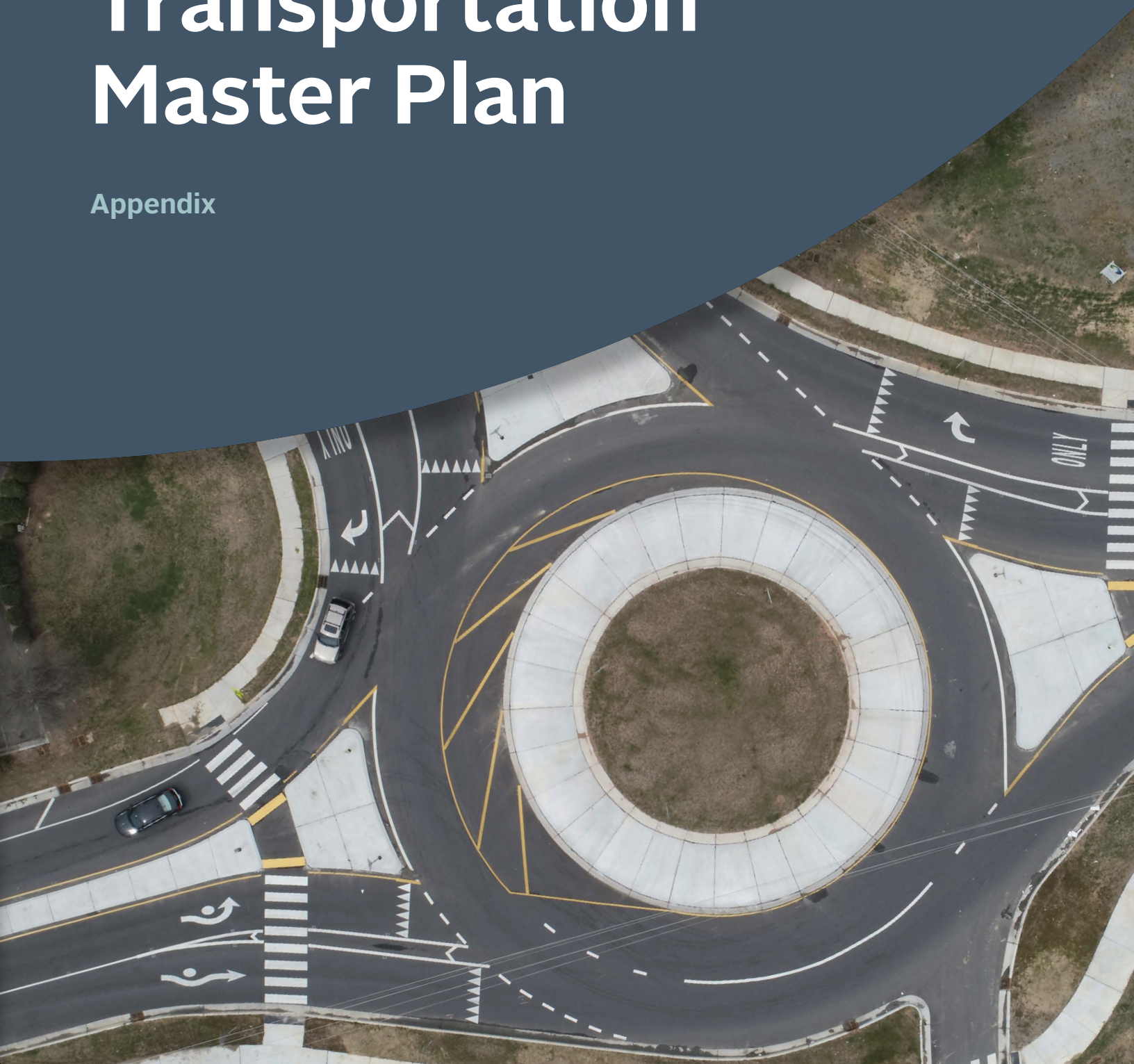
Indian Trail Transportation Master Plan

Appendix



Appendices

Appendix A: Online Input (Town Council Survey, Public Input Round 1, Public Input Round 2)

