



Prepared by



Indian Trail Transportation Master Plan

Project Advisory Committee Meeting #4

September 27, 2024



Agenda

- 1** Meeting #3 Recap & Updates
- 2** Intersection Designs and Cost Estimates
- 3** Public Input #2 Results
- 4** Draft Plan
- 5** Next Steps





ITEM

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Meeting #3 Recap & Updates



Meeting #3 Recap

- Reviewed Public Meeting #1 Results
- Selected Intersections for Designs and Cost Estimates
- Finalized CRTPO CTP Amendment and 2055 MTP Candidate Project Recommendations



Meeting #3 Updates

- Meetings with Monroe Regarding Grade Separation at Rocky River Road
- Conducted Public Input #2
- Finalized Designs and Cost Estimates
- Drafted Plan Document (including Implementation Plan)



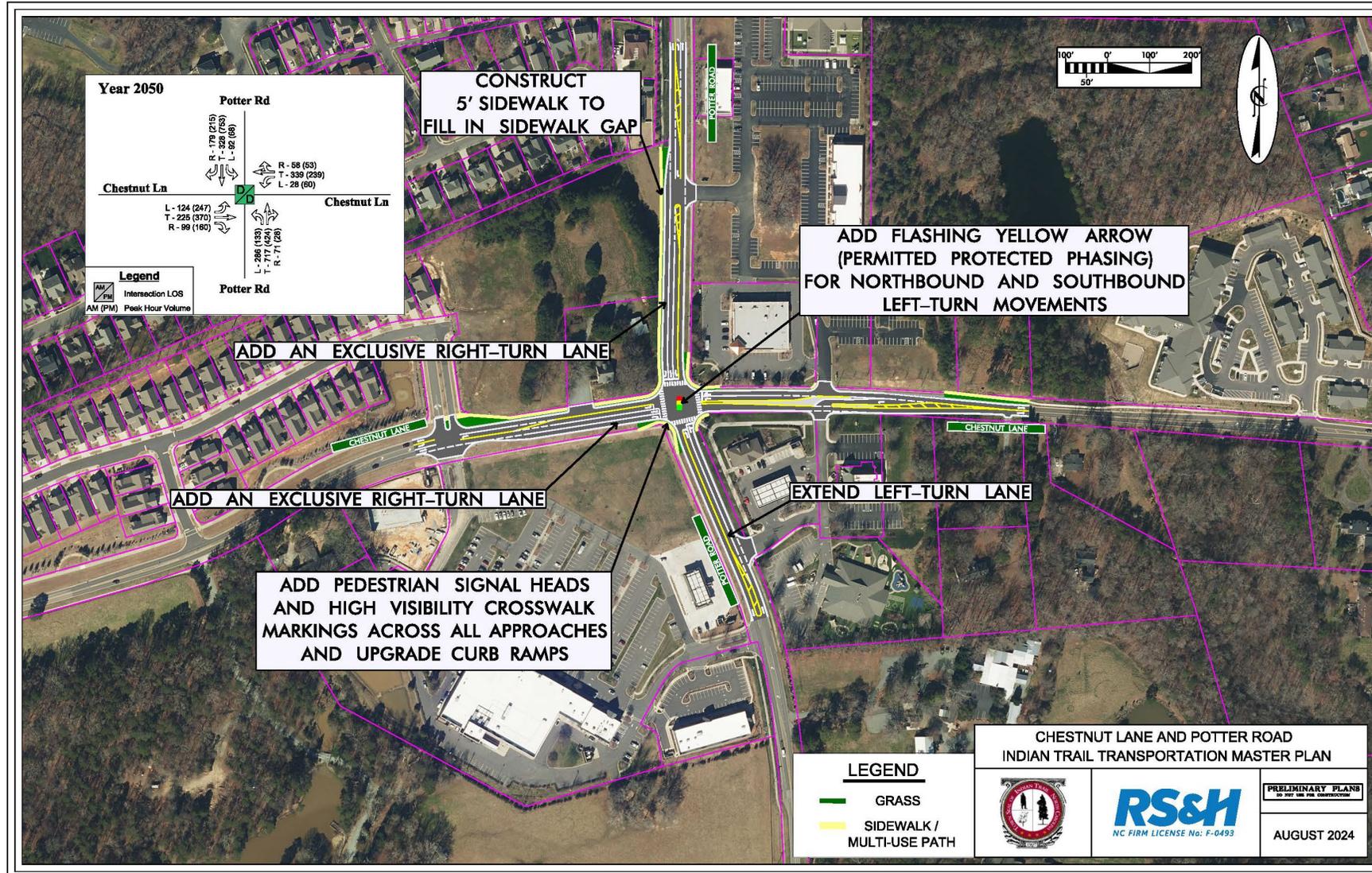
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Intersection Design & Cost Estimates



Chestnut Ln & Potter Rd





Chestnut Ln & Potter Rd

Activity	Cost
Preliminary Engineering/Design (25% of Construction Cost)	\$ 245,000.00
PE Contingency (40%)	\$ 98,000.00
Total PE Phase	\$ 350,000.00
Right-of-Way Cost	\$ 445,000.00
ROW & Utilities Contingency (40%)	\$ 178,000.00
Total ROW Phase	\$ 630,000.00
820 SY of New Sidewalk/MUP @ \$62/SY	\$ 50,840.00
460' Right Turn Lane @ \$1,005/LF	\$ 462,300.00
315' Right Turn Lane @ \$1,005/LF	\$ 316,575.00
Upgrade Existing Traffic Signal @ \$200,000	\$ 200,000.00
Construction Cost	\$ 978,875.00
Construction Cost Estimate (10% of Construction Cost)	\$ 97,887.50
Construction Inspection (20% of Construction Cost)	\$ 196,000.00
Construction + CEI Contingency (40%)	\$ 470,000.00
Total Construction Phase	\$ 1,750,000.00
Project Total	\$ 2,730,000.00
Project Total (+3% Inflation)*	\$ 3,140,000.00

Right-of-Way Cost						
Parcel #	GIS Land Value	Total Parcel Area (Acres)	Cost/Acre	ROW Impact (Acres)	ROW Impact Value	2.0 * ROW Impact Value + \$5,000 Appraisal
1	\$ 424,800.00	1.180	\$ 360,000.00	0.00360	\$ 1,296.00	\$ 10,000.00
2	\$ 585,200.00	1.380	\$ 424,057.97	0.00390	\$ 1,653.83	\$ 10,000.00
3	\$ 1,552,400.00	5.200	\$ 298,538.46	0.04810	\$ 14,359.70	\$ 33,719.40
4	\$ 1,017,000.00	1.700	\$ 598,235.29	0.01020	\$ 6,102.00	\$ 10,000.00
5	\$ 0	0.200	\$ -	0.05100	\$ -	\$ 10,000.00
6	\$ 1,882,500.00	7.050	\$ 267,021.28	0.19380	\$ 51,748.72	\$ 108,497.45
7	\$ 851,500.00	1.500	\$ 567,666.67	0.10560	\$ 59,945.60	\$ 124,891.20
8	\$ 904,000.00	2.130	\$ 424,413.15	0.00310	\$ 1,315.68	\$ 10,000.00
9	\$ 984,000.00	1.640	\$ 600,000.00	0.08510	\$ 51,060.00	\$ 107,120.00
10	\$ 131,700.00	1.040	\$ 126,634.62	0.04490	\$ 5,685.89	\$ 10,000.00
11	\$ 377,900.00	1.110	\$ 340,450.45	0.01070	\$ 3,642.82	\$ 10,000.00
Total				0.56000	\$ 196,810.24	\$ 444,228.05

Desired Fiscal Year	Funding Phase	Project Estimate	Inflation Amount	Project Total
2025	Preliminary Eng.	\$ 350,000	\$ 17,500	\$ 367,500
2027	Right-of-Way	\$ 630,000	\$ 71,785	\$ 701,785
2029	Construction	\$ 1,750,000	\$ 318,122	\$ 2,068,122
	Total	\$ 2,730,000	\$ 407,407	\$ 3,137,407

Notes

Total values rounded using 4 significant figures.

A minimum of \$10,000 used per impacted parcel.

