

N.C. 84 (Rea Road Extension) from N.C. 16 to Waxhaw-Indian Trail Road (S.R. 1008) in Wesley Chapel Union County

Who can I contact for more information?

If you have questions about this project, you may write, call, or email one of the following people:

Ms. Anamika Laad
 NCDOT Project Development and Environmental Analysis
 1598 Mail Service Center
 Raleigh, NC 27699-1598
 (919) 707-6072
 alaad@ncdot.gov

or

Ms. Liz Kovasckitz
 Mulkey Engineers & Consultants
 6750 Tryon Road
 Cary, NC 27518
 (919) 858-1808
 lkovasckitz@mulkeyinc.com

Visit the project website: www.ncdot.gov/projects/ReaRoad/

NCDOT is on the Web!

www.ncdot.gov

Public involvement is an important part of the planning process. The NCDOT encourages citizen involvement on transportation projects, and will consider your suggestions and address your concerns. If you have transportation questions on other projects, call our Customer Service Center toll-free at **1-877-DOT-4YOU**, or visit the NCDOT website at www.ncdot.gov.



Anamika Laad
 NCDOT Project Development and Environmental Analysis
 1598 Mail Service Center
 Raleigh, NC 27699-1598

Project Description

This project is included in the North Carolina Department of Transportation's (NCDOT) 2016-2025 State Transportation Improvement Program (STIP) as Project U-3467. NCDOT is proposing to extend Rea Road on new location from N.C. 16 in Weddington to N.C. 84 (the new location roadway would be signed as N.C. 84), and widen existing N.C. 84 to Waxhaw-Indian Trail Road in Wesley Chapel. The STIP identifies funds for right-of-way acquisition in fiscal year (FY) 2017 and construction in FY 2019.

Purpose and Need

The purpose of the proposed project is to improve the mobility and connectivity of Weddington Road (N.C. 84) in the project study area.

Traffic volumes in 2035 are expected to exceed capacity on N.C. 84 in the project area. In addition, vehicles traveling west on existing N.C. 84 to Rea Road must follow a longer, indirect route. Currently, westbound traffic on N.C. 84 must turn left onto N.C. 16, travel approximately 0.75 mile, and then turn right onto Rea Road.

The proposed project would provide a more direct link between western Union County and Charlotte/Mecklenburg County. It would provide an alternate route to I-485 and Charlotte, enhancing regional travel options. The proposed project would also provide additional capacity on N.C. 84 in the project area.

Project Development Process

The proposed project will involve federal funds and must comply with the National Environmental Policy Act (NEPA). Under NEPA, an agency must study the adverse and beneficial environmental impacts of alternatives that meet a project's purpose and need. This planning process can be divided into the steps shown below. This project is currently in **Step 6** of the process.

1. Identify Purpose of and Need for Project
2. Collect Data on Project Study Area
3. Analyze Preliminary Alternatives
4. Select Detailed Study Alternatives
5. Evaluate Impacts of Detailed Study Alternatives
6. Publish Environmental Assessment Document and Conduct Public Hearing
7. Select Preferred Alternative
8. Publish Finding of No Significant Impact Document

Public Involvement

Public Hearing Scheduled

Pre-Hearing Open House 4:00 – 6:30 p.m.
Public Hearing 7:00 p.m.

Tuesday, January 26, 2016
Graceway Baptist Church
4700 Monroe-Weddington Road
Matthews, NC 28104

NCDOT wants your input. NCDOT will hold an informal pre-hearing open house and a public hearing for the proposed project on Tuesday, January 26, 2016 at Graceway Baptist Church in Matthews. The pre-hearing open house is an opportunity for the public to review project maps and displays, ask questions, and discuss the project informally with NCDOT representatives. The pre-hearing open house will be held between the hours of 4 p.m. and 6:30 p.m. Interested citizens may attend at any time during those hours.

