

## Environmental Assessment Appendices

## Appendix A: Bicycle and Pedestrian Facilities

Roadway/Facility Type	Description
US 74	From Idlewild Road to McAlpine Creek, 6-foot planting strip and 6-foot sidewalk on both sides. From McAlpine Creek to Krefeld Drive, 12-foot multiuse path connection to greenway on both sides. From Krefeld Drive to Town of Matthews boundary, no sidewalks.
Sharon Forest Drive - Grade Separation to be Constructed	Wide (15-foot) lanes and 8-foot sidewalks on both sides of the bridge; off bridge, 8-foot planting strip and 6-foot sidewalks.
Realigning Wallace Road at Sharon Forest Drive Grade Separation	8-foot planting strip and 6-foot sidewalk on both Wallace Road and Sharon Forest Drive.
Bridge over US 74 – Village Lake Drive / Margaret Wallace Road / W T Harris Boulevard	14-foot shared use path on both sides.
Village Lake Drive	On north side of US 74, 12-foot shared use path on both sides. On left side of south side of US 74, shared use path to terminate past the ramp and transition to bicycle lanes. On right side of south side of US 74, shared 12-foot path to be installed the entire distance of the project. (On quadrant loop between US 74 and Village Lake Drive, eight-foot sidewalk with a 10-foot berm.
Margaret Wallace Road	North of bridge, 5-foot bicycle lanes with a 3-foot buffer. Off the bridge, 8-foot planting strip and 6-foot sidewalk.
WT Harris Boulevard	8-foot planting strip and 6-foot sidewalk.
Quad Ramp to Village Lake Drive	8-foot sidewalk with standard 10-foot berm.
Campbell Creek Greenway crosses at Margaret Wallace Road Bridge on the road	150-foot bridge; Greenway path under bridge to be provided by NCDOT; add a pedestrian bridge (5-ton loading) to connect the greenway on opposite sides of the creek.
McAlpine Creek Greenway crosses under US 74	225-foot bridge; no effect on existing Greenway; Added two trail access points from US 74 sidewalks to Campbell Creek Greenway - south side of US 74 on the west side of McAlpine Creek and north side of US 74 on the east side of McAlpine Creek.
Bridge on US 74 over McAlpine Creek	14-foot shared use path on both sides.
Krefeld Drive Grade Separation	12-foot multiuse path on both sides with an 8-foot planting strip.
Krefeld Drive Extension (Krefeld Drive to Sardis Road North)	8-foot planting strip and 12-foot multi-use path.
Krefeld Drive Extension (Krefeld Drive to Sardis Road North)	300-foot bridge allows for construction of greenway underneath by others.
Arequipa Drive / Northeast Parkway (Margaret Wallace Road to Sam Newell Road)	8-foot planting strip and 12-foot concrete shared use path on each side.
Arequipa Drive / Northeast Parkway (Margaret Wallace Road to Sam Newell Road)	250-foot bridge to allow for construction of greenway underneath by others.
Ardis Court (Krefeld Drive to US 74)	No sidewalk.
Irvins Creek Greenway crosses under US 74 west of Sardis Road North	10-foot wide concrete bench through 38-foot by 18.5-foot bottomless concrete arch culvert.
Sardis Road North Interchange and connection to Arequipa Drive	14-foot shared use path on both sides along bridge; 12-foot shared use path on both sides beyond bridge limits.

Roadway/Facility Type	Description
US 74	No bicycle or pedestrian accommodations are requested on US 74 by the Town of Matthews.
Krefeld Drive / Independence Pointe Parkway (Crownpoint Executive Drive to Sam Newell Road)	8-foot planting strip each side, 10-foot multi-use path west side, 5-foot sidewalk east side.
Rice Road	Replace 5-foot sidewalks both sides; 8-foot planting strip.
Sam Newell Road - Grade Separation to be Constructed	14-foot multi-use path east side; 7.5-foot sidewalk west side.
Sam Newell Road - Existing culvert south of US 74 to be replaced with 80-foot bridge	Mecklenburg County and Town of Matthews agreed to an at-grade trail crossing to be provided by others.
Sam Newell Road (off bridge) south of US 74 and north of US 74 to Northeast Parkway	8-foot planting strip each side, 10-foot multi-use path west side, 5-foot sidewalk east side.
Northeast Parkway, Sam Newell and Arequipa Drive (Whole segment from Ross/Kohls to Town of Matthews/City of Charlotte boundary). Partial median throughout segment	8-foot planting strip each side, 10-foot multi-use path west side, 5-foot sidewalk east side.
Independence Pointe Parkway Alternatives (Windsor Square Drive to NC 51)	14-foot multi-use path south side, 7.5-foot sidewalk north side bridge section; 10-foot multi-use path + 8-foot planting strip and 5-foot sidewalk + 8-foot planting strip off bridge.
Independence Pointe Parkway Alternatives (Windsor Square Drive to NC 51)	250-foot bridge allows for construction of greenway by others.
Independence Pointe Parkway Alternatives (Windsor Square Drive to NC 51)	Proposed greenway from the south will join multiuse path along south side of Independence Pointe Parkway; no greenway crossing at this location.
Irvins Creek Trib #1 Greenway crosses under US 74	Provide tunnel under US 74 to connect existing greenway on north side of US 74 to future greenway being required through rezoning on the south side of US 74.
NC 51 - New Bridge and Redesigned Interchange	14-foot multi-use path west side.
Northeast Parkway (Overcash Drive to Matthews-Mint Hill Road)	10-foot multi-use path north side, 5-foot sidewalk south side; 8-foot planting strip both sides.
Matthews-Mint Hill Road	14-foot multi-use path south/east side; 7.5-foot sidewalk north/west side on bridge. 10-foot multi-use path + 8-foot planting strip and 5-foot sidewalk + 8-foot planting strip off bridge.
Independence Pointe Parkway (NC 51 to Campus Ridge Road)	5-foot sidewalk on the south side, a 10-foot MUP on the north side, and 8-foot planting strips and 5-foot bike lanes on both sides of Independence Pointe Parkway; On bridge over I-485, 7.5-foot sidewalk on the south side, 14-foot multi-use path on the north side, and 5-foot bicycle lanes on both sides.
Independence Pointe Parkway (NC 51 to Campus Ridge Road)	Greenway along four mile Creek will cross Independence Pointe Parkway at grade.

## **Appendix B: Contact Information for All Known Utilities Owners in the Study Area**

## UTILITY OWNERS

### **Duke Energy Distribution**

Alan Keener  
704-788-4949  
[rex.keenerjr@duke-energy.com](mailto:rex.keenerjr@duke-energy.com)

### **Duke Energy Transmission**

Lisa Plumley  
980-373-1219 o  
[Lisa.Plumley@duke-energy.com](mailto:Lisa.Plumley@duke-energy.com)

### **City of Charlotte Water and Sewer**

Bill Deal  
980-722-0786  
[wdeal@charlotte.nc.gov](mailto:wdeal@charlotte.nc.gov)  
[wdeal@ci.charlotte.nc.us](mailto:wdeal@ci.charlotte.nc.us)  
[cltwAsBuilts@ci.charlotte.nc.us](mailto:cltwAsBuilts@ci.charlotte.nc.us)

### **Piedmont Natural Gas**

Marcus Cuthbertson  
704-361-3316 c  
704-391-5150 o  
[Marcus.Cuthbertson@duke-energy.com](mailto:Marcus.Cuthbertson@duke-energy.com)

### **Union Power Cooperative**

Mark McClamrock  
704-221-2355 c  
704-289-3145 o  
[mark.mcclamrock@union-power.com](mailto:mark.mcclamrock@union-power.com)

### **AT&T**

Lee Sadler  
704-478-7917 o  
704-497-4948 c  
[LS9173@att.com](mailto:LS9173@att.com)

### **CenturyLink**

Michael Casey  
704-469-4052  
[michael.e.casey@centurylink.com](mailto:michael.e.casey@centurylink.com)

### **Windstream**

Travis Canfield  
764-868-8580 o  
706-399-5855 c  
[travis.canfield@byers.com](mailto:travis.canfield@byers.com)

Matt Broome  
704-363-4649 c  
[matt.broome@windstream.com](mailto:matt.broome@windstream.com)

**Charlotte DOT**

Ashley Boenisch

704-574-6772

[aboenisch@charlottenc.gov](mailto:aboenisch@charlottenc.gov)

Bill Greentaner

980-721-9435

[wgreentaner@ci.charlotte.nc.us](mailto:wgreentaner@ci.charlotte.nc.us)

Mark Odem

704-336-3237

[modem@ci.charlotte.nc.us](mailto:modem@ci.charlotte.nc.us)

**Verizon/MCI**

Michael Edwards

[Michael.edwards@engineeringassociates.com](mailto:Michael.edwards@engineeringassociates.com)

Eric Crane

919-696-6616 c

[Eric.crane@verizon.com](mailto:Eric.crane@verizon.com)

**Charter**

Vincent Mason

704-378-2810 o

980-722-7633 c

[Vincent.Mason@charter.com](mailto:Vincent.Mason@charter.com)

**NCDOT-ITS**

Neil Avery

919-814-4933 o

980-475-4331 c

[navery@ncdot.gov](mailto:navery@ncdot.gov)

**Crown Castle**

Ashley Haake

704-996-5002

[Ashley.haake@crowncastle.com](mailto:Ashley.haake@crowncastle.com)

Michael Ross

[michael.ross@crowncastle.com](mailto:michael.ross@crowncastle.com)

**Segra/Spirit**

Reid McCumber

704-550-8386 o

[reidmccumber@telics.com](mailto:reidmccumber@telics.com)

**UTILITIES WITH PRIOR RIGHTS**

Power – Duke Energy (Distribution and Transmission), and Water and Sewer – City of Charlotte will claim prior rights for some of the relocation work required to accommodate this project. Some gravity sewer runs in private easements. Communications– Windstream

owns a slick site on a private easement and will also claim prior rights for the relocation work required to accommodate this project.

#### **UTILITIES WITH NO PRIOR RIGHTS**

Water and Sewer – City of Charlotte owns water and sanitary sewer lines located within the project

limits. City of Charlotte will be responsible for 100% of the relocation cost for all locations they are

encroaching within the R/W.

Gas – PNG owns gas lines located within the project limits. PNG will be responsible for 100% of the

relocation cost for all locations that are encroaching within the R/W.

Communications - Communication will be responsible for 100% of the relocation cost for all locations

that are encroaching within the R/W.



## Appendix C: List of Streams and their Physical Characteristics

Map ID	Bank Height (ft)	Bankfull Width (ft)	Water Depth (in)	Channel Substrate	Velocity	Clarity
McAlpine Creek	4-5	15-20	10-50	Sand, gravel, cobble, boulder	Moderate	Turbid
Irvin's Creek	3-6	15-25	10-40	Sand, gravel, cobble, boulder	Moderate	Turbid
Campbell Creek	4-5	25	12-50	Sand, gravel, cobble, boulder	Moderate	Turbid
SA-I*	1	1.5-3	2	Clay, sand, gravel, cobble	Slow	Turbid
SA-P**	5-10	3-5	1-10	Clay, sand, gravel, cobble	Slow	Turbid
SB	3-4	3-6	0-12	Sand, gravel, cobble, bedrock	Moderate	Turbid
SC	2-4	2-3	1-12	Silt, sand, gravel	Moderate	Slightly turbid
SD	2-3	2-4	0-6	Silt, sand, gravel	No flow	Clear
SE	4-5	3-5	1-5	Sand, gravel, cobble	Moderate	Turbid
SF	0.5-2.5	1-3	0-4	Silt, sand	No flow	Clear
SG	2-5	4-6	1-12	Silt, sand, cobble, bedrock	Moderate	Turbid
SH	3-4	2-3	1-6	Silt, sand, gravel	Slow	Slightly turbid
SI	3-5	3-4	1-12	Sand, gravel, bedrock	Slow	Turbid
SJ	1-2	2-4	2-3	Silt, sand	Slow	Turbid
SK	1-2	2	1-6	Clay, silt, sand	Moderate	Clear
SL	3-4	2-3	1-3	Silt, sand, gravel	Slow	Slightly turbid
SM	1	2	0-6	Clay, silt, sand	Slow	Clear
SN	4-6	15	1-3	Sand, gravel, cobble, boulder	Moderate	Turbid
SO	0.5-1	1-2	1-4	Silt, sand	Slow	Clear
SP	2-4	3-4	3-6	Sand, gravel, cobble	Moderate	Clear
SQ	2-3	5	1-6	Clay, silt, sand, gravel	Slow	Slightly turbid
SR	2	3-6	6-12	Sand, clay, gravel, cobble	Slow	Clear
SS	2-3	2	0-6	Sand, gravel	Slow	Slightly turbid
ST	1-6	1-3	0-4	Clay, silt, sand	Slow	Clear
SU	1-2	2	2-5	Silt, sand, gravel	Slow	Clear
SV-I**	3-12	1-2	0-2	Clay, silt, sand	Slow	Clear
SV-P*	3-12	1-2	0-2	Clay, silt, sand	Slow	Clear
SW	1-2	2	6	Sand, gravel, cobble	Moderate	Slightly turbid
SX	3-5	15-20	6-24	Silt, sand, gravel, cobble	Moderate	Slightly turbid
SY	1-2	2	0-4	Clay, silt, sand, gravel	Slow	Clear
SZ	1-2	2-3	3-10	Sand, gravel	Slow	Clear
SAAB	2	5	4-10	Clay, silt, sand, gravel	Moderate	Slightly turbid
SAAC	1-2	2-5	2-4	Clay, silt, sand	Slow	Slightly turbid
SAAD	1-2	2-5	2	Clay, silt, sand	Slow	Slightly turbid
SAAE	1-3	1-2	0-6	Clay, silt, sand	Slow	Slightly turbid
SAA	1	5	3	Rip-rap	Moderate	Turbid
SAD	1	7	6	Cobble,	Moderate	Slightly turbid
SAH	1	1-2	2-4	Sand	Slow	Clear

