

## TCC MEMBERS

Danny Pleasant, Chair  
Charlotte Department of Transportation

Joe Lesch, Vice-Chair  
Union County

Charlotte Department of Transportation

Charlotte-Douglas International Airport

Charlotte Engineering & Property Management

Charlotte-Mecklenburg Planning Department

Town of Cornelius

Town of Davidson

Town of Fairview

Town of Huntersville

Town of Indian Trail

Iredell County

Town of Marshville

Town of Marvin

Town of Matthews

Mecklenburg County Land Use & Environmental  
Services Agency

Metropolitan Transit Commission

Town of Mineral Springs

Town of Mint Hill

City of Monroe

Town of Mooresville

NCDOT - Division 10

NCDOT - Division 12

NCDOT - Public Transportation Division

NCDOT - Transportation Planning Branch

Town of Pineville

Town of Stallings

City of Statesville

Town of Troutman

Union County

Town of Waxhaw

Town of Weddington

Village of Wesley Chapel

Town of Wingate

Bicycle Focus Area Representative

Greenway Focus Area Representative

Pedestrian Focus Area Representative

Public Health Focus Area Representative

Federal Highway Administration

(Ex-officio member)



# TECHNICAL COORDINATING COMMITTEE

## Agenda Packet

Thursday, February 5, 2015  
10:00 a.m.-Noon

Charlotte-Mecklenburg Government Center  
Room 267 (Second Floor)  
600 East Fourth Street  
Charlotte, NC 28202

### FEBRUARY TCC MEETING AGENDA ITEMS:

1. DRAFT Bonus Allocation and STP-DA Project List
2. Review of DRAFT STIP
3. FY 2015 UPWP Amendments
4. FY 2016 UPWP Development Update

CRTPO Staff Contact:  
Neil Burke, AICP, PTP  
Senior Principal Planner  
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#### ***Title VI Policy***

*It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*





## TECHNICAL COORDINATING COMMITTEE MEETING AGENDA

Thursday, February 5, 2015 | 10:00 a.m.  
Room 267 (second floor), Charlotte-Mecklenburg Government Center  
600 East Fourth Street, Charlotte, NC 28202

1. **WELCOME (5 minutes)** **Danny Pleasant**
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- a. Introductions  
b. Adoption of Today's Agenda

2. **CONSENT AGENDA (5 minutes)** **Danny Pleasant**
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- a. Approval of January 8, 2015 TCC Minutes  
b. TIP Amendments – See attached memorandum

3. **TCC BUSINESS (30 Minutes)**

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- a. **DRAFT Bonus Allocation and STP-DA Project List** **Bill Coxe**  
*ACTION REQUESTED: Recommend to the MPO that it endorse the DRAFT list of Bonus Allocation and STP-DA projects.*

BACKGROUND:

- A subcommittee of TCC members has reviewed, prioritized, and approved the draft project list of Bonus Allocation and STP-DA projects.
- Final action on the Bonus Allocation and STP-DA project lists will be requested of the TCC at the March 5 meeting.

ATTACHMENTS: DRAFT CRTPO Bonus Allocation and STP-DA Project List, DRAFT CRTPO Bonus Allocation and STP-DA Project Maps

4. **TCC INFORMATION REPORTS (60 Minutes)**

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- a. **Review of DRAFT STIP** **Neil Burke**  
BACKGROUND:
- An upcoming schedule for TIP approval will be discussed
  - Issues with projects in the DRAFT TIP will be identified.
  - A preliminary review of MTP amendments as a result of the DRAFT STIP will be conducted.

- b. **FY 2015 Unified Planning Work Program Amendments** **Robert Cook**  
BACKGROUND:
- The current year UPWP may need to be amended to shift funds to task codes in which funding shortfalls are likely to occur due to workloads not anticipated when the program was prepared in early 2014.

- *Amendments may also be necessary to reflect project delays.*

c. **FY 2016 Unified Planning Work Program Development Update**

**Robert Cook**

**BACKGROUND:**

- *The Unified Planning Work Program (UPWP) is adopted annually in accordance with joint Federal Highway Administration/Federal Transit Administration (FHWA/FTA) transportation planning guidelines.*
- *The UPWP describes the planning activities that are anticipated for the coming fiscal year and documents the allocation of state and federal funds associated with each planning activity.*
- *An update on the preparation of the FY 2016 UPWP will be provided.*

5. **OTHER REPORTS (10 Minutes)**

- a. NCDOT Report
- b. Bicycle and Pedestrian Work Group Report
- c. Upcoming Issues

**NCDOT Staff  
Curtis Bridges**

6. **ADJOURN**

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**CRTPO TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**January 8, 2014**

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**Voting Members:** *Chair* - Danny Pleasant (CDOT), *Vice-Chair* – Joe Lesch (Union County), Jonathan Wells – alt for Ed McKinney (C-M Planning), Dan Leaver – alt for David Meachum (Charlotte E&PM) Bill Coxe (Huntersville), Andrew Grant (Cornelius), Andrew Ventresca (Iredell County), Sherry Ashley (Statesville), Erika Martin (Troutman), Ralph Messera (Matthews), John Rose – alt for David McDonald (CATS), Kelsie Anderson ( Mooresville), Scott Cole – alt for Louis Mitchell (NCDOT – Div. 10), David Keilson – alt for Reuben Chandler (NCDOT – Div. 12), Anil Panicker (NCDOT-TPB), Adam McLamb – alt for Scott Kaufhold (Indian Trail), Julian Burton (Weddington), Fern Shubert (Marshville), Travis Johnson (Davidson), Megan Green (Mecklenburg County – LUESA Air Quality), Ken Tippet (Bicycle Focus Area Representative), Dick Winters (Public Health Focus Area Representative), Scott Curry (Pedestrian Focus Area Representative)

