

NEPA/404 Merger Team Meeting Agreement

Concurrence Point Number 1: *Project Purpose and Need & Study Area Defined*

Project Description: N.C. 49 from John Kirk Drive to I-485 (widen existing roadway); realign Back Creek Church Road (S.R. 2827) on new location to the N.C. 49 and Mallard Creek Church Road (S.R. 2833) intersection; close existing at grade rail crossing at N.C. 49 and Back Creek Church Road, Charlotte, Mecklenburg County. **STIP Project: No. U-5768.**

Purpose and Need of Proposed Project

The needs to be addressed by this project include:

- N.C. 49 is currently operating at or close to congested levels.
- From 2000 through March 2016, there were six highway vehicle/train crashes at the NCR/NS at-grade rail crossing on Back Creek Church Road just south of NC 49. Current typical train traffic as reported by Norfolk Southern is 38 trains per day, and train volumes are expected to double in the future, as this crossing is located within the proposed NCDOT Southeast High Speed Rail corridor.
- With the proposed closing of the S.R. 2827 (Back Creek Church Road) railroad crossing at NCR/NS, the existing network connectivity between the Rocky River area to the south and N.C. 49 would be lost.
- Traffic volumes and lack of accommodations along N.C. 49 limit bicycle and pedestrian activity along regionally important multi-modal transportation routes. CDOT, UNCC, and University City Partners have cited the need to accommodate pedestrians and bicycles in any proposed improvement.


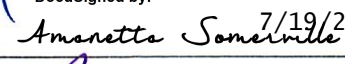
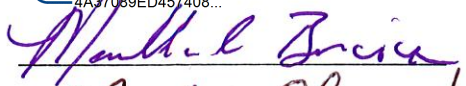
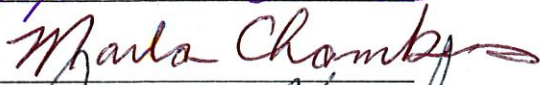
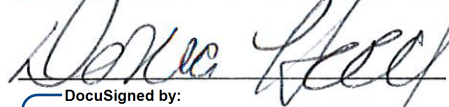
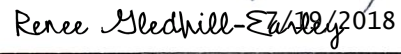
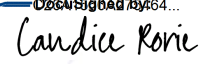
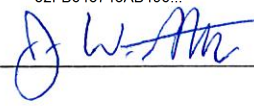
The primary purposes of the proposed project are to reduce traffic congestion, improve traffic flow, and enhance traffic operations on N.C. 49. Another purpose is to improve safety and enhance train and vehicle operations. The screening criteria for this are:

- Achieve an overall Level of Service (LOS) D for intersections along the project corridor in the design year (2040).
- Maintain connectivity from within the existing road network.
- Safely accommodate multi-modal uses of the corridor.

Project Study Area

The project study area boundaries are shown in Figure 1, dated May 2018. The study area varies along N.C. 49 to accommodate related traffic flow and connectivity improvements and includes the realignment Back Creek Church Road (SR 2827), as well as existing Back Creek Church Road.

The Project Team has concurred on the project purpose and need as stated above and the project study area as shown in Figure 1.

	<u>Signature</u>	<u>Date</u>
U.S. Army Corps of Engineers		19 July 2018
U.S. Environmental Protection Agency	DocuSigned by: 	7/19/2018
U.S. Fish and Wildlife Service		19 July '18
North Carolina Wildlife Resources Commission		
North Carolina Division of Water Resources		
North Carolina State Historic Preservation Office	DocuSigned by: 	2018
Charlotte Regional TPO	DocuSigned by: 	7/30/2018
North Carolina Department of Transportation		7-19-18

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Concurrence Point Number 2: *Preliminary Alternatives to be Studied in Detail*

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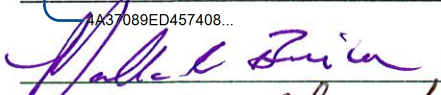

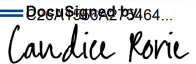
Alternatives for Detailed Study

- **No-Build Alternative**
- **Yellow Option:** Best-fit widening along NC 49, relocation of Back Creek Church Road to NC 49 at Mallard Creek Church Road using the railroad bridge constructed as part of STIP Project P-5208, and traffic flow and connectivity improvements to Old Concord Road (SR 2939) and Thomas Combs Drive
- **Purple Option:** Relocation of Back Creek Church Road north of the existing Back Creek crossing to NC 49 at Mallard Creek Church Road using the railroad bridge constructed as part of STIP Project P-5208.

The following BCCR alignment options were discussed and removed from detailed consideration (note that all options include best-fit widening along NC 49):

- **Blue Option:** Improve existing Back Creek Church Road (best-fit widening) to span NCRR and NC 49, construction of a loop/ramp to connect Back Creek Church Road (SR 2827) and Pavilion Boulevard to NC 49, best fit widening along Pavilion Boulevard, and a new location connector to Mallard Creek Church Road from Pavilion Boulevard.
- **Orange Option:** Relocation of Back Creek Church Road at a more westerly location to connect with NC 49 at John Kirk Drive (SR 2833), construction of a grade-separated crossing at NCRR south of NC 49, and improvements to John Kirk Drive north of NC 49.
- **Red Option:** Relocation of Back Creek Church Road at a more westerly location, using the railroad bridge constructed as part of STIP Project P-5208 and intersecting NC 49 at Mallard Creek Church Road.

The Project Team has concurred with the detailed study alternatives listed above.

	<u>Signature</u>	<u>Date</u>
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U.S. Environmental Protection Agency	<small>DocuSigned by:</small> 	7/19/2018
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Charlotte Regional TPO	<small>DocuSigned by:</small> 	7/30/2018
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