NCDOT will begin the formal portion of the public hearing with

a presentation at 7 p.m. The presentation will consist of an explanation of the location and design of the proposed alternatives, right-of-way and relocation requirements, and project procedures. Citizens will have the opportunity to make formal verbal comments following the presentation. Written comments and questions may be submitted anytime during the pre-hearing open house and public hearing, or by mail or email through the comment period ending February 26, 2016. All comments received will become part of the project record and will be considered in the selection of the preferred alternative.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this hearing. Anyone requiring special services should contact Anamika Laad (see back of newsletter) as early as possible so that arrangements can be made.

Persons who speak Spanish and do not speak English, or have a limited ability to read, speak or understand English, may receive interpretive services upon request prior to the hearing by calling 1-800-481-6494.

Aquellas personas que hablan español y no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.



Environmental Assessment Document Available for Review

The N.C. 84 (Rea Road Extension project) Environmental Assessment (EA) has been published by the NCDOT and the Federal Highway Administration (FHWA). The EA is an important milestone in the project planning process. The objective of the EA is to provide the public and decision-makers with appropriate and relevant information to make an informed decision on which transportation improvement alternative to select for implementation. Along with other important information, the EA contains a summary of the impacts associated with the alternative route locations under consideration for the project.

The EA and maps showing the alternatives routes are available for review on the project website at www.ncdot.gov/projects/ReaRoad/ or in person at the following locations:

- ♦ Village of Wesley Chapel, 6490 Weddington Road, Wesley Chapel;
- ♦ Town of Weddington, 1924 Weddington Road, Weddington;
- ♦ Union County, 500 North Main Street, Monroe; and
- ♦ NCDOT Highway Division 10, District 3, 130 S. Sutherland Ave., Monroe

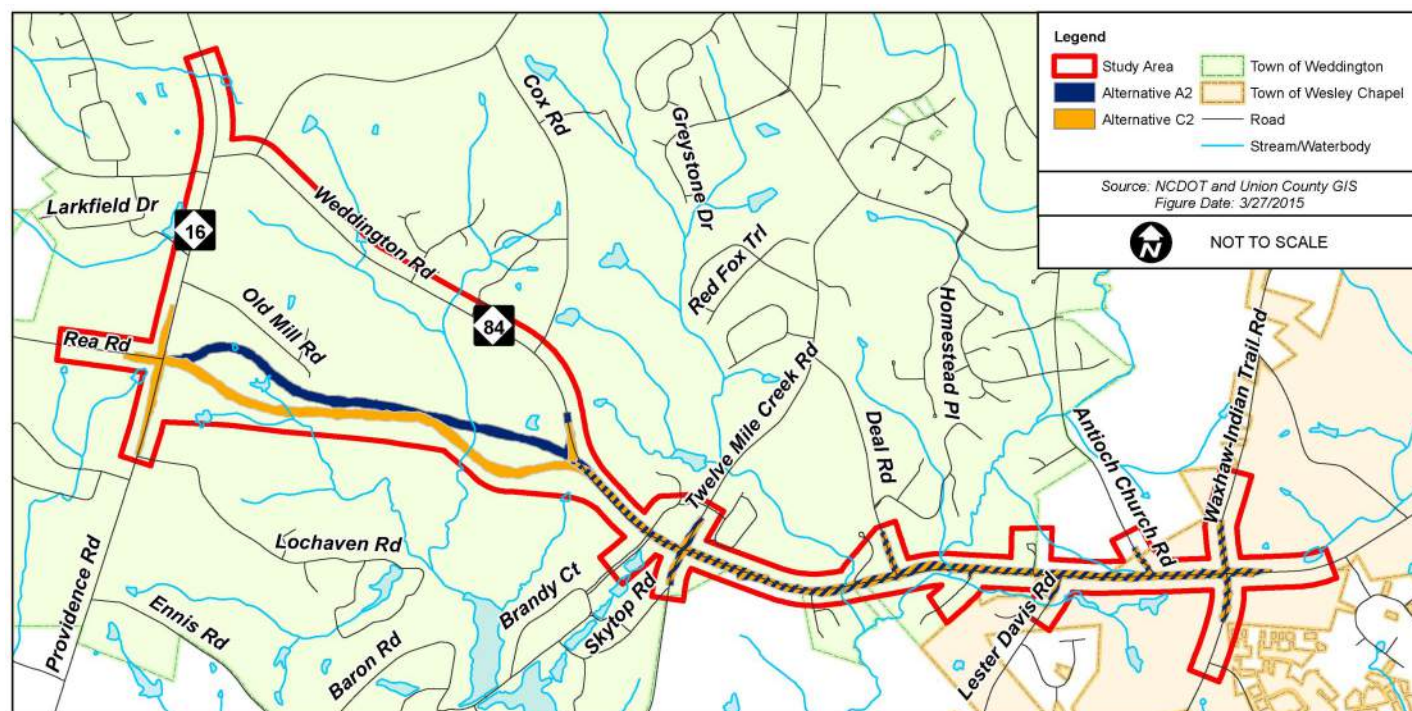
What solutions are being considered?

