

PROJECT CHALLENGES

The drawings on the enclosed map show the recommendations for the proposed improvements at major intersections along the corridor. In addition to the design and other challenges noted below, NCDOT considered the desires of Town staff, elected officials, and the public in the development of potential improvements.

E. John Street/Trade Street Considerations

- Avoidance of the nationally eligible historic Reid House west of Trade Street
- Maximize access to adjacent destinations
- Maintain pedestrian access and on-street parking in the downtown area

E. John Street/I-485 Considerations

- Accommodate bicyclist and pedestrian provisions
- Design that doesn't require total interchange reconstruction
- Minimize right of way impacts to adjacent developable land
- Maximize traffic flow during peak periods

Old Monroe Road/Stallings Road/Potter Road Considerations

- Allow flexibility for future improvements
- Optimize traffic flow but maintain ability to implement the Stallings Downtown plan
- Provide appropriate pedestrian island for people to cross the intersection

Old Monroe Road/Pleasant Plains Road Considerations

- Provide safe movement for Kerry Greens neighborhood

Old Monroe Road/Waxhaw-Indian Trail Road Considerations

- Access to existing shopping centers
- Substantial volumes along Waxhaw-Indian Trail Road
- Incoming development east of intersection

Old Monroe Road/Wesley Chapel-Stouts Road Considerations

- High volume movements for both Old Monroe Road and Wesley Chapel-Stouts Road
- Closely spaced signalized intersections to the west and to the east
- Proposed development in the northeast quadrant

NEXT STEPS/SCHEDULE

Preliminary designs for the overall corridor will be advanced and evaluated in the Environmental Assessment (EA). The EA is expected to be approved in mid-year 2015, followed by a public hearing. A Preferred Alternative will be identified for the project and presented in a final environmental document.

CONTACT INFORMATION

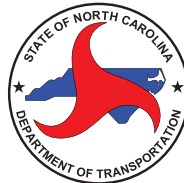
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STIP
Project No.
U-4714

East John St./Old Monroe Road Improvements



NEWSLETTER

January 2015

PROJECT GOAL

Balance the access and mobility needs along the corridor, while minimizing impacts and incorporating the Towns' desires to the extent possible. The proposed project is unique because it traverses three municipalities, each with similar yet differing opinions of how the road should look and function.

The NCDOT proposes to widen the existing two-lane roadway from Trade Street (SR 3448-SR 3474) in the Town of Matthews to Wesley Chapel-Stouts Road (SR 1377) in the Town of Indian Trail, a distance of about 6.5 miles.

The project is divided into three sections:

- U-4714A - Trade Street to I-485
- U-4714B - I-485 to Waxhaw-Indian Trail Road (SR 1008)
- U-4714C - Waxhaw-Indian Trail Road to Wesley Chapel-Stouts Road (SR 1377)

The corridor connects to many major cross streets, including Trade Street, I-485, Stallings/Potter Road, Waxhaw-Indian Trail Road, and Wesley-Chapel Stouts Road, which also carry substantial traffic volumes. The proposed project will also include connections with the future Buckley Way, Greylock Ridge Road Extension, and McKee

Road Extension in Matthews and with the Chestnut Connector in Indian Trail. For this corridor, adding capacity (lanes) is only a part of the ultimate solution for the corridor. How the intersections are designed also plays an important role in carrying projected traffic volumes and reducing congestion along the corridor. Intersection design can substantially help or worsen conditions along a roadway. In the last several months, the NCDOT and its consultant have been investigating numerous options for both existing and future major intersections along the corridor. The NCDOT recommendations for detailed study are provided on the enclosed map.

WHAT HAS BEEN GOING ON SINCE THE PUBLIC MEETING IN JANUARY 2014?

During this past year, the study team conducted field reviews and studies to support the required environmental review process. For natural resources, minor wetlands and streams were defined and no endangered species were found. Following in-depth investigations of historic architectural resources, the North Carolina State Historic Preservation Office recommended four resources as individually eligible for the National Register of Historic Places. Due to federal laws, the NCDOT must avoid these resources, where practicable, and has reconsidered widening options in certain areas of the project.