**Staff:** Robert Cook (CRTPO), Curtis Bridges (CRTPO), Neil Burke (CRTPO), Candice Leonard (CRTPO), Lee Ainsworth (NCDOT), Stuart Basham (NCDOT-Div. 10), Norm Steinman (CDOT), Andy Grzynski (CDOT), Anna Gallup (CDOT), Tracy Newsome (CDOT), Matt Magnasco (CDOT) Loretta Barren (FHWA)-Phone

**Guests:** Bill Thunberg (LNTC), Todd Steiss (PB), Yolanda Reynolds (Parsons), Paige Hunter (HNTB), Steve Blakely (Kimley-Horn), Meg Fencil (Sustain Charlotte)

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Danny Pleasant opened the meeting at 10:00 a.m. TCC members and guests introduced themselves.

**1. Adoption of the Agenda**

Mr. Pleasant asked if any changes to the agenda are necessary. There were none, therefore; the January agenda was adopted by acclamation.

**2. Consideration of Consent Agenda**

Mr. Pleasant explained that the consent agenda for the January meeting contained three TIP amendments that were included in a memorandum within the agenda packet. Erika Martin made a motion to adopt the consent agenda. Bill Coxe seconded the motion. The motion passed unanimously.

**TCC BUSINESS ITEM**

**3. Election of Officers**

Summary/Action Requested:

Mr. Pleasant stated that it is the responsibility of the TCC to annually elect new officers as the first action item of the first meeting of the year. He then opened the nominations for Chair of the TCC.

Chair Nominations:

Mr. Coxe nominated Mr. Pleasant for Chair of the TCC for 2015. No other nominations were put forth.

Bill Coxe made a motion to close the nominations; Ms. Ashley seconded the motion.

Mr. Danny Pleasant was elected Chair of the TCC for 2015 by acclamation.

Vice-Chair Nominations:

Mr. Coxe nominated Joe Lesch for Vice-Chair of the TCC. No other nominations were put forth. Ms. Ashley made a motion to close the nominations; Dick Winters seconded the motion.

Mr. Joe Lesch was elected Vice-Chair of the TCC for 2015 by acclamation.

## **TCC INFORMATION REPORTS**

### **4a. Review of DRAFT STIP**

Presenter: Neil Burke

Summary:

Mr. Burke provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- The purpose of Mr. Burke's presentation was to review the projects within the CRTPO planning area that were included in the DRAFT STIP that was released on December 4, 2014.
- He indicated that the Work Group made a consensus based decision at the previous meeting to recommend that NCDOT commit the first five years of projects based upon right-of-way or construction date in the DRAFT STIP, with the remaining five years to be re-prioritized in P4.0.
- Mr. Burke explained the adoption schedule for MPOs and the Board of Transportation (BOT).
  - The BOT will consider adopting the STIP in June or July of 2015.
  - 10-year work program will be presented
  - BOT will consider adopting the five-year STIP (2016-2020), and five-year Developmental Program (2021-25)
  - FHWA recognizes the first four years (2016-2019)
  - MPOs must adopt their MTIPs by August of 2015.
- Mr. Burke provided an overview of the CRTPO projects included within the DRAFT STIP by STI tier:
  - Sixteen Statewide Mobility projects at an estimated cost of \$953 million.
    - Five of these projects have right-of-way or construction after 2020 and will be reprioritized
  - There were 21 Regional Impact projects included within the DRAFT STIP at an estimated amount of \$532 million.
    - 15 projects were programmed within Region "E" (Mecklenburg and Union Counties), and 11 of which may be subject to reprioritization under P4.0.
    - 6 projects were programmed within Region "F" (Iredell County), and 2 of which may be subject to reprioritization under P4.0.
  - There were 12 Division Needs projects included within the DRAFT STIP at an estimated amount of \$98 million.
    - 8 projects were programmed within Division 10 (Mecklenburg and Union Counties), and 3 of which may be subject to reprioritization under P4.0.
    - 4 projects were programmed within Region "F" (Iredell County), and none of these projects are subject to reprioritization under P4.0.
  - There were four non-highway projects programmed within the DRAFT STIP at an estimated amount of \$7.8 million.

- While less than one percent of the programmed funds within CRTPO's portion of the DRAFT STIP are non-highway projects, there will likely be additional bicycle, pedestrian, and transit projects programmed with STP-DA funds.
    - 30 bridge replacement projects were programmed within CRTPO's planning area at an estimated amount of \$107 million.
  - Mr. Burke stated that staff will continue the review of the DRAFT STIP by mapping the projects to determine if there are scheduling issues, and coordination with adjacent MPOs on projects that cross jurisdictional boundaries.

Mr. Coxe stated that the project descriptions for the projects along Independence Boulevard (US 74) did not include the parallel roadways. The DRAFT Statewide funding program released in May of 2014 did include the improvements to the parallel roadways, and he explained that this is an important issue to address in the one-on-one discussions with NCDOT staff. Scott Cole explained that he thought the parallel roadways may not have been included in NCDOT's cost estimating for the project, nevertheless; the parallel roadways were always anticipated to be a part of the scope for the Independence Boulevard project, and Division 10 will carry the recommendation to include these roadways forward in the development of this project.

