

II. Recommendations

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and the environment.

The Cabarrus-Rowan MPO (CRMPO) is required by federal law to develop a Long Range Transportation Plan (LRTP). The CRMPO LRTP is the fiscally constrained portion of the CRMPO CTP.

This report documents the development of the CRMPO CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the MPO.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the MPO and its member jurisdictions. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to NCDOT. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (and or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element.

HIGHWAY

2006 to 2015 Horizon Years

I-85, TIP No. I-2304

The I-85 corridor from Salisbury to Lexington is currently over capacity and the bridges over the Yadkin River are rated as structurally deficient. The 2012-2018 TIP includes a project intended to address this problem. The section of the project within the CRMPO is from Exit 81(Long Ferry Rd, SR 2120) to Davidson County at the Yadkin River and is within the 2015 horizon year of the CRMPO LRTP. The TIP project includes the addition of lanes on I-85 and the reconstruction of the Yadkin River Bridge.

This project is currently under construction as a design-build project. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

I-85, TIP No. I-3803

The I-85 corridor from Charlotte to Concord is currently over capacity. The 2012-2018 TIP includes a project intended to address this problem. The section of the project within the MPO is from the Mecklenburg County line at Exit 49 (Bruton Smith Blvd, SR 2894) to Exit 52 (NC 73) in Cabarrus County. This project is within the 2015 and 2025 horizon years of the CRMPO LRTP. The TIP project includes the addition of lanes on I-85.

This project is currently under construction as a design-build project. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

Kannapolis Parkway, TIP No. U-2009

The traffic volumes on the western side of Cabarrus County from Kannapolis and Concord to Mecklenburg County have grown considerably. The radial routes from NC 3 to NC 49 are currently approaching or over capacity. There are only a few short and unconnected facilities that join them and travelers must weave between them. TIP Project U-2009 is intended to address this problem.

Several sections of this project have been completed and the remainder is unfunded. The remaining section of the TIP project within the MPO is from NC 3 to Tuckaseegee Road (SR 1616) and is within the 2035 horizon year of the CRMPO LRTP. The TIP project includes constructing a multilane facility on new location. For additional information about this project, including Purpose and Need, contact NCDOT Project Development and Environmental Analysis Branch.

2016 to 2025 Horizon Years

I-85, TIP No. I-3802 (Includes I-3610)

The I-85 corridor from Concord to Salisbury is currently over capacity. The 2012-2018 TIP includes two projects intended to address this problem. The projects within the MPO are from Exit 55(NC 73) in Cabarrus County to Exit 68(US 29/US 601/NC 152) in Rowan County. These projects are within the 2025 and 2035, respectively, horizon years of the CRMPO LRTP. The TIP projects include the addition of lanes on I-85.

These projects are currently in the planning phase. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

NC 49, TIP No. R-2533

Sections of the NC 49 corridor northeast of Charlotte to the Yadkin River are currently over capacity. The 2012-2018 TIP includes a project intended to address this problem. The section of the project within the MPO is from Mecklenburg County to the Yadkin River and is within the 2025 and 2035 horizon years of the CRMPO LRTP. The TIP project is to widen NC 49 to multi-lanes.

This project is currently under construction and several sections have been completed. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

NC 3, TIP No. U-3440

The NC 3 corridor from Mooresville to Kannapolis is projected to be over capacity by 2035, partially due to the implementation of the proposed Kannapolis Parkway (TIP Project U-2009). The 2012-2018 TIP includes a project intended to address this problem. The section of the project within the MPO is from the proposed Kannapolis Parkway (U-2009) to Loop Road (SR 1691) in Kannapolis and is within the 2025 horizon year of the CRMPO LRTP. The TIP project includes widening NC 3 to multi-lanes.

This project is currently in the planning and design phase. For additional information about this project, including Purpose and Need, contact NCDOT Project Development and Environmental Analysis Branch.