Appendix B: Funded Project Details

Appendix C: Intersection Screening

Appendix D: Designs & Cost Estimates

Appendix A

Town Council Survey Summary

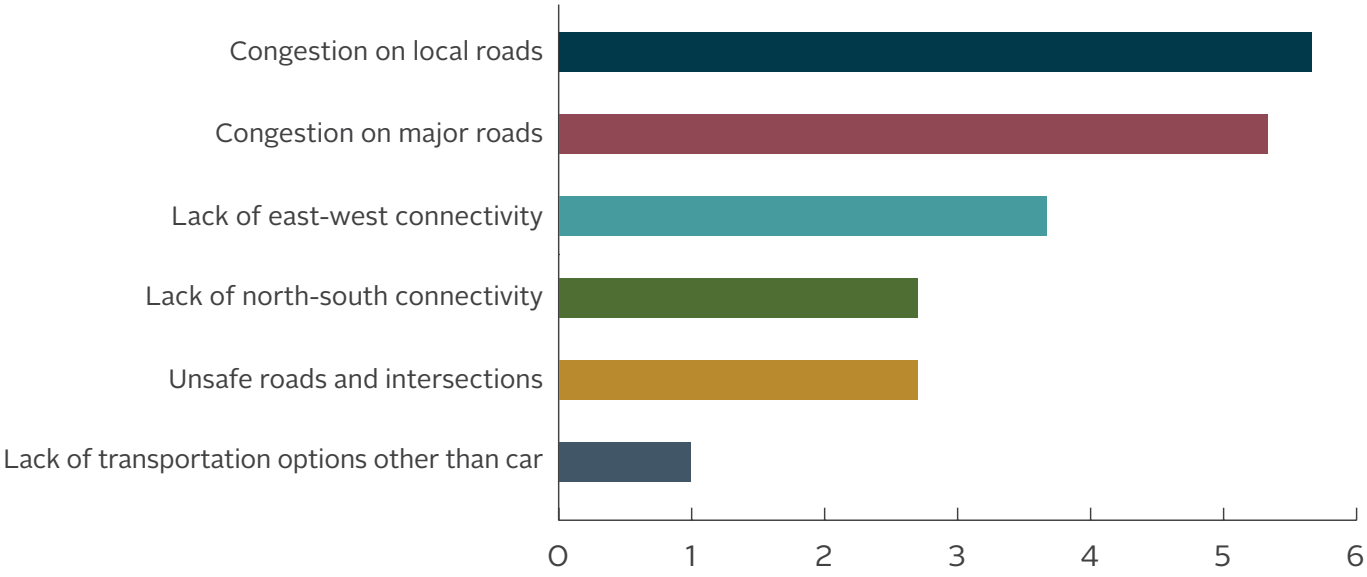
Three Council members responded to the survey in March 2024.

General Survey Questions

Q1: What are the most common transportation complaints / issues that you hear from your constituents?

- Traffic, Traffic, Traffic. Also not happy with the super streets from NCDOT. Residents not happy with no right on red on 74. Monroe Rd taking way too long.
- Too many high density subdivisions built and roads can't handle the huge volume of cars they have brought.
- How bad the roads are.

Q2: Please rank the following transportation issues / concerns from highest priority to lowest priority?



