



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: TCC Members
FROM: Nicholas Polimeni
MUMPO Principal Planner
DATE: February 23, 2012
**SUBJECT: Technical Coordinating Committee (TCC) Agenda
March 2012 TCC Meeting—March 1, 2012**

The March TCC meeting is scheduled for **Thursday, March 1 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

March 1, 2012

1. **Consideration of February Meeting Minutes** Bill Coxe
ACTION REQUESTED: Approve as presented, or with amendments.

2. **Functional Class & National Highway System Changes** (5 minutes) Robert Cook
ACTION REQUESTED: Request that the MPO adopt the attached resolution and revise the Functional Classification and National Highway System maps.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; Resolution; Map

3. **TIP Amendments** (20 minutes)
 - a. **Miscellaneous TIP Amendments** Robert Cook
ACTION REQUESTED: Recommend that the MPO approve the attached TIP amendments as presented.

BACKGROUND: See attached list.

ATTACHMENTS: List of proposed TIP Amendments; Resolution

 - b. **Barton Creek Greenway (C-5537)** Gwen Cook
ACTION REQUESTED: FYI

BACKGROUND: Barton Creek Greenway is to be approximately ½ mile long, connecting existing Mallard Creek Greenway to JW Clay Blvd at University Place. This greenway, scheduled to received CMAQ funding in 2015, has become the most likely option for a greenway by-pass at Mallard or Toby Creek Greenways during NCDOT bridge, and CATS Blue Line Extension, construction affecting North Tryon Street. This construction would close the greenways for approximately 1 year. NCDOT is working with the County to achieve the funding and contractual tools needed to move quickly to design and construction. The intent is to have Barton Creek Greenway completed by spring of 2014.

ATTACHMENTS: Map

 - c. **Caldwell Station Creek Greenway Project (EB-5010)** John DeKemper
ACTION REQUESTED: FYI

BACKGROUND: The NCDOT Bicycle & Pedestrian Division has requested that MUMPO amend the TIP to fund the Caldwell Station Creek Greenway (EB-5010) in the amount of \$2,150,000 in FY 2014. The project begins at Bailey Road Park and ends at Caldwell Commons on US 21.

ATTACHMENTS: Letter from NCDOT

4. **Unified Planning Work Program** (20 minutes)
 - a. **FY 2012 UPWP Amendment-Congestion Management Process** Robert Cook
ACTION REQUESTED: Recommend that the MPO amend the FY 2012 UPWP to transfer a portion of programmed Congestion Management Process (CMP) funds from FY 2012 to FY 2013.

BACKGROUND: See attached memorandum.

ATTACHMENTS: Memorandum; Resolution

b. FY 2012 UPWP Amendment-Red Line Trail Study

Gwen Cook

ACTION REQUESTED: Recommend that the MPO amend the FY 2012 UPWP to modify the Red Line Trail local project proposal.

BACKGROUND: The original request to use Planning (PL) funds to support the Red Line Trail project stated that the funds would be used for staff time reimbursements. The Mecklenburg County Park & Recreation Department now proposes to use contracted services to undertake the project and to use in-kind services provided by the City of Charlotte and the towns of Cornelius, Davidson and Huntersville as the source of the required local match.

ATTACHMENTS: Resolution

c. Draft FY 2013 UPWP

Robert Cook

ACTION REQUESTED: FYI

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.

ATTACHMENTS: Local Projects List

5. I-77 & I-485 TIP & LRTP Amendments & Conformity Determination (10 minutes) Robert Cook

ACTION REQUESTED: Recommend that the MPO endorse, and release for public comment, documents associated with the proposed widening of I-77 (I-5405) and I-485 (R-4902), including:

- Amendments to the 2012-2018 Transportation Improvement Program;
- Amendments to the 2035 Long Range Transportation Plan;
- Conformity Determination on the 2012-2018 TIP and 2035 LRTP.

BACKGROUND: See attached memorandum.

ATTACHMENT: Memorandum

6. I-77 North Project (I-5405) Environmental Study Comments (20 minutes) Bill Coxe

ACTION REQUESTED: Recommend that the TCC endorse the attached comments relevant to the environmental impacts of TIP project I-5405 for submission to NCDOT prior to the March 5 deadline.

BACKGROUND: The 2035 LRTP and 2012-2018 TIP both include a project (I-5405) to convert the existing I-77 HOV lanes to high occupancy toll (HOT) lanes and to extend them to exit 28. A request for comments on a Categorical Exclusion for the proposed project was recently released by NCDOT. A task force of the TCC has prepared comments which the TCC will be asked to endorse.

ATTACHMENT: Comments for I-5405 Categorical Exclusion

7. Complete Streets Planning & Design Guidelines (15 minutes) David McDonald/Jack Flaherty

ACTION REQUESTED: Recommend that the TCC endorse the attached Complete Streets Planning and Design Guidelines comments for submission to NCDOT.

BACKGROUND: NCDOT is requesting comments on the release of the full draft of the Complete Streets Planning and Design Guidelines. The online survey comments were due February 21, but NCDOT has agreed to allow the TCC to submit written comments after its March meeting. A subcommittee of the TCC has prepared comments which the TCC will be asked to endorse. The comments will be provided prior to the TCC meeting, at the February 29 staff meeting.

8. Prosperity Church Road Realignment at Eastfield Road (5 minutes)

Bill Coxe

ACTION REQUESTED: Recommend that the MPO approve the requested Thoroughfare Plan amendment to shift the alignment of Prosperity Church Road, as endorsed by the Town of Huntersville.

BACKGROUND: The developer who had requested a shift in the alignment of Prosperity Church Road, north of Eastfield Rd, has revised their request to ensure that almost the entire shift occurs on their land (the only other impacted land owner has endorsed the shift.) The Town endorsed the new alignment on February 6, 2012.

ATTACHMENT: Town of Huntersville Information Packet

9. NC 73 Widening (10 minutes)

Bill Coxe

ACTION REQUESTED: FYI

BACKGROUND: The widening of NC 73 between I-77 and east of NC 115 is nearing completion (scheduled completion is April). On March 7, NCDOT and the contractor will shift the operation of the NC 73/US 21 intersection to the "quadrant roadway" intersection that uses Holly Point Drive to make some of the left turns. A video of the new operation has been uploaded to the NCDOT, MUMPO, and Town of Huntersville websites. A link to the video can be accessed by clicking [here](#).

10. Upcoming Issues

11. Adjourn

MECKLENBURG - UNION TECHNICAL COORDINATING COMMITTEE
Summary Meeting Minutes
Charlotte-Mecklenburg Government Center
Room CH-14
February 2, 2012

Voting Members: *TCC Chair* – Bill Coxe (Huntersville), Norm Steinman – alt for Danny Pleasant (CDOT), George Berger (Charlotte Engineering & Property Management), Ken Tippet (CDOT Bicycle Coordinator), Jonathan Wells – alt for Debra Campbell (C-M Planning), Jim Loyd – alt for Lisa Stiwinter (Monroe), Jason Rayfield (LUESA-Air Quality), David McDonald (CATS), Barry Moose (NCDOT-Div. 10), Jack Flaherty (NCDOT-Public Transportation), Anil Panicker (NCDOT-TPB), Lauren Blackburn (Davidson), Scott Kaufhold (Indian Trail), Ralph Messera (Matthews), Kevin Icard (Pineville), Shannon Martel (Stallings), Greg Mahar (Waxhaw), Jordan Cook (Weddington), Joshua Langen (Wesley Chapel), Amy Helms (Union County)

Staff: Robert Cook (MUMPO), Stuart Basham (MUMPO), Nick Polimeni (MUMPO), Eldewins Haynes (CDOT), Andy Grzymski (CDOT), Leslie Rhodes (LUESA-Air Quality), Brandon Watson (Cornelius), Adam McLamb (Indian Trail), Keith Sorensen (Indian Trail), Lee Bailey (Mint Hill), Pate Butler (NCDOT), Loretta Barren (FHWA), Dana Stoogenke (Rocky River RPO) – phone

Guests: Mayor Lynda Paxton (Stallings), Scott Lane (JS Lane), Steve Blakley (Kimley-Horn), Jonathan Crowder (Design Craft)

Bill Coxe opened the meeting at 10:05 AM.

1. Consideration of January Meeting Minutes

Mr. Coxe asked if any changes to the minutes were necessary. Hearing none, he asked for a motion to approve the minutes. Mr. Berger made a motion to approve the January TCC minutes. Mr. Wells seconded the motion. Upon being put to a vote, the motion passed unanimously.