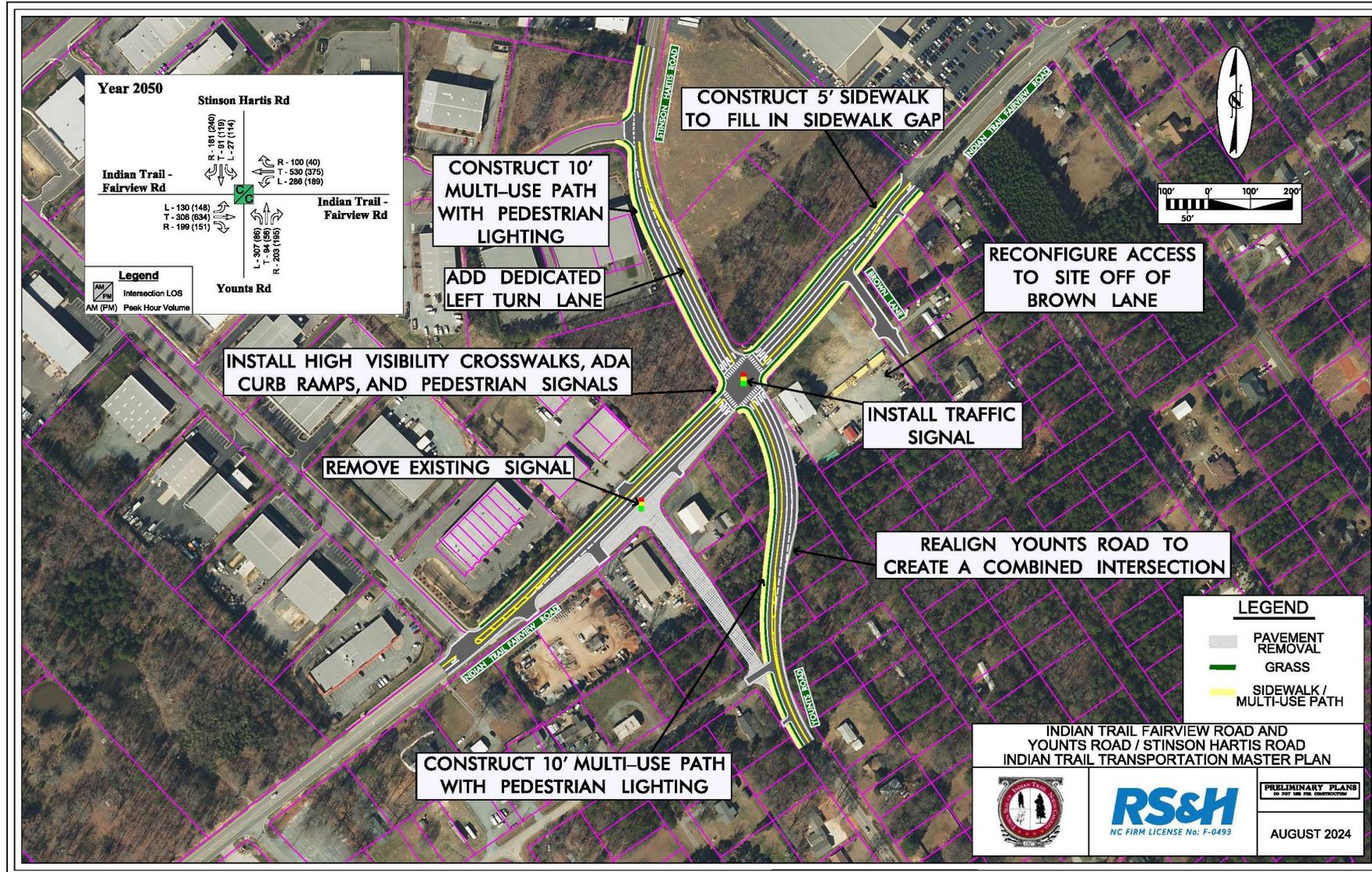
Unit prices were calculated based on NCDOT 2022 bid results.

Turn Lane Cost (per LF) based on 4/9/24 Cost Per Mile spreadsheet provided by NCDOT.

*Inflation derived from CRTPO 'FORM 1' assuming a FFY of 2025 for the Preliminary Engineering Phase, 2027 for the Right-of-Way Phase, and 2029 for the Construction Phase.



Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd





Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

Activity	Cost
Preliminary Engineering/Design (25% of Construction Cost)	\$ 1,108,000.00
PE Contingency (40%)	\$ 444,000.00
Total PE Phase	\$ 1,560,000.00
Right-of-Way Cost	\$ 379,000.00
ROW & Utilities Contingency (40%)	\$ 152,000.00
Total ROW Phase	\$ 540,000.00
Traffic Signal @ \$250,000	\$ 250,000.00
Removal of Traffic Signal @ \$10,000	\$ 10,000.00
3,430 SY of Pavement Removal @ \$6/SY	\$ 20,580.00
555' Left Turn Lane @ \$1,005/LF	\$ 557,775.00
Extend Existing Left Turn Lane 70' @ \$1,005/LF	\$ 70,350.00
445' Right Turn Lane @ \$1,005/LF	\$ 447,225.00
475' Right Turn Lane @ \$1,005/LF	\$ 477,375.00
0.27 Mi. Closed Drainage System @ \$1,900,000/mile	\$ 503,500.00
1400' Curb and Gutter @ \$36/LF	\$ 50,400.00
3200 SY of New Sidewalk/MUP/Greenway @ \$62/SY	\$ 198,400.00
0.16' New Location/Realigned Roadway @ \$10,250,000/mile*	\$ 1,670,750.00
Widen 0.04 Mi. Existing Brown Lane (24' Shoulder) @ 4,300,000/mile	\$ 172,000.00
Construction Cost	\$ 4,428,355.00
Construction Cost Estimate (10% of Construction Cost)	\$ 443,000.00
Construction Inspection (20% of Construction Cost)	\$ 886,000.00
Construction + CEI Contingency (40%)	\$ 2,126,000.00
Total Construction Phase	\$ 7,890,000.00
Project Total	\$ 9,990,000.00
Project Total (+3% Inflation)**	\$ 11,570,000.00

Right-of-Way Cost						
Parcel #	GIS Land Value	Total Parcel Area (Acres)	Cost/Acre	ROW Impact (Acres)	ROW Impact Value	2.0 * ROW Impact Value + \$5,000 Appraisal
1	\$ 186,700.00	2.120	\$ 88,066.04	0.00010	\$ 8.81	\$ 10,000.00
2	\$ 174,600.00	1.500	\$ 116,400.00	0.00380	\$ 442.32	\$ 10,000.00
3	\$ 196,200.00	2.190	\$ 89,589.04	0.00350	\$ 313.56	\$ 10,000.00
4	\$ 222,300.00	1.910	\$ 116,387.43	0.02040	\$ 2,374.30	\$ 10,000.00
5	\$ 295,000.00	2.530	\$ 116,600.79	0.13330	\$ 15,542.89	\$ 36,085.77
6	\$ 157,500.00	2.050	\$ 76,829.27	0.19180	\$ 14,735.85	\$ 34,471.71
7	\$ 18,900.00	1.790	\$ 10,558.66	0.00040	\$ 4.22	\$ 10,000.00
8	\$ 82,600.00	0.710	\$ 116,338.03	0.00180	\$ 209.41	\$ 10,000.00
9	\$ 138,500.00	1.190	\$ 116,386.55	0.00530	\$ 616.85	\$ 10,000.00
10	\$ 105,300.00	0.910	\$ 115,714.29	0.00550	\$ 636.43	\$ 10,000.00
11	\$ 35,900.00	0.310	\$ 115,806.45	0.00380	\$ 440.06	\$ 10,000.00
12	\$ 1,900.00	0.250	\$ 7,600.00	0.07800	\$ 592.80	\$ 10,000.00
13	\$ 29,800.00	0.240	\$ 124,166.67	0.10260	\$ 12,739.50	\$ 30,479.00
14	\$ 1,900.00	0.250	\$ 7,600.00	0.16180	\$ 1,229.68	\$ 10,000.00
15	\$ 1,800.00	0.240	\$ 7,500.00	0.04290	\$ 321.75	\$ 10,000.00
16	\$ 29,700.00	0.230	\$ 129,130.43	0.10670	\$ 13,778.22	\$ 32,556.43
17	\$ 29,900.00	0.250	\$ 119,600.00	0.12340	\$ 14,758.64	\$ 34,517.28
18	\$ 1,900.00	0.250	\$ 7,600.00	0.01060	\$ 80.56	\$ 10,000.00
19	\$ 1,800.00	0.240	\$ 7,500.00	0.11300	\$ 847.50	\$ 10,000.00
20		0.230	\$ -	0.02750	\$ -	\$ 10,000.00
21	\$ 31,600.00	0.470	\$ 67,234.04	0.00440	\$ 295.83	\$ 10,000.00
22	\$ 1,900.00	0.250	\$ 7,600.00	0.00300	\$ 22.80	\$ 10,000.00
23	\$ 232,800.00	2.000	\$ 116,400.00	0.07090	\$ 8,252.76	\$ 10,000.00
24	\$ 1,800.00	0.240	\$ 7,500.00	0.00270	\$ 20.25	\$ 10,000.00
25	\$ 2,200.00	0.290	\$ 7,586.21	0.00020	\$ 1.52	\$ 10,000.00
26	\$ 30,400.00	0.310	\$ 98,064.52	0.00330	\$ 323.61	\$ 10,000.00
Total				1.22070	\$ 88,590.12	\$ 378,110.19

Desired Fiscal Year	Funding Phase	Project Estimate	Inflation Amount	Project Total
2025	Preliminary Eng.	\$ 1,560,000	\$ 78,000	\$ 1,638,000
2027	Right-of-Way	\$ 540,000	\$ 61,530	\$ 601,530
2029	Construction	\$ 7,890,000	\$ 1,434,278	\$ 9,324,278
	Total	\$ 9,990,000	\$ 1,573,808	\$ 11,563,808

Notes

Total values rounded using 4 significant figures.

A minimum of \$10,000 used per impacted parcel.

Unit prices were calculated based on NCDOT 2022 bid results.

