



M E C K L E N B U R G - U N I O N  
**METROPOLITAN PLANNING ORGANIZATION**

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www.mumpo.org

CHARLOTTE  
CORNELIUS  
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WAXHAW  
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WESLEY CHAPEL  
WINGATE

**TO:** TCC Members  
**FROM:** Nicholas Polimeni  
MUMPO Principal Planner  
**DATE:** September 30, 2010  
**SUBJECT: Technical Coordinating Committee (TCC) Agenda  
October 2010 TCC Meeting—October 7, 2010**

The October 2010 TCC meeting is scheduled for **Thursday, October 7 at 10:00 AM** in **Room CH-14** of the Charlotte-Mecklenburg Government Center (600 East Fourth Street). Attached is a copy of the agenda.

Please call me at (704) 336-8309 if you have any questions.

**MUMPO TCC**  
**AGENDA**  
**October 7, 2010**

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**1. Consideration of September Meeting Minutes**

Wayne Herron

*ACTION REQUESTED: Approve as presented or with amendments.*

**2. JARC & New Freedom Project Selection (5 minutes)**

Angela Schlottman

*ACTION REQUESTED: FYI*

*BACKGROUND: CATS subcontracted with Centralina Council of Governments to facilitate the selection process for FY 09-10 New Freedom and JARC grant funds. The first round of proposals occurred in August and at that time, not all grant funds were awarded. CATS has subcontracted with Centralina again to facilitate the selection process for a second round of JARC & New Freedom grants.*

**3. Mobility Management Project (5 minutes)**

Debora Sparks

*ACTION REQUESTED: FYI*

*BACKGROUND: The Charlotte-Mecklenburg Council on Aging (CoA) received New Freedom program funding to develop a mobility management program. The project's goal is to create a plan and implementation program to coordinate public transportation services for underserved and underrepresented groups.*

**4. Transit Funding Presentation (20 minutes)**

Jack Flaherty

*ACTION: FYI*

*BACKGROUND: At the July TCC meeting, a request was made for a presentation to be given to the TCC regarding transit funding. As a follow up to that request, the NCDOT Public Transportation Division representative will provide the presentation at the October TCC meeting.*

**5. Proposed I-77 HOT Conversion (North Mecklenburg) (20 minutes)**

Lauren Blackburn

*ACTION REQUESTED: FYI*

*BACKGROUND: The Town of Davidson recently submitted a letter of support for the NCDOT TIGER II grant application for I-77 HOT lanes between Charlotte and Exit 28. The letter also advocated for the expedited environmental review of adding two thru-lanes on I-77 along the two causeways over Lake Norman (between Exits 28 and 32). The Town of Davidson requests that the TCC discuss next steps to adding thru-lanes along the causeways, in order to support the HOT conversion project and improve quality of life in the northern MUMPO region, as well as how adding the lanes fits within the overall I-4750, I-77 widening project.*

*ATTACHMENTS: FS-0112B, 2003 Feasibility Study; I-77 Widening Feasibility Study Comments; I-4750 EIS Comments*

- 6. Monroe Parkway/McKee Road Interface Issues** (15 minutes) Ralph Messera  
*ACTION REQUESTED: FYI*

*BACKGROUND: The current plans for the Monroe Parkway create a number of major access issues for the areas east of the Parkway, and the future McKee road. Among these are the provisions of vital Fire and EMS services that will be severely impacted by the current design. Matthews and Stallings, along with the NCDOT and the NCTA have been discussing alternatives. At the suggestion of NCDOT's Division 10 office, the Towns wish to brief the TCC on the issue.*

- 7. FY 11 Unified Planning Work Program (UPWP)** (10 minutes) Robert Cook  
*ACTION REQUESTED: FYI*

*BACKGROUND: See attached memorandum.*

*ATTACHMENT: Memorandum; NCDOT letter*

- 8. Draft Transportation Improvement Program (TIP)** (15 minutes) Robert Cook  
*ACTION REQUESTED: FYI*

*BACKGROUND: A review of the major issues, as well as an overview of the ongoing process, will be provided. More information regarding the draft TIP can be found on MUMPO's website: [http://mumpo.org/2012-2018\\_Transportation\\_Improvement\\_Program.htm](http://mumpo.org/2012-2018_Transportation_Improvement_Program.htm)*

- 9. Comprehensive Transportation Plan** (5 minutes) Anil Panicker  
*ACTION REQUESTED: FYI*

*BACKGROUND: Update on the status of this project.*

## **10. Adjourn**

**MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE**  
**Summary Meeting Minutes**  
**Charlotte-Mecklenburg Government Center**  
**Room 267**  
**September 3, 2010**

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**Voting Members:** Wayne Herron-Chair (Monroe), Bill Coxe-Vice-Chair (Huntersville), Danny Pleasant (CDOT), Jim Keenan (E&PM), Tim Gibbs – alt. for Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt. for Debra Campbell (C-M Planning), Richard Hancock – alt. for Barry Moose (NCDOT-Div. 10), Anil Panicker (NCDOT-TPB), Adam McLamb – alt. for Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Shannon Martel – alt. for Brian Matthews (Stallings), Amy Helms (Union County), Greg Mahar (Waxhaw), Joshua Langen (Wesley Chapel), Jordan Cook (Weddington), David McDonald (CATS)

**Staff:** Stuart Basham (MUMPO), Robert Cook (MUMPO), Nick Polimeni (MUMPO), Crissy Huffstickler (Planning), Andy Grzymiski (CDOT), Norm Steinman (CDOT), John Rose (CATS), Craig Thomas (Indian Trail), Gwen Cook (Mecklenburg County Park & Recreation), Pate Butler (NCDOT), Loretta Barren – via phone (FHWA)

**Guests:** Carl Gibilaro (PBS&J), Rebecca Yarbrough (CCOG), Angela Schlottman (CCOG), Blair Israel (CCOG), Arlanda Rouse (CATS), Dana Stoogenke (Rocky River RPO), Carroll Gray (Lake Norman Transportation Commission), Srinivas Pulugurtha (UNCC), Jason Stoogenke (WSOC-TV)

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TCC Chairman Wayne Herron opened the meeting at 10:00 AM.