George Liles Parkway, TIP No. R-2246

The traffic volumes on the western side of Cabarrus County from Kannapolis and Concord to Mecklenburg County have grown considerably. The radial routes from NC 3 to NC 49 are currently approaching or over capacity. There are only a few short and unconnected facilities that join them and travelers must weave between them. The 2012-2018 TIP includes a project intended to address this problem. The section of the TIP project in the MPO is from I-85 to NC 49 and is within the 2025 and 2035 horizon years of the CRMPO LRTP. The TIP project

includes widening George Liles Parkway to a four lane divided facility, partially on new location.

The segment of this project from Weddington Road (SR 1431) to south of I-85 is complete. The segment from Roberta Road (SR 1304) to Weddington Road (SR 1431) is currently in the right of way phase. The segment from NC 49 to Roberta Road (SR 1304) is unfunded. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

Derita Road (SR 1445), TIP No. U-4910

Derita Road (SR 1445) between Poplar Tent Road (SR 1394) and Concord Mills Blvd (SR 2894) in Concord is currently over capacity. The 2012-2018 TIP includes a project intended to address this problem. The TIP project includes widening Derita Road (SR 1445) to multi-lanes. This project is within the 2025 horizon year of the CRMPO LRTP.

This project is currently in the planning and design phase. For additional information about this project, including Purpose and Need, contact the City of Concord Transportation Engineering Office.

2026 to 2035 Horizon Years

US 52 Bypass, TIP No. R-2903

US 52 in Rowan County is part of the Strategic Highway Corridors Vision Plan adopted by NCDOT on September 2, 2004 and most recently updated on July 10, 2008. It connects I-85 and NC 49 through Salisbury, Granite Quarry and Rockwell.

Immediately south of the I-85 Interchange to Stokes Ferry Road (SR 1004) US 52 has a four lane divided cross section, then becomes a four lane urban cross section until Timber Run Drive. From Timber Run Drive to south of Railroad Street US 52 has a three-lane urban cross section through Granite Quarry. US 52 is a two lane rural section between Granite Quarry and Rockwell. Three lanes run through Rockwell to Emmanuel Church Road (SR 2338). The cross section between Rockwell and Misenheimer is a two lane rural section. Three lanes run through Misenheimer to the Stanly County Line and NC 49.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing US 52 alignment are projected to be near or over capacity by 2035. Along the four lane urban section the estimated volumes range from 26,300 vehicles per day (vpd) in 2010 to 28,700 vpd in 2035. The capacity is 25,500 vpd.

A US 52 Bypass project between I-85 and NC 49 is in the 2035 CRMPO LRTP. The recommended improvements are a boulevard on new location connecting I-85 at Exit 79 (Old Union Church Road, SR 1915) and existing US 52 at Sides

Road (SR 2344) south of Granite Quarry and improvements to Sides Road east of Rockwell and improvements to existing US 52 south of Rockwell to the Stanly County Line.

Harrison Road (SR 1710)/US 70 (Jake Alexander Boulevard) Connector, Local ID No. ROWA0020-H

There is a lack of direct connectivity between the neighborhoods along Majolica Road (SR 1722). These connectors will improve the access and allow traffic on Majolica Road (SR 1722) and Harrison Road (SR 1710) to avoid the intersections along Sherrill Ford Road (SR 1526).

The recommended improvement is a two lane minor thoroughfare on new location.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

US 70 (Jake Alexander Boulevard) Grade Separation at the Rail Crossing, Local ID No. ROWA0021-H

The rail corridor from Salisbury to Asheville is part of the planned NCDOT western passenger rail corridor. According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the traffic volume along US 70 at this location in 2010 was 22,000 vehicles per day (vpd) and in 2035 it is projected to be 46,100 vpd. The purpose of this project is to address the problem of present and future at-grade rail crossing safety. Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP.

Jake Alexander Boulevard (SR 1007) Extension, Local ID No. ROWA0022-H

Currently, traffic from the northeast quadrant of Rowan County east of I-85 does not have an efficient route to take to get to the western side of the county without going through downtown Salisbury. The purpose of this project is to provide a connection to the existing Jake Alexander Boulevard (US 70/ SR 1007) corridor around the south and east sides of downtown Salisbury.

The recommended improvement is a four lane boulevard from Stokes Ferry Road (SR 1004) to US 52 Relocation (R-2903) with provisions for pedestrians, bicycles, and transit.