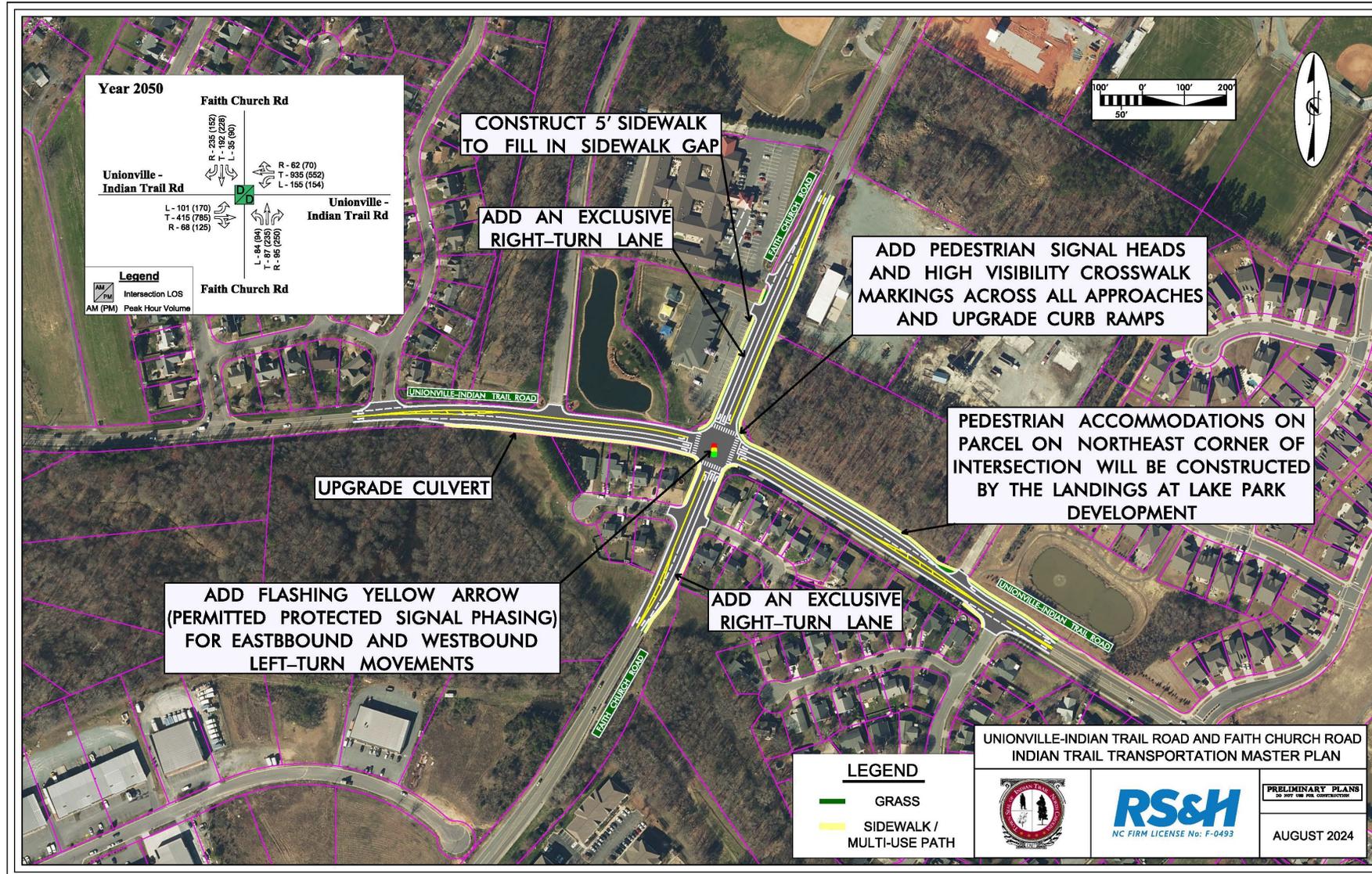
Turn Lane Cost (per LF) based on 4/9/24 Cost Per Mile spreadsheet provided by NCDOT.

*New Roadway for an average price between 2-Lane Shoulder and 3-Lane C&G price base on 4/9/24 Cost Per Mile spreadsheet provided by NCDOT.

**Inflation derived from CRTPO 'FORM 1' assuming a FFY of 2025 for the Preliminary Engineering Phase, 2027 for the Right-of-Way Phase, and 2029 for the Construction Phase.



Unionville-Indian Trail Rd & Faith Church Rd





Unionville-Indian Trail Rd & Faith Church Rd

Activity	Cost
Preliminary Engineering/Design (25% of Construction Cost)	\$ 713,000.00
PE Contingency (40%)	\$ 286,000.00
Total PE Phase	\$ 1,000,000.00
Right-of-Way Cost	\$ 222,000.00
ROW & Utilities Contingency (40%)	\$ 89,000.00
Total ROW Phase	\$ 320,000.00
Upgrade Existing Traffic Signal @ \$200,000	\$ 200,000.00
565' Right Turn Lane @ \$1,005/LF	\$ 567,825.00
465' Right Turn Lane @ \$1,005/LF	\$ 467,325.00
415' Right Turn Lane @ \$1,005/LF	\$ 417,075.00
1700 SY of New Sidewalk/MUP/Greenway @ \$62/SY	\$ 105,400.00
0.27 Mi. Closed Drainage System @\$1,900,000/mile	\$ 521,740.00
1450' Curb and Gutter @ \$36/LF	\$ 52,200.00
Culvert Upgrade*	\$ 520,000.00
Construction Cost	\$ 2,851,565.00
Construction Cost Estimate (10% of Construction Cost)	\$ 285,156.50
Construction Inspection (20% of Construction Cost)	\$ 571,000.00
Construction + CEI Contingency (40%)	\$ 1,370,000.00
Total Construction Phase	\$ 5,080,000.00
Project Total	\$ 6,400,000.00
Project Total (+3% Inflation)*	\$ 7,410,000.00

Notes

Total values rounded using 4 significant figures.

A minimum of \$10,000 used per impacted parcel.

Unit prices were calculated based on NCDOT 2022 bid results.

Turn Lane Cost (per LF) based on 4/9/24 Cost Per Mile spreadsheet provided by NCDOT.

*Estimated based from the 3 Barrel Culvert on the future Indian Trail Road Phase II Project

*Inflation derived from CRTPO 'FORM 1' assuming a FFY of 2025 for the Preliminary Engineering Phase, 2027 for the Right-of-Way Phase, and 2029 for the Construction Phase.

Right-of-Way Cost						
Parcel #	GIS Land Value	Total Parcel Area (Acres)	Cost/Acre	ROW Impact (Acres)	ROW Impact Value	2.0 * ROW Impact Value + \$5,000 Appraisal
1	\$ 637,600.00	4.620	\$ 138,008.66	0.01950	\$ 2,691.17	\$ 10,000.00
2	\$ 498,800.00	2.130	\$ 234,178.40	0.06760	\$ 15,830.46	\$ 36,660.92
3	\$ 4,300.00	1.590	\$ 2,704.40	0.02610	\$ 70.58	\$ 10,000.00
4	\$ 9,500.00	3.530	\$ 2,691.22	0.01750	\$ 47.10	\$ 10,000.00
5	\$0	1.390	\$ -	0.00290	\$ -	\$ 10,000.00
6	\$ 41,600.00	0.270	\$ 154,074.07	0.00130	\$ 200.30	\$ 10,000.00
7	\$0	24.920	\$ -	0.04390	\$ -	\$ 10,000.00
8	\$ 38,900.00	0.300	\$ 129,666.67	0.00740	\$ 959.53	\$ 10,000.00
9	\$ 38,900.00	0.170	\$ 228,823.53	0.00290	\$ 663.59	\$ 10,000.00
10	\$ 38,900.00	0.170	\$ 228,823.53	0.00220	\$ 503.41	\$ 10,000.00
11	\$ 38,900.00	0.230	\$ 169,130.43	0.03380	\$ 5,716.61	\$ 10,000.00
12	\$ 38,900.00	0.240	\$ 162,083.33	0.03010	\$ 4,878.71	\$ 10,000.00
13	\$ 673,200.00	4.880	\$ 137,950.82	0.21830	\$ 30,114.66	\$ 65,229.33
14	\$ 492,800.00	3.570	\$ 138,039.22	0.05110	\$ 7,053.80	\$ 10,000.00
Total				0.52460	\$ 68,729.92	\$ 221,890.25

Desired Fiscal Year	Funding Phase	Project Estimate	Inflation Amount	Project Total
2025	Preliminary Eng.	\$ 1,000,000	\$ 50,000	\$ 1,050,000
2027	Right-of-Way	\$ 320,000	\$ 36,462	\$ 356,462
2029	Construction	\$ 5,080,000	\$ 923,464	\$ 6,003,464
	Total	\$ 6,400,000	\$ 1,009,926	\$ 7,409,926



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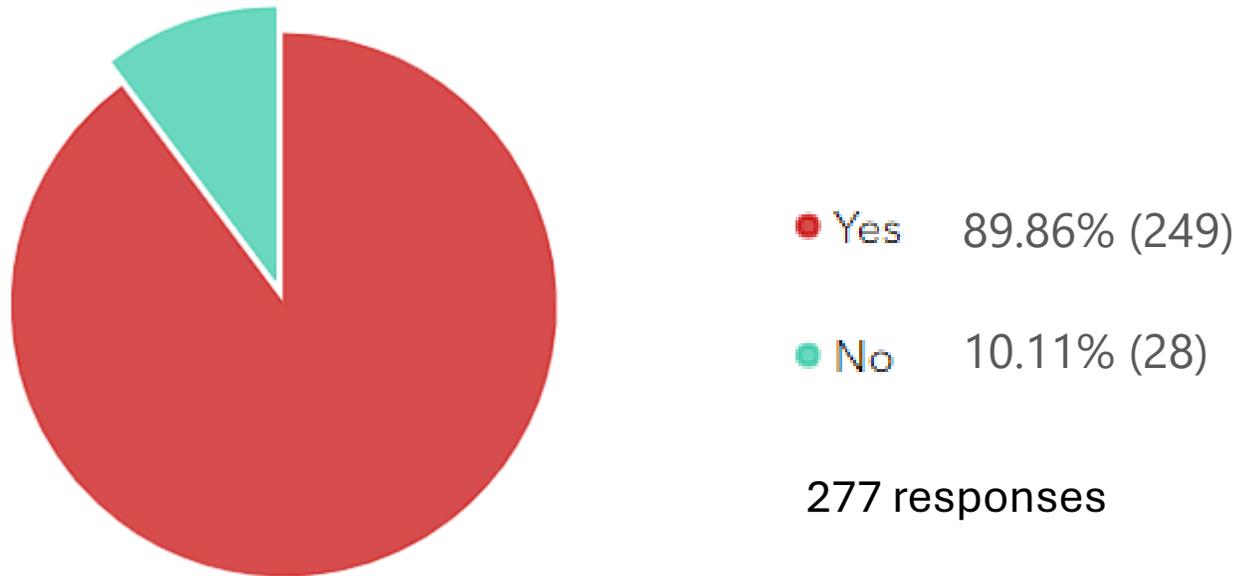
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Public Input #2 Results



Chestnut Ln & Potter Rd

Do you support the proposed improvements?