<b>Map ID</b>	<b>Bank Height (ft)</b>	<b>Bankfull Width (ft)</b>	<b>Water Depth (in)</b>	<b>Channel Substrate</b>	<b>Velocity</b>	<b>Clarity</b>
SAK	1	1-2	2-6	Sand, Gravel	Slow	Clear
SAL	1	2	6	Sand, cobble	Moderate	Slightly turbid
SAP	3	30	12	Cobble, sand	Moderate	Slightly turbid
SAT	3	5	3	Rip-rap, cobble	Moderate	Slightly turbid
SAV	1	4	3	Sand, silt	Moderate	Slightly turbid
SAWW	1	4	3	Sand, cobble, silt	Moderate	Slightly turbid
SBA	2	20	12	Sand	Moderate	Slightly turbid
SBB	2	6	3	Cobble, sand	Moderate	Slightly turbid
SBE	2	10	6	Cobble, bedrock	Moderate	Slightly turbid
SBG	1	6	3	Cobble, sand	Moderate	Slightly turbid
SBK	1	4	3	Cobble, sand	Moderate	Slightly turbid
SBM	1.5	5	3	Sand, silt	Moderate	Slightly turbid
SBN	1.5	4	3	Cobble, sand	Moderate	Slightly turbid
SBO	1	4	3	Cobble, sand	Moderate	Slightly turbid
SBR	1	5	3	Cobble, sand, silt	Moderate	Slightly turbid
SBU	0.5	6	3	Cobble, rip-rap	Moderate	Slightly turbid
SCA	3	20	12	Cobble, sand	Moderate	Slightly turbid
SCB	2	10	12	Cobble, sand, bedrock	Moderate	Slightly turbid
SCC	3	20	12	Cobble, sand	Moderate	Slightly turbid
SCD	0.5	10	6	Silt, sand	Slow	Slightly turbid
SCE	0.5	2	3	Silt, sand	Slow	Slightly turbid

## Appendix D: Jurisdictional Streams and their Characteristics

<b>Map ID</b>	<b>Length (ft.)</b>	<b>Classification</b>	<b>Compensatory Mitigation Required</b>	<b>River Basin Buffer</b>
McApline Creek	3397	Perennial	Yes	Not Subject
Irvin's Creek	4034	Perennial	Yes	Not Subject
Campbell Creek	4607	Perennial	Yes	Not Subject
SA-P**	1527	Perennial	Yes	Not Subject
SA-I*	145	Intermittent	Unknown	Not Subject
SB	2326	Perennial	Yes	Not Subject
SC	843	Perennial	Yes	Not Subject
SD	640	Intermittent	Unknown	Not Subject
SE	827	Intermittent	Unknown	Not Subject
SF	292	Intermittent	Unknown	Not Subject
SG	3570	Perennial	Yes	Not Subject
SH	1051	Perennial	Yes	Not Subject
SI	2042	Perennial	Yes	Not Subject
SJ	799	Perennial	Yes	Not Subject
SK	70	Intermittent	Unknown	Not Subject
SL	77	Intermittent	Unknown	Not Subject
SM	896	Intermittent	Unknown	Not Subject
SN	2623	Perennial	Yes	Not Subject
SO	161	Intermittent	Unknown	Not Subject
SP	1636	Intermittent	Unknown	Not Subject
SQ	1284	Perennial	Yes	Not Subject
SR	178	Perennial	Yes	Not Subject
SS	259	Intermittent	Unknown	Not Subject
ST	231	Intermittent	Unknown	Not Subject
SU	183	Intermittent	Unknown	Not Subject
SV-P**	3939	Perennial	Yes	Not Subject
SV-I*	197	Intermittent	Unknown	Not Subject
SW	348	Intermittent	Unknown	Not Subject
SX	4395	Perennial	Yes	Not Subject
SY	340	Intermittent	Unknown	Not Subject
SZ	40	Intermittent	Unknown	Not Subject
SAAB	669	Perennial	Yes	Not Subject
SAAC	453	Perennial	Yes	Not Subject
SAAD	196	Perennial	Yes	Not Subject
SAAE	45	Intermittent	Unknown	Not Subject
SAA	35	Intermittent	Unknown	Not Subject
SAD	56	Perennial	Yes	Not Subject
SAH	144	Intermittent	Unknown	Not Subject
SAK	87	Intermittent	Unknown	Not Subject
SAL	46	Intermittent	Unknown	Not Subject
SAP	507	Perennial	Yes	Not Subject
SAT	183	Intermittent	Unknown	Not Subject
SAV	368	Perennial	Yes	Not Subject

<b>Map ID</b>	<b>Length (ft.)</b>	<b>Classification</b>	<b>Compensatory Mitigation Required</b>	<b>River Basin Buffer</b>
SAWW	683	Perennial	Yes	Not Subject
SBA	1911	Perennial	Yes	Not Subject
SBB	997	Intermittent	Unknown	Not Subject
SBE	3516	Perennial	Yes	Not Subject
SBG	1610	Intermittent	Unknown	Not Subject
SBK	533	Intermittent	Unknown	Not Subject
SBM	499	Intermittent	Unknown	Not Subject
SBN	280	Intermittent	Unknown	Not Subject
SBO	233	Intermittent	Unknown	Not Subject
SBR	1667	Intermittent	Unknown	Not Subject
SBU	177	Intermittent	Unknown	Not Subject
SCA	553	Perennial	Yes	Not Subject
SCB	1804	Perennial	Yes	Not Subject
SCC	368	Perennial	Yes	Not Subject
SCD	242	Intermittent	Unknown	Not Subject
SCE	87	Intermittent	Unknown	Not Subject
<b>Total</b>	<b>60,906</b>			

## Appendix E: Jurisdictional Wetlands and their Characteristics

<b>Map ID</b>	<b>NCWAM Classification</b>	<b>Hydrologic Classification</b>	<b>NCDWQ Wetland Rating</b>	<b>Area (ac.)</b>
WA	Floodplain Pool	Riparian	35	0.02
WB	Non-Tidal Freshwater Marsh	Non-Riparian	70	5.7
WC	Floodplain Pool	Riparian	15	0.1
WD	Headwater Forest	Riparian	47	0.1
WE	Headwater Forest	Riparian	28	0.2
WF	Headwater Forest	Riparian	45	0.003
WG	Headwater Forest	Riparian	35	0.2
WH	Headwater Forest	Riparian	41	0.01
WI	Floodplain Pool	Riparian	29	0.5
WJ	Headwater Forest	Riparian	38	0.6
WK	Headwater Forest	Riparian	29	0.02
WL	Headwater Forest	Riparian	38	0.5
WM	Floodplain Pool	Riparian	28	0.1
WN	Headwater Forest	Riparian	36	0.1
WO	Headwater Forest	Riparian	44	0.07
WP	Bottomland Hardwood Forest	Riparian	27	0.02
WQ	Bottomland Hardwood Forest	Riparian	24	0.02
WR	Bottomland Hardwood Forest	Riparian	25	0.02
WS	Bottomland Hardwood Forest	Riparian	28	0.01
WT	Headwater Forest	Riparian	27	0.03
WU	Headwater Forest	Riparian	18	0.05
WV	Headwater Forest	Riparian	33	0.01
WW	Floodplain Pool	Riparian	33	0.02
WX	Bottomland Hardwood Forest	Riparian	37	0.1
WY	Bottomland Hardwood Forest	Riparian	16	0.2
WZ	Bottomland Hardwood Forest	Riparian	20	0.2
WAAB	Bottomland Hardwood Forest	Riparian	32	0.2
WAAC	Bottomland Hardwood Forest	Riparian	24	0.8
WAAD	Bottomland Hardwood Forest	Riparian	40	0.2
WAAE	Bottomland Hardwood Forest	Riparian	26	0.03
WAAF	Bottomland Hardwood Forest	Riparian	31	0.004
WAA	Headwater Forest	Riparian	33	0.03
WAB	Headwater Forest	Riparian	34	0.07
WAC	Bottomland Hardwood Forest	Riparian	39	0.01
WAD	Bottomland Hardwood Forest	Riparian	92	0.8
WAE	Bottomland Hardwood Forest	Riparian	92	0.5
WAF	Bottomland Hardwood Forest	Riparian	43	0.1
WAG	Bottomland Hardwood Forest	Riparian	43	0.09
WAH	Bottomland Hardwood Forest	Riparian	39	0.03
WAI	Bottomland Hardwood Forest	Riparian	92	0.5
WAJ	Headwater Forest	Riparian	39	0.02
WAK	Bottomland Hardwood Forest	Riparian	47	0.02
WAL	Bottomland Hardwood Forest	Riparian	49	0.04



<b>Map ID</b>	<b>NCWAM Classification</b>	<b>Hydrologic Classification</b>	<b>NCDWQ Wetland Rating</b>	<b>Area (ac.)</b>
WAM	Headwater Forest	Riparian	78	0.1
WAN	Headwater Forest	Riparian	78	0.006
WAO	Headwater Forest	Riparian	52	0.05
WAP	Headwater Forest	Riparian	23	0.002
WAQ	Headwater Forest	Riparian	21	0.1
WAR	Headwater Forest	Riparian	38	0.03
WAS	Headwater Forest	Riparian	21	0.2
WAT	Headwater Forest	Riparian	44	0.002
WAU	Headwater Forest	Riparian	25	0.007
WAV	Headwater Forest	Riparian	25	0.05
WBA	Headwater Forest	Riparian	70	0.1
WBB	Headwater Forest	Riparian	34	0.01
WBC	Headwater Forest	Riparian	30	0.006
WBD	Headwater Forest	Riparian	25	0.04
WBE	Headwater Forest	Riparian	20	0.1
WBF	Headwater Forest	Riparian	73	0.1
WBG	Headwater Forest	Riparian	24	0.04
WCA	Headwater Forest	Riparian	34	0.02
WCB	Headwater Forest	Riparian	57	0.5
WCC	Headwater Forest	Riparian	33	0.02
WCD	Headwater Forest	Riparian	28	0.02
WCE	Headwater Forest	Riparian	38	0.2
WCF	Headwater Forest	Riparian	28	0.01
WCH	Headwater Forest	Riparian	30	0.08
WDA	Headwater Forest	Riparian	57	0.08
			<b>Total</b>	<b>14.2</b>

## Appendix F: SHPO Documents



## North Carolina Department of Cultural Resources

### State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory  
Secretary Susan Kluttz

Office of Archives and History  
Deputy Secretary Kevin Cherry

May 18, 2015

Don Brown  
VHB Engineering  
4000 West Chase Boulevard  
Raleigh, NC 27607

[dbrown@vhb.com](mailto:dbrown@vhb.com)

Re: Independence Boulevard Improvements from Conference Drive to I-485, U-2509,  
Mecklenburg County, ER 15-1017

Dear Mr. Brown:

Thank you for your April 27, 2015, letter concerning the above-referenced undertaking. We have reviewed the materials provided and offer the following comments.

