



WIDENING OF N.C. 73 BETWEEN DAVIDSON-CONCORD ROAD AND U.S. 29 (CONCORD PARKWAY NORTH)

State Transportation Improvement Program Project No. R-5706



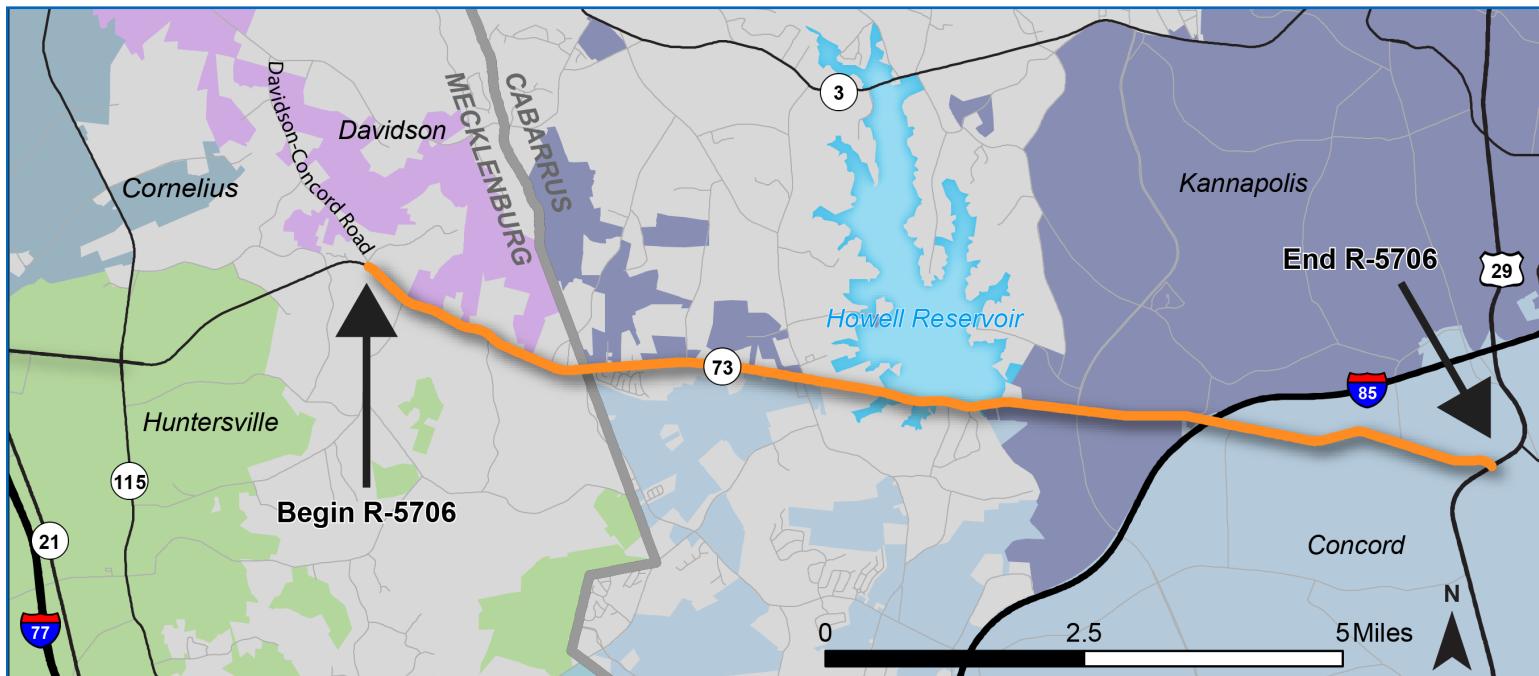
Project Description:

The N.C. Department of Transportation is proposing to widen 11.3 miles of N.C. 73 (Davidson Highway) to four lanes between Davidson-Concord Road (S.R. 2693) and U.S. 29 (Concord Parkway North). These improvements are identified in the State Transportation Improvement Program (STIP) as R-5706. This project includes the addition of pedestrian and bicycle accommodations. Bicycle and pedestrian facilities included in the R-5706 preliminary design have been developed in consultation with local planning staff from the municipalities along the corridor. Innovative intersection concepts have been designed at the following intersections:

- Poplar Tent Road
- Odell School Road
- Kannapolis Parkway
- International Drive NW
- Winecoff School Road
- Central Drive NW

Purpose and Need

The purpose of R-5706 is to increase mobility between Davidson-Concord Road (S.R. 2693) and I-85 and between U.S. 29 (Concord Parkway North) and I-85, reduce congestion at the intersections, improve traffic along N.C. 73, and provide bicycle and pedestrian facilities.



