

N.C. 84 (Rea Road Extension) from N.C. 16 to Waxhaw-Indian Trail Road (S.R. 1008) in Wesley Chapel

NCDOT Project Handout

6/20/2017

STIP Project U-3467, Union County



Welcome to the Public Meeting

Welcome to the third public meeting for the N.C. 84 - Rea Road Extension project. The N.C. Department of Transportation (NCDOT) appreciates your attendance this evening!

In response to comments from citizens and local officials at the most recent project meeting (January 2016 Public Hearing), additional studies were conducted and several changes were made to the preliminary design plans.

The purpose of this meeting is to present information about these changes, review the Selected Alternative for the N.C. 84 - Rea Road Extension project and receive your comments.

Another purpose for the meeting is to provide information, and receive comments on, a proposed partial conversion of Parks and Recreation Trust Fund (PARTF) grant-assisted property at Dogwood Park.

The purpose of the proposed project is to improve the mobility and connectivity of Weddington Road (N.C. 84) in the project study area.

Project Description

N.C. 84 – Rea Road Extension is included in NCDOT’s 2016-2025 State Transportation Improvement Program (STIP) as Project U-3467. The project will extend Rea Road on new location from N.C. 16 in Weddington to N.C. 84 (the new location roadway would be signed as N.C. 84), and widen existing N.C. 84 to just beyond Waxhaw-Indian Trail Road in Wesley Chapel. A roundabout is proposed at Hardwood Drive. The STIP identifies funds for right-of-way acquisition in Spring 2018 and construction in Fall 2019.

The proposed project would improve connectivity by providing a more direct link between western Union County and Charlotte / Mecklenburg County. It would provide an alternate route to I-485 and Charlotte, enhancing regional travel options. The project would also add capacity, improving level of service and mobility, on N.C. 84 in the project area.