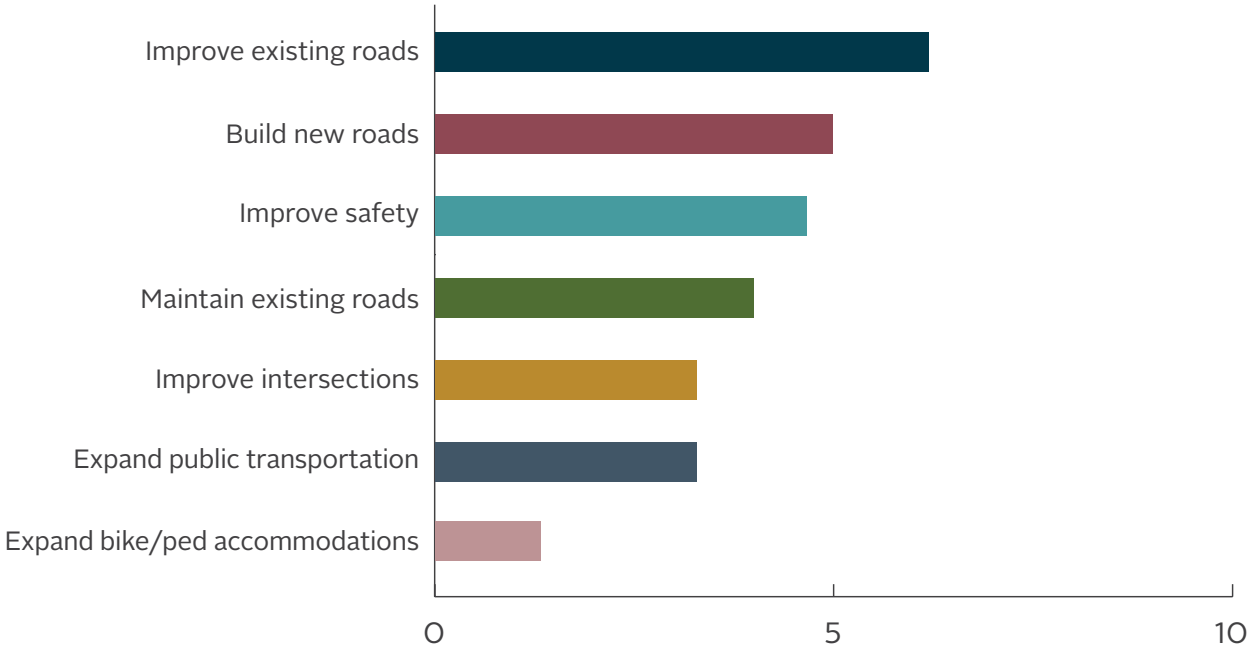
PLEASE EXPLAIN WHY YOUR TOP THREE WERE THE HIGHEST PRIORITY.

- See my answer regarding constituent complaints.
- The roads aren't able to support the volume of traffic. We've outgrown our roads.

PLEASE SHARE ANY OTHER TRANSPORTATION ISSUES / CONCERNS THAT WERE NOT IN THE LIST.

- Fixing existing roads. Widening existing roads.

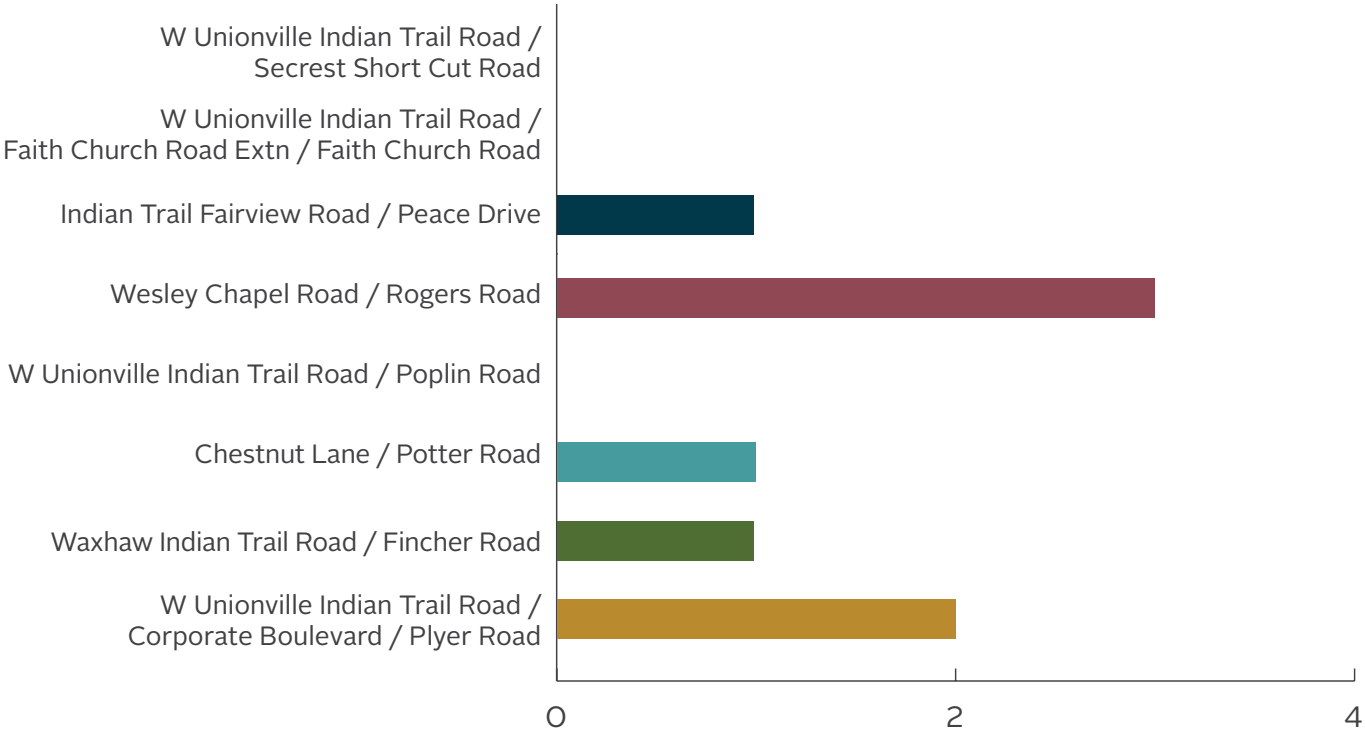
Q3: Please rank the following transportation improvements from highest priority to lowest priority.