Mr. Cole also mentioned that the second five years of the STIP are the Developmental Program, because it will take these projects at least five years to proceed through the planning and EA process. He explained that Division 10 will start working immediately on advancing the projects in the Developmental Program, and will be engaging the appropriate member jurisdictions in developing the scopes for these projects.

Norm Steinman reminded the TCC that the NC 27 road diet project in the DRAFT STIP is related to the ongoing issue of deleting the Mount Holly bypass from the Thoroughfare Plan to match GCLMPO's CTP. He also stated that even though MPOs must adopt the MTIP by August, the majority of the tasks involved in the effort must occur much sooner, such as MTP amendments, and the air quality conformity modelling process. Anna Gallup stated that the initial interagency consultation meeting with all the Charlotte-area MPOs will occur this afternoon to review the schedule of modelling and air quality conformity tasks that must be completed by March of 2015.

#### **4b. Bonus Allocation and STP-DA Programming Process**

Presenter: Bill Coxe

##### Summary:

Mr. Coxe began his presentation by explaining the distinctions between transportation funding programs to the TCC. The DRAFT STIP is a prescriptive document that is largely determined by NCDOT, with some input from CRTPO. He explained that STP-DA and Bonus Allocation funds offer CRTPO more flexibility in assigning funds to projects in the Charlotte region.

Mr. Coxe explained that the bonus allocation funds have a five-year time period to be obligated to projects once CRTPO has received notice of financial close on the I-77 HOT lane project from NCDOT. He stated that there is approximately \$158 million of bonus allocation funds that will be available from the I-77 HOT project, and these funds must be used on highway-related projects. Mr. Coxe explained that CRTPO is anticipated to receive approximately \$14 million annually in STP-DA funds, and these

funds are more flexible. He stated that the STP-DA funds have a 20% local match, whereas the bonus allocation funds do not require a match.

Mr. Coxe explained that the process of programming the STP-DA and Bonus Allocation funds is complex, and a subcommittee of TCC members is developing a process to jointly program both funding sources to projects. He explained that when this is presented to the MPO, the characteristics of these funds will be explained but a unified list of both STP-DA and bonus allocation projects will be presented. He explained that a subcommittee of TCC members has recommended that only the first five years of the STP-DA funds will be programmed to allow for the greatest amount of the flexibility possible.

Mr. Coxe suggested that these projects along with the projects in the DRAFT STIP could be mapped so the MPO can understand the geographic equity of the funding sources. He also mentioned that the NCDOT-SPOT office has stated that a project converting a grade separated interchange to a HOT lane direct connection interchange would be eligible as a Statewide Mobility tier project for the purposes of bonus allocation.

Mr. Coxe stated that a subcommittee of TCC members met with I-77 Mobility Partners on December 9 to discuss potential projects for partnership within the I-77 HOT corridor. He indicated that the CEOs of the I-77 Mobility Partners appeared to be interested in partnering on projects; however they needed to discuss the details of these projects with their design team. A second meeting will be held with the I-77 Mobility Partners on Friday, January 16.

#### **4c. FY 2016 Unified Planning Work Program**

Presenter: Robert Cook

##### Summary:

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- Mr. Cook explained that there will be approximately \$2 million to program to local projects (PL), basing the amount on the current fiscal year and he did not anticipate changes to that amount. Of that amount, he anticipates \$833,295 to be available for Planning Funds (PL).
- Mr. Cook summarized the results from the call for projects indicating that CRTPO had received nine proposals totaling \$810,075.
- Mr. Cook also summarized a series of other identified projects including the development of the 2045 MTP, travel demand modelling tasks, the congestion management process, amongst other integral MPO tasks.
- He explained that these items will be discussed in further detail at an upcoming UPWP subcommittee meeting on January 15.

#### **4d. Public Involvement Process for the CTP**

Presenter: Robert Cook

##### Summary:

Mr. Cook explained that there have been three discussions at Transportation Staff Meetings over the past several months regarding public involvement. He explained that the outcome of these discussions



has been to have a stakeholder focus, and to provide multiple methods for the public to provide input through social media, webinars, and video opportunities. In particular, he explained that staff will evaluate the feasibility of using the MindMixer software package to receive public involvement on the CTP. Mr. Cook explained that CRTPO and CDOT staff have been working to develop an interactive, online GIS of the CTP that can be used in the public involvement process.

Anil Panicker explained that he has received CTP comments this week from NCDOT-Transportation Planning Branch regarding the MPO expansion areas in Iredell and Union Counties. Mr. Cook responded that these revisions will need to be incorporated into the online GIS prior to the start of the public involvement process.

Mr. Cook explained that the next steps in this process will involve meetings with Corporate Communications and starting the process of preparing the public involvement plan for the CTP in March.

