



**N.C. 73 Improvements**  
 North Carolina Department of Transportation  
 Project Management Unit  
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ADDRESS LABEL

## N.C. 73 Improvements

NCDOT proposes to improve N.C. 73 in Lincoln and Mecklenburg Counties. The improvements are included in the NCDOT 2018-2027 State Transportation Improvement Program (STIP), and the Draft 2020-2029 STIP, as Project Nos. R-5721 and U-5765. For more information about this project, please visit:

<https://www.ncdot.gov/projects/nc-73-improvements-lincoln-mecklenburg/Pages/default.aspx>, or contact:

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



**N.C. 73 Improvements**  
**From N.C. 16 to Northcross Drive (S.R. 2316)**

**STIP Project Nos. R-5721 and U-5765**

Spring 2019



### Preferred Alternative Selection

**NCDOT and its regional, state, and federal agency partners have selected the Preferred Alternative: Alternative 1 - Best-fit widening along existing N.C. 73**

Following the second round of Public Meetings in October 2018, the U.S. Army Corps of Engineers (USACE) held a public notice period from early November through early December 2018. The purpose of that public notice was to solicit input from property owners where stream and wetland impacts are anticipated as a result of this project. NCDOT and USACE received and considered input from the public and local government officials from this public outreach.

NCDOT met with an interagency resource team (Merger Team) in late November 2018 to review the project alternatives and avoidance and minimization measures that were incorporated into the project design. This team requested additional comparative information prior to selecting a Preferred Alternative. This information was provided in early 2019 and circulated among the Merger Team. In mid-March 2019, the Merger Team selected **Alternative 1** as the Least Environmentally Damaging Practicable Alternative (LEDPA), also known as the Preferred Alternative. Alternative 1 proposes a best-fit widening along existing N.C. 73 from N.C. 16 to Northcross Drive. Best-fit widening uses a combination of symmetrical widening (equal amount of widening on both sides of the roadway) and asymmetrical widening (widening to one side of the roadway more so than the other).

Best-fit widening avoids and/or minimizes impacts to the human and natural environment to the greatest extent possible.

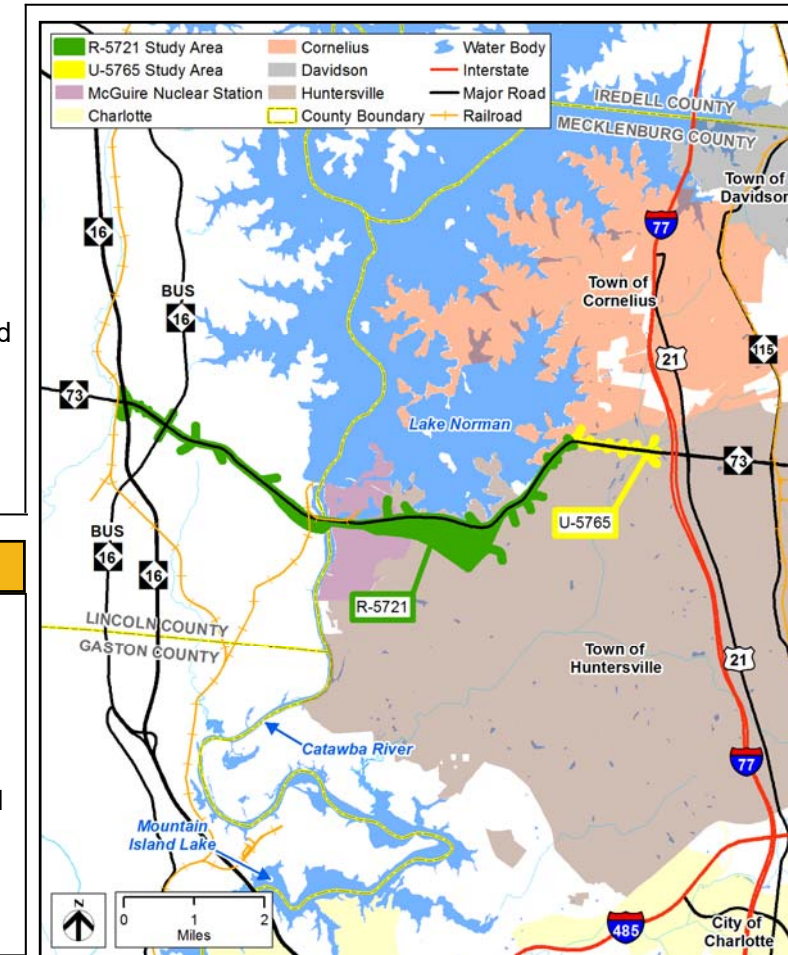
The proposed design includes innovative intersection treatments along the corridor, including reduced conflict intersections. These treatments are shown to improve safety and mobility, accommodate more traffic volume without increased delays, and require less right of way. They are also safer for pedestrians and bicyclists.