2. Mobility Fund Candidate Projects

Presenter: Nicholas Polimeni

Summary/Requested Action:

Mr. Polimeni provided a summary of the Mobility Fund, and stated that the deadline for submitting Mobility Fund candidate projects to NCDOT is Wednesday, February 29. He noted that TCC members were asked to submit candidate projects from the MUMPO region to be endorsed by the TCC, on behalf of the MPO, and that two projects were received – TIP project U-209B in Charlotte, and TIP project U-4714 in Matthews, Stallings and Indian Trail. He indicated that the projects were discussed at the February 1 staff meeting, and that those present at the meeting suggested endorsing both projects; U-209B as a statewide tier candidate project, and U-4714 as a regional tier candidate project. Mr. Coxe added that he would consult with the Chair and Vice-chair of the MPO before drafting a letter of endorsement for the proposed Mobility Fund candidate projects recommended by the TCC. Mr. Polimeni concluded by stating that the action requested by the TCC is to endorse both projects as presented.

Motion:

Mr. Messera made a motion to recommend that the TCC, on behalf of the MPO, endorse TIP project U-209B as a statewide tier project and TIP project U-4714 as a regional tier project for submission to NCDOT as Mobility Fund candidate projects, prior to the February 29 deadline. Ms. Martel seconded the motion. The motion passed unanimously.

3. Transit TIP Amendments

Presenter: David McDonald, CATS

Summary/Requested Action:

Mr. McDonald explained that several TIP amendments for funded transit projects are being requested in order to program the funds in the current TIP. He stated that the projects were funded in the previous TIP, but due to administrative delays, some funds were not brought into the current TIP. He also stated that all the funding was previously approved by the MPO. Mr. McDonald specifically recommended that the funds be programmed in FY 2012. Mr. Coxe asked if the TIP amendments would impact any other project schedules or project funding, to which Mr. McDonald responded they would not. Mr. Flaherty stated that NCDOT supports the proposed TIP amendments.

Motion:

Mr. Flaherty made a motion to recommend that the MPO approve the TIP amendments as presented. Mr. Steinman seconded the motion. Upon being put to a vote, the motion passed unanimously.

4. Proposed Nonattainment Boundary for new Ozone Standard

Presenter: Eldewins Haynes, CDOT

Summary/Requested Action:

Mr. Haynes provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He stated that a new air quality standard was promulgated in 2008, and that a new non-attainment boundary is proposed by the NC Division of Air Quality (NCDAQ), which would exclude four townships in Union County. He noted that a public meeting was held by NCDAQ regarding the proposed boundary, but few elected officials were in attendance. He also indicated that a letter from NCDAQ, requesting comment on the proposed boundaries, was inconclusive. He then outlined the timeline for providing comments to NCDAQ, and noted that staff had voiced concern about the timeline being very brief, not allowing adequate time for public comments. He concluded by stating that the recommendation is for the TCC to send a letter addressing its concern over the comment process, and short timeline, and that MUMPO would provide comments directly to EPA, if necessary.

Mr. Rayfield, Mecklenburg County's air quality representative, stated that he would look into the EPA's public comment process. It was also suggested that the EPA be informed about how staff interacts with elected officials, which would help explain why more time is needed for public comments. Mr. Steinman stated that nothing was sent to staff about the proposed boundary changes. Mr. Coxe indicated that there is not much difference in air quality that would result from changing the boundary, but that there are economic factors that could result from a different boundary. Mr. Berger suggested that the TCC be proactive and tell NCDAQ its preference is not to change the boundary. Ms. Rhodes stated that elected officials might not agree with that position, and that there is not enough time to engage elected officials

before comments are due to NCDQAQ.

Motion:

Mr. Steinman made a motion to recommend that the TCC Chair send a letter to NCDQAQ which outlines the following points:

- There is concern on the part of MUMPO regarding a lack of sufficient time provided to comment on the proposed nonattainment boundaries;
- MUMPO will send comments directly to the EPA, if deemed necessary; and
- The request for comments letter was only distributed to the elected officials in the MUMPO region, and not to technical staff.

Mr. Mahar seconded the motion. Upon being put to a vote, the motion passed unanimously.

5. Congestion Management Process (CMP)

Presenter: Scott Lane, JS Lane

Summary/Requested Action:

Mr. Lane provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He presented an overview of the CMP workflow and highlighted the performance measure feedback process. He stated that the CMP provides a wholistic list of all the projects in the MUMPO region, and the impacts from each project. He described a few corridors as examples for how it works, and concluded his presentation by indicating that all the separate components he discussed lead to a complete CMP, and that once complete the CMP needs to be managed properly to be useful and efficient. Mr. Cook reminded the TCC that the only action requested is to form a small task force comprised of TCC members and relevant staff to keep moving forward with the CMP until it is completed. The following task force members were identified: Loretta Barren (FHWA), Bob Cook (MUMPO), David McDonald (CATS), Anna Gallup (CDOT), Norm Steinman (CDOT), Ken Tippetts (CDOT), Justin Carroll (Huntersville), Scott Kaufhold (Indian Trail), a representative from NCDOT's Division 10 Office, and a representative from the City of Charlotte's Engineering and Property Management Department. Mr. Steinman emphasized that it is important for the CMP to be a part of the development of the next LRTP. Ms. Barren commented that the CMP is specifically set up to determine strategies for solving short-term issues until long range projects can be accomplished, but that the goals for the short-term and long-term initiatives should be compatible.

Prior to Item No. 6 on the agenda, Mr. Cook noted that the TCC will be dealing with several major issues in the coming year and that it might be necessary to think about formalizing the transportation staff meeting process in order to be as productive as possible. Further discussion on the issue will be necessary.

6. Long Range Transportation Plan (LRTP) Update

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that work on the next LRTP will need to begin soon, so a working group of the TCC needs to be formed to guide the process. The working group will be responsible for outlining tasks to be accomplished, beginning detailed plan preparation, and ensuring plan progress stays on track, among other things. He indicated that the LRTP will need to be adopted in the spring of 2014. Mr. Steinman

noted that the framework for this LRTP will be different from the last LRTP, and that adjustments will need to be made in order to develop a plan that is more satisfactory than the currently adopted LRTP. The following individuals were identified as working group participants: David McDonald (CATS), Bill Coxe (Huntersville), Ralph Messera (Matthews), Amy Helms (Union County), Andy Grzyski (CDOT), Anna Gallup (CDOT), Bob Cook (MUMPO) and Nick Polimeni (MUMPO).

7. Eastfield Road/I-485 Development Proposal

Presenter: Stuart Basham

Summary/Requested Action:

Mr. Basham provided information to the TCC via a PDF presentation, the contents of which are incorporated into the minutes [here](#). He started by discussing the proposed Eastfield project location and current alignment. He then described the requested realignment as it relates to the development proposal. He stated that the project would include a roundabout, and that the new road would be constructed so that an additional lane could be added in the future, if necessary. Mr. Basham concluded by noting that a public hearing had taken place and that no opposition was expressed at that meeting. Mr. Steinman asked if CDOT and the Charlotte Planning Department have been involved with this project. Mr. Basham and Ms. Osborne, the Planning Department staff member working on the project, both replied that they have. Mr. Coxe asked if the Charlotte City Council would be asked to take a directed vote. Mr. Basham indicated that he is working on that now.

Motion:

Mr. McDonald made a motion to recommend that the MPO approve the proposed amendment of the Thoroughfare Plan to realign Eastfield Road. Ms. Blackburn seconded the motion. Upon being put to a vote, the motion passed unanimously.

8. Lawyers Road TIP Amendment

Presenter: Robert Cook

Summary/Requested Action:

Mr. Cook stated that the Budget Bill sets aside up to \$2 million for FY 2013, 2014 and 2015, for a total of up to \$6 million, for Lawyers Road improvements in Mint Hill from I-485 to NC 51. He noted that a mall development proposal is what sparked the issue and that if MUMPO approves the project, it will need to amend the TIP and LRTP, and a conformity determination will be necessary, assuming the project qualifies as regionally significant. In addition, due to the fact that the set aside funds are equity funds, other projects in MUMPO's currently adopted TIP would need to be delayed in order to get the \$2 million for Lawyer's Road.

Mr. Moose stated that the set aside funding is law, because it is in the approved budget. He indicated that the developer would like to open the mall sometime in late 2013 or early 2014, so action by the MPO will be necessary soon. He stated that it is an earmark because it is considered an economic development project. He also noted that one intersection that is included in the project scope – at Bain School Road and Lawyers Road – just made the NCDOT high-hazard list, so NCDOT would be looking to make improvements at that intersection either way.

Mr. Bailey, with the Town of Mint Hill, stated that the set aside funding was initiated by the developer and officials in Raleigh, and that the town was not involved. Mr. Panicker asked when the money needs to spent, to which Mr. Moose indicated that it must be spent before the budget expires, or it must be included in the new budget, or it goes away. Ms. Barren, with Federal Highway, stated that the road is not officially deemed regionally significant until a formal request is made to make that determination. Ms. Blackburn asked if any other financial options have been considered, or if the developer would be willing to pay for the required conformity work? Mr. Bailey replied that he did not know. Ms. Martel inquired about the environmental work being done. Mr. Moose responded that the developer has been engaged in the environmental process.