In addition, the NCDOT analyzed traffic operations at intersections. Developing solutions has been a complex and challenging task, and the Towns and the NCDOT have coordinated and partnered with municipalities throughout the project. Four intersection types (Full Movement, Superstreet, Roundabout, and Michigan Left) were modeled, including some variations. There have been several meetings with Matthews, Stallings, and Indian Trail staff and elected officials to identify and discuss various options.

WHEN WILL I KNOW IF MY HOUSE OR BUSINESS WILL BE AFFECTED BY THIS PROJECT?

Some additional right of way will be required for the project. The NCDOT will have an estimate of required right of way and potential affected properties once the preliminary designs are completed. However, exact impacts won't be known until final designs are complete.

WILL NOISE WALLS BE CONSTRUCTED?

A noise study will be conducted for the detailed study alternative and noise barriers will be evaluated for impacted areas in accordance with NCDOT's noise policy. Recommendations will be presented in the environmental document.

HOW DO I OBTAIN CURRENT INFORMATION ON THE PROGRESS OF THE PROJECT?

The NCDOT has been coordinating with the Towns of Matthews, Stallings, and Indian Trail throughout the project. Project information is being provided to Town representatives for uploading on their municipal websites.

Matthews: <http://www.matthewsnc.gov/TownGovernment/OngoingProjects.aspx>

Stallings: <http://www.stallingsnc.org/>

Indian Trail: <http://www.indiantrail.org/>

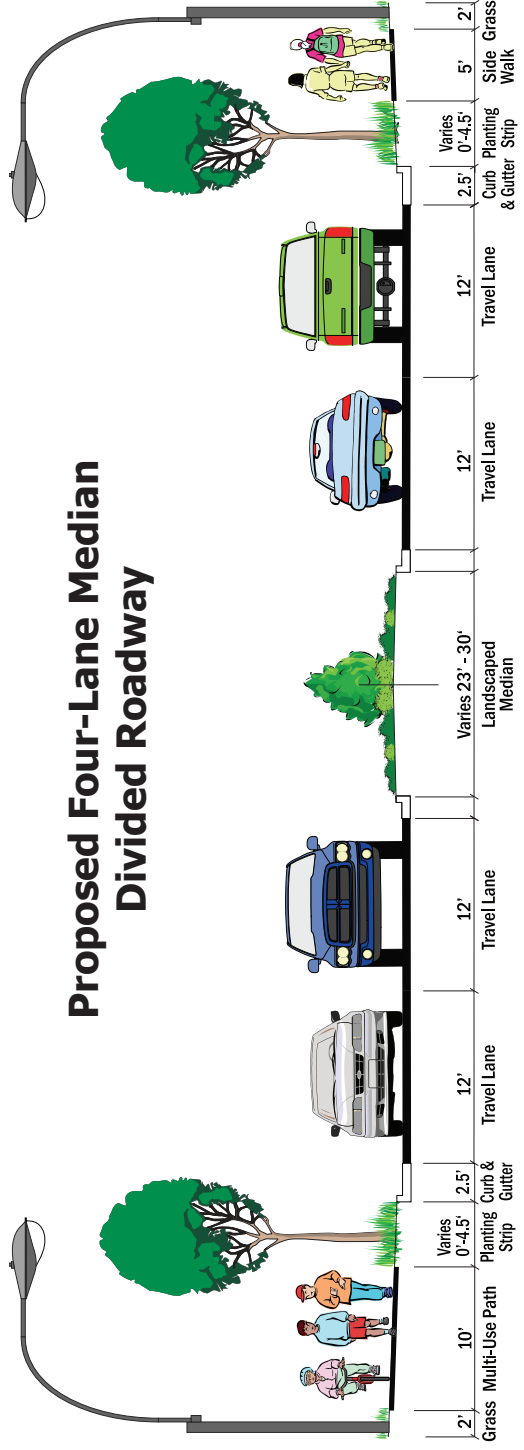
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**Important information -
Please read!**

