

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

THE PURPOSE OF THE OPEN HOUSE

AND PUBLIC HEARING

Today's hearing is another important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location and design of the project.

There are two portions to today's event, an informal open house, and a formal public hearing.

[View the video presentation of the project](#)

The video presentation of the proposed alternatives for the project will be played continuously during the pre-hearing open house. Please take a moment to view this video with an explanation of the project.

[View the detailed project maps](#)

Copies of the Environmental Assessment (EA) along with detailed maps are available for review.

[Talk to NCDOT Project Team representatives](#)

NCDOT representatives will be available between the hours of 4 p.m. and 6:30 p.m. to answer questions and receive comments related to the proposed project.

[Stay for the Public Hearing](#)

A formal presentation will begin at 7 p.m. The presentation will consist of an explanation of the proposed improvements, location, design, right-of-way, relocation requirements / procedures, and the state-federal relationship. The hearing will be open to those present for statements, questions and comments. The presentation and comments will be recorded and a transcript will be prepared.

YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the design to you and answer your questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by **February 26, 2016** to the following address:

Ms. Anamika Laad, AICP

NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Email: alaad@ncdot.gov

Everyone present is urged to participate in the proceedings. It is important, however, that the **opinions of all individuals be respected regardless of how divergent they may be from your own**. Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a popular referendum to determine the location and/or design by a majority vote of those present.

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WHAT IS DONE WITH INPUT RECEIVED?

A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic Operations, Division, Right-of-Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government staff will attend.

All spoken and written issues are discussed at the post-hearing meeting. Most issues are resolved at the post-hearing meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting will be summarized and are available to the public by noting your request on the comment sheet.

WHAT HAPPENS NEXT

Comments received from the hearing about the location and design of the proposed project will be reviewed at the post-hearing meeting and incorporated, where feasible, into the development of design plans for the project. Further studies and surveys will be conducted on the preliminary findings collected from initial studies, such as hazardous materials, historic and archaeological sites, noise impacts and abatement, and access to residences and businesses. The design plans will be refined in an effort to further reduce impacts to the human and natural environment.

A decision will be provided in the project's final environmental document: a Finding of No Significant Impact (FONSI) – to be prepared based on the results of the items above. The FONSI will be circulated for public and federal and state agency review. The project will then proceed to the right-of-way acquisition phase of the project.

STATE-FEDERAL RELATIONSHIP

The proposed project is a Federal Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80 percent Federal funds and 20 percent State funds through the National Highway System Program. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, including their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

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



PROJECT PURPOSE AND NEED

The purpose of the proposed project is to improve the mobility and connectivity of N.C. 84 in the project study area. N.C. 84 carries high traffic volumes as a major connection between southwestern Union County and southeastern Mecklenburg County and the City of Charlotte.

The project is expected to address the following needs and provide the following benefits:

Improve traffic flow and level of service (LOS) along the N.C. 84 corridor in the study area.

The level of service (LOS) of a roadway is the measure of its traffic carrying ability. Levels of service range from A to F, “A” being the best scenario with unrestricted maneuverability and operating speeds, and “F” being the worst scenario where travel on a roadway is characterized by “stop and go” conditions. LOS D indicates the capacity at which the public begins to express dissatisfaction.

The estimated Traffic volumes in 2035 are expected to exceed the traffic carrying capacity of N.C. 84 in the project area. N.C. 84 currently operates at LOS D and E, and in 2035 under No Build alternative will go down to E and F.

Provide a more direct route through the area

The vehicles traveling 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.

The proposed project will help motorists see an improvement in the safety.

As per the Traffic crash data analyzed between 2010 to 2015 within the study area, the majority collision type at all intersections was rear-end collisions. This generally indicate overall congestion issue. There were no fatal crashes during this period. The crash rate of both N.C. 16 and N.C. 84 is 2-4 times higher than the statewide average.

In addition, the project’s Demographic Study Area (DSA) experienced an 82.9 percent increase in population between 2000 and 2010. In the eastern half of the study area, which includes the Village of Wesley Chapel, there was an over 200 percent increase in population for the same time period. Travel demand between Monroe/Union County and I-485/Charlotte remains high and other parallel routes are very congested.