Public Meeting Overview

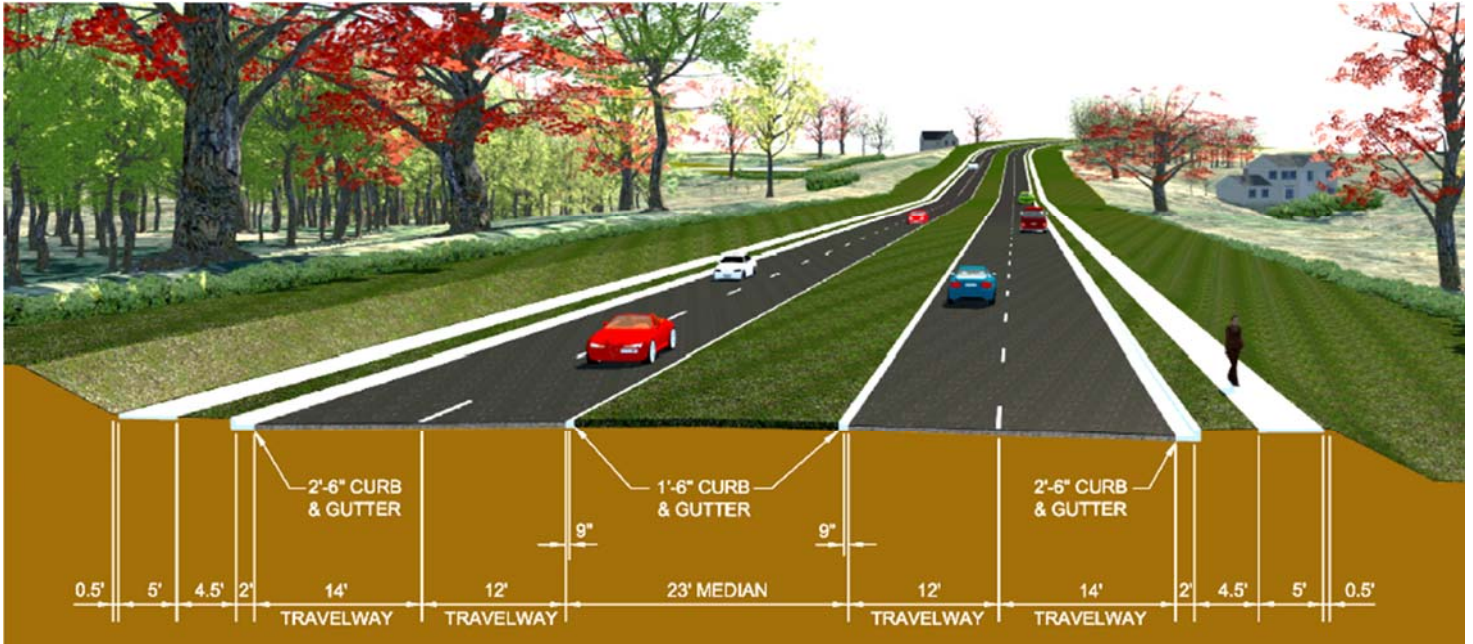


The meeting this evening is “open house” format between the hours of 4 and 7 p.m. NCDOT project representatives are located around the room to discuss the project with you and answer any questions you may have. There will not be a formal presentation.

- Please sign in at the registration table.
- Several displays showing PARTF and U-3467 project information are stationed around the room.
- Visit the computer visualization station to see a different perspective on the design or get a “closer look” at the maps in a specific area.
- Comment forms are attached to this handout and can be filled out tonight or returned by mail to the address on the form. *Please return all comments no later than July 24, 2017.* All comments will become part of the public record for this project.
- If you prefer to record your comments please see a project representative at the registration table.



Proposed Typical Section for N.C. 84 (Rea Road Extension)



Note: The inclusion of sidewalks is dependent on a cost-sharing agreement with local jurisdictions.

The proposed typical section, or cross-section, for the relocation and widening of N.C. 84, from the existing Rea Road intersection at N.C. 16 to Waxhaw-Indian Trail Road, consists of four lanes (two in each direction) with a 23-foot raised grass median. A 12-foot inside lane, 14-foot outside lane (to accommodate bicycles) and a ten-foot berm are proposed in each direction. Mountable curb and gutter is provided on the inside lanes along the median. Curb and gutter along the outside lanes is 2.5 feet wide. A roundabout is proposed on N.C. 84 at Hardwood Drive.

Project Development Process



The proposed project will involve federal funds and must comply with the National Environmental Policy Act (NEPA). Under NEPA, an agency must study the adverse and beneficial environmental impacts of alternatives that meet a project's purpose and need. This planning process can be divided into the steps shown below. This project is currently transitioning to **Step 8** of the process.

Public Involvement

1. Identify Purpose of and Need for Project
2. Collect Data on the Project Study Area
3. Analyze Preliminary Alternatives
4. Select Detailed Study Alternatives
5. Evaluate Impacts of Detailed Study Alternatives
6. Publish Environmental Assessment Document and Conduct Public Hearing
7. Select Preferred Alternative
8. Prepare and Publish Finding of No Significant Impact Document



Conversion of Parks and Recreation Trust Fund (PARTF) Grant-Assisted Land at Dogwood Park Proposed

The N.C. Parks and Recreation Authority oversees the Parks and Recreation Trust Fund (PARTF) and annually allocates funds from PARTF to local government projects in the form of grants. The matching grants are used to acquire land and/or develop park and recreation facilities for the general public. The N.C. Department of Natural and Cultural Resources (DNCR) is the state agency responsible for PARTF program administration. Within DNCR, program responsibilities have been assigned to the Division of Parks and Recreation (DPR).

When PARTF funding is used by a local government to acquire land via fee simple title or permanent easement, PARTF rules require the land to be used only for public recreation. Rules governing PARTF allow for a conversion of grant-assisted land and/or facilities if certain criteria are met and approval is given from DNCR.

A conversion is the use of property acquired or facilities built with PARTF assistance for a purpose other than public recreation.