Chestnut Ln & Potter Rd

What concerns do you have?

- Waste of resources and money
- Use the money on other roads
- Too expensive
- This intersection already has a controlled signaling and is functioning properly. Until the intersection gets busier with vehicles and pedestrians, I would prefer to see other intersections prioritized
- This change will make it easier to drive and make it harder to bike, walk, or run on this street. I support the connection of the sidewalk, but would suggest a few things to support this as a walkable commercial center. Street trees on Potter Road, bump the curb out at the intersection to make it easier to cross at the intersection and slow traffic down, wider sidewalks.
- They aren't necessary. There are worse intersections that need immediate attention such as Chestnut and Monroe Rd.
- Should be a roundabout. No bike lanes.
- Roundabout is preferred
- Roundabout
- I think the much more important intersection is Potter Rd and Pleasant Plains – there are accidents there every day.
- I live close by and do not see the intersection as a problem. Yes, if it were free, but money could be used elsewhere.
- People basically use the dirt/grass as a turning lane and it still backs up traffic. The roundabouts have proven to keep traffic moving. This is needed, not a light that still stops traffic.



Chestnut Ln & Potter Rd

What concerns do you have?

- I do not think additional lanes and turn signals are all needed. I've never had any issues at this intersection and feel like this may be a waste of money, overbuilding this area. However, I am greatly in favor of closing the sidewalk gap. More pedestrian features are always appreciated.
- Adding additional lanes to an already congested area may not do much to alleviate the traffic flow. A combination of roundabouts may be a better answer this intersection.
- I am already living in what looks like a WAR Zone and don't see the need to cut down any more trees just so you can let the weeds grow taller than a grown person. Trees look better than weeds. Not to mention the increase in noise now that there is no longer any buffer for traffic noise. Or you could just come in our neighborhood and buy us all out and have it.
- This proposal creates more additional concerns and issues regarding traffic backing up into other lanes if left and right turn lanes become full also creating a lot of congestion in that area, along with creating more traffic that you're trying to eliminate. This proposal will create more traffic in the end if no one uses those lanes and everyone wants to go straight. This proposal will not solve the current issues at hand.
- No need. There are not issues in this area.
- More traffic delays, more tax dollars spent.
- If you aren't going to widen IT-Fairview Road, then don't waste the money and time. Today, traffic on the way from Hemby Bridge area to US 74 backs up to almost the toll road which hardly anyone uses. Simply aligning the roads but leaving the width of Indian Trail road the same with one thru lane, does nothing. It's a clogged main artery and it needs a lot of traffic thinning in the way of widening that artery. What really needs to be addressed is the intersection of IT-Fairview Rd at Idlewild/Secrest Shortcut at the Bridge Restaurant. Traffic in the morning for that road backs up to almost the toll road too. The entire area is a disaster.



Chestnut Ln & Potter Rd

What concerns do you have?

- Increased taxes
- Improvement that could be made would be having some of the signage come down so we can see when making left turns from Potter to Chestnut. The road curves and some of the signs block the view to turn safely.
- I think that the money used for this could go towards more problematic intersections.
- I have not found that intersection to be a problem at all. Chestnut and Old Old Monroe is a much bigger issue!
- Folks do not know how to use traffic circles and u-turns all of them are a disaster. Dangerous and slow flow.
- Doesn't seem necessary
- Cost
- Pedestrians
- More efficient signal programming will be more preferable to these improvements. These improvements will cause more issues than they solve.



Chestnut Ln & Potter Rd

Any additional comments?

- Would like to see green turn arrows for all directions of traffic followed by a flashing yellow
- There is also a “sidewalk gap” on Chestnut near the Callonwood entrance. It is a hazard to cross Chestnut in this area to get on the opposite side of the road heading toward the shopping center at Chestnut and Potter. Please give this serious consideration. Thank you.
- There are other locations where improvements are more needed.
- The project should include, for NB traffic on Potter Rd, a left turn green arrow to turn onto Chestnut. It is almost impossible to make that turn during the busy parts of the day. Most turns are made after the NB light has turned red.
- Sooner the better.
- Sidewalks
- Pleasant Plains Rd intersection in dire need as well.
- Keep the sidewalk improvements and crosswalks and don't spend the money on the roads. Car traffic is already served well here, from my view, but pedestrians are not.
- Please! May we have real left turn arrows in all directions? If not, may we at least have them northbound on Potter (heading toward Monroe Rd) and on Chestnut headed toward Monroe Rd? Please, please, please! Doing that at Pleasant Plans and Potter has surely helped. If the lights are installed to flash, isn't just as easy to make a green arrow so we can turn left safely? There is a curve in the road on Potter and an incline on Chestnut. Thank you very much!!!!
- Please get the sidewalk completed. It's a major pedestrian risk not having it.
- Any improvements by adding lights and sidewalks, to walk to stores and businesses is a positive sign of progress.



Chestnut Ln & Potter Rd

Any additional comments?

- I'm happy to take this survey but I'm not an engineer and this doesn't seem like a decision that should be up for the average citizen to have an opinion about. This seems like a decision that engineers should determine about what's best for public safety.
- If possible, add some U-turn location.
- Don't put in turn lanes here. Traffic is not that bad that it warrants making it that much easier to drive. I would like this to be more walkable.
- Agree definitely needed.
- Potter at Pleasant Plains and Old Monroe is much worse than the Chestnut intersection. Drive it at rush hour and its standstill, and slow the rest of the day
- Map shows Year 2050. Hopefully that's just a place marker and not waiting 24 years :-)
- I always support sidewalk improvements.
- Flashing yellow for N/S travelers is amazing! Will make a big difference.
- Dedicated lane functions allow for the smoother flow of traffic.
- As the town grows, these improvements are critical for residents and commerce.



Chestnut Ln & Potter Rd

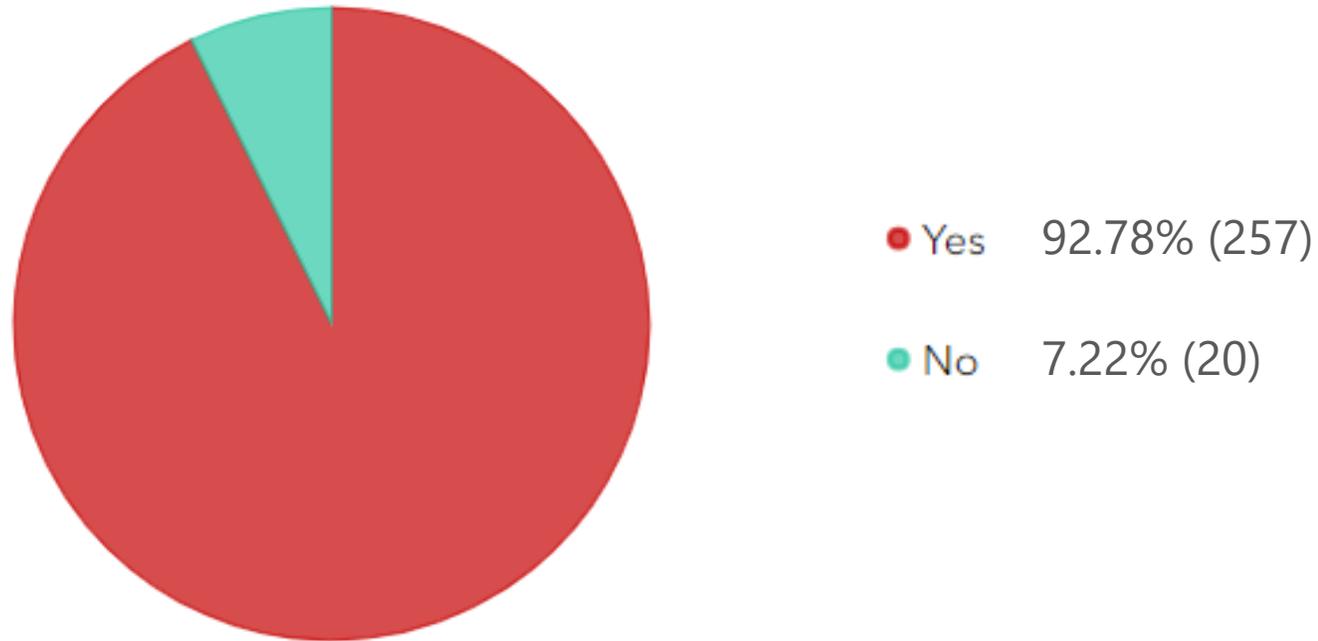
Any additional comments?