NCDOT will continue coordinating with various stakeholders along the project corridor to receive additional input and address concerns to the greatest extent possible. This coordination will occur prior to, and during, the final design phase of the project. Final design is scheduled to begin in Summer 2019. The project webpage can be found here:

<https://www.ncdot.gov/projects/nc-73-improvements-lincoln-mecklenburg/Pages/default.aspx>

### Project Purpose

The purpose of the project is to increase the traffic carrying capacity of N.C. 73 within the study area to operate at an acceptable level of service (LOS) through the design year 2040. The LOS of a roadway is the measure of its traffic carrying ability. Levels of service range from A to F, "A" being the best scenario with unrestricted maneuverability and operating speeds, and "F" being the worst scenario where travel on a roadway is characterized by "stop and go" conditions. A secondary purpose is to safely accommodate multi-modal uses of the corridor.



*Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.*

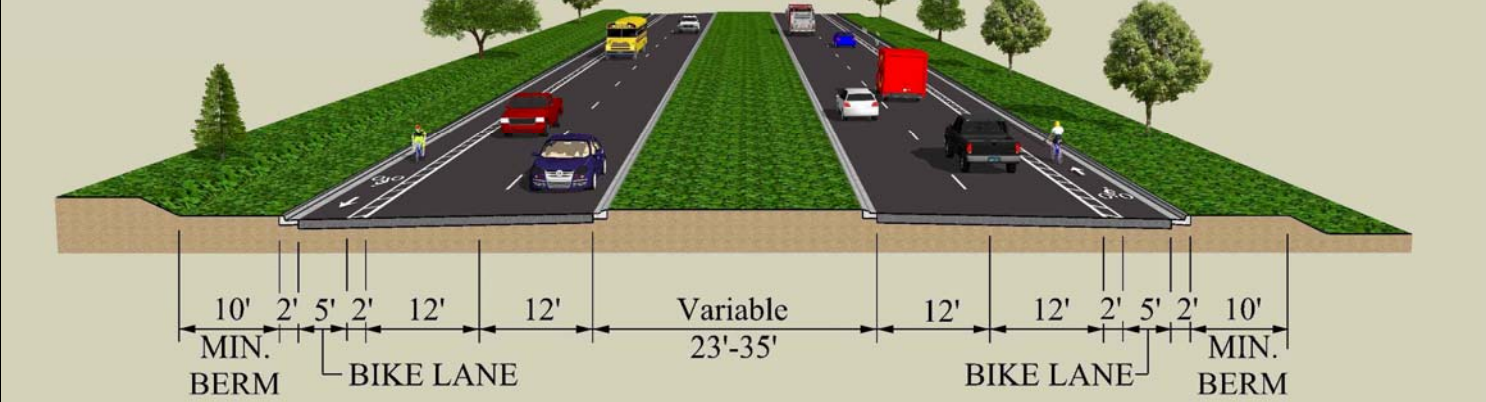
## Background & Public Meetings

Two Local Officials Informational Meetings (LOIMs) and Open House Public Meetings for these projects were originally held in Huntersville and Denver in February 2018. The purpose of those meetings was to gather public input on the project study area and project corridors, from which the alternatives were developed. The design and proposed improvements (right of way, easements, etc.) were not yet available to present to the public at that time.

