 K	TBD	NCDOT Garland Haywood 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.
	BP10.R031	Bridge 210 / SR 1006 (Mt Pleasant Road) Mt. Pleasant over Bost Creek	LET Date beyond 2026. Currently not established	TBD		550 K	TBD	NCDOT Garland Haywood 704-983-4400	Plan Development will proceed when LET has been scheduled and confirmed.

MUNICIPAL PROJECTS

ACTIVE CONSTRUCTION PROJECTS

M U N	C-5603E	SR 1120 (Bethel School Road) Construct Sidewalks and Crosswalks	March 2021	August 2022	100% complete	108 K	Trull Contracting, LLC	NCDOT Neal Stroup 704-589-2045	Project progression was hindered due to supply chain issues w/ equipment. Punch List items were completed on 8/15/22.
	EB-5902	Concord Downtown Pedestrian Signal Upgrades	March 2020	January 2022	100% Complete	198 K	ALS	NCDOT Neal Stroup 704-589-2045	Project accepted for maintenance 1/12/22. M&T certified. City of Concord needs to submit final invoice.

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
I C I	U-6098/47706	Cabarrus County - Various ; Left turn lane at NC 73 and SR 1430 // Turn lanes at access rd. NC 73 // RAB SR 1620 & SR 1621 // Extend storage I-85 ramps	February 2018	Spring 2023		2.7 M	TBD	City of Kannapolis NCDOT Marc Morgan 704-983-4400	Phase I complete. Waiting on Kannapolis to finalize plans, ROW and construct per agreement. Anticipated completion date: Spring 2023.
PROJECTS UNDER DEVELOPMENT									
P A	BL-0043	N Washington St (NC 73 to Park Drive) Sidewalk, C&G, widening, sharrows	October 2023	TBD		524 K	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	
L	C-5603I	US 601 From Flowe Store Road to Zion Road with US 601 and Flowe Store Road. Sidewalk and intersection improvements	October 2023	TBD	60% ROW Plans	1.5 M	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	ROW Plans (60%) approved on 5/13/22. ROW Auth due on 2/14/23.
P R	EB-5732	SR 2894 (Concord Mills Blvd.) Concord Construct Sidewalks on Concord Mills Blvd. and portions of Weddington Road from US 29 to SR 1431	R/W 2023 LET 2024	2026	25 % Plans	6 M	HNTB	NCDOT Sean Epperson 704-983-4400	PROJECT IS REACTIVATED and moving forward. Working toward 65% plans.
O J	C-5603F	Bethpage Road From South Main Street to Leonard Avenue and from Westgreen Drive to Klondale Avenue sidewalk	February 2024	TBD	60% Plans	208 K	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	ROW Plans (60%) were submitted on 7/12/22 and waiting review comments from Raleigh. Project still on schedule.
E	EB-5844	Little Texas Road Lane Street to Dale Earnhardt Blvd sidewalk	June 2024	TBD		2.1 M	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	CE approved 6/6/22. ROW plans due 10/29/22. Project still on schedule.
C T	HL-0001	Poplar Tent Road Improvements (Moss Drive to Fullerton PI Drive)	April 2025	TBD		3.9 M	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	(PE, ROW, CON) Agreement executed 6/23/22. PE funds approved 8/17/22.
S	BL-0060	Cox Mill Road Loop Greenway & Bicycle/Ped bridge	August 2025	TBD		1.9 M	TBD	Mt Pleasant NCDOT Jeff Burleson 704-983-4400	(CON phase only) LGA has yet to start working on this project.

TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
SS-6010AP	NC 3 Branchview Drive and Cabarrus Avenue Crosswalk and Traffic Signal Upgrades	October 2022	TBD		24 K	Watson Electrical Construction ON CALL	City of Concord NCDOT Zach Gardener 704-983-4400	(CON phase only) Agreement executed 8/16/22. Concord working with contractor to get schedule.

