

East John Street/Old Monroe Road Improvements

(STIP U-4714)

Matthews, Stallings, and Indian Trail,
Mecklenburg County and Union County, NC

Public Meeting #1 Summary

May 2014

Prepared for:



North Carolina Department of Transportation
Project Development and Environmental Analysis Branch

Prepared by:

ATKINS

5200 Seventy-Seven Center Drive
Suite 500
Charlotte, NC 28217

Table of Contents

| | Page |
|---|-------------|
| 1 LOGISTICS | 1 |
| 2 NOTIFICATION OF MEETING | 1 |
| 3 MEDIA COVERAGE | 2 |
| 4 MEETING SET-UP AND DISPLAYS | 2 |
| 5 MEETING FORMAT, STAFFING, AND ATTENDANCE | 4 |
| 6 SUMMARY OF COMMENTS RECEIVED | 4 |

Appendices

| | |
|---|---|
| A | Local Officials Meeting - Invitation Letter, Distribution List, Summary |
| B | Postcard and Distribution Area |
| C | Press Release |
| D | Media Coverage |
| E | Handout and Comment Form |
| F | Display Boards |
| G | Sign-In Sheets |
| H | Comments Received |

1.0 LOGISTICS

Local Officials Meeting

Public Meeting #1

| | | |
|------------------|---|------------------|
| Date: | January 21, 2014 | January 21, 2014 |
| Time: | 3:00-4:00 pm | 5:00 – 8:00 pm |
| Location: | South Piedmont Community College, Monroe Campus 4209 Old Charlotte Highway Monroe, NC | |

Meeting Purpose

The purpose of the meeting was to present and receive input on the preliminary concept alternatives, which will be the basis for identifying the detailed study alternative (DSA) that will be evaluated in the Environmental Assessment (EA).

2.0 NOTIFICATION OF MEETING

Local Officials Meeting

An invitational letter was sent to local public officials on January 3, 2014. **Appendix A** includes a copy of the letter, distribution list, and a summary of the meeting.

Public Meeting

The Public Meeting was announced via a postcard mailing, a press release, newspaper advertisements, and via municipal websites.

On January 7, 2014, a total of 3,117 postcards were sent out to announce Public Meeting #1. **Appendix B** includes a copy of the postcard and the mailing list area.

The mailing list was generated by a GIS query of Mecklenburg County and Union County property data and included all physical site addresses within the Direct Community Impact Area (DCIA) as well as expanded areas outside of the DCIA to include entire neighborhoods. The DCIA is the area surrounding the project that is likely to be directly affected in any way during or after project construction with any potential widening options. Factors considered in delineating this boundary include proximity to the project, potential changes in access, neighborhood boundaries, and land use patterns.

On Wednesday, January 15, 2014 the NCDOT released a formal public notice announcing the public meeting. This press release is included in **Appendix C**.

Advertisements for the meeting were included in the following newspapers on noted days:

- *Hola News* – January 7th, 14th
- *La Noticia* – January 8th, 15th
- *Enquirer Journal* – January 7th, 14th, 19th
- *Charlotte Post* – January 8th, 15th
- *Charlotte Observer* – January 5th, 12th, 19th

The NCDOT is not hosting or maintaining a project-specific website for STIP No. U-4714. NCDOT and local municipalities are coordinating to provide current and updated project information on municipal websites.

Municipal contacts for Matthews, Stallings, and Indian Trail were provided a notice and information regarding the public meeting and were encouraged to share this information on their websites in advance of the public meeting. The final version of this meeting summary is also being provided to these contacts.

3.0 MEDIA COVERAGE

Subsequent to the meeting, FOX News Channel 46 featured a segment called “Traffic Solutions for Mecklenburg and Union County.” The three-minute video highlighted congestion problems on the corridor and NCDOT’s plans to improve the corridor, and included brief interviews with users of the corridor. (The video can be viewed here: <http://www.myfoxcarolinas.com/story/24513522/traffic-solutions-for-mecklenburg-and-union-county>) or by scanning the QR code below on your mobile device.



Appendix D includes a summary passage of the news report.

4.0 MEETING SET-UP AND DISPLAYS

Upon entry, attendees were asked to sign in and were provided a handouts and a comment form. The handouts and comment form are included in **Appendix E**.

Following sign-in, attendees were directed to view the project display boards. The displays are included in **Appendix F**.

Handouts

Two handouts were provided.

The first handout contained the following information:

- Project location/description
- Meeting purpose
- Project purpose
- Local vision for the corridor/definition of “complete street”
- Preliminary project alternatives, including how they were developed and request for feedback on project elements



- Brief summary of build alternatives considered, but omitted from further study
- What's next

The second handout was the NCDOT Superstreet brochure, which provides more information how superstreet intersections differ from traditional intersections in terms of their operational characteristics.

Display Boards

- **Welcome Board** – Welcomed attendees and encouraged them to view the project displays, talk to NCDOT/Consultant representatives, and fill out comment forms.
- **Project Location** – Depicted the project location and limits of the project by section (A-C).
- **Project Planning Process** – Provided information on the steps included in the environmental document in “plain English”.

- **Project Purpose and Need** – Provided brief explanation on the project purpose and need (e.g. capacity deficiencies, lack of facilities for bicycles and pedestrians, and safety enhancement)



- **Existing and Future Traffic Volumes** – Showed annual average daily traffic (AADT) volumes along East John Street-Old Monroe Road and predicted (no build) 2035 conditions.

- **Future (Build) Traffic Volumes** – Showed predicted 2035 (assumed four-lane capacity) AADT volumes along East John Street-Old Monroe Road.

- **Preliminary Alternative Concepts** – Showed the preliminary concepts developed based on local plans, predicted traffic volumes, and input received at the three-day project charrette.

- **Best Fit Widening (3)** – Showed the preliminary best widening options by project sections (assuming a four-lane median divided) to illustrate how surrounding community resources and natural resources are considered in locating widening improvements.

- **Best Fit Widening/Environmental Features Map** – The preliminary best widening shown on the three separate displays (see bullet above) were shown on this mapping, which included aerial background. This map, at a scale of 1 inch = 150 feet, provided information on existing features in the project study area such as neighborhoods, schools, recreational resources, places of worship, historic sites, municipal boundaries, natural features, and activity centers.



Two complete sets of displays were set up on easels and large scale mapping on the walls so that participants could gather around any of the sets and discuss specific areas.

A comment area with tables and chairs was provided for the public to sit down and fill out comment sheets. Copies of the project multi-day *Design Charrette Summary* were also available at the comment tables for attendees to review.

5.0 MEETING FORMAT, STAFFING, AND ATTENDANCE

Public Meeting #1 was an informal open-house format. Attendees were encouraged to sign-in, read the handouts and comment form provided, view the project displays, and to discuss the project one-on-one with project team representatives. A total of 79 citizens signed in at the meeting. The sign-in sheets are included in **Appendix G**.

There were no formal presentations given at the meeting. Boxes for completed comment sheets were available at the comment area. Several representatives from the NCDOT and ATKINS were present to assist with citizens' questions.

The following NCDOT and Consultant staff attended:

Elmo Vance – NCDOT Project Development and Environmental Analysis (PDEA)

John Conforti – NCDOT PDEA

Greg Brew – NCDOT Roadway Design

James Nordan – NCDOT Public Involvement

Scott Cole – NCDOT Division 10

John Underwood – NCDOT Division 10

Jen Thompson – NCDOT Communications Office

Carl Gibilaro – ATKINS

Kim Bereis – ATKINS

Tom Kelly – ATKINS

Gina Schaar – ATKINS

Gwen Cunningham – ATKINS



6.0 SUMMARY OF COMMENTS RECEIVED

Comment forms gauged opinions on different project sections, including various improvement concepts and “best fit” location of improvements by section, and roadway elements (e.g. bicycle and pedestrian accommodations). A total of thirty-eight (38) comment forms were submitted during the comment period, which ended on February 11, 2014. Completed comment forms are included in **Appendix H**.

A tally and discussion of feedback received from the comment forms are provided below. It should be noted that the results below are not a scientific sampling of the study area, but rather a summary of responses provided as a result of the public meeting.

Which section(s) of the project is/ are most important to you?

Although most participants were concerned about sections of the project in which they lived, about a quarter of the feedback indicated that all sections of the project are equally important.

| Most Important Section of the Project | |
|--|-----|
| Matthews (Section A) – Trade Street to I-485 | 8% |
| Stallings (Section B) – I-485 to Waxhaw Indian Trail Road | 47% |
| Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road | 29% |
| All three sections are equally important | 26% |

*Percentages based on 38 comments sheets submitted (most participants identified one or more sections of importance)

Three alternative concepts were shown: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

| Which of these concepts do you support? | |
|--|-----|
| 4-Lane Median Divided | 53% |
| 6-Lane Median Divided | 26% |
| 4-Lane Superstreet | 16% |
| Other | 5% |

*Percentage category appeared on 38 comment forms

Over half of the comments were support for the 4-Lane Median Divided concept, followed by 26 percent for the 6-Lane Median Divided. There was least support (16 percent) for the 4-Lane Superstreet concept.

- Answers to why there was support for the 4-Lane Median Divided included:
 - Least impacts to the surrounding environment/neighborhoods.
 - Less intrusive.
 - Appears sufficient to manage 20-year project traffic volumes and is in character with surrounding community.
 - More in character with existing corridor.
 - Maintain the look and feel of the area and better access.
 - It is the “normal” way a roadway looks after widening and should look like Rea Road and Providence Road.
 - Easy to construct and most cost effective.
 - Least impacts to individual homes.
 - Eases traffic flow while maintaining some control over safety and congestion and is the least disruptive to residents.
- Answers to why there was support for the 6-Lane Median Divided included:
 - Needed anyway in future, so better to do it now.
 - Better flow of traffic.
 - Relieve bottleneck conditions.
 - Population explosion warrants the most possible number of lanes.
 - Better suited to handle life of improvement.
 - Four lanes cannot handle 55,000+ cars.
 - The “bigger the better”.
- Answers to why there was support for the Superstreet included:

- May be appropriate given amount of traffic.
- Minimizing signals is logical design to keep traffic moving continuously, especially on this roadway.
- Would move more traffic.
- Accommodates traffic growth and doesn't support 6 lanes.
- Other comments included:
 - Widen major cross streets to help alleviate congestion at major intersections.
 - Preference for no change, suggesting that the roadway improvement would be too disruptive.
 - Medians would disrupt businesses.

| Which of these concepts do you NOT support? | |
|--|-----|
| 4-Lane Median Divided | 12% |
| 6-Lane Median Divided | 35% |
| 4-Lane Superstreet | 42% |
| Other Response | 11% |

*Percentages based on responses provided.

- Answers to why there was not support for the with 4-Lane Median Divided included:
 - Would not relieve congestion.
 - Would not effectively move traffic along the corridor.
- Answers as to why there was not support for the 4-Lane Superstreet concept included:
 - Manoeuvre/U-turn requirements.
 - “Too radical” for the area.
 - Would not fit the character for the corridor.
 - Less desirable type of access from/to adjacent neighborhoods.
 - Drawing more traffic from parallel route(s).
- Answers as to why there was not support for the 6-Lane Median Divided included
 - Substantial impacts (e.g. displacements) to adjacent properties and increased traffic.
 - Changing the area character and quality of life for neighborhoods.
 - Higher costs.
 - Drawing more traffic from parallel route(s).

Do you think there should be different concepts for different sections of the corridor? If so, please indicate which concepts should be considered in different sections.

About one-third of participants felt that the corridor should have the same typical section throughout, but most suggested that there should be differing concepts for each section.

The table below shows a breakdown for those responses that suggested different concepts by section. Consistent with the previous question, the four-lane median divided concept was most supported in each section.

| Which concepts should be considered in different sections? | |
|---|-----|
| Matthews (Section A) – Trade Street to I-485 | |
| 4-Lane Median Divided | 50% |
| 6-Lane Median Divided | 27% |
| 4-Lane Superstreet | 23% |
| Other | 0% |
| Stallings (Section B) – I-485 to Waxhaw Indian Trail Road | |
| 4-Lane Median Divided | 45% |
| 6-Lane Median Divided | 24% |
| 4-Lane Superstreet | 28% |
| Other | 3% |
| Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road | |
| 4-Lane Median Divided | 50% |
| 6-Lane Median Divided | 27% |
| 4-Lane Superstreet | 19% |
| Other | 4% |

*Percentages based on responses provided.

Additional comments from meeting participants included:

- “Other”: opposition to median-divided roadway and just suggested; adding a lane adjacent to the existing road would suffice.
- Consider widening area near I-485 to six lanes using Diverging Diamond Interchange.

Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the “best fit” option shown tonight? Why / Why not?

| Agree/Disagree with Best Fit Widening Option? | |
|--|-----|
| Agree with “best fit” option | 67% |
| Disagree with “best fit” option | 33% |

*Percentages based on responses provided.

Additional issues/comments from meeting participants included:

- Most churches have enough property to accommodate right of way additions, and most have rear parking, so emphasis should be placed on minimizing residential impacts.
- Appears reasonable given the adjacent uses.
- Parkway Townhomes – please consider that utilities and sidewalks are already located on this side of the road.
- Agree because it appears to minimize impacts to surrounding resources.
- Do not agree with preserving the Rock Store in its current location, and it should be either moved or torn down, as it is the only structure on the west side of the roadway. Why sacrifice multiple homes on the east side for this one structure? (note: similar comments from Kerry Greens residents received via email following meeting)
- I do not agree because as shown it will cut into my business front and potentially take up valuable lot space.

What elements are important to you for the E. John St./Old Monroe Rd. project?

There was varying opinions on important elements. Most desired to see added capacity and a multi-use path. There were differing opinions on how to accommodate advanced cyclists.

| Which of these elements are most important? | |
|---|-----|
| More lanes | 74% |
| Landscaping | 35% |
| Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes) | 19% |
| Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane) | 23% |
| Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path) | 42% |
| Pedestrian accommodations (e.g. sidewalks, multi-use path) | 74% |
| Pedestrian crossings | 52% |
| Other features (please specify) | 13% |

*Percentage based on responses provided.

Those “other” features specified included:

- Provide pedestrian connectivity to greenway.
- Eliminate median in section C to preserve access to business.
- Sun Valley High School.
- Preserve as much open land and homes as possible.
- Traffic and pedestrian safety and the “complete street” concept with preservation of a residential/rural atmosphere.

Other comments were submitted by email following the comment period. These comments are included in **Appendix H**.

Additional comments included the following topics:

- Noise impact concerns.
- Access to/from adjacent neighbourhoods (e.g. Kerry Greens) with widened roadway.
- Crossing and bottleneck concerns in Wesley Chapel-Stouts Road and Sun Valley High School areas.
- Potential historic farmland property in Section C.
- Project impact on property values.
- Potential impacts to Rock Store BBQ.
- Overall impacts to Kerry Greens neighbourhood if widening occurs away from Rock Store BBQ. (Note: Kerry Greens neighbourhood representative has requested a small group meeting with NCDOT).
- Project’s potential to negatively impact Stalling community character.

Appendices

- A** LOIM Invitation Letter/Distribution List/Summary
- B** Postcard/Distribution Area
- C** Press Release
- D** Media Coverage
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Appendix A

LOIM Invitation Letter/Distribution List/Summary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

January 3, 2014

Dear Sir or Madam:

RE: **Invitation to Local Officials Informational Meeting for TIP Project: U-4714 – Improvements to East John Street-Old Monroe Road (SR 1009) from Trade Street (SR 3448-SR 3474) in the Town of Matthews (Mecklenburg County) to Wesley Chapel-Stouts Road (SR 1377) in the Town of Indian Trail (Union County).**

The North Carolina Department of Transportation invites you to attend a Local Officials Informational Meeting to be held for the above-referenced project. This meeting will include an informal presentation.

Date: Tuesday, January 21, 2014
Time: 3:00 pm–4:00 pm
Location: South Piedmont Community College, 4209 Old Charlotte Highway, Monroe, NC 28110

Please respond via email to eevance@ncdot.gov or call (919) 707-6048 if you or your representative will be attending the above meeting. An informal, drop-in style Public Meeting will follow the Local Officials Informational Meeting from 5:00 pm until 8:00 pm.

Thank you and we look forward to meeting with you.

Sincerely,

A handwritten signature in cursive script that reads "Elmo E. Vance, Jr.".