Mr. Coxe stated that his opinion is that this situation is no different than federal earmarks, in that someone else is telling the MPO how to spend money without going through the local process. He noted that in the past, the jurisdiction who is the beneficiary of the earmarked funds has been asked to give up other projects to make up the difference in the TIP. Mr. Cook noted that the Lawyers Road project is not ranked in the LRTP. Mr. Coxe suggested using a staff meeting to rank the project to see where it would fall on MUMPO's prioritized list of highway projects. He then asked that the item be placed on a transportation staff meeting agenda in the near future, as requested. Mr. Cook indicated it would be place on the February 8 staff meeting agenda.

9. I-77 North Project Update (I-5405)

Presenter: Bill Coxe, Town of Huntersville

Summary/FYI:

Mr. Coxe informed the TCC that a Categorical Exemption has been released by NCDOT for comment regarding TIP project I-5405, to widen I-77 North and add high occupancy toll (HOT) lanes. He stated that a working group, led by Mr. Gibbs of CDOT, has been assembled to compile comments. He noted that the comments are due March 5, and that the TCC would be asked to endorse the comments at its March 1 meeting. He asked that TCC members wishing to provide comments send them to him or Mr. Gibbs. Mr. Coxe also stated that a public-private partnership (P3) is being considered for the project. He concluded by announcing that on Thursday, February 16, a webinar regarding P3 will be made available in the Government Center in Charlotte, and also in Huntersville. He stated that a workshop for the Redline Rail project, but which will also include a P3 discussion, will take place on February 23. Mr. Moose announced that if any MUMPO member jurisdictions would like a P3 presentation made to their councils, it would be available.

10. I-485 Widening Project Update (R-4902)

Presenter: Barry Moose, NCDOT Div. 10

Summary/FYI:

Mr. Moose stated that NCDOT is still working on ways to expand this project from what is listed in the TIP (R-4902), but that nothing new has happened since his update at the January TCC meeting. He noted that a public-private partnership (P3) is still being considered.

11. FY 2013 Unified Planning Work Program

Presenter: Robert Cook

Summary/FYI:

Mr. Cook provided information to the TCC via a Power Point presentation, the contents of which are incorporated into the minutes [here](#). He noted that the funding amounts from the FY 2012 UPWP will be used as a starting point for developing the FY 2013 UPWP, because the amount of funding for FY 2013 is not yet known. That being the case, MUMPO will have approximately \$2,043,544 to program. He then outlined the proposed local projects for funding, which can be found by clicking the link for the previously referenced Power Point presentation. Mr. Cook indicated that the projects would be reviewed at a staff meeting and that a draft of the UPWP will be presented at the March TCC meeting.

12. Comprehensive Transportation Plan (CTP)

Presenter: Anil Panicker, NCDOT

Summary/FYI:

Mr. Panicker stated that no further work has been accomplished on the CTP since he last updated the TCC at its January meeting. Mr. Steinman noted that a dinner briefing will be scheduled in March to begin discussing the CTP with the Charlotte City Council.

13. Upcoming Issues

Mr. Coxe made the following announcements:

- Due to the volume of locally administered projects in MUMPO (CMAQ, STP-DA, PL, etc), it would be helpful to come up with a way to track the progress of those types of projects, and that the Capital Area MPO (CAMPO) in Raleigh has developed such a program called the Locally Administered Projects Program (LAPP). He stated that a representative would be available directly following either the March or April TCC meeting and that all TCC members are encouraged to stay after the meeting for lunch and a LAPP presentation and discussion. Mr. Moose added that NCDOT is also going to be more aggressive in the future about keeping track of project progress, and the funding associated with discretionary projects;
- Comments regarding the remaining Complete Streets Design Guidelines that were released in January are due February 21, electronically, but written comments can be submitted following the March 1 TCC meeting. He encouraged the TCC subcommittee tasked with developing comments to meet and compile comments for the TCC to consider at its March meeting;
- The Urbanized Area (UZA) boundary shapefile information is anticipated to be released near the end of March, which will have major implications to the MPOs and RPOs throughout the region, so the TCC should anticipate future discussions regarding this topic;
- On February 28, in Albemarle, an Investment Summit to discuss the results of Prioritization 2.0 will be held by NCDOT and all TCC and MPO members are encouraged to attend to provide input. Mr. Moose added that the summit will be comprised of two half-day sessions – the morning session will focus on funding statewide, and the afternoon session will focus on equity funding.

Ms. Barren, of FHWA, announced that pre-applications for a fourth round of Transportation Investment Generating Economic Recovery (TIGER) discretionary grant funding are due February 20. She stated that approximately \$500 million will be available for construction projects.

14. Adjourn: The meeting was adjourned at 12:10 PM.



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: TCC Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: February 20, 2012

**SUBJECT: Monroe Connector/Bypass
Functional Classification & National Highway System Revisions**

TIP Project R-2559A is a 2.67 mile section of the original concept of the Monroe Bypass between US 601 and US 74. When the original Bypass concept was expanded to include the Monroe Connector, this section became unnecessary, but has remained a component of the Functional Classification System and the National Highway System (NHS). In order to make the Functional Classification maps and NHS maps consistent with the changes associated with the overall Monroe Connector/Bypass project, NCDOT has requested that MUMPO act officially to:

1. Remove R-2559A from the Functional Classification System; and
2. Remove R-2559A from the National Highway System; and
3. Add R-3329 (Monroe Connector), from I-485 to US 601, to the National Highway System as "New Construction-Principal Arterial."

TIP project R-2559B (US 601 east to US 74) is a part of the NHS; no action is needed for this section of the Monroe Connector/Bypass.

See the attached map for more detail.

RESOLUTION

SUPPORTING ADOPTION OF FUNCTIONAL CLASSIFICATION MAP CHANGES FOR TIP PROJECT R-2559A & THE REMOVAL OF TIP PROJECT R-2559A FROM THE NATIONAL HIGHWAY SYSTEM AND THE ADDITION OF TIP PROJECT R-3329 TO THE NATIONAL HIGHWAY SYSTEM

WHEREAS, functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide; and

WHEREAS, the classifications are based on whether the area is urban or rural and are grouped into arterials, collectors and local streets; and

WHEREAS, the National Highway System is a network of roadways important to the nation's economy, defense, and mobility developed by the US Department of Transportation in cooperation with the states, local officials and MPOs; and

WHEREAS, Functional Classification maps and National Highway System maps need to be revised to reflect changes in the Monroe Connector/Bypass project; and

WHEREAS, TIP project R-2559A is a section of the original concept of the Monroe Bypass from US 601 to US 74 that is no longer a part of the larger Monroe Connector/Bypass; and

WHEREAS, a modification to the Functional Classification map has been requested in order to reflect the removal of TIP project R-2559A; and

WHEREAS, a modification to the National Highway System map has been requested in order to reflect the removal of TIP project R-2559A; and

WHEREAS, a modification to the National Highway System map has been requested in order to reflect the addition of TIP project R-3329; and

WHEREAS, the proposed changes are listed below:

STIP Project: R-2559A

From	To	Current Functional Class	Proposed Functional Class
US 74	US 601	New Construction Principal Arterial, 2.67 miles	Removal of New Construction Principal Arterial, 2.67 miles

STIP Project: R-2559A

From	To	Current National Highway System	Proposed National Highway System
US 74	US 601	New Construction Principal Arterial, 2.67 miles	Removal of New Construction Principal Arterial, 2.67 miles

STIP Project: R-3329

From	To	Current National Highway System	Proposed National Highway System
I-485	US 601 at R-2559	N/A	Add as New Construction Principal Arterial, 9.4 miles

WHEREAS, the Technical Coordinating Committee reviewed the requested revisions and unanimously recommended to the Metropolitan Planning Organization that it adopt the revisions; and

WHEREAS, the Metropolitan Planning Organization reviewed the information attached to this resolution at a meeting held on Wednesday, March 21, 2012.