R U R A L	RURAL PROJECTS							
	PROJECTS UNDER DEVELOPMENT							
	R-2246A	George Liles Parkway Concord NC 49 to Roberta Road. Widen to Multi-Lanes	R/W 2028 LET 2030	TBD		16.5 M	TBD	NCDOT Sean Epperson 704-983-4400

V A R I O U S	VARIOUS PROJECTS							
	ACTIVE CONSTRUCTION PROJECTS							
	SS-4910DM 48485.1.1 48485.2.1	Roberta Road & Cochran Road Concord to Brookville Avenue Mini Roundabout Construction	June 2022	September 2022	95% Complete	325 K	Reeves Construction Co.	NCDOT Jon Hinson 980-523-0080
2022CPT.10.1 8.20131 - Contract DJ00406	VARIOUS LOCATIONS - 10 Sections of secondary roads	March 2022	May 2023	0% Complete	1.8 M	JT Russell & Sons Inc	NCDOT Marc Morgan 704-983-4380	Available 6/01/2022 - Not currently planned to start until March, 2023.
2022CPT.10.1 0.20132 Contract DJ00401	VARIOUS LOCATIONS - Sections of secondary roads	March 2022	June 2023	0% Complete	961 K	Whitehurst Paving Co.	NCDOT Marc Morgan 704-983-4380	Anticipated start date May 2023.
2022CPT.10.0 9.10131 - Contract C204686	VARIOUS LOCATIONS - 1 Section of NC 3 and 39 sections of secondary roads	December 2021	September 2023	20% Complete	5.5 M	NJR Group, Inc.	NCDOT Marc Morgan 704-983-4380	FDR Routes completed; West C St and Zion Church Rd to be completed by mid September.
2020CPT.10.1 2.20131 - Contract DJ00365	VARIOUS LOCATIONS - 26 Map Sections of Secondary Roads	March 2021	September 2022	99% Complete	2 M	Boggs Contracting	NCDOT Marc Morgan 704-983-4380	Contractor working on Punch List items to be completed by 9/22/22.
U	PROJECTS UNDER DEVELOPMENT							
	R-5790JG 44920.3.15	VARIOUS LOCATIONS - Installation of curb ramps.	March 2022	TBD		1.5 M	TBD	NCDOT Terry Burleson 704-983-4400

	TIP/WBS No#	DESCRIPTION	LET DATE	COMPLETION DATE	STATUS	CONSTRUCTION COST	CONTRACTOR	PROJECT ADMINISTRATOR	COMMENTS
S	SS-6010AX 49833.3.1	Zion Church Road and Central Heights Drive All- way Stop	October 2022	October 2022		20 K	NCDOT	NCDOT Zach Gardner 704-983-4400	
	SS-6210A 49966	Zion Church Road and Zion Church Road All-way Stop	November 2022	November 2022		121 K	NCDOT	NCDOT Zach Gardner 704-983-4400	Plans being developed for 5 foot widening radii.