Because the architectural survey for the area of potential effect is more than fifteen years old, we recommend that an architectural historian identify and evaluate any structures over fifty years old in the Area of Potential Effects and report the findings to us.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

for Ramona M. Bartos

cc: Wilson Stroud, NCDOT  
Mary Pope Furr, NCDOT

[wstroud@ncdot.gov](mailto:wstroud@ncdot.gov)  
[mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

September 27, 2017

**MEMORANDUM**

**TO:** Brian Overton  
Office of Human Environment  
NCDOT Division of Highways

**FROM:** Ramona M. Bartos *Ramona Bartos*

**SUBJECT:** Widening and Upgrading of US 74 from Conference Drive to I-485, Charlotte and Matthews, Mecklenburg County, U-2509, ER 15-1017

Thank you for providing updated GIS shapefiles for the above-referenced project. The three additional areas are in locations that appear to either have disturbance from existing development or have sloped and/or eroded soils, and would not need to be subjected to systematic, intensive archaeological survey.

All submittals that require review and response from our office should be submitted to NCSHPO by mail or to [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). Please comply with this process for review in order to expedite our comments on any changes to your project.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comments, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above-referenced tracking number.



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

February 23, 2017

**MEMORANDUM**

**TO:** Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

**FROM:** Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

**SUBJECT:** Historic Structures Survey Report for Improvements to US 74 (East Independence Boulevard) From I-485 to Idlewild Road, U-2509, Mecklenburg County, ER 15-1017

Thank you for your memorandum of February 2, 2017, transmitting the report for the above-referenced undertaking. We have reviewed the report and concur that the three properties evaluated are not eligible for listing in the National Register of Historic Places. They are:

- Triston G. And Barbara Stegall House (MK3539)
- Harkey-McEwen-Moore House/MeEwen-Moore Farmhouse (MK1178)
- Layton E. And Margie Duncan House (MK3646)

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)

## Appendix G: Relocations Report



# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

<b>WBS ELEMENT:</b>	38965.1.1	<b>COUNTY:</b>	Mecklenburg	<b>Alternate</b>	1 of 5
<b>T.I.P. No.:</b>	U-2509 A – Includes Northeast Parkway, Arequipa Drive and Krefeld Drive				
<b>DESCRIPTION OF PROJECT:</b>	US 74 from Idlewild Road to I-485 in Mecklenburg County – Includes Northeast Parkway, Arequipa Drive and Krefeld Drive				

ESTIMATED DISPLACEES					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	2	2	4	2	0	2	2	0	0			
Businesses	3	5	8	1	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale	For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0
<b>ANSWER ALL QUESTIONS</b> Yes No Explain all "YES" answers.					20-40M	0	150-250	0	20-40M	9	150-250	1
					40-70M	0	250-400	0	40-70M	37	250-400	1
					70-100M	0	400-600	2	70-100M	77	400-600	5
					100 UP	2	600 UP	0	100 UP	503	600 UP	36
					TOTAL	2		2		627		43
<b>REMARKS (Respond by number)</b> 3. Businesses will remain available as much of the project area is Commercial/Residential. 4. See Excel Worksheet for Business Relocates. 6. MLS, Newspaper, Realtor, Real Estate Publications & Internet. 8. As required by Law and in accordance with the Uniform Relocation Act. 11. Charlotte in Mecklenburg County has Public Housing. 12. Based on current market, Housing and Storefront Business Locations should be available. 14. MLS, Newspaper, Realtor, Real Estate Publications & Internet Note: DSS Dwelling Availability was obtained from "Realtor.com" for Matthews, Mecklenburg County and within 20 miles.												

 Right of Way Agent		5/22/19 Date		 Relocation Coordinator		5/22/19 Date	
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R-5705 Alt. A  
NC 55 from S of SR 1532 to NC 42

Non Residential

TIP No.: **U-2509 A - Includes Northeast Parkway, Arequipa Drive and Krefield Drive**  
County: Mecklenburg  
Description: US 74 from Idlewild Road to I-485 (Charlotte Outer Loop)  
**EIS Parcel Worksheet**

NO.	T	O	NAME	EMPLOYEES	F	P	TYPE	M	PARCEL
1	X		Curium Properties LLC	10		5	3- Story Office Bldg (Bldg 10550)		281
2		X	1st Results Billing & Collections	4		2	GBA Office	X	185
3		X	Ormel H. Walker III	3		2	O. H. Walker Insurance		186
4	X		Second Chance Financial LP	2		2	Gethseme Garden		337
5	X		Second Chance Financial LP	2		2	Ethix 360		337
6	X		Second Chance Financial LP	4		2	Electrical Diagnostic Sruveys		337
7	X		Second Chance Financial LP	2		2	Audio Video Architects		337
8		X	Town of Matthews	12		3	Matthews Public Works		389
				5	3				
								1	

T= Tenant  
O= Owner  
F= Full time  
P= Part time  
M= Minority



# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT: 38965.1.1 COUNTY: Mecklenburg Alternate 2 of 5

T.I.P. No.: U-2509 Option 1 Independence Pointe Parkway

DESCRIPTION OF PROJECT: US 74 from Idlewild Road to I-485 (Charlotte Outer Loop) in Mecklenburg County

ESTIMATED DISPLACEES					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	0	0	0	0	0	0	0	0			
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale			
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M			
<b>ANSWER ALL QUESTIONS</b> Yes No Explain all "YES" answers.					20-40M	0	150-250	0	20-40M	9		
					40-70M	0	250-400	0	40-70M	37	250-400	1
					70-100M	0	400-600	0	70-100M	77	400-600	5
					100 UP	0	600 UP	0	100 UP	503	600 UP	36
					TOTAL	0	0	0	627	43		
<b>REMARKS (Respond by Number)</b> 3. Businesses will remain available as much of the project area is Commercial/Residential. 4. No Business or Residential Relocates. 6. MLS, Newspaper, Realtor, Real Estate Publications & Internet. 8. As required by Law and in accordance with the Uniform Relocation Act. 11. Matthews in Mecklenburg County has Public Housing. 12. Based on current market, Housing and Storefront Business Locations should be available. 14. MLS, Newspaper, Realtor, Real Estate Publications & Internet  <i>Negative Report</i> Note: DSS Dwelling Availability was obtained from "Realtor.com" for Matthews, Mecklenburg County and within 20 miles.												

*Paio Ward*

Right of Way Agent

5/22/19

Date

*[Signature]*

Relocation Coordinator

5/22/19

Date

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

**WBS ELEMENT:** 38965.1.1 **COUNTY:** Mecklenburg **Alternate** 3 of 5

**T.I.P. No.:** U-2509 **Option 2** Independence Pointe Parkway

**DESCRIPTION OF PROJECT:** US 74 from Idlewild Road to I-485 (Charlotte Outer Loop) in Mecklenburg County

ESTIMATED DISPLACEES					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	24	24	6	0	0	10	14	0			
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	9	150-250	1
					40-70M	0	250-400	0	40-70M	37	250-400	1
					70-100M	0	400-600	0	70-100M	77	400-600	5
					100 UP	0	600 UP	24	100 UP	503	600 UP	36
					<b>TOTAL</b>	<b>0</b>		<b>24</b>		<b>627</b>		<b>43</b>

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	6. Source for available housing (list). x
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? <b>18 to 24 Months</b>

REMARKS (Respond by Number)	
3. Businesses will remain available as much of the project area is Commercial/Residential.	
4. No Business Relocates.	
6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.	
8. As required by Law and in accordance with the Uniform Relocation Act.	
11. Matthews in Mecklenburg County has Public Housing.	
12. Based on current market, Housing and Storefront Business Locations should be available.	
14. MLS, Newspaper, Realtor, Real Estate Publications & Internet	
Note: DSS Dwelling Availability was obtained from "Realtor.com" for Matthews, Mecklenburg County and within 20 miles.	

*PA Ward*

Right of Way Agent

5/22/19

Date

*RSB*

Relocation Coordinator

*5/22/19*

Date

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

☒ **E.I.S.**      ☐ **CORRIDOR**      ☐ **DESIGN**

<b>WBS ELEMENT:</b>	38965.1.1	<b>COUNTY:</b>	Mecklenburg	<b>Alternate</b> 4 of 5
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**T.I.P. No.:** U-2509 **Option 3** Independence Pointe Parkway

**DESCRIPTION OF PROJECT:** US 74 from Idlewild Road to I-485 (Charlotte Outer Loop) in Mecklenburg County

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	36	36	9	0	0	15	21	0			
Businesses	0	0	0	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	1	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	9	150-250	1
					40-70M	0	250-400	0	40-70M	37	250-400	1
					70-100M	0	400-600	0	70-100M	77	400-600	5
					100 UP	0	600 UP	36	100 UP	503	600 UP	36
					<b>TOTAL</b>	<b>0</b>		<b>36</b>		<b>627</b>		<b>43</b>

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
x		6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? <b>18 to 24 Months</b>

REMARKS (Respond by Number)	
3. Businesses will remain available as much of the project area is Commercial/Residential.	
4. No Business Relocates.	
6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.	
8. As required by Law and in accordance with the Uniform Relocation Act.	
11. Matthews in Mecklenburg County has Public Housing.	
12. Based on current market, Housing and Storefront Business Locations should be available.	
14. MLS, Newspaper, Realtor, Real Estate Publications & Internet	
Note: DSS Dwelling Availability was obtained from "Realtor.com" for Matthews, Mecklenburg County and within 20 miles.	

<div style="text-align: center;">   <b>Paul Ward</b>  Right of Way Agent </div>	5/22/19 Date	<div style="text-align: center;">   Relocation Coordinator </div>	5/22/19 Date
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# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

☒ E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT: 38965.1.1 COUNTY: Mecklenburg Alternate 5 of 5

T.I.P. No.: U-2509 B

DESCRIPTION OF PROJECT: US 74 from Idlewild Road to I-485 (Charlotte Outer Loop) in Mecklenburg County

ESTIMATED DISPLACED					INCOME LEVEL				
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP
Residential	3	2	5	1	0	0	1	3	1
Businesses	7	87	94	11	VALUE OF DWELLING				DSS DWELLING AVAILABLE
Farms	0	0	0	0	Owners		Tenants		For Sale
Non-Profit	0	7	7	2	For Rent				
ANSWER ALL QUESTIONS									
Yes	No	Explain all "YES" answers.							
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?			0-20M 0 \$ 0-150 0 0-20M 1 \$ 0-150 0				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Will schools or churches be affected by displacement?			20-40M 0 150-250 0 20-40M 9 150-250 1				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?			40-70M 0 250-400 0 40-70M 37 250-400 1				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			70-100M 0 400-600 0 70-100M 77 400-600 5				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?			100 UP 3 600 UP 2 100 UP 503 600 UP 36				
X		6. Source for available housing (list).			TOTAL 3 2 627 43				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?			REMARKS (Respond by number)				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?			2. Seven churches in rental office space will be relocated.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?			3. Businesses will remain available as much of the project area is Commercial/Residential.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?			4. See Excel Worksheet for Business Relocates.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?			6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?			8. As required by Law and in accordance with the Uniform Relocation Act.				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?			11. Matthews in Mecklenburg County has Public Housing				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).			12. Based on current market, Housing and Storefront Business Locations should be available.				
		15. Number months estimated to complete RELOCATION?			14. MLS, Newspaper, Realtor, Real Estate Publications & Internet				
		18 to 24 Months			101 Business displacees including the 7 churches				
					Note: DSS Dwelling Availability was obtained from "Realtor.com" for Matthews, Mecklenburg County and within 20 miles.				