Elmo E. Vance, Jr., Project Manager
NCDOT Project Development and Environmental Analysis Unit

Attachments

cc:

Hazen Blodgett, Matthews Town Manager
Ralph Messera, Town of Matthews Public Works Director
Kathi Ingrish, Town of Matthews Planning Director
Erinn Nichols, Town of Stallings Interim Town Manager/Town Clerk
Joe Fivas, Indian Trail Town Manager
Shelley DeHart, Town of Indian Trail Director of Planning
Scott Kaufhold, Town of Indian Trail Director of Engineering & Public Works
Scott Cole, NCDOT Division 10, Deputy Division Engineer

U-4714 Local Officials Meeting - Jan 21, 2014

Mailing List

| Municipality | Name | Position | | | | |
|--------------|------------------|-----------------------------|----------------------------|--------------|----|-------|
| Indian Trail | MICHAEL ALVAREZ | MAYOR | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Indian Trail | DAVID COHN | MAYOR PRO TEM | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Indian Trail | CHRISTOPHER KING | TOWN COUNCIL | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Indian Trail | DAVID WADDELL | TOWN COUNCIL | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Indian Trail | GORDON DANIELS | TOWN COUNCIL | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Indian Trail | GARY SAVOIE | TOWN COUNCIL | PO BOX 2430 | INDIAN TRAIL | NC | 28079 |
| Stallings | WYATT DUNN | MAYOR | 5392 MACROOM COURT | STALLINGS | NC | 28104 |
| Stallings | ROCKY CRENSHAW | DISTRICT 2 | 2102 COTTON MILL COURT | STALLINGS | NC | 28104 |
| Stallings | WALT KLINE | MAYOR PRO TEMPORE - DIST. 3 | 4956 SHANNAMARA DRIVE | STALLINGS | NC | 28104 |
| Stallings | DEBORAH ROMANOW | DISTRICT 6 | 1117 YARROW STREET | STALLINGS | NC | 28104 |
| Stallings | SHAWNA STEELE | DISTRICT 4 | 213 CUPPED OAK | STALLINGS | NC | 28104 |
| Stallings | REGIS GRIFFIN | DISTRICT 1 | 2609 ALBATROSS LANE | STALLINGS | NC | 28104 |
| Stallings | FRED WEBER | DISTRICT 5 | 1167 DRUMMOND LANE | STALLINGS | NC | 28104 |
| Matthews | JAMES P. TAYLOR | MAYOR | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | JOHN HIGDON | TOWN BOARD | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | JOHN ROSS | TOWN BOARD | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | JEFF MILLER | TOWN BOARD | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | CHRIS MELTON | TOWN BOARD | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | KRESS QUERY | TOWN BOARD | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |
| Matthews | JOE PATA | MAYOR PRO TEM | 232 MATTEWS STATION STREET | MATTHEWS | NC | 28105 |



STIP No. U-4714 – East John Street-Old Monroe Road Widening Improvements Mecklenburg and Union Counties

Subject: Local Officials Informational Meeting (Towns of Matthews, Stallings, and Indian Trail)

Date: January 21, 2014
3:00 PM to 4:00 PM

Attendees:

| | |
|---|---|
| Elmo Vance, Project Manager – NCDOT PDEA | David Drehs, – Indian Trail |
| John Conforti, Group Supervisor – NCDOT PDEA | Fred Weber, Council – Stallings |
| Greg Brew, Design Engineer – NCDOT Roadway | Ralph Messera, Public Works – Matthews |
| Scott Cole, Traffic Engineer – NCDOT Div. 10 | Carl Gibilaro, Project Manager – ATKINS |
| Shelley DeHart, Director of Planning – Indian Trail | Kim Bereis, Deputy Project Manager – ATKINS |
| Rox Burhans, Sr. Planner – Indian Trail | Tom Kelley, Sr. Traffic Engineer – ATKINS |
| Walt Kline, Mayor Pro Tempore – Stallings | Gina Schaar, Sr. Roadway Designer – ATKINS |
| Deborah Romanow, Council – Stallings | |

Elmo Vance asked participants to introduce themselves and provided an overview of the project.

The project, is approximately 6.5 miles long, and is included in the NCDOT *Current State Transportation Improvement Program (STIP)* as STIP No. U-4714. 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)

Section B is currently programmed for right-of-way acquisition in 2016 and construction in 2018. Sections A and C are both currently unfunded. This is subject to change based on the new project ranking process that is currently underway. Indian Trail passed a resolution to contribute \$10 million to Section C in order to help boost the project ranking.

Following introductions, Mr. Vance directed participants to the display boards (listed below) and provided an overview of the project:

- Project Location
- Environmental Review Process
- Project Purpose and Need
- Existing Traffic Volumes and Future No-Build Traffic Volumes
- Future Build Traffic Forecasts
- Preliminary Project Alternatives
- Preliminary Best Fit (by project sections A-C)

Mr. Vance reviewed the purpose of the project, which is to address vehicular capacity and operational deficiencies, and to enhance mobility for pedestrians and bicyclists along the corridor. Since congestion can affect safety conditions, a desirable outcome is to enhance overall safety along the corridor.

Mr. Gibilaro noted that existing and future no-build traffic volumes do not vary significantly due to the roadway already approaching its capacity. As such, the demand that already occurs today as well as in the future (without the project) is based on Old Monroe Road remaining a two-lane facility. The volumes (based on a four-lane capacity highway) shown on the 'Future Build Traffic Forecasts' board assume a four-lane roadway and demonstrate the latent demand for the roadway. The future Build volumes show a possible need for six lanes in portions of the project.

Indian Trail representative expressed concern that if this project were built prior to the Monroe Connector-Bypass, then the actual volumes would be much higher than forecasted/shown. Mr. Gibilaro noted that the future (2035) projections do assume that the Monroe Connector-Bypass is in place. Mr. Vance reminded participants that the two projects are mutually exclusive.

Indian Trail representative expressed concern about the possibility of a six-lane section in front of Sun Valley High School and how the roadway will taper back down to two lanes at the high school. The traffic operations analysis and study area extends beyond the actual project limits to include the Sun Valley High School entrance on Old Monroe Road. The traffic operations analysis will include investigating ways to efficiently transition vehicles from the improved roadway section back down to two lanes.

The traffic discussions led to the introduction of the three Preliminary Alternative Concepts: Four-Lane Median Divided (i.e., NC 51 in Matthews) and Six-Lane Median Divided (i.e., Johnston Road south of Ballantyne), which are typical sections most participants see on area roadways. The Four-Lane Superstreet (i.e., US 601) option can be an effective alternative to a six-lane section as far as capacity, and would have less of a footprint (and therefore less potential impacts).

The ultimate roadway typical section could be a combination of the preliminary alternative concepts, depending on the results of the traffic operations analysis. The desire is to attempt to have a fairly consistent cross section throughout the project. Today/tonight we will present these concepts and seek input on them as well as bicycle and pedestrian accommodations.

The preliminary alternatives were developed to meet the purpose and need for the project, as required by the National Environmental Policy Act (NEPA). These concepts are based on the future traffic growth, input received at the charrette, and local plans. Given the projected increase over the 20-year period, a four-lane facility may not be adequately address capacity needs in some sections of the project. This is one of the reasons why we must also look at other options (e.g. Four-lane Superstreet, Six-Lane Median Divided) although they do not completely match the visions documented in local transportation plans.

Mr. Gibilaro referred participants to the 'Best Fit' boards. These are the project team's first attempt in identifying which side the widening will occur based on community and other resources adjacent to the corridor in each section. The purpose of the best fit display is to show the public what elements to be considered in minimizing and/or avoiding impacts along the project corridor. Mr. Gibilaro noted that this is just based on a general four-lane median divided footprint, and at this time we do not know which typical section(s) will be recommended or the location of median openings. Once the traffic operations analysis (build) is complete, then we will have an idea of how the three alternative concepts will operate by comparison and where we should consider access locations/type.

The nature of this project (its importance for commuters as well local desires to see it as a "complete street") revealed conflicting opinions and lack of consensus at the August design charrette. Ms. Bereis said that recognizing the Four-Lane Median Divided concept is not fully consistent with local plans in

their ability to accommodate the “advanced” bicyclists, another purpose of the public meeting is to ask for preference regarding how the road should accommodate bicyclists and pedestrians in each section of the corridor. Although it was a relatively small number of participants, the feedback from the charrette was mostly a desire to accommodate bicyclists via a multi-use path (MUP) and there was not much support for wide outside lanes or a designated bike lane for the advanced cyclist. As such, the comment form/handout further gauges public opinion on that element.

Mr. Brew added to that, suggesting that if the public only desires a MUP and Town officials/staff desire wide outside lanes/designated bike lanes, NCDOT generally follows the request of local officials. Mr. Brew indicated that while the comment forms are not voter surveys, the public feedback will be considered in the ultimate recommended roadway configuration.

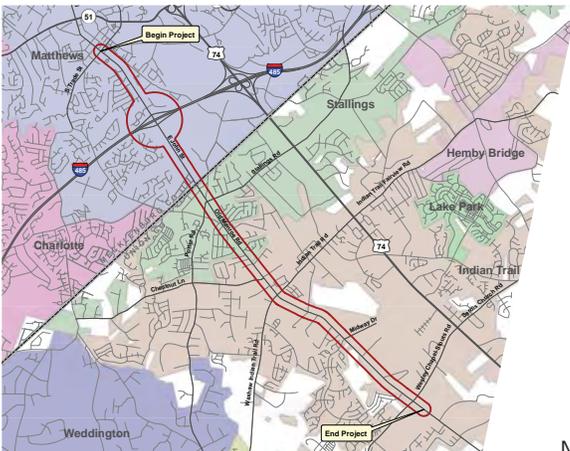
Participants were also asked to review the meeting handout, which explains why a four-lane undivided and a five-lane typical section will not be considered as a detailed study alternative.

An Indian Trail representative expressed an interest in the consideration for economic development along the corridor. Mr. Gibilaro indicated that to a degree the Towns’ currently anticipated growth and development is considered in the metropolitan planning organization travel demand model and the project level forecasts. Any substantial future changes to zoning or development by the Towns would result in changes to traffic forecasts. NCDOT is not involved in decisions regarding where and to what extent growth and development will occur.

Appendix B

Postcard and Distribution Area

U-4714 E. John St/Old Monroe Road Improvements



State Transportation Improvement Program Project No. U-4714

PUBLIC MEETING



You are invited to a public meeting for improvements to East John Street/Old Monroe Road from Trade Street in Matthews to Wesley Chapel-Stouts Road in Indian Trail, a distance of about 6.5 miles.

The North Carolina Department of Transportation (NCDOT) is hosting a public meeting to present alternatives for improving East John Street/Old Monroe Road through Matthews, Stallings, and Indian Trail. The meeting will be held Tuesday, January 21 from 5:00pm-8:00pm at South Piedmont Community College, located at 4209 Old Charlotte Highway in Monroe, NC. The format will be open house, so attendees can drop in any time during the meeting.

NCDOT staff and representatives from Atkins, project consultant, will be available to discuss the project and answer questions.

For more information, contact Elmo Vance, NCDOT Project Manager at (919) 707-6048, or via email at evance@ncdot.gov. You can also contact Kim Bereis of Atkins at (704) 665-4404 or via email at Kimberly.Bereis@atkinglobal.com.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in this public meeting. Anyone requiring special services should contact Mr. Jamille Robbins at (919) 707-6085 as soon as possible so that arrangements can be made.

PUBLIC MEETING
January 21, 2014
5:00pm-8:00pm

**SOUTH PIEDMONT
COMMUNITY COLLEGE**
4209 Old Charlotte Hwy.
Monroe, NC 28110



NC Department Of Transportation
PDEA - Attn: Elmo Vance
1548 Mail Service Center
Raleigh, NC 27699-1548

Public Meeting Info.
Please read!

Homeowner's Name
1234 Home Lane
Hometown, NC 27000

Appendix C

Press Release

For Immediate Release
January 15, 2014
Contact: Jen Thompson, (980) 523-0000

NCDOT Hosts Public Meeting for Proposed Widening of East John Street and Old Monroe Road in Mecklenburg and Union Counties

CHARLOTTE – The [N.C. Department of Transportation](#) has scheduled a public meeting on Tuesday, Jan. 21 to discuss proposed improvements to East John Street/Old Monroe Road from Trade Street in Matthews to Wesley-Chapel Stouts Road in Union County.

The purpose of the project is to improve existing and projected traffic flow and operational efficiency. The 6.5-mile project will address the need to increase vehicle capacity and enhance mobility for pedestrians and bicyclists along the corridor.

The meeting will be held from 5 to 8 p.m. at South Piedmont Community College, 4209 Old Charlotte Highway in Monroe. Interested citizens may attend at any time during the meeting hours to speak with NCDOT representatives, ask questions and submit comments in writing. There will not be a formal presentation.

For more information, contact Elmo Vance, Project Development Engineer, NCDOT-Project Development and Environmental Analysis Unit, 1548 Mail Service Center, Raleigh 27699-1548, by phone at (919) 707-6048 or by e-mail at eevance@ncdot.gov. Citizens may also contact Kim Bereis with Atkins by phone at (704) 665-4404 or by e-mail at kimberly.bereis@atkinsglobal.com.

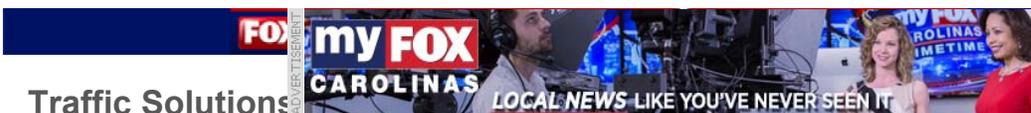
NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who want to participate in these meetings. Anyone requiring special services should contact Jamille Robbins, Public Involvement Group Leader, NCDOT – Human Environment Section at 1598 Mail Service Center, Raleigh 27699-1598, by phone at (919)707-6085 or by e-mail at jarobbins@ncdot.gov 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 meeting by calling 1-800-481-6494.

*****NCDOT*****

Appendix D

Media Coverage



Traffic Solutions Union County

Posted: Jan 21, 2014 10:52 PM EST
Updated: Jan 22, 2014 10:05 PM EST

By Archith Seshadri, Digital Journalist - [email](#)

Fixing traffic problems is a top priority for those who live off Old Monroe Road.

And on Tuesday night, they weighed in at a DOT public forum.

The proposed road project actually covers portions of [Mecklenburg County](#) and [Union County](#). The DOT wants to widen East John Street which turns into Old Monroe Road which is for the most part just a two-lane road. The six-mile road project would start in Matthews on Trade St/East John Street and stretch past I-485, and end on Wesley Chapel Stouts Road at Indian Trail.

On a good day - Michelle Simmons says it'll take her 10 minutes from Sun Valley on Old Monroe Road. But on a bad day, she says it'll take her nearly 45 minutes.

"The biggest thing is the traffic. It is horrific. On a typical Saturday, making a trip for a game is just congested," said Simmons.

More people mean more cars and that also means more wait times.

"It is inadequate for the number of vehicles traveling that road. If I were working today, I'd consider a new job," Dave Loughran.

To fix the bottlenecks and reduce wrecks, the DOT wants to add more lanes, build sidewalks and open bike trails.

"It's very scary - we don't have a sidewalk. Sidewalks are very important especially in the school area where you have kids walking around," said Simmons. "We would love to see a bike lane. Lots of bikers are there but they slow down traffic when they are on the roads."

While some may think it's a country road spanning two counties, those who use say, it's certainly not the road less traveled.

"This is a heavily traveled two-lane road. There are lots of homes, business and education facilities on this corridor," said Jen Thompson.

If you missed the meeting, you still have until Feb 11 to weigh in.

The project is still in the early stages - and divided into three phases --- funding is only approved for one of the phases for now. The DOT will review all the comments and concerns from tonight's meeting and reconvene again this summer.



[Comment using...](#)

 Facebook social plugin

Appendix E

Handout and Comment Form

U-4714 - East John St./Old Monroe Road Improvements

Public Meeting - Tuesday, January 21, 2014, 5pm-8pm @SPCC, Monroe Campus



- c) Do you think there should be different concepts for different sections of the corridor? If so, please indicate below which concepts should be considered in different sections.

Matthews (Section A) – Trade Street to I-485

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

- 3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the “best fit” option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

- 4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- Pedestrian accommodations (e.g. sidewalks, multi-use path)
- Pedestrian crossings
- Other features (please specify)

BUILD ALTERNATIVES CONSIDERED BUT OMITTED FROM THE STUDY

The four-lane undivided facility and the five-lane section with center turn lane concepts were proposed by participants at the August 2013 project design charrette. These options are no longer being considered for detailed study.

The four-lane undivided facility is not consistent with local plans, which all call for a median divided facility. Research has shown that this type of roadway would also not be as safe as a median divided facility, nor would it achieve adequate operational improvement.

The five-lane typical section is not suitable for detailed study. Overall, available research on the comparison of four-lane divided versus five-lane undivided roadways reveals that median-divided roadways are safer than five-lane roadways.

The NCDOT and Federal Highway Administration sponsored a study by North Carolina State University in 2004. The study concluded that five-lane typical roadways have inferior vehicle safety and operational performance compared to median-divided facilities. The study considered several factors: crash rates, traffic volumes, travel speed, and access spacing by land use.

The study team reviewed the crash rates (2008-2013), projected traffic volumes, speed limit, and the land uses for the East John Street/Old Monroe Road project corridor. This review revealed that a five-lane section would not enhance the overall travel safety conditions in the project study area.

PROJECT CONTACT INFORMATION

For more information, please contact:

Elmo Vance
NCDOT Project Manager
(919) 707-6048
eevance@ncdot.gov

Kim Bereis
Atkins Deputy Project Manager
(704) 665-4404
Kimberly.Bereis@atkinsglobal.com



WHAT'S NEXT?

Following tonight's public meeting, the study team will:

- Review and consider comments received
- Review environmental impacts and traffic operation analysis results for the three preliminary alternative concepts shown tonight
- Select method to accommodate bicyclists and pedestrians
- Develop a Detailed Study Alternative (DSA) for the entire project length
- Evaluate the DSA (Build Alternative) and No-Build Alternative in the Environmental Assessment (EA) document
- Present results of the EA at a public hearing (tentative - summer 2014)
- Consider comments received at the summer 2014 public hearing
- Complete environmental review process and identify selected alternative (early 2015)

STIP
Project No.
U-4714

East John St./Old Monroe Road Improvements

PUBLIC MEETING

January 21, 2014 5:00pm-8:00pm
SOUTH PIEDMONT COMMUNITY COLLEGE

MEETING PURPOSE

The purpose of tonight's meeting is to present and receive your input on the alternatives that will be studied in the environmental document, an Environmental Assessment (EA). This meeting is in an open house format. There is NO formal presentation.

PLEASE tell us what you think. Your input counts! Fill out a comment sheet or discuss your comment with a Project Team representative. You may leave your comment sheets at the sign-in table or mail them to the address on the back of the comment sheets. Please return your comment forms by February 11, 2014.