Cabarrus-Rowan MPO
Transportation Update
September 14, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
PROJECTS UNDER CONSTRUCTION								
17BP.9.R.82	Replace Bridge #248 over Prong of Grant's Creek on SR 1211 (Kimball Rd) in Rowan County	June 15, 2022	December 31, 2022	10% Complete	\$927,455	Mountain Creek Contractors, Inc.	Kelly Seitz, P.E. (704) 630-3200	Mountain Creek closed the road to traffic on August 22, 2022. Crews are currently working on clearing and bridge demolition. Anticipated construction completion with road opening by the end of December 2022.
47797	Construct turn lanes on SR 2528 (Heilig Rd) at SR 1006 (Faith Rd) to improve safety and congestion	April 30, 2022 (State Forces)	August 1, 2022	100% Complete	\$462,500	State Forces	Mike Hedrick, PE (704) 630-3240	High Impact Low Cost (HILC) project
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	February 1, 2022	January 28, 2025	4% Complete	\$41,332,703	Smith-Rowe	Jeb Smith, PE (704) 630-3220	Smith-Rowe will work on NC-49 from 7am-5:30pm Monday-Friday. No weekend work is anticipated at this time. Smith-Rowe started to install the causeway construction and the bouys. Bridge #3 demolition by mid of September 2022. The project is anticipated to be completed by January 2025.
B-5772 45728.3.1	Replace Bridge #66 over Norfolk Southern RR on SR 1724 (Hurley School Rd) in Rowan County	October 1, 2022	November 11, 2024	0% Complete	\$7,196,375	Smith-Rowe	Kelly Seitz, P.E. (704) 630-3200	A preconstruction meeting was held August 23, 2022. Due to steel storage the bridge girders will not be available until September 2023. With this delay, construction activities will not begin until May 2023.
I-5858 53061.3.GV1 (C204244)	Pavement Rehabilitation on I-85 from US 29/US 601 in China Grove to US 601 (Jake Alexander Blvd) in Salisbury AND from S. of US 52 in Salisbury to N. of SR 2120 (Long Ferry Rd) in Spencer (totaling 10.88 miles)	July 1, 2019	Anticipated July 29, 2022	91% Complete	\$20,098,579	Blythe Development Co.	Jeb Smith, PE (704) 630-3220	Contractor has final pavement markings/markers and punch list remaining. Anticipated completion end of October 2022.
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	March 28, 2022	January 28, 2025	0% Complete	\$13,039,376	J. T. Russell and Sons	Jeb Smith, PE (704) 630-3220	Contractor has begun clearing operations, expect utility crews to be onsite beginning work at Town Creek site early September 2022.
PROJECTS UNDER DEVELOPMENT								
HE-0009	NC 152 Improvements with Proposed Access Road East of I-85/US 601 in China Grove	May 25, 2023	TBD	Planning/Design in Progress	\$4,900,000	TBD	Ryan Newcomb, PE (336) 747-7800	Economic Development project. PE work has started.
HE-0009A	NC 152 Improvements with Proposed Access Road East of I-85/US 601 in China Grove. Intermediate intersection improvements. Widen pavement and construct turn lanes for phase I of roadway improvements.	May 25, 2023	TBD	Planning/Design in Progress	\$1,000,000	TBD	Ryan Newcomb, PE (336) 747-7800	Economic Development project. PE work has started.
HS-2009D	Extend concrete median and install U-turn bulb out on Jake Alexander Blvd east of Morlan Park Rd in Salisbury	October 1, 2023	TBA	ROW Acquisition in progress	\$396,000	TBA	Matt Jones, PE (336) 747-7800	Spot Safety project.
P-5726 47604.3.1 (C204343)	NS Main - Construct Track Improvements, Second Platform, Pedestrian Underpass, Sitework, Retaining Wall, and Signalling Equipment	January 16, 2024	TBA	ROW Acquisition in progress	\$8,600,000	TBA	Matthew Simmons, PE (919) 707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let
P-5726A	Salisbury train station second platform and pedestrian underpass.	March 22, 2023	TBA	ROW Acquisition in progress	\$2,500,000	TBA	Matthew Simmons, PE (919) 707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let
P-5726B	Salisbury Norfolk Southern crossover relocation.	August 30, 2022	TBA	ROW Acquisition in progress	\$4,000,000	TBA	Matthew Simmons, PE (919) 707-4117	* Schedule based on Adjusted 2020-2029 STIP - Raleigh Let
P-5733 47612.3.1	NS Main - Rowan County - Upgrade Station Building, expand waiting space and surface parking	July 15, 2025	TBA	ROW Acquisition July 16, 2024	\$2,370,000	TBA	Matthew Simmons, PE (919) 707-4117	*The PE work for this project has been temporarily suspended.*
R-5860 47548.3.1	Widen to multilanes - US 52 Rowan County Proposed Misenheimer Bypass to Proposed Rockwell Bypass (4.6 miles)	January 1, 2029	TBA	ROW Acquisition Jan. 21, 2027	\$39,321,000	TBA	Laura Sutton, PE (919) 707-6030	DDRL *The PE work for this project has been temporarily suspended.*