Mr. Herron announced that a request had been made to move the Centralina COG Project Updates item to the top of the agenda.

**1. Centralina COG Project Updates**

**a) Sustainable Communities Planning Grant**

Presenter: Rebecca Yarbrough

Summary/FYI:

Ms. Yarbrough presented the abstract for the grant and described its contents. She outlined the three major objectives of the study, which include public outreach and education, data collection and modeling, and a series of research projects to assess regional needs. Ms. Yarbrough indicated that HUD received over 1,000 applications and there is not a deadline set for announcing the grant award. It was also noted that the LRTP update that is most likely to occur next year, will be done concurrently with the regional study and will not have to wait for the study to be completed (if the grant is awarded to this region).

**b) Regional Transportation Planning Study**

Presenter: Rebecca Yarbrough, Centralina COG

Summary/FYI:

Ms. Yarbrough stated that the benchmarking for the study is almost complete, and noted that some of the cities used for the benchmarking include Atlanta, San Diego, Austin, Tampa-St. Petersburg and Minneapolis-St. Paul. She also indicated that the advisory group is scheduled to meet on September 24. They will be thinking about next steps. Finally, Ms. Yarbrough announced that a major rollout of the study will be presented to MPOs and RPOs in October, after the advisory group has met.

## **2. Consideration of August Meeting Minutes**

Mr. Herron noted one minor change to the August minutes and asked if there were any other changes needed to the August minutes. Mr. Wells made a motion to approve the August minutes. Mr. Coxe seconded the motion. The motion passed unanimously.

## **3. JARC & New Freedom Project Selection**

Presenter: Angela Schlottman, Centralina COG

### Summary/Action:

Ms. Schlottman described the Job Access and Reverse Commute (JARC) and New Freedom funding sources, and the selection process used by the selection committee to determine the projects to be recommended for funding. She indicated that seven applications were received, but that the selection committee determined that one of the applications did not meet the requirements of either funding source. Ms. Schlottman provided the scores for the remaining six applications, and stated that there were enough funds provided to fund all six projects (four JARC projects and two New Freedom projects). Additional funds will be left over from both funding sources after the six projects are funded. Inquiries by the TCC were made regarding the use of the left over funds. Ms. Schlottman indicated that CATS would decide what to do with the funds, whether to reallocate them in this region or return them to the federal pot of money. Mr. Messera proposed making a motion to recommend that CATS keep the money in this region.

Prior to a motion being made, Mr. Rose, of CATS, requested that he be withdrawn from the vote in order to avoid any conflict of interest. Mr. Herron stated that a vote was necessary for a voting member to be withdrawn from a vote. Mr. Messera made a motion to allow Mr. Rose to be withdrawn from the vote. Mr. Coxe seconded the motion. The motion passed unanimously.

### Motion:

Mr. Coxe made a motion to approve the funding of the JARC and New Freedom applications as presented, based on the recommendation of the selection committee. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

A motion was made to allow Mr. Rose to continue the meeting as a voting participant. The motion passed unanimously.

Mr. Messera made a motion to have CATS look into the possibility of reallocating the remaining JARC and New Freedom funds within the region by conducting another call for projects. Mr. Coxe seconded the motion. The motion passed unanimously.

## **4. Lake Norman Bike Plan**

Presenter: Blair Israel, Centralina COG

### Summary/Action:

Mr. Israel provided a status update on the Lake Norman Bike Plan, as well as a brochure that was recently printed. He also indicated that although the TCC had previously “endorsed” the bike plan, it is now being requested that the TCC “adopt” the Lake Norman Bike Plan. Mr. Israel announced that a MOU has been prepared that includes the creation of a task force, which MUMPO is also being asked to adopt and commit to. The task force requires no financial obligation. Mr. Gibbs stated that Ken Tippette, the CDOT Bicycle Program Manager, supports the task force and has agreed to participate.

Mr. Coxe suggested that it include involvement from NCDOT's Division 10 and 12 offices.

Motion:

Mr. Gibbs made a motion to recommend that the MPO adopt the project's MUMPO components and authorize the chairman of the MPO to execute the memorandum of understanding. Mr. Coxe seconded the motion. Upon being put to a vote, the motion passed unanimously.

**5. Mobility Fund Comments**

Presenter: Nicholas Polimeni

Summary/Action:

Mr. Polimeni described the origin and purpose of the Mobility Fund, and also discussed the request for comments by NCDOT regarding criteria that will be developed to help rank eligible projects. He noted that comments had been developed at a prior transportation staff meeting and that the TCC is being asked to endorse those comments to send to NCDOT.

Mr. McDonald, of CATS, stated that he had prepared his own comments, which he passed out and discussed. The comments consisted of the following:

- Criteria should not favor a Statewide project over a Regional project, but should evaluate all projects based upon merit
- The TIGER and TIGER II process model should be considered
- The Mobility Fund should encourage a local financial commitment
- Innovative project delivery and/or financing should be encouraged

A discussion followed that touched on the following issues:

- Cost/benefit and how it would factor in
- Statewide vs. Regional projects (it was noted that SPOT was contacted and no definition of statewide or regional has been determined with regard to the Mobility Fund criteria)
- What would a local commitment consist of
- The equity formula has not done a good job of funding large statewide projects so perhaps the Mobility Fund will be a starting point for accomplishing some of those larger projects

Mr. McDonald concluded his statements by indicating that CATS simply wanted the TCC to be aware of their issues, and that CATS will submit their comments separate from the TCC comments. It was also suggested that MUMPO consult with other MPOs as the process continues. Finally, it was noted that it is important to hear from all parties and that the current comments can be added to or modified in the future if necessary; however, the TCC comments should remain as they are to be submitted by the September 9 deadline, with the exception of some additional language that MUMPO will continue an ongoing discussion of the Mobility Fund and continue to provide comments to SPOT as the process to develop criteria continues.