PLEASE EXPLAIN WHY YOUR TOP THREE WERE THE HIGHEST PRIORITY.

- The traffic is horrible and we need to see vast improvement quickly; we haven't made any improvements.
- It's what people complain the most about. It goes along with complaints on traffic. It's the social media nightmare.

Q4: Which of these intersections should be studied in more detail?



Note: *Wesley Chapel Road / Rogers Road is part of the Union County 2024 Critical Intersection Analysis Design and Cost Estimate Study and therefore will not be studied as a part of this plan.*

PLEASE SHARE ANY OTHER TRANSPORTATION ISSUES / CONCERNS THAT WERE NOT IN THE LIST.

- Constituents hate the Michigan turn lanes.

Q5: Is there anything specific you would like us to ask the public regarding transportation as a part of this plan?

- Would you be interested in a road bond to move things along faster?
- Would you like to see charging stations in parks and parking areas?
- Would you like to see all development stop to slow traffic congestion?
- Would you like to see more public transportation?
- Would you like to see more traffic officers?

Q6: Do you have anything else you would you like to add that may not have been covered in the questions above?

- We need to get a move on the Complete Street project. We keep being told that we will see orange barrels in the spring then late summer by Christmas it's been 7 years and nothing has changed. We need action all we get is inaction!

Appendix A

Public Input Round 1

TO: Todd Huntsinger, Director of Engineering
FROM: RS&H
DATE: May 3, 2024
SUBJECT: Public Comment #1 Summary

A public comment period was held March 22, 2024 through April 29, 2024 to obtain general input on transportation in Indian Trail as well as specific input on transportation issues and concerns and candidate intersections for further study.

A link to the survey and a QR code were posted on the project webpage of the Indian Trail website. A flyer containing the survey link and QR code was provided to Advisory Committee members for distribution and posting on their social meeting channels and handed out at the Hop To It event on March 23, 2024.

A summary of outreach by agency is provided below.

Indian Trail

Social Media

Facebook
5 Posts
31,269 Total Reach
31,680 Total Impressions

Nextdoor
5 Posts
10,280 Total Impressions

Instagram
3 Posts/Stories
685 Total Reach
715 Total Impressions

X (Formerly Twitter)
5 Posts
331 Total Impressions

Additional Outreach

Included in **5** weekly IT Update e-newsletters (sent each Friday)

445 Total Clicks

4 out of the **5** weeks it was the **top link clicked**

The link and description of the project were emailed to the following groups. Each was asked to share with their friends, family, and neighbors in Indian Trail:

- Mayor and Council (plus a reminder email)
- Town Staff (plus a reminder email)
- Planning Board
- Board of Adjustment
- Parks and Recreation Committee
- Senior activity group (through Parks and Recreation)
- HOAs (plus a reminder email)

Shared the survey in one of its weekly e-newsletters, which reaches approximately
60,000 people

Sent twice via the Town website's News Flash feature
480 subscribers

Indian Trail Social Media Comments

MARCH 25

1. Bicycle lanes
2. The streets should be wider. There should be more street signs. Most roundabouts have no street signs.
3. Just put up stop lights instead of traffic circles. They worked good when people didn't have cell phone and smart radios in their cars.
4. All Old Monroe from Dollar Tree to 485. Maybe stop allowing them to build those crappy over priced tri-plex's.

