

Transportation Staff Meeting

January 18, 2012

2:00 PM

Room 601

AGENDA

1. Mobility Fund Candidate Projects (Polimeni)

Description: NCDOT is currently in the process of accepting applications for Mobility Fund candidate projects. The TCC has been asked to submit potential Mobility Fund projects in the MUMPO region, and at the January MPO meeting the MPO board will be asked to allow the TCC to endorse those projects on its behalf. This will be an opportunity for proposed projects to be presented for discussion.

2. U-4913, Idlewild Road Widening (Cook)

Description: NCDOT is starting environmental and engineering studies for this project, and has requested that MUMPO provide information by January 20 that it wants included in the scoping packet. The project limits are I-485 to Stevens Mill Road in Union County.

Comments were provided on this project as recently as September 2011 in response to a request from NCDOT's Feasibility Studies unit. These comments (attached) may be sufficient for the current request.

Attachment: Start of Study letter; September 2011 comments.

Access number: 704-432-5485



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

December 7, 2011

Robert Cook
MUMPO Transportation Planning Manger
600 East 4th Street, 8th floor
Charlotte, North Carolina 28202

Dear Ms. Roberts:

SUBJECT: Start of Study for U-4913, Federal-Aid Project STP-3174 (4),
WBS 40543.1.1, STIP Project U-4913, Mecklenburg and Union County

This is to inform you that the Project Development and Environmental Analysis Unit is starting the environmental and engineering studies for the proposed widening of SR-3174/SR-1501 (Idlewild Road) from I-485 in Mecklenburg County to SR-1524 (Stevens Mill Road) in Union County. The project proposes to widen Idlewild Road from a two-lane road to a multi-lane facility. The project is included in the 2012-2018 North Carolina Transportation Improvement Program and is scheduled for right of way in fiscal year 2015 and construction in fiscal year 2017.

A scoping announcement and information packet will be sent separately. If you have information you want to include in the scoping packet please submit by January 20, 2012. If you would like to attend the project scoping meeting, please notify Angela Sanderson at (919) 707-6042 or email amsanderson@ncdot.gov.

A scoping meeting will be scheduled the summer of 2012 with NCDOT staff to discuss the proposed project in more detail.

A Federal Environmental Assessment will be prepared for this project. The document will be prepared in accordance with the National Environmental Policy Act.

If you have any questions concerning the project, please contact Angela Sanderson, Project Development Engineer, of this unit at (919) 707-6042. Please include the STIP Project Number U-4913 in all correspondence and comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregory J. Thorpe".

Gregory J. Thorpe, Ph.D., Manager

Project Development and Environmental Analysis Unit

GJT/jme
Attachments



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

600 East Fourth Street
Charlotte, North Carolina 28202-2853
704-336-2205
www.mumpo.org

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TO: Henry U. Esealuka, Feasibility Studies Engineer, NCDOT
FROM: Robert W. Cook, AICP, MUMPO Secretary
DATE: September 9, 2011
SUBJECT: FS-0210B (Idlewild Road) Draft Feasibility Study Comments

The following comments were prepared by the staff of the Mecklenburg-Union Metropolitan Planning Organization, in consultation with members of its Technical Coordinating Committee.

Estimated Traffic Volumes and Recommended Cross-Section

The Metrolina Regional Model (MRM) estimated traffic volumes for the 2035 design year are significantly lower than those noted in the feasibility study.

Location	Feasibility Study Projection	MRM Projection
I-485	45,800	35,000
Indian Trail-Fairview Road	39,750	16,000

This discrepancy is the likely reason for the study’s recommendation of Alternative 3. MPO staff, along with Stallings and Indian Trail town staff, does not believe that a six-lane cross-section is needed for Idlewild Road at this location. In addition, the proposed 30 foot median is excessive and serves only to increase the road’s footprint without providing significant benefits. Finally, the Town of Indian Trail has adopted cross-sections for all roads within its jurisdiction. These cross-sections should be considered before a final recommendation is made. The Feasibilities Study Unit is requested to re-examine its projections for this project.

Truck Traffic

The study notes that truck traffic is estimated to make up 7% of the ADT. This is significantly higher percentage than is usually found on suburban thoroughfares. The Feasibilities Study Unit is a requested to re-examine its truck traffic projections for this project.

Safety/Crash Data

One of the stated primary purposes for the project is to improve safety; however, the study states that the crash rate for Idlewild Road is “considerably lower” than the statewide rate. In addition, the crash data used are from 2006 through 2008. Are more recent data available to be used?

Diverging Diamond Interchange

The reconstruction of the existing I-485/Idlewild Road interchange to accommodate a diverging diamond interchange design is recommended in the study, but only for Alternate C. The revised design should also be considered for Alternates A and B.

Multimodal Components

Sidewalks

Where will the sidewalk be located? There is no indication of whether it will be located at the back of curb, or if a planting strip will be provided.

Bicycle Accommodations

The standard for bicycle accommodations is designated bike lanes, not wide outside lanes. The MPO requests that bike lanes be made part of the design of this project.

Environmental Impacts

The project is partially located in the Goose Creek watershed. Goose Creek is home to an existing population of a federally listed endangered fresh water mussel, known as the Carolina Heelsplitter.

Neighborhood Impacts

The Beacon Hills neighborhood is located on both sides of Idlewild Road between Rockwell Drive and Hillcrest Circle. The neighborhood will be significantly impacted by any widening of the road. Each home has direct access to the road.

Other Issues

Information should be provided on how the widened roadway, particularly the six-lane cross-section will be tied into the unimproved roadway on either end of the project.

Idlewild Road in this area is noted for its particularly challenging terrain. Has this been considered in the development of the feasibility study?

MUMPO's Thoroughfare Plan recommends that Mill Grove Road be extended southwest from Idlewild Road to intersect Indian Trail-Fairview Road.

cc: John Collett, NC Board of Transportation
Scott Kaufhold, PE, Town of Indian Trail
Adam McLamb, PE, Town of Indian Trail
Brian Matthews, AICP, Town of Stallings
Shannon Martel, Town of Stallings
C.J. O'Neill, PE, Town of Matthews