#### **4e. MPO Planning Area Expansion**

Presenter: Andrew Ventresca, Iredell County

##### Summary:

Mr. Ventresca provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- The northern portion of Iredell County (North of the South Yadkin River) is currently part of the Unifour RPO.
- NCDOT has allowed the Greater Hickory MPO (GHMPO) to incorporate the Unifour RPO to streamline its transportation functions and remove duplication on a number of transportation tasks.
- GHMPO has invited the northern portion of Iredell County to join its planning area, however Iredell County staff would prefer to have the entire county within CRTPO for the following reasons:
  - Staff/elected official will no longer be split between two planning organizations
  - Already have a working relationship with CRTPO
  - NC DOT Division 12 has no other jurisdiction in either of the two adjacent RPOs
  - County Commissioners unanimously endorsed staffs preference on January 6th.
- There are two municipalities within the northern portion of Iredell County, however; Love Valley does not have a land use plan making it ineligible to become a member jurisdiction, and the Town of Harmony has no desire to become a member jurisdiction of CRTPO.
- Mr. Ventresca explained that the next steps in this process are to present this to the MPO on January 21, and receive approval from NCDOT and FHWA.

Mr. Cook added that he will make FHWA and NCDOT aware of this request during an interagency review meeting this afternoon in conjunction with the development of the TIP. He also explained that once the expansion is approved a MOU revision will be necessary to incorporate the new area; however, this will not include a thorough review or revision to the document until after the 2020 census. Mr. Cook's preference is for the MPO to approve the expansion without requiring all of the member jurisdictions to sign the amended document.

Anna Gallup explained that her staff has a full workload over the next few months with the modelling tasks related to the TIP process, conformity and MTP amendments. She suggested that the model expansion tasks that would be required with this effort are delayed until CRTPO has adopted the TIP. Mr. Ventresca explained that the Greater Hickory MPO does not have a specific timeframe for merging the two organizations, so the incorporation of the northern section of Iredell County can be postponed until CRTPO has completed the TIP adoption process.

#### **4f. NC 150 Widening Project (R-2307) Multi-Use Path Planning**

Presenter: Kelsie Anderson, Town of Mooresville

##### Summary:

Ms. Anderson provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). The presentation covered the following points:

- A separated Multi-Use path is not included in current design of the new bridge for the westbound travel lanes across Lake Norman linking Iredell and Catawba Counties. The existing two-lane NC 150 bridge will remain in place and become the span carrying the eastbound travel lanes once the project is complete. The existing bridge was recently rehabbed and has a design life of approximately 25 years.
- It has been proposed that a barrier separated multi-use path could be constructed in conjunction with the new westbound bridge structure, with additional on-the-ground multi-use path connections to be constructed at a later date.
- The R-2307 widening project is scheduled for right-of-way acquisition in FY 2017, with a four-year construction schedule to begin in FY 2019.
- This section of NC 150 is part of the Carolina Thread Trail plan, the Lake Norman Bicycle Plan, and is shown in the Mooresville CTP as proposed multi-use path across the bridge into Catawba County.
- NCDOT has proposed a cost share to accommodate the separated multi-use trail in the design of the new westbound bridge structure. The total cost of the bridge structure is \$7.1 million, and the breakdown is as follows:
  - NCDOT (Division 12) would fund: \$3.4 million (48%) of the cost. This could would come off of other project(s) proposed for funding in the DRAFT STIP;
  - Catawba County would fund: \$1.9 million (27%) of the cost;
  - Iredell County would fund: \$1.8 million (25%) of the cost.
- A decision must be made by Iredell and Catawba Counties, and the Town of Mooresville regarding the participation in a cost share to fund a separated multi-use trail across the new bridge as part of the R-2307 widening project by the end of the month.

Ms. Anderson explained that the current cross-section for the project that NCDOT has developed, considers a six-foot paved shoulder, which is compliant with NCDOT pedestrian policy for rural areas. Ken Tippetts explained that he understood NCDOT's policy; however, this type of facility is not safe or inviting for bicyclists or pedestrians along a major bridge crossing. He added that paved shoulders along bridge structures often become saturated with debris, which create safety issues for bicyclists and become a deterrent for use. He expressed significant concern with the shy distance that a six-foot paved shoulder on a bridge would create.

In addition, he emphasized that this would only allow for bicyclists to use a paved shoulder when travelling from Iredell to Catawba County, as there would not be a paved shoulder when travelling west to east, forcing the return trip to share a lane with motorists travelling in excess of 55 miles per hour. Mr. Tippette referenced the popularity of the multi-use path over the Cooper River between Charleston and Mount Pleasant and has drawn economic interest. He suspected that a separated, multi-use path over Lake Norman along NC 150 would have a similar economic impact for the area.

Mr. Tippette also expressed significant concern that a multi-use path and separated facility on the bridge was referenced within the Mooresville CTP, Lake Norman Bicycle Route Plan, and the Iredell County Carolina Thread Trail plan, and NCDOT has neglected this recommendation in their design thus far. Ms. Anderson responded to clarify that NCDOT did contact the jurisdictions in the project area and provided information on how they could contribute to the cost to a separated, multi-use trail on the proposed bridge.

Mr. Ventresca inquired about NCDOT's bicycle and pedestrian accommodations along urban corridors. David Keilson mentioned that the urban section of the R-2307 widening project will include sidewalks along each side of the road and five-foot bicycle lanes. Mr. Ventresca inquired if the rural section of the R-2307 can be considered an urban section by NCDOT standards because it lies within the Charlotte urbanized area. Ms. Anderson responded to state that the Town of Mooresville has asked NCDOT to consider an urban cross-section with sidewalks along both sides leading up to and on the bridge. She explained the issue with this cross-section involves the watershed protection requirements adjacent to Lake Norman would require a closed storm drain design to treat the runoff that is required with this provision.