Motion:

Mr. Pleasant made a motion to endorse the comments with the added language that the TCC will continue to monitor the process and provide additional feedback. Mr. Rose seconded the motion. Upon being put to a vote, the motion passed unanimously.

## **6. Draft Transportation Improvement Program (TIP)**

Presenter: Robert Cook

### Summary/FYI:

Mr. Cook stated that NCDOT released the draft 2012-2018 TIP in early August and that staff and the TCC had begun its review of the document. Two of the most critical issues that will need to be addressed are the proposed project delays and accelerations, and the allocation of STP-DA funds to current and future projects. Adoption of the TIP is anticipated for spring 2011, and in addition to the adoption, three other actions will be needed: an air quality determination for the TIP; an amendment to the LRTP (if the proposed project delays and accelerations are approved); a LRTP conformity determination. Mr. Cook said that the Wednesday staff meetings would be the venue for most of the serious analysis and review. He also noted that the draft TIP would be the subject of the education session preceding the September MPO meeting and that TCC members were encouraged to attend.

## **7. Monroe Parkway Status Update**

Presenter: Carl Gibilaro, PBS&J

### Summary/FYI:

Mr. Gibilaro announced that the Record of Decision was approved, and also reported on the following:

- Three teams have been shortlisted for Design/Build
- Early right-of-way acquisitions will begin soon
- Small design changes could take place as the design is finalized

Mr. Gibilaro also thanked the TCC and MUMPO for their involvement and support of the project. Mr. Herron responded by thanking the NCTA and its consultants for all of their hard work on the project. Mr. Coxe asked if holding a spot on the TCC agenda for a standing, monthly report of the project is still necessary. The TCC had no preference and left the item open, to be determined later.

## **8. Comprehensive Transportation Plan (CTP)**

Presenter: Anil Panicker, NCDOT

### Summary / FYI:

Mr. Panicker announced that the next subcommittee meeting of the CTP will take place on Wednesday, September 15, and the meeting will focus on public outreach.

### **Miscellaneous Announcements**

Mr. Steinman, of CDOT, announced that a lot of activity has taken place with respect to the Complete Streets Advisory Group. It is now working on content. Specifically, the content items include: land use, level of service, transit facilities, street classifications, intersections and signalization, and cross sections. He indicated that Tracy Newsome, of CDOT, who is co-chair of the advisory group, will be working on the intersections and signalization portion of the content, and he requested that this item be discussed regularly at the Wednesday transportation staff meetings. Mr. Coxe noted that perhaps there could be some collaboration between the complete streets work and the CTP work.

**9. Adjourn:** The meeting was adjourned at 11:30 AM.

**FEASIBILITY STUDY**  
**Widening of I-77 From South of NC 73 to I-40**

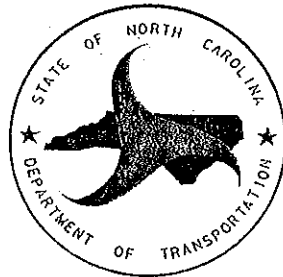
Mecklenburg/Iredell Counties

Division 10/12

FS-0112B

Prepared For:

N.C. Department of Transportation



*Derrick W. Lewis*

Derrick W. Lewis, P. E.  
Feasibility Studies Unit Head

*9/25/03*  
Date

Prepared By:



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*J. T. Peacock, Jr.*  
J. T. Peacock, Jr., P. E.  
Senior Associate

*B. Keith Skinner*  
B. Keith Skinner, P. E.  
Associate

*9/24/03*  
Date



**Widening of I-77**  
**Mecklenburg/Iredell Counties**  
**Division 10/12**  
**FS-0112B**

**I. General Description**

This feasibility study describes the proposed widening of I-77 from the I-3311B project, which ends south of NC 73 near Huntersville in Mecklenburg County to I-40 near Statesville in Iredell County. This study addresses widening I-77 from the existing four-lane freeway to a basic eight-lane freeway. The median width is variable but the majority of this project will have a 22-foot median with a concrete median barrier. The proposed widening of I-77 will have an approximate length of 27 miles. See Figure 1 for a vicinity map showing the project's location.

The recommended cross section is an eight-lane roadway designed to interstate standards. The existing roadway will be reconstructed by total slab replacement of the existing pavement with a full depth concrete pavement structure. See Figure 2 for the typical cross sections for these proposed improvements. The median width for the proposed typical sections will vary along the project since the existing median width is also variable. The sections of I-77 from approximately 4,630 feet south of NC 73 (Sam Furr Road) to 3,600 feet north of SR 2147 (Westmoreland Road), from 500 feet north of SR 1302 (Cornelius Road) to existing rest stop at Lake Norman, and from 3,250 feet north of SR 1001 (Ostwalt Amity Road) to 3,900 feet south of SR 2342 (Amity Hill Road) all have a minimum existing median width of 70 feet. These sections will allow widening to the inside to achieve the proposed eight-lane section. The sections of I-77 from 3,400 feet north of SR 1102 (Langtree Road) to 900 feet south of SR (Amity Hill Road), from 3,600 feet north of SR 2147 (Westmoreland Road) to 3,400 feet north of SR 1102 (Langtree Road) and from 900 feet south of SR 2342 (Amity Hill Road) to I-40 have an existing width of 46 feet, 36 feet and 30 feet; respectfully, therefore widening will be needed on the outside as well as the median side to achieve the proposed typical section.

All existing bridges on I-77 will need to be widened or replaced due to the construction of additional travel lanes. Also, some of the existing -Y- line bridges over I-77 will have to be replaced due to the widening of I-77. Table I lists each location of the bridges to be impacted by this widening project and describes whether or not the bridge is to be widened or replaced.