APRIL 3

1. The railroad tracks at Indian Trail rd.
2. Potters Rd and Wesley Chapel Stouts needs to be a roundabout or have a light! Also Old Monroe and South Fork needs a light. Traffic there is a nightmare!
3. Potters Rd. & Pleasant Plains...
4. Idlewild Road/Secrest Shortcut Rd needs to be widened to 4 lanes. The congestion is unbelievable.

5. APRIL 18

1. Pls put a roundabout right here on IT road and Old Monroe by the closed down CVS. It would make traffic flow much smoother than these red lights. Oh, then teach everyone how to actually drive around a roundabout. Thanks.
2. How about starting with the u turns on 74? Pretty they caused more accidents than they help with traffic flow.

APRIL 24

1. Give input on the future of Indian Trail's transportation network! A more interconnected, accessible, and convenient network of roads, sidewalks/multi-use paths, and greenways/trails will make for a safer and more easily traversable community.
2. I'd imagine most people are just wanting the holes in the roads fixed and try and relieve the long AF traffic lines from 74 to Old Charlotte and everything in between. Instead of listening, I'm guessing there's an agenda to promote some kind of BS Green electric

APRIL 26

1. Suggest some small day trips for Seniors.

Union County

Union County Horizon-Community Newsletter

Delivered to:
60,000
people

CRTPO

Social Media

Facebook

2
Posts

170
Total Reach

193
Total Impressions

X (Formerly Twitter)

5
Posts

331
Total Impressions

Additional Outreach

CRTPO Quarterly Newsletter (sent March 28).

Delivered to:
941 subscribers

IN TOTAL

377 surveys were completed and submitted for the general survey

50 comments were placed on the Crowdsource Reporter map

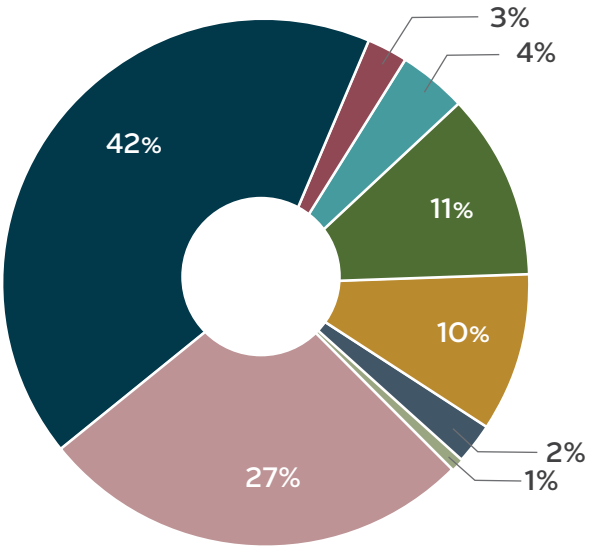
97 likes of posted comments were submitted,

55 respondents took the intersection survey

A summary of the responses and comments is provided on the following pages:

General Survey Questions

Q1: The biggest transportation issue in Town is (choose one):