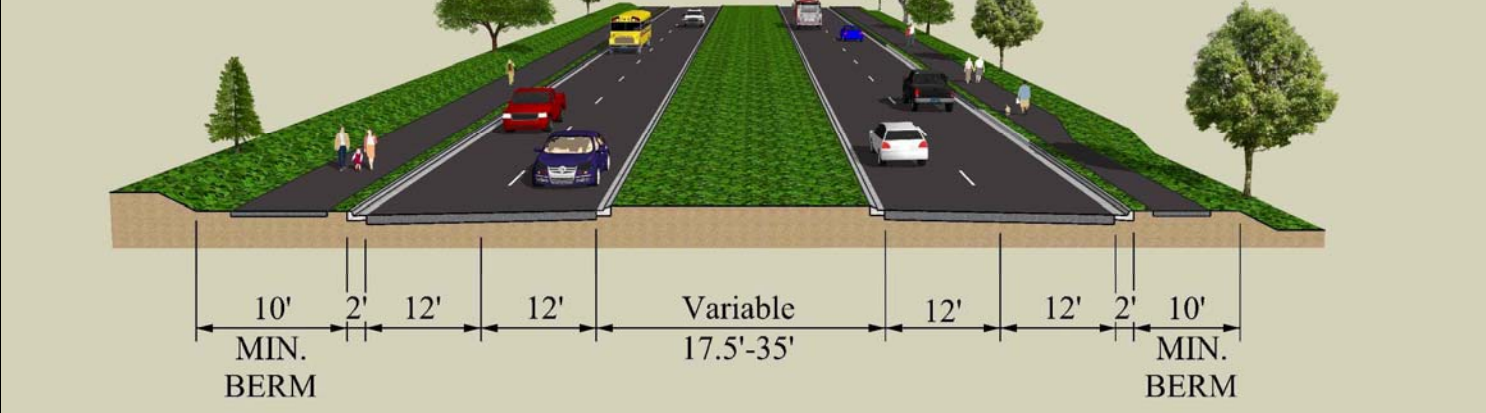
A second round of LOIMs and Open House Public Meetings were held in October 2018. Formal presentations were also made at each of the Public Meetings. Proposed improvements, including typical sections (number of lanes), intersection configurations, and proposed right of way and easements, were on display. NCDOT representatives were present to receive input from the public. Three project alternatives were presented:

- Alternative 1: Best-fit widening along existing N.C. 73.
- Alternative 2A: Best-fit widening along existing N.C. 73 with realignment in the vicinity of McGuire Nuclear Station and Beatties Ford Road, resembling an alignment proposed in local and regional plans.
- Alternative 2B: Best-fit widening along existing N.C. 73 with a more shallow realignment option than Alternative 2A.

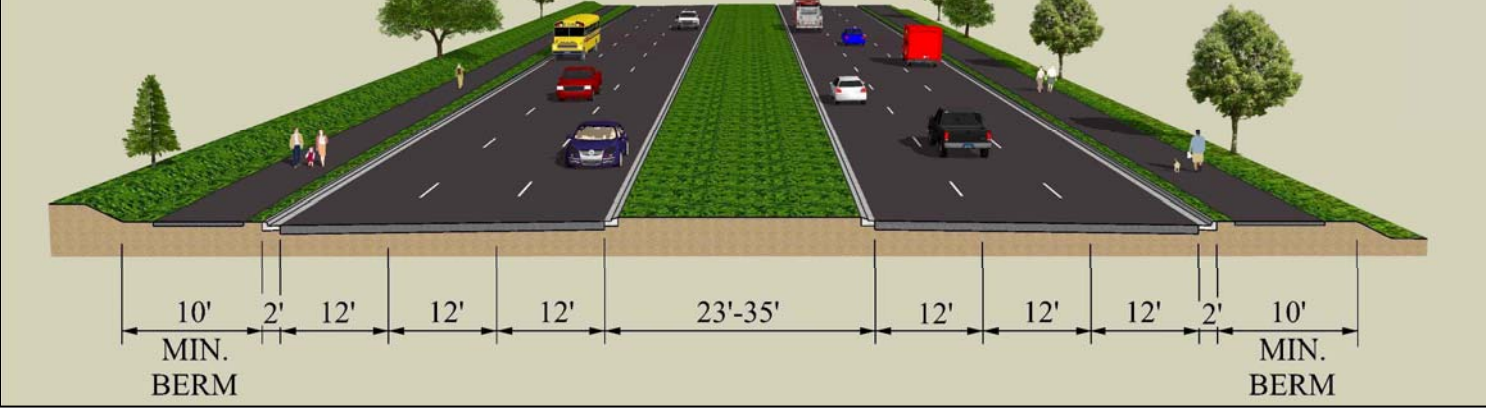
## Proposed Typical Section from N.C. 16 to N.C. 16 Business