Cabarrus-Rowan MPO
Transportation Update
September 14, 2022

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	Post Year Jan., 2040	TBA	ROW Acquisition Jan. 21, 2027	\$39,500,000	TBA	Ryan Newcomb, PE (336) 747-7800	DDRL - Raleigh Let. *The PE work for this project has been temporarily suspended.* Express design update in progress to update project estimate. Project is now on the PE Move Forward List. Working on scope and fee for PE. Request for PE funds to BOT in September.
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	January 1, 2031	TBA	ROW Acquisition June 15, 2028	\$28,400,000	TBA	Ryan Newcomb, PE (336) 747-7800	DDRL - *The PE work for this project has been temporarily suspended.* Express design update in progress to revise project estimate.
U-6130 48321.3.1	Construct ramp and intersection improvements on US 29 at NC 152 in China Grove	August 18, 2026	TBA	ROW Acquisition Aug. 30, 2024	\$2,000,000	TBA	Ryan Newcomb, PE (336) 747-7800	* Schedule based on Adjusted 2020-2029 STIP - Division POC (DPOC) *The PE work for this project has been temporarily suspended.*
W-5709E 44855.3.5	Construct Roundabout and other safety improvements at Intersection NC 153 (Rice Street) and SR 1197 (Cannon Farm Rd) in China Grove	August 31, 2024 Let Date will be revised; Update to be provided	TBA	ROW Acquisition in progress	\$2,500,000	TBA	Matt Jones, PE (336) 747-7800	*Schedule based on Adjusted 2020-2029 STIP - Division POC Let (DPOC) - Project is progressing with design and right of way acquisition. Due to project suspensions, the right of way acquisition and utilities were delayed, and appraisals had to be updated. The Let Date for the project will be delayed; the Division is in discussion with NCDOT Traffic Safety Unit and the STIP unit on project funding and schedule. Right of Way acquisition has also been delayed.
Y-5500IA 80000.2.1.12	SR 1526 (Henderson Grove Church Rd) RR Crossing #724 362M Closure	September 27, 2023	TBA	ROW Acquisition in progress	\$2,950,000	TBA	Matt Jones, PE (336) 747-7800	Division POC Let (DPOC) - R/W Plans Complete (RPC)(09/02/2021)
STATE FORCES CONSTRUCTED PROJECTS								
48921	Construct right turn lane on SR 1210 (Old Beatty Ford Rd) at US 29.	July 26, 2023	TBA	TBA	\$361,000	State Forces	Matt Jones, PE (336) 747-7800	High Impact Low Cost (HILC) project - Project released to move forward. Let date being re-evaluated.
DIVISION BRIDGE PROJECTS UNDER DEVELOPMENT								
15BPR.74	Bridge Rehabilitation - Bridge #137 and #465 on I-85 over Yadkin River.	April 15, 2025	TBA	TBA	\$4,200,000	TBA	Daniel Dagenhart (336) 747-7800	New - In development
17BP.9.R.76	Replace Bridge #81 over Deals Creek on SR 1926 (Hannah's Ferry Rd) in Rowan County	May 17, 2023	TBA	ROW Acquisition in progress	\$750,000	TBA	Daniel Dagenhart (336) 747-7800	Final Plans recieved - FERC permit acquired. We have ran into issues with State properties and multiple State agencies affecting the ROW.
17BP.9.R.80	Replace Bridge #155 over Second Creek on SR 2136 (Agner Rd) in Rowan County	February 15, 2023	TBA	ROW Acquisition in progress	\$750,000	TBA	Daniel Dagenhart (336) 747-7800	FERC Permit underway. Project on schedule.
17BP.9.R.85	Replace Bridge #198 and Bridge #199 over Crane Creek on SR 2529 (St. Paul Church Rd) in Rowan County	May 24, 2023	TBA	ROW Acquisition Oct. 26, 2022	\$1,200,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
17BP.9.R.86	Replace Bridge #205 over Grant's Creek on SR 1516 (Airport Rd) in Rowan County	May 24, 2023	TBA	ROW Acquisition in progress	\$1,000,000	TBA	Daniel Dagenhart (336) 747-7800	Project is on schedule.
17BP.9.R.96	Replace Bridge #254 over Kerr Creek on SR 1547 (Caldwell Rd) in Rowan County	February 28, 2024	TBA	ROW Acquisition Jan. 28, 2023	\$900,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
BP9-R004 BP9-R004.3 (formerly 17BP.9.R.78)	Replace Bridge #235 over Unnamed Creek on SR 1322 (Ebenezer Rd) in Rowan County	February 14, 2024	TBA	ROW Acquisition Oct. 26, 2022	\$750,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
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	August 23, 2024	TBA	ROW Acquisition July 23, 2023	\$1,500,000	TBA	Daniel Dagenhart (336) 747-7800	Planning and Design underway.
LOCALLY ADMINISTERED PROJECTS								
C-5603D 43713.3.4	Construct sidewalks on Old Concord Rd from Ryan St to Jake Alexander Blvd	July 29, 2023	TBA	TBA	\$414,000	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - City of Salisbury - in design. The City has received ROW phase authorization
C-5603H 43713.3.8	Brenner Ave from Statesville Blvd. to W Horah St and Brenner Ave. at Link Ave. in Salisbury	March 31, 2023	TBA	ROW Acquisition in progress	\$643,000	TBA	Wendy Brindle (704) 638-5201	Non-DOT let (LAP) - City of Salisbury - in design. The City has received ROW phase authorization
EB-5619B 56033.3.3	Grants Creek Greenway - Construct Multi-use trail from Kelsey Scott Park to Forestdale Dr in Salisbury	September 29, 2023	TBA	ROW Acquisition in progress	\$1,439,000	TBA	Wendy Brindle (704) 638-5201	*Schedule based on Adjusted 2020-2029 STIP - NON-DOT let (LAP)