These improvements are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Klumac Road (SR 2541) Grade Separation, TIP No. U-3459

The rail corridor from Charlotte to Raleigh is part of the Southeast High Speed Rail corridor. The 2012-2018 TIP includes a project intended to address the problem of at grade railroad crossing safety. This project is currently under construction as a design-build project. For additional information about this

project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

Old Beatty Ford Road (SR 1210, 1221), Local ID No. CABA0024-H

Old Beatty Ford Road (SR 1221) between US 29 (Cannon Boulevard) and Roy Cline Road (SR 2570) is projected to be over capacity by 2035. The primary purpose of this project is to address the anticipated congestion and improve mobility along this section of Old Beatty Ford Road (SR 1210, 1221) due to increased urban development. According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) several sections of the existing alignment are projected to be near capacity by 2035. The volumes range from 1,500 vehicles per day to 3,200 vehicles per day in 2010. Projected volumes for 2035 range from 2,700 vehicles per day to 13,200 vehicles per day. The capacity of this section of the facility ranges between 10,500 vehicles per day and 14,600 vehicles per day.

The recommended improvement is widening out to full twelve foot lanes with provisions for bicycles. Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Old Concord Road (SR 1002), Local ID No. CABA0025-H

Old Concord Road (SR 1002) between Ritchie Road (SR 2574) and Town Creek is expected to be over capacity by 2035. The primary purpose of this project is to address the anticipated congestion and improve mobility along this section of Old Concord Road (SR 1002) due to increased urban development.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) several sections of the existing alignment are projected to be near or over capacity by 2035. The volumes range from 5,000 vehicles per day to 9200 vehicles per day in 2010. The projected volumes for 2035 range from 10,300 vehicles per day to 17,900 vehicles per day. The capacity of this section of the facility ranges between 13,100 vehicles per day and 13,600 vehicles per day.

The recommended improvement is a four lane boulevard with provisions for pedestrians, bicycles, and transit.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Henderson Street (Bringle Ferry Road Extension), TIP No. U-3460

The rail corridor from Greensboro to Charlotte is part of the planned Southeast High Speed Rail Corridor. The purpose of this project is to address the problem of connectivity across the at-grade rail crossing. Henderson Street is less than

half a mile from the Salisbury train station along the rail corridor on the north side of the CBD.

The recommendation is to construct a three lane grade separation between Henderson Street and Bringle Ferry Road (SR 1002) with provisions for bicycles and pedestrians.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Long Ferry Road (SR 2120) Railroad Grade Separation, TIP No. U-3822

The rail corridor from Greensboro to Charlotte is part of the planned Southeast High Speed Rail Corridor. The purpose of this project is to address the problem of present and future at-grade rail crossing safety. According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volume on the facility is 4,700 vehicles per day in 2010. The projected volume for 2035 is 15,500 vehicles per day. The capacity of this section of the facility is 10,500 vehicles per day.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

NC 152 East Widening, TIP No. R-4062

Sections of NC 152 between I-85 and US 52 are expected to be over capacity in 2035 due to increased development and commuter traffic between eastern Rowan County and I-85. The primary purpose of this project is to address the anticipated congestion and improve mobility along this section of NC 152. According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volumes range from 4300 vehicles per day to 9000 vehicles per day in 2010. The projected volumes for 2035 range from 6,100 vehicles per day to 18,700 vehicles per day. The capacity of this section of the facility ranges between 11,100 vehicles per day and 15,100 vehicles per day.

The recommended improvement is widening to a four lane boulevard cross section with provisions for bicycles.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Main Street (SR 2719) Widening, Local ID No. CABA0029-H

Sections of Main Street (SR 2719) through southern Rowan County are expected to be over capacity in 2035. From Jackson Park Road (SR 2000) at the Cabarrus County line to China Grove at Kimball Road (SR 1211) there are numerous commercial and residential driveways which reduce the capacity of the facility. The primary purpose of this project is to address the anticipated

congestion and improve mobility along this section of Main Street (SR 2719) due to the increase in urban development.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) several sections of the existing alignment are projected to be near or over capacity by 2035. The volumes range from 4,400 vehicles per day to 8,500 vehicles per day in 2010. The projected volumes for 2035 range from 7,500 vehicles per day to 11,200 vehicles per day. The capacity of this section of the facility ranges between 10,700 vehicles per day and 12,900 vehicles per day.

