



WIDENING OF N.C. 73 BETWEEN N.C. 115 (OLD STATESVILLE ROAD) AND U.S. 29 (CONCORD PARKWAY NORTH)



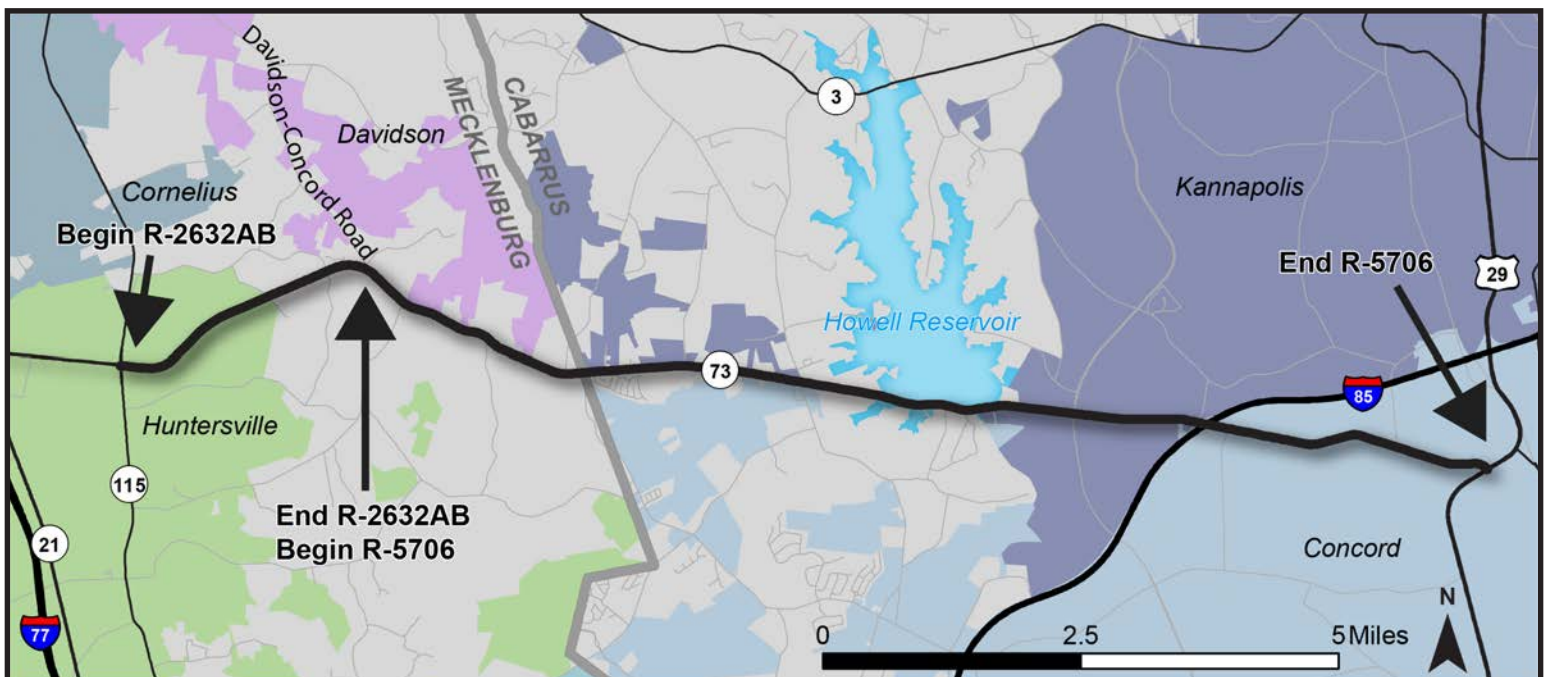
State Transportation Improvement Program Project Nos.
R-2632AB & R-5706

Welcome!

The purpose of tonight's open house public meeting is to provide information on State Transportation Improvement Program (STIP) Project Nos. R-2632AB and R-5706 in Mecklenburg and Cabarrus counties. STIP Project No. R-2632AB proposes to widen N.C. 73 (Sam Furr Road) to four lanes from N.C. 115 (Old Statesville Road) to Davidson-Concord Road (S.R. 2693) (2.7 miles). STIP Project No. R-5706 proposes to widen N.C. 73 (Davidson Highway) to four lanes from Davidson-Concord Road (S.R. 2693) to U.S. 29 (Concord Parkway North) (11.3 miles). Multiple design alternatives are being considered for Project No. R-5706. Both projects are proposed to have pedestrian and bicycle accommodations. Multiple intersection design concepts have been considered at:

- Davidson-Concord Road (S.R. 2693) (R-2632AB)
- Poplar Tent Road (R-5706)
- Odell School Road (R-5706)
- Kannapolis Parkway (R-5706)
- International Drive NW (R-5706)
- Winecoff School Road (R-5706)
- Central Drive NW (R-5706)

Maps of the proposed designs and other project-related information are displayed around the room. After reviewing the information presented, you are encouraged to provide written comments about the project. The comment form on the back of this handout can be filled out and submitted in the comment box tonight or via mail or email to Theresa Ellerby (contact information on form) by **February 12, 2019**.