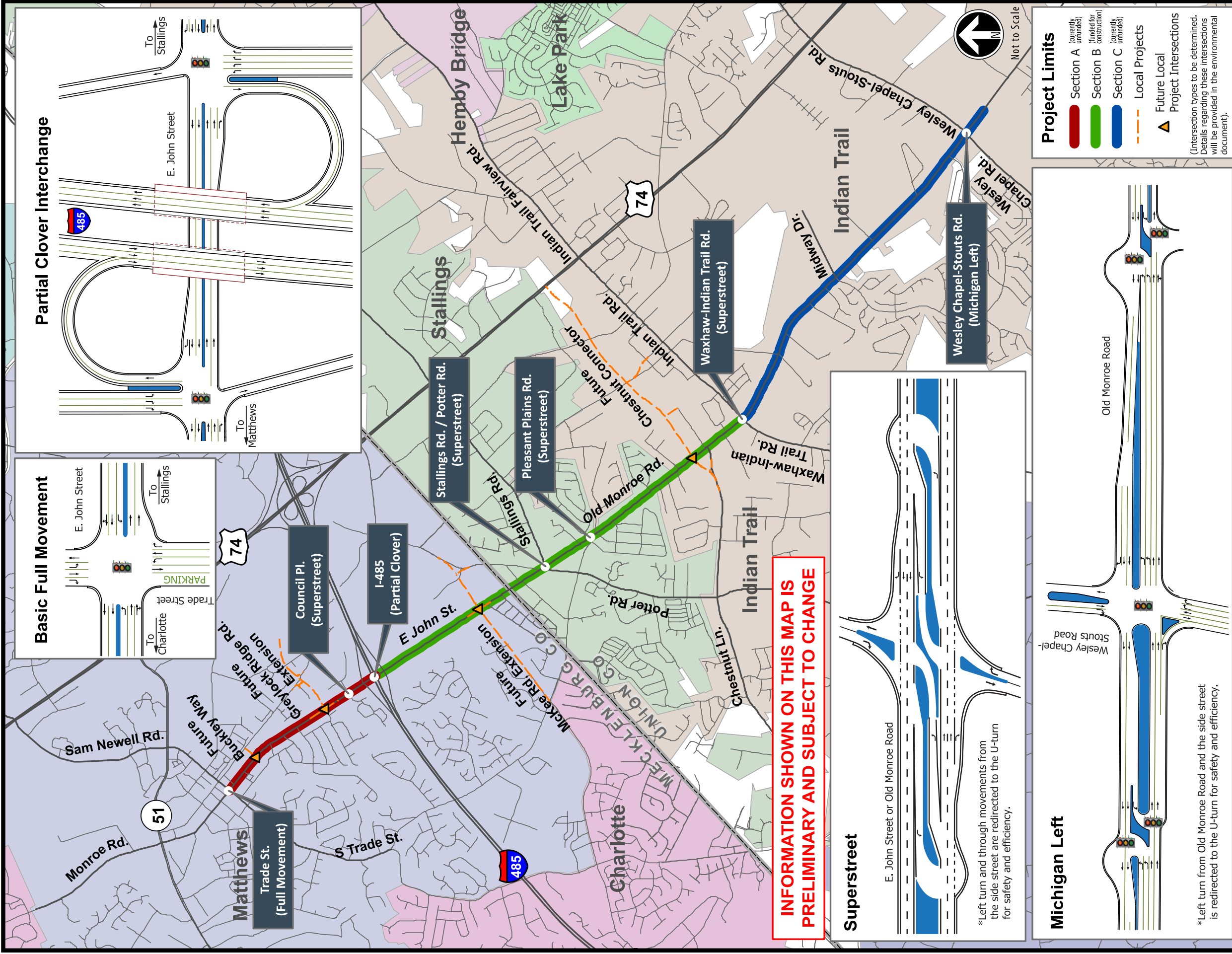
NCDOT PDEA
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Proposed Four-Lane Median Divided Roadway