Cabarrus-Rowan MPO
Transportation Update
 September 14, 2022

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
LOCALLY ADMINISTERED PROJECTS								
EB-5861	Third Street Greenway from 3rd Street to Yadkin River in Spencer. Construct alternate route, including spur from Grants Creek	September 30, 2024	TBA	TBA	TBA	TBA	Joel Taylor (704) 633-5331	Non-DOT let (LAP) -
HL-0005	Various, City of Salisbury Signal System Upgrade.	September 30, 2022	TBA	Advertised in May 2022	\$429,000	TBA	Wendy Brindle (704) 638-5201	The let date shown will need to be updated upon further coordination with the City of Salisbury. The city has advertised once in May 2022 with no bidders. Project has been readvertised for a Sept. 2022 bid opening.

ROWAN TRANSIT SYSTEM

Be an original.

FY24 Transit 5310 Grant Application

MPO TCC Meeting

September 21, 2022 10:00am

5310 STATE/RURAL

- ▶ Enhanced Mobility of Seniors and Individuals with Disabilities
 - ▶ RVO, TLC, Dialysis-Rural
- ▶ Requesting \$375,000
 - ▶ \$187,500 (50% grant)
 - ▶ \$187,500 (50% match from contract revenue)
 - ▶ Dialysis-Rural (50% match from ROAP funding)

Supports: Rowan Vocational Opportunities, Inc.

- ▶ Non-profit rehabilitation facility providing work adjustment, vocational training and long term or transitory employment & life skills for people with intellectual or developmental disabilities.
- ▶ Daily Schedule
- ▶ Program Options
- ▶ Bi-weekly paycheck



Supports:

- ▶ Community-based adult day service to meet the needs of frail elderly and functionally and/or cognitively impaired adults.

- ▶ Daily Activities
- ▶ Planned Outings
- ▶ Nutritional support
- ▶ Whirlpool/Spa



Supports: **Davita**[®] Kidney Care

- ▶ Provide patients with integrated care whether they are in the early stages of kidney disease, transitioning to dialysis, seeking a kidney transplant or receiving life-sustaining dialysis.





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

September 28, 2022

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,

Meredith Smith, Chair
Cabarrus-Rowan TAC

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

*CABARRUS / ROWAN URBAN AREA
METROPOLITAN PLANNING
ORGANIZATION*



FY 2023 Program of Projects
Rider Transit System

How to Make Comments

The Cabarrus-Rowan Metropolitan Planning Organization (MPO) is holding a public comment period on the Draft Program of Projects document from October 3rd to October 31st. **Please submit any comments on the documents that you may have by Monday, October 31st to:**

email: pconrad@rlcassoc.com

**Mail: Attention: Phil Conrad
Program of Projects
Cabarrus-Rowan MPO
57 Union Street South
Concord, NC 28025**

For additional information or further assistance, call Phil Conrad at (704) 791-0608 or visit the MPO's website at www.crmppo.org. Comments on the public participation process are also welcome.

Locations of Plan Materials:

The document is also available online at www.crmppo.org.