TABLE I

LOCATION	MAINLINE BRIDGES TO BE WIDENED	-Y- LINE BRIDGES TO BE REPLACED
Lake Norman	✓	
US 21	✓	
Abandoned Southern Railroad	✓	
Third Creek	✓	
Fourth Creek	✓	
Southern Railroad		✓
SR 2320 (Murdock Road)		✓
US 21 - SR 5544		✓
US 70		✓
SR 2158 (Griffith Street)		✓
SR 1102 (Langtree Road)		✓
SR 1109 (Centre Church)		✓
LOCATION	MAINLINE BRIDGES TO BE WIDENED	-Y- LINE BRIDGES TO BE REPLACED

SR 1100 (Mayhew Road)		✓
NC 150		✓
SR 1302 (Cornelius Road)		✓
SR 1311 (Rankinhill Road)		✓
SR 1312 (Flower House Loop)		✓
SR 2375 (Houston Road)		✓
SR 1001 (Ostwalt Amity Road)		✓
SR 2342 (Amity Hill Road)		✓
SR 2321 (East Broad Street)		✓
US 64		✓

Many of the existing interchanges along the study corridor will need to be reconstructed as a result of the proposed widening as well as to accommodate the projected traffic. Consideration should be given to converting the US 21/SR 5544 (FS-0310B), US 21 (Exit 33), and NC 150 interchanges into "single-point urban" interchanges. The bridge at the interchange with SR 2342 will need to be rebuilt to accommodate the new I-77 cross section. The interchanges at US 70 and SR 2320 will need to be reconstructed to include collector distributor lanes in order to minimize the adverse impacts of weaving vehicles on I-77. The interchange at SR 2321 currently contains substandard loop radii. Therefore, we recommend the loop located in the northwest quadrant be enlarged and the loop on the southeast quadrant eliminated. A ramp will need to be added in the northeast quadrant of this interchange.

It should be noted that, in later planning stages of this project, a more detailed investigation of the abandoned Southern Railroad should be conducted to determine if the existing dual bridges over the abandoned railroad needs to be widened or removed completely and replaced with a fill section. Also, the existing causeway at Lake Norman will need to be widened to accommodate the eight lane cross section. Rock embankment and plating are recommended in this area.

This study is the initial step in the planning and design process for this project and is not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the proposed project including costs, and to identify potential problems that may require consideration in the planning and design phases.

## II. Need for Project

The purpose of this project is to reduce congestion along I-77 between NC 73 (Sam Furr Road) and I-40 in Mecklenburg/Iredell Counties by constructing two additional lanes in each direction increasing the total travel lanes in each direction to four. These improvements will also address safety concerns for this major route between the cities of Huntersville and Statesville in North Carolina. The proposed median concrete barrier should eliminate the potential for head on collisions by vehicles passing across the median. Also, the newly constructed bridges over I-77 should not have shoulder piers, which will greatly reduce "roadside hazards" along the project. The proposed typical section will also increase the inside paved shoulders on I-77 from 4 feet to 10 feet allowing stalled vehicles in the inside lane to completely leave the travel lanes.

The three-year accident analysis for the length of this project indicates a severity index of 6.45, which is slightly above the statewide average of 6.14 (for rural interstates).

### III. Traffic Control During Construction

Because of the high traffic volumes on I-77, two lanes in each direction will need to be maintained during construction. As a result, traffic will need to be shifted to the shoulders during construction. Therefore, full depth paved shoulders will be required along I-77.

Maintaining traffic while bridges over I-77 are being rebuilt is also required. It is recommended that temporary detour bridges be constructed at SR 2158 (Griffith Street), SR 1302 (Cornelius Road), SR 1311 (Rankinhill Road), SR 1312 (Flower House Loop), SR 2375 (Houston Road), SR 1001 (Ostwalt Amity Road), SR 2321 (East Broad Street) and US 64. All of these locations will require construction easements for the temporary bridges. It is also recommended that the existing bridge at SR 2342 (Amity Hill Road) be used as a detour while a new bridge is built adjacent to the existing structure. As a result, a slight realignment of SR 2342 will be necessary, but should not require additional right-of-way or a change in the design speed of the roadway.

### IV. Traffic Operations

The purpose of this section is to explain the status of future traffic operations for the proposed facility and to recommend additional measures needed to ensure that traffic would operate at acceptable levels of service (LOS).

The estimated base year 2005 Average Daily Traffic (ADT) volumes for this study section of I-77 range from 53,460 to 88,500 vehicles per day (vpd). The estimated design year 2025 ADT volumes range from 80,900 to 128,700 vpd.

According to NCDOT guidelines, projects should be designed to operate at least at a LOS D in the design year (2025). All segments within this study area meet this criteria for the design year utilizing an 8-lane, divided, interstate type cross section.

### V. Costs

Table II illustrates the estimated construction and right-of-way costs for this proposed project. For this study, the costs were broken up into three sections as shown below:

TABLE II

SECTION	DESCRIPTION	LENGTH (Miles)	CONSTRUCTION COST	R/W COST	TOTAL COST
1	From NC 73 (Sam Furr Road) to About 2 Miles South of the US 70 / I-77 Interchange.	22.5	\$402,500,000	\$15,500,000	\$418,000,000
2	From about 2 Miles South of the US 70 / I-77 Interchange to the I-40 / I-77 Interchange	4.5	\$119,100,000	\$27,000,000	\$146,500,000
3	Proposed SPUJ Modifications for the US 21-SR 5544 / I-77 Interchange (FS-0310B)	N/A	\$27,000,000	\$6,500,000	\$33,400,000
TOTALS:		27.0	\$549,000,000	\$49,000,000	\$598,000,000

## VI. Other Alternatives Studied

Widening the existing four-lane section of I-77 to a six-lane section was also considered for the corridor. The widening for this alternative would occur in the median. To determine if this section would operate at an acceptable LOS in the design year 2025, the "Multilane Module" of the HCS2000 software package was used to analyze sections of the corridor study. It was determined that all sections would operate a LOS F for the design year 2025 except for the section of roadway between NC 150 and US 21. Typically, capacity for roadways is acceptable in a range from LOS A to D. Since the majority of the six-lane study operates at a LOS F in the design year 2025, this alternative is not acceptable. Also, since a full depth section of roadway is needed to the outside for traffic control purposes utilizing this pavement for an eight-lane section would be more appropriate.