Requirements for a PARTF Conversion

There are a number of requirements and steps required for DNCR approval of a PARTF conversion request. These include, but are not limited to, the following:

- History of the project site
- Justification of the conversion
- Analysis of the alternatives to the conversion
- 30-day comment period on the proposed conversion
- A public meeting held by the local government following the comment period
- Resolution by the local government supporting the PARTF conversion
- Description of the replacement parcel or other mitigation
- Survey maps, appraisal and site plan for replacement parcel
- Environmental review under the State Environmental Policy Act

Why is a Conversion Proposed?

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N.C. 84 – Rea Road Extension, includes the widening of N.C. 84 from two lanes to four lanes along the northern Dogwood Park boundary. The original alignment proposed by NCDOT avoided impacts to Dogwood Park but resulted in impacts to Wesley Chapel Weddington Athletic Association's (WCWAA) Optimist Park ball fields and Southbrook Community Church parking.

In response to community input from NCDOT's U-3467 January 2016 public hearing, and in an effort to identify a solution which will most effectively serve the community, the Village of Wesley Chapel asked NCDOT to investigate an alignment option that would utilize a portion of Dogwood Park in an effort to save the WCWAA fields and church parking. NCDOT revised the preliminary design to use a portion of the 75-foot setback area within Dogwood Park along N.C. 84.

The Village of Wesley Chapel has submitted an initial proposal for a partial conversion of 0.73+/- of an acre of land at Dogwood Park. Approximately 97 percent, or 21.78 +/- acres, of Dogwood Park will remain unconverted and available for outdoor recreation use. NCDOT is working with the Village of Wesley Chapel to satisfy the elements required to submit a request for conversion of PARTF-assisted property, including the identification of suitable replacement property.

Additional information on the PARTF conversion process can be found in Appendix D of the Parks and Recreation Trust Fund Grant Manual for Local Governments. The Manual can be found online at: <https://www.ncparks.gov/sites/default/files/ncparks/37/partf-grant-manual-2015.pdf>

Changes since the Public Hearing

The N.C. 84 - Rea Road Extension project Environmental Assessment (EA) was published by NCDOT and the Federal Highway Administration (FHWA) in May, 2015 and a Combined (Location and Design) Public Hearing was held on January 26, 2016 in the project area at Graceway Baptist Church.

The purpose of the hearing was to obtain public input on the location and design of the proposed project. One hundred forty-one (141) citizens registered their attendance at the public hearing. Twelve individuals recorded their comments at the hearing and 380 individuals submitted written comments at the hearing or during the following comment period.

All spoken and written comments were reviewed at a post-hearing meeting conducted on March 22, 2016 by NCDOT staff representing Planning, Design, Traffic Operations, Division, Right-of-Way, Public Involvement & Community Studies and others who play a role in the development of a project. Additional studies were conducted in response to comments received from the hearing about the location and design of the proposed project. Comments were incorporated, where feasible, and revised preliminary design plans have been prepared and are on display at the meeting this evening.

Additional studies conducted as a result of comments from the 2016 public hearing include:

- The evaluation of an alternative that would combine portions of the two alternatives shown at the public hearing (A2 and C2);
- An analysis of a shift in the proposed alignment to avoid impacts to Wesley Chapel Weddington Athletic Association's (WCWAA) Optimist Park ball fields and Southbrook Community Church parking; and
- Additional detailed traffic operations studies at several locations including the intersection of N.C. 84 and Lester Davis Road, WCWAA Optimist Park access points, and N.C. 84 and Waxhaw-Indian Trail Road shopping center access points.

Changes incorporated into the preliminary design as a result of these studies and public comments include:

- A "combination alternative," Alternative CA2, was developed to minimize impacts to the natural and human environments.
- The preliminary design was revised to utilize a 75-foot setback area along N.C. 84 at Dogwood Park to avoid impacts to WCWAA Optimist Park ballfields and Southbrook Community Church parking.
- A roundabout is proposed east of the N.C. 84 and Waxhaw-Indian Trail Road intersection at Hardwood Drive. The roundabout will aid westbound travel for vehicles exiting the shopping centers located at the intersection of N.C. 84 and Waxhaw-Indian Trail Road.