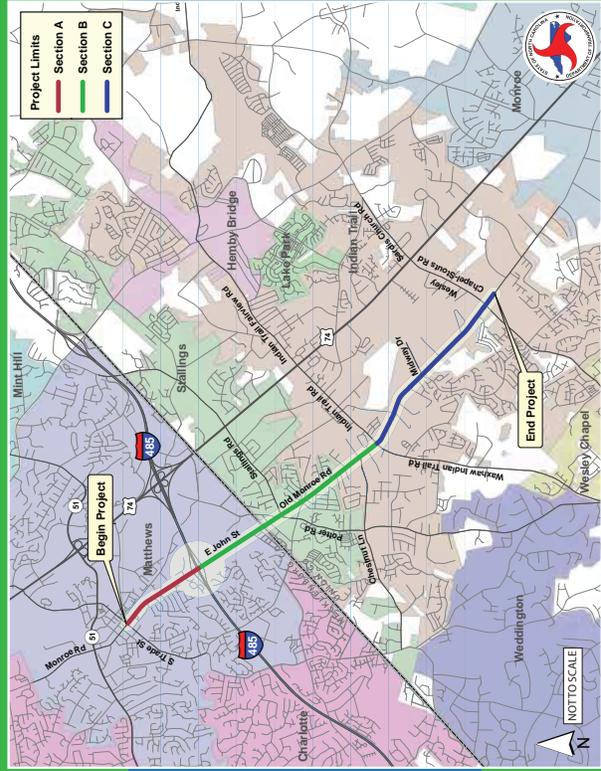
THANK YOU FOR COMING!

WELCOME to the Public Meeting for the East John Street/Old Monroe Road Improvement Project. The North Carolina Department of Transportation (NCDOT), the host of tonight's meeting, 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)

Section B is currently programmed for right-of-way acquisition in 2016 and construction in 2018. Sections A and C are unfunded at this time. This is subject to change. Although not all sections are currently funded through construction, the entire project is being studied in compliance with the National Environmental Policy Act (NEPA) and other applicable laws and regulations.



PROJECT PURPOSE

Traffic congestion on East John Street/Old Monroe Road through the project study area occurs daily with start-and-stop traffic conditions that cause unpredictable delays and increased travel time for commuters and travelers. Congestion is projected to worsen through 2035.

The purpose of the project is to improve existing and projected traffic flow and operational efficiency on this section of East John Street/Old Monroe Road. The project will address the need to increase capacity for vehicles and enhance mobility for pedestrians and bicyclists along the corridor.

The corridor experiences a high percentage of rear-end collisions (stop or slow), which may occur at a greater frequency under congested conditions. A desirable outcome for the project is to enhance the overall traffic safety in the project study area.

LOCAL VISION FOR THE CORRIDOR

Mathews, Stallings, and Indian Trail all have plans for their jurisdictions. These plans all include a vision for the corridor as an aesthetically pleasing "complete street" that is sensitive to the community resources of the area. The Towns view the major intersections along the corridor within their respective jurisdictions as opportunities to create pedestrian-oriented commercial nodes. These nodes would be linked together by a multi-lane corridor with emphasis on sidewalks and bicycle lanes.

WHAT IS A COMPLETE STREET?

Complete Streets are streets for everyone. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

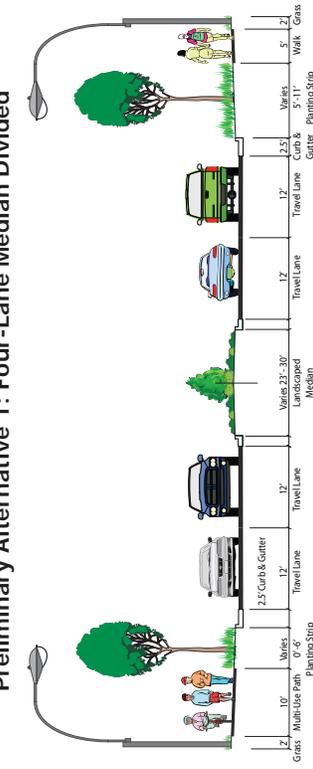
They are designed to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders.

Complete Streets can include features such as:

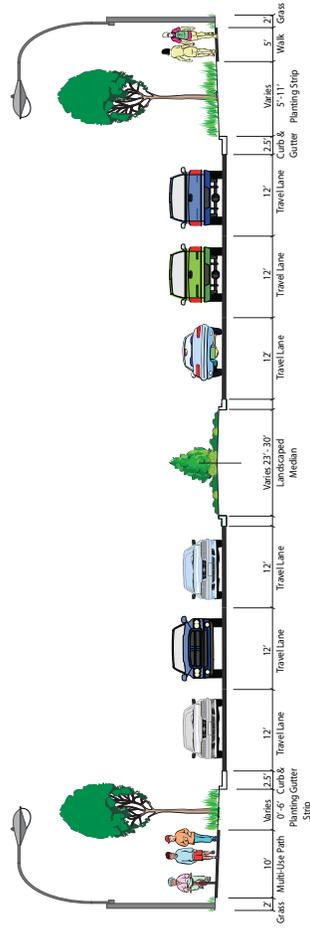
- Vehicle lanes
- Sidewalks
- Bike lanes (or wide paved shoulders)
- Multi-use paths
- Frequent and safe crossing opportunities
- Median islands
- Lighting
- Landscaping/planters

PRELIMINARY PROJECT ALTERNATIVES

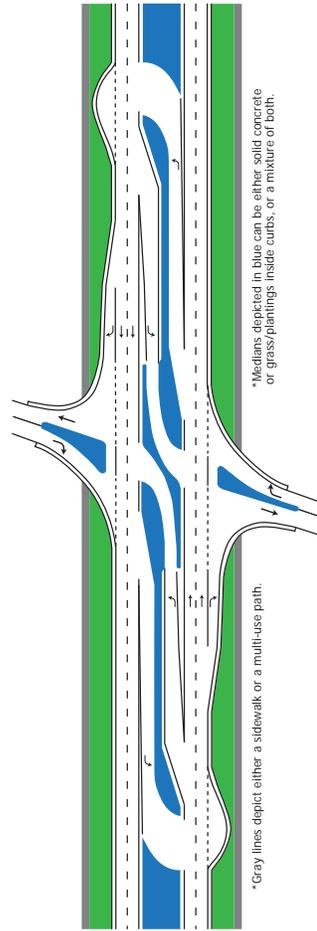
Preliminary Alternative 1: Four-Lane Median Divided



Preliminary Alternative 2: Six-Lane Median Divided



Preliminary Alternative 3: Four-Lane Superstreet



The preliminary alternative concepts shown to the right were developed based on the local plans, predicted traffic volumes, and input received at a three-day project design charrette held in August 2013. **(Note: A Summary of the Design Charrette can be found on the Mathews, Stallings, and Indian Trail municipal websites. Copies are also available for review tonight.)**

The ultimate roadway typical section could be one of these concepts, or a combination of these in different sections of the project. We are presenting these three alternatives tonight and seeking your input.

For the alternatives concepts:

- The four-lane divided roadway concept and four-lane superstreet concept likely would have similar environmental impacts. The six-lane divided concept would have substantially more environmental impacts due to more right of way required.
- All three would improve the existing corridor by increasing capacity, improving intersection operations, enhancing safety, and accommodating bicyclists and pedestrians.
- An evaluation is underway of comparing how the concepts will operate in the morning and evening peak commuting periods.

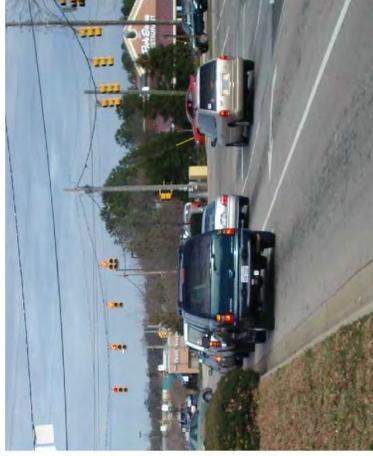
Bicycle and pedestrian accommodations are key features of this project, and there are different ways to include these features, as listed below.

- For pedestrians,
 - Provide sidewalks or multi-use paths on one or both sides of the roadway
- For bicyclists,
 - Provide a multi-use path on one or both sides of the roadway shared with pedestrians
 - Separate bicyclists from pedestrians by designated bicycle lanes on the road or wider outside lanes that bicyclists can use

In addition to your thoughts on the overall concepts, the NCDOT is seeking your input on how bicycles and pedestrians should be accommodated.

Conventional Intersection

The North Carolina Department of Transportation (NCDOT) is challenged to try non-traditional approaches to relieving congestion and improving safety in heavily developing areas. The superstreet is a non-traditional option the NCDOT has found beneficial. Congestion on urban and suburban arterials is an imminent consequence of developing regions of the state. Conventional intersections can create added congestion and long queues resulting in increasing delays in travel time due to the increased traffic flow.



Superstreet

A superstreet is a type of intersection in which side-street traffic is redirected from going straight through or left at a divided highway intersection. All side-street traffic must turn right, but can then access a U-turn to proceed in the desired direction. Other configurations of superstreets are possible based on site specific conditions.

The Superstreet concept provides an effective alternative along heavily traveled regional arterials in areas with anticipated commercial and residential growth. The design concept is contingent upon a series of features that reduce potential conflict points while maintaining traffic flow, resulting in:

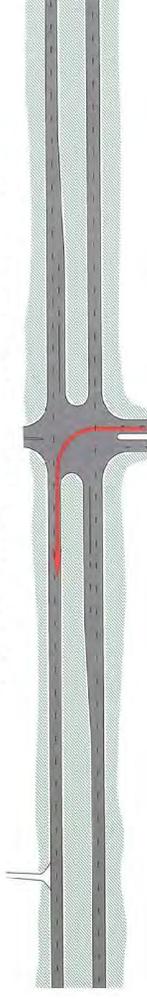
- Increased safety by reducing conflict points at major crossovers
- Time savings from simplified signal phasing
- Enhanced signal coordination
- Dedicated U-turn lanes for efficiency



Left turn movement

The conventional intersection allows left turn movements from side streets creating numerous conflict points. The superstreet reduces conflict points therefore increasing safety.

CONVENTIONAL INTERSECTION



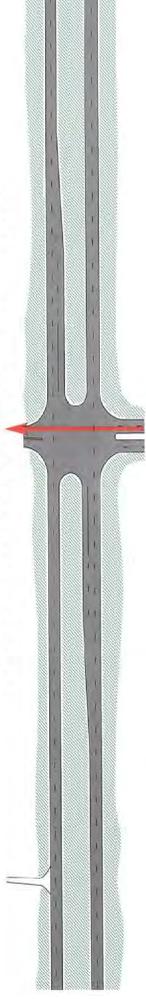
SUPERSTREET



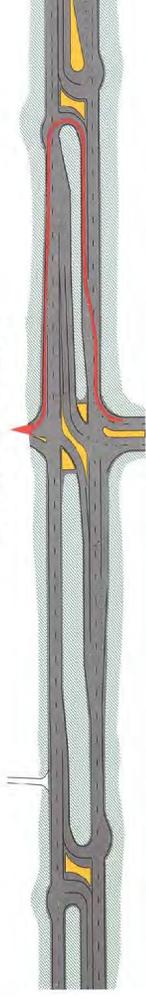
Through movement

The conventional intersection allows through movements onto side streets, creating numerous conflicts points. The superstreet intersection prohibits through movements onto side streets forcing a right turn movement onto the arterial, then a U-turn back onto the arterial to safely

CONVENTIONAL INTERSECTION



SUPERSTREET



Benefits of Superstreets

- Safety
- Time savings
- Increased capacity
- Access Management
- Improved traffic flow
- Land use and corridor protection
- Alternative to interchange (Less cost)
- Smaller “footprint” than an interchange

Strategic Highway Corridors

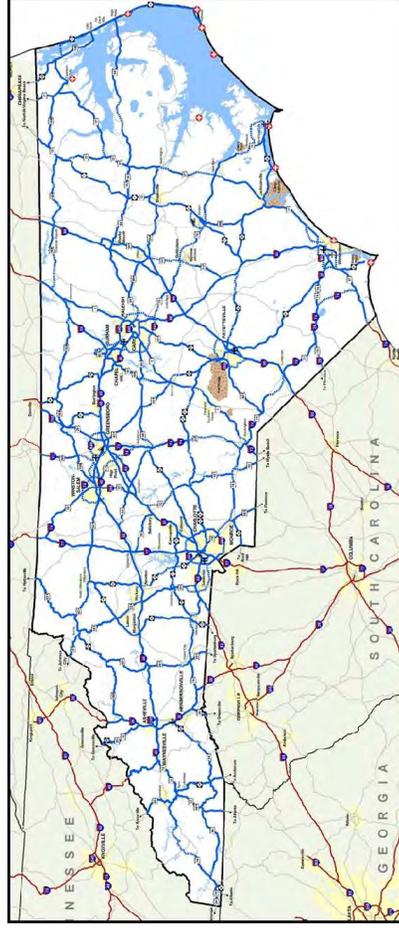
The superstreet alternative improves mobility as a step-by-step process by bringing us one step closer to a freeway/expressway.

The North Carolina Department of Transportation (NCDOT) in collaboration with the Department of Commerce and Department of Environment and Natural Resources has established a “vision” for 5,400 miles of highway along 55 corridors throughout the state. Its primary purpose is “to provide a network of high-speed, safe, reliable highways throughout North Carolina.”

Page 6

<http://www.ncdot.gov/~shc>

<http://www.ncdot.gov/~superstreet>



For more information, please contact:

North Carolina Department of Transportation

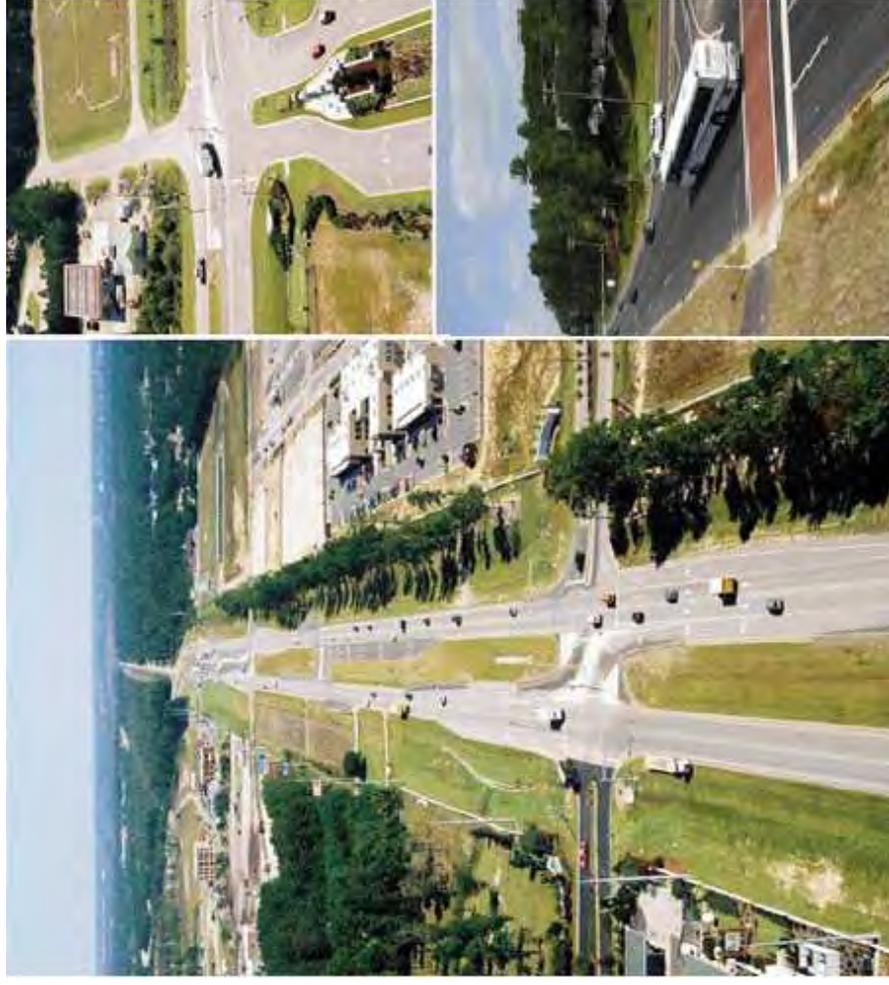
1-800-DOT-4YOU

www.ncdot.gov

North Carolina Department of Transportation



“Connecting people and places in North Carolina - safely and efficiently, with accountability and environmental sensitivity.”



SUPERSTREETS

A tool for safely and efficiently managing congestion

Appendix F

Display Boards

E. John Street/Old Monroe Road Improvements

Welcome – We're Glad You're Here!

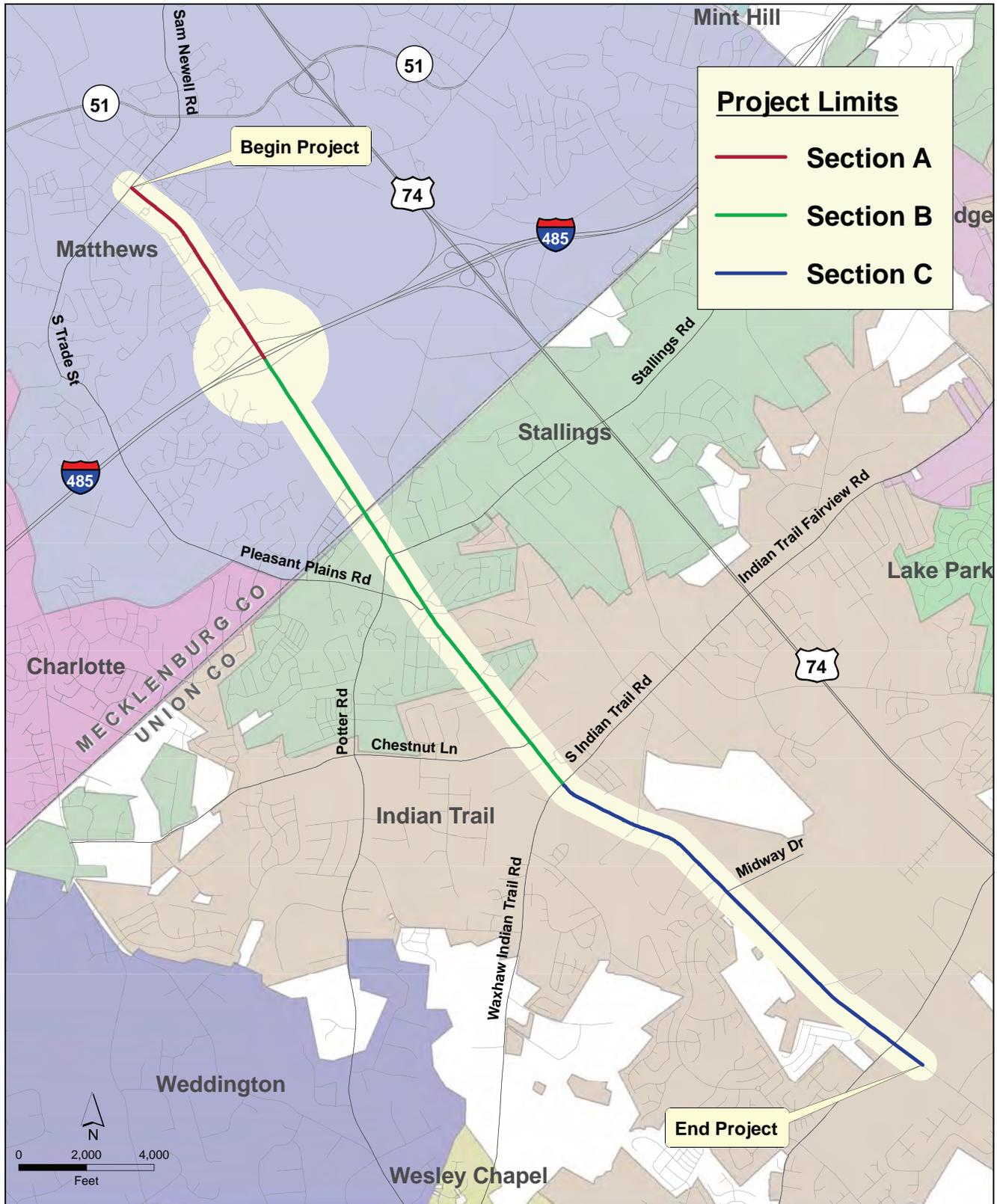
We hope you:

- Review the project displays
- Talk with project representatives
- Tell us what you think
- Fill out a comment form

Your input matters!