A proposed rail line within the I-77 corridor was also considered. However, to accommodate a rail line, it was determined that the study area would need massive reconstruction including all bridges and interchanges. Therefore it was determined that the analysis and study required for a possible rail corridor along I-77 was beyond the scope of this feasibility study.

## VII. TIP Projects In The Vicinity

The following TIP Projects are located in the vicinity of this feasibility study project (FS0112B):

**I-3819:** I-40/I-77, modifications of interchange area. This project includes I-2514, (SR 2171, Jane Sowers Road) convert grade separation to an interchange.

**I-4411:** SR 1102 (Langtree Road), convert grade separation to an interchange.

**R-3833:** SR1100 (Brawley School Road) from SR 1177 (River Loop Road) to US 21, widen to Multi-lanes with Interchange at I-77

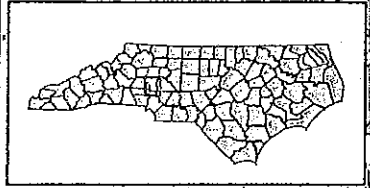
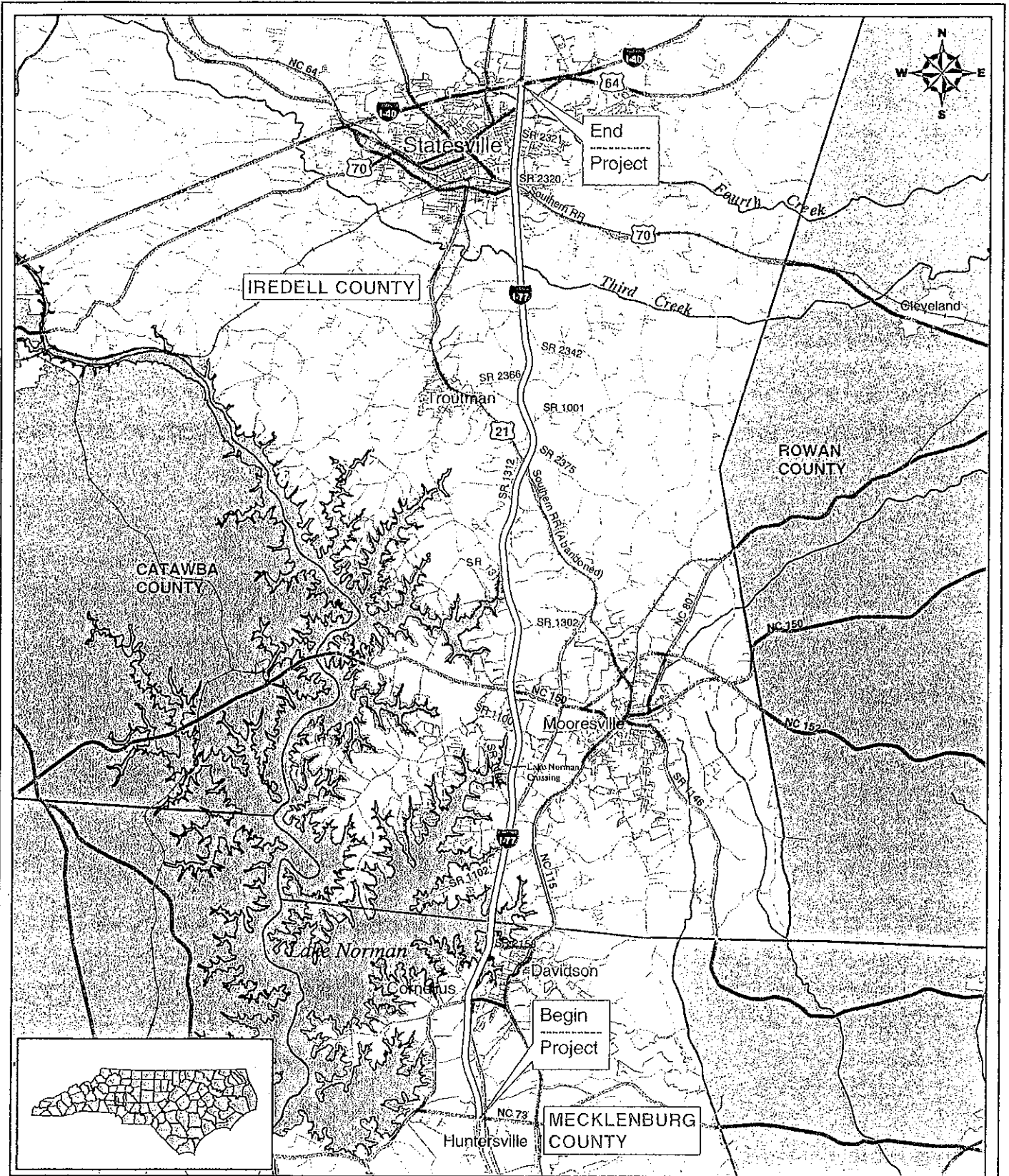
**I-3311:** I-77, add additional lanes from 5<sup>TH</sup> Street in Charlotte to NC 73 (Sam Furr Road).

**R-2555:** SR 5544 (West Catawba Avenue), widen to five (5) lanes from NC 73 (Sam Furr Road) to East of SR 2195 (Torrence Chapel Road).

## VIII. Additional Comments

An exhaustive environmental screening was not conducted for this study. However, the following items were identified as needing more detailed analyses during future planning and/or design phases:

- Maintenance of existing traffic for all bridge replacements along the project.
- Future Yadkin - Pee Dee River Buffer Rules will have to be accommodated.
- Careful study of all weaving areas between the US 70 and SR 2320 (Murdock Road) Interchanges.
- Investigation of the abandoned Southern Railroad.