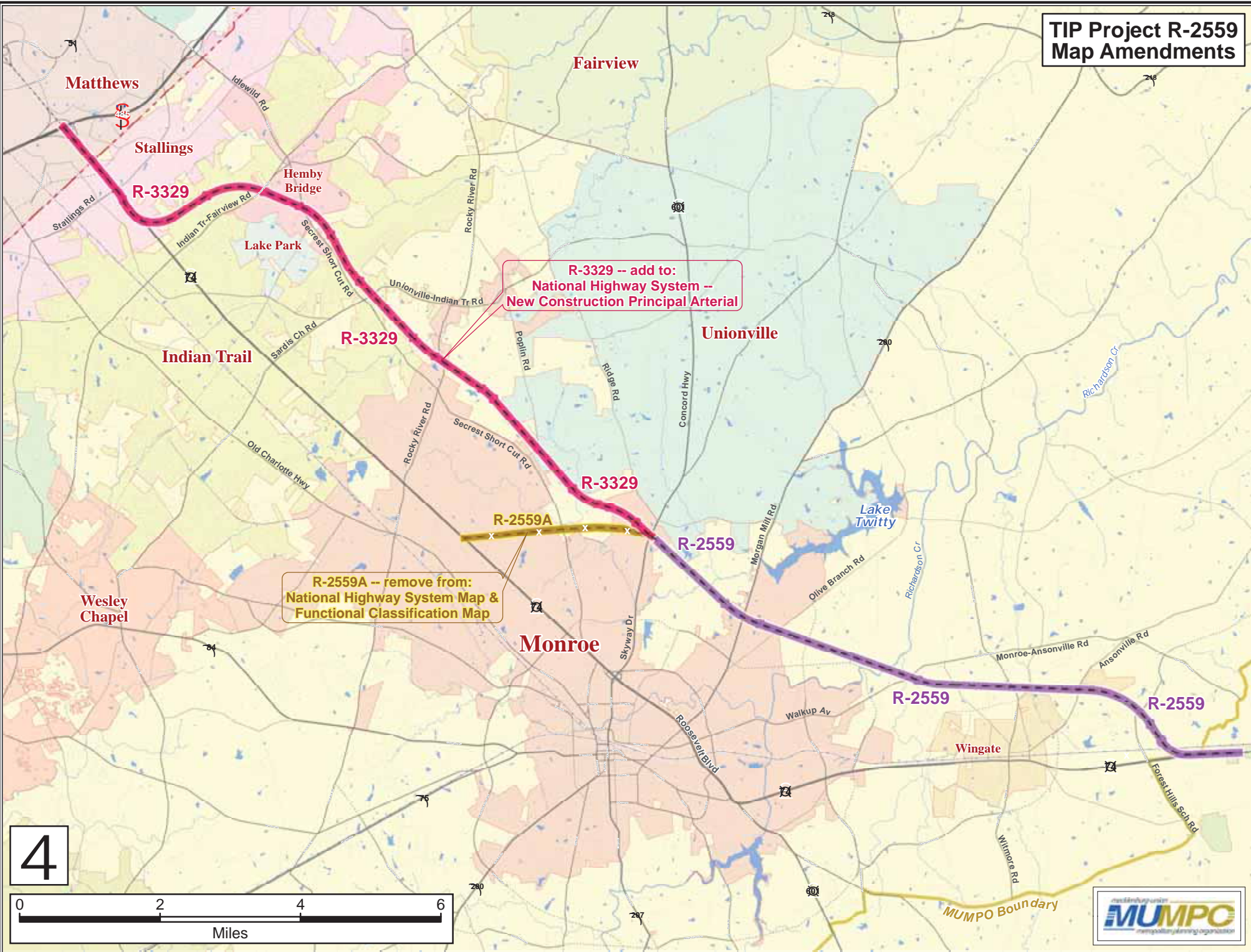
NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that it approves the proposed revisions to the Functional Classification and National Highway System maps as detailed above.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 21st day of March, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

**TIP Project R-2559
Map Amendments**



Proposed 2012-2018 TIP Amendments

March 2012

TIP Number	Project Type	Project Description	Reason for Amendment	Current FFY	Prop FFY	Cost
B-5241	Bridge	NC 160 (West Boulevard, between Old Steele Creek Road and Billy Graham Parkway), Replace bridge over the Southern Railroad	The project is to be deleted from the TIP and will be built with State Legislative Bridge Funding	ROW-2014; Construction-2015	N/A	\$5,380,000
R-4902	Road	I-485 widening, from I-77 to US 521	Revise project description to extend eastern terminus to Rea Road	2012	2012	\$97,045,500

RESOLUTION

ADOPTING AMENDMENTS TO THE MECKLENBURG-UNION URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2012- FY 2018

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

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has reviewed the current FY 2012-FY 2018 Transportation Improvement Program and found the need to amend it; and

WHEREAS, the following amendments to the North Carolina Transportation Improvement Program have been proposed:

- 1. R-4902, I-485 widening from I-77 to Johnston Road**
Extend the eastern project terminus to Rea Road.
- 2. B-5241, West Boulevard bridge over Norfolk Southern Railroad**
Delete from TIP; project to be funded with State Legislative Bridge Funding.

WHEREAS, the Technical Coordinating Committee voted to recommend that the MPO approve the TIP amendments; and

WHEREAS, the MPO finds that the proposed amendment conforms to the purpose of the North Carolina State Implementation Plan for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 and 93; and

WHEREAS, the 2035 Long Range Transportation Plan has a planning horizon year of 2035 and meets all requirements of 23 CFR 450.

NOW THEREFORE BE IT RESOLVED by the Mecklenburg-Union Metropolitan Planning Organization that the FY 2012-FY 2018 Metropolitan Transportation Improvement Program for the Mecklenburg-Union Urban Area be amended as listed above on this the 21st day of March, 2012.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 21st day of March, 2012.







Ted Biggers, Chairman

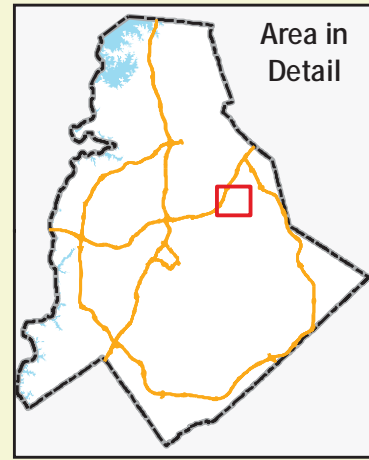
Robert W. Cook, Secretary

Barton Creek Greenway

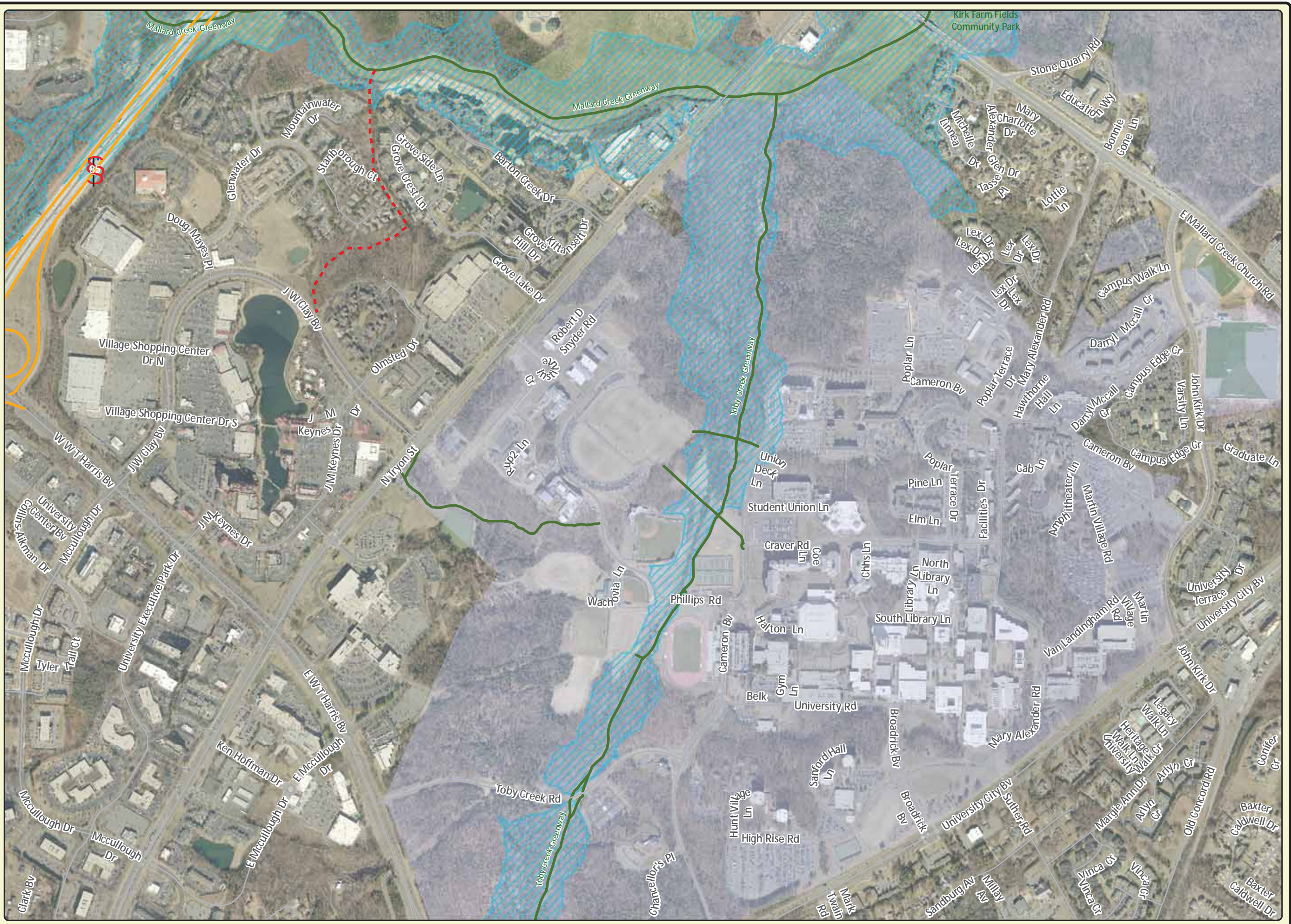
University Place Connection

Legend:

-  Streets
-  Barton Creek Greenway
-  Existing Greenway
-  Floodplain
-  Park Property
-  UNCC



Aerial Photography
Date: March, 2011





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P 704-892-6031
F 704-896-2462
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November 1, 2011

Kumar A. Trivedi, P.E.
Interim Director
Division of Bicycle and Pedestrian Transportation
1552 Mail Service Center
Raleigh, N.C. 27699-1552
CS # 51-31-00

Mayor

Jeff Tarte

Mayor Pro-Tem

Lynette Rinker

Commissioners

James Bensman
David Gilroy
Thurman Ross
Chuck Travis

Town Manager

Anthony Roberts

Dear Director Trivedi,
The Town of Cornelius is pleased to have the opportunity to partner with the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation on the Caldwell Station Creek Greenway project (EB-5010). It is my understanding the NCDOT Division of Bicycle and Pedestrian Transportation will provide funding for the construction of the above referenced project in the amount of \$2,150,000 upon approval from NCDOT Board of Transportation.

As you are aware there are several potential routes which the greenway could follow (map enclosed). The Town is committed to fund the analysis of the routes to determine the best path forward. Once the appropriate route has been determined the Town will provide design and construction drawings for the Greenway according to the NCDOT and FHWA Bicycle Facility Design Guidelines. The Town may need NCDOT assistance with the process of obtaining any needed right-of-way (ROW). We believe the majority of the ROW to already be under Town or State control.

Staff looks forward to working with Division of Bicycle and Pedestrian Transportation on this exciting project. Troy Fitzsimmons, Director of the PARC Department will serve as the point of contact for the Town. His office telephone number is (704) 892-6031 X 163. Please do not hesitate to contact Troy or me should you need additional information.

Best regards

Anthony Roberts
Town Manager

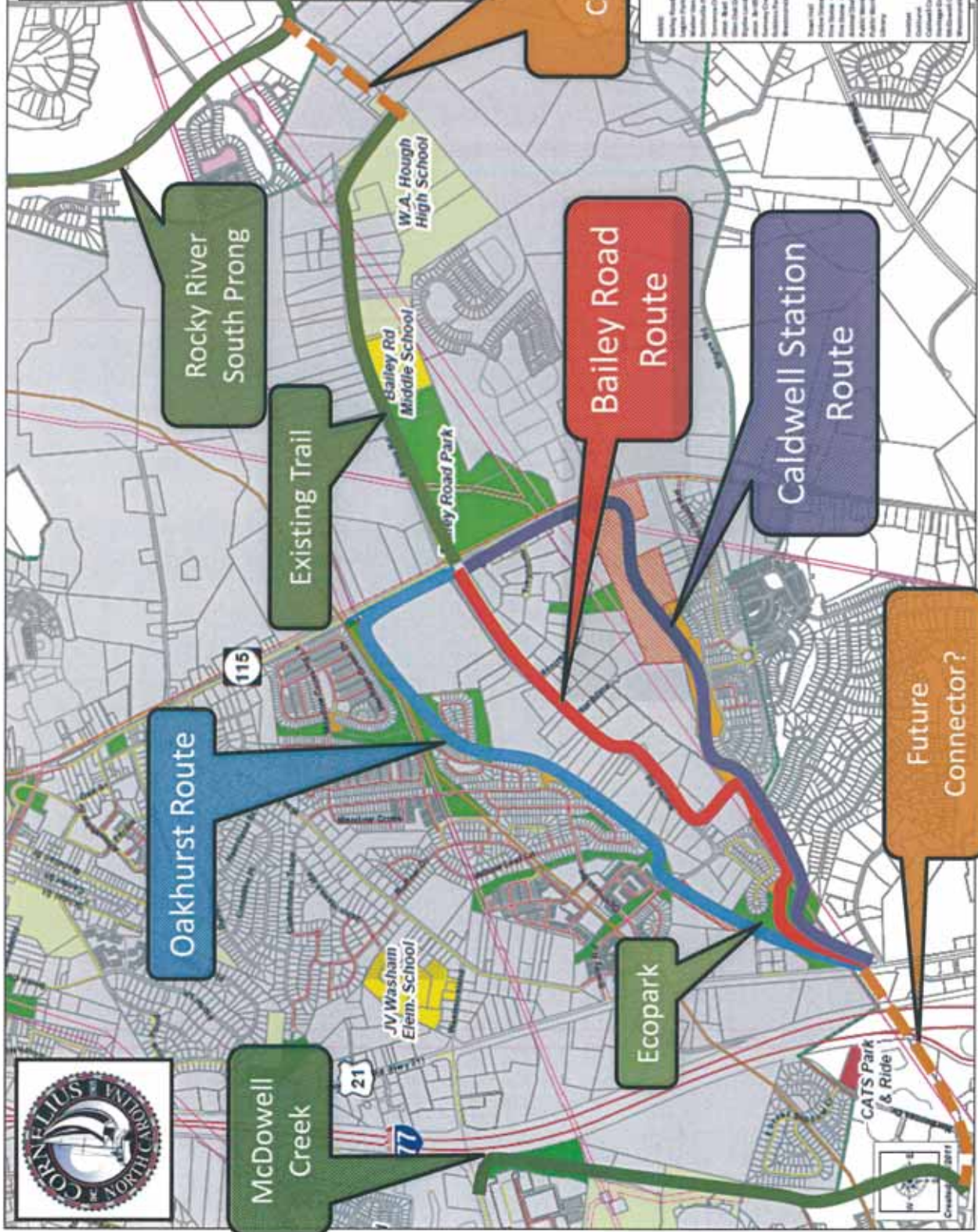
Copy to: Andrew Grant, Assistant Town Manager
Troy Fitzsimmons, PARC Director
Jackie Huffman, Finance Director



Town of Cornelius Greenway Planning Property Assessment

	Chatham County Board of Education		Town of McDowell Property		City of Charlotte Property		Dedicated Open Space		Proposed Bike Lane
	MacIntosh County Property		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, One Side
	Town of Cornelius Property		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, Both Sides
	Town of Cornelius Jurisdiction		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, Both Sides
	Chatham County Board of Education		Town of McDowell Property		City of Charlotte Property		Dedicated Open Space		Proposed Bike Lane
	MacIntosh County Property		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, One Side
	Town of Cornelius Property		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, Both Sides
	Town of Cornelius Jurisdiction		Town of Davidson Property		City of Charlotte Property		Proposed Open Space		Proposed Sidewalk, Both Sides

ADDRESS	OWNER
12200 Bailey Rd	11.1 Town of Cornelius
12200 Bailey Rd	11.2 Town of Cornelius
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12200 Bailey Rd	11.4 Town of Cornelius
12200 Bailey Rd	11.5 Town of Cornelius
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12200 Bailey Rd	11.58 Town of Cornelius
12200 Bailey Rd	11.59 Town of Cornelius
12200 Bailey Rd	11.60 Town of Cornelius



Caldwell Station Creek
Highway 21 to Bailey Road Park Greenway



600 East Fourth Street
 Charlotte, NC 28202
 704-336-2205
 www.mumpo.org

TO: TCC Members
 FROM: Robert W. Cook, AICP
 MUMPO Secretary
 DATE: February 20, 2012

**SUBJECT: FY 2012 Unified Planning Work Program Amendment
 Congestion Management Process**

BACKGROUND

\$180,000 was programmed in the FY 2012 Unified Planning Work Program for work associated with the preparation of the Congestion Management Process (CMP). Of that amount, \$30,000 was used to prepare the *Congestion Management Framework Guide* by J.S. Lane Company, LLC. The *Framework Guide* was designed to provide MUMPO with detailed procedural guidance necessary to efficiently carry out the next phase of the project, preparation of the CMP update.

REQUESTED ACTION

City procurement staff estimates it may take two to three months to finalize the contract for the CMP. In order to fully utilize the resources programmed this year, and in light of the uncertainty associated with FY 2013 funding, staff proposes to carry over into FY 2013 \$140,000 of the remaining \$150,000 programmed in FY 2012 for the CMP. The remaining \$10,000 will remain programmed in FY 2012 for any work conducted on the CMP before the end of the fiscal year.