- In general, the roads in/around Indian Trail need significant improvement (widening, turning lanes, properly timed lights, etc.). I'm glad to see there are some proposed improvements for this critical infrastructure.
- Construct sidewalk to fill in sidewalk gaps on Chestnut Lane beginning from Biggers Brook side road entrance towards Walgreens on right hand side of Chestnut Lane.
- If you're not going to WIDEN then road then don't bother. Turning lanes will only help so much. With the CONTINUAL building of developments, especially multi-family apartments and such, the roads already can't handle the volume. Turning lanes are a joke, don't waste the money or time. The benefit, if you can call it that, will only last maybe 6-12 months if that.
- Union County is growing day by day we already do not have enough room for transportation we need more.
- Support but this will not solve the problem of Potter back up coming from John St. you still only have 1 lane to go straight and you'll see the left turn lane be empty. This should help coming from Chestnut. The cars need to keep moving which helped with the round about on Chestnut and Weddington. This would have been the same with very little traffic coming from Pleasant Plains Rd heading west (similar to apartment complex on Weddington). So you make it safer, but don't solve the traffic problem so you can just work on it again in 3 years.
- Separate turn lanes will be an improvement especially morning and evening during rush hours driving. Don't agree with any flashing lights that will only slow down traffic to a stop.



Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

Do you support the proposed improvements?





Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

What concerns do you have?

- Way too complicated and expensive for the perceived benefit.
- This will be too expensive and not really improve anything.
- Roundabout is preferred.
- No bike lanes.
- Cost.
- I love the multi use path but would prefer not to see so many turn lanes and wide roads. Indian Trail should make it easier to use other modes of transportation other than a car.
- I am not understanding the need for this improvement.
- No impact on me and I should need to answer.
- Don't need it.



Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

What concerns do you have?

- Again, other intersections need more immediate attention.
- A double roundabout would be beneficial in this area. It would allow re-use of existing roads and simplify the traffic flow in all directions without needing to build out a new road.
- Less need here than other locations. Roundabout?
- Increased taxes
- I don't think this is necessary.
- Folks do not know how to use traffic circles and u-turns all of them are a disaster. Dangerous and slow flow.



Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

Any additional comments?

- This will be great to alleviate the traffic coming through the area.
- Same thought - I'm happy to take this survey but I'm not an engineer and this doesn't seem like a decision that should be up for the average citizen to have an opinion about. This seems like a decision that engineers should determine about what's best for public safety.
- Love the idea of sidewalks!!!
- I do generally support all improvements and to be honest not that familiar with this intersection, but could funds be better utilized elsewhere? For example, driving from Brandon Oaks subdivision to Wal-Mart / other side of 74 can be extremely frustrating. Just getting across 74 at times in Indian Trail can be problematic.
- A MUP with pedestrian lighting should be added to Indian Trail Fairview Road headed towards E Independence Blvd. Also leaving the previous connection to Indian Trail Fairview should be ok.
- More sidewalk. More street light.
- Improvement of adding a new road crossing Indian Trail Fairview is very important for traffic flow and safety. I'm in favor of it.



Indian Trail Fairview Rd & Younts Rd/Stinson Hartis Rd

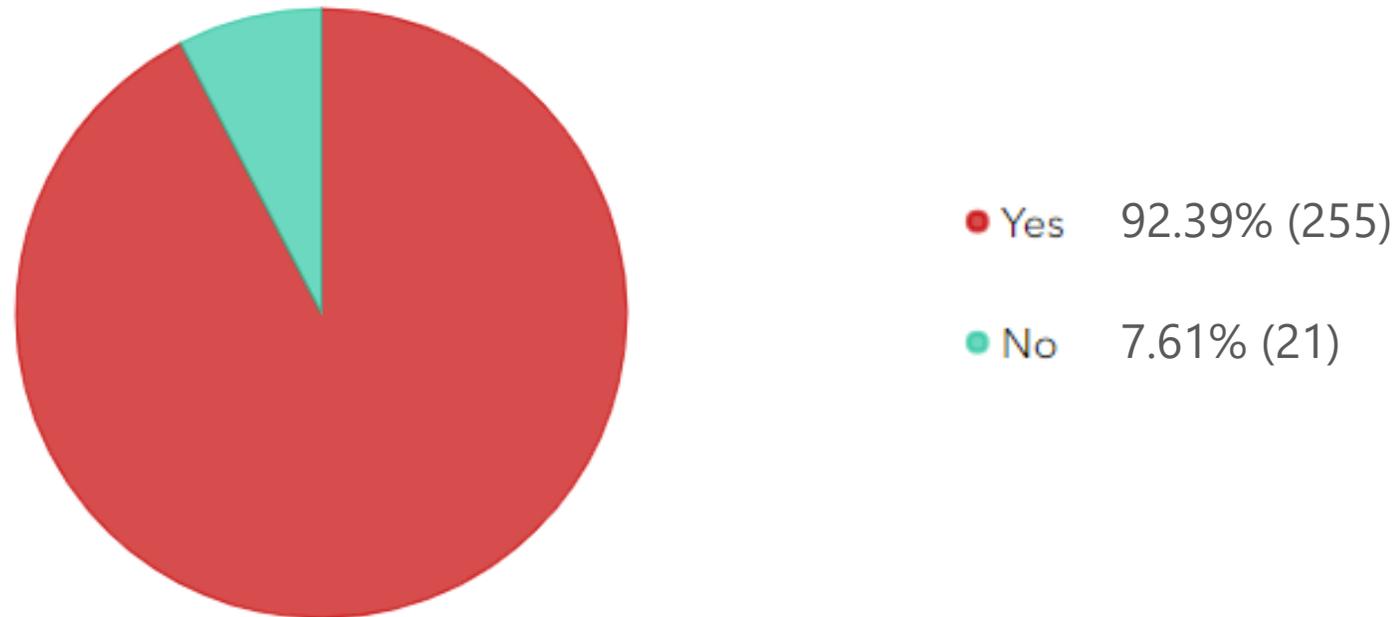
Any additional comments?

- In general, the roads in/around Indian Trail need significant improvement (widening, turning lanes, properly timed lights, etc.). I'm glad to see there are some proposed improvements for this critical infrastructure.
- Concerned about cost.
- Younts Rd needs to be expanded to at least provide an additional turn lane to alleviate the traffic caused by the charter school, which can be extreme.
- Union County is growing day by day we need to be able to get around with the growth.
- Traffic is terrible during school pickup and drop off!
- Is it possible to repaint the lines on Indian Trail-Fairview at Secret Shortcut in front of the Bridge restaurant?



Unionville-Indian Trail Rd/Faith Church Rd

Do you support the proposed improvements?





Unionville-Indian Trail Rd/Faith Church Rd

What concerns do you have?

- Would prefer a roundabout.
- This will make traffic so much worse than it already is.
- Roundabout is preferred.
- Not necessary. Fix the backed-up traffic issues. Move vehicles.
- More roads will bring more cars. Where is the mass transit?
- I think sidewalks should always be wider than 5 feet. More turn lanes will only make it easier to drive and may make traffic worse. If we widen streets, lets create dedicated space for bikes so it's easier for people to bike and not rely on cars and off-street parking.
- Builders should make improvements to accommodate the influx of cars and people due to their building.
- A roundabout would be the best option here as well. These improvements don't add much additional space for cars and is unlikely to ease traffic congestion.
- No impact to me and I should need to answer.
- I feel that the improvements can be tabled while other items that have a higher precedent should be addressed.
- Don't need it.
- Cost.
- Increased taxes.



Unionville-Indian Trail Rd/Faith Church Rd

What concerns do you have?

- This one definitely needs a roundabout to disperse traffic at the busiest times of the day not turn only lanes they will just create more traffic.
- Same as IT-Fairview Road/Younts Rd project. If you're not going to add an additional THRU lane on Unionville-IT Rd then why bother wasting time and money?
- But...Old Charlotte Highway at Rocky River Road needs major improvements more than this intersection, in my opinion.
- No pedestrian crossing. We have so much traffic and most are so distracted and speed.
- Folks do not know how to use traffic circles and u-turns all of them are a disaster. Dangerous and slow flow.



Unionville-Indian Trail Rd/Faith Church Rd

Any additional comments?

- Would love to see a center turn lane the entire length of U-IT Rd from 74 to Sardis Church Rd.
- We need something at ITFC and Idlewild.
- The intersection of Pleasant Plains Rd needs more imperative changes than some of these locations.
- Love the idea of sidewalks!!!
- I'm happy to take this survey but I'm not an engineer and this doesn't seem like a decision that should be up for the average citizen to have an opinion about. This seems like a decision that engineers should determine about what's best for public safety.
- I would add sidewalk to either the Fred Kirby Park side all the way up to Lake Park sidewalk or do the other side from Landings at Lake Park, past the Fire station, and warehouse.
- I do generally support all improvements and to be honest not that familiar with this intersection, but could funds be better utilized elsewhere? For example, driving from Brandon Oaks subdivision to Wal-Mart / other side of 74 can be extremely frustrating. Just getting across 74 at times in Indian Trail can be problematic.
- More sidewalk More street light.
- Adding right turn lanes at the intersection is positive for traffic flow and safety. Go for it!!



Unionville-Indian Trail Rd/Faith Church Rd

Any additional comments?