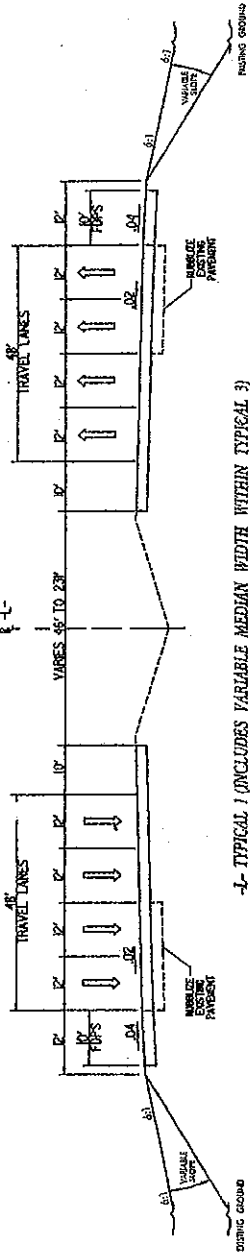
# I-77 Widening

Just South of NC 73 North to I-40

Figure 1

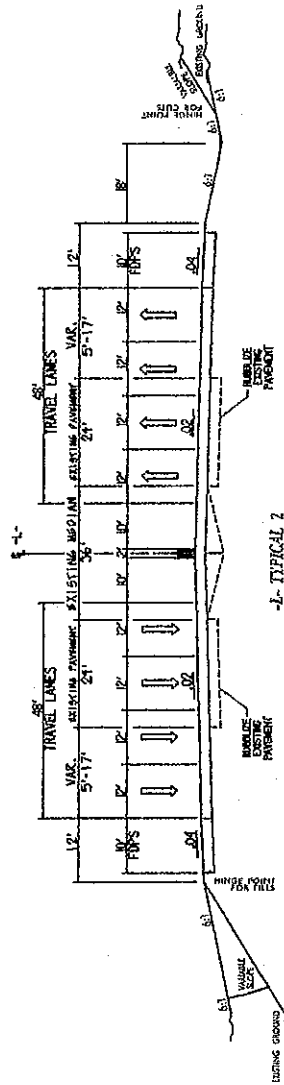


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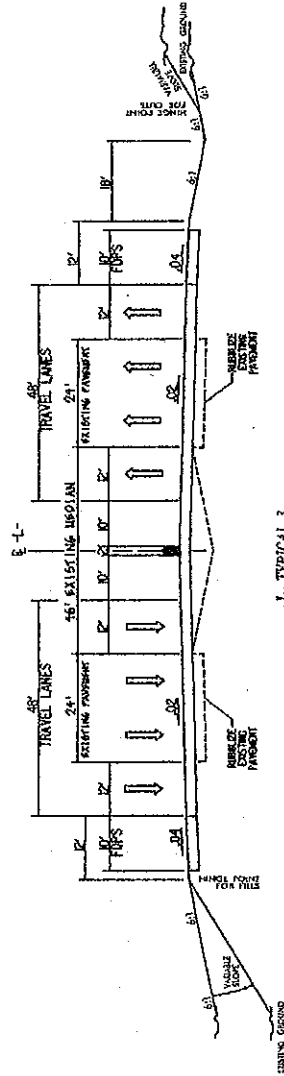
-L- TYPICAL 1 (INCLUDES VARIABLE MEDIAN WIDTH WITHIN TYPICAL 3)

FROM 4,630 FT SOUTH OF SR 245 (FURR RD) TO 3,600 FT NORTH OF SR 247 (WESTMORELAND RD.)  
 FROM 500 FT NORTH OF SR 1302 (CORNELIUS RD.) TO EXISTING REST STOP AT LAKE NORMAN  
 FROM 3,250 FT NORTH OF SR 100 (OSTWALT AMITY RD.) TO 3,900 FT SOUTH OF SR 2342 (AMITY HILL RD.)



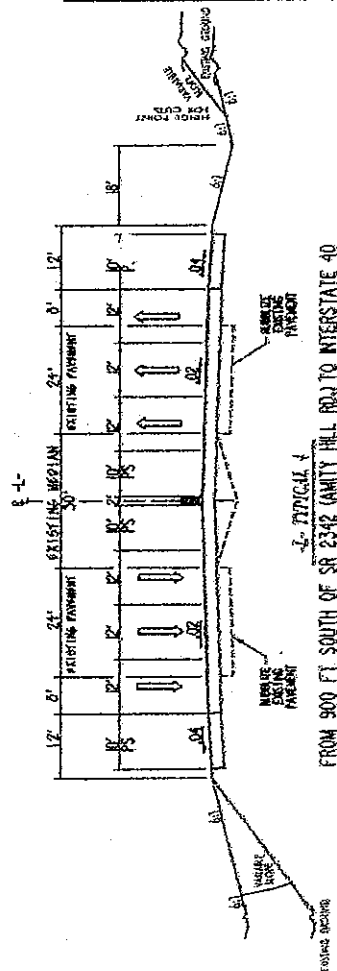
-L- TYPICAL 2

FROM 3,600 FT NORTH OF SR 247 (WESTMORELAND RD.) TO 3,400 FT NORTH OF SR 102 (LANGTREE RD.)



-L- TYPICAL 3

FROM 3,400 FT NORTH OF SR 102 (LANGTREE RD.) TO 900 FT SOUTH OF SR 2342 (AMITY HILL RD.)




-L- TYPICAL 4

FROM 900 FT SOUTH OF SR 2342 (AMITY HILL RD.) TO INTERSTATE 40



# TYPICAL SECTIONS FOR I-77 WIDENING IREDELL COUNTY

## FIGURE 2

  
 FEDERAL ENGINEER & ARCHITECT  
 CONSULTING ENGINEERS  
 RALEIGH, NORTH CAROLINA  
 FEDERAL DEVELOPMENT BANKERS  
 N.C. DEPARTMENT OF TRANSPORTATION  
 P.O. BOX 2500  
 RALEIGH, N.C. 27602

**From:** Bill Coxe

**Sent:** Monday, January 28, 2008 5:11 PM

**To:** Andrew Grant

**Cc:** Barry Moose; Mike Holder; Richard Hancock; Jonathan Parker; Bob Cook; Wayne Herron; Tim Gibbs; Van Argabright; Derrick Lewis; Jack Simoneau; Gerry Vincent; Greg Ferguson; Karen Floyd; Kris Krider; Lauren Blackburn; Justin Carroll; Zac Gordon; Lynn Purnell

**Subject:** I-77 widening feasibility study

**Attachments:** feasibility study.pdf

Andrew,

Jonathan Parker with NCDOT located and sent me a copy of the feasibility study for the I-77 widening from NC 73 to I-40. I scanned it and have attached it for the benefit of the Mayors' Transportation Committee.