Purpose and Need

R-2632AB: The purpose of the project is to reduce congestion on N.C. 73 (Sam Furr Road) between N.C. 115 (Old Statesville Road) and Davidson-Concord Road (S.R. 2693), and provide bicycle and pedestrian accommodations. The current year (2017) annual average daily traffic (AADT) along N.C. 73 (Sam Furr Road) ranges from 18,400 vehicles per day (vpd) to 20,000 vpd. In 2040, N.C. 73 is expected to carry between 39,600 vpd and 46,000 vpd.

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

Project History

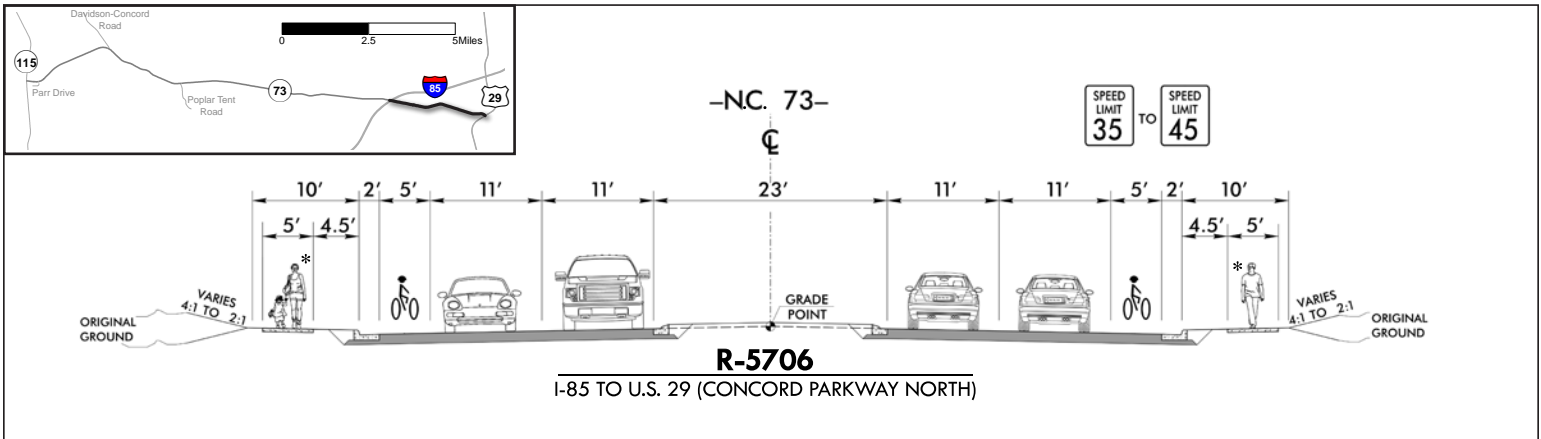
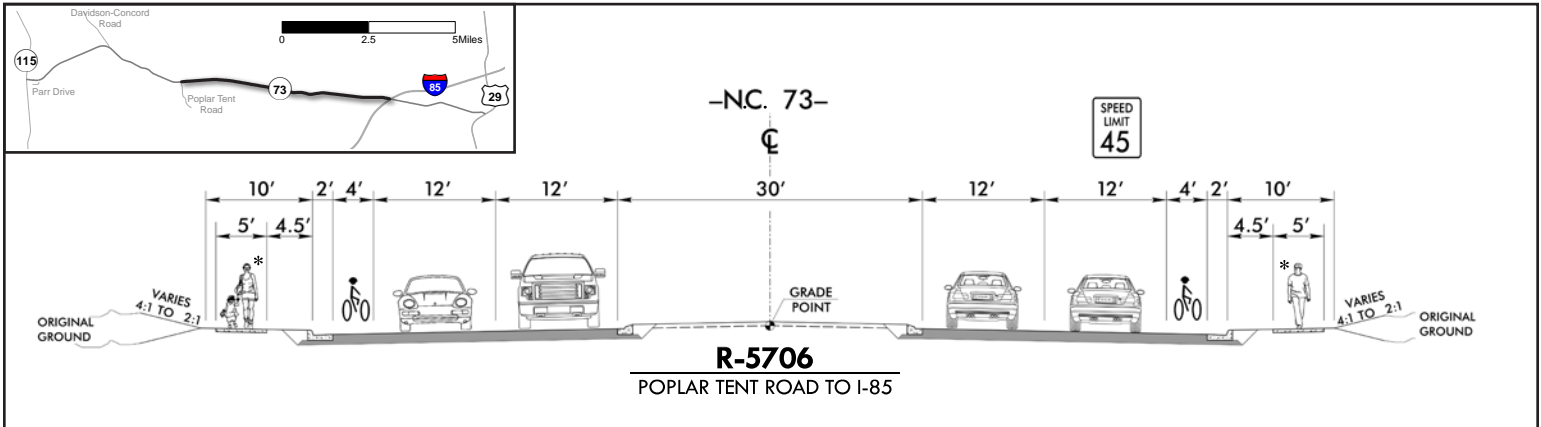
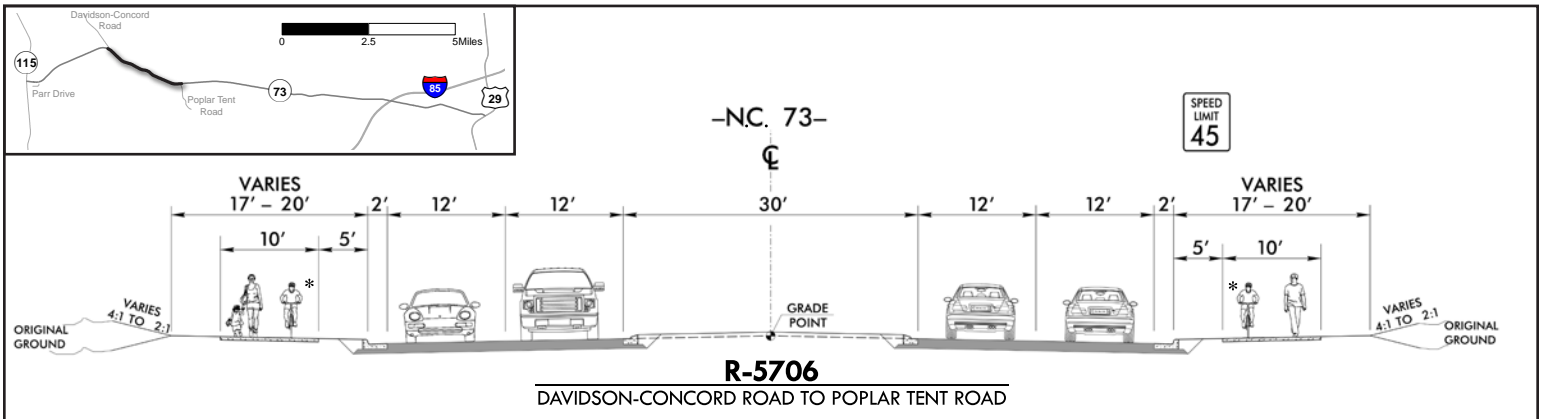