Copies of the Draft Program of Projects document are also available for public review during the review period at the following locations:

- Cabarrus County Planning Department Office
- Rowan County Planning Department Office
- Rider Transit Center

Background

The annual Program of Projects is a list of projects proposed to be funded in a given fiscal year from Federal Transit Formula Grants, any transit discretionary grants, any Federal Highway Funds flexed to FTA for transit improvements, and state formula grant programs. Such projects must also be identified in the MPO-approved Metropolitan Transportation Improvement Program or the Unified Planning Work Program to be eligible for inclusion in the Program of Projects. The Program of Projects provides an additional opportunity for the public to learn about and comment on planned transit grants for the fiscal year.

The Program of Projects may be developed and approved by the designated recipient (the City of Concord - Rider Transit System) or the Metropolitan Planning Organization. The MPO is responsible for the MTIP and the UPWP, and therefore, Rider Transit has elected to use the MPO's public comment process for its program of projects. There are multiple recipients of Federal Transit grants operating in the MPO area (Salisbury Transit and NCDOT for Cabarrus County and Rowan County). The MPO must follow the Public Participation Plan, which for the Program of Projects requires a 28-day public comment period.

FY 2023 Program of Projects

The FY 2023 Program of Projects includes anticipated FTA formula grants under the following programs: Section 5303 Metropolitan Planning, Section 5307 Urbanized Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and Section 5339 Bus and Bus Facilities.

The FY 2023 Program of Projects also includes State Maintenance Assistance Program (SMAP) funds administered by NCDOT.

The Program of Projects also describes funds made available to subrecipients and grant details such as a description, federal funding amount, and matching funds amounts. The proposed program as identified in the Draft Program of Projects will be the final program unless amended.

The MPO will seek public input on the Program of Projects under the MPO Public Participation Program. This includes a 28-day public comment period and a public review to be held at the January 25 TAC meeting. The Transportation Advisory Committee will be the body to approve the document.

Recommended Action: MPO Approval at the January 25 meeting.

Section 5307 Urbanized Area Formula Grants – FY 2023

TG-5103C Preventive Maintenance: Contracted Maintenance Capital Costs

The City of Concord will apply for Federal capital assistance to support the costs associated with using a third-party contractor to provide transit services. Rider Transit provides the vehicles, but the third party contractor provides drivers and maintenance staff necessary to provide public transportation services in the City of Concord. Under FTA rules this is counted as preventive maintenance. Eligible expenses are eligible for up to 80% federal reimbursement. Eligible expenses are capped at no more than 40% of overall third party contractor costs. The proposed grant amount falls under the 40% maximum threshold.

Total Costs:	Federal	Local	State
\$1,500,000	\$1,200,000	\$300,000	N/A

TG-5103A Routine Capital

The City of Concord will apply for Federal routine capital assistance to support the purchase of a bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc.

Total Costs:	Federal	Local	State
\$625,000	\$500,000	\$125,000	N/A

TG-5173 Purchase Replacement Buses

The City of Concord will apply for Federal capital assistance to support the purchase of replacement buses, with eight buses being purchased in FY23 at a Federal share of \$5,440,000, State share of \$680,000, and Local share of \$680,000; and two buses being purchased in FY23 at a Federal share of \$1,360,000, State share of \$170,000, and Local share of \$170,000.

Total Costs:	Federal	Local	State
\$6,800,000	\$5,440,000	\$680,000	\$680,000

TG-5103B Routine Capital – ADA Service

The City of Concord will apply for Federal operating assistance for up to 10% of the total operating costs of ADA Paratransit Services. This includes fuel and operator salaries for this service.

Total Costs:	Federal	Local	State
\$375,000	\$300,000	\$75,000	N/A

TS-5116 Security Enhancements

The City of Concord will utilize at least 1% of 5307 program assistance to enhance security for the Rider Transit system.

Total Costs:	Federal	Local	State
\$25,000	\$25,000	N/A	N/A

TL-0005

Expansion Bus

Total Costs:	Federal	Local	State
\$725,000	\$580,000	\$145,000	N/A

TO-5138

Fixed Route Operating Expenses*

The City of Concord will apply for Federal operating assistance for Rider’s fixed route services. The proposed project will serve the Concord Urbanized Area, and will support public transportation services sponsored by the City of Concord through Rider Transit.

Total Costs:	Federal	Local	State
\$2,713,000	\$1,300,000	\$1,100,000	\$313,000

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – FY 2023

The City of Concord will apply for Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities funding and consistent with the Coordinated Human Services Transportation Plan.