When you forward it, please do so with the following caveats:

- 1) To the best of my knowledge, the study had no local or MUMPO involvement other than possibly in the projection of future traffic.
- 2) The study recommends a simple 8 lane cross-section for I-77. This DOES NOT correspond to the recommendations of the I-77 Sub-Area Study, produced in December, 2001. That study recommends 8 general purpose lanes, 2 HOV lanes in the median, and strengthened outside shoulders for bus operations. The EIS required under the TIP process must consider these recommendations.
- 3) The feasibility study indicates it analyzed a rail line in the I-77 corridor and found it would require massive reconstruction of all bridges and interchanges and would be beyond the scope of the study. (If you look at the chart showing bridges and interchanges to be widened and replaced, it looks like the road widening would do that as well!) The study apparently did not analyze the impact of commuter rail operations on the Norfolk-Southern O line as a complement to the I-77 travel needs. The EIS should do so, including an examination of extending operations to Statesville.
- 4) The study assumes the existing causeways across Lake Norman can be widened by the use of rock embankment and plating. Without substantial buy-in from the natural resource agencies that will be involved in the planning, this is not a safe assumption.
- 5) The cost estimate included in the feasibility study was prepared in 2003 and is actually greater than the cost reflected in the draft TIP. It may be that some of the cost near the I-77/I-40 interchange is in a different project in the TIP, I cannot tell. Extreme caution should be used in using these numbers since there may have been a slight escalation in construction cost over the last 4 ½ years!

Bill

William S. Coxe

Transportation Planner

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**From:** Bill Cox  
**To:** [Teresa Hart](#)  
**Cc:** [Barry Moose](#); [Mike Holder](#); [Bob Cook](#); [Carroll Gray](#)  
**Subject:** status of I-4750 EIS  
**Date:** Wednesday, July 28, 2010 5:07:00 PM  
**Attachments:** [map from 2010 ULI report.pdf](#)

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Hi Teresa, hope all is well with you and yours.

I'm writing to inquire as to the status of the environmental study for TIP project I-4750, the widening of I-77 from NC 73 to I-40. I know the study was never begun due to funding issues but a few months ago, Barry said that he and Mike hope it will soon be resurrected.

Bob Cook and I were in a meeting at lunch with a group of planners from northern Mecklenburg and south Iredell County to talk about some north/south transportation issues here in our area. The instigators of the discussion were the Lake Norman Transportation Commission (LNTC.) The LNTC is a body that has formed among Huntersville, Cornelius, Davidson, and Mooresville with ex-officio representation from Charlotte to discuss primarily matters of mutual concern related to transportation. Barry and Mike have attended some of their meetings and are viewed as extremely valued partners. We are also all assuming that Mooresville will join the MUMPO (or whatever its new title will be) after we get the new urbanized boundaries from the Census work and we are beginning staff level discussions to help smooth that process.

The LNTC's work plan for this coming year includes investigating a proposal for a "parkway" to run east of and parallel to I-77, north and south between I-485 in Charlotte and a point somewhere south of Mooresville. This proposal (map attached) stems from a report by ULI after a recent Advisory Services Panel analysis of this area. Part of the rationale for this parkway is to provide a parallel route to I-77 during non-recurring (and recurring) congestion events since NC 115 is the only such route today and really cannot be widened through the respective towns.

As we discussed this, it became clear to me that the issue of this regional travel need is wrapped up in the discussion of I-77's function as well as the North rail rapid transit proposal. It seemed to me that the best venue for this sort of robust discussion is the environmental study of the I-77 widening. I say this because of my strong belief that I-77 currently wrestles with its role in local, regional, intra and inter-state travel in this corridor (and I use the term corridor widely.) To consider just I-77 widening in an environmental document would to me be skirting the issue of this corridor-wide need and I believe not fulfill our charge to fully investigate national, state, and local travel and community needs in the corridor. I believe that this thought is shared (with varying levels of fervor of course!) by most if not all of those around the table today.

So, this is a long way of explaining my question on the status of the environmental study but I thought you ought to know some of the current thinking.

Take care and stay cool!  
Bill



# Planning and Development Strategies

The panel's recommendations for planning and development approaches are organized into three subsections. The first outlines the panel's initial observations, focusing on missing components of connectivity. The second lists ten principles or strategies that act as a framework for the recommendations. The third suggests specific road, rail, and land use strategies and leads to the subsequent sections on financing and implementation strategies.