E. John Street/Old Monroe Road Improvements



**E. JOHN STREET/
OLD MONROE ROAD
WIDENING PROJECT**
STIP PROJECT NO. U-4714
Mecklenburg and Union Counties,
North Carolina

Legend

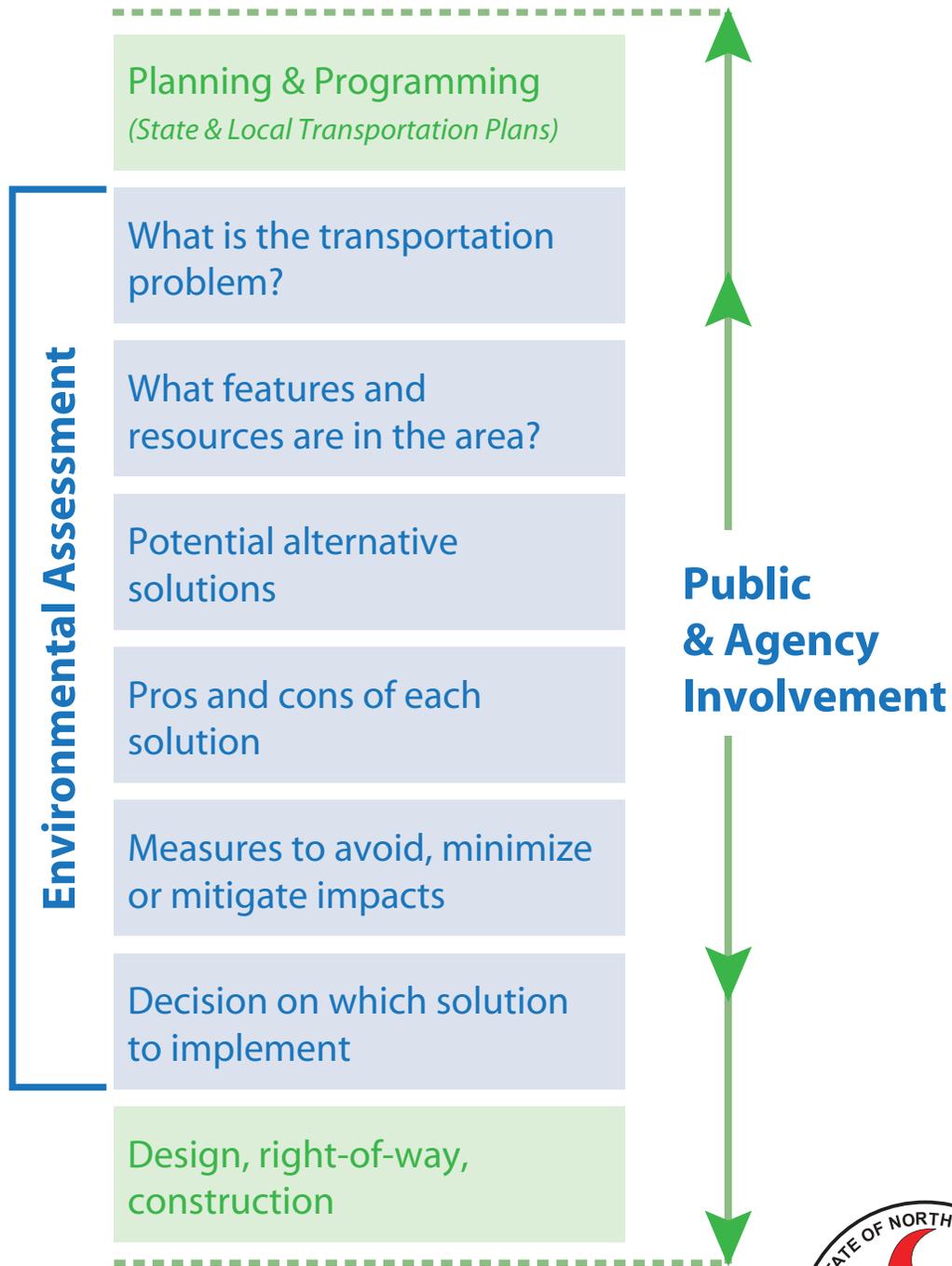
- Section A
- Section B
- Section C

**PROJECT
LOCATION MAP**

Source: Union and Mecklenburg County GIS Departments,
AADT from NCDOT Transportation Planning Branch Traffic Forecasts (2/9/13).

E. John Street/Old Monroe Road Improvements

The Project Planning Process

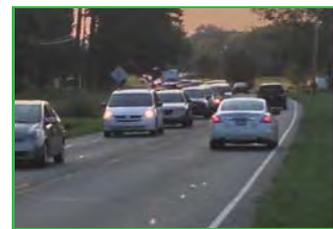


E. John Street/Old Monroe Road Improvements

Purpose and Need for the Project

Need for Project

- Capacity Deficiencies – Heavy traffic occurs daily along East John Street-Old Monroe Road through the project study area, resulting in frequent congestion and delays.
- The existing roadway does not adequately serve bicyclists and pedestrians.

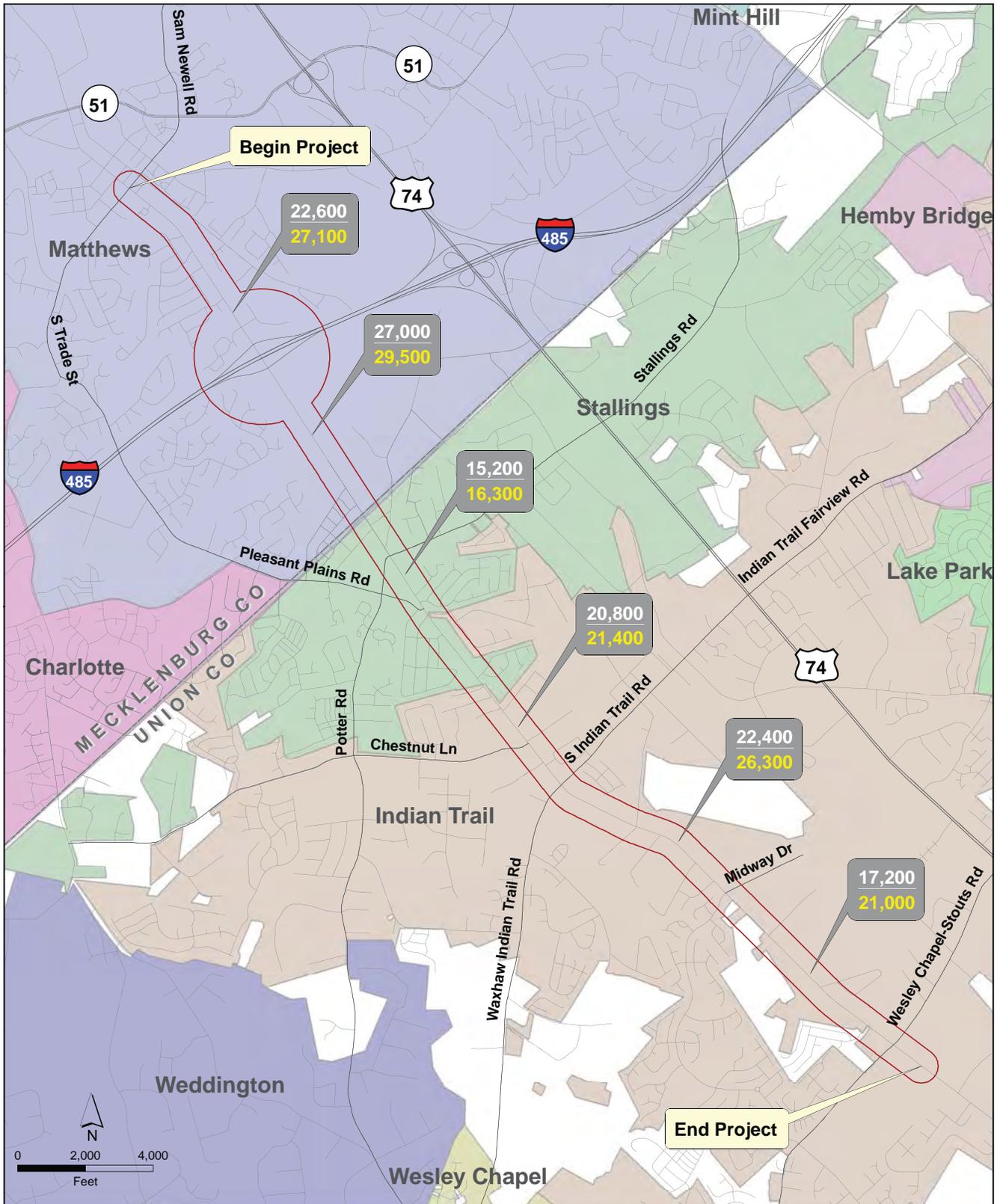


Project Purpose

- Address the need to increase capacity for vehicles and enhance mobility for pedestrians and bicyclists along the corridor.
- Improve existing and projected traffic flow and operational efficiency on this section of East John Street-Old Monroe Road.
- A desirable outcome for the project is to enhance the overall travel safety in the project study area.



E. John Street/Old Monroe Road Improvements



**E. JOHN STREET/
OLD MONROE ROAD
WIDENING PROJECT**
STIP PROJECT NO. U-4714
Mecklenburg and Union Counties,
North Carolina

Legend

Project Study Area

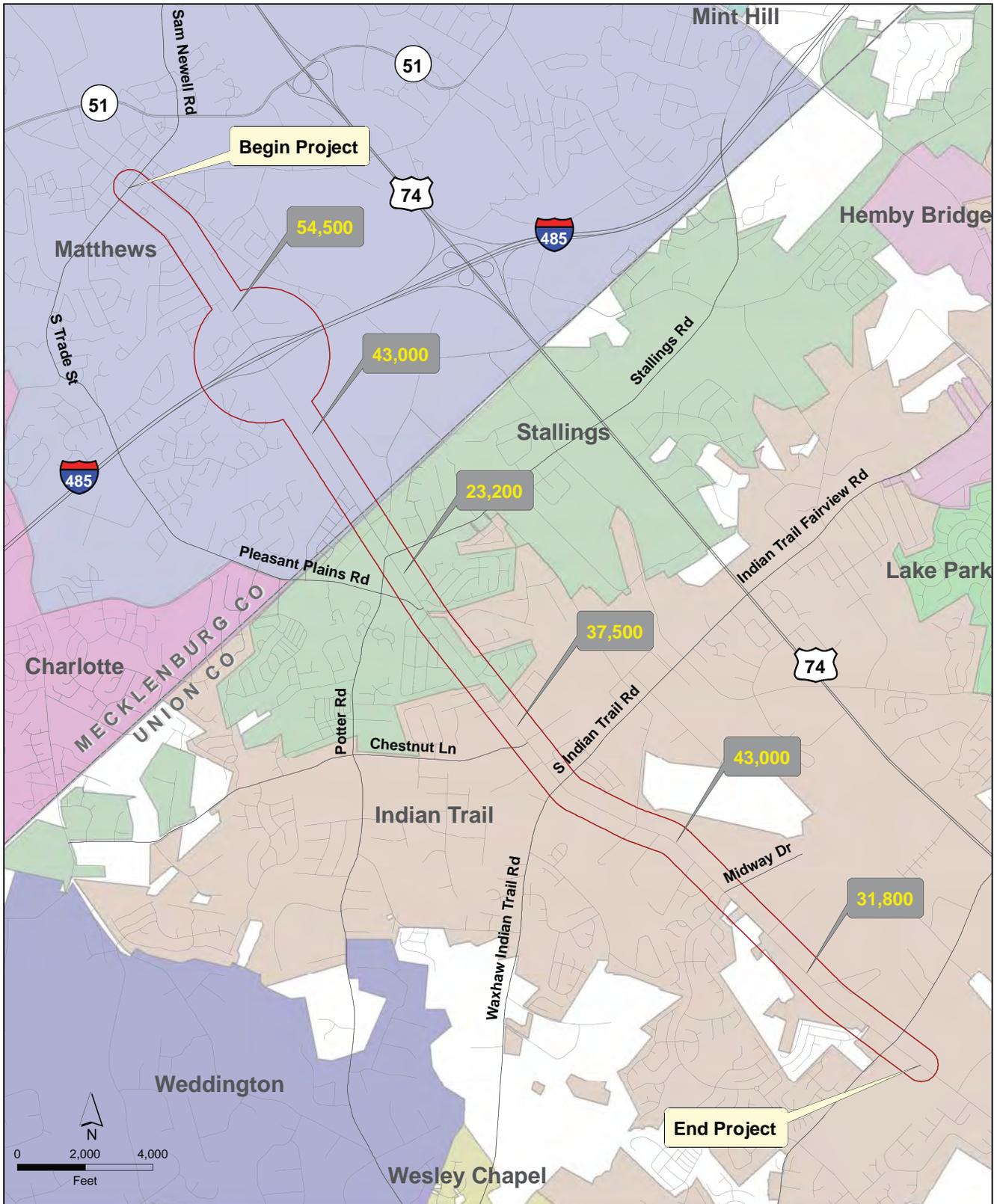
XX,XXX
XX,XXX

2013 Existing AADT
2035 No Build AADT

Source: Union and Mecklenburg County GIS Departments,
AADT from NCDOT Transportation Planning Branch Traffic Forecasts (2/9/13).

**2013 AND 2035
ANNUAL AVERAGE
DAILY TRAFFIC (AADT)**

E. John Street/Old Monroe Road Improvements



**E. JOHN STREET/
OLD MONROE ROAD
WIDENING PROJECT**
STIP PROJECT NO. U-4714
Mecklenburg and Union Counties,
North Carolina

Legend

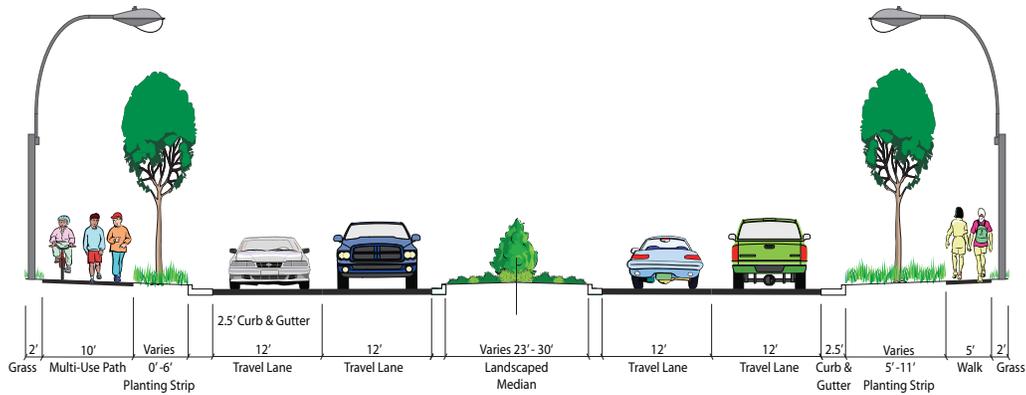
Project Study Area XX,XXX 2035 Build AADT

Source: Union and Mecklenburg County GIS Departments,
AADT from NCDOT Transportation Planning Branch Traffic Forecasts (7/22/13).