Total Number of Responses: 374, 3 Skipped

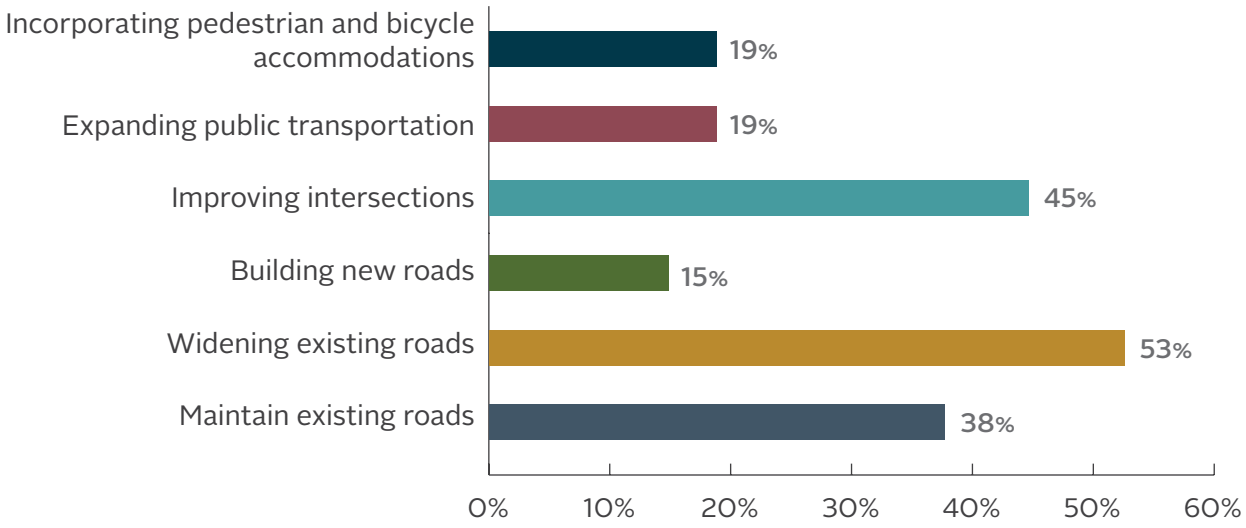
LEGEND

- Other (9 Responses)
- Lack of transportation options (37 Responses)
- Unsafe roads and intersections (43 Responses)
- Lack of north-south connectivity (15 Responses)
- Lack of east-west connectivity (10 Responses)
- Congestion on local roads (159 Responses)
- Congestion on major roads (101 Responses)
- Skipped (3 Responses)

OTHER RESPONSES

- The side roads are nasty. Not right turns, people don't stay in the proper uturn lanes and the green lights on side roads are way too short.
- The intersection planning for Wesley Chapel to Independence boulevard has been a disaster. This has made it so much longer to drive.
- People
- No sidewalks. Town is dirty trash. No trees
- Lack of pedestrian and bicycle options connecting neighborhoods to schools, stores, parks, etc.
- I believe it's congestion on main roads, but also secondary roads. So many developments get built without widening roads first.
- Defined line (designated lanes)

Q2: Which **two (2)** of the following are your highest priorities for transportation investment in Town?

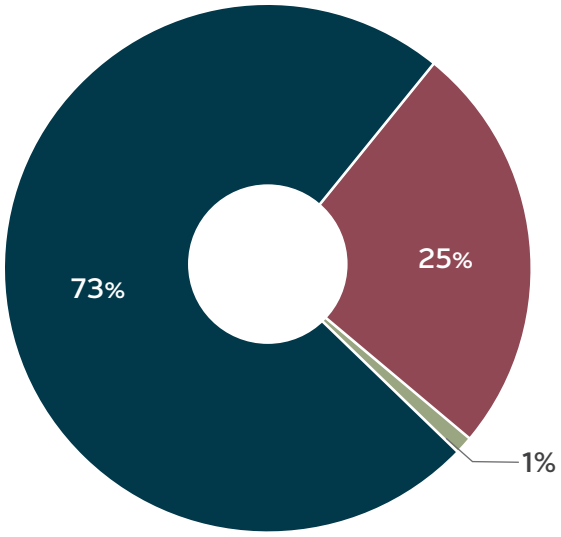


Total Number of Responses: 377

LEGEND

- Incorporating pedestrian and bicycle accommodations (70 Responses)
- Expanding public transportation (73 Responses)
- Improving intersections (170 Responses)
- Building new roads (57 Responses)
- Widening existing roads (199 Responses)
- Maintaining existing roads (143 Responses)

Q3: Do you support extending bus service from Mecklenburg County to Union County?

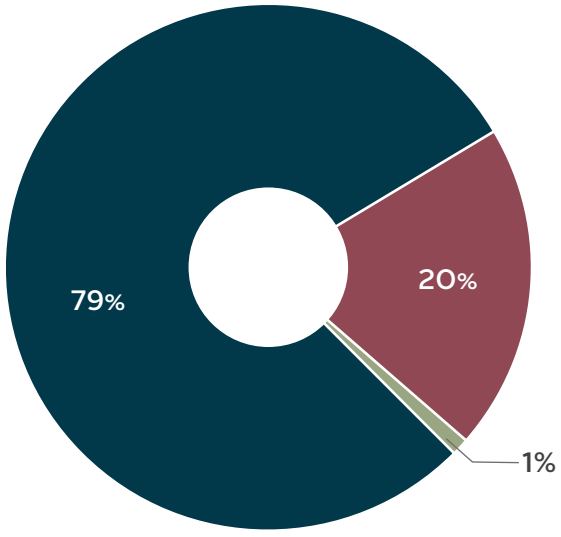


Total Number of Responses: 372, 5 Skipped

LEGEND

- Yes (277 Responses)
- No (95 Responses)
- Skipped (5 Responses)

Q4: Do you support extending the Silver Line from Mecklenburg County to Union County?