Mr. Pleasant stated that including a multi-use trail within the design of this project is logical given the development pressures within this area. He added that the quality of infrastructure will drive the quality of development and quality of life in the area.

Mr. Winters asked if the cost per square foot for the additional area required for the separated multi-use trail assumed the same cost as the vehicular lanes. Ms. Anderson stated that they did assume the same cost because the project is still in the preliminary stages of design. Fern Shubert suggested that a revised cost estimate should be requested from NCDOT based upon the intended use of the additional square feet on the bridge structure. She added that there could be potential cost savings if the estimate was calculated for a reduced load bearing that would be acceptable for pedestrian and bicycle traffic as opposed to the standard method of estimating costs based upon the load bearings of cars and trucks.

Mr. Coxe suggested that it may be possible to begin the design phase of the bridge with both a separated multi-use path and a six-foot paved shoulder, and let the potential bidder inform NCDOT of the incremental cost for stakeholders to make a decision at that time. He added that a six-foot shoulder is not a safe or adequate provision for pedestrians or bicyclists along a bridge of this length. Ms. Anderson suggested that an appropriate response to NCDOT's suggested cross-section for the bridge could be to state that a six-foot paved shoulder across the bridge is not an adequate interpretation of the Department's complete streets policy.

Mr. Winters inquired about the use of bonus allocation funds to satisfy the local match. Mr. Coxe stated that NCDOT has prescribed that these funds are programmed to highway projects. Mr. Keilson explained

that he has spoken with the Transportation Program Development unit of NCDOT and they indicated that if STP-DA funds are used on this project, it would be subject to a 20% local match.

Motion:

Ms. Shubert made a motion to request a lower cost design alternative for the R-2307 bridge across Lake Norman which better addressed the intended load bearings for the separated multi-use trail for pedestrians and bicyclists. Scott Curry seconded the motion. Upon being put to a vote, the motion passed unanimously.

**OTHER REPORTS**

**5a. NCDOT Report**

Mr. Keilson provided an update on the I-77 and I-40 (I-3819A) interchange project, indicating that work has slowed down in the winter months, but progress is still being made.

Mr. Cole provided an update on the I-485 widening project as well as the I-85 & I-485 interchange in North East Charlotte. I-485 widening project is in its final traffic pattern and will be completed this spring. The I-85 & I-485 interchange is scheduled for a final inspection this week, and will be open to traffic this spring.

**5b. Bicycle and Pedestrian Work Group Report**

Curtis Bridges reviewed the agenda from the December Bicycle and Pedestrian Work Group meeting and offered a preview of agenda topics for this afternoon's meeting. His PowerPoint presentation can be viewed [here](#).

**5c. Upcoming Issues**

Mr. Burke mentioned that there was an update memorandum within the TCC agenda packet on an external travel data survey that can be viewed [here](#).

**6. Adjourn:** Mr. Pleasant determined that the agenda had been adequately completed and adjourned the meeting at 12:00 p.m.

TO: TCC Members  
 FROM: Neil Burke, AICP, PTP  
 Senior Principal Planner  
 DATE: February 2, 2015  
 SUBJECT: **2012-2018 TIP Amendments for February 5 TCC Consent Agenda**

**REQUEST**

The TCC is requested to recommend to the MPO that it amend the TIP as noted in the table below.

**BACKGROUND**

The following TIP amendments were requested by the NCDOT Transportation Planning Branch. The majority of amendments are for new projects being added to the TIP to begin planning and environmental work, as noted under the Reason heading, *“Expedite delivery of new STI project.”*

TIP #	Description	Proposed Amendment	Reason
R-5721	NC 73, from NC 16 Business (Lincoln County) to W. Catawba Ave	Program for planning and environmental study	Expedite delivery of new STI project
U-2549	Monroe Northern Loop, US 74 to Walkup Ave	Program for planning and environmental study	Expedite delivery of new STI project
U-5007	NC 51, Matthews Township Pkwy to Lawyers Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5762	NC 160 & Hamilton Road intersection improvements	Program for planning and environmental study	Expedite delivery of new STI project
U-5763	NC 51, Sardis Road to E. John St	Program for planning and environmental study	Expedite delivery of new STI project
U-5764	US 74, Hanover Dr to Rocky River Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5765	NC 73, W. Catawba Ave to Northcross Dr	Program for planning and environmental study	Expedite delivery of new STI project
U-5766	NC 160, NC 49 to Shopton	Program for planning and	Expedite delivery of new STI

<b>TIP #</b>	<b>Description</b>	<b>Proposed Amendment</b>	<b>Reason</b>
	Road West	environmental study	project
U-5767	US 21, Northcross Center Court to Westmoreland Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5768	NC 49, John Kirk Dr to I-485	Program for planning and environmental study	Expedite delivery of new STI project
U-5769	NC 16, Rea Road Extension to Cuthbertson Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5771	US 21, Gilead Road to Holly Point Dr	Program for planning and environmental study	Expedite delivery of new STI project
U-5772	NC 115, W.T. Harris Blvd to I-485	Program for planning and environmental study	Expedite delivery of new STI project
U-5803	Eastway Dr/Shamrock Dr intersection improvements	Program for planning and environmental study	Expedite delivery of new STI project
U-5804	S. Trade St, Fullwood Lane to Weddington Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5805	Monroe Road/Rama Road intersection improvements	Program for planning and environmental study	Expedite delivery of new STI project
U-5807	Gilead Road, US 21 to NC 115	Program for planning and environmental study	Expedite delivery of new STI project
U-5908	Chestnut Lane Connector, Matthews-Indian Trail Road to Gribble Road	Program for planning and environmental study	Expedite delivery of new STI project
R-2522	US21/NC 115, Cedar Ave to SR 1336	Program for planning and environmental study	Expedite delivery of new STI project
R-5100	Williamson Road, I-77 to NC 150	Program for planning and environmental study	Expedite delivery of new STI project
U-5779	NC 115, Old Wilkesboro Road to Hartness Road	Program for planning and environmental study	Expedite delivery of new STI project