The recommended improvement is a three lane urban cross section.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

Kimball St Extension, TIP No. U-5120

Kimball Street (SR 1211) is located on the west side of Main Street between the Towns of Landis and China Grove. The primary purpose of this project is to address anticipated congestion and improve mobility through the residential neighborhood between the future grade separation and US 29.

This project will link downtown Landis from the future Kimball Street Grade Separation at Chapel Street with US 29. With the already planned railroad grade separation (P-5206C) at this location, this project will improve system connectivity and safety of vehicles and pedestrians in the area. Emergency response vehicle times will also be improved.

Improvements to this section of road are recommended in the 2035 CRMPO LRTP.

NC 152 Bypass, Local ID No. ROWA0031-H

NC 152 transverses the middle section of the MPO. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of NC 152 due to anticipated through traffic through downtown China Grove. Traffic using NC 152 to travel from western Rowan County to reach Rockwell must maneuver narrow and signaled intersections and streets through downtown China Grove and the interchanges with US 29 and I-85.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing alignment are projected to be near or over capacity by 2035, especially during peak commuting hours. The volumes range from 5,100 vehicles per day to 16,700 vehicles per day in 2010. The volumes range from 12,400 vehicles per day to 25,100 vehicles per day in 2035 without the Bypass. The current capacity of NC 152 through China Grove ranges between 11,000 vpd and 14,600 vpd.

Improvements to NC 152 around China Grove are recommended in the 2035 CRMPO LRTP.

Julian Road (SR 2528) Widening, Local ID No. ROWA0032-H

Julian Road (SR 2528) between US 601 (Jake Alexander South) and Summit Park Rd (SR 2667) is already over capacity due to increased development around the south side of Salisbury. This section of the facility currently has a full two lane cross section. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of Julian Road (SR 2528).

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the existing facility is projected to be near or over capacity by 2035, especially during peak commuting hours. The volumes range from 8,500 vehicles per day to 14,000 vehicles per day in 2010. The projected volumes for 2035 range from 19,400 vehicles per day to 34,100 vehicles per day. The capacity of this section of the facility is 12,200 vehicles per day.

The recommended improvement is a four lane boulevard with provisions for pedestrians, bicycles, and transit.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.

NC 150 (Mooresville Rd), TIP No. U-3623

NC 150 (Mooresville Rd) is a radial route located on the west side of Salisbury toward Mooresville. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of NC 150 due to increased urban development.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing alignment are projected to be near or over capacity by 2035, especially during peak commuting hours. The volumes range from 10,800 vehicles per day to 23,300 vehicles per day in 2010. The volumes range from 12,900 vehicles per day to 29,100 vehicles per day in 2035. The current capacity of the facility ranges from 12,200vpd to 14,600 vpd.

Improvements to the section of NC 150 from Airport Road (SR 1516) to Grants Creek as recommended in the 2035 CRMPO LRTP is a four lane boulevard.

Airport Parkway Extension, TIP No. U-3821

Commercial development around the Rowan County airport is projected to increase over the next 30 years. The primary purpose of this project is to improve access to the development surrounding the airport and improve mobility between US 70, NC 150, US 29 and I-85 on the southwest side of Salisbury. This project is recommended in the 2035 CRMPO LRTP.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1), NC 150 will be the only facility surrounding the airport development that will be over capacity by 2035. With the already planned railroad grade separation (P-5206A) at Peeler Road (SR 2538), and the more direct connection to I-85, this new location project will improve system connectivity for vehicles accessing the development around the airport.

Poplar Tent Rd (SR 1394), TIP No. U-3415

Poplar Tent Rd (SR 1394) between I-85 and US 29/601 is already over capacity due to increased development and commuter traffic between Concord and Mecklenburg County. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of Poplar Tent Road. Improvements to this section of Poplar Tent Road are listed in the 2035 CRMPO LRTP. The 2012-2018 STIP includes a project intended to address this problem. This project is currently in the planning and design phase. For additional information about this project, including Purpose and Need, contact the NCDOT Project Development and Environmental Analysis Branch.