Task Code	Task Description	FY 2012- Programmed	FY 2012- Used	FY 2012- Proposed to Remain	FY 2013- Proposed for Carry Over
V-1	Congestion Management Strategies	\$180,000	\$30,000	\$10,000	\$140,000

**UPWP Amendment-Congestion Management Process
RESOLUTION**

**TO AMEND THE FY 2012 UNIFIED PLANNING WORK PROGRAM FOR THE
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**

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

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Mecklenburg-Union Urban Area; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MPO) adopted the FY 2012 Unified Planning Work Program (UPWP) on May 18, 2011; and

WHEREAS, the MPO has reviewed the FY 2012 UPWP and finds a need to amend it; and

WHEREAS, the amendment is necessary to effectively and efficiently complete the preparation of a Congestion Management Process (CMP); and

WHEREAS, the amendment will transfer funds programmed in FY 2012 in Task Code V-1 for the CMP, to the same Task Code in FY 2013 to complete the CMP, as noted below:

Task Code	Task Description	FY 2012- Programmed	FY 2012- Used	FY 2012- Proposed to Remain	FY 2013- Proposed for Carry Over
V-1	Congestion Management Strategies	\$180,000	\$30,000	\$10,000	\$140,000

WHEREAS, the Technical Coordinating Committee unanimously recommended that the MPO amend the UPWP as presented.

NOW, THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization hereby amends the FY 2012 Unified Planning Work Program for the Mecklenburg-Union Metropolitan Planning Organization in the manner stated above.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 21st day of March, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

**UPWP Amendment-Red Line Trail
RESOLUTION**

**TO AMEND THE FY 2012 UNIFIED PLANNING WORK PROGRAM FOR THE
MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION**

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

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Mecklenburg-Union Urban Area; and

WHEREAS, the Mecklenburg-Union Metropolitan Planning Organization (MPO) adopted the FY 2012 Unified Planning Work Program (UPWP) on May 18, 2011; and

WHEREAS, the adoption of the FY 2012 UPWP included a project to use MUMPO's Planning (PL) funds to support the Red Line Trail project by reimbursing local communities' staff time for work on the project; and

WHEREAS, the Mecklenburg County Park & Recreation Department now proposes to use contracted services to carry out the project; and

WHEREAS, in-kind services provided by the City of Charlotte and the towns of Cornelius, Davidson and Huntersville will be the source of the required local match; and

WHEREAS, the proposed change does not materially affect the project as it was originally presented to the MPO; and

WHEREAS, the Technical Coordinating Committee unanimously recommended that the MPO amend the UPWP as presented.

NOW, THEREFORE BE IT RESOLVED that the Mecklenburg-Union Metropolitan Planning Organization hereby amends the FY 2012 Unified Planning Work Program for the Mecklenburg-Union Metropolitan Planning Organization in the manner stated above.

I, Ted Biggers, Chairman of the Mecklenburg-Union Metropolitan Planning Organization, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Mecklenburg-Union Metropolitan Planning Organization, duly held on this the 21st day of March, 2012.

Ted Biggers, Chairman

Robert W. Cook, Secretary

**FY 2013 Unified Planning Work Program
Proposed Local Projects**

Project	Lead Agency	Original Funding Requested	Status	Current Funding Requested (for Local Project)
1. LRTP Revenue Analysis	CDOT	\$50,000	Not a Local Project; project will be funded as MUMPO project	0
2. CTP Ordinance Review	CDOT	\$50,000	Not a Local Project; project will be funded as MUMPO project	0
3. Rail Crossing Data Verification	CDOT	\$12,000	Project withdrawn	0
4. SYNCHRO	Cornelius	\$25,000	FHWA has deemed the project eligible for PL funds	\$25,000
5. Pedestrian Safety Plan	Davidson	\$22,000	No change	\$22,000
6. Various Projects	Huntersville	\$28,000	No change	\$28,000
7. Traffic Count Program	Indian Trail	\$24,000	Town requested funding reduction	\$12,000
8. US 74 Corridor Study	Union County	\$80,000	No change	\$80,000
TOTAL		\$291,000		\$167,000



600 East Fourth Street
Charlotte, NC 28202
704-336-2205
www.mumpo.org

TO: TCC Members
FROM: Robert W. Cook, AICP
MUMPO Secretary
DATE: February 22, 2012

SUBJECT: I-77 & I-485 TIP & LRTP Amendments and Conformity Determination

BACKGROUND

NCDOT is currently analyzing significant improvements to I-77 from center city Charlotte to W. Catawba Avenue in Cornelius, and to I-485, from I-77 to Rea Road. Both projects differ from how they are currently programmed in the 2012-2018 Transportation Improvement Program (TIP) and the 2035 Long Range Transportation Plan.

PROJECT DETAILS

I-77, TIP project I-5405

The following options are being modeled for conformity purposes. One option will be chosen before a conformity determination is made.

1. Convert the existing HOV lanes to HOT operations and extend them north to exit 28. (2015 HY with HOT2+)
2. Convert the existing HOV lanes to HOT operations and extend them north to exit 28. (2015 HY with HOT3+)
3. Convert the existing HOV lanes to HOT operations and expand them to provide 2 HOT lanes in each direction between I-85 and exit 28. (2015 HY with 2HOT2+)
4. Convert the existing HOV lanes to HOT operations and expand them to provide 2 HOT lanes in each direction between I-85 and exit 28. (2015 HY with 2HOT3+)

I-485, TIP project R-4902

The following scenarios are being modeled for conformity purposes.

1. From I-77 to Rea Road (will include the flyover on Johnston Road and all auxiliary lanes currently in place)
Scope: Widen to 6 general purpose lanes
Horizon year: 2025
2. From Rea Road to US 74 (Independence Blvd.)
Scope: Widen to 8 lanes (6 general purpose lanes + 2 Express Toll Lane and all auxiliary lanes currently in place)
Horizon year: 2025

REQUESTED ACTION

NCDOT is requesting that the TCC recommend to the MPO that it approve the release of the pertinent documents for public review and comment, upon completion of the ongoing transportation conformity analysis.



MECKLENBURG-UNION TCC

I-5405 Comments

GENERAL

1. The project's study area boundary is insufficient. While it is recognized that the project's intent is to construct any new lanes in the median, a study area that takes in only the existing ROW is still far too narrowly defined.
2. Stopping the northern project limits at Exit 28 is very likely to create significant congestion on the I-77 between Exit 28 and Exit 31. Air quality would worsen north of the described project limits.
3. The HOT lane concept has not been implemented in the region or the state, and in only one recent case in the southeastern region of the US; therefore, a significant public education effort will be needed to inform the public about what is being proposed and why it is being proposed.
4. Please confirm that there will not be any right of way acquisition and all improvements will be within the existing median.
5. The single HOV to HOT lane conversion and extension of that concept to Catawba Avenue in Cornelius has received widespread local support in that it furthers the goals of the "Fast Lanes" studies which endorse the concept of managed lanes to:
 - A. promote modal shift to higher occupancy vehicles and begin to define through-put in terms of person rather than vehicular throughput;
 - B. provide operational and financial strategies that preserve the long-term health (physical and operational) of the investment made in the facility;
 - C. leverage user fees for substantial infrastructure investment;
 - D. provide a benchmark for the fundamentals of managed lanes in NC;
 - E. provide synergy with the investment in technology and back office operations for the NC Turnpike Authority for the Monroe Parkway
 - F. Provide these benefits while apparently not precluding further options in the corridor (i.e. does not use all the median area,) especially the option for non-general purpose interchanges; and
 - G. do this with an identified funding stream that provides minimal impact to the region's Equity Formula allocation and no long-term impacts to the NCDOT financial structure.

6. Substantial local support exists to extend this project north from the Cornelius Catawba Avenue interchange to the currently widened section just south of the Langtree interchange in Iredell County. There appears to be more than sufficient room on the causeways to add at least one lane without impacting the footprint of the causeways. This lane could be a reversible HOT lane or permanently one direction based on appropriate analysis.
7. The MUMPO 2035 Long Range Transportation Plan calls for additional bridges across I-77 north and south of the NC 73 interchange (not including those in the I-77/NC 73 interchange study.) The ability to construct these bridges at a later date should not be precluded or made more expensive by the current project.
8. The operational goals of the HOT lane investment are crucial to their cumulative and secondary impacts as well as the analysis of the project from an air-quality conformity standpoint. They cannot be separated from the discussion of the alternatives or from the delivery method. Profit maximization goals could be a requirement for private participation in the project and could result in a different outcome than goals that maximize person through-put (multi-modality), high level of service, and high quality of maintenance. In particular, we are concerned that the quality of the maintenance of the investment could suffer as the private contract period approaches its last few years.
9. Build Alternative 2 appears to involve substantive issues including:
 - A. The potential long term impact to the region's Equity Formula allocation or the necessity to turn over the project to a public/private partnership without attendant long term ramifications having received appropriate public discussion; and
 - B. concerns about cross-slope drainage across so many lanes.