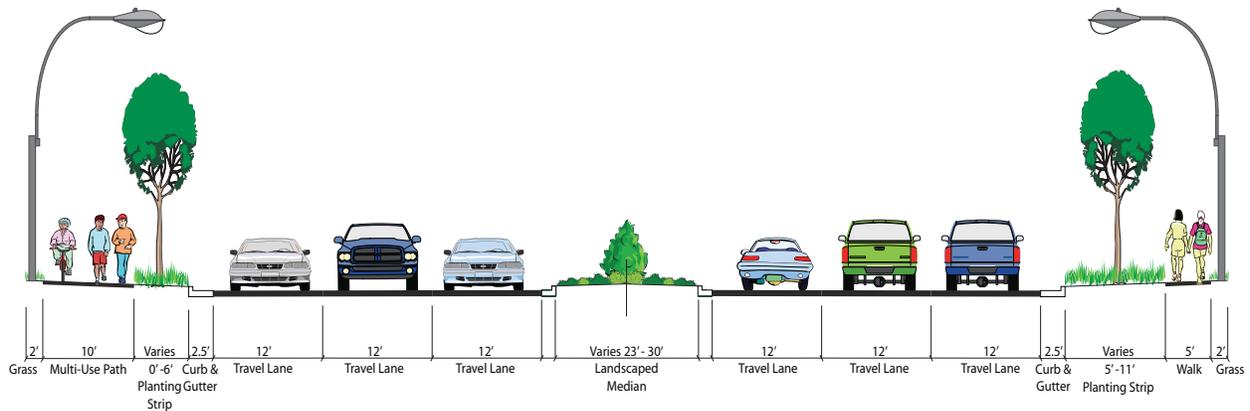
**2035
ANNUAL AVERAGE
DAILY TRAFFIC (AADT)**
**BUILD
(with Chestnut Connector)**

E. John Street/Old Monroe Road Improvements

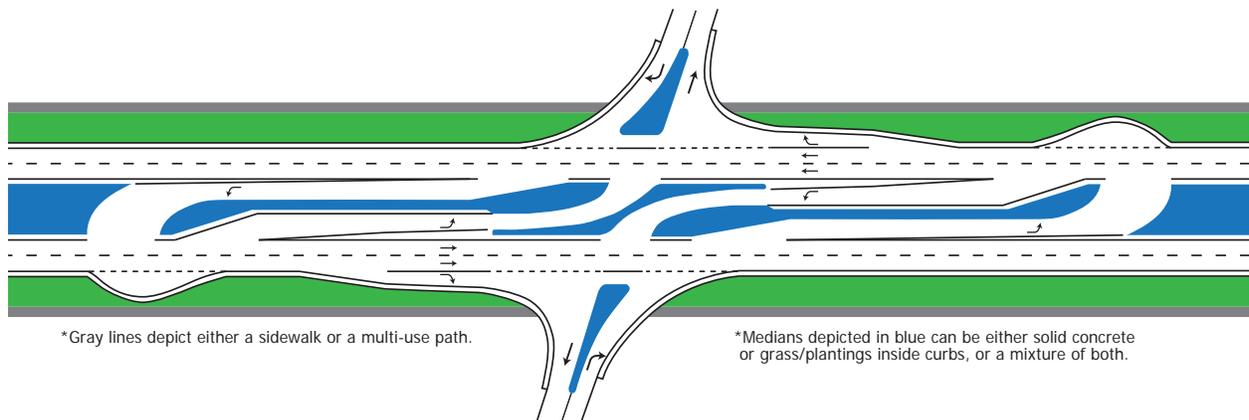
Preliminary Alternative 1: Four-Lane Median Divided



Preliminary Alternative 2: Six-Lane Median Divided



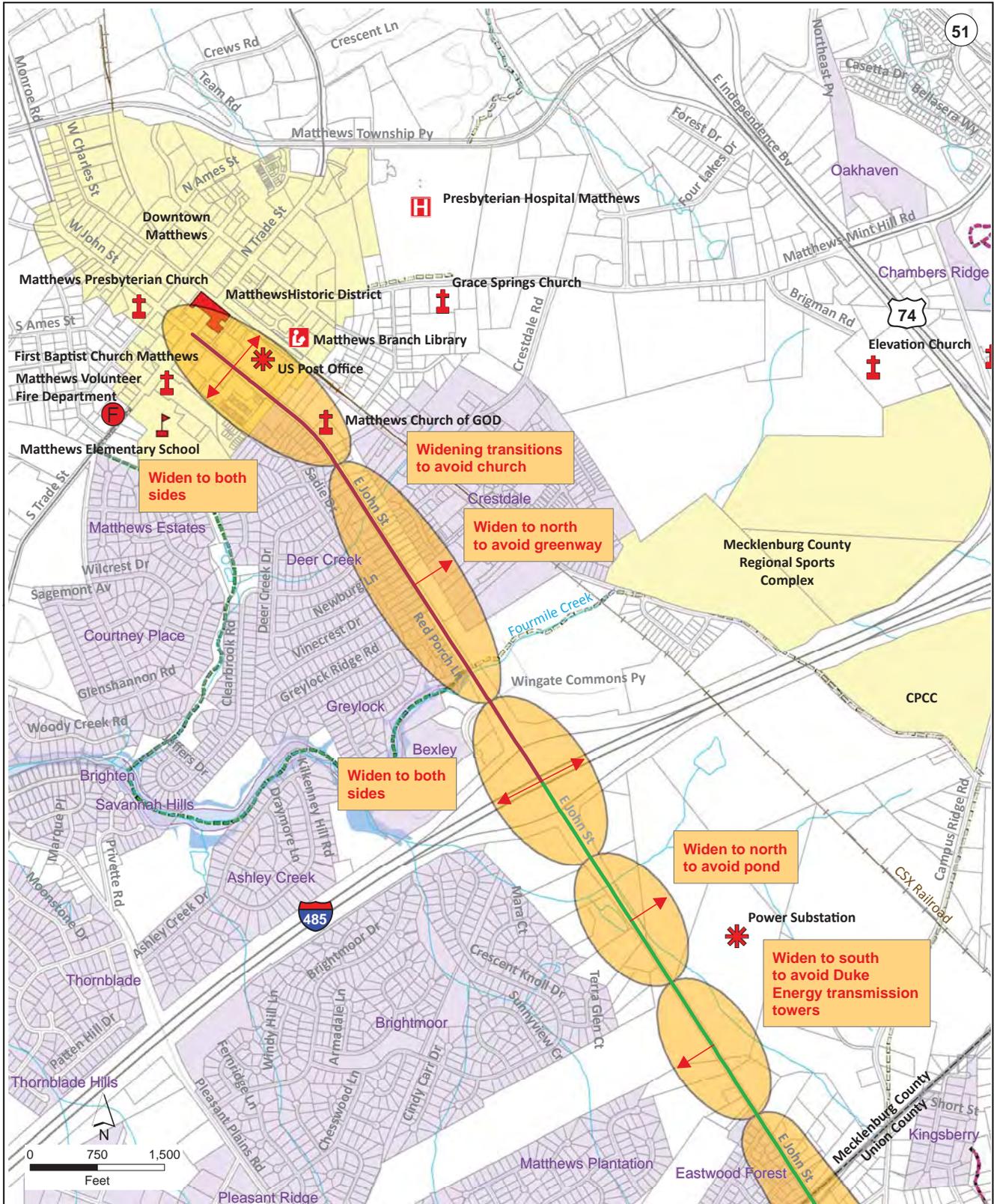
Preliminary Alternative 3: Four-Lane Superstreet



**E. JOHN STREET/
OLD MONROE ROAD
WIDENING PROJECT**
STIP PROJECT NO. U-4714
Mecklenburg and Union Counties,
North Carolina

**PRELIMINARY
ALTERNATIVE
CONCEPTS**

E. John Street/Old Monroe Road Improvements

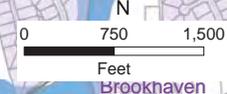
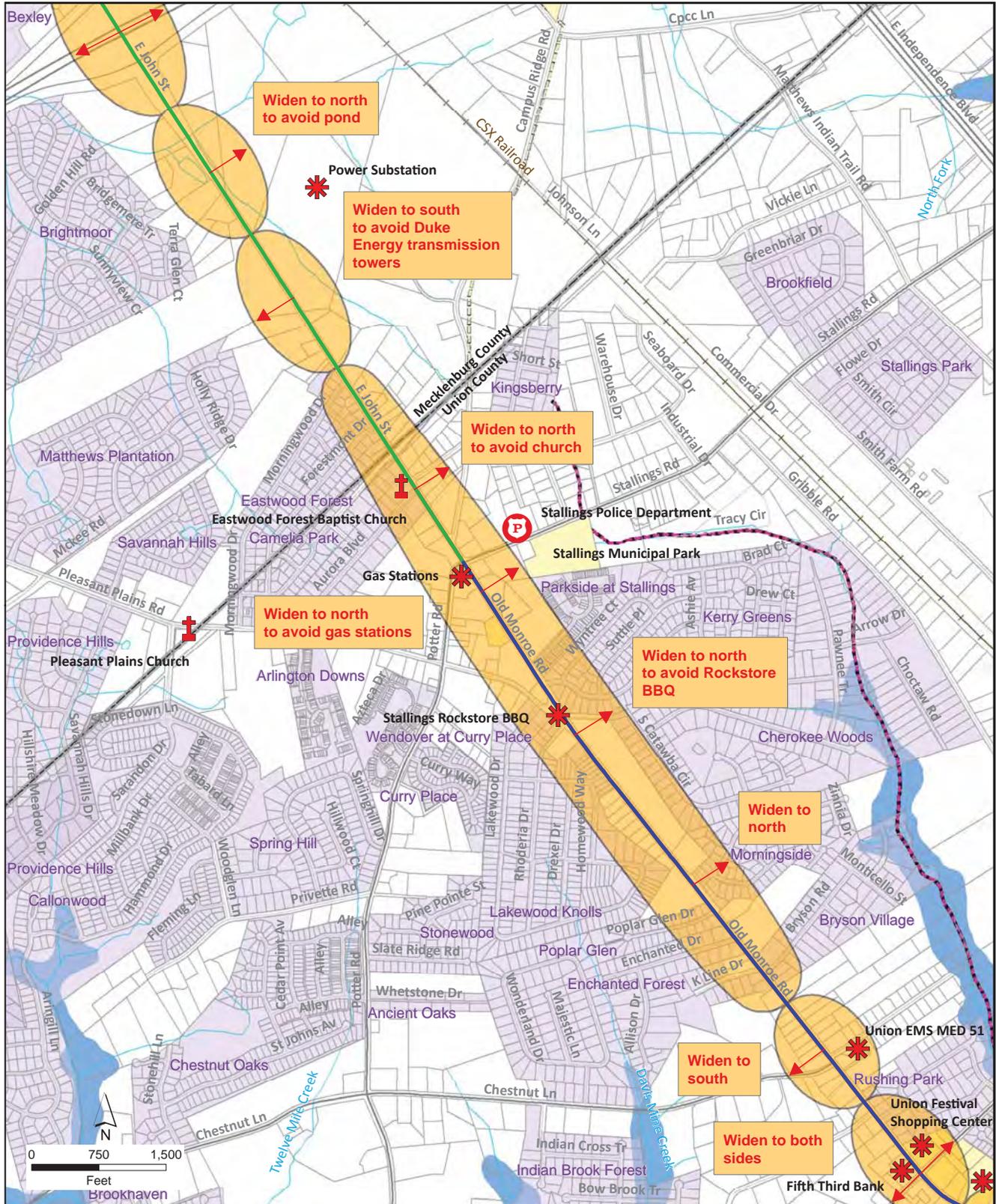


- | | | | |
|----------------------------|-------------------|---------------------|--------------------------------|
| Proposed Areas of Widening | Notable Feature | Cemetery | Proposed Carolina Thread Trail |
| Section A | Public Library | Police Station | Four Mile Creek Greenway |
| Section B | Public Schools | Fire Station | 303(d) Streams |
| Section C | Church | Hospital | Streams |
| Special Destination | Historic District | Historic District | Floodway |
| Parcels | Subdivisions | 100 Year Floodplain | |



**BEST FIT
WIDENING
Four-Lane Median
Divided Concept
SECTION A**

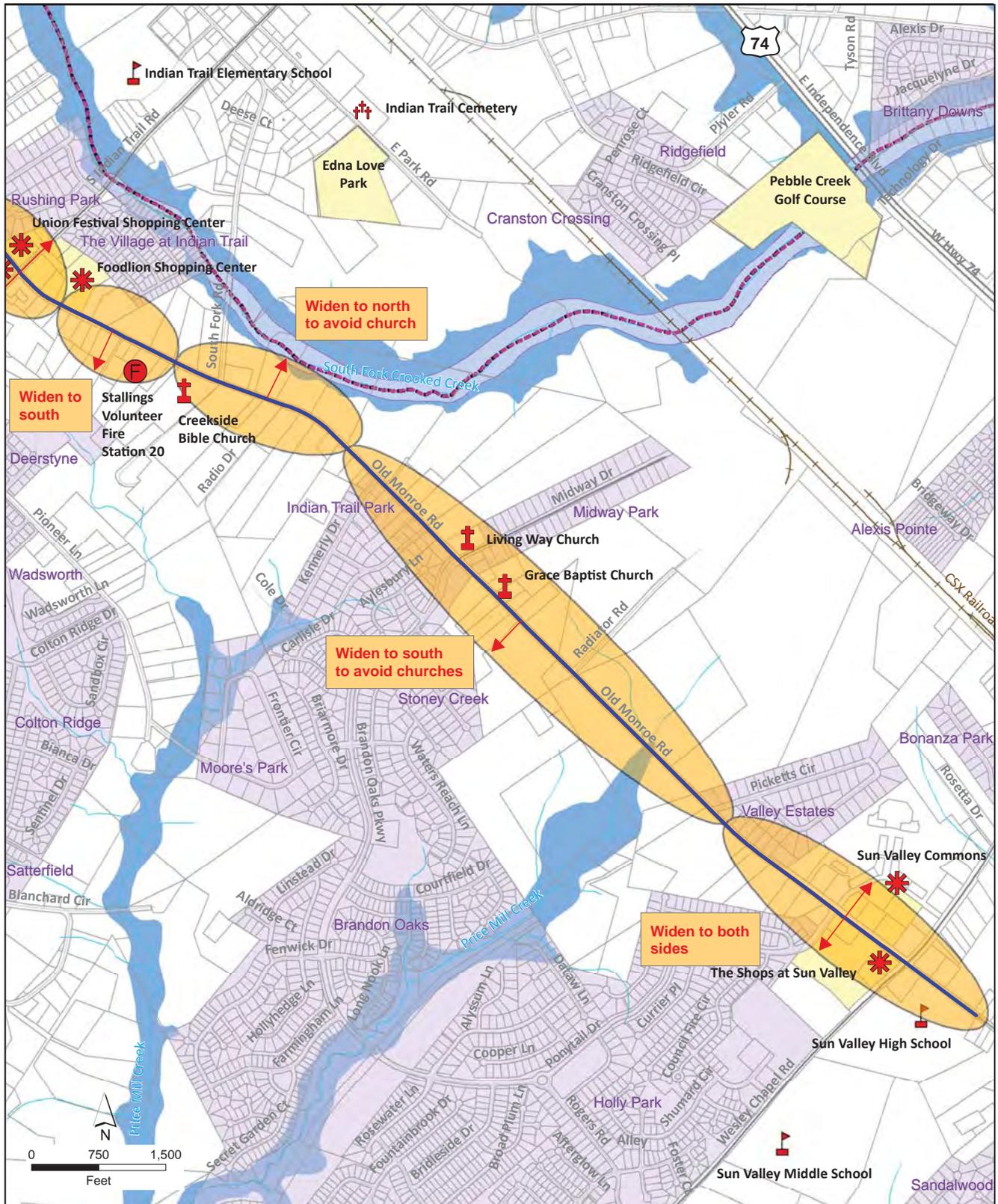
E. John Street/Old Monroe Road Improvements



- | | | | |
|----------------------------|-----------------|-------------------|--------------------------------|
| Proposed Areas of Widening | Notable Feature | Cemetery | Proposed Carolina Thread Trail |
| Section A | Public Library | Police Station | Four Mile Creek Greenway |
| Section B | Public Schools | Fire Station | 303(d) Streams |
| Section C | Church | Hospital | Streams |
| Special Destination | Subdivisions | Historic District | Floodway |
| Parcels | | | 100 Year Floodplain |

**BEST FIT
WIDENING
Four-Lane Median
Divided Concept
SECTION B**

E. John Street/Old Monroe Road Improvements



- | | | | |
|----------------------------|-----------------|-------------------|--------------------------------|
| Proposed Areas of Widening | Notable Feature | Cemetery | Proposed Carolina Thread Trail |
| Section A | Public Library | Police Station | Four Mile Creek Greenway |
| Section B | Public Schools | Fire Station | 303(d) Streams |
| Section C | Church | Hospital | Streams |
| Special Destination | Subdivisions | Historic District | Floodway |
| Parcels | | | 100 Year Floodplain |

**BEST FIT
WIDENING
Four-Lane Median
Divided Concept
SECTION C**

Appendix G

Sign-in Sheets



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Elected Officials Informational Meeting
January 21, 2014, 3pm-4pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|--|----------------------|--------------|-------|-------|
| Walt Kline - Stallings | 4956 Shannamara Dr. | Stallings | NC | 28104 |
| Ralph Messera - Matthews | 1600 Tank Town | Matthews | NC | 28105 |
| Deborah Romanow - ^{Stallings} | 1117 Yarrow Rd. | Matthews | NC | 28104 |
| Shelley DeHart | | Indian Trail | NC | 28179 |
| Rox Burhans | | Indian Trail | NC | 28079 |
| DAVID DREHS | 3216 Bow Cloud Trail | Matthews | NC | 28104 |
| Scott Cole | 716 W. Main St | Albemarle | NC | 28001 |
| | | | | |
| | | | | |
| | | | | |



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Elected Officials Informational Meeting
January 21, 2014, 3pm-4pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|--------------------------------|----------------------------|------|-------|-------|
| FRED WEBER STALLING COUNCIL | 1167 Drummond LA Stallings | | NC | 28104 |
| | | | | |
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Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|------------------------------|-----------------------------------|--------------|-------|---------------------------|
| ADAM McLANE | Town of Indian Trail | IT | NC | 28079 |
| Elaine Kawamura | " " | IT | NC | 28104 |
| Will D. Herron | 101 Grover Moore Pl | IT | NC | 28079 |
| Larry D. Kaul | 7056 Ribwelly Ln Matthews | Stallings | NC | 28104 |
| David Shue | 2111 Bluebonnet Lane Stallings | Stallings | NC | 28079 28104 |
| Mani Pressley | 2514 Arnold Dr Monroe NC 28110 | Monroe | NC | 28110 |
| Ciera Choate | | | | |
| Rose Ottson | 809 E. John Matthews, NC 28105 | Matthews | NC | 28105 |
| Joe Lesch | Union Camp | | | |
| Joe Panko / New Life 91.9 | 1092 Radio Drive | Indian Trail | NC | 28079 |

