



# POPLAR TENT ROAD WIDENING

Citizens' Informational Workshop

NCDOT Project U-3415

June 18, 2012

## SCHEDULE

The 2012-2020 NCDOT Transportation Improvement Program (TIP) includes a schedule for Section A of this project, but the Section B has not been scheduled. Our current schedule is:

Fall 2012 to Spring 2013	In-depth analysis of impacts and detailed designs
June 2013	Preparation of environmental document
September 2013	Public hearing
April 2014	Preparation of final environmental document
2018	Right-of-way acquisition begins for Section A
2020	Construction begins for Section A

## PROJECT COST

The 2012-2020 NCDOT TIP includes the following cost estimate for this project:

Section	Length	Right of Way	Construction	Total
Project U-3415A	1.3 miles	\$5,000,000	\$9,000,000	\$14,000,000
Project U-3415B	3.1 miles	\$8,000,000	\$12,800,000	\$20,800,000
<b>Total</b>	<b>4.4 miles</b>	<b>\$13,000,000</b>	<b>\$21,800,000</b>	<b>\$34,800,000</b>

## CONTACT INFORMATION

If you have additional questions or would like more information, please contact the project team, below:

### Wilson Stroud

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### Project Website

A project website is under development. Please search [www.ncdot.org/projects/](http://www.ncdot.org/projects/) for "U-3415." Maps and handouts from tonight's meeting will be posted to the website once it is available.



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## PURPOSE OF THE PROJECT

The N.C. Department of Transportation (NCDOT) proposes widening approximately 4.4 miles of Poplar Tent Road (State Road 1394). The purpose of this project is to improve access to Concord Regional Airport, reduce traffic congestion, and improve safety at various intersections. The project is broken into two sections.

- Section A, the western section – from Gable Oaks Lane/Woodhaven Place to George Liles Parkway
- Section B, the eastern section – from George Liles Parkway to Concord Parkway (US 29-601 Bypass)

## PROJECT OVERVIEW

Planning and design are currently underway. This study includes the following steps:

- developing alternatives,
- identifying natural resources,
- identifying human resources, and
- preparing an environmental document.



## PURPOSE OF THIS WORKSHOP

The purpose of this workshop is to inform community members about two items: the need for the project and the steps that will be taken to ensure the project is conducted in the least disruptive way to both the human and natural environments.

### Please:

- (1) View the information on the maps.
- (2) Talk to the team members.
- (3) Please fill out the comment sheet and place it in the box or mail it in by July 16.

Public involvement is an important part of the planning process, and NCDOT values your input.