<b>TIP #</b>	<b>Description</b>	<b>Proposed Amendment</b>	<b>Reason</b>
U-5799	US 21, SR 1933 to Ft. Dobbs Road	Program for planning and environmental study	Expedite delivery of new STI project
U-5816	Oates Road/Midnight Lane, widen to 3 lanes and construct I-77 overpass	Program for planning and environmental study	Expedite delivery of new STI project
U-5817	Fairview Road, extend road over I-77 to connect with Alcove Road	Program for planning and environmental study	Expedite delivery of new STI project
B-5242	Barringer Dr, replace bridge over Irwin Creek	Increase ROW and utility funding; delay construction from FY 16 to FY 17	Requested by City; allow City additional time to complete preconstruction
C-5533	Shopton/Beam roundabout	Delay ROW from FY 15 to FY 16; delay construction from FY 15 to FY 17	Allow additional time for utility relocation
C-5537	Barton Creek greenway, construct connector between Clarks Creek and Mallard Creek greenways	Delay construction from FY 14 to FY 15	Allow additional time for preliminary engineering
C-5538	Tuckaseegee/Berryhill/Thrift roundabout	Delay construction from FY 16 to FY 17	Allow additional time for utility relocation
C-5542	S. Tryon St sidewalk construction, southeast side, from Queen Anne Dr to Nations Ford Road	Delay ROW from FY 13 to FY 15	Allow additional time for design
C-5543	Sunset Road sidewalk construction, south side from I-77 to Statesville Road including sidewalk on I-77 overpass	Delay ROW from FY 14 to FY 15	Allow additional time for design
C-5228	David Cox Road/NC 115 intersection improvements	Delay construction from FY 16 to FY 17	Allow City additional time to complete preconstruction

## DRAFT CRTPO Bonus Allocation and STP-DA Recommended Project List January 30, 2015

Jurisdiction/Sponsor	TIP ID	Project	Project Type	Mode	STI Tier	Proposed Funding Source	Preliminary Cost Estimate (in millions of \$)
Charlotte		I-77 and Oaklawn Avenue overpass modifications	Bridge modification to allow for greenway crossing under Oaklawn Avenue bridge.	Bike/Ped	Statewide	Bonus Allocation	\$1.0
		I-77 and Sunset Road Interchange Improvements	Interchange Improvements	Highway	Statewide	Bonus Allocation	\$12.0
		US 21 Widening (Sunset Road to Harris Blvd)	Environmental Document	Highway	Regional	Bonus Allocation	\$1.0
		Lakeview Road "farm-to-market" Upgrade (US 21 - NC 115)	Upgrade roadway from a rural ditch cross section to a curb and gutter section with sidewalks and bicycle lanes on both sides of roadway.	Highway	Division	Bonus Allocation	\$9.0
		N.University Research Park I-85 Overpass	Overpass on new location	Highway	Division	STP-DA	\$7.4
CATS		Replacement of Fareboxes on CATS buses	Transit Maintenance/Replacement	Transit	Division	STP-DA	\$3.5
Cornelius	C-5621	US 21 & Catawba Avenue Roundabout	Intersection Improvements	Highway	Regional	Bonus Allocation	\$6.7
	J-5767	US 21 Widening (Northcross Center Ct to Westmoreland Rd)	Arterial Widening	Highway	Regional	Bonus Allocation	\$23.0
		NC 115 & Potts Street Intersection Improvement	Intersection Improvements	Highway	Regional	Bonus Allocation	\$6.0
	U-5108	Northcross Drive Extension	New Road on New Location	Highway	Division	Bonus Allocation	\$2.0
		Torrence Chapel Rd & W. Catawba Avenue Intersection Improvements	Intersection Improvements	Highway	Division	Bonus Allocation	\$5.0
		S. Prong Rocky River Greenway (South St-Main Street)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.7
		NC 115 Sidewalk and Bike Lane Modernization (Smith Road - Potts St)	Sidewalk and bicycle lane modernization	Bike/Ped	Division	STP-DA	\$0.2
		McDowell Creek Trib. Greenway (Catawba Ave to Washam Potts Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.4
Davidson		I-77 Exit 30 (Griffith St) Northbound and Southbound Ramps Roundabouts Project	Construct Roundabouts at the North and Southbound Ramp Termini	Highway	Statewide	Bonus Allocation	\$3.0
		Potts-Sloan-Beatty Connector	Construct Roadway on new location	Highway	Division	Bonus Allocation	\$2.2
Huntersville		I-77 & Stumptown Road HOT Lane Interchange	Convert grade separation to HOT Lane Direct Connection interchange	Highway	Statewide	Bonus Allocation	\$30.0
		Torrance Creek Tributary Greenway Underpass of I-77 between Exits 23 and 25	Freeway Widening	Highway	Statewide	Bonus Allocation	\$6.0
		NC 115 Two-Way Pair (Main Street Upgrade)	Upgrade Main Street corridor to effectively handle additional traffic volume from NC 115 corridor.	Highway	Regional	Bonus Allocation	\$5.0
	U-5114	US 21 & Gilead Road Intersection Improvement	Intersection Improvements	Highway	Regional	Bonus Allocation	\$3.5
Indian Trail	U-4714C	Old Monroe Road (Indian Trail Rd - Wesley Chapel-Stouts Rd)	Arterial Widening	Highway	Division	STP-DA	\$7.0
	EB-5723	US 74 Multi-Use Path Indian Trail Western Limit - Sardis Church Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.9
		S. Fork Crooked Creek Greenway (Indian Trail-Fairview Rd - US 74)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.0
Iredell County Area Transit System		Purchase two replacement buses per year over four years (eight buses total)	Replacement of transit rolling stock	Transit	Division	STP-DA	\$0.4
		ICATS office expansion (Feasibility Study/Preliminary Engineering)	Feasibility Study	Transit	Division	STP-DA	\$60k
Matthews	U-4714A	John St (Trade St - I-485)	Arterial Widening	Highway	Division	STP-DA	\$12.3
	R-211EC	I-485 & Weddington Road Interchange	Convert grade separation to interchange	Highway	Division	STP-DA	\$20.0
		Pleasant Plains Road Bicycle Lanes (Trade St - McKee Road)	Construct Bicycle Lanes	Bike/Ped	Division	STP-DA	\$0.2
Monroe	U-2549	Monroe Northern Loop (US 74 to Walkup Av)	New Road on New Location	Highway	Division	STP-DA	\$4.0
Mecklenburg County		Mallard Creek Greenway Connector to CATS Park and Ride in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.1
		Stewart Creek Greenway (State St - Rozzelles Ferry Rd) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.4
		McAlpine Creek Greenway (Green Rea Rd - Johnston Road) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.1
		Sam Newell Road Multi-Use Path (Rice Rd - Crown Pt Elementary School) in Matthews	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.3
		Irwins Creek Greenway (Idlewild Road - Lakeview Circle) in Charlotte	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.9
		McDowell Creek Greenway (NC 73-Torrence Creek Greenway) in Huntersville	Construct new Greenway	Bike/Ped	Division	STP-DA	\$1.6
		Little Sugar Creek Greenway Ext. (Ramblewood Ln in Charlotte to Cadillac St in Pineville)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$2.2
Mooresville		NC 801 and NC 150 Intersection Improvements	Intersection Improvements	Highway	Regional	Bonus Allocation	\$0.6
	U-5817	Fairview Flyover Transportation Network	Construction of additional transportation facilities to support new I-77 overpass.	Highway	Division	Bonus Allocation	\$8.0