11



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|-------------------------|-----------------------|--------------|-------|-------|
| EASTWOOD BAPTIST CHURCH | 112 Aurora Ave | Matthews | NC | 28105 |
| Gary Sarric | 2014 Apogee Dr. | Indian Trail | NC | 28079 |
| DONNA SIMPSON | 231 BENTLEY OAKS WAY | CITRINETTE | NC | 28270 |
| David T. Sand | 196 N. Trade St | Matthews | NC | 28105 |
| Diana Lovetto | 4006 Old Monroe Rd | Indian Trail | NC | 28079 |
| Naug Pressley | 6308 MONROE Rd. | Matthews | NC | 28079 |
| John Stucky | 2614 Rolling Hills Rd | Monroe | NC | 28110 |
| Brian Feest | 212 LARMON RD | INDIAN TRAIL | NC | 28079 |
| Scott + Tiffany Butcher | 1132 Lakewood Dr | Stallings | NC | 28104 |
| Bruce + Linda Marx | 1134 Lakewood Dr | Stallings | NC | 28104 |

12
23



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|--|--|-----------------|-------|-------|
| Michael Catwell Union County Public Works | 530 N. Main Street Monroe NC 28110 | Monroe | NC | 28110 |
| Jeddy Amick PRESIDENT 40 CHAIR | 516 RED BARN TRAIL MATTHEWS, NC 28104 | INDIAN TRAIL | NC | 28104 |
| NANCY + SEVERTN JACOBSEN / CITIZENS | 3905 WATERS REACH LN IT 28079 | IT | NC | 28079 |
| Leanna Rogers | 206 Hunter St. Attermark | Albemarle | NC | 28001 |
| Nate Perrell Chipper New | 4416 Old Monroe Rd | IT | NC | 28079 |
| Mike Lu | 206 Chaker St | Albemarle | NC | 28001 |
| Vibgy Watta | Town of Indian Trail | | | |
| Trena Sims | Town of Indian Trail | | | |
| Draine Benton | 830 E. John St. | Matthews | NC | 28105 |
| Judy Lukens | 15208 Catawba Cir S | Matthews | NC | 28104 |

11/34



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|--|---|--------------|-------|-------|
| Shawna Steele Town of Stallings | 213 Cupped Oak Stallings NC | Stallings | NC | 28104 |
| Waltera Heidi Johnson | 509 McMillan Dr. | Indian Tr. | NC | 28079 |
| Monroe-Union County EDC | 3900 Paul J Helms Dr. Monroe | Monroe | NC | 28110 |
| Allan Hamilton | 1013 Whippoorwill Ln IT | IT | NC | 28079 |
| Bobby Branson | 7225 E 729 E. John St. Matthews | Matthews | NC | 28105 |
| Ray B. Kallough | 5025 Old Monroe Rd Indian Trail, NC 28079 | I.T. | NC | 28079 |
| RONNIE CHAPMAN | 5933 CAROLINE DR. MI | MATTHEWS | NC | 28104 |
| Joe PATA | 1718 Reverdy Oaks Dr Matthews NC 28105 | Matthews | NC | 28105 |
| Buddy Brewer Brewer-Hendley Oil Co. | 4303 Old Monroe Rd. Indian Trail N.C. | Indian Trail | NC | 28079 |
| Janet Graham | 4316 Potters Rd Stallings, NC 28104 | Stallings | NC | 28104 |

11/45



Sign-In Sheet

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Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|-------------------------------------|--|--------------|-------|-------|
| Michelle & Chris Simmons | 4610 Capstone Dr | Monroe | NC | 28110 |
| BROD KROLL | 8227 Creek Trench ^{Charlotte NC} 28277 | Charlotte | NC | 28277 |
| DANNY STEGALL (STEGALL AND CO, INC) | PO Box 548 | MONROE | NC | 28111 |
| Bill Stevens | 4819 Mathews Biltmore Forest Dr Matthews | Matthews | NC | 28105 |
| Alex Wiseman | 4201 University City Blvd | Charlotte | NC | 28223 |
| Ed CZEKAJ | WASEAS PEARL LAKE | I.T. | ↓ | 28679 |
| DEREK HODGE | 1500 MATTHEWS PLANTATION DR. | MATTHEWS | NC | 28105 |
| Michelle Nettles | Rosewood Ln | Ind Tr | NC | 28079 |
| BLATI SRINIVASAN | 2030 FRIPPL LN, Ind | INDIAN TRAIL | NC | 28039 |
| PAT SWENSON | 11943 Southeast Lane | Pineville | NC | 28134 |

1/5/14



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|------------------------|-------------------------|--------------|-------|-------|
| John McHan | 5309 Old Monroe Rd | IT | NC | 28079 |
| Michael Rohleder | 4809 Old Monroe Rd | Indian Trail | NC | 28079 |
| DAVE LOUGHRAN | 1002 HAVENHAM RD. | INDIAN TRAIL | NC | 28079 |
| DAVID W. NAYLOR | Town of Stallings - Rep | STALLINGS | | |
| Heath + Janis Stein | 1129 Flowe Dr Stallings | Stallings | NC | 28104 |
| Raj Chandel | 2448, E. JOHN ST. | Matthews | NC | 28105 |
| TIFFANY WEAVER | 1004 KERRY GREENS DR. | MATTHEWS | NC | 28104 |
| Robert + Fabrice Chang | 106 Pine Lake Dr. | Morae | NC | 28110 |
| LANE + JAN BYRUM | 115 Cherokee Ln | INDIAN TRAIL | NC | 28079 |
| Ellen Tammis | 636 E John St | Matthews | NC | 28105 |

1/9



Sign-In Sheet

East John Street/Old Monroe Road Improvement Project
Public Meeting #1
January 21, 2014, 5pm-8pm @ SPCC, Monroe Campus



| Name/Organization | Street Address | City | State | Zip |
|--|-------------------------|--------------|-------|-------|
| Anthony + Sarah Benham | 5240 Old Monroe Rd | Indian Trail | NC | 28079 |
| Amanda + Michael Faulkenberry | 519 Pickett Circle | Indian Trail | NC | 28079 |
| Robert Perry | 1009 Fountainbrook Dr | Indian Trail | N.C | 28079 |
| Belinda Anderson  | 501 Poptar Glen Dr | " | " | " |
| GAIL FURE | 1002 Horton Ridge Ct | Indian Trail | " | 28079 |
| Gray Woolnough | " " | " | " | " |
| Sam Carter | 3010 Canopy Dr | Indian Trail | " | 28079 |
| Kerth Joye | 1239 Kerry Greens Drive | Stallings | NC | 28104 |
| | | | | |
| | | | | |

Appendix H

Comments Received

Bereis, Kimberly D

From: David Loughran [dloughran@carolina.rr.com]
Sent: Monday, January 13, 2014 2:27 PM
To: eevance@ncdot.gov; Bereis, Kimberly D
Cc: west@co.union.nc.us
Subject: Project No. U-4714

Hello:

I plan on attending the public meeting at South Piedmont Community College on Jan. 21, 2014.

While there I would like to express my opinions on NCDOT's plans for road improvements in all of Union County.

Before attending I thought you might like to get a "heads-up" on what I think.

Would you please read a column in The Charlotte Observer's Sunday, January 12, 2014 publication by Linda Paxton, on page 17A.

She is correct in saying the 74 bypass project should be abandoned. Those funds should be used elsewhere.

The John Street/Old Charlotte highway corridor should be expanded to a 5 lane parkway for passenger cars only.

The parkway should begin at highway 51 in Charlotte and end at Church St. in Monroe.

NCDOT should award a contract (or contracts) on a design-build-turnkey basis using existing right-of-ways.

Existing elevations, contours, curves, etc. should remain.

For proof that designers in Raleigh at NCDOT can't do their jobs one only needs to look at what they did to Rea Road in Charlotte.

If this idea of a design build award and parkway can't fit into NCDOT's thinking then Union County should do it.

The Board of Commissioners ought to create an authority to deal with roads, bridges, rails and tunnels.

Any funds the authority spends that ought to come from the state would be reimbursed.

David Loughran
1002 Lavenham Pl.
Indian Trail, NC 28079
704 821 4800

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

Bereis, Kimberly D

Subject: FW: U-4717 E. John St./Old Monroe Road Improvements
Importance: High

-----Original Message-----

From: ...Doug... [mailto:escott42@carolina.rr.com]

Sent: Monday, January 13, 2014 11:42 AM

To: wdunn@council.stallingsnc.org; wkline@council.stallingsnc.org; rcreshaw@council.stallingsnc.org; pgriffin@council.stallingsnc.org; dromanow@council.stallingsnc.org; ssteale@council.stallingsnc.org; fweber@council.stallingsnc.org

Cc: Vance, Elmo E

Subject: U-4717 E. John St./Old Monroe Road Improvements

Importance: High

I am sending my concern for this project do to anyone in family will be unable to attend meeting do to work hours.

I have lived in several states where they have turned streets (as Old Monroe) into four lanes. Because of this act the property values dropped along those areas of so called improvement. You have more so called business (small strip malls, used car dealership, tattoo shops, etc.) that will come into the area, money speaks and will come sooner or later. Do we want to see this for Stallings, take a look of what business are off route 74. Why should someone give up their home that they have worked so hard for? Yes maybe there will be an offer to purchase them. But some of these homes have been in families for many years, raised their families. These homes are their homes they want until the end. Look at the BBQ shop or the church along this area in Stallings. What will happen to them?

There should be a better resolution to this traffic issue than to destroy the town of Stallings image. Stallings wants to grow and develop into a true gateway for Union County. The reason I moved here from Charlotte was the peaceful and quite atmosphere. Improve route 74 to six lanes three in each direction not Old Monroe to four lanes!

Sincerely,
Scott Family
8060 Sapwood Ct.
Matthews, NC
28104

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

U-4714 - East John St./Old Monroe Road Improvements

Public Meeting - Tuesday, January 21, 2014, 5pm-8pm @SPCC, Monroe Campus



Tell us your thoughts...

Your input is important to us. Please return your comments in the comment box tonight, email your comments to jarobbins@ncdot.gov, or send via mail to (by February 11, 2014):

Mr. Jamille Robbins, NCDOT Public Involvement
1598 Mail Service Center
Raleigh, NC 27699-1598

1) Which section(s) of the project is/are most important to you?

(PLEASE CHECK ALL THAT APPLY)

- Matthews (Section A) – Trade Street to I-485
- Stallings (Section B) – I-485 to Waxhaw Indian Trail Road
- Indian Trail (Section C) – Waxhaw Indian Trail to Wesley Chapel Stouts Road
- All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

Would like to see the data for the E. John St/Old Monroe to Potter Rd/Stallings Rd intersection between 4 Lane & 4 Lane Superstreet concept

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

(Turn page over) →

U-4714 - East John St./Old Monroe Road Improvements

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c) Do you think there should be different concepts for different sections of the corridor? If so, please indicate below which concepts should be considered in different sections.

Matthews (Section A) – Trade Street to I-485

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Based on the data, what will provide the best flow?

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- Pedestrian accommodations (e.g. sidewalks, multi-use path)
- Pedestrian crossings
- Other features (please specify)

Would look at least one side of the road with a good combined path

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

- 4-Lane Divided: Appears sufficient to manage 20-30 projected traffic, & is ⁱⁿ character with surrounding community. Project should contemplate ROW banking for potential future Super Street design or other future improvements.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

- 6-Lane Divided: Very out of character ^{with surrounding area} in terms of scale.

(Turn page over) →

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Yes, This would be a reasonable approach within a developed area.

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
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- Pedestrian crossings
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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

4-LANE Superstreet. Room for growth, but not 6 LANES.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

6 LANE

(Turn page over) →

U-4714 - East John St./Old Monroe Road Improvements

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.) Yes

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- Pedestrian accommodations (e.g. sidewalks, multi-use path)
- Pedestrian crossings
- Other features (please specify)

END OF ROAD BY SUN VALLEY HIGH SCHOOL

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- All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

None. Use of a median will hurt my business.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

All of them. Use of a median will hurt my business.

(Turn page over) →

U-4714 - East John St./Old Monroe Road Improvements

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- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) *No median*

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

No. Widening will cut into my business front and potentially take up valuable lot space.

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
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That no median be used in Section C. It would limit access to my business.

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4 Lane Median Divided - Look and feel of the area maintained. Supports access from housing Development Better

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

4 Lane Superstreet - to Business like - would like to keep the local Feel. Makes getting out of housing Development very hard.

(Turn page over) →

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Yes - Keeping with open Land options

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4-Lane Median Divided

I like having a "country side" atmosphere.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

4-Lane ~~Median~~ Superstreet

Taking too much of country look ~~off~~ which is one reason for purchasing property in Union Co

(Turn page over) →

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Yes. Keeping with familiar territory.

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

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Alt. 1:

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

(Turn page over) →

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Matthews (Section A) – Trade Street to I-485

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Sections A - just buy both sides - widen from middle then you could have Alt. 1 or Alt. 2!

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
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- Other features (please specify) _____

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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

6-lane median divided - b/c it will be best suited to handle future growth & prolong life of improvement before anything else would be done.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

?

This needs to be funded & done ASAP!

(Turn page over) →

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yes

4) What elements are important to you for the East John Street/Old Monroe Road project?

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

Purchase right-of-way for six lanes, even if only 4 are built now.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4 LANE SUPER STREET IT WOULD MOVE MORE TRAFFIC

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

CONVENTIAL

(Turn page over) →

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- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.) I OWN THE FIRST TOWNHOUSE IN THE PARKWAY TOWNHOUSE SECTION. THE POWER LINES AND SIDE WALKS ARE ALL ON THAT SIDE OF THE ROAD, IT WOULD SAVE MONEY BY NOT MOVING ALL OF THESE THINGS

4) What elements are important to you for the East John Street/Old Monroe Road project? (PLEASE CHECK ALL THAT APPLY)

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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

- 4 lane median divided - that is the 'normal' way a road looks after a widening project (e.g. Rte, Providence). If it works there it should work here.
- Consider non-traditional intersections at Stallings, Indian Trail, Wesley Chapel-Stouts (gradient left, similar to the one in Huntersville between US 21 & NC 73).
- 'pre-widen' major cross streets so when they are eventually widened, the intersections don't have to be modified a 2nd time.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

- Superstreet - median would have to be too big to allow for U-turns. They work very well from what I've seen (US 17 in Leland, NC 55 in Holly Springs), but there isn't enough room on this road. It should be considered on US 74 from 485 to Monroe.
- 6 lane - too wide for the area.

→ For example, NC 115 (Old Statesville Rd) was widened around the intersection of NC 73 when it was widened. Now, this intersection shouldn't have to be touched/modified when 115 is eventually widened.

(Turn page over) →

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) widen area near 485 to 6 lanes

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

consider Diverging Diamond interchange.

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Yes, road should be widened to minimize impacts to the community around the project.

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

The population explosion warrants the most possible lanes for future growth

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

4-Lane Median Divided - congestion may apply

(Turn page over) →

Page H-13

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Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

STREET
2016
Funded

Board
Not Solution
Funded

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Did not see presentation

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4 lane median divided if you cut down the small hill coming toward Matthews from US5. Coming out of the 4th lane you can not see cars until they come over the hill - faster than 35 mph. I don't see any solution that looks workable right now unless

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

you take the house and not come within 5 feet of it and leave it.

*Rose Dotson
704-849-8116*

(Turn page over) →

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THE BIGGER THE BETTER.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

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THE BIGGER THE BETTER!

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- a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

I prefer Alternative number ONE.
My home is close to the street, hopefully #1
would be less likely to destroy my home.

- b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

There is no need for expensive bike paths
and walkways which will seldom ever be
used.

(Turn page over) →

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Regarding area "C," I would very much like to see the preservation of as much open land as possible.

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I hope to preserve as much open land and old homes as possible.

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

1) 6 Lane Median Divided - Do it right now - don't wait for later 55,000+ cars.
2) 4 Lane Divided - choice 2 -

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

A for this section Super Street
NEED Connections to Sportsplex

(Turn page over) →

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 - 4-Lane Superstreet
 - Other (please specify) _____
- Driveway Access*
NEED BIKE PATHS/USAGE

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
 - 6-Lane Median Divided
 - 4-Lane Superstreet
 - Other (please specify) _____
- 4 lane Median w/ BIKES*

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
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- 4-Lane Superstreet
- Other (please specify) _____

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*Talk with Matthews Re: Connectivity to Sportsplex
Greylord Rd Extension / Independence Point Parkway*

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Share the Road
pedestrian Connectivity to surrounding

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

4 Lane Median Divided
Eases traffic flow while maintaining some control over safety and congestion. And least disruption to residents.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

(Turn page over) →

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 4-Lane Superstreet
 Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
 6-Lane Median Divided
 4-Lane Superstreet
 Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
 6-Lane Median Divided
 4-Lane Superstreet
 Other (please specify) _____

- 3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

- 4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
 Landscaping
 Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
 Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
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- 2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

- a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

4-lane median Divided
Easy to Construct + money wise

- b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

6-lane median - too much traffic and too costly

(Turn page over) →

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) 4 Lane Divided

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- a) Which of these concepts do you support? PLEASE EXPLAIN WHY.
ALL THREE, SUPPORTS QUICKER DELIVERY TIMES FOR OUR BUSINESS.

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Page H-21

Web Address www.newlife919.com Phone Number 704::821::9293 Fax Number 704::821::9285 Street Address 1092 Radio Drive Indian Trail NC 28079 Mailing Address PO Box 7 Matthews NC 28106

January 21, 2014

Attention: NCDOT

RE: PROPOSED WIDENING OF EAST JOHN STREET / OLD MONROE ROAD THROUGH MATTHEWS, STALLINGS AND INDIAN TRAIL, TIP Project U-4714

NCDOT:

New Life 91.9/WRCM-FM's offices and studios are located immediately off of Old Monroe Road at 1092 Radio Drive in Indian Trail. This is in the area that will be widened as part of this upcoming project.