As documented in the Environmental Assessment, a range of preliminary alternatives were considered for the proposed project, including the No Build Alternative, the Improve Existing Alternative, and alternatives that considered alternate modes of transportation. Two Build alternatives were developed for the proposed project that extend Rea Road on new location from its current endpoint at N.C. 16 to existing N.C. 84 approximately 0.35 mile west of Twelve Mile Creek Road, and from there widen existing N.C. 84 to Waxhaw-Indian Trail Road. Options were developed to further minimize potential impacts to wetlands (Alternatives A2 and C2). In consultation with FHWA, NCDOT selected Alternatives A2 and C2 for detailed study because they meet the project's Purpose and Need and minimize potential impacts to wetlands. Alternatives A2 and C2 are described and shown on the figure below.

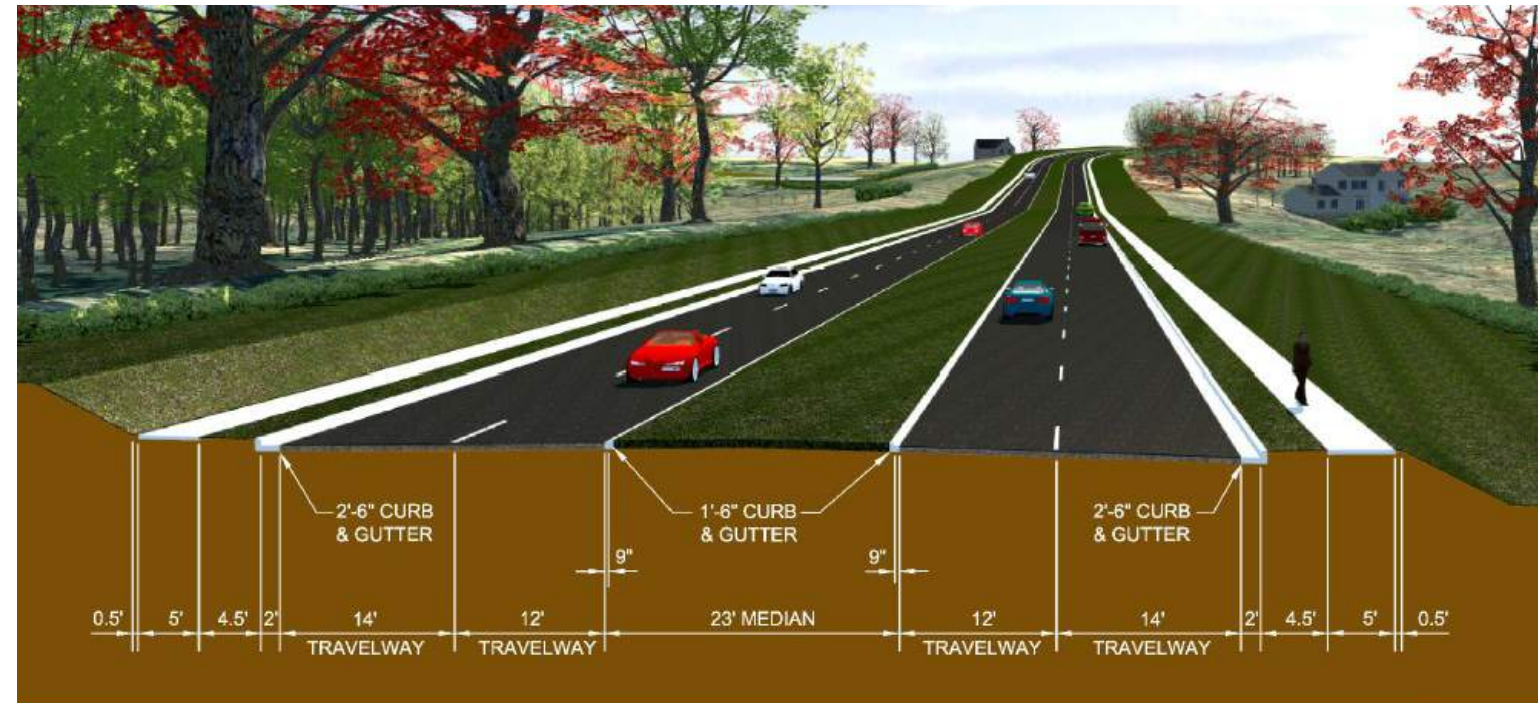
Alternative A2 begins just west of the existing Rea Road/N.C. 16 intersection. From N.C. 16, Alternative A2 extends on new location to the northeast and east to tie into existing N.C. 84 about 0.40 mile west of Twelve Mile Creek Road. Alternative A2 then follows existing N.C. 84 to just east of Waxhaw-Indian Trail Road. The total length of Alternative A2 is 4.35 miles.