LOCAL AND REGIONAL TRANSPORTATION PLANS

The benefit of the proposed project to the state, region, and community will be primarily by way of improved traffic flow. Several intersections will be improved by signalization and reconfiguration allowing a more efficient traffic flow of the existing traffic patterns. The widening of N.C. 84 will also provide additional capacity for the anticipated growth of the area. These improvements will ease congestion along the project corridor.

The proposed roadway improvements are consistent with the Long Range Transportation Plans for the local municipalities within the study area (refer E.A Section 2.2.2.2). It is included in the Western Union County Local Area Regional Transportation Plan (LARTP), Charlotte Regional Transportation Planning Organization (CRTPO) 2040 Metropolitan Transportation Plan (MTP) and several other regional/local plans. Local governments within the CRTPO, as well as NCDOT, have adopted this plan.



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 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 handout, 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 and the project may be submitted to the NCDOT (as shown on the back page 1 of this handout). The comment period ends on **February 26, 2016**.

PROJECT WEBSITE: Project Maps and EA are also available at - www.ncdot.gov/projects/ReaRoad

RIGHT-OF-WAY ACQUISITION

After decisions are made regarding the final design, the proposed right of way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally
2. Fully explain the owner’s rights
3. Pay just compensation in exchange for property rights
4. Furnish relocation advisory assistance

RELOCATION ASSISTANCE

If your residence or business is to be acquired and relocated as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT-OF-WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN IN TABLE.



THE 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.

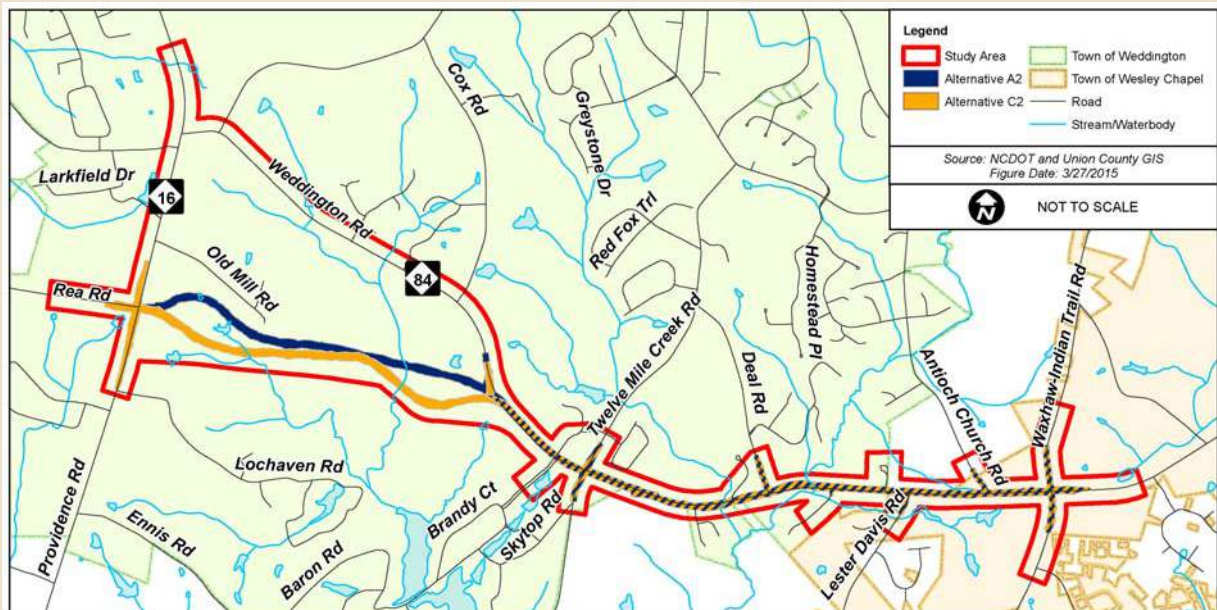
The EA and maps showing the alternatives routes are available for review on the project website at www.ncdot.gov/projects/ReaRoad/ or in person at the following locations:

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

PROJECT DESCRIPTION

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. This project is included in the North Carolina Department of Transportation's (NCDOT) *2016-2025 State Transportation Improvement Program (STIP)* as Project U-3467.