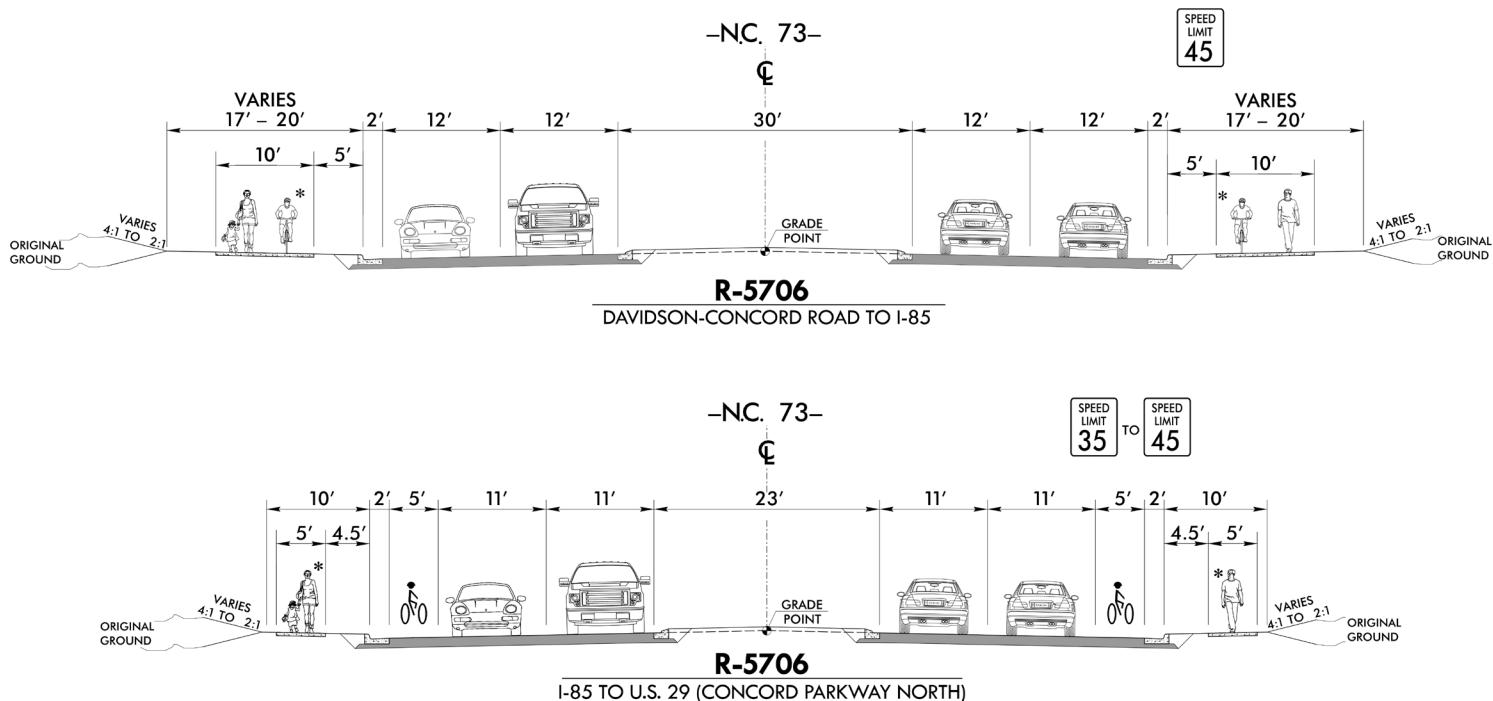
Maps of the proposed designs and other project-related information are displayed around the room. After reviewing the information presented, you are encouraged to provide written comments about the project. The comment form on the back of this handout can be filled out and submitted in the comment box tonight or via mail or email to Theresa Ellerby (contact information on form) by February 10, 2020.

Design Changes

The following notable changes have been made to the project design since the previous public meeting:

- Alignment shift to avoid impacts to historic properties and cemeteries in Mecklenburg County.
- Change from sidewalks and bike lanes to multi-use paths between Poplar Tent Road and I-85.
- Poplar Tent Road intersection changed to a reduced conflict intersection (RCI).
- Kannapolis Parkway intersection changed to include a quadrant in the northeast, a ramp in the southeast, and a larger quadrant in the southwest.
- Change from a 2-lane bridge to a 4-lane bridge and alignment shifted slightly south to minimize impact to the reservoir.

Proposed Typical Sections



* Sidewalk and Multi-use Paths:

The construction of sidewalks and multi-use paths are contingent upon municipal agreements

Innovative Intersection Designs

NCDOT is challenged to try modern approaches to relieving congestion and improving safety in developed areas. Congestion on urban and suburban arterials is a consequence of economic development within the state. Traditional intersections can create added congestion resulting in increasing delays in travel time. NCDOT has found innovative intersection concepts beneficial to increasing intersection efficiency and improving safety by reducing conflict points.

Please visit the following links for additional information and benefits of reduced-conflict intersection designs:
<https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/superstreets/Pages/default.aspx>

Schedule	Date*
Final Environmental Document Completed	Spring 2020
Right-of-Way Acquisition Begins	Summer 2021
Construction Begins	Summer 2023

Estimated Costs (2020-2029 STIP)*	
Right-of-Way and Utilities	\$28.2 million
Construction	\$139.9 million
Total Cost	\$168.1 million

*Dates and costs are based upon approved STIP and are subject to change.