Section 4(f)

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By shifting the roadway alignment to avoid impacts to WCWAA ballfields and church parking, the proposed project will, to some extent, affect public park resources at Dogwood Park. Section 4(f) of the Department of Transportation Act of 1966 gives special protection to public parks and recreational resources. Under Section 4(f), these resources cannot, in most cases, be disrupted by highway projects unless it can be shown there are no feasible and prudent alternatives to doing so. However, the Federal Highway Administration (FHWA) is provided with a method, known as "*de minimis* impact determination," in cases where the official with jurisdiction over the park or recreational property concurs that the project would not adversely affect the property. FHWA will consider public comments when evaluating a *de minimis* impact determination under Section 4(f) for the proposed project's potential impact of 0.73+/- of an acre of land at Dogwood Park along N.C. 84.

Preferred Alternative Selected

NCDOT reviewed comments from the public hearing that requested they evaluate a hybrid of the new location portions of Alternatives A2 and C2. The goals associated with the development of a “combination alternative” included, where practicable:

- Minimize impacts to existing properties, homes and areas proposed for development;
- Minimize impacts to the natural environment; and
- Improve roadway geometry.

NCDOT evaluated the new location alignments of Alternatives A2 and C2 and developed Alternative CA2 with the above goals in mind.

Alternative CA2 begins just west of the existing Rea Road and N.C. 16 intersection. From N.C. 16, Alternative CA2 extends on new location to the northeast and east to tie into existing N.C. 84 about 0.40 mile west of Twelve Mile Creek Road. Alternative CA2 then follows existing N.C. 84 to Hardwood Drive, just east of Waxhaw-Indian Trail Road. Alternative CA2 is about 4.6 miles long.

In consultation with FHWA, NCDOT selected

Detailed mapping of Alternative CA2 can be viewed on the project’s website at www.ncdot.gov/projects/ReaRoad/ or the NCDOT public meetings website at <https://www.ncdot.gov/projects/publicmeetings/>

Alternative CA2 as the Preferred Alternative. In making this selection, NCDOT considered safety, traffic service, costs, social and environmental impacts, and all public and agency comments.

Meetings were held with state and federal regulatory and environmental resource agencies in December, 2016 and March, 2017 to review the evaluation of Alternatives A2, C2 and CA2. In response to agency comments, modifications were made to the design to further avoid and minimize impacts. NCDOT, FHWA, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the N.C. Historic Preservation Office, the N.C. Division of Water Resources, the N.C. Wildlife Resources Commission, and the Charlotte Regional Transportation Planning Organization reached consensus on the Least Environmentally Damaging Practicable Alternative (LEDPA), Alternative CA2, in April 2017.



Potential Environmental Impacts

Impact Category	Alternative			
	A2	C2	Preferred Alternative CA2	
Natural Resources Impacts				
Federally-Listed Species Present in Study Area	No	No	No	
100-Year Floodplain and Floodway Impacts (acres)	7.2	7.3	7.2	
Delineated Wetland Impacts (crossings/acres)	3 / 0.10	4 / 0.12	4 / 0.22	
Delineated Stream Impacts (crossings/linear feet)	8 / 1,488	11 / 3,024	8 / 1,640	
Delineated Other Surface Water Impacts (acres)	0.25	0.00	0.06	
Forest Impacts (acres)	41.6	44.9	43.7	
Human Environment Impacts				
Relocations	Residential	5	7	5
	Business	1	1	1
	Non-Profit	1	1	1
	Total	7	9	7
Potentially Impacted Lots in Planned Development	18	14	4	
Low Income/Minority Populations Present	No	No	No	
Schools	1	1	1	
Recreational Areas/Parks	1	1	1	
Churches	1	1	1	
Cemeteries	0	0	0	
Historic Sites	2/No Adverse Effect	2/No Adverse Effect	2/No Adverse Effect	
Section 4(f) Impacts	1 Historic 1 Park	1 Historic 1 Park	1 Historic 1 Park	
Traffic Noise Impacts (receptors)	8	7	8	
Physical Environment Impacts				
Prime, Statewide, & Unique Farmland Soils (acres)	64.0	65.4	63.9	
Underground Storage Tanks/HazMat Sites	3	3	3	
Preliminary Cost Estimate				
Estimated Total Cost	\$47,626,000	\$48,073,000	\$47,717,000	

Property Impacts

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 affects 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. NCDOT must: (1) treat all owners and tenants equally; (2) fully explain the owner's rights; (3) pay just compensation in exchange for property rights; and, (4) furnish relocation advisory assistance.