Section 5310 Operating (TA-5128B)

Request operating assistance for competitively selected projects to support transportation services to the elderly and disabled for employment, education, and medical trips.

Total Costs:	Federal:	Local:	State:
\$450,000	\$225,000	\$225,000	N/A

Section 5310 Program Administration (TA-5128C)

Request administrative support to administer the grants, compliance, and reporting program for the City of Concord. Up to 10% of available funds may be used for this purpose.

Total Costs:	Federal:	Local:	State:
\$50,000	\$50,000	N/A	N/A

Section 5310 Capital (TA-5128A)

Request capital assistance for competitively selected projects to support transportation services to the elderly and disabled for employment, education, and medical trips.

Total Costs:	Federal:	Local:	State:
\$625,000	\$500,000	\$125,000	N/A

Section 5339 Bus and Bus Facility Program – FY 2023

Bus and Bus Facilities – Routine Capital (TA-5130A)

The City of Concord may apply for Federal capital assistance to support the purchase of routine capital - bus stop shelters, benches, shop equipment, spare parts, engines, farebox, vehicles, etc. using Section 5339 funds.

Total Costs:	Federal:	Local:	State:
\$250,000	\$200,000	\$50,000	N/A

Bus and Bus Facilities - Expansion Buses (TA-5130B)

The City of Concord may apply for Federal capital assistance to support the purchase bus and paratransit vehicles to support increases in service using Section 5339 funds.

Total Costs:	Federal:	Local:	State:
\$500,000	\$400,000	\$100,000	N/A

Section 5303 Planning Assistance – FY 2023

Planning Assistance – 5303 (TP-5118)

The City of Concord will apply for Federal planning assistance to support transit planning by the Cabarrus-Rowan MPO..

Total Costs:	Federal:	Local:	State:
\$195,639	\$156,511	\$19,564	\$19,564

Specific projects to be considered in FY23:

- Cabarrus County Long Range Public Transit Master Plan implementation
 - Priority 1- System Consolidation and Implementation Plan (Rider Transit and CCTS)
- Customer Satisfaction Survey
- Rider Transit Bus Stop Amenity Program (ongoing)
- Public Transportation Agency Safety Plan
- Bus replacement and expansion procurement
- ADA Paratransit vehicle replacement procurement
- ADA Paratransit scheduling software procurement
- TSA Security Assessment Program

	RIDER TRANSIT						RIDER ADA PARATRANSIT						ROWAN TRANSIT					
	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022	2017	2018	2019	2020	2021	2022
January	32527	28,618	35154	32,795	19,946	13,670	727	786	1014	1233	1064	1291	1394	1382		1281	611	
February	33599	30231	32851	31073	23,498	20,251	755	887	1001	1238	1065	1358	1816	1318		1299	679	
March	34813	32443	35038	25626	36652	23914	932	972	1066	887	1558	1626	1631	1213		1388	737	
April	32820	33153	33822	15732	36209	24336	814	903	1117	550	1555	1474	1697	1229		858		
May	32719	35578	36,735	18,489	36,769	24,130	864	1005	1015	687	1464	1542	1487	1196		651		
June	33,987	38320	36931	22239	35573	26036	837	893	918	997	1370	1638	1659	916		797		
July	32776	36564	37265	22975	27155	24640	819	840	956	1065	1305	1476	1543	694	1378	828		
August	37535	42211	38455	22020	27824		862	995	1041	1191	1233		2018		1425	826		
September	33850	35060	35590	21712	27014		864	895	1076	1231	1286		1667		1413	824		
October	35584	39504	37,727	24,501	28779		957	1147	1175	1024	1304		1670		1412	930		
November	33804	33695	32930	22073	25692		881	972	1132	959	1424		1446		1214	684		
December	32746	30639	32848	19994	24882		885	781	1049	1044	1463		764		1127	721		
Totals	371176	416016	425346	279229	349,993	156,977	10197	11076	12560	12106	16091	10405	18,792	7,948	7,969	11,087	2,027	0