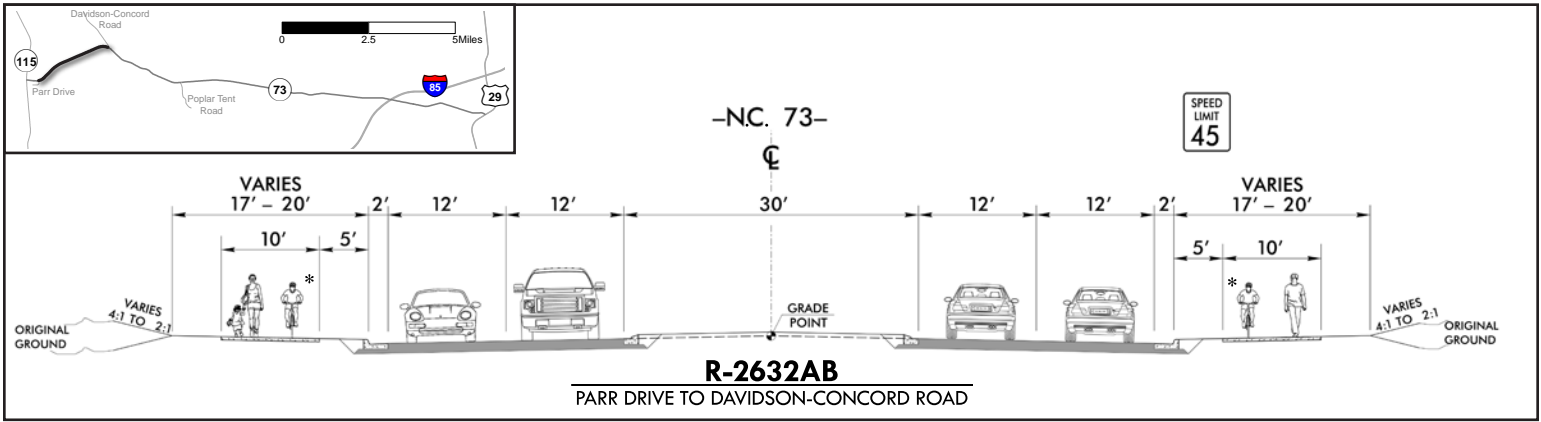
The 2004 N.C. 73 Transportation/Land Use Corridor Plan contains transportation recommendations for a 35-mile corridor of N.C. 73, including the segments of N.C. 73 to be improved by these projects. The Charlotte Regional Transportation Planning Organization (CRTPO) Thoroughfare Plan (2012) identifies N.C. 73 as an Existing Major Thoroughfare, the third-highest classification in the hierarchy of major streets. In addition, the CRTPO Comprehensive Transportation Plan (CTP) (2017) and the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) CTP (2016) both include recommendations to improve N.C. 73.