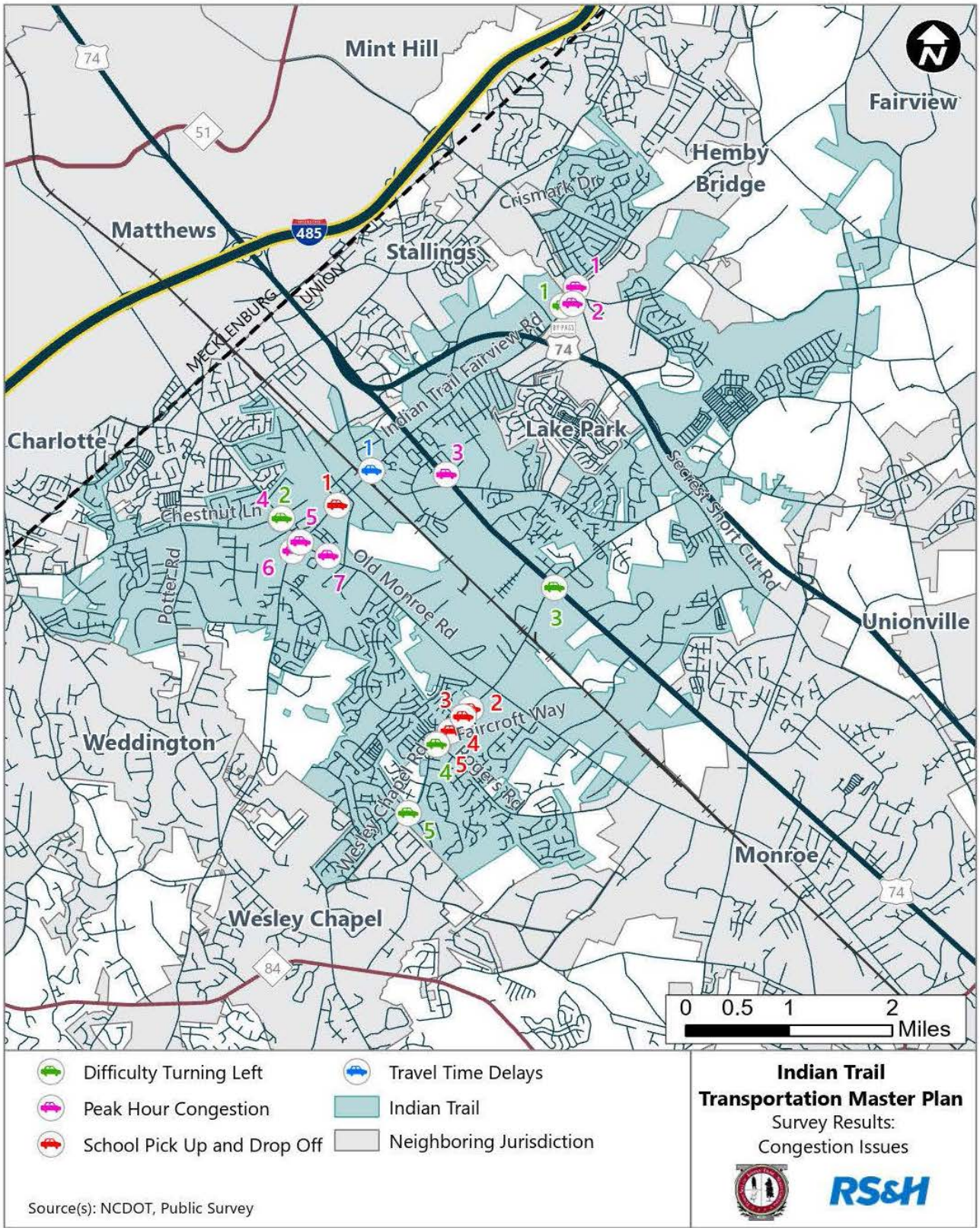


Total Number of Responses: 373, 4 Skipped

LEGEND

- Yes (298 Responses)
- No (75 Responses)
- Skipped (4 Responses)

Where do you experience congestion issues?