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 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.

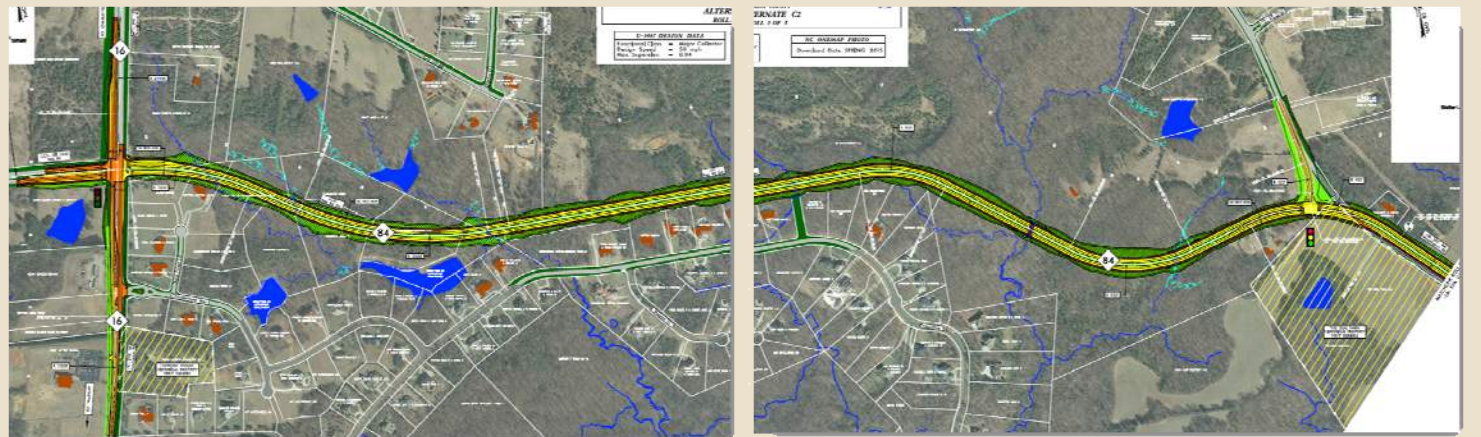


ALTERNATIVES BEING CONSIDERED

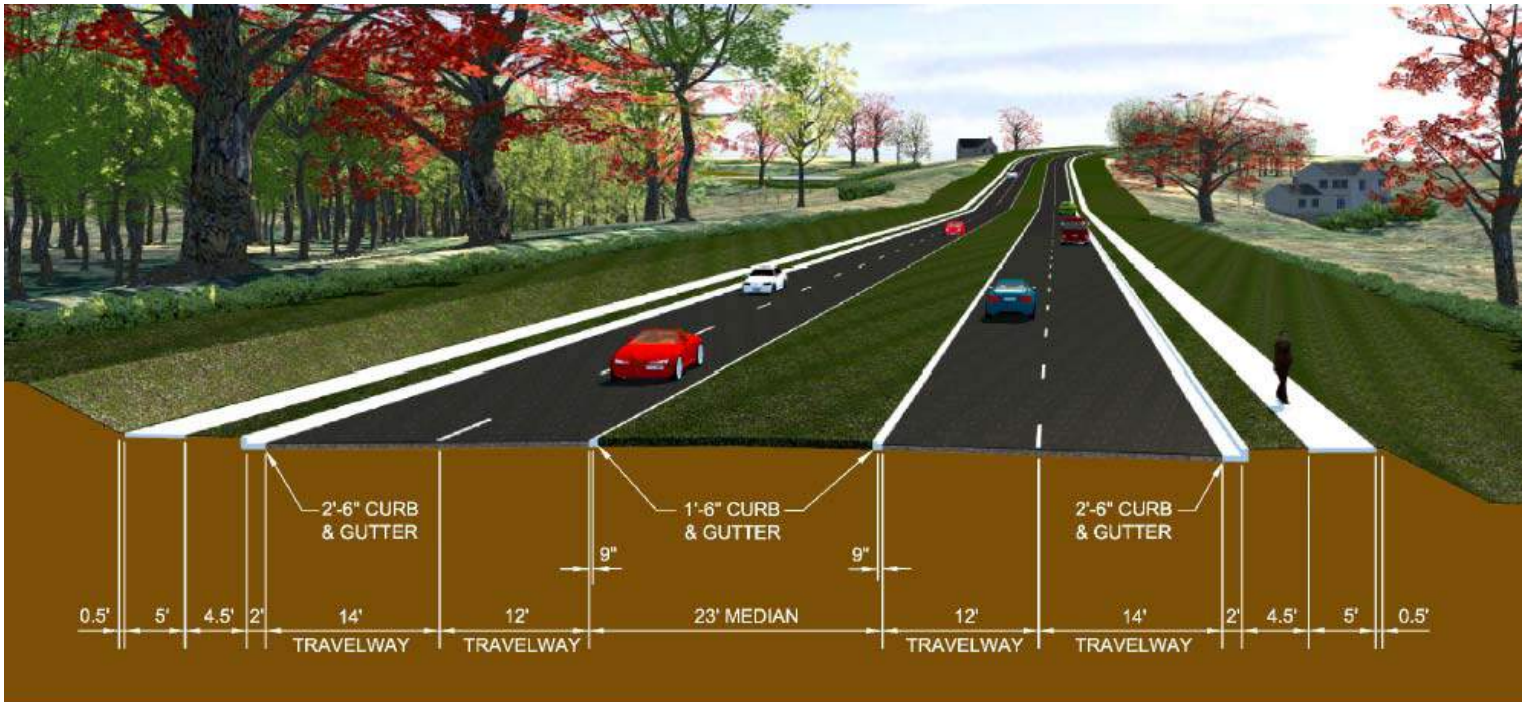
Alternative A2 begins just west of the existing Rea Road/N.C. 16 intersection which would be converted to a four-way signalized intersection. From N.C. 16, Alternative A2 extends on new location to the northeast curve to the north to minimize impacts to wetlands and streams, and east to tie into existing N.C. 84 about 0.40 mile west of Twelve Mile Creek Road. Alternative A2 then follows existing N.C. 84 best-fit widening 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. It From N.C. 16, Alternative C2 extends on new location then curves to the south to minimize impacts to wetlands and streams, and follows along property lines to the 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 as best-fit widening to just east of Waxhaw-Indian Trail Road in Wesley Chapel. The total length of Alternative C2 is 4.34 miles.



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.

COSTS ESTIMATE AND TENTATIVE SCHEDULE

Implementation Phase	Alternative A2	Alternative C2	Tentative Schedule