## Proposed Typical Section from N.C. 16 Business to West Catawba Avenue



## Proposed Typical Section from West Catawba Avenue to Northcross Drive



Construction of bike/pedestrian facilities is contingent on municipal agreement. See FAQ on pg. 3 for more detail.

Next Steps	Date*
Complete Traffic Noise Report	May 2019
Complete the Final Environmental Document	June 2019
Begin Final Design	Summer 2019
Begin Right-of-Way Acquisition**	Spring 2020 (U-5765) Spring 2021 (R-5721)
Begin Construction**	Spring 2023

## Estimated Costs (Draft 2020-2029 STIP)\*

	R-5721	U-5765
Project Development/Design	\$2.3 Million	\$0.5 Million
Right-of-Way & Utilities	\$93.4 Million	\$4.4 Million
Construction	\$69.4 Million	\$7.0 Million
<b>Total Cost</b>	<b>\$165.1 Million</b>	<b>\$11.9 Million</b>

\* Schedule and funding are subject to change  
 \*\* Right of way and construction schedules are based on the Draft 2020-2029 STIP

## Frequently Asked Questions

**What will be done about increased traffic noise? Is my residence eligible for noise abatement?**  
 NCDOT is currently performing a traffic noise study to determine noise impacts based on projected traffic volumes and proposed roadway improvements. The results of this study are anticipated in late spring 2019. If the predicted noise level is more than the level defined by NCDOT policy as a result of the proposed project, ways to reduce the noise are considered at all eligible locations.

**Will any proposed intersection designs be revisited?**  
 Based on input from local governments, the public, and internal NCDOT units, proposed designs at the N.C. 73 intersections that may be investigated further include, but are not limited to, Beatties Ford Road and West Catawba Avenue.

**Will the proposed project affect access to businesses?**  
 NCDOT will continue to coordinate with affected property owners to address concerns with access and property impacts as environmental analysis and preliminary design continues, and into the final design phase of the project. Access to businesses will be maintained along N.C. 73 during construction.

**Where will bicycle/pedestrian facilities be located?**  
 NCDOT is evaluating the inclusion of bicycle facilities along Beatties Ford Road within the project limits to accommodate N.C. Bike Route 6. Preliminary requests for bicycle and pedestrian facilities have been received from local governments, as well as recommendations from the NCDOT Division of Bicycle and Pedestrian Transportation. These facilities include:

- Buffered bike lanes and sidewalks between N.C. 16 and N.C. 16 Business
- Multi-use path on the north side of N.C. 73 between N.C. 16 Business and Club Drive.
- Multi-use path on both sides of N.C. 73 between Club Drive and Beatties Ford Road.
- Multi-use path on the north side of N.C. 73, and a sidewalk on the south side, between Beatties Ford Road and West Catawba Avenue.
- Multi-use paths on both sides of N.C. 73 between West Catawba Avenue and Northcross Drive.
- Underpass to accommodate the planned extension of the McDowell Creek greenway in Huntersville, generally located to the east of Lindholm Drive.

The construction of these facilities is contingent on municipal agreements that detail cost-sharing responsibilities between the State and local governments. Right of way, utility, and construction cost estimates are currently being developed for NCDOT's coordination with the local governments.

Please note, the illustration of the bicycle and pedestrian facilities in the proposed typical sections on page 2 are for visualization purposes only, and do not necessarily correspond to the five different sections of facilities in the bulleted list above.