*Paol Ward*

Right of Way Agent

5/22/19

Date

*[Signature]*

Relocation Coordinator

5/22/19

Date

TIP No.: U-2509 B WBS #: 38965.1.1

County: Mecklenburg

Description: US 74 from Idlewild Road to I-485 (Charlotte Outer Loop)

**EIS Parcel Worksheet**

NO.	T	O	NAME	EMPLOYEES F	P	TYPE	M	PARCEL
1	X		GUY PROPERTIES LLC	2	2	Barbershop		1
2	X		GUY PROPERTIES LLC	2	2	Salon	X	1
3	X		GUY PROPERTIES LLC	3	2	Gore Law Office		1
4	X		GUY PROPERTIES LLC	2	1	Guy Properties		1
5	X		GUY PROPERTIES LLC	2	1	Seagrave		1
6	X		GUY PROPERTIES LLC	2	2	Abogados	X	1
7	X		CYTHIA J KEMPISTY	2	3	Pool Tables Plus		2
8	X		4509 EAST INDEPENDENCE BLVD	3	2	K & D's Discount Furniture		5
9	X		COLE CK PORTFOLIO II LLC	4	3	Shell Convenience Store		13
10	X		KHALID M ALASFAR	2	2	Bldv Auto Exchange		16
11	X		INDEPENDENCE LLC	2	2	MGM Skill Arcade		17
12	X		TTM PROPERTIES LLC	3	2	National Pawn		18
13	X		PETER MARINAKOS	4	2	Enterprise		20
14		X	LIBERTY FOODS EAST INC	6	4	Liberty East Restaurant		21
15		X	PETER MARINAKOS	3	2	Greek Market	X	22
16	X		DAVID ASBURY JR PUCKETT	4	2	Mavis Discount Tire		23
17	X		GUY PROPERTIES LLC	2	2	Custom Luxury Rentals		24
18	X		INDEPENDENCE SHOPS LLC	2	2	US Auto Sales		30
19	X		AREIA INC	3	2	Independence Arcade		42
20	X		GUY PROPERTIES LLC	2	2	Carolina Mortuary		70
21	X		THERESA LOIVIERI ALFERO	5	4	Papa John's		78
22	X		THERESA LOIVIERI ALFERO	2	2	Sticky Hemp		78
23	X		GUY PROPERTIES LLC	4	2	National Mobility Service		79
24	X		GUY PROPERTIES LLC	6	2	Verizon		112
25	X		GUY PROPERTIES LLC	3	2	Martial Arts Academy	X	116
26	X		LLANA PROPERTIES LLC	6	3	Lebos		118
27	X		QUORUM MP LLC	6	3	Family Dollar		119
28	X		QUORUM MP LLC	4	2	Infinity's End		119
29	X		QUORUM MP LLC	4	3	T Mobile Wireless		119
30	X		QUORUM MP LLC	3	2	Venus 21 Unisex		119
31	X		QUORUM MP LLC	5	3	Queen's Restaurant		119
32	X		QUORUM MP LLC	5	3	Mi Barrio Grill	X	119
33	X		QUORUM MP LLC	3	2	Cleaners		119
34	X		QUORUM MP LLC	4	2	RX Clinic Pharmacy		119
35	X		QUORUM MP LLC	4	2	A & J Salon	X	119
36	X		QUORUM MP LLC	4	2	Los Reyes	X	119
37		X	Queen City TV Service	6	3	Queen City Appliances		121
38	X		SUSO 2 INDEPENDENCE LP	5	4	Rugged Warehouse		125
39	X		SUSO 2 INDEPENDENCE LP	5	4	Dominos		125
40		X	BRAUN MOTORSPORTS LLC	4	2	Formula One Imports		132
41	X		BLUESTONE ASSOCIATES, LLC	6	4	Buffalo Wild Wings		174
42	X		EVCO CENTER LLC	15	6	Office Building		175
43	X		HALLE PROPERTIES	6	3	Discount Tire		176
44	X		CHARLOTTE REALTY INVESTORS	3	2	Arrived Auto		179
45	X		Broadstone KKD	5	3	Krispy Krème		205
46		X	WIKI WIKI MATTHES LLC	6	5	WIKI Car Wash		222
47	X		WESTERN AUTO SUPPLY CO	5	3	Advanced Auto		226
48	X		WESTERN AUTO SUPPLY CO	5	3	Meineke		226
49	X		EAST INDEPENDENCE PROP	5	3	Matthews Towing		227
50	X		TAE KYU PARK	3	3	Smile Cleaners	X	228
51	X		MDC NC1LP	6	3	NTB Tire		230
52	X		BRIAN TIMOTHY BOYD	6	4	Boston Market		231
53	X		MATTHEWS TOWNSHIP SHOPPING CENTER	3	3	Americas Mattress		285
54	X		MATTHEWS TOWNSHIP SHOPPING CENTER	4	2	Nothing Bundt Cakes		285
55	X		MATTHEWS TOWNSHIP SHOPPING CENTER	3	3	Massage Heights		285
56			MDC NC1LP	3	3	Mattress Firm		288
57		X	TEXAS ROADHOUSE LLC	6	4	Texas Roadhouse		290
58	X		GUY PROPERTIES LLC	2	2	Accurate Engraving and Awards		116
59	X		GUY PROPERTIES LLC	4	2	Business Solutions		116



60	X		GUY PROPERTIES LLC	3	2	City Mart		116
61	X		GUY PROPERTIES LLC	3	2	Texte Beauty Supply	X	116
62	X		SUSO 2 INDEPENDENCE LP	8	4	Bank of America		125
63	X		SUSO 2 INDEPENDENCE LP	4	2	Upper Cuts	X	125
64	X		ADNAN S. NASRALLAH	3	2	Ace Auto Brokers		122
65	X		INDEPENDENCE CHARLOTTE	6	4	Northern Tool		177
66	X		CURIUM PROPERTIES	15	6	Balanced Body Chiropractic (3SBBldg)		281
67	X		MICHAEL E. TODD	3	2	Johanner Alignment	X	183
68	X		MICHAEL E. TODD	3	2	The Car Studio		183
69	X		MICHAEL E. TODD	2	2	Used Cars		182
70	X		CHARLOTTE REALTY INVESTORS	2	1	Mr. Inspection		181
71	X		CHARLOTTE REALTY INVESTORS	2	1	Dr. Detail		181
72	X		CHARLOTTE REALTY INVESTORS	2	1	Arrived Auto		179
73	X		SC Windsor Associates	10	5	Ross		242
74	X		IA Matthews Sycamore LLC	10	5	Best Buy		291
75	X		Nisbet EP Co.	5	3	Shell Convenience Store		319
76		X	Edridge Z. Smith	3	2	Smith's Automotive		322
77	X		Don R. Edwards	3	2	Antique Alley		323
78	X		Emanuel Properties LLC	4	2	Shands School		324
79	X		Emanuel Properties LLC	3	2	MDD Dietician		324
80	X		Emanuel Properties LLC	5	2	The Fix - Rehab		324
81	X		Dallas Development LLC	5	3	Auto Zone		366
82	X		Courtyard by Marriott	8	5	Courtyard by Marriott		379
83	X		Poulos Enterprises Inc.	5	3	Picadilly's		370
84	X		Poulos Enterprises Inc.	4	3	PPG Paints		370
85	X		Poulos Enterprises Inc.	4	2	Scrap Management		370
86	X		Poulos Enterprises Inc.	4	3	Bella Salon & Spa		370
87	X		Poulos Enterprises Inc.	3	3	Barking Boutique		370
88	X		Poulos Enterprises Inc.	3	2	Barbershop		370
89	X		Poulos Enterprises Inc.	2	2	NC Global Center		370
90	X		Sunny Side Up Realty LLC	5	4	Americana Restaurant		371
91	X		Petit Limited Partnership	3	2	Sherwin Williams Paints		348
92	X		Oakhaven Enterprises Inc.	5	3	Firestone		354
93	X		Winkal Holdings LLC	4	3	Lumber Liquidators		349
94	X		Paul F. Brigman Irev. Trust	3	2	Flooring Center (End Unit)		383

87 7

11

T=Tenant  
O=Owner  
F=Full time  
P=Part time  
M=Minority

## Appendix H: Public Meeting Handouts and Meeting Summaries



# U.S.74 Express Lane Projects

State Transportation Improvement Program  
Project Nos. U-5526 and U-2509  
March 2015

## Public Meeting

**Welcome** to the Public Meeting for the U.S. 74 Express Lane Projects, State Transportation Improvement Program (STIP) Project Nos. U-5526 and U-2509. Project team members are available to provide information on the projects and answer any questions or receive any comments you may have.

**Our goal** tonight is to introduce the proposed projects and explain the project development process. This meeting is one of many opportunities you will have to interact and work with the project team.

**Your Input** is important to us. Your input helps guide our planners and engineers to develop transportation solutions that complement the community's goals and visions. A comment form is included with this handout. You may leave the comment form here with us tonight or e-mail or mail it to us later.

Visit the project websites or call the project hotline for more information and project updates!

**U-5526:**

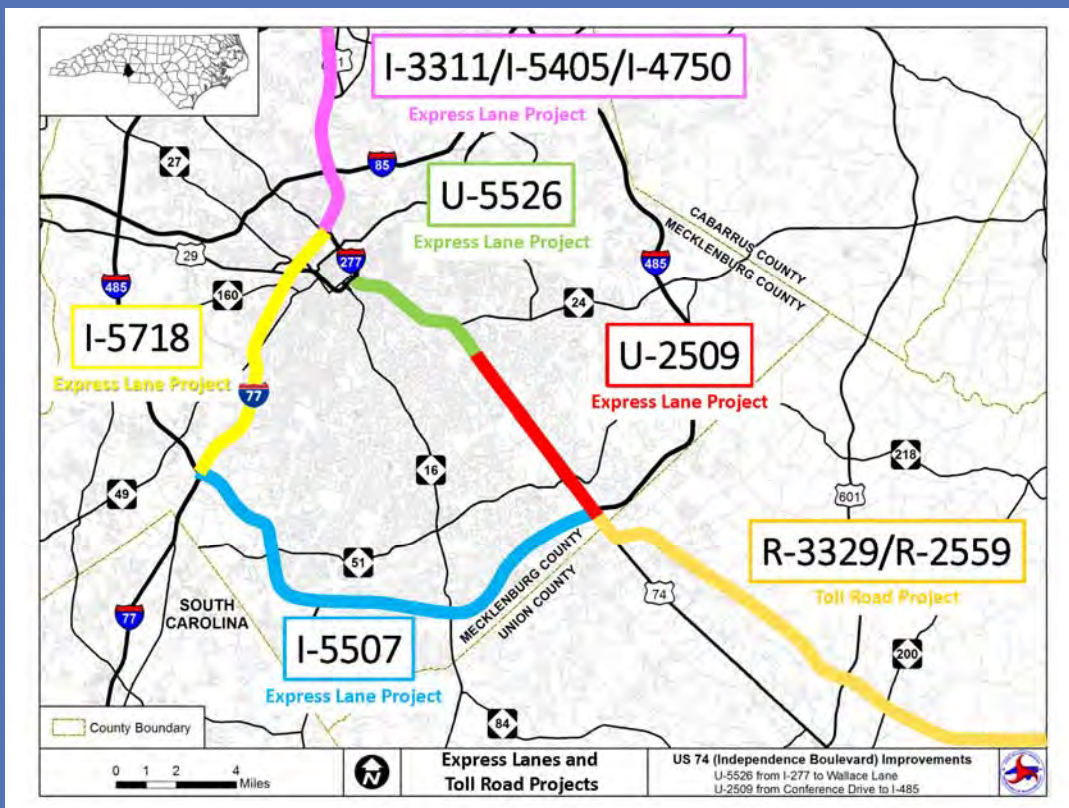
<http://www.ncdot.gov/projects/U-5526/>

**U-2509:**

<http://www.ncdot.gov/projects/u-2509/>

**U-5526 and U-2509:**

1-800-861-7441





# Project Information

## Project Background

NCDOT is in the process of performing roadway improvements and implementing a network of express lanes on U.S. 74 in southeastern Charlotte. These projects will improve traffic capacity and provide users with reliable travel times, especially during peak travel hours. The section of U.S. 74 from I-277 to I-485 currently experiences congestion on a regular basis. Two projects are planned for this section of U.S. 74, STIP Nos. U-5526 and U-2509. STIP No. U-5526 is a 5.8 mile corridor that currently operates as a six-lane roadway, with bus lanes operational and under construction. STIP No. U-2509 is a 6.3 mile corridor that currently operates as a four-lane and six-lane roadway, but is frequently clogged with heavy congestion.

## Purpose & Need

**U-5526**—Much of the section of Independence Boulevard from I-277 to Albemarle Road/N.C. 27 has already been widened to a six-lane to eight-lane freeway/expressway with interchanges at major intersecting roads. The remaining segment, from Albemarle Road to Wallace Lane, is currently being widened to an eight-lane expressway with interchanges under STIP No. U-209 B. All traffic signals on Independence Boulevard are being removed as part of that project, and one bus lane is being constructed in each direction in the median. The purpose of STIP No. U-5526 is to provide travel time reliability along the Independence Corridor between I-277 and Wallace Lane.