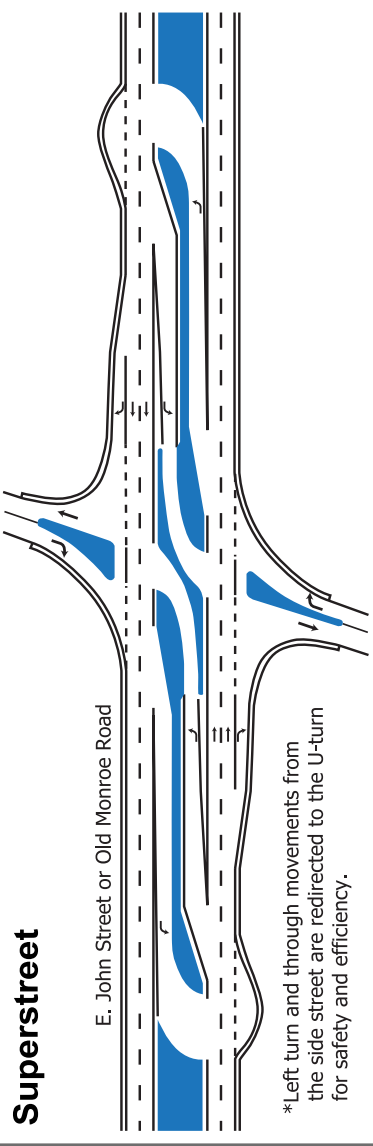


The picture on the right shows overall what the proposed improvements would look like between the intersections. The proposed "typical section" reflects input from the design charrette and public workshop regarding accommodating bicyclists separate from travel lanes.

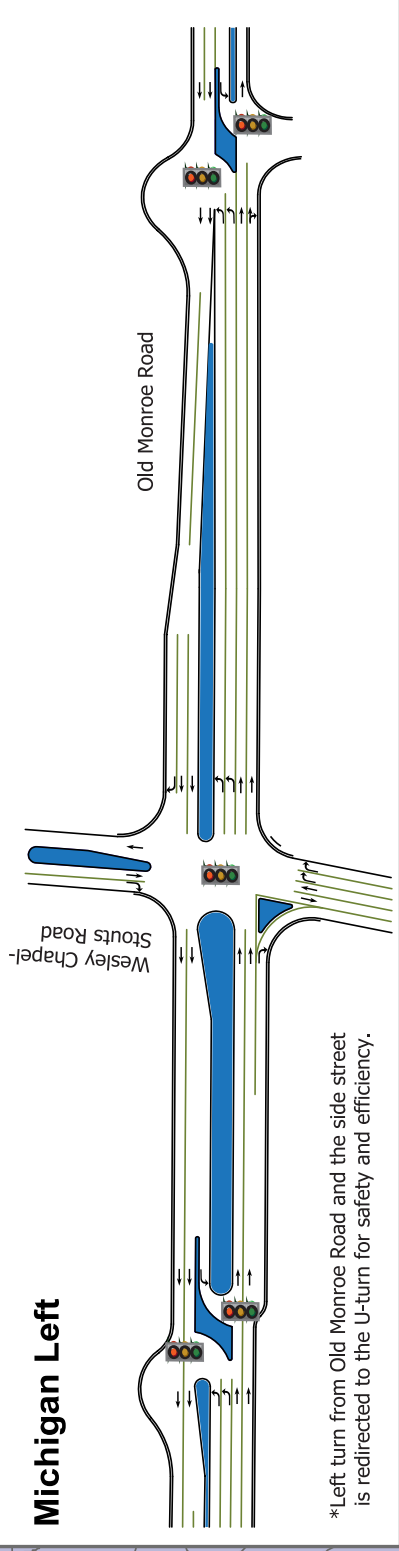


INFORMATION SHOWN ON THIS MAP IS PRELIMINARY AND SUBJECT TO CHANGE

Superstreet



Michigan Left



Notes: Cross streets/driveways along the corridor that are not labeled on the map will allow right in/right out only or will allow a left turn to the cross streets/driveways at locations to be determined. Sidewalk or multi-use path locations to be determined. Medians depicted in blue can be either solid concrete or grass/plantings inside curbs, or a mixture of both.