While we are very welcoming of the widening project and hope it is done sooner than expected, I'm most concerned with any service interruption with our utility services, several of which are mission-critical for our business. WRCM is a much-listened to radio station that serves approximately 200,000 listeners throughout the Charlotte radio market. We also have a syndicated morning show that is heard on three additional broadcast outlets in South Carolina, Pennsylvania and New Jersey, reaching approximately 500,000 listeners.

Any disruption, no matter how temporary, to our phone and internet services would have a crippling effect on our ability to serve our audience. It could also have a very direct and negative financial impact on our station.

What assurances can we receive from the NCDOT that our utility services will not suffer interruption during this much-needed and anticipated project?

Sincerely,


Joe Paulo
Director of Broadcasting



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- All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

I like the 6/lanes + 4/2 lane superstreet formats - US 74 will be developed as Superstreets so the complement will be interesting, if appropriate.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

I like the flexibility of the 3 formats - I think that they all ~~deserve~~ deserve consideration.

(Turn page over) →

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Look to the future and plan to implement the growth of the next 20 years!

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

I agree with "best fit."

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Everyone should be allowed access whether on foot, wheel or cycle.

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a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4-LANE SUPERSTREET - SEEMS TO BE MOST LOGICAL DESIGN TO KEEP TRAFFIC MOVING CONTINUOUSLY, ESPECIALLY ON THE PRIMARY THOROUGHFARES.
WITH NO SIGNALS

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

6 LANE CONCEPT - HIGHER COST, HIGHER LAND REQUIREMENTS, OVERKILL

(Turn page over) →

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

Alternative 2; Six Lane Median Divided, it will allow traffic to flow evenly not get 'bottle neck'. It will allow for great pedestrian walkways...

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

Four-lane Superstreet, I would have to see how nearby towns operate. I truly don't understand how this will work in this particular area.

(Turn page over) →

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I do agree what's best for the community but do want to see a change.

4) What elements are important to you for the East John Street/Old Monroe Road project?

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

4-Lane Median Divided - This plan would be less intrusive for the land owners along this route. This will also make traffic more smooth.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

Set, A I have no interest in.

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I have no comment

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

I support the 6-Lane Median because the cost of doing it now will be much less than in the future.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

I support widening the road by 3 lanes on each side!

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Widen it to 6 lanes.

4) What elements are important to you for the East John Street/Old Monroe Road project?

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

Alternative #3 It seems to make the flow of Traffic easier

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

Preliminary Alternative #1 - we currently have that and it causes huge traffic back-up

(Turn page over) →

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Mr. Jamille Robbins, NCDOT Public Involvement
1598 Mail Service Center
Raleigh, NC 27699-1598

1) Which section(s) of the project is/are most important to you?

(PLEASE CHECK ALL THAT APPLY)

- Matthews (Section A) – Trade Street to I-485
- Stallings (Section B) – I-485 to Waxhaw Indian Trail Road
- Indian Trail (Section C) – Waxhaw Indian Trail to Wesley Chapel Stouts Road
- All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

- a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

*Maintain as much property for the home owners
& business*

- b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

*Four lane superstreet!
No landsc*

(Turn page over) →

U-4714 - East John St./Old Monroe Road Improvements

Public Meeting - Tuesday, January 21, 2014, 5pm-8pm @SPCC, Monroe Campus



- c) Do you think there should be different concepts for different sections of the corridor? If so, please indicate below which concepts should be considered in different sections.

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- 6-Lane Median Divided
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- Other (please specify) _____

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- 4-Lane Superstreet
- Other (please specify) _____

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- 3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
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- Pedestrian crossings
- Other features (please specify) _____

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

6 lane median divided -
most appealing.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

Superstreet -
Too difficult to maneuver and
too much land easement.

(Turn page over) →

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- 4-Lane Superstreet
- Other (please specify) _____

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a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

I Really do not like any of the alternatives. I guess the least offensive is the 4 Lane Median Divided. If considered the "10' " sidewalk should be located on the South side of the road in section C. Most of the development is on that side of the road. (south side).

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

The Six-lane alternative ~~is~~ is an unreasonable proposal. As I understand, this road's "purpose" is to move "local" traffic. A six-lane road would become the primary route to I-485 and would ruin the community atmosphere and way of life. The road would be used ^{extensively} by heavy trucks & commercial vehicles and pose major safety problems for "locals," ^{potentially} commuters and pedestrians. If the "proposed" Monroe Bypass is ever approved the "heavy" traffic will move from the existing Hwy 74 to the "Bypass and a six-lane would not be needed.

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- 4-Lane Superstreet
- Other (please specify) _____

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

It appeared that the main design consideration revolved around the location of churches. Most of the churches have enough ~~land~~ property to "accommodate" additional (if w), and must have "rear" parking. More emphasis should be ^{placed} on residential impacts.

4) What elements are important to you for the East John Street/Old Monroe Road project? (PLEASE CHECK ALL THAT APPLY)

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- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- Pedestrian accommodations (e.g. sidewalks, multi-use path)
- Pedestrian crossings
- Other features (please specify)

traffic & pedestrian safety
the "complete street" concept w/ preservation of a residential/rural atmosphere.

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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4-Lane Median Divided because it's least damaging to the current environment

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

6-Lane Median Divided and 4-lane Superstreet because they would draw more traffic from Hwy 74

(Turn page over) →

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No, same for all:
4 lane Median Divided

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

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- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Too many variables shown

4) What elements are important to you for the East John Street/Old Monroe Road project?

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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

Four lane median divided

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

Six lane median divided and four lane superstreet because churches and other establishments that are important to the town would be displaced

(Turn page over) →

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

No, but there should be both right and left turn lanes at major intersections

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____



Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Not sure which option was shown as best fit

4) What elements are important to you for the East John Street/Old Monroe Road project?

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- More lanes
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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

4 Lane median divided, if no other option is allowed.

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

Recalls, none of the above. Simply adding a lane on either side or two lanes without a median seems quite adequate, less intrusive to home owners adjacent to the project, and less expensive.



(Turn page over) →

Page H-33

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify)

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify)

Adding a lane adjacent to existing road should suffice.

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify)

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

No. The existing plan for Stallings takes out much of existing neighborhoods, simply to accommodate the back store and one gas station (beyond Potter road that is) the other side of Morra (the back store side) is a better option for widening.

4) What elements are important to you for the East John Street/Old Monroe Road project? (PLEASE CHECK ALL THAT APPLY)

- More lanes
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Sidewalks are needed, but bike lanes are not.

*Brent Hoffman
(704) 841-2523*

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2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

Understanding the need for road construction due to growth and regular maintenance, I still do not support such drastic road expansion due to how it will affect my home. I live at 1000 Kerry Greens Drive and the plan looks like I will lose my house... if not, for sure I will lose my property and/or its value.

(Turn page over) →

b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

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For myself there is no "best fit"... currently there is more than enough traffic outside the subdivision can't imagine more...

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- Other features (please specify)

How it will affect the homeowners of Kerry Greens subdivision.
Regards - L.A. MORABITO 1000 Kerry Greens Dr.
704.839.1499



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- a) Which of these concepts do you support? **PLEASE EXPLAIN WHY.**

WHAT happens
to my home value?

I don't want a road in
my back yard!

- b) Which of these concepts do you NOT support? **PLEASE EXPLAIN WHY.**

Concerns: My house is the third house on the right
in Kerry Greens

How close to my house before you take it?

Are you putting up sound barriers?

traffic is an issue. this was a "small town" and
this is a staggering change.

I am in the process of moving. How can I sell
my house with this unknown factor + disclosure to
a buyer? (I can't afford 2 houses)
(Turn page over) →

I'm scared and don't like the unknown.

DONNA THOMAS
704-906-5902

Page H-35

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- 4-Lane Superstreet
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- All three Sections are equally important

This impacts my neighbor - had!!

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

Four-Lane Median Divided is my 1st choice. My reason is it will have least impact on my neighborhood & others located along old Monroe Road. I live in Kerry Green subdivision.

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

A six-lane median divided (highway) street. A road that wide will have a huge foot print on the area.

Please do not destroy our neighborhood! I love in Kerry Greens. Move the Rock store. You will hurt our property values.

(Turn page over) →

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- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) *I think the road should be consistent.*

KJO
consistent appearance, appear

Stallings (Section B) - I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify)

Indian Trail (Section C) - Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify)

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

I did not attend meeting. I think the project leaders should consider how the widening will effect neighborhoods located along old Monroe. Will we be able to turn left?

4) What elements are important to you for the East John Street/Old Monroe Road project?

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- Pedestrian crossings
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Don't take our neighborhood apart. Consider mainly the rock store. It is so important to the town of Stallings history - then move it to the park!

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- Indian Trail (Section C) – Waxhaw Indian Trail to Wesley Chapel Stouts Road
- All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? PLEASE EXPLAIN WHY.

?

b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.

?

please see attached letter

(Turn page over)→

U-4714 - East John St./Old Monroe Road Improvements

Public Meeting - Tuesday, January 21, 2014, 5pm-8pm @SPCC, Monroe Campus



c) Do you think there should be different concepts for different sections of the corridor? If so, please indicate below which concepts should be considered in different sections. *NO*

Matthews (Section A) – Trade Street to I-485

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road

- 4-Lane Median Divided
- 6-Lane Median Divided
- 4-Lane Superstreet
- Other (please specify) _____

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the "best fit" option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

?

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- More lanes
- Landscaping
- Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- Pedestrian accommodations (e.g. sidewalks, multi-use path)
- Pedestrian crossings
- Other features (please specify) _____

My concern is my house will be affected by the widening of Monroe Road, whether you do 4 lanes or 6 lanes. I live in Kerry Greens subdivision and back-up to Monroe Road. If you don't end up buying my house, I would like to know how much of my yard you are going to take. What is the cut off where you need to purchase my house (how many feet away from my house can the road be, before you purchase it). If you don't purchase it, what is the state going to do to protect my house from a car ending up in the back of my house from an accident (drunk driver's etc.). My house already vibrates from trucks when they drive by. Once the road is closer, that will be worse and the road noise will be awful. Is the state going to put up a protective/sound barrier wall or will there be nothing done? I know you are in the beginning stages with this plan but these concerns are very important to me and my neighbors. I hope protecting our homes will be considered in the plan. Also how will we be able to get in and out of our neighborhood. It was already an issue and now that they added the turning lane to turn left onto Pleasant Plains Road it has gotten worse. Once the road is 4 or 6 lanes wide it could take forever to get out of the neighborhood. That will be something else that will have to be considered.

Bereis, Kimberly D

From: Bereis, Kimberly D
Sent: Thursday, January 23, 2014 1:55 PM
To: 'LDHotmail'
Cc: Vance, Elmo E; 'Robbins, Jamielle A'; Gibilaro, Carl
Subject: RE: Project #: U-4714 - Old Monroe Road Improvements

Good afternoon, Mr. Deliz. Thank you for your interest in this project and for your comment/question. The public meeting materials will be uploaded to the Towns' (Matthews, Stallings, and Indian Trail) municipal websites within the next week. We encourage you and your neighbors to review the materials, and feel free to contact me or Elmo if you have any questions.

Regarding your question about Wesley Chapel-Stouts Road: The traffic operations analysis (currently underway) will evaluate how the intersections will operate during the peak periods (morning and evening). Our study area extends beyond the actual project limits to include the Sun Valley High School entrance on Old Monroe Road. The traffic operations analysis will include investigating ways to efficiently transition vehicles from the improved roadway section back down to two lanes.

Thanks again,

Kim Bereis, AICP
Senior Planner, Transportation Planning

ATKINS

75 years of design, engineering and project management excellence

5200 Seventy Seven Center Drive, #500, Charlotte, NC, 28217 | Tel: +1 (704) 522 7275 Ext. 4294404 | Fax: +1 (704) 525 2838 | Direct: +1 (704) 665 4404 | Cell: +1 (704) 604 5883
Email: kimberly.bereis@atkinsglobal.com | Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com
Twitter: www.twitter.com/atkinsglobal | Facebook: www.facebook.com/atkinsglobal
LinkedIn: www.linkedin.com/company/atkins | YouTube: www.youtube.com/wsatkinsplc

From: LDHotmail [<mailto:ldeliz@hotmail.com>]
Sent: Wednesday, January 22, 2014 11:02 AM
To: eevance@ncdot.gov; Bereis, Kimberly D
Cc: Lionel Deliz
Subject: Project #: U-4714 - Old Monroe Road Improvements

Hello,

Myself and many of my neighbors were not able to attend the Public meeting yesterday at SPCC. Would it be possible to provide us with meeting notes via a website or email?

Quick question, is anyone concerned that we will have a bottleneck at Wesley Chapel-Stouts road? On any given weekday from 5:00pm to 6:30pm, traffic is backed up from the 485/Matthews exit to Indian Trail.

You will be adding a lane which will increase the amount of cars coming down to Indian trail (Wesley Chapel-Stouts road).

The scary part is that the bottleneck will be right at the Sun Valley High school where we've been dealing with crossing issues already.

Thank you in advance

Lionel Deliz

Bereis, Kimberly D

From: Michael Caldwell [<mailto:michael.caldwell@co.union.nc.us>]
Sent: Wednesday, January 22, 2014 1:13 PM
To: Robbins, Jamille A
Subject: U-4714 - East John Street/Old Monroe Road Improvements

Mr. Robbins,

I attended the recent design charrette and public meeting for the subject project on behalf of Union County Public Works in order to be informed of any conflicts the proposed NCDOT project would have with our upcoming projects. The NCDOT representatives at the public meeting on 1/21/14 thought it would be a good idea to inform you of a project UCPW is planning for the near future.

Union County Public Works is planning a new water line along the corridor of the subject project as part of County's Capital Improvement Program. Our project will replace the existing 8-inch water line along Old Charlotte Highway with a 16-inch line. Our timelines for design and construction line-up fairly well with the tentative roadway design and construction schedule, so we would like to coordinate our efforts with NCDOT in order to minimize conflicts and costs for Union County and NCDOT.

Please keep us at UCPW informed of any movement in the roadway project. We look forward to working with NCDOT on these projects, and exploring options for design and construction of our water line project.

My contact information is listed below. Thanks for your assistance.

Michael S. Caldwell, PE
Project Manager

Union County
Department of Public Works
500 North Main Street, Suite 500
Monroe, NC 28112
Direct: 704-296-4293
Cell: 704-609-8765
Fax: 704-296-4232

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February 3, 2014

Mr. Jamille Robbins
1598 Mail Service Center
Raleigh, NC 27699-1598

Dear Mr. Robbins,

My name is Ray Killough and I own the property at 5125 Old Monroe Rd, Indian Trail, NC. My farm is located on "Section C" of the E. John St/Old Monroe Road Improvement project. My old farm house is located on the north side of the street about 60 feet from the existing right of way. My Grandfather purchased the farm in 1923 and raised my father and his 9 brothers and sisters in the house that was built in 1887. The house has been owned and occupied by my family since 1923.

The house easily qualifies for the National Federal Registry. The farm is the only remaining continuously operating family farm on the 6.5 mile A, B and C sections of the project.

The old farm house is located on the outside radius of a "curve" on the Old Monroe Road roadbed. Also all of the houses on the south side of the road, across from the house, are rental houses that experience quite a bit of turnover. I would respectfully request that the "road widening" in this stretch of the road be on the south side in an effort to preserve the old house and the family farm.

Thank you for considering this request.


Ray B. Killough, P.E.



Bereis, Kimberly D

Subject: FW: Fwd: E. John St.

-----Original Message-----

From: Cole, Scott [<mailto:scole@ncdot.gov>]
Sent: Wednesday, February 05, 2014 5:44 PM
To: redshoes@windstream.net; Ralph Messera
Cc: Annette Privette-Keller; Vance, Elmo E; Gibilaro, Carl; Bereis, Kimberly D
Subject: RE: Fwd: E. John St.

Ms. Benton,

Ralph is correct, in that we do not do such a study. We are still very early in the process, and do not know the full extent of the impacts to adjacent properties at this time. Also, as we have stated, the "A" section, from I-485 to Trade Street is currently unfunded. We are including it in the planning and environmental process now, but currently do not have a timeline for its construction.

I know this creates some anxiety for you and your neighbors, and I apologize for that. For now, please remain patient with us and remain engaged in the process.

Please let me know if you have any additional questions or would like to discuss.

J. Scott Cole, PE
Deputy Division Engineer

Page 140
NCDOT Division 10
716 West Main Street
Albemarle NC 28001
Phone: (704) 983-4400

-----Original Message-----

From: redshoes@windstream.net [<mailto:redshoes@windstream.net>]
Sent: Wednesday, February 05, 2014 11:27 AM
To: Ralph Messera
Cc: Cole, Scott; Annette Privette-Keller
Subject: Re: Fwd: E. John St.

Thank you for your rapid response Mr. Messera. You are right, this is primarily the concern of individuals such as myself. I suppose in my moments of "the unknown" I was not thinking clearly.

I realize this must be very difficult for many in the town government trying to consider and address citizens' peace of mind on a daily basis about change and progress. We appreciate your patience and realize that change does happen.