**Thank you for participating.**

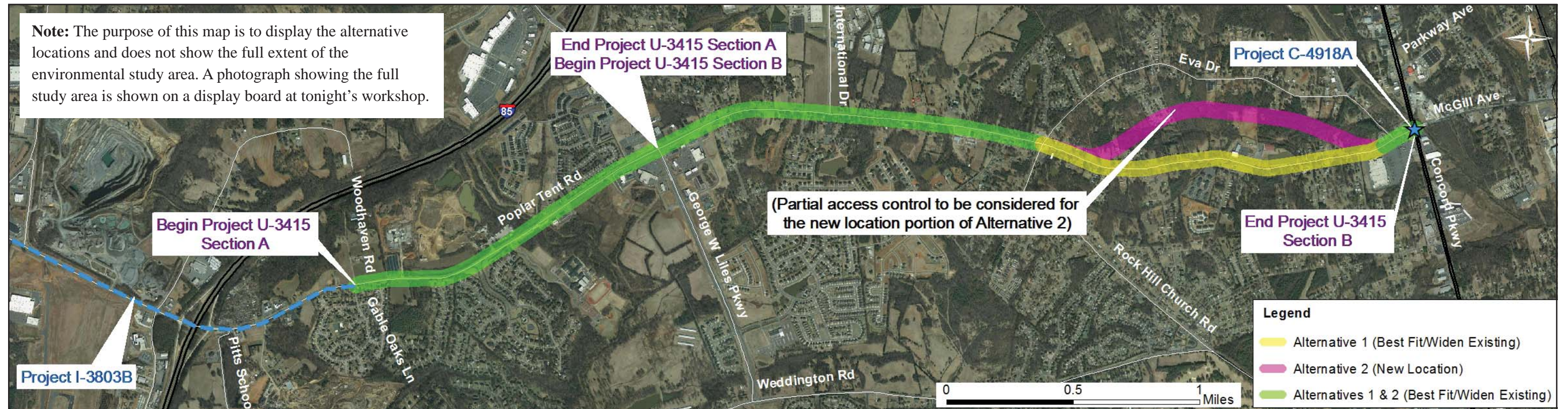




## ALTERNATIVES

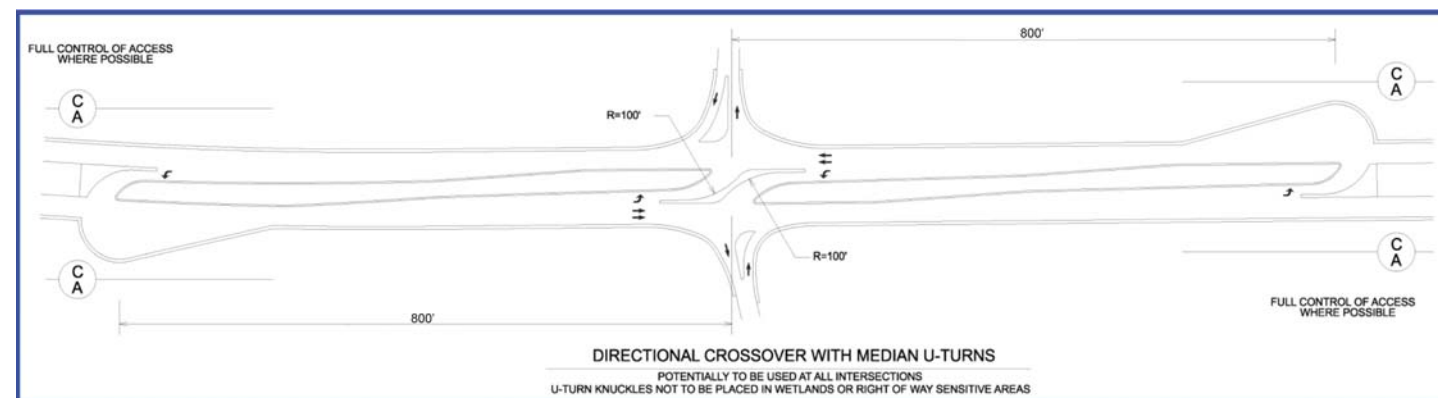
Two alternatives are being considered.

- Alternative 1** would widen existing Poplar Tent Road the entire length of the project using a “best fit” design (green and yellow lines in the map on the back of this handout). A “best-fit” design concept widens the existing road either to the north or south side in such a way that environmental effects are minimized, including effects to residences and businesses.
- Alternative 2** would widen Poplar Tent Road from Gable Oaks Lane/Woodhaven Place to Rock Hill Church Road using a “best fit” design (green line), then follow a new location north of Poplar Tent Road to Eva Drive (purple line). This alternative is being studied to reduce the number of relocations of homes and businesses. Partial control of access is being considered for the new location portion of Alternative 2, which means that generally only one driveway will be allowed per property.
- Either alternative would be four lanes with a 23-foot raised grass median and bicycle accommodations. Traffic flow will be improved by constructing additional turn lanes and U-turn locations, as well as restricting left turns at some intersections. This type of roadway is often referred to as a “superstreet.”



## Superstreets

Superstreets, also known as directional crossovers with median U-turns, are a progressive design to help reduce congestion, improve mobility, and improve safety. They are used on four-lane divided highways with medians with partial and limited control of access. The graphic below shows how a superstreet operates at an intersection.



## Proposed Highway

The typical section below shows what the new road might look like. Poplar Tent Road will be widened to a four-lane divided curb and gutter highway with a raised 23-foot grass median. Wider outside lanes will accommodate bicyclists.