Traffic Noise

Traffic Noise Process

During planning and design for highway projects, NCDOT must identify traffic noise impacts, examine potential noise abatement, incorporate feasible and reasonable noise abatement measures, and coordinate with local officials to provide helpful information on compatible land use planning and control. The procedures for doing this are stipulated by Federal regulation (23 CFR 772) and the NCDOT Traffic Noise Policy.

A preliminary noise analysis for this project is currently underway for STIP Project No. R-5706, and the results of this preliminary analysis will be documented in a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design, and it will identify locations where noise abatement preliminarily meet feasibility and reasonableness criteria. As part of the project's final design activities, additional noise studies will be conducted to identify recommended noise barrier locations.

Once recommended noise barrier locations are identified during final design, all property owners and tenants who are benefitted by a barrier will be asked to vote on the barrier. At that time, NCDOT will contact property owners and tenants who are eligible to vote and explain the balloting process and what they are being asked to vote on. Only recommended noise barriers that pass this voting process will be constructed.

Traffic Noise Policy

An important concept in Federal regulation and in the NCDOT Traffic Noise Policy is the Date of Public Knowledge, which stipulates when NCDOT is and is not responsible for providing noise abatement. The Date of Public Knowledge of the location and potential noise impacts for this project will be the approval date of the State Environmental Assessment (SEA) / Finding of No Significant Impact (FONSI). The SEA/FONSI is expected to be approved in Spring 2020.

NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that did not have building permits issued before the Date of Public Knowledge.

NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

While the results of the traffic noise analysis are not yet available, please visit the following links for additional information: <https://www.ncdot.gov/initiatives-policies/environmental/reducing-noise-pollution/Pages/default.aspx>

Right-of-Way Procedures

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

- Treat all owners and tenants equally
- Fully explain the owner's rights
- Pay just compensation in exchange for property rights
- Furnish relocation advisory assistance

Relocation Assistance

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

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

Frequently Asked Questions

1. Why are left turns being eliminated in several locations?

Redirected crossing U-turns, also referred to as reduced conflict intersections (RCI) concept, have been incorporated along the majority of the project corridor. This innovative intersection design improves safety and operations by changing how traffic crosses or turns left at a major road. Elements include left-overs, right-in/right-out movements, designated U-turn locations, and limited median openings. U-turn placement is generally spaced 800 feet to 1,200 feet away from the primary intersection. Control of access, which does not allow private driveway connections, is proposed at all U-turn locations. U-turn locations, left turns, and driveway connections will be further refined during final design. For more information about RCIs visit: <https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/superstreets/Pages/default.aspx>.

2. What will the property impacts be?

The proposed right-of-way and associated property impacts (including temporary and permanent easements) are illustrated on each of the public meeting maps available on the project website (www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus). The project design is based on the results of a thorough traffic analysis and design requirements needed to accommodate traffic volumes projected in year 2040. Improvements have been designed to avoid or minimize impacts to the human and natural environment to the greatest extent possible. Property impacts will be further evaluated during final design and changes will be considered to minimize property impacts as much as possible.

3. Were roundabouts considered instead of U-turns?

U-turns provide the space a vehicle needs to turn and require less space than a roundabout.

Project Contact Information

Public involvement is an important part of the planning process. The NCDOT encourages public involvement on transportation projects, and we will consider your suggestions and address your concerns. If you need additional information or would like to discuss the projects further, please contact:

Theresa Ellerby
NCDOT Project Management Unit
1595 Mail Service Center
Raleigh, N.C. 27699-1595
Phone: (919) 707-6020
Email: tellerby@ncdot.gov

If you have transportation questions on other projects, call our Customer Services Center toll-free at 1-877-DOT-4YOU, or visit the NCDOT website at www.ncdot.gov.

NCDOT is on the Web!

Copies of the public meeting maps and project information can be viewed on the NCDOT websites at:

www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting Location: Connect Christian Church 3101 Davidson Hwy Concord	Date: January 27, 2020
TIP No.: R-5706	
Project Description: Widening of N.C. 73 between N.C. 115 (Old Statesville Road) and U.S. 29 (Concord Parkway North) in Mecklenburg and Cabarrus counties.	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street)	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> European: _____ <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Nondiscrimination Program at (919) 508-1808 or toll free at 1-800-522-0453, or by email at titleVI@ncdot.gov. Thank you for your participation!



**Attn: Tony Gallagher
NCDOT Environmental Analysis Unit
1598 Mail Service Center
Raleigh, NC 27699-1598**

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DAVIDSON-CONCORD ROAD AND U.S. 29**

**State Transportation Improvement Program
Project No. R-5706**



COMMENT SHEET

Name: _____

Address: _____

Phone: _____

Email: _____

COMMENTS and/or QUESTIONS:

Do you have any questions or comments about the project?

Submit comments to Theresa Ellerby at tellerby@ncdot.gov; (919) 707-6020, or NCDOT Project Management Unit, 1595 Mail Service Center, Raleigh, N.C. 27699-1595. You can also view project information and submit comments via www.ncdot.gov/projects/nc-73-mecklenburg-cabarrus. **Comments should be submitted by February 10, 2020.**



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