**U-2509**—The primary purpose of the proposed project is to provide reliable travel time and improve mobility. Existing U.S. 74 does not provide reliable time for residents and business patrons in southeastern Charlotte and Matthews. By 2040, estimates indicate that U.S. 74 will not be able to carry the projected increase in traffic volumes without substantial delay and congestion. STIP No. U-2509 is needed to connect the system of express lanes planned on U.S. 74 to the northwest, I-485 to the south, and the Monroe Bypass/Connector toll road to the southeast.

## INFORMATION AND COMMENTS

For more information about these projects or to express any comments or concerns, contact any of the project managers below. Please refer to the appropriate project number if you know it (U-5526 or U-2509) or to U-5526/U-2509 if you are not sure when writing about the proposed project. All comments and questions will be addressed as soon as possible.

**Mr. Wilson Stroud**  
**U-5526 and U-2509**

NC Department of Transportation  
Project Development and Environmental  
Analysis Unit  
1548 Mail Service Center  
Raleigh, NC 27699  
(919) 707-6045  
[wstroud@ncdot.gov](mailto:wstroud@ncdot.gov)

**Mr. Tommy Register**  
**U-5526**

TGS Engineers  
706 Hillsborough St.  
Suite 200  
Raleigh, NC 27603  
(919) 773-8887  
[tregister@tgsengineers.com](mailto:tregister@tgsengineers.com)

**Mr. Keith Lewis**  
**U-2509**

VHB Engineering NC, P.C.  
4000 WestChase Blvd.  
Suite 530  
Raleigh, NC 27607  
(919) 334-5619  
[kdlewis@vhb.com](mailto:kdlewis@vhb.com)

## STIP No. U-5526

This U.S. 74 improvement project is a 5.8 mile project that runs from I-277 to Wallace Lane in Charlotte. This project proposes converting the bus lanes in the median of the eight-lane expressway to:

- ◆ One reversible express lane from I-277 to Albemarle Road; and
- ◆ Two express lanes (one in each direction) from Albemarle Road to Wallace Lane

The express lanes will have directional (one-way) operation and will operate inbound (westbound, towards Uptown Charlotte) in the morning and outbound (eastbound away from Uptown Charlotte) in the afternoon. Off-peak use of the proposed express lanes will not be allowed.

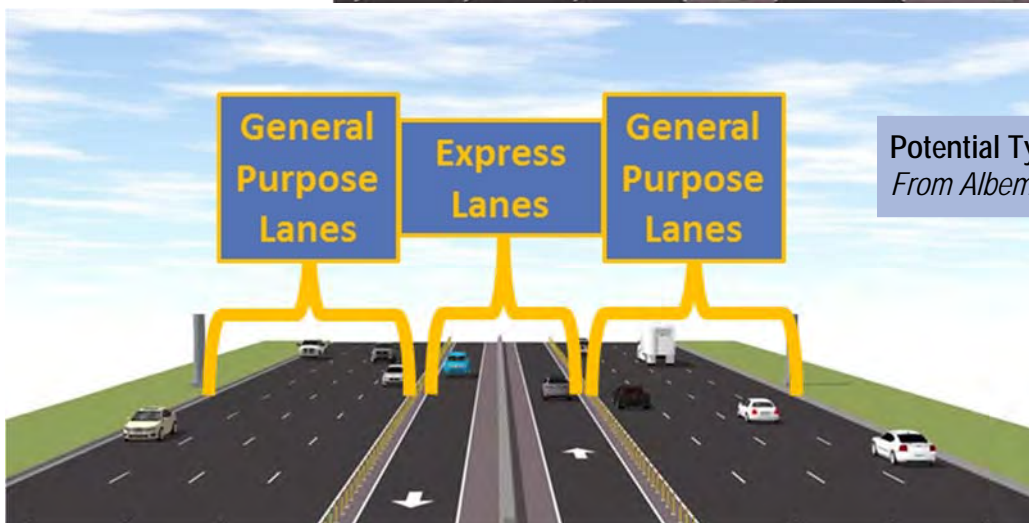
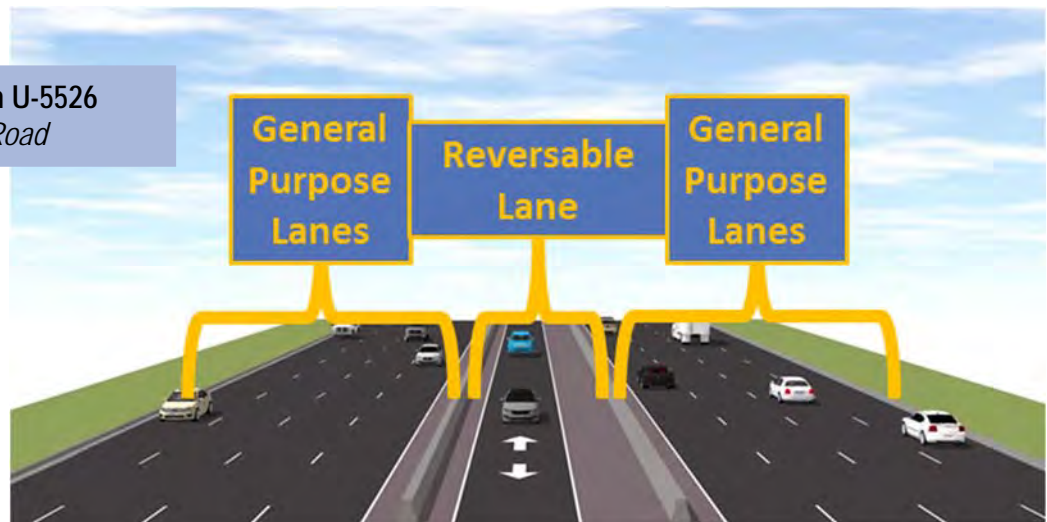
The purpose of this project is to provide travel time reliability on the U.S. 74 corridor. The estimated cost for this project is \$13,700,000.

STIP No. 5526 proposes the following improvements and modifications:

- ◆ Pavement resurfacing and restriping
- ◆ Infrastructure for traffic monitoring and motorist information, including: new signs, pavement markers, tolling equipment, and electronics
- ◆ Minor modifications within the existing median
- ◆ Possible improvements along Independence Blvd. east of Wallace Lane

### Potential Typical Sections

Potential Typical Section U-5526  
*From I-277 to Albemarle Road*



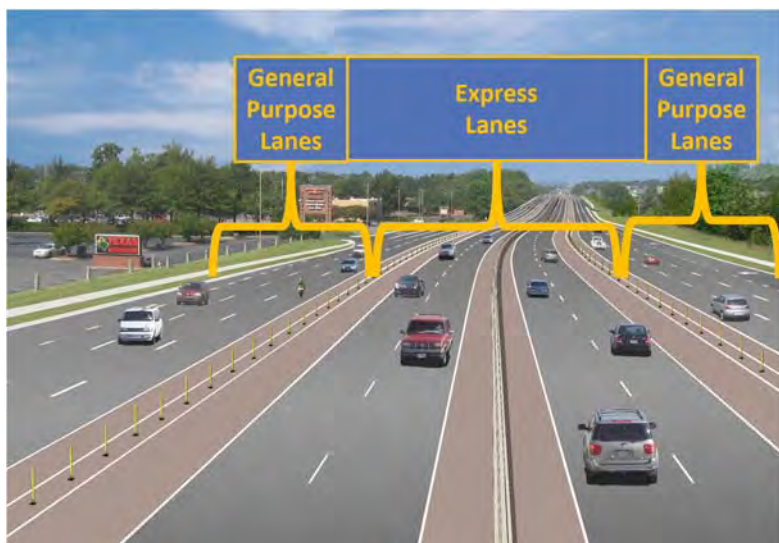
Potential Typical Section U-5526  
*From Albemarle Road to Wallace Ln*

*Preliminary—Typical Section  
Subject to Change*

## *STIP No. U-2509*

STIP No. U-2509 is the U.S. 74 project that runs 6.3 miles from Conference Drive in Charlotte to I-485 in Matthews. This project proposes constructing widened general purpose lanes and express lanes. This will be part of a larger system that will connect with STIP U-5526 and link with proposed express lanes on I-485 south of Charlotte (STIP No. I-5507) and the proposed Monroe Connector/Bypass Toll Road (STIP Nos. R-3329/ R-2559). The cost of the project is estimated at \$405,006,000.

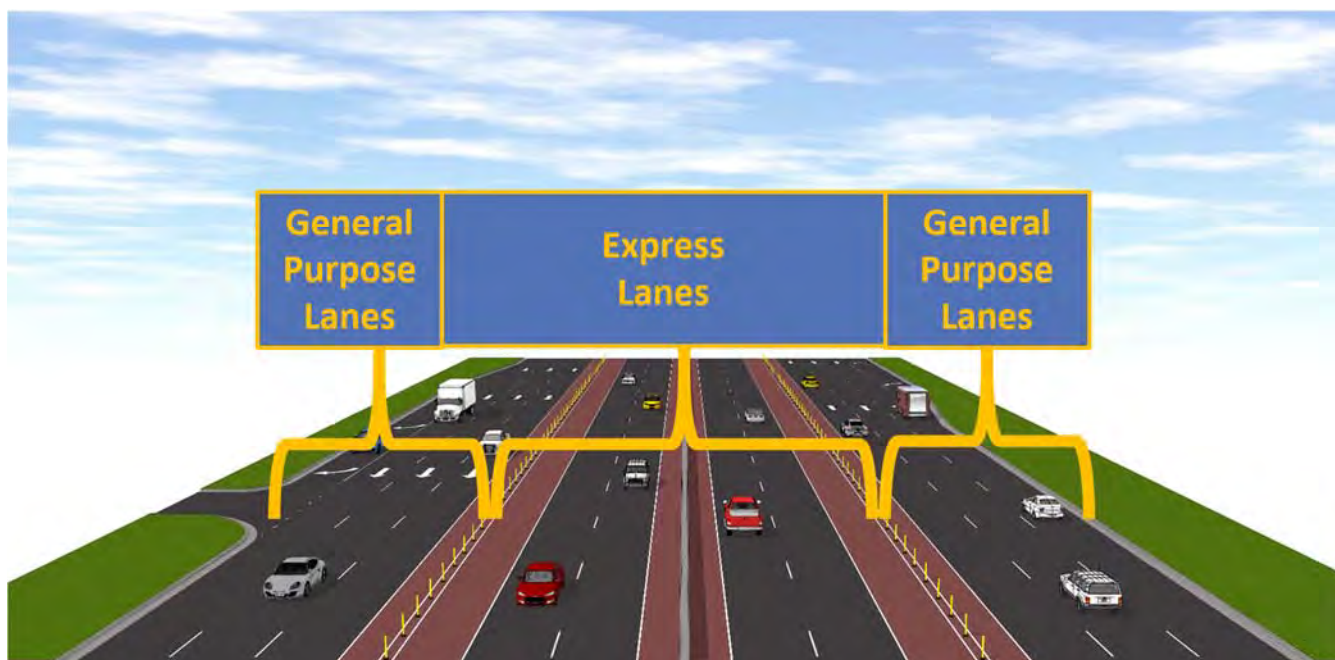
### *Photo Simulation*



STIP No. U-2509 proposes the following:

- ♦ Widening to six general purpose lanes (three in each direction)
- ♦ Interchanges or grade separated crossings at major intersecting roads
- ♦ Short segments of parallel roadways to connect existing local streets to ensure access and connectivity
- ♦ Express lanes in the median of U.S. 74 (one or two in each direction)

### *Potential Typical Section*



*Preliminary—Typical Section Subject to Change*



## PROJECT PROCESS AND SCHEDULES

### Data Collection and Purpose & Need Studies

*U-5526: 2014*

*U-2509: 2014-2015*

### First Public Meeting

*U-5526: March 2015*

*U-2509: March 2015*

### Conduct Detailed Field Studies and Develop Alternatives

*U-5526: Spring 2014*

*U-2509: Fall 2015*

### Preliminary Designs

*U-5526: 2014-2015*

*U-2509: 2015-2016*

### Environmental Document

*U-5526: CE, June 2015*

*U-2509: EA, January 2017*

### Public Hearing

*U-5526: Fall 2015*

*U-2509: Spring 2017*

### Project Design

*U-5526: 2015-2016*

*U-2509: 2018-2019*

### Begin Right-of-Way Acquisition

*U-5526: Spring 2017\**

*U-2509: Summer 2020\**

### Begin Construction

*U-5526: 2017\**

*U-2509: 2022\**

The planning process used in these two studies involves interdisciplinary teams to research and coordinate the natural and human environment, traffic analyses and alternative development options for the projects. STIP No. U-5526 is in the final stages of the environmental documentation process. STIP No. U-2509 is in the first phase of the planning process.