Poplar Tent Rd (SR 1394), Local ID No. CABA0037-H

Poplar Tent Rd (SR 1394) between Derita Road (SR 1445) and NC 73 is already over capacity. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of Poplar Tent Road due to increased urban development.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing alignment are projected to be near or over capacity by 2035, especially during peak commuting hours. The volumes range from 10,300 vehicles per day to 23,300 vehicles per day in 2010. The volumes range from 20,100 vehicles per day to 54,700 vehicles per day in 2035. The capacity of this section of the facility ranges between 10,300 vpd and 14,300 vpd.

Improvements to this section of road are recommended in the 2035 CRMPO LRTP.

NC 3 (Branchview Road), Local ID No. CABA0039-H and CABA0040-H

Branchview Road is located on the east side of Concord and parallels US 29, Church Street (NC 73) and Union Street (SR 1007) through Concord. The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of NC 3 due to increased urban development. The section between Copperfield Boulevard (SR 2126) and US 601 is already near or over capacity in 2010.

The existing cross section between Copperfield Boulevard (SR 2126) and Burrage Road is a three lane rural section with turn bays. From Burrage Road

US 601 the cross section is two lanes with shoulders and turn bays at major access points and intersections.

According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing alignment are projected to be near or over capacity by 2035. The volumes range from 8,800 vehicles per day to 16,000 vehicles per day in 2010. The volumes range from 24,400 vehicles per day to 41,300 vehicles per day in 2035. The capacity of the facility ranges from 12,700 vpd to 13,800 vpd.

Improvements to this section of road are recommended in the 2035 CRMPO LRTP. The recommended improvement is to widen NC 3 to a four lane boulevard.

US 29 Widening, Local ID No. CABA0041-H

There are very few high capacity north and south corridors in the region. US 29 between Church Street and I-85 is located north of the Concord central business district. There are major commercial generators in the area such as a regional shopping mall, a regional hospital, and the regional transit station. This section of US 29 (Concord Parkway) currently has a four lane divided cross section. The primary purpose of this project is to address current and anticipated congestion along this section of the US 29 corridor.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volumes range from 35,000 vehicles per day to 40,000 vehicles per day in 2010. The projected volumes for 2035 range from 51,000 vehicles per day to 63,700 vehicles per day. The capacity of this section of the facility ranges between 28,100 and 35,100 vehicles per day.

The recommended improvement is a six lane boulevard with provisions for transit.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is regionally significant.

US 29 Widening, Local ID No. CABA0042-H

There are very few high capacity north and south corridors in the region. US 29 between Cabarrus Avenue and Church Street is located west of and bypasses the Concord central business district. This section of US 29 (Concord Parkway) currently has a four lane divided cross section. The primary purpose of this project is to address current and anticipated congestion along this section of the US 29 corridor.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volumes range from 22,000 vehicles per day to 33,000 vehicles per day in 2010. The projected volumes for 2035 range from 29,700

vehicles per day to 47,100 vehicles per day. The capacity of this section of the facility is 35,100 vehicles per day.

The recommended improvement is a six lane boulevard with provisions for transit.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is regionally significant.

Caldwell Road (SR 1547) Extension, Local ID No. CABA0043-H

There is currently only one high level facility connecting NC 49 and US 29 (Concord Parkway) in southwest Cabarrus County. Morehead Road (SR 1300) has several sections that are projected to be near or over capacity by 2035. Morehead Road (SR 1300) currently has a two lane cross section between NC 49 and the Harrisburg city limits, a three lane section between Harrisburg and Concord, and a four lane divided section along the speedway to US 29 (Concord Parkway). The purpose of this project is to improve system connectivity and relieve congestion in southwest Cabarrus County.