Alternative C2 begins approximately 0.12 mile west of the existing Rea Road/N.C. 16 intersection. From N.C. 16, Alternative C2 extends on new location to the southeast and east to tie into existing N.C. 84 approximately 0.33 mile west of Twelve Mile Creek Road. Alternative C2 then follows existing N.C. 84 to just east of Waxhaw-Indian Trail Road. The total length of Alternative C2 is 4.34 miles.

A preferred alternative will be selected after the public hearing and the close of the EA's agency and public comment period, which runs through February 26, 2016. The preferred alternative may include a combination of Alternatives A2 and C2.



What is the proposed roadway cross-section?



Note: The inclusion of sidewalks is dependent on a cost-sharing agreement with local jurisdictions.

The proposed cross-section for the relocation and widening of N.C. 84, from the existing Rea Road intersection at N.C. 16 to Waxhaw-Indian Trail Road, consists of four lanes (two in each direction) with a 23-foot raised grass median. A 12-foot inside lane, 14-foot outside lane (to accommodate bicycles) and a ten-foot berm are proposed in each direction. Mountable curb and gutter is provided on the inside lanes along the median. Curb and gutter along the outside lanes is 2.5 feet wide.

Public Notice on “De Minimis” Impact to Historic Properties

Both of the alternatives currently under consideration for the proposed project would, to some extent, affect historic resources in the project's study area.

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effect of their undertakings on properties in or eligible for inclusion in the National Register of Historic Places (NRHP). In October 2014, the North Carolina State Historic Preservation Officer (SHPO) determined the proposed project would have No Effect or No Adverse Effect on NRHP-eligible properties in the project's study area, provided certain conditions be followed during construction of the project.

Section 4(f) of the Department of Transportation Act of 1966 gives special protection to historic sites of national, state, and local significance. Under Section 4(f), these resources cannot, in most cases, be disrupted by highway projects unless it can be shown there are no feasible and prudent alternatives to doing so. However, FHWA is

provided with a method, known as “*de minimis* impact determination,” in cases where a Section 106 finding of “no adverse effect” or “no historic properties affected” on historic properties is made with the concurrence of the SHPO and other parties participating in the consultation.

With this newsletter, the FHWA and NCDOT are providing public notice of a proposed *de minimis* impact determination under Section 4(f) for the Rea Road Extension project's potential effect on Jacob Allen Deal Farm. As documented in the Environmental Assessment, the study's Section 4(f) evaluation determined the potential effects of the proposed project would result in No Adverse Effect to Jacob Allen Deal Farm.

Comments on the proposed *de minimis* determination may be submitted to the NCDOT (as shown on the back page of this newsletter). The comment period for the *de minimis* determination ends February 26, 2016.