**U-5526**—Preliminary designs have been completed, and an impact analysis will conclude with the completion of the environmental document at the level of a Categorical Exclusion (CE) by June 2015.

**U-2509**—During this first phase, we are introducing the project to the public, gathering data, and determining the transportation needs of the study area.

Following this phase of the process, the U-2509 project team will develop the alternatives for improving this section of U.S. 74 by completing preliminary designs and continuing in-depth field studies for these alternatives. The team will then prepare an environmental document at the level of an Environmental Assessment (EA) outlining the existing and future conditions, proposed improvements, and any anticipated impacts. This EA will include an explanation and evaluation of alternatives studied and will present the recommended alternative to be implemented.

**U-5526 and U-2509**—The public will have an opportunity to comment on these two documents and the recommended alternative of each at separate public hearings following approval of the environmental documents. This will complete the planning process and the projects will then move into the design phase. Ultimately the Preferred Alternative for each project will be constructed.

## THANK YOU!

Thank you for visiting the Public Meeting for STIP Nos. U-5526 and U-2509. Your feedback is important—please complete and return the attached comment form.

*\*Schedules are subject to funding*

# I-485 Express Lanes

STIP Project I-5507 | Mecklenburg County



**PROJECT INFORMATION** // Summer 2018



## Project Overview

In 2007, the City of Charlotte partnered with the North Carolina Department of Transportation (NCDOT), South Carolina Department of Transportation (SCDOT), Charlotte Regional Transportation Planning Organization (CRTPO), and other local and regional agencies to initiate the "Fast Lanes Study". This study examined existing and planned major highways throughout a 10-county area and identified corridors that could benefit most from implementing express lanes to help manage congestion during peak travel periods. The initial findings focused on I-485 for additional study in southern Mecklenburg County. Please refer to the project timeline on page 3.

The proposed I-485 Express Lanes project would add one express lane in each direction along I-485 between I-77 and U.S. 74 (Independence

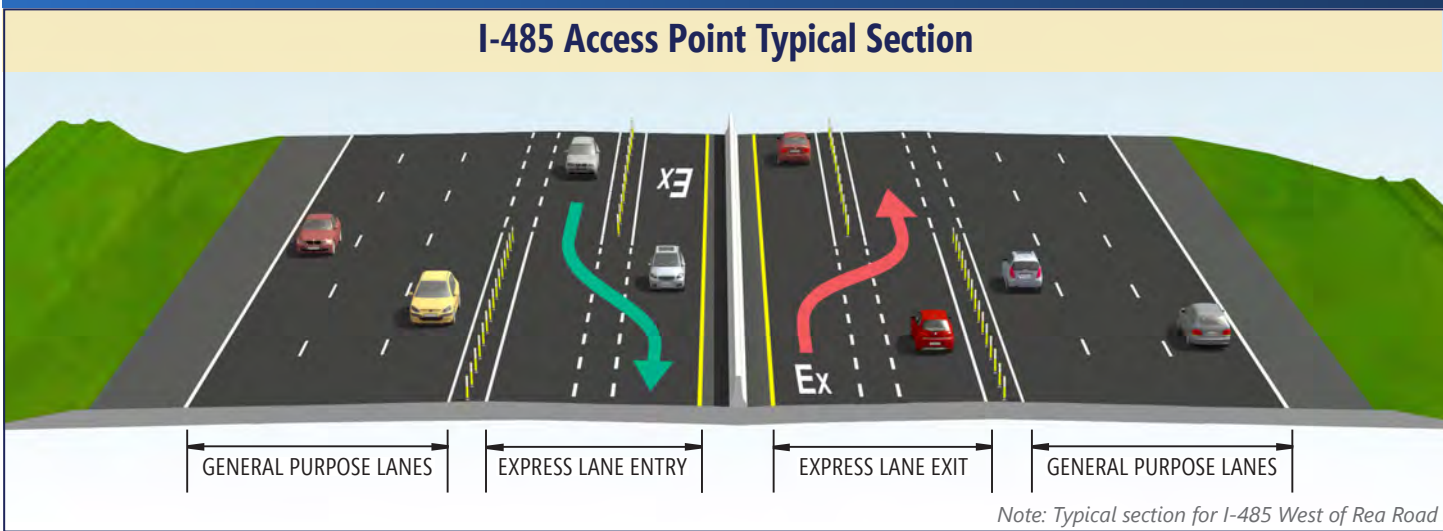
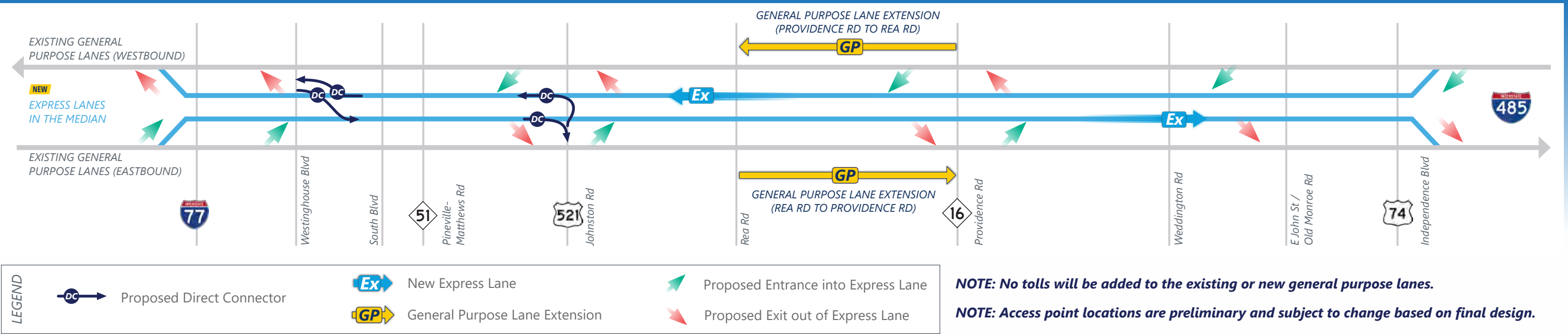
Boulevard), providing travel time reliability and improving traffic flows in this critical transportation corridor. This segment of I-485 carries between 80,000 and 146,000 vehicles per day and regularly becomes congested. The project would also add one general purpose lane in each direction along I-485 between Rea Road and Providence Road. In coordination with other projects in southeastern Mecklenburg County, this project would serve as part of a larger network of express lanes offering drivers the option of more reliable travel times.

To minimize the duration of construction along the project corridor, three other projects would be constructed at the same time as the I-485 Express Lanes (Ballantyne Commons Parkway bridge widening, new interchange at Weddington Road, and John Street interchange improvements - see map below).

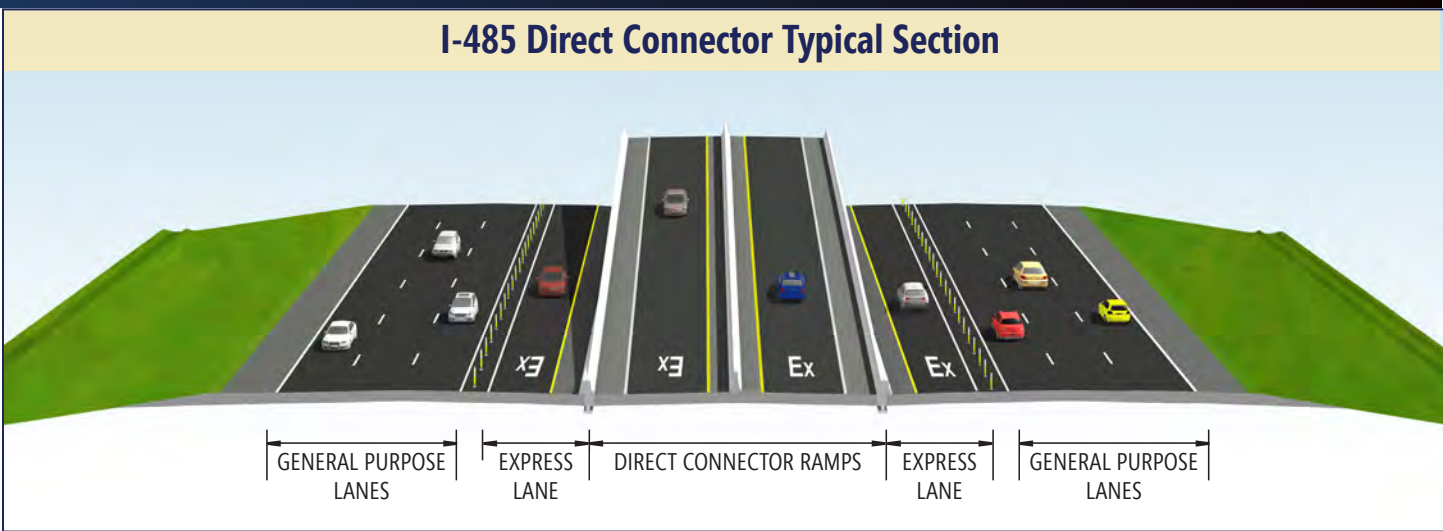




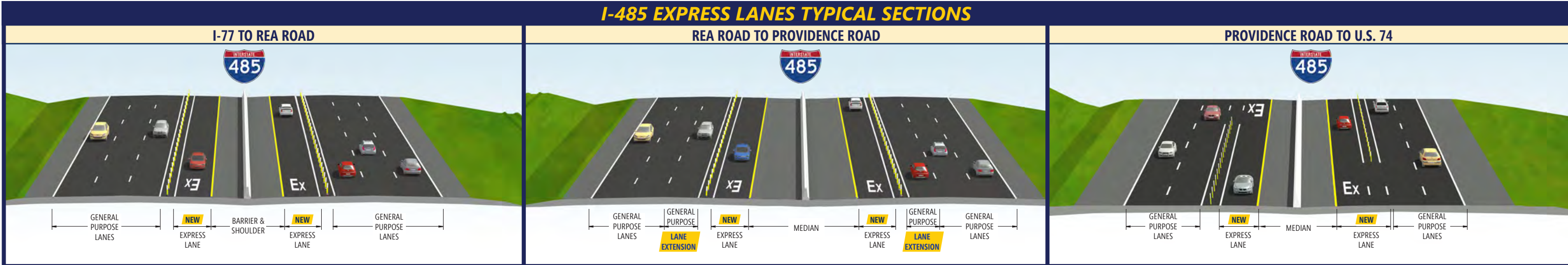
I-485 Express Lanes Preferred Alternative Access Points and Direct Connectors



**What Are Access Points?** Access Points are locations where vehicles will be allowed to enter and exit the Express Lanes through openings in the separation between the general purpose lanes and Express Lanes. Access Points will be designed to allow adequate time for vehicles to safely maneuver in and out of the Express Lanes.



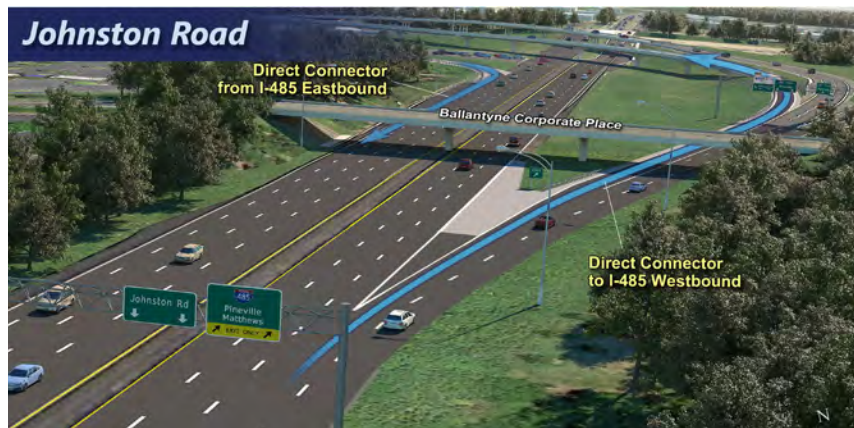
**What Are Direct Connectors?** Direct Connectors are exit and entrance ramps directly connecting Express Lanes and cross streets. The I-485 Express Lanes Project includes Direct Connectors at Johnston Road and Westinghouse Boulevard.