NATURAL ENVIRONMENT

1. How will construction affect our streams and watershed?
2. How will drainage be handled due to increased impervious surfaces?
3. Will all trees within the median be removed? If so, will any vegetation be replaced along remaining median or along edge of right of way?
4. What type and size of vegetation will be planted?
5. What size of vegetation will be planted?
6. Stormwater and mitigation effects of increased lane width/number should be undertaken (with adequate measures identified).

7. What are the assumptions regarding corridor air quality benefit/dis-benefit of Alternative 1 and Alternative 2? Is it anticipated that this improvement will increase, decrease, or have a negligible impact on the corridor's air quality?

HISTORIC PROPERTIES

1. Impact upon the following historic properties should be assessed:
 - Williams Memorial Presbyterian Church – 4700 Beatties Ford Rd.
 - Elmwood/Pinewood Cemetery 700 W. 6th Street
 - Oaklawn Cemetery 1600 Oaklawn Ave.

TRAFFIC & TRANSIT OPERATIONS

1. The existing interchanges at exits 16, 23 and 25 are significant contributors to travel time delays in the corridor due to situations such as outdated designs, or proximity to Y line intersections with US 21, etc. To not include the interchanges in the corridor's analysis is a major flaw and should be reconsidered.
2. The feasibility of bus-only interchanges should be analyzed.
3. If HOV 3+ is determined to be the most feasible alternative, what, if any, impacts will be felt at existing park and ride lots along the corridor? For example, will extra capacity be needed to accommodate commuters (transit and carpoolers) if the "slugging" phenomenon emerges?
4. Take into consideration the existing and potential future express bus routing and scheduling during both construction and build out of the project.
5. Project should study how CATS express buses can seamlessly access the HOT/HOV lane(s).
6. Preserve the ability, wherever possible, to design potential medium slip ramps to non-exit cross streets bridges.
7. Shouldn't the 3 lane plus 1 HOV/HOT lane configuration in the prior project still be studied as an option moving forward. At least one option should include an additional general purpose lane.
8. How will proposed improvements interact with existing and proposed diverging diamond?
9. How will proposed improvements affect current traffic patterns at exit 28 and Westmoreland overpass?
10. Will the project's design allow for future construction of the Jim Cooke Road Bridge? (If so, Cornelius would request a multipurpose path on future bridge).

11. Design should adequately reflect transition northbound at Brookshire (I-277) inasmuch as the current I-77 (northbound) to I-277 (westbound) exit is a left-hand exit (with a significant amount of weaving in this area).
12. Several local governments have proposed additional general purpose interchanges on I-77 between Charlotte and Statesville. These could have operational impacts on the project proposed under I-5405 or subsequent projects. The above-described strategic vision would guide the addition of any general interchanges to the corridor.
13. How will the corridor traffic operations handle Alternative 2 with two HOT lanes in each direction? How will the engineering design of the facility minimize the impact of weaving vehicles in advance of interchanges?
14. Build Alternative 2 appears to involve substantive issues including:
 - A. Impediments to construct an additional HOT lane in each direction beginning south of the Harris Boulevard interchange where the current median width seems to be approximately 22 feet with a vertical difference between north and south bound lanes.
 - B. Apparent inability to add additional lanes south of I-85 and provide proper lane width and breakdown shoulders without substantive human and natural environmental impact
 - C. Potential preclusion of additional access to the HOT lanes from current non-interchange bridges due to consumption of the available median width.
 - D. Delivery of significantly greater traffic volumes to a constrained cross-section in Cornelius resulting in operational issues and lessened utility of the investment since the volumes cannot be processed in the northbound direction.

NOISE

1. Noise studies should be undertaken; one or two additional lanes in each direction could result in significant increase in noise levels.

ENVIRONMENTAL JUSTICE

1. There are significant environmental justice populations along the corridor, particularly south of exit 16. MUMPO's Degree of Impact (DOI) analysis of EJ populations indicates that the corridor passes through areas with a "moderate" DOI impact, which translates into 3-4 of the six EJ populations being represented at levels exceeding regional thresholds for those populations.
2. Due to the increased capacity what are the proposed noise barriers? None are noted.
3. What will be the material of the proposed noise barriers?
4. Who will pay for the upgraded noise barriers if any?

5. Noise impacts upon I-77 as well as surrounding neighborhoods and road networks during construction should be assessed (with mitigation identified)

BIKE, PED & GREENWAYS

1. Is there an opportunity for a culvert crossing for greenway at Westmoreland?
2. If the Westmoreland Rd. Bridge is rebuilt, will the new bridge accommodate a multipurpose trail?
3. Is there an opportunity for greenway crossing under Exit 28?
4. Is there an opportunity for a greenway trail at Caldwell station creek just north of Exit 25?
5. Is there a proposed crossing opportunity at Willow Pond/Blakely property?
6. Is there an opportunity for a pedestrian overpass within Cornelius?
7. Impacts (both design and construction) upon adjoining parks and greenways – notable the Irwin Creek (existing and proposed) greenway need to be evaluated
8. Bike/ped considerations on local street network should be made for all grade separations that are proposed to be removed and replaced (ideally up to Complete Streets standards)
9. Level of use of the ped-overpass near LaSalle Street that is proposed to be removed should be evaluated ... replacement (at this or similar location) may thereby be warranted.

PURPOSE & NEED

1. The transmittal letter from Eric Midkiff appears to describe the purpose and need of the project to simply be the relief of congestion, presumably vehicular.
2. The purpose and need statement for the project should be:
 - A. developed in partnership with local entities;
 - B. developed in the overall context of a (currently non-existent) strategic national, state, and regional vision for the I-77/NC 115/Norfolk-Southern "O" line corridor between Charlotte and Statesville. This strategic vision should be developed to guide the incremental investment decisions to be made in the corridor; and
 - C. the only existing guidance for a strategic vision of the corridor may be found in the 2001 I-77 Sub-Area Study which can be downloaded from the MUMPO website at <http://www.mumpo.org/PDFs/I-77/I-77Sub-AreaStudyFinalReport.pdf>
 - D. What are the assumptions regarding corridor air quality benefit/dis-benefit of Alternative 1 and Alternative 2? Is it anticipated that this improvement will increase, decrease, or have a negligible impact on the corridor's air quality?

INTERCHANGES

1. In the discussion of any alternate the operations of the current interchanges should be addressed. We are personally aware of substantial congestion at the Sunset Road interchange and the Gilead Road interchange spilling back onto the mainline at times during the peak periods. It is likely that similar congestion exists at other interchanges. Any discussion of the alternatives should clearly forecast the ability to move across the general purpose lanes from the HOT lanes to the on and off ramps and factor the use of the managed lanes accordingly.
2. The ability to upgrade existing interchanges should not be precluded or made less likely in either the project design or the financial construct being created for project delivery.
3. The Town of Huntersville in conjunction with federal, state, and regional partners has produced an interchange modification report for the I-77/NC 73 interchange. Suggestions for additional bridges across the interstate included in this study should be incorporated in the design of the widening under I-5405.
4. Both the 2025 Transit/Land Use Plan (1998) and the I-77 Sub-Area Study (2001) discuss the potential for specialty interchanges on I-77 (in addition to the general purpose interchanges) to handle bus access into and out of the HOV lanes. HOT lanes were not in general discussion when these studies were produced. The build analyses explored in the environmental document should include analysis of the functionality of this concept in the long-term vision for the corridor. The build analyses SHOULD NOT PRECLUDE nor should it significantly impact the cost of the latter implementation of this concept if the concept has value in the long term future of the corridor.

OTHER

- How will notification be handled for all phases of construction?
- How will the town be notified of construction schedule/delays?
- When will the public hearings occur in Cornelius? How many?
- What public outreach efforts will be conducted during this process?
- Will the public have a comment period after final design?
- Who will be responsible for policing during construction within Cornelius?

- What will be the time period of construction for Cornelius' portion of improvements?
- Will there be potential interstate delays?
- If so, is there a detour plan?
- How will 4 lanes taper to 2 lanes at exit 28?
- Will proposed design for Westmoreland road include setup for future interchange?

- What will the design of bridge Abutments look like?
- Will the I-77 Service Road be impacted?
- Will Highway 21 be impacted?
- How will businesses and churches be impacted?
- How will north and south be divided?
- What type of physical barrier will be used?
- What is timing for alt A and alt B?
- Will there be underground utilities installed?
- Will additional interstate lighting be proposed and if so what wattage/style?
- Where will overhead signage be located?
- Will Cornelius branding be able to be incorporated?