- The entire area is a disaster. Try driving around between 7 AM and 8 AM on these roads. Sit in traffic and go nowhere while you watch the traffic light way up ahead of you change 4,5,6 or more times. While you stare at the clock. And this is on a clear, dry day. Add rain and you can easily increase the wait times by 50%. One accident and forget it, you arrive at work an hour late. To not address this now, in cooperation with NCDOT, is a complete failure of government both local and state. Instead of passing this off as a complete NCDOT issue, which we understand it to be, try, instead, to create rapport within NCDOT and get project funding thrown our way because its really, really bad out there. The area is growing by leaps and bounds and good, hard working, tax-paying citizens are just going to move away. Its not worth the loss of quality of life day-in and day-out. The afternoon is just as bad around here, too.
- In general, the roads in/around Indian Trail need significant improvement (widening, turning lanes, properly timed lights, etc.). I'm glad to see there are some proposed improvements for this critical infrastructure.
- I prefer three lanes in all directions as indicated on the map versus the inset diagram which shows two lanes in both directions on Unionville-IT Rd.
- The traffic in our town is terrible! I work all over Charlotte and sometimes it takes me longer to get out of Indian Trail than any other place.



Unionville-Indian Trail Rd/Faith Church Rd

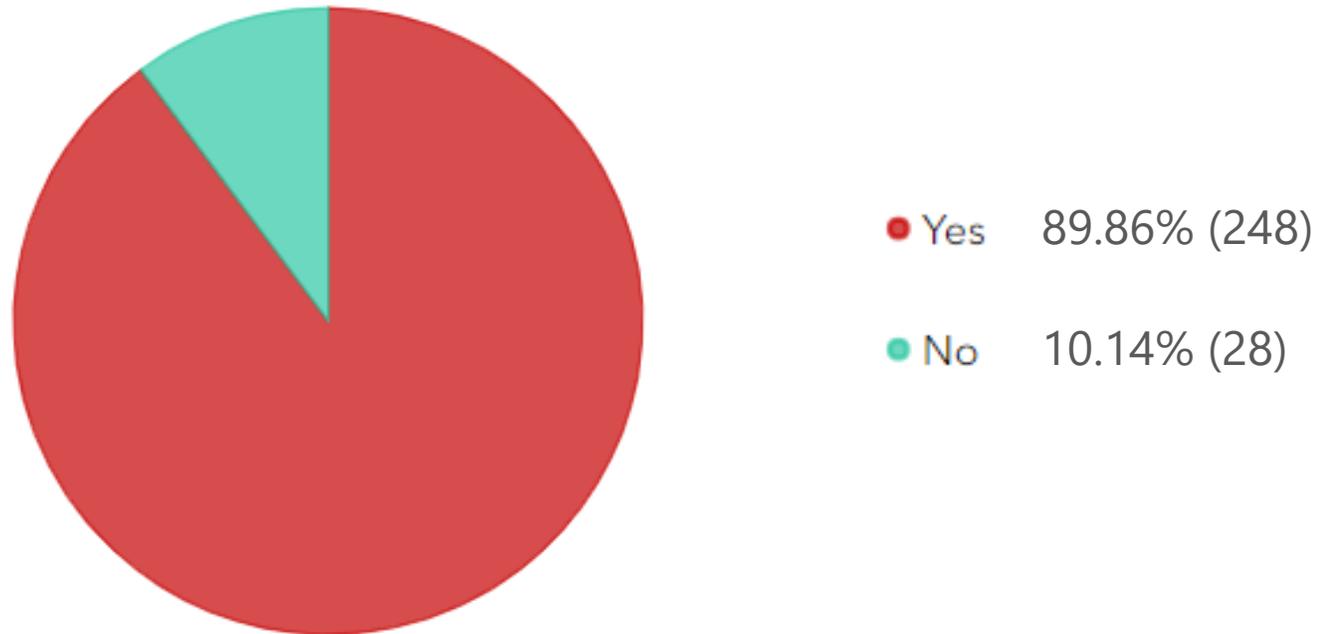
Any additional comments?

- I also feel the roundabout option could be utilized with success.
- But...Old Charlotte Highway and Rocky River Road needs major improvements more than this intersection, in my opinion.
- Very needed – but a left turn lane before the light to access the lake park main entrance is extremely needed.
- Union County is growing day by day and we need to be able to move around and adjust to the congestion.
- Too much growth not enough small town. We are looking at moving we are so fed up with this. It is so incredibly sad to see Indian Trail lose its small town values and lifestyle for its residents. Traffic is horrible and getting worse and it's becoming miserable to live here.
- Most definitely! It's a mess. Hopefully there will be a left arrow turning onto FC from Union/IT road!!
- Definitely a dangerous intersection. Visibility.



CRTPO CTP Highway Amendments

Do you support the proposed **highway** amendments?





CRTPO CTP Highway Amendments

Any comments or concerns?

- Widen the roads! Add additional access roads between 74 and Old Monroe Rd through Union County (specifically Indian Trail!! – that’s where most of the people are!)
- Why remove additional connections between Old Monroe and Hwy 74?
- There’s too many removal of roads crossing E Independence Blvd.
- I’m not in favor of anything that involves removing existing roads!
- I noticed Brandon Oaks Parkway in green – needs improvement? What improvement needed except for possibly at the light on Old Monroe?
- I don’t support removing the connection between Old Monroe & 74. We need more connections between those two thoroughfares – not less.
- I do not believe we should remove the Lake Park to Old Monroe Rd connector. All other recommendations are sound.
- I disagree with removing the additional connection between US 74 and Monroe Rd – these connections are very heavily congested during rush hour and this additional connection is sorely needed.
- Don’t understand it
- Do not support road removal
- Disagree with removing



CRTPO CTP Highway Amendments

Any comments or concerns?

- The removed road connecting 74 and Old Monroe by the Duke right of way needs to be built. Would allow quicker access to bus sport, current route from Brandon Oaks requires an 5 mile difference.
- That is a route we frequent due to other traffic.
- Not interested in large area projects
- No impact to me and I should need to answer.
- Moving the Indian Trail Rd to Hwy 74 cut thru north will disrupt too many homes. Keeping it as was originally proposed does not disrupt any homes.
- Maintain as much natural space as possible.
- Lack of info. 1 – what street name are we talking needs to be removed. 2. Define existing needs improvement we may not have the same definition.
- I do not agree with all the projects proposed like the Chestnut/Potters Rd intersection so I can't agree with this plan.
- Folks do not know how to use traffic circles and u-turns all of them area a disaster. Dangerous and slow flow.
- Faith Church Road needs to CROSS OVER 74 to Old Monroe Road. Badly.



CRTPO CTP Highway Amendments

Any comments or concerns?

- Chestnut lane extension is not accurately located. A couple of "add as recommended" are overlaid on streams and railroad lines. Roadway removals make sense, sort of.
- All this does is create huge congestion and bottlenecks by Harris Teeter, Sun Valley High School and Wesley Chapel Stouts Rd.
- Again, other areas that need improvement should be addressed; the Bypass should not need improvements so soon compared to the conditions of other roads within Indian Trail.



CRTPO CTP Highway Amendments

Any additional comments?

- We need better connectivity between Stallings & Wesley Chapel.
- The intersection of Rocky River and Old Monroe Rd and the railroad line desperately needs improvement and repair. The road intersection is full of terrible ruts and breaks in pavement, and the intersection of the railway with Old Monroe Rd is quite bumpy. Combined with the rail line being 6' above Rocky River Rd, the intersection has 0.5mile traffic backups on Rocky River every weekday in the morning (~8am) and afternoon (~4-6pm)
- The improvements of the Midway Dr connection from Old Monroe Rd to Hwy 74 should be prioritized. The town needs another south-north connection between Wesley Chapel Stouts Rd and Indian Trail Rd. It would alleviate traffic in these other alternatives.
- Potter Rd needs improvements the rest of the way to Old Monroe. Chestnut is the easiest part of that travel – you are fixing the wrong section.
- I love the extension of McLendon. Potter Road south of Chestnut NEEDS sidewalks or dedicated bike lanes. It would be wonderful to see more people biking in Indian Trail.
- This may not be the correct section to mention, but roads need painting. The lines are fading everywhere especially in and around Town of Indian Trail.



CRTPO CTP Highway Amendments

Any additional comments?

- Due to development and continued building of more homes and multi-family buildings there are far too many cars. I only see this getting worse even with upgraded roads if more people move to this area.
- Don't understand what amendments are being made. What is the definition of a highway? 4 lanes?
- Bridges are needed over US 74 in Indian Trail. We need to connect both sides of Indian Trail. 74 is splitting up Indian Trail badly with the U turns.
- The town (every town in Union County) needs a sustainable growth plan that will allow manageable services, including transportation. Developers should pay for transportation improvements when a property impacts it.
- The extension of Midway Dr to Hwy 74 will be a huge improvement reducing excessive traffic on Indian Trail Rd and Wesley Chapel Rd.