Additional information on the right-of-way acquisition process and information on relocation assistance can be found on the project website.

Who can I contact for more information?

Mr. Tracy Walter
 NCDOT Project Development & Environmental Analysis
 1548 Mail Service Center
 Raleigh, NC 27699-1548
 (919) 707-6177
 twalter@ncdot.gov

Ms. Liz Kovasckitz
 CALYX Engineers and Consultants
 6750 Tryon Road
 Cary, NC 27518
 (919) 858-1808
 lkovasckitz@calyxengineers.com

Visit the project website: www.ncdot.gov/projects/ReaRoad/

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: Graceway Baptist Church, 4700 Monroe-Weddington Road, Matthews, NC, 28104, Union County	Date: June 20, 2017
TIP No.: U-3467 Project Description: N.C. 84 (Rea Road Extension project) from N.C. 16 to Waxhaw-Indian Trail Road (S.R. 1008) in Wesley Chapel, NCDOT Highway Division 10	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) 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 PDEA-Human Environment Section, 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: _____ Street Name: (i.e. Main Street) _____ Total Household Income: <input type="checkbox"/> Less than \$10,000 <input type="checkbox"/> \$50,000 – \$74,999 <input type="checkbox"/> \$10,000 – \$14,999 <input type="checkbox"/> \$75,000 – \$99,999 <input type="checkbox"/> \$15,000 – \$24,999 <input type="checkbox"/> \$100,000 – \$149,000 <input type="checkbox"/> \$25,000 – \$34,999 <input type="checkbox"/> \$150,000 - \$200, 000 <input type="checkbox"/> \$35,000 – \$49,999 <input type="checkbox"/> \$200,000 or more	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female Age: <input type="checkbox"/> Less than 19 <input type="checkbox"/> 20-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> 55-59 <input type="checkbox"/> 60-64 <input type="checkbox"/> 65-74 <input type="checkbox"/> 75-84 <input type="checkbox"/> 85 or over 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"/> Puerto Rican <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 Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at sddickens@ncdot.gov.

Thank you for your participation!

**Mr. Jamille Robbins
NCDOT - PDEA
Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598**





COMMENT FORM

Partial Conversion of PARTF Grant-Assisted Land at Dogwood Park Village of Wesley Chapel, NC

Thank you for coming to the meeting this evening. Please take a few moments to fill out this comment form and share your thoughts about the conversion of around 0.73 of an acre along N.C. 84 at Dogwood Park, a Parks and Recreation Trust Fund (PARTF) grant-assisted property, from parkland to transportation use. The PARTF Conversion is proposed to accommodate a shift in the NCDOT N.C. 84 (Rea Road Extension) project alignment to avoid impacts to Wesley Chapel Weddington Athletic Association ball fields and Southbrook Community Church parking. The N.C. Department of Natural and Cultural Resources approved mitigation of NCDOT Project U-3467 impacts to Dogwood Park is required in the form of suitable replacement property.

Completed comment forms may be submitted in one of the following ways:

- Place in the comment box at the meeting tonight
- Mail to: Ms. Cheryl Bennett, Clerk, Village of Wesley Chapel, 6490 Weddington Road, Wesley Chapel, NC, 28104
- Email to: clerk@wesleychapelnc.com

Please submit your comments by July 24, 2017

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

E-mail: _____



Comments: _____

Please continue on the back if additional space is needed.

**Ms. Cheryl Bennett
Clerk / Administrator
Village of Wesley Chapel
6490 Weddington Road
Wesley Chapel, NC 28104**

**Mr. Tracy Walter
NCDOT - PDEA
1548 Mail Service Center
Raleigh, NC 27699-1548**