Right-of-Way Acquisition	\$15,250,000	\$15,225,000	Fall 2017
Construction	\$31,352,000	\$31,049,000	Fall 2019
Utility Relocation	\$797,000	\$797,000	-
Mitigation	\$1,082,000	\$2,252,000	-
Total	\$48,481,000	\$49,323,000	



SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Impact Category		Build Alternatives	
		A2	C2
Natural Resources Impacts			
Federally-Listed Species Present in Study Area		No	No
100-Year Floodplain and Floodway Impacts (acres)		7.2	7.3
Delineated Wetland Impacts (no. crossings/acres)		3/0.10	4/0.12
Delineated Stream Impacts (no. crossings/ linear feet)		8/1,397	11/2,933
Delineated Other Surface Water Impacts (acres)		0.25	0.00
Forest Impacts (acres)		39.9	43.2
Human Environment Impacts			
Relocations	Residential	5	5
	Business	1	1
	Non-Profit	1	1
	Total	7	7
Low Income/Minority Populations Present		No	No
Schools		1	1
Recreational Areas/Parks		1	1
Churches		2	2
Cemeteries		0	0
Historic Sites		2/No Adverse Effect	2/No Adverse Effect
Section 4(f) Impacts		1 (<i>de minimis</i>)	1 (<i>de minimis</i>)
Traffic Noise Impacts (receptors)		8	7
Physical Environment Impacts			
Prime, Statewide, and Unique Farmland Soils (acres)		62.4	63.7
Underground Storage Tanks/HazMat Sites		3	3
Preliminary Cost Estimate			
Total Cost		\$48,481,000	\$49,323,000