## Current Status

The required environmental document for the project, known as a Categorical Exclusion, is anticipated to be approved by the Federal Highway Administration in Summer 2018. Preliminary design plans have been completed and are available for viewing on the project website.

This project will be constructed through a Design-Build process, meaning engineers and contractors will collaborate to finalize the design plans. The Design-Build process allows flexibility to develop innovative concepts to reduce the overall project cost and shorten the schedule, and can result in slight variations from the preliminary design plans. Please refer to the project timeline below for additional information.



*Proposed Direct Connector at I-485/Johnston Road.*

## Potential Noise Wall Locations

The noise study for the planning phase of the I-485 Project (called a Traffic Noise Report) is now complete. In this study, noise walls were evaluated at 34 locations to see if they are feasible and reasonable. Of these, 21 preliminarily met the criteria and were identified as preliminary noise wall locations. During final design, additional analysis will be conducted to identify recommended noise wall locations.

Preliminary noise wall locations will be shared at the public open houses scheduled for July 25 and 26, 2018. If you have questions about a specific location, please call or email the project hotline at 1-800-254-0498 or [I-485ExpressLanes@rsandh.com](mailto:I-485ExpressLanes@rsandh.com).

As the project designs move forward, there will be additional public outreach regarding noise walls before a final decision is made about the installation of noise walls.

**Visit the project website or call the project hotline for more information and project updates!**



Scan to visit the project website

[www.publicinput.com/I-485\\_US-74\\_Charlotte](http://www.publicinput.com/I-485_US-74_Charlotte)

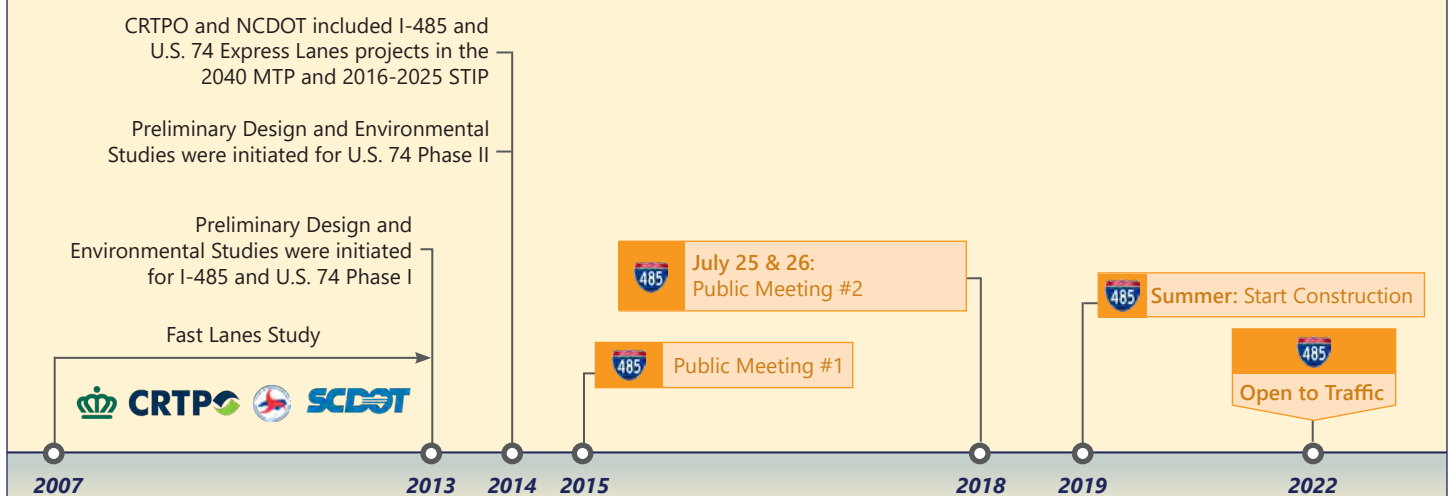


**1-800-254-0498**



**@NCTurnpike**

## I-485 Express Lanes Project Timeline





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

April 8, 2015

MEMORANDUM TO: Meeting Participants

FROM: Keith Lewis, Project Manager, VHB  
Don Brown, Senior Project Planner, VHB

SUBJECT: Meeting Summary –Public Meeting for US 74  
(Independence Blvd.) Improvements  
STIP No. U-5526 – I-277 to Wallace Lane and  
STIP No. U-2509 – Conference Drive to I-485  
in Mecklenburg County

TIME & LOCATION: March 30, 2015; 4:00 PM-7:00 PM  
Ovens Auditorium  
Charlotte, North Carolina

## MEETING NOTES

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### Staff in Attendance

Scott Cole	NCDOT – Div 10	Andy Lelewski	NCTA
Stuart Basham	NCDOT – Div 10	Marvin Butler	NCTA
Warren Cooksey	NCDOT – Div 10	Tim Gibbs	City of Charlotte
Jordan Ashley Walker	NCDOT – Div 10	Catherine Stutts	City of Charlotte
Jennifer Harris	NCDOT – PDEA	Tommy Register	TGS Engineers
Wilson Stroud	NCDOT – PDEA	Megan Pendell	TGS Engineers
Stacy Oberhausen	NCDOT – PDEA	Radha Swayampakala	RS&H
Greg Brew	NCDOT – Rdwy Dsn	Keith Lewis	VHB
Diane Wilson	NCDOT – PI	Lauren Triebert	VHB
Angela Sanderson	NCDOT – PDEA	Don Brown	VHB

The overall purpose of this Public Meeting was to present to the public the concept of express lanes and share maps of:

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH NC 27699-1548

TELEPHONE: 919-707-6000  
FAX: 919-250-4224  
WEBSITE: [WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/](http://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/PE/)

**LOCATION:**  
CENTURY CENTER, BUILDING A  
1000 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610



- The U-5526 project, and
- The approximated right-of-way that may be needed for the U-2509 express lanes project and associated parallel roadways that would be included.

A power point video was shown on a repeating loop describing the two projects and the different stages of project development. Following the video presentation, the public was invited to view the maps of the projects and discuss with NCDOT representatives the various aspects of the projects. NCDOT and NCTA staff were on hand to discuss:

- U-5526 (converting bus lanes to express lanes on US 74 from I-277 to Wallace Lane)
- U-2509 (widening and adding express lanes on US 74 from Conference Drive to I-485; and connecting parallel roadways)
- I-5507 (the I-485 express lanes project from US 74 to I-77)
- Tolling related issues
- Right-of-way issues and concerns

In addition to these projects, staff was on hand from the City of Charlotte to provide information on other planning activities that are taking place in the project area.

There were 42 members of the public who signed in. This included many members of the media. Several television stations were there filming and asking questions of staff and of the public. Newspaper reporters were there also. Members of the public came in at various times during the public meeting and there was not a big rush at any particular time.

There were five comment sheets left in the comment box over the two nights of public meetings on the U-5526 project. There were seven comment sheets left in the comment box over the two nights of public meetings on the U-2509 project. Many other comments were received by staff who answered questions of residents and business owners. Overall, there was support for the project, but concern about how the express lanes would integrate in the community.

Please direct any comments or questions about the public meeting summary to Wilson Stroud, 919-707-6045, [wstroud@ncdot.gov](mailto:wstroud@ncdot.gov); Keith Lewis, 919-334-5619, [kdlewis@vhb.com](mailto:kdlewis@vhb.com); or Don Brown, 919-334-5609, [dbrown@vhb.com](mailto:dbrown@vhb.com).

## Appendix I: NEPA/404 Merger Process Concurrence Forms

**Section 404/NEPA Merger Project Team Meeting Agreement**  
**Concurrence Point No. 1**  
**Purpose and Need and Study Area**

**TIP Project No.:** U-2509

**FA Project No.:** NHS-74(70)

**WBS No.:** 38965.1.1

**Project Name/Description:**

US 74 (Independence Boulevard) Improvements from Conference Drive to I-485 (Charlotte Outer Loop) in Charlotte and Matthews, Mecklenburg County.

A concurrence meeting was held with members of the Merger Team on March 19, 2015 to discuss the Purpose & Need and Study Area of the proposed project. Information about the existing and projected traffic conditions along the corridor was presented in the meeting package. The Project Team has concurred on this date with the Purpose & Need and Study Area as described below.

The study area for this project includes proposed improvements to existing US 74 (Independence Boulevard) and an existing network of parallel roads and their proposed connections. The study area ranges from 500 to approximately 2,000 feet on either side of the existing US 74 centerline. The study area also includes an expanded area around the I-485 interchange to evaluate express lanes connection alternatives and an extension to the southeast along US 74 to include connection alternatives to the proposed Monroe Connector/Bypass toll lanes.

The need for this study can be summarized as follows:

- *Existing US 74 does not provide reliable travel time and connectivity for residents, business patrons, and commuters in Southeastern Charlotte and Matthews.*
- *Traffic estimates indicate that US 74 will require additional capacity to achieve a goal of LOS D for users by the design year (2040).*
- *This project is needed to provide reliable travel time, system sustainability, and connect to a system of express lanes planned on US 74 to the northwest, I-485 to the south, and the Monroe Bypass/Connector toll road to the southeast.*

The purpose for the proposed action is as follows:

- *To provide reliable travel time and improve mobility along the US 74 corridor, provide system sustainability, and maintain and improve connectivity across and along US 74 to, from, and between adjacent communities within the study area.*

  
\_\_\_\_\_  
U.S. Army Corps of Engineers

  
\_\_\_\_\_  
U.S. Environmental Protection Agency

  
\_\_\_\_\_  
Federal Highway Administration

  
\_\_\_\_\_  
U.S. Fish and Wildlife Service

Renee Hedrick-Early 3.20.15  
N.C. Department of Cultural Resources Historic Preservation Office

[Signature]  
N.C. Department of Environment and Natural Resources -- Division of Water Resources

[Signature]  
N.C. Department of Transportation, PDEA Unit

Marla Chambers  
N.C. Wildlife Resources Commission

[Signature] for Bob Cook  
Charlotte Regional Transportation Planning Organization

**Section 404/NEPA Merger Project Team Meeting Agreement**  
**Concurrence Point No. 2**  
**Detailed Study Alternatives Carried Forward**

**TIP Project No.:** U-2509

**FA Project No.:** NHS-74(70)

**WBS No.:** 38965.1.1

**Project Name/Description:**

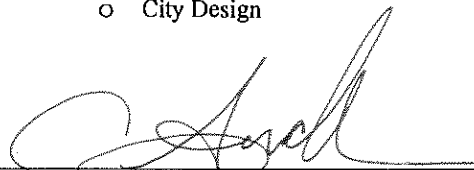
US 74 (Independence Boulevard) Improvements from Conference Drive to I-485 (Charlotte Outer Loop) in Charlotte and Matthews, Mecklenburg County.

A concurrence meeting was held with members of the Merger Team on May 18, 2016 to discuss Detailed Study Alternatives to be carried forward for the proposed project. In addition to the No-Build Alternative, the Project Team has concurred on this date that the Detailed Study Alternatives to be Carried Forward include:


**Expressway Concept**

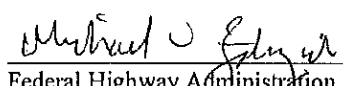
Improvements to US 74 from Conference Drive to I-485, to include widening and the addition of grade separations and interchanges, to bring the facility to the level of an Expressway (with limited segments of freeway) as well as the addition of Express Lanes in the median. Express Lane connections to the proposed I-485 Express Lane project to the south (STIP Project I-5507) and the proposed Monroe Bypass/Connector Toll Road (STIP Projects R-3329 and R-2559) will be included, as well as the connection of parallel roads and the construction of an interchange at Sardis Road North, as described below.