DRAFT

**Town of Huntersville
REQUEST FOR BOARD ACTION
February 6, 2012**

REVIEWED:

Town Manager _____

Finance Officer _____

Town Attorney _____

To: The Honorable Mayor and Board of Commissioners
From: Bill Coxe, Transportation Planner
Subject: Prosperity Church Road Extension Alignment North of Eastfield Road

On January 17, 2012, the Town Board voted to reaffirm the existing MUMPO alignment for the extension of Prosperity Church Road north of Eastfield Road. Cambridge Properties, the developers of the Huntersville Village property, have crafted a new alignment that would alter the route within their property. There is a minor alteration (three feet plus or minus) as the route enters the Olmsted property and Olmsted representatives have indicated acceptance of this change. The exit point from the Olmsted property to the Davis property at the northern end of the alignment would be in the same location and same curvature as the current MUMPO alignment. Cambridge Properties requests that the Town Board endorse this new proposal.

Staff finds the proposed alignment acceptable. We believe it will yield a slightly better development layout on the Cambridge property than would the current MUMPO alignment.

ACTION RECOMMENDED: Board to consider endorsing the new route for Prosperity Church Road Extension as proposed by Cambridge Properties and as shown in red on the attached map.

ATTACHMENTS: memo and map

ENCLOSURES:

FINANCIAL IMPLICATIONS: n/a

date February 1, 2012

to Huntersville Town Board

from Bill Coxe, Transportation Planner

re Prosperity Church Road Realignment North of Eastfield Road

On January 17, 2012 the Town Board discussed a proposal by Cambridge Properties to shift the MUMPO approved alignment for the extension of Prosperity Church Road beginning just north of Eastfield Road and re-joining the MUMPO alignment on property owned by the Davis family. After discussion, the Board voted to re-affirm (i.e. not change) the MUMPO alignment. At the center of the discussion was a desire to not worsen the impact on the Davis property.

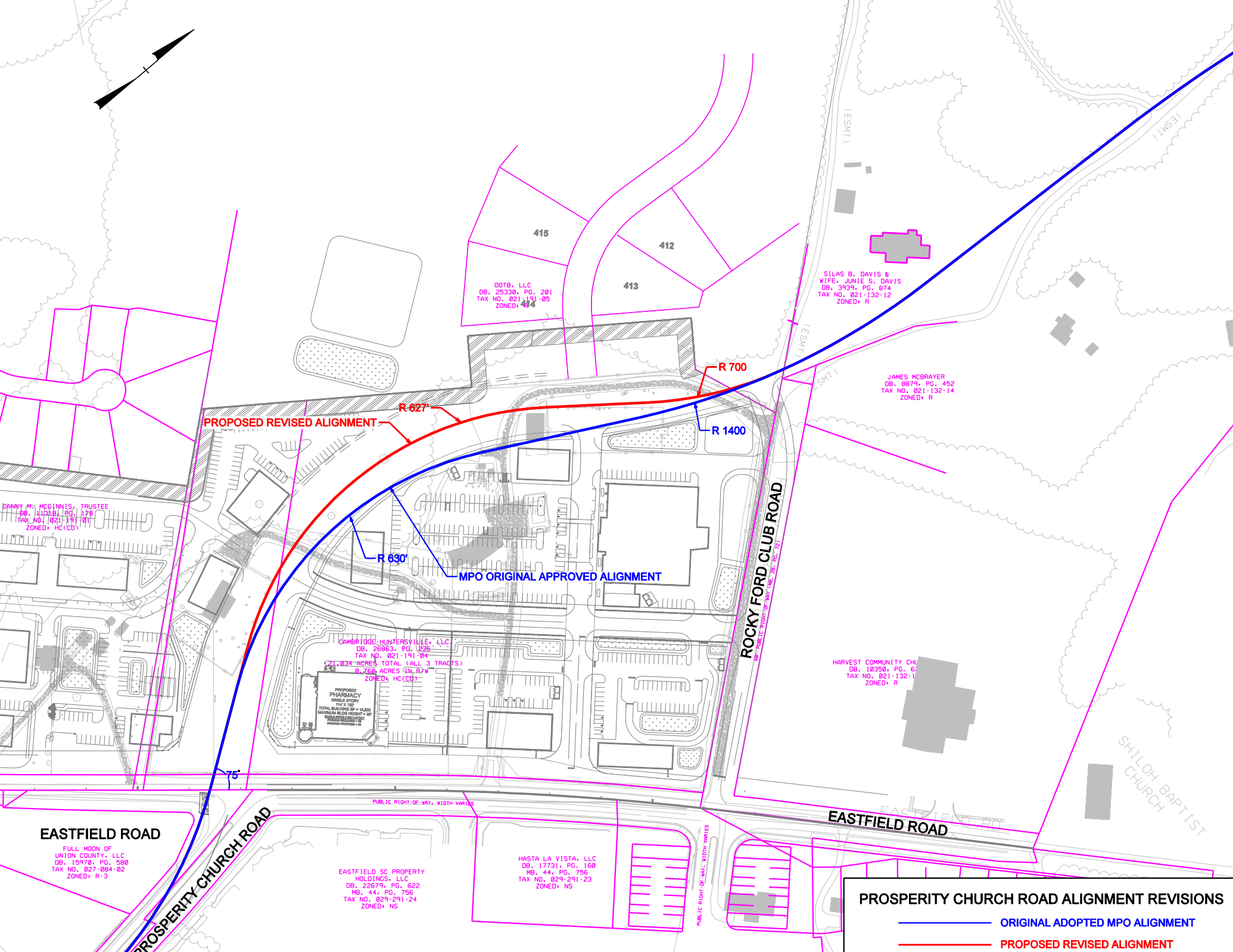
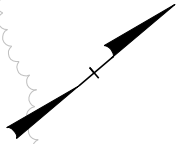
Cambridge Properties has directed their engineers to craft an alignment that allows change within the Cambridge Property but does not alter the MUMPO alignment's impact on the Davis property. They have submitted the alignment to MUMPO staff and Town Engineering Department and both find the alignment acceptable from a design standpoint. There is a minor (roughly 3 feet) shift from the MUMPO alignment to the new route as it crosses into the Olmsted property but there is no shift at the Davis' property line. The attached map shows the current MUMPO alignment and the revised proposed alignment.

Cambridge Properties intends to move forward with development on the property with slight modifications to the existing approved (Crescent Resources, 2009) conditional zoning plan. Any changes to the plan are intended to be sufficiently minor in nature as to allow administrative approval of the change rather than requiring the extensive site plan amendment process. The latest version of the proposed changes has been reviewed by the Town and County engineers. Justin and I have focused on the internal roadway alignments and circulation/driveway/access arrangement issues. The shift in the alignment of Prosperity Church Road allows minor shifts in the internal roadway structure. We find that the proposed layout is better from a traffic circulation standpoint than the original Crescent plan.

Staff is comfortable supporting the proposed shift in the Prosperity Church Road Extension. Due to a specific clause in the MUMPO Memorandum of Understanding, the shift must be approved by the MUMPO.

Please note: I will be available at 5:30 prior to the Town Board meeting at Town Hall if you would like to discuss this issue.

attachment



DANNY W. MCGINNIS, TRUSTEE
DB. 111831, PG. 174
TAX NO. 021-131-101
ZONED: HC(CD)

0078, LLC
DB. 25330, PG. 201
TAX NO. 021-131-05
ZONED: 444

SILAS B. DAVIS &
WIFE, JUNIE S. DAVIS
DB. 3939, PG. 874
TAX NO. 021-132-12
ZONED: R

JAMES MCBRAYER
DB. 8879, PG. 452
TAX NO. 021-132-14
ZONED: R

CAMBRIDGE HUNTERVILLE, LLC
DB. 26863, PG. 135
TAX NO. 021-141-04
0.21-0.31 ACRES TOTAL (ALL 3 TRACTS)
0.760 ACRES (IN B/W)
ZONED: HC(CD)

HARVEST COMMUNITY CH.
DB. 10358, PG. 6
TAX NO. 021-132-11
ZONED: R

EASTFIELD ROAD
FULL MOON OF
UNION COUNTY, LLC
DB. 15970, PG. 500
TAX NO. 027-084-02
ZONED: R-3

EASTFIELD SC PROPERTY
HOLDINGS, LLC
DB. 22679, PG. 622
MB. 44, PG. 756
TAX NO. 029-291-24
ZONED: NS

HASTA LA VISTA, LLC
DB. 17731, PG. 160
MB. 44, PG. 756
TAX NO. 029-291-23
ZONED: NS

PROSPERITY CHURCH ROAD ALIGNMENT REVISIONS

- ORIGINAL ADOPTED MPO ALIGNMENT
- PROPOSED REVISED ALIGNMENT