Respectfully your,
Dianne Benton

---- Ralph Messera <rmessera@matthewsnc.gov> wrote:

> Ms. Benton,
>
> Neither the Town, nor do I think the state, would do such a study as
> you are requesting. That said, I am sure that a Google search would
> turn up some info similar to what you are requesting from other roadway projects.
>
>
> Ralph S. Messera

> Public Works Director
> Town of Matthews
> 1600 Tank Town Road
> Matthews, NC 28105
> 704-847-3640
> 704-845-2488 Fax
> rmessera@matthewsnc.gov
> www.matthewsnc.gov
>
>

> ----- Forwarded message -----

> From: <redshoes@windstream.net>
> Date: Tue, Feb 4, 2014 at 7:11 PM
> Subject: E. John St.
> To: aprivettekeller@matthewsnc.gov
>

>> I was wondering if there has also been a study done on the effect of
> property value of E. John St. widening on the folks who may not be
> displaced (bought out by the town or state) when this comes about?
>
> I feel sure it will lower our value considerably and this is a major
> stressful concern to me at this time. I attended the last meeting and
> was advised that my property would most probably not be bought so you
> can see my concern.
>
> I would appreciate your time and consideration of this concern.
>> thank you
> Dianne Benton
> 830 E. John St.
> Matthews, NC

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Bereis, Kimberly D

From: Robbins, Jamiel A [jarobbins@ncdot.gov]
Sent: Tuesday, February 04, 2014 11:36 PM
To: Bereis, Kimberly D; Vance, Elmo E
Subject: Fwd: John Street widening feedback

Sent from my iPhone

Begin forwarded message:

From: Benson Taylor <benson_taylor@yahoo.com>
Date: February 4, 2014 at 7:54:04 PM EST
To: "jarobbins@ncdot.gov" <jarobbins@ncdot.gov>
Subject: John Street widening feedback
Reply-To: Benson Taylor <benson_taylor@yahoo.com>

No matter what kind of road John Street in Matthews becomes (four lane/superstreet, etc.), I'd like to see bike lanes and/or multiuse pathways. Same with South Trade Street.

Thanks for your time,

Benson Taylor
Matthews

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Page H-41

Bereis, Kimberly D

From: Robbins, Jamiel A [jarobbins@ncdot.gov]
Sent: Monday, February 10, 2014 11:44 PM
To: Bereis, Kimberly D; Vance, Elmo E
Subject: Fwd: U-4714 – E. JOHN/OLD MONROE ROAD IMPROVEMENTS COMMENTS

Sent from my iPhone

Begin forwarded message:

From: David & June Drevlow <djdrevlow@windstream.net>
Date: February 10, 2014 at 10:46:11 PM EST
To: <jarobbins@ncdot.gov>
Subject: U-4714 – E. JOHN/OLD MONROE ROAD IMPROVEMENTS COMMENTS

Dear Mr. Robbins,

I do hope my input is important to you. Please view my comments below regarding U-4714 – E. JOHN/OLD MONROE ROAD IMPROVEMENTS

1) Which section(s) of the project is/are most important to you?

(PLEASE CHECK ALL THAT APPLY)

Matthews (Section A) – Trade Street to I-485

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

Indian Trail (Section C) – Waxhaw Indian Trail to Wesley Chapel/Stouts Road

All three Sections are equally important

2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided,

6-Lane Median Divided, and 4-Lane Superstreet.

a) Which of these concepts do you support? **The 4 Lane Median Because it is consistent with the traffic 'feed' north and south of this section.**

b) Which of these concepts do you NOT support? 6 lane median, because it would cut too far into existing, much sought after housing developments.

c) Do you think there should be different concepts for different sections of the corridor? If so, please

indicate below which concepts should be considered in different sections.

Matthews (Section A) – Trade Street to I-485

4-Lane Median Divided

6-Lane Median Divided- because the north bound routes from Old Monroe, Stallings and Potter Road all feed into this section heading north toward Charlotte.

4-Lane Superstreet

Other (please specify)

Stallings (Section B) – I-485 to Waxhaw Indian Trail Road

4-Lane Median Divided- I believe it is very sufficient to accommodate the flow of traffic.

6-Lane Median Divided

4-Lane Superstreet

ρ Other (please specify)

Indian Trail (Section C) – Waxhaw Indian Trail Road to Wesley Chapel Stouts Road
X 4-Lane Median Divided - I believe it is very sufficient to accommodate the flow of traffic.

- ρ 6-Lane Median Divided
- ρ 4-Lane Superstreet
- ρ Other (please specify)

3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the “best fit” option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

4) What elements are important to you for the East John Street/Old Monroe Road project?

(PLEASE CHECK ALL THAT APPLY)

- ρ More lanes
- ρ Landscaping
- ρ Bicycle accommodations that allow bicyclists and vehicles to share the road (e.g. wide outside lanes)
- ρ Bicycle accommodations that are dedicated lanes for bicyclists (e.g. striped bike lane)
- X Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
- X Pedestrian accommodations (e.g. sidewalks, multi-use path)
- X Pedestrian crossings
- X Other features (please specify)

I propose moving the Rock Store to a better location that will highlight its historical value and attract more visitors. To perhaps the Stallings town park.

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Bereis, Kimberly D

From: Robbins, Jamille A [jarobbins@ncdot.gov]
Sent: Monday, February 10, 2014 11:37 PM
To: Bereis, Kimberly D; Vance, Elmo E
Subject: Fwd: Monroe Road Widening - Feedback

Sent from my iPhone

Begin forwarded message:

From: Doug Demick <Doug.Demick@paychoice.com>
Date: February 10, 2014 at 9:11:32 PM EST
To: "jarobbins@ncdot.gov" <jarobbins@ncdot.gov>
Subject: Monroe Road Widening - Feedback

Mr. Jamille Robbins, NCDOT Public Involvement
 1598 Mail Service Center
 Raleigh, NC 27699-1598

From: James D. and Susan Demick, 4018 Suttle Place, Matthews (Stallings) NC 28104

We have reviewed the documents from the January 21 meeting.

- 1) Which section(s) of the project is/are most important to you?
 ρ Stallings (Section B) – I-485 to Waxhaw Indian Trail Road
- 2) Tonight you were shown the following three alternative concepts: 4-Lane Median Divided, 6-Lane Median Divided, and 4-Lane Superstreet.
 - a) Which of these concepts do you support? PLEASE EXPLAIN WHY.
 We support 4-Lane Median Divided for because we don't like the other two alternatives (see below)
 - b) Which of these concepts do you NOT support? PLEASE EXPLAIN WHY.
 We don't support the superstreet because
 - we don't want to have to make u-turns (are U-turns safe?)
 - I have seen superstreets in New Jersey and I don't like them (James)
 We do not want 6 lanes because it will take out more of our neighborhood
 - 6 lanes is not needed – good grief – 485 is not even six lanes here.
 - It will change the character of the road to make it 6 lanes or a superstreet.
 - c) Do you think there should be different concepts for different sections of the corridor?
 No
- 3) Preliminary options for locating the widening of the road take into consideration the surrounding community resources and natural resources. Do you agree with the “best fit” option shown tonight? Why/Why not? (Please refer to project section(s) when providing comments below.)

Section B – we do NOT agree with preserving the Rock Store in its current location. Either move it or tear it down. That is the ONLY structure on the west side of the roadway. Why sacrifice multiple homes on the East side for this one structure?

- 4) What elements are important to you for the East John Street/Old Monroe Road project?
- ρ More lanes
 - ρ Landscaping
 - ρ Bicycle accommodations that are completely separated from travel lanes (e.g. multi-use path)
 - ρ Pedestrian accommodations (e.g. sidewalks, multi-use path)
 - ρ Pedestrian crossings

Thanks,

J. Douglas Demick
Senior Technical Support
PayChoice
America's Choice for Payroll
10820 Independence Pointe Parkway Suite F
Matthews, NC 28105
Office: 704-847-4381 x54208
Cell: 980-226-6088
Email: doug.demick@paychoice.com
PAI Group, Inc.

For after hours support call 800-277-3337

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Bereis, Kimberly D

Subject: FW: Monroe Road Widening - February 11, 2014

The status regarding whether the Rock Store BBQ is a national historic property has not yet been determined. State historians will complete eligibility surveys within the next few months for the Rock Store BBQ and other potential national historic properties in the project study area.

Regarding relocation of the Rock Store structure, that is something that the NCDOT can consider if needed, but additional investigations (i.e. structural, design, and right-of-way) would need to be undertaken to determine if that's possible.

Please note that we are still early in the process, and do not know the full extent of the impacts to adjacent properties at this time. I know this creates some anxiety for you and your neighbors. I apologize for that. Please remain patient and involved in the process. The Kerry Greens neighborhood is on our mailing list and will be notified of future meetings. However, please feel free to contact us any time for updates.

From: MASCAIA@aol.com [<mailto:MASCAIA@aol.com>]
Sent: Tuesday, February 11, 2014 7:35 AM
To: Robbins, Jamille A
Cc: demick.doug@gmail.com; N4IYB@aol.com
Subject: Monroe Road Widening - February 11, 2014

Good morning Jamille -

On the Monroe Road widening - the part that impacts us is the I-485 through Stallings. Could the Rock Store not be moved several blocks to the west to accommodate the widening of Monroe Road? I realize it is an historical building, but moving it would leave the homes intact in Kerry Greens subdivision. The homes on the west side of Monroe Road have been on the market for a very long time so the impact on those homes would not be as disruptive as it would if it took the huge swath out of KG subdivision. If the Cape Hatteras lighthouse can be moved, the Rock Store can also be moved resulting in a lower cost than the homes that would be demolished and the lives being impacted for the widening of Monroe Road.

Thank you very much for your consideration.

Marcia Scaia
4021 Suttle Place
Matthews, NC 28104

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Bereis, Kimberly D

From: Robbins, Jamille A [jarobbins@ncdot.gov]
Sent: Tuesday, February 11, 2014 7:23 PM
To: Bereis, Kimberly D; Vance, Elmo E
Subject: Fwd: Monroe Rd. expansion

Sent from my iPhone

Begin forwarded message:

From: Tracey Hummel <trhum1957@msn.com>
Date: February 11, 2014 at 7:06:15 PM EST
To: "jarobbins@ncdot.gov" <jarobbins@ncdot.gov>
Subject: Monroe Rd. expansion

Mr. Robbins,
I have been a resident of Stallings NC for nearly 17 years. One of the reasons I chose Stallings was the location and small town environment. In these past 17 years the growth not only in Stallings but throughout Union County has been phenomenal. Until this time I have been satisfied with the way our town has grown. It is the proposed widening of Monroe Rd that has prompted me to write.
I live in a subdivision on the north side of Monroe Rd directly across the street from the Rock Store(Section B). In the current proposal, the widening would keep the rock store intact while eliminating up to 10% of my entire neighborhood. I understand the need for infrastructure improvements. What I don't understand is the decision being made based on a study done 10 years ago. I don't support any of the proposed concepts and feel there should be other alternatives considered that may not take away homes that some families have had for many years. A four lane with a turn lane would eliminate a substantial portion of the traffic congestion.
I implore you to consider families lives when making decisions concerning infrastructure changes.

Sincerely,

Tracey Hummel
Concerned resident of Stallings

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Bereis, Kimberly D

Subject: FW: E John St widening project

Good afternoon, Mr. Mullins.

The North Carolina Department of Transportation is currently studying options to widen East John Street / Old Monroe Road from a two-lane roadway to a multi-lane divided facility. The limits of the project are from Trade Street in downtown Matthews to Wesley Chapel-Stouts Road in Indian Trail, a distance of approximately 6.5 miles. The project is included in the State Transportation Improvement Program as Project # U-4714 and is divided into three sections:

- Section A - From Trade Street to I-485
- Section B - From I-485 to Waxhaw-Indian Trail Road
- Section C - From Waxhaw - Indian Trail Road to Wesley Chapel - Stouts Road

Currently only Section B is funded for right-of-way acquisition and construction which is scheduled to begin in 2018. NCDOT is currently working with the Town of Indian Trail to identify funding for Section C. Section A is currently unfunded and it is unknown when that section would be constructed.

The planning and environmental study currently underway is identifying and analyzing different alternatives for widening the roadway. Impacts for the different alternatives will be identified and public input will be solicited and considered before a final selection is made.

At this time, our preliminary alignments propose widening primarily away from your property at 708 East John Street. At this time we do not know if any of your property will need to be purchased for the widening, but we do not anticipate the need to relocate your home. However, please note that this is subject to change, as we are still early in the process, and do not know the full extent of the impacts to adjacent properties at this time. I know this creates some anxiety for you and your neighbors, and I apologize for that. For now, please remain patient with us and remain involved in the process.

Our records indicate that you were on our mailing list for our postcard mailout invitation to our January 21st public meeting. Based on Mecklenburg County property data, the mailing address associated with 708 East John Street is [12000 Old Monroe Road Matthews, NC 28105](#). If you'd like us to replace this mailing address with another, please let us know so that you receive future public meeting/hearing information related to the project.

All project information will be uploaded to Matthews, Stallings, and Indian Trail municipal websites as it becomes available. Please note that the displays and handout from our January 21st public meeting are too large to email, so I recommend downloading them from the Town of Matthews website. (Please note that the aerial map is meant to be plotted 3' x 10.5', but can be viewed on-screen.) Here is a link:

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

***The information is at the bottom of the page under **E. John Street / Old Monroe Road Widening (U-4714)**

Please contact me if you have any questions about the public meeting materials or other project matters.

From: Robbins, Jamille A [mailto:jarobbins@ncdot.gov]
Sent: Tuesday, February 18, 2014 1:26 PM
To: Bereis, Kimberly D; Vance, Elmo E
Subject: Fwd: E John St widening project

Sent from my iPhone
Begin forwarded message:

From: Dayle <dmullins3@carolina.rr.com>
Date: February 18, 2014 at 1:18:39 PM EST

To: <jarobbins@nc.gov>
Subject: E John St widening project

Hello -

We own a rental home at [708 E. John St.](#). A neighbor there just informed us that our home will be affected by the widening project. The fact that it may be taken is quite a shock, as we've had no direct correspondence from Matthews or NC concerning this - and have just completely remodeled it.

Please forward any & all available information on the project to us.

Thank you -
Dayle Mullins
1032 Glenshannon RD
Matthews NC 28105
704 846 2230
dmullins3@carolina.rr.com

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Page H-45

Bereis, Kimberly D

From: Dean Smith [dasmith@VaughnMelton.com]
Sent: Thursday, March 13, 2014 11:28 AM
To: Bereis, Kimberly D
Cc: eevance@ncdot.gov
Subject: RE: East John Street/Old Monroe Road Improvement

Ms. Bereis,

Thanks for calling me back. I met with the Kerry Greens HOA this past Monday (3/10). They authorized me to reach out to you and see if you could give an informative presentation to our community on 4/14. That date is their regularly-scheduled HOA meeting. We would like to establish a date as soon as possible. Our plan is to invite as many homeowners as possible, so establishing your, and the DOT's availability will give us a target date to invite homeowners.

Do you think the 4/14 date will work?

Also, have you received any information from the State with regard to the "historical structure" status of the barbecue store?

From: Dean Smith
Sent: Tuesday, February 25, 2014 10:54 AM
To: 'eevance@ncdot.gov'
Cc: 'Kimberly.Bereis@atkinsglobal.com'
Subject: East John Street/Old Monroe Road Improvement

Mr. Vance, Ms. Bereis,

My name is Dean Smith. I am a resident in the Kerry Green subdivision in Stallings. I also happen to be a right of way agent for Vaughn & Melton Consulting Engineers. I have some concerns about the design on the referenced project. Can you tell me at what stage is the engineering at this point? I was not able to make the open door public meeting on 1/21. The mail card was the first that I had heard of the proposed project. I have since downloaded the limited information that is available on the Town of Stallings website.

I would welcome the opportunity to speak to someone regarding this project, and its proposed impact to residences along the proposed route.

Dean A. Smith

Vice-President, Right of Way Acquisitions
Vaughn & Melton Consulting Engineers, Inc.
828-779-4631

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Bereis, Kimberly D

From: Bereis, Kimberly D
Sent: Monday, March 17, 2014 2:30 PM
To: 'Mangas, Jeffrey'
Cc: Smith, Wesley; Gibblaro, Carl; 'Vance, Elmo E'; kingrish@matthewsnc.gov
Subject: RE: Matthews, NC Site

Hello, Jeffrey.

The North Carolina Department of Transportation is currently studying options to widen East John Street/Old Monroe Road from a two-lane roadway to a multi-lane divided facility. The limits of the project are from Trade Street in downtown Matthews to Wesley Chapel-Stouts Road in Indian Trail, a distance of approximately 6.5 miles. The project is included in the State Transportation Improvement Program as Project # U-4714 and is divided into three sections:

- Section A – From Trade Street to I-485
- Section B – From I-485 to Waxhaw-Indian Trail Road
- Section C – From Waxhaw - Indian Trail Road to Wesley Chapel – Stouts Road

Currently, only Section B is funded for right-of-way acquisition and construction, which is scheduled to begin in 2018. NCDOT is currently working with the Town of Indian Trail to identify funding for Section C. Section A (which we generally refer to as the Matthews section) is currently unfunded and it is unknown when that section would be constructed.

The planning and environmental study currently underway is identifying and analyzing different alternatives for widening the roadway. Impacts for different alternatives will be identified and public input will be solicited and considered before a final selection is made. At this time we do not know the proposed ROW, location/type of access points, and full extent of the impacts to adjacent properties.

All project information is being uploaded to Matthews, Stallings, and Indian Trail municipal websites as it becomes available. Please note that the displays and handout from our January 21st public meeting are too large to email, so I recommend downloading them from the Town of Matthews website. (Please note that the aerial map is meant to be plotted 3 x 10.5', but can be viewed on-screen.) Here is a link:

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

***The information is at the bottom of the page under E. John Street / Old Monroe Road Widening (U-4714)

Please contact me if you have any questions about the public meeting materials or other project matters. Our next public meeting is tentatively planned for this summer.

Kim Bereis, AICP

Senior Planner, Transportation Planning

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LinkedIn: www.linkedin.com/company/atkins | YouTube: www.youtube.com/ws Atkinsplc

From: Mangas, Jeffrey [<mailto:jmangas@emht.com>]

Sent: Thursday, March 13, 2014 7:48 AM

To: Bereis, Kimberly D

Cc: Smith, Wesley

Subject: Matthews, NC Site

Kimberly,

We are working on a site in Matthews off of John Street, north of I-485 (see attached development plan for specific location). It is my understanding that you will be developing roadway improvement plans for this area. Do you have any updates that you can share? My specific areas of concern are: ROW dedication required for the improvements, site access points, costs that may be incurred by our development, etc. Thanks for your help Kimberly!

Jeff Mangas

Project Manager

EMH&T

Engineers, Surveyors, Planners, Scientists

301 McCullough Drive, Suite 109, Charlotte, NC 28262

d. 704.353.9956 | m. 704.534.3648 | jmangas@emht.com

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