**DRAFT CRTPO Bonus Allocation and STP-DA Recommended Project List  
January 30, 2015**

Jurisdiction/Sponsor	TIP ID	Project	Project Type	Mode	STI Tier	Proposed Funding Source	Preliminary Cost Estimate (in millions of \$)
Mooresville	R-2307	NC 150 Widening (Harvel to Perth) [Mooresville portion of local match for bike/ped enhancements]	Municipal portion of participation in Bike/Ped portion of the widening.	Highway	Regional	Bonus Allocation	\$3.2
	R-2307	NC 150 Widening (Harvel to Perth) [Division 12 portion of NCDOT match for bike/ped enhancements]	NCDOT portion of participation in Bike/Ped portion of the widening.	Highway	Regional	Bonus Allocation	\$3.9
		Bellingham Park Greenway Extension to Johnson Dairy Road	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.5
Stallings	U-4913	Idlewild Road (I-485 to Stevens Mill Rd)	Arterial Widening	Highway	Division	STP-DA	\$7.0
Statesville		I-77 and Broad Street Improvements	Bridge Replacement and Corridor Improvement	Highway	Statewide	Bonus Allocation	\$30.0
		Shelton Avenue Multi-Use Path (Garner Bagnal Blvd - Amity Hill Road)	Construct new Greenway	Bike/Ped	Division	STP-DA	\$0.6
Various		Statesville/Charlotte/Rock Hill Corridor Study	Planning Study	Highway	Statewide	Bonus Allocation	\$2.5
		Additional I-77 Direct Access HOT lane interchanges Feasibility Study	Feasibility Study	Highway	Statewide	Bonus Allocation	\$3.0
Wesley Chapel		Weddington Road Sidewalk (Waxhaw-Indian Trail Road to Lester Davis Road)	Construct new Sidewalk	Bike/Ped	Division	STP-DA	\$0.1

# CRTPO DRAFT TIP Projects (2016-2025)



## Legend

- Committed TIP Highway Projects (16-20)
- Committed TIP BikePed Projects (16-20)
- TIP Highway Projects to be Reprioritized (21-25)
- TIP BikePed Projects to be Reprioritized (21-25)