CRTPO CTP Highway Amendments

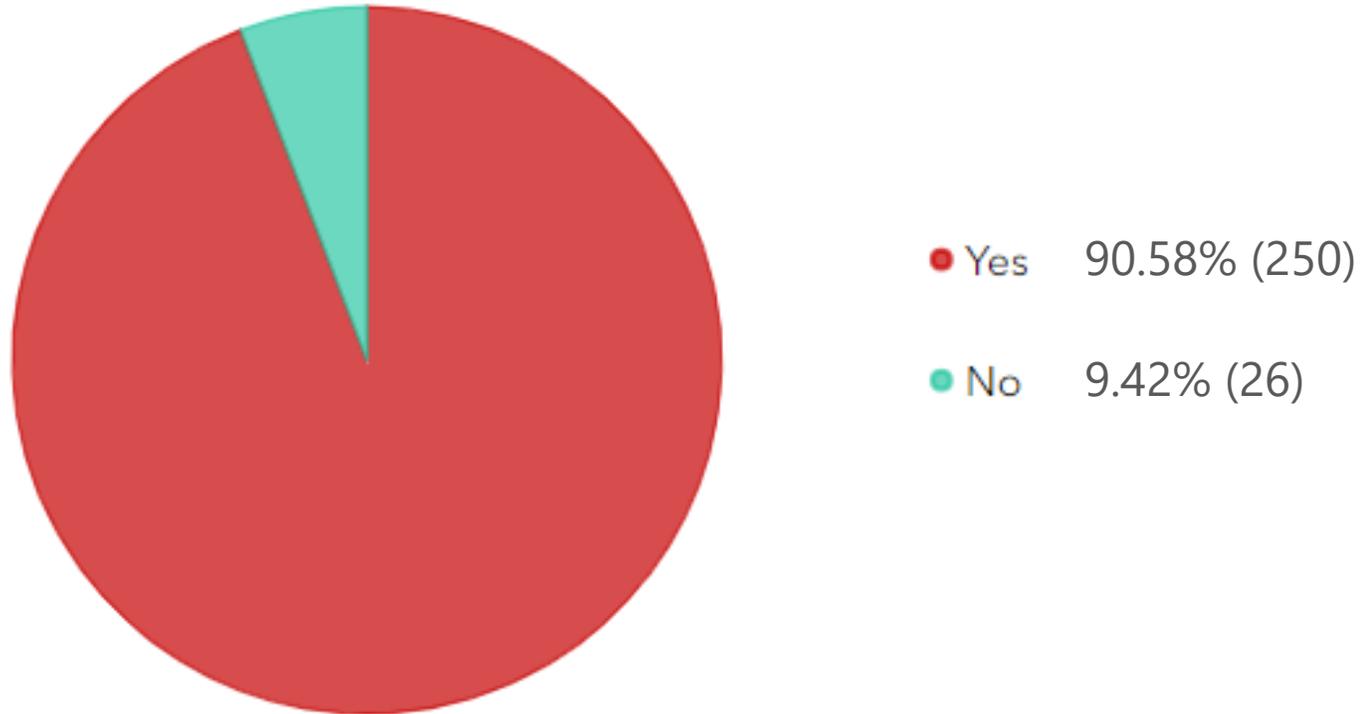
Any additional comments?

- Please also look into improving the majority of Idlewild Road. The congestion especially in the mornings and afternoons within a mile of Idlewild and Stevens Mill is ridiculous.
- Old Charlotte Highway and Rocky River Road needs major improvements more than ANY of these! Why do we never see this on any plan? Have you ever sat in the long line of cars on Old Charlotte Highway heading towards Monroe from Indian Trail – ANY time of day, not just rush hours?
- More sidewalk More street light.
- Don't really understand this. Seems that this is just updating to reflect the actual conditions? How can this not be automatically done as part of any project?



CRTPO CTP Pedestrian Amendments

Do you support the proposed **pedestrian** amendments?





CRTPO CTP Pedestrian Amendments

Any comments or concerns?

- We already have adequate pedestrian walkways.
- Too many projects too expensive.
- Put money in the roads, not sidewalks.
- NONE of the recommended sidewalk are on the other side of Idlewild Road where its even more rural and dangerous to walk on those roads. Don't get me wrong, they're needed elsewhere, too, but ALSO and especially on the Fairview side of Idlewild Road up and down Indian Trail Rd, Stevens Mill Road, Mill Grove Rd. We have people living out this way, too.
- No sidewalk is needed on Unionville Indian Trail Rd past Poplin Road. Greenways are needed that connect the community. Sidewalks are not utilized enough to justify the costs in more rural areas.
- No additional funding needs to be used for this project.
- I don't think sidewalks are needed on all these streets. I would fully agree with sidewalks along Indian Trail Road if the town if fully committed to improving/upgrading the downtown area.
- Don't understand it.
- See comments under highway changes.
- Not till all Indian Trail is 25 MPH speed limit.



CRTPO CTP Pedestrian Amendments

Any comments or concerns?

- Why does there need to be a sidewalk along 74? That road is so busy. No one should walk along 74 due to safety reasons.
- We need MUCH MORE in terms of sidewalks. I recently broke down with a child and almost got ourselves killed walking on 74 where there isn't any sidewalk, not even a shoulder. Just tall grass with snakes and fire-ant mounds. So it was either that or 18-wheelers going 60-70 MPH (yes, they do that speed around here) crushing us or getting bit all over the place and dealing with that. There are no proposed sidewalks on the other side of Idlewild Rd? No one lives out that way and no one wants to walk to the Food Lion or the shops in that area? Come on.
- Very small percentage of population would walk anywhere. You're making it easier for the homeless transits that are continuing to increase.
- Too dangerous
- This would take away a great deal of road front property of the people who currently own the houses along the street. People would be closer to the road, so more people would be on their property trespassing, and more potential for theft and break ins.
- There should be a middle we need sidewalks but the ambiguity of the plans will not allow me on good conscious to agree.



CRTPO CTP Pedestrian Amendments

Any additional comments?

- YES! Love to see this. Potter Road and Chestnut should have sidewalks all the way down them.
- We need sidewalks!!! Especially along 74 – I regularly pass people walking or biking on there, it's so dangerous!
- This looks great. Please prioritize sidewalks near schools. Also, the pedestrian crosswalk on Wesley Chapel Road in front of Sun Valley Middle School seems to have very little visibility when you are headed towards Wesley Chapel. You come up over a little hill and suddenly there's a crosswalk with students in it. I think this needs to be evaluated by engineers. Maybe it needs to be shifted towards Wesley Chapel/away from Old Monroe Rd.
- The map shows green (change to existing sidewalk) when actually there is no sidewalk and is very dangerous. There is a bridge at Chestnut Ln and Revelwood Dr where there is no sidewalk. Kids from the Callonwood subdivision must walk in the road 100 feet or so to cross the bridge to reach a sidewalk. This is the only path to the shopping area at Chestnut and Potter. It is very dangerous as this is where cars drive down Chestnut along a downhill blind turn.
- Sidewalks definitely need added on Old Monroe Rd especially from Waxhaw-Indian Trail Road to Wesley Chapel
- Sidewalk/pedestrian crossing needs to be placed beside bridge on Chestnut Lane near Revelwood Rd and entrance into Callonwood development to safely walk/bike to and from the Harris Teeter shopping center at the corner of Chestnut/Potter. Crossing this bridge on Chestnut Lane is currently dangerous due to it being a blind turn to automobiles traveling down Chestnut.
- Its unclear to me why all of these changes have been proposed. Some may be needed, but probably not all. What is the projected usage? What is the projected cost?
- Do not want forest land developed.



CRTPO CTP Pedestrian Amendments

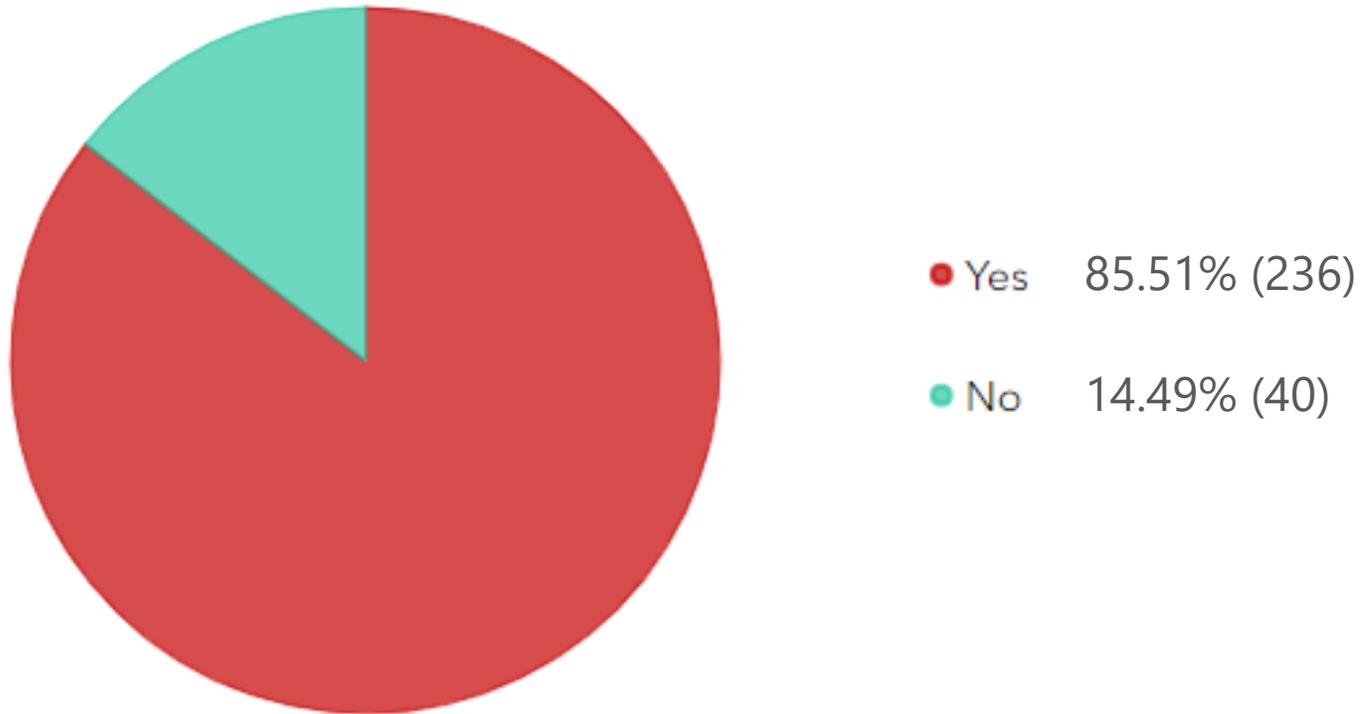
Any additional comments?