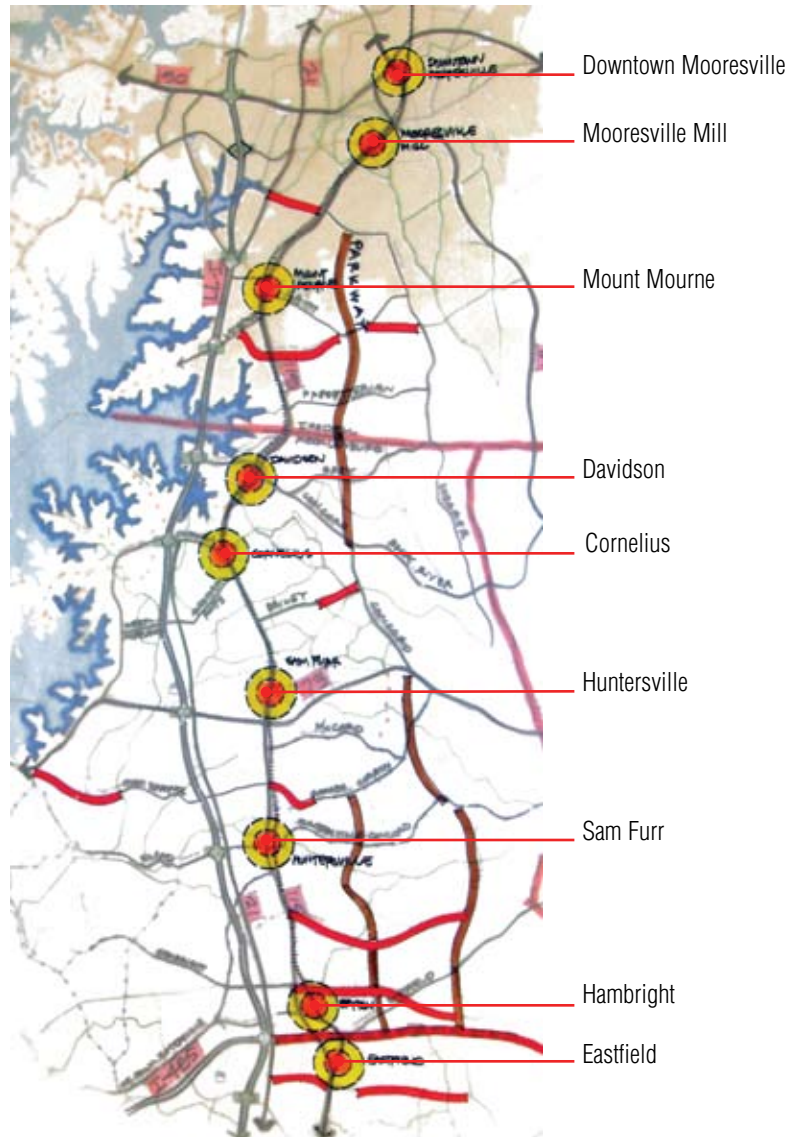
## Physical Infrastructure

The primary physical infrastructure that characterizes the Lake Norman area is I-77, its interchanges and associated commercial uses, and the older main streets and rural roadways serving the towns. In general, I-77 is over capacity and not a lot of alternatives (rail or road) are currently approved and funded that will solve the capacity issues in the foreseeable future.

### Limited North-South Connections

The North Main Line is served by only two roadways that connect Charlotte and Mooresville—I-77 and NC 115, otherwise known as Main Street within the northern towns. Interstate 77 operates much like a local arterial during the morning and evening peak-hour commutes, carrying almost 90,000 trips per day. Congestion is a regular occurrence. Many people in the various towns cited congestion as a serious issue as it affects not only mobility but also future economic viability. Highway 115 or Main Street is a local, two-lane roadway with numerous stoplights and intersections designed for much lower speeds. This roadway runs about a mile east of I-77 and during rush-hour periods serves as the only reliever road for the interstate, taking on undesirable through traffic.

Highways 21 and 3 offer some north-south connectivity, but both roadways traverse only a portion of the North Main Line. Because Highway 21 is discontinuous between Langtree Road and Catawba Avenue, it adds local traffic trips to both I-77 and NC 115. Several other



The major new road segments, including a new north-south parkway, are depicted in this illustration. New east-west connectors, also depicted, show the important links between local roads, the interstate, and new North Main Line rail stations.



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COUNTY  
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WEDDINGTON  
WESLEY CHAPEL  
WINGATE

**TO:** Technical Coordinating Committee Members  
**FROM:** Robert W. Cook, AICP  
MUMPO Secretary  
**DATE:** September 30, 2010  
**SUBJECT:** **FY 2011 Unified Planning Work Program Amendment**

**Background**

In October 2009, NCDOT informed the state’s MPOs that the USDOT had rescinded Planning (PL) funds from North Carolina. In a letter dated September 8, 2010, NCDOT’s Transportation Planning Branch advised MUMPO that our rescinded funds have been replaced in full. The total amount of funding that must be programmed is \$291,642.

**Future Action**

The Technical Coordinating Committee (TCC) will be requested to take action on an amendment to the Unified Planning Work Program (UPWP) at its November meeting. The action will be a recommendation to the MPO on how to program the funds. The MPO will be requested to act on this matter at its November 17 meeting.

**Programming Recommendation**

Staff recommends that the funds in question be allocated in the following manner:

1. Updates and improvements to the transportation database.
2. Development of web-based, interactive project information that provides essential information about transportation projects in the planning area.
3. Updates to land use information that will be crucial to the development of the next LRTP.
4. A thoroughfare alignment study in Monroe.
5. Additional travel demand modeling support.

Precise funding amounts are still being developed; additional details will be provided at the TCC meeting.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

September 8, 2010

Mr. Robert Cook, AICP  
Transportation Planning Coordinator  
Mecklenburg-Union Planning Commission  
600 E. Fourth Street  
Charlotte, North Carolina 28202

Subject: Mecklenburg-Union MPO, Availability of Rescinded PL Funds

Dear Bob:

NC DOT is making available previously rescinded PL funds at 100% to the MPOs who had previous unobligated balances. The total amount of unrescinded PL funds is \$5,419,747. They are available for programming beginning October 1, 2010.

The MPO has an available balance of \$291,641.65. This includes your unrescinded PL funds of \$ 291,642 and a previous balance of (\$0.35). Once your FY 2010 final invoice has been submitted and paid, any remaining funds from FY 2010 will also be available.

If you plan to program any of the rescinded PL funds, you will need to revise your FY 2011 work program prior to May 1, 2011. Revisions must be for specific work tasks that can be delivered by June 30, 2011. Revisions without specific details or deliverables, whose intent is to obligate funds to protect against future rescissions, will not be approved. Also, your revised work program will not be approved until your final invoice for FY 2010 has been submitted and processed.

Your revised PWP should include four paper copies, including one unbound (front only, 8 ½ x 11) copy of each of the following: cover letter, adoption resolution, summary budget table (with revision highlighted), and an item by item task description (if prefer, may include revised line items only). Work plans lacking any of these documents will not be processed.

If you have any questions, please do not hesitate to call or email me: (919) 733-4705, mbruff@ncdot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Bruff".

Mike Bruff, P.E.  
Manager, Transportation Planning Branch

cc: Loretta Barren  
Anil Panicker

**MAILING ADDRESS:**  
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