0 5 10 Miles

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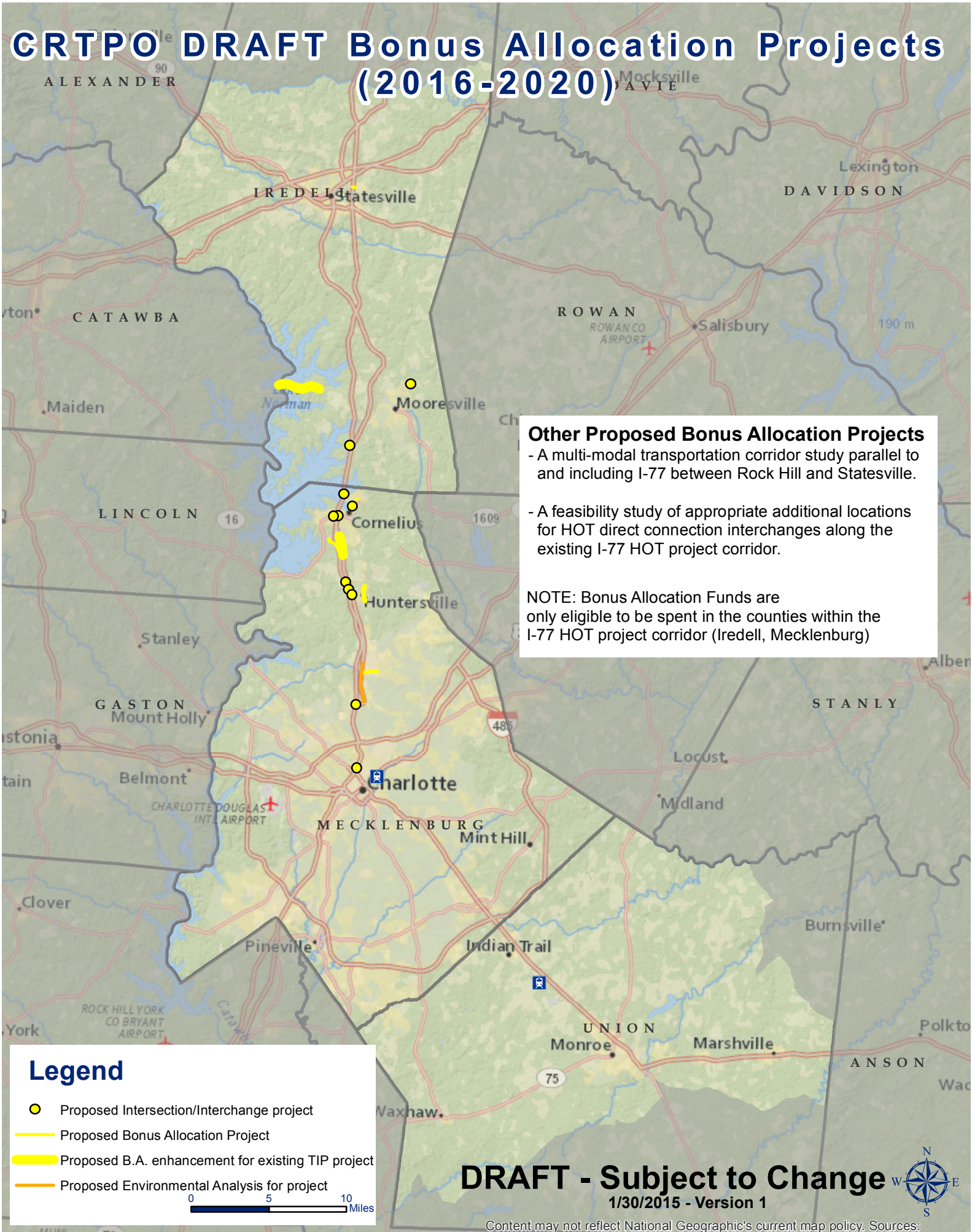
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# CRTPO DRAFT Bonus Allocation Projects (2016-2020)



### Other Proposed Bonus Allocation Projects

- A multi-modal transportation corridor study parallel to and including I-77 between Rock Hill and Statesville.
- A feasibility study of appropriate additional locations for HOT direct connection interchanges along the existing I-77 HOT project corridor.

NOTE: Bonus Allocation Funds are only eligible to be spent in the counties within the I-77 HOT project corridor (Iredell, Mecklenburg)

**Legend**

- Proposed Intersection/Interchange project
- Proposed Bonus Allocation Project
- Proposed B.A. enhancement for existing TIP project
- Proposed Environmental Analysis for project

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# CRTPO DRAFT TIP, STP-DA, and Bonus Allocation Projects

## Other Proposed Bonus Allocation Projects













- A multi-modal transportation corridor study parallel to and including I-77 between Rock Hill and Statesville.
- A feasibility study of appropriate additional locations for HOT direct connection interchanges along the existing I-77 HOT project corridor.

NOTE: Bonus Allocation Funds are only eligible to be spent in the counties within the I-77 HOT project corridor (Iredell, Mecklenburg)

## TRANSIT STP-DA Projects

- CATS: Proposed farebox replacement program on all buses.
- Iredell County Area Transit System: Two replacement buses per year over four years (8 total)
- ICATS office expansion feasibility study and engineering services

## Legend

-  Proposed Intersection/Interchange project
-  STP-DA Interchange Project
-  Committed TIP Highway Projects (16-20)
-  Committed TIP BikePed Projects (16-20)
-  TIP Highway Projects to be Reprioritized (21-25)
-  TIP BikePed Projects to be Reprioritized (21-25)
-  Proposed Bonus Allocation Project
-  Proposed B.A. enhancement for existing TIP project
-  Proposed Environmental Analysis for project
-  Proposed STP-DA Project
-  Proposed STP-DA on Draft TIP project
-  Proposed STP-DA Bike Ped Project



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