Other plans call for upgrading N.C. 73 to a 4-lane divided facility with intersection improvements and bicycle and pedestrian accommodations, including:

- N.C. 73: Davidson-Concord Road to Poplar Tent Road Small Area Land Use and Economic Development Plan (2005)
- City of Concord's Land Use Plan (2007)
- Davidson-Concord Road/N.C. 73 Area Plan (2008)
- N.C. 73/Poplar Tent Church Road Small Area Plan (2012)

Potential R-5706 Impacts	Alternative 1 includes a bridge over Howell Reservoir	Alternative 2 includes widening the causeway over Howell Reservoir	Alternative 3 includes a relocated N.C. 73 farther south of Howell Reservoir	Alternative 4 includes a slight relocation of N.C. 73 south of Howell Reservoir
Single-Family Residential Properties	58	58	62	61
Multi-Family Residential Properties	15	15	15	15
Business Properties	24	24	22	25
Park Properties	3	3	3	3
Church Properties	3	3	3	3
School Properties	3	3	3	3
Historic Properties	2	2	2	2
Wetlands (acres)	0.4	0.4	0.5	0.4
Streams (# of crossings)	14	14	15	17
Streams (linear feet)	2,540	2,540	2,660	3,050
Ponds, Lakes, Reservoirs (acres)	0.6	4.0	0.07	0.07
Construction Cost Estimate	\$118,400,000	\$113,100,000	\$109,100,000	\$106,600,000

Proposed Typical Sections



* Sidewalk and Multi-use Paths:
 The construction of sidewalks and multi-use paths are contingent upon municipal agreements

Innovative Intersection Designs

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

Please visit the following links for additional information and benefits of other innovative intersection designs:

<https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/superstreets/Pages/default.aspx>

Schedule	Date*
Final Environmental Document Completed	Summer 2019
Right-of-Way Acquisition Begins	Spring 2020
Construction Begins	Spring 2022

Estimated Costs (2018-2027 STIP)*		
	R-2632AB	R-5706
Right-of-Way and Utilities	\$1.6 million	\$23.2 million
Construction	\$18.2 million	\$117.8 million
Total Cost (including prior years costs)	\$50.268 million	\$141.750 million

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

NCDOT is on the Web!

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

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

Project Contact Information

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

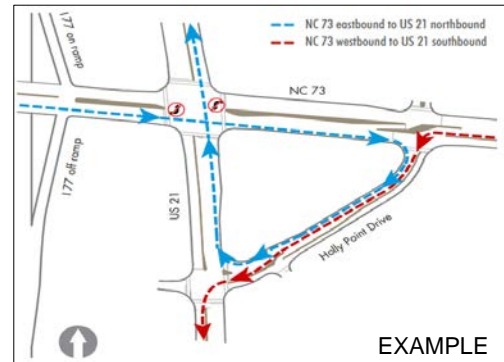
Theresa Ellerby
NCDOT Project Management Unit
1595 Mail Service Center
Raleigh, N.C. 27699-1595
Phone: (919) 707-6020
Email: tellerby@ncdot.gov