- Will be great adding sidewalk gaps to Chestnut Lane. There are several gaps along Chestnut to Weddington Road. Need to close the gaps for sure.
- Wider than standards Old Monroe sidewalks would enable pedestrian and bicycle traffic without exiting to the grass. Akin to a greenway trail, the section in front of Park Meadows, it allows passing with care. I don't understand why a sidewalk along Gribble Road was recommended. That corridor is primarily a vehicle centric with no foot traffic to those businesses. Nobody from Cherokee Woods would EVER walk down that section. I rode my bicycle down that section once and would never do it again; and I ride road bikes for fun.
- Should be walkable I shouldn't have to get in my car to go up the street.
- Extending only partial sidewalk on Chestnut, west of Potter is not helpful, and grade of include/decline is questionable. Additionally, the continuous speeding cars would certainly endanger pedestrians. The 'drag racing' cars later in the evening, that loop up to the roundabout and back only worsen the situation. This only started after the roundabout was built.
- Please consider sidewalks on Fincher to Potter and to Old Monroe from Waxhaw Indian Trail.
- Need more sidewalks and wider shoulders for cyclists.
- More sidewalk More street light.



CRTPO CTP Bicycle Amendments

Do you support the proposed **bicycle** amendments?





CRTPO CTP Bicycle Amendments

Any comments or concerns?

- You are allowing traffic to move too fast in these areas. Not safe.
- Will slow down traffic too much.
- While multi-use
- This is idiotic. No one bikes around here.
- Sidewalks are priority.
- Random bike paths through existing neighborhoods invite crime and mischief. We already have sidewalks.
- Put money in the roads and intersections to help alleviate traffic issues. Don't waste money on extras right now.
- Please PLEASE keep bicyclists off the roads in this area. The map area, especially. It's far too congested. Lots of limited sight distance hills and turns. Can't tell you how many times I have almost met my maker because someone was too impatient to wait behind one of these groups of bikers who hog entire lanes and go far slower than the speed limit, deciding to go into my lane – approaching me- almost head-on collision. The closest I came to this was me and my <1 year old child almost getting into a head-on collision with a UPS truck that was clearly upset these bikers were in his way. This has to stop around here. They paint the roads with their symbols – isn't that graffiti? And they have little respect for motor vehicles who are on their way to work, school, medical appts, etc.
- Not worth spending money on.
- No additional funding needs to be spent on this project
- Bike routes along Monroe Rd? This is an accident waiting to happen.



CRTPO CTP Bicycle Amendments

Any comments or concerns?

- Unnecessary.
- Why? Once you get everything else fixed, you can work on this.
- Why?
- We need all roads addressed before we make bicycle amendments
- Very small percentage of population rides bikes.
- Too dangerous.
- Those are high traffic areas and bicyclists need to be deterred from these areas. They cause traffic on already high traffic roads during school times and traffic times.
- This area was not designed for bicycles and doing so after the fact is costly and will never be used by the large majority of the public. This is a waste of taxpayer funds no matter where they come from. Tax funds should be used on projects used by most if not all taxpayers.
- These roads are too congested for people to be riding for recreation. There are plenty of neighborhoods for them to ride in if they wish. Again, take up a lot of land from the property owners for just a few people to enjoy.
- There is too much traffic for bikes on Indian Trail roads. Ban them inside town limits.
- Need resources to be spent on major roads.



CRTPO CTP Bicycle Amendments

Any comments or concerns?

- There should NOT be ANY bicycling on ANY roads on the above map area. The areas are too congested, too much crazy driving, trucks, limited sight distance for it to be safe for bikes AND for cars! People think nothing of driving in the wrong direction of travel lane to pass these bikers, who often ride 2-3 even 4 wide! And risk head-on collision with innocent people driving up toward them around a curve or hill. Its really bad, especially on nice weather days when these people like to mass bike on these crazy roads of ours. Ban it. Send them further out into the country where there is less traffic. Just because its legal for them to do so doesn't mean its SMART to do so. People who ride bicycles on these roads anger a lot of people who are on their way to work, to a doctor appt or surgery, or even to a loved one who called for help. It should be illegal like it is to ride on major highways.
- Random bike paths through existing neighborhoods invites crime and mischief. We already have sidewalks.
- Not necessary.
- Not enough bicycle traffic to warrant expenses.
- No impact to me and I should need to answer.
- Keep them off the road.
- Its unclear to me why all of these changes have been proposed. Some may be needed, but probably not all. What is the projected usage? What is the projected cost?
- In general, I think this should not be a priority when so many other projects need to happen first.



CRTPO CTP Bicycle Amendments

Any comments or concerns?

- If the bicycle Rutz will be off the main roads then fine. Bicyclist do not belong riding next to high-speed traffic. They tend to arrogant and not follow the rules and it's an incredibly dangerous situation for drivers and bikes.
- I don't think there are enough cyclists in this area to support this amendment.
- Greenways increase crime in the area
- Don't make all survey questions required
- Bikers are a nuisance
- 100% absolutely not! Regarding a bicycle path on west side of map to the left of Potter Rd. Runs between private property/homes. Horrible idea, makes no sense at all.
- "Add as recommended multi-use path" – not sure I understand the statement 100% but if this means use Wesley Chapel Rd. both for cars and bikes that is ridiculous. The road is tight as it is with high speeds and steady traffic. Riding your bike on this road would be risking your life. The road is curvy and lacks property shoulders. Only a few sidewalks exist. If you are truly planning for bikers than paths need to be built. This seems to be a copout.



CRTPO CTP Bicycle Amendments

Any additional comments?

- While the additional bike and multi-use paths are a good beginning, I would like to see even more bike paths to connect Union County to Mecklenburg County. I think the path that connects Squirrel Lake Park to Matthews Elementary is a great example, and extensions to that path as well as other connectors are highly desired.
- Whatever you can do to get these cyclists off the road blocking traffic I support
- We need more greenway/multi-use trails, especially since we have very limited access to sidewalk in our area.
- We have cars and motorcycles that race on Indian Trail Road and Faith Church Rd putting people at risk of danger. Not only are they often racing, some have modified mufflers to sound like gun fire and some sound like very very loud trumpets! This is insane and absurd. Its unnerving to the peace and quiet of the area, some people around here have autistic children who have gone into fits because of what they believe are gunshots being fired.
- Please don't use bike lanes on roads. They are not safe for bikers unless there is an actual physical divide.
- Not enough bike lanes, paths, separated lanes in this area.
- Any bike or multi use path in Indian Trail would be a big improvement. I support all of this and encourage you to fund these as soon as possible.



CRTPO CTP Bicycle Amendments

Any additional comments?

- These improvements when implemented will provide safer travels and hopefully less congestion. Thank you for addressing the situation.
- Same as above alternative transportation will help the community thrive and look better too.
- Safety is a major consideration, so the town should lobby the General Assembly to enact legislation to limit bike riders on rural two lane roads in highly populated areas. It is an accident waiting to happen.
- Please add bicycle lanes, wider shoulders, and more sidewalks. Let's promote non-vehicular transportation. It's currently difficult in this town to do so safely and especially for children. It's vital for promoting exercise and safety. Not to mention better for the environment.
- More sidewalk More street light
- Maximize neighborhood routes to major shopping.



CRTPO CTP Bicycle Amendments

Any additional comments?

- I would like to see if the speed limits for two lane streets and roads could be adjusted to 35 mph maximum. Wesley Chapel Road, Potter Road, Weddington Road, Waxhaw Indian Trail Road, and many others don't feel safe at 45 mph because people tend to spend and will drive faster than 45, causing unsafe conditions for the residents of the area.
- I feel that corridors which support pedestrian and bicycle traffic in front of schools and out along the primary neighborhood roads would encourage foot traffic and bicycle traffic. Being a cyclist who lives off Old Monroe, I will NEVER ride down that section. If I ride in Union County, the only places I feel safe on the road are in a group, and between Ballantyne & Waxhaw and Hemby out toward Unionville.
- Highly support removing on-road bicycle lanes from the proposal.
- Consider pedestrian-bicycle bridges over highways for fun (atmosphere) and safety creating long safe bike riders or run/walk areas for quality of living
- BICYCLES NEED TO STAY OFF BUSY ROAD!!!! STUPIDITY!!!



Contact

- 16 people requested to be contacted to discuss CRTPO CTP amendments
- All were sent an email and asked if they wanted to talk via phone or if they preferred to email their questions. All responses who wanted to talk via phone were called by the consultant.



ITEM

4

Draft Plan



Draft Plan

- Changes to Designs or Cost Estimates Based on Public Input
 - Chestnut / Potter
 - change call out box to "Add Protected Green Arrow and Flashing Yellow Arrow For NB and SB Left-Turn Movements"
 - add painting mast arms to cost estimate
 - U-IT / Faith Church
 - update traffic diagram to show dedicated WB and EB right turns instead of a shared-thru-right
 - change call out box to "Add Protected Green Arrow and Flashing Yellow Arrow For NB and SB Left-Turn Movements"
 - Others?
- Comments to Date
 - Pg 15 - Check with NCTA for updated truck traffic numbers on bypass - **done**
 - Figure 14 - Adjust the 74x route on Figure 14 - **done**
 - Page 60 – Just an FYI - Union County expressed opposition to the commuter rail recommendation going to Wadesboro as part of CONNECT Beyond
- Any other changes or additions needed?



ITEM

5

Next Steps



Next Steps

- Revisions to Designs and Cost Estimates
- Revisions to Draft Plan Document
- Send Plan Document to Town Council
- Present to Town Council for Adoption at October 22 Meeting

Thank you!