	SALISBURY TRANSIT SYSTEM						SALISBURY ADA PARATRANSIT											
	2017	2018	2019	2020	2021	2022		2018	2019	2020	2021	2022						
January	12497	10192	11588	10836	4631				669	662	605							
February	12872	11786	10819	10426	4495				664	587	553							
March	12973	11945	10813	8444	5069				621	641	711							
April	12144	12075	11383	4344	5058				629	442	737							
May	12871	12139	15528	4230	4698				754	505	673							
June	10964	11581	10983	5406	5225				698	618	762							
July	10777	11581	12228	5987	6240			706	855	605	680							
August	15964	13855	13186	5505	6527			739	854	495	682							
September	13978	11689	11472	5350	6081			532	827	529	659							
October	13214	13304	12645	5758	6087			695	801	590	639							
November	11558	10889	12742	4384	5667			582	644	545	613							
December	11131	9170		5416	7190			492		718	703							
Totals	150943	140206	133387	76086	66968			3746	8016	6937	8017							



North Carolina’s Electric Vehicle Deployment Plan

NCDOT has submitted the state’s Electric Vehicle Deployment Plan to the DOE/DOT Joint Office as required by the [National EV Infrastructure \(NEVI\) Formula Program Guidance](#) provided by the Federal Highway Administration. This plan was developed using the guidance to create a framework to support the build out of the public electric vehicle charging network in the state.

We invite you to visit our [National Electric Vehicle Infrastructure \(NEVI\)](#) (ncdot.gov and then search for “NEVI”) program page to review the Electric Vehicle (EV) Infrastructure Deployment Plan.

The North Carolina EV Infrastructure Deployment Plan is the state’s proposed roadmap to maximize the NEVI Formula Program investment to support an equitable and swift transition to zero-emission vehicles. This plan will continue to evolve based on feedback from ongoing and future public engagement opportunities. We look forward to continuing to work with you on North Carolina’s clean transportation future.

Equity and Transportation Disadvantage Screening Tool

The North Carolina Department of Transportation Integrated Mobility Division (IMD) has developed a new [equity and transportation disadvantage screening tool](#) (<https://storymaps.arcgis.com/stories/7e3bbd00fe014a77b5f1620334209712>), now available for use by NCDOT staff and external partners. The tool includes Environmental Justice (EJ) and Transportation Disadvantage Index (TDI) interactive maps to help transportation professionals understand and visualize areas where residents may have greater likelihood of transportation barriers. IMD hosted a webinar training on August 31. You can view the recording of the training session on the tool’s website shown above.

IMD would appreciate feedback, including ways to enhance data, improve visualizations, and improve scoring methodologies. You can access the feedback form [here](#). Please reach out if you have any questions. Bryan Lopez, Regional Planning Manager in IMD, can assist with technical questions about using the tool (balopez@ncdot.gov).

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

- NCDOT Mission Statement

Get the Latest Travel Information for Your Region

Drivers can find real-time travel information including crash and detour notifications by visiting [DriveNC.gov](#) and using the search filters. You can also subscribe for alerts on [DriveNC.gov](#).

NCDOT Fall Litter Sweep

The 2022 Fall Litter Sweep is taking place Sept. 10-24. In addition to volunteers, NCDOT maintenance crews devote one week of their time to pick up litter and collect orange bags placed on the roadsides by volunteer pickups. Find your local coordinator on <https://www.ncdot.gov/initiatives-policies/environmental/litter-management/Pages/litter-sweep.aspx>



Bipartisan Infrastructure Law Program Opportunities

The IIJA/BIL establishes the [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\)](#) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Resiliency planning funding (up to 10% of the allocated amount) is available (87%/13% match).

The IIJA/BIL establishes the [Carbon Reduction Program \(CRP\)](#), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Eligible projects appear to be similar to CMAQ projects and require a 20% local match.

Contact Us

Roger Castillo

NCDOT TPD

1 S. Wilmington Street
Raleigh, NC 27601

(919) 707-0942

ricastillo@ncdot.gov

Visit us on the web at
www.ncdot.gov

Upcoming	Date
1st Quarter 5303 Claim (July 1, 2022 to Sept. 30 2022) due	October 28, 2022
MPO Evaluation Report due to Transportation Oversight Committee (NCGS 136-200.4)	November 1, 2022
TPD provides MPO planning fund allocations for FY 24	
1st Quarter invoice and work summary due	November 15, 2022

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan) - An update is currently underway
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/biceped/walkbikenc)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#) (or go to ncdot.gov and search: First Commission)

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)