- **Parallel Roads being considered:**
  - Krefeld Drive Extension (Krefeld Drive to Sardis Road North)
  - Arequipa Drive/Northeast Parkway (Margaret Wallace Road to Sam Newell Road)
  - Krefeld Drive/Independence Pointe Parkway (Crownpoint Executive Drive to Sam Newell Road)
  - Northeast Parkway (Overcash Drive to Matthews-Mint Hill Road)
  - Independence Pointe Parkway Alternatives (Windsor Square Drive to Matthews Township Parkway [NC 51])
    - Option 1
    - Option 2
    - Option 3
  - Independence Pointe Parkway (Matthews Township Parkway [NC 51] to Campus Ridge Road)
- **Sardis Road North Interchange Alternatives:**
  - Half-Clover
  - City Design

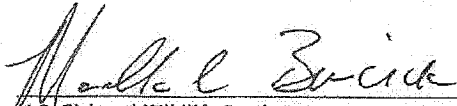
  
U.S. Army Corps of Engineers

5/25/2016

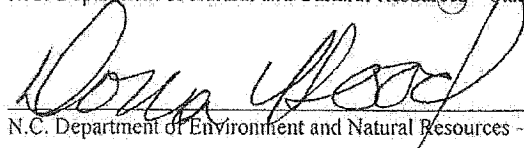
  
U.S. Environmental Protection Agency

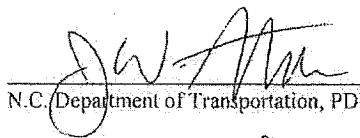
  
Federal Highway Administration

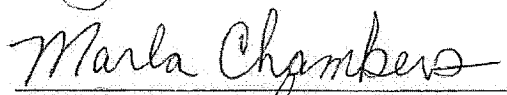
5-18-16


 5/27/16  
U.S. Fish and Wildlife Service

 5-23-16  
N.C. Department of Natural and Cultural Resources - State Historic Preservation Office

 5/18/16  
N.C. Department of Environment and Natural Resources - Division of Water Resources

 5-18-16  
N.C. Department of Transportation, PDEA Unit

 6/2/2016  
N.C. Wildlife Resources Commission

 6/6/2016  
Charlotte Regional Transportation Planning Organization



# Section 404/NEPA Merger Project Team Meeting Agreement

## Concurrence Point No. 2A

### Bridging and Alignment Review

**TIP Project No.:** U-2509

**FA Project No.:** NHS-74(70)

**WBS No.:** 38965.1.1

**Project Name/Description:**

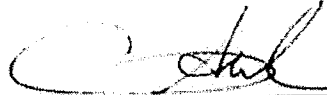
US 74 (Independence Boulevard) Improvements from Conference Drive to I-485 (Charlotte Outer Loop) in Charlotte and Matthews, Mecklenburg County.

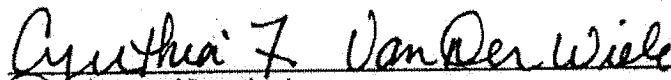
A concurrence meeting was held with members of the Merger Team on June 20, 2016, in conjunction with a field review meeting, to discuss the Bridging Decisions and Alignment Review for the proposed project. The project team has concurred on the recommendations for the following major drainage structures, as presented in the Preliminary Hydraulics Study for Environmental Impacts prepared in April 2016 and revised based on the field review:

U-2509 Mecklenburg County				
Site	Alignment	Stream	Existing Structure Size	Recommended Structure Size
1	East WT Harris Blvd -Y9-	UT to Campbell Creek	1 @ 8' x 6' RCBC	Extend Existing 1 @ 8' x 6' RCBC Downstream end only
2	Margaret Wallace Rd -Y8-	Campbell Creek	4 @ 13' x 9' RCBC	150' Bridge
3	US 74 -L-	McAlpine Creek	4 @ 40' Bridge	225' Bridge
4	Northeast Parkway Extension -Y12-	Irvins Creek	N/A (New Location Alignment)	250' Bridge w/ 72" overflow pipe
5	US 74 -L-	Irvins Creek	1 @ 38' x 18.5' Concrete Arch Bottomless Arch on Footings	Extend existing 1 @ 38' x 18.5' Bottomless Concrete Arch Upstream and Downstream
6	Krefeld Drive Extension -Y10-	Irvins Creek	N/A (New Location Alignment)	300' Bridge
7	US 74 -L-	UT to Irvins Creek Trib 1	1 @ 66" RCP at inlet 1 @ 72" RCP at outlet	Extend existing 1 @ 66" RCP Upstream end only
8	US 74 -L-	Irvins Creek Trib 1	2 @ 8' x 10' RCBC	Extend existing 2 @ 8' x 10' RCBC Upstream and Downstream
9	Sam Newell Rd -Y14-	Irvins Creek Trib 1	1 @ 18' x 7.8' Structural Plate Arch	Terminate Road Improvements prior to site if possible. If not, recommend 80' Bridge
10	Independence Pointe Pkwy Extension -Y15-	Irvins Creek Trib 1	N/A (New Location Alignment)	Alternatives 1 and 2 - 250' Bridge and Realign Stream so no crossing at Site 14; Alternative 3 - 250' Bridge
11	Independence Pointe Pkwy Extension -Y15-	UT to Irvins Creek Trib 1	N/A (New Location Alignment)	2 @ 8' x 7' RCBC Bury inverts 1'
12	Independence Pointe Pkwy Extension -Y15-	UT to Irvins Creek Trib 1	1 @ 16.4' x 8.2' Structural Plate Arch	Extend existing 1 @ 16.4' x 8.2' Structural Plate Arch Downstream end only
13	CPCC Lane Extension -Y19-	Foumle Creek	N/A (New Location Alignment)	2 @ 8' x 7' RCBC Bury inverts 1' with Equalizer Pipes
14	Independence Pointe Pkwy Extension -Y15-	UT to Irvins Creek Trib 1	N/A (New Location Alignment)	Alternatives 1 and 2 - Realign Stream so only crosses at Site 10; Alternative 3 - no crossing

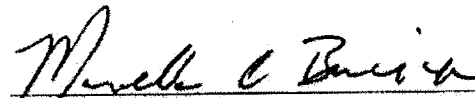
Additionally, the project team has concurred on the review of the preliminary alignment for each Detailed Study Alternative resulting from CP 2, including these adjustments, if necessary:

- NA
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_


 6/20/2016  
U.S. Army Corps of Engineers

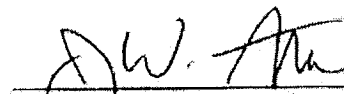
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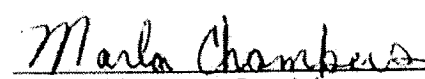
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Federal Highway Administration

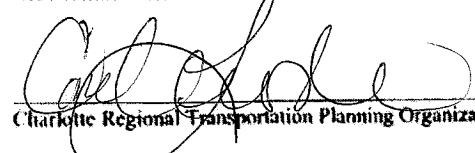
 6/20/16  
U.S. Fish and Wildlife Service

 7-5-16  
N.C. Department of Natural and Cultural Resources - State Historic Preservation Office

 6/20/16  
N.C. Department of Environment and Natural Resources - Division of Water Resources

 6-20-16  
N.C. Department of Transportation, PDEA Unit

 6/20/2016  
N.C. Wildlife Resources Commission

 7/5/2016  
Charlotte Regional Transportation Planning Organization



**Section 404/NEPA Merger Project Team Meeting Agreement**  
**Concurrence Point No. 1 Amendment**  
**Purpose and Need and Study Area**

**TIP Project No.:** U-2509

**FA Project No.:** NHS-74(70)

**WBS No.:** 38965.1.1

**Project Name/Description:**

US 74 (Independence Boulevard) Improvements from west of Idlewild Road to I-485 (Charlotte Outer Loop) in Charlotte and Matthews, Mecklenburg County.

A concurrence meeting was held with members of the Merger Team on March 19, 2015 to discuss the Purpose & Need and Study Area of the proposed project. Information about the existing and projected traffic conditions along the corridor was presented in the meeting package. The Project Team concurred on that date with the Purpose & Need and Study Area as described in the signed CP 1 Form.

The study area for this project has been amended because of shifts in alignment. The revised study area attached is accepted by the merger team as of March 21, 2019.

DocuSigned by:

*Mark Matthews*

3/22/2019

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U.S. Army Corps of Engineers

DocuSigned by:

*Amanetta Somerville*

3/21/2019

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U.S. Environmental Protection Agency

*[Signature]*  
Federal Highway Administration

*[Signature]*  
U.S. Fish and Wildlife Service

DocuSigned by:

*Renee Gledhill-Earley*

3/21/2019

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N.C. Department of Cultural Resources Historic Preservation Office

*[Signature]*  
N.C. Department of Environment and Natural Resources – Division of Water Resources

*[Signature]*  
N.C. Department of Transportation, PDEA Unit

DocuSigned by:

*Marla Chambers*

3/22/2019

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N.C. Wildlife Resources Commission

DocuSigned by:

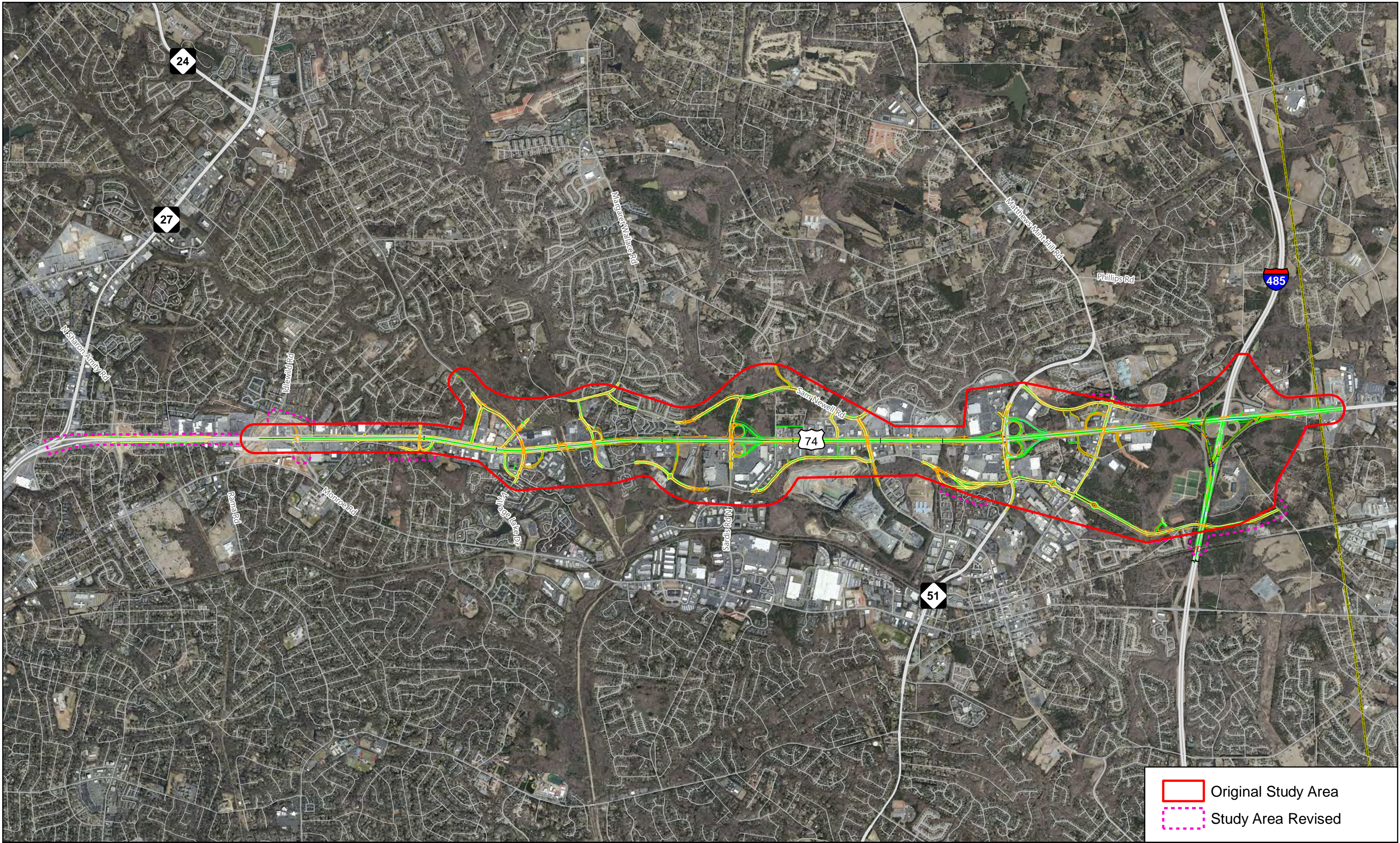
*Robert Cook*


3/21/2019


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Charlotte Regional Transportation Planning Organization





 Original Study Area

 Study Area Revised