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

Intersection Design Concepts

Quadrant Intersection

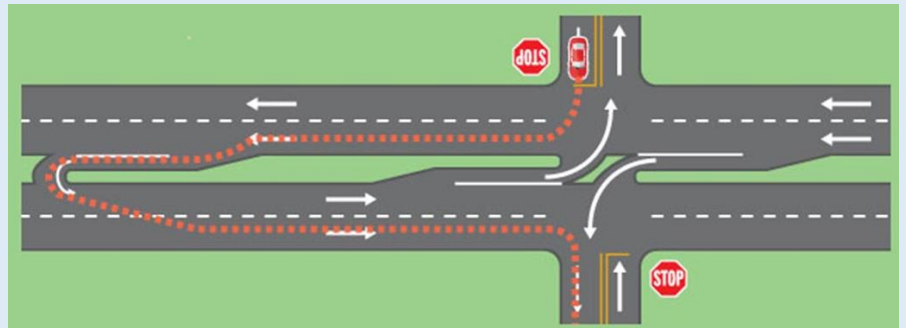
- Redirects conflicting left turns
- Left turn movements are relocated to connector road
- Location of connector road determined by highest left turn volume
- Safety increases due to reduction of conflict points



Advantages	Disadvantages
<ul style="list-style-type: none"> • Improved safety & capacity • Reduced delay & travel time • May prevent need to add lanes • Pedestrian friendly • Simpler, more-efficient traffic signal phasing if signalized 	<ul style="list-style-type: none"> • Strict access control • Additional R/W required • Initial driver confusion • Longer travel distance for some left turn maneuvers

Superstreet Intersection

- Redirects conflicting left turns
- Left turn and through movements are relocated to a U-turn
- Safety increases due to reduction of conflict points



Advantages	Disadvantages
<ul style="list-style-type: none"> • Improved safety & capacity • Reduced delay & travel time • May prevent need to add lanes • Pedestrian friendly • Minimal R/W required • Simpler, more-efficient traffic signal phasing if signalized 	<ul style="list-style-type: none"> • Longer travel distance for some left turn maneuvers • U-turn bulbs required for narrow medians

Bow Tie Intersection

- Redirects conflicting left turns
- Left turn movements are relocated to a U-turn at the roundabouts
- Safety increases due to reduction of conflict points



Advantages	Disadvantages
<ul style="list-style-type: none"> • Improved safety & capacity • Reduced delay & travel time • May prevent need to add lanes • Pedestrian friendly • Minimal R/W required • Simpler, more-efficient traffic signal phasing if signalized 	<ul style="list-style-type: none"> • Longer travel distance for all left turn maneuvers • Raised median recommended between roundabouts, which creates challenges for access management

Traffic Noise

Traffic Noise Process

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

A preliminary noise analysis for this project is currently underway for STIP Project No. R-5706, and the results of this preliminary analysis will be documented in a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design, and it will identify locations where noise abatement preliminarily meet feasibility and reasonableness criteria. As part of the project's final design activities, additional noise studies will be conducted to identify recommended noise barrier locations. The TNR for R-2632AB has been completed and no noise barriers are being recommended.

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

Traffic Noise Policy

An important concept in Federal regulation and in the NCDOT Traffic Noise Policy is the Date of Public Knowledge, which stipulates when NCDOT is and is not responsible for providing noise abatement. The Date of Public Knowledge of the location and potential noise impacts for this project will be the approval date of the State Environmental Assessment (SEA) / Finding of No Significant Impact (FONSI). The SEA/FONSI is expected to be approved in Summer 2019.

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

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

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

Right-of-Way Procedures

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

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

Relocation Assistance

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

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

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: 17634 Caldwell Station Road, Huntersville 3101 Davidson Highway, Concord	Date: January 28, 2019 January 29, 2019
TIP No.: R-2632AB and R-5706 Project Description: Widening of N.C. 73 between N.C. 115 (Old Statesville Road) and U.S. 29 (Concord Parkway North) in Mecklenburg and Cabarrus counties.	

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

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

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

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

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

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



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

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State Transportation Improvement Program Project Nos.
R-2632AB & R-5706

COMMENT SHEET

Name: _____

Address: _____

Email: _____

Phone: _____

Date and Location of Public Meeting:

- January 28, 2019, Lake Norman Church of Christ
- January 29, 2019, Connect Christian Church

Please check one or rank in order of preference (pertaining to R-5706):

- _____ Alternative 1
- _____ Alternative 2
- _____ Alternative 3
- _____ Alternative 4

COMMENTS and/or QUESTIONS:



**R-2632AB & R-5706 NC 73 Widening
NCDOT - Project Management Unit
Theresa Ellerby
1595 Mail Service Center
Raleigh, N.C. 27699-1595**

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