According to the traffic analysis performed using the Metrolina Regional Model (MRM011v1.1) the existing traffic volumes on Morehead Road (SR 1300) range between 11,000 vehicles per day and 15,000 vehicles per day in 2010 and the projected volumes for 2035 range from 13,500 vehicles per day to 17,300 vehicles per day in 2035. The capacity of Morehead Road (SR 1300) ranges between 10,200 vehicles per day and 26,800 vehicles per day.

The recommended improvement is to extend Caldwell Road (SR 1547) from NC 49 to connect to Hudspeth Road (SR 1302) as a four lane boulevard on new location parallel to Morehead Road (SR 1300) and improving Hudspeth Road (SR 1302) to a four lane boulevard to connect to US 29 (Concord Parkway) with provisions for pedestrians and bicycles .

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is regionally significant.

US 601 Widening, Local ID No. CABA0044-H

US 601 (Warren Coleman Boulevard) between NC 3 (South Union Street) and US 29 (Concord Parkway) is located on the southwest side of, and bypasses, the Concord central business district. This section of the facility currently has a two lane cross section. The primary purpose of this project is to address current and anticipated congestion along this section of the US 601 corridor.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volumes range from 11,000 vehicles per day to 22,000 vehicles per day in 2010. The projected volumes for 2035 range from 29,000

vehicles per day to 43,800 vehicles per day in 2035. The capacity of this section of the facility ranges between 12,200 vehicles per day.

The recommended improvement is a four lane boulevard with provisions for pedestrians.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is regionally significant.

US 601 Widening, Local ID No. CABA0045-H

US 601 (Concord Highway) between Flowes Store Road (SR 1132) and NC 3 (South Union Street) is located in southern Cabarrus County. The section between Flowes Store Road (SR 1132) and NC 49 has a two lane cross section and the section between NC 49 and NC 3 (S Union Street) has a four lane cross section. The primary purpose of this project is to address current and anticipated congestion along this section of the US 601 corridor.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the volumes range from 21,000 vehicles per day to 24,000 vehicles per day in 2010. The projected volumes for 2035 range from 46,400 vehicles per day to 54,900 vehicles per day in 2035. The capacity of this section of the facility is between 11,600 and 24,600 vehicles per day.

The recommended improvement is a six lane boulevard.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is regionally significant.

NC 73 (Davidson Highway), Local ID No. CABA0046-H and CABA0049-H

The section of NC 73 that runs between US 29 in Concord and the Mecklenburg County Line is part of the Strategic Highway Corridors Vision Plan adopted by NCDOT on September 2, 2004 and most recently updated on July 10, 2008. NC 73 is a high growth corridor with several large subdivisions built or approved and is a major commuter corridor for the region.

The primary purpose of this project is to address the existing and anticipated congestion and improve mobility along this section of NC 73 due to increased urban development.

The present cross section of NC 73 along this corridor is a two-lane rural cross section. According to the traffic analysis done using the Metrolina Regional Model (MRM09v1) several sections of the existing alignment are projected to be near or over capacity by 2035, especially during peak commuting hours. The volumes range from 10,100 vehicles per day to 17,800 vehicles per day in 2010. The volumes range from 20,800 vehicles per day to 36,800 vehicles per day in 2035. The current capacity of the facility ranges from 12,200 vpd to 14,600 vpd.

Improvements to this section of road are recommended in the 2035 CRMPO LRTP. The recommended improvement is to widen NC 73 to a four lane boulevard.

Odell School Road (SR 1442) Widening, Local ID No. CABA0048-H

Odell School Road (SR 1442) from Poplar Tent Road (SR 1394) to NC 73 (Davidson Highway) is located in western Cabarrus County. It currently has a 22 foot two lane rural cross section. The primary purpose of this project is to address anticipated congestion and improve mobility in this section of the county.

According to the traffic analysis performed using the Metrolina Regional Model (MRM11v1.1) the existing volume is 7,400 vehicles per day in 2010. The projected volumes for 2035 range from 12,700 vehicles per day to 18,600 vehicles per day in 2035. The capacity of this section of the facility is 11,800 vehicles per day.

The recommended improvement is a four lane boulevard with provisions for pedestrians and bicycles.

Improvements to this section of road are recommended in the 2035 horizon year of the 2035 CRMPO LRTP. It is not regionally significant.