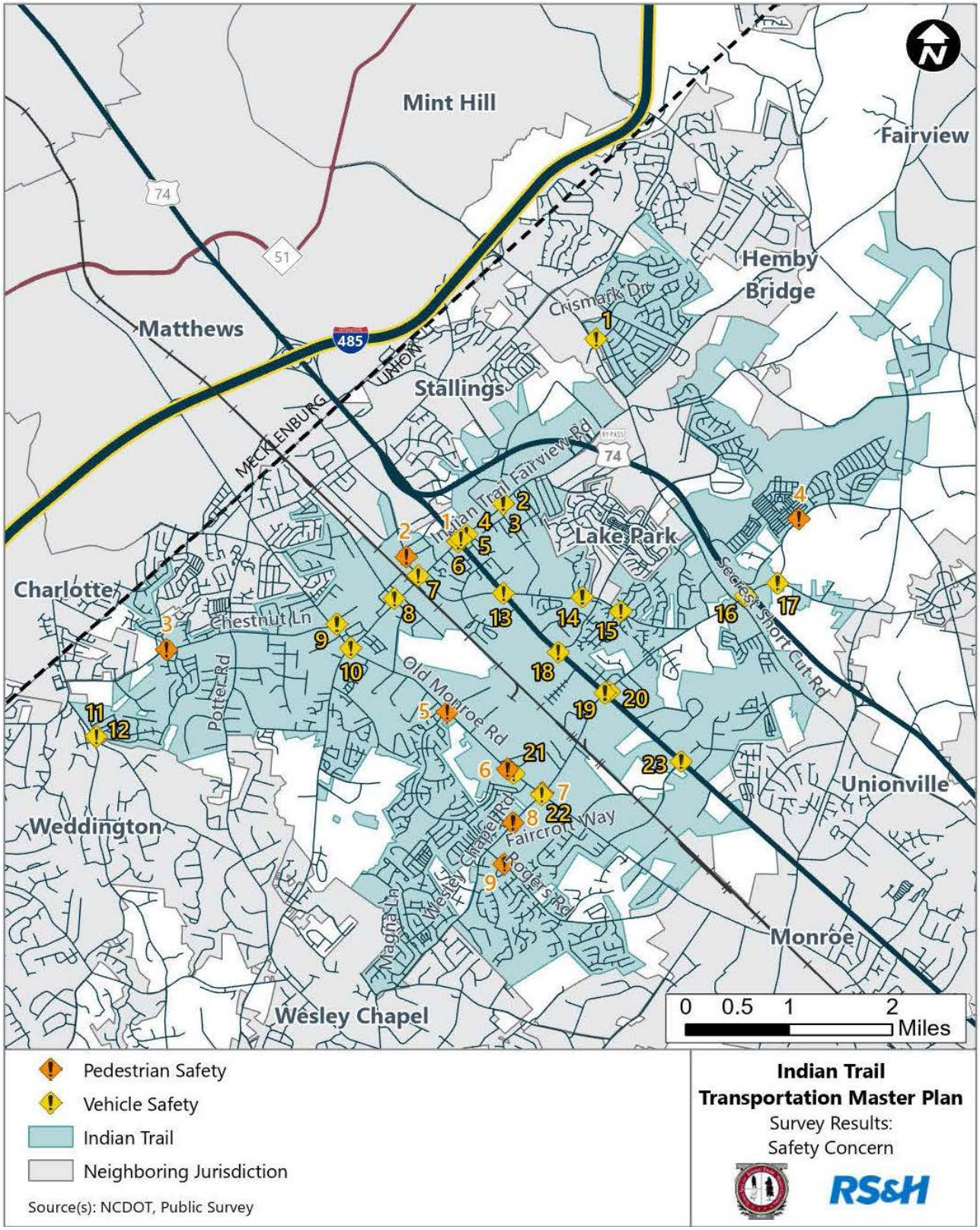
Congestion Issues

	Map Number	Comment	Number of Likes
Peak Hour Congestion	1	This entire area is heavily congested during the afternoon but also to a degree in the morning as well. It is very frustrating to sit through multiple traffic light cycles at Idlewild/Mill Grove AND on Indian Trail Fairview Rd at Idlewild Rd at the Bridge Restaurant.	3
	2	HEAVY backups during afternoon hours between 4PM-6:30PM and if it rains you can expand on those times. Traffic will back up from Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant all the way back to the toll highway.	2
	3	Very difficult to enter US 74 from shops and restaurants nearby due to continuous traffic on US 74.	2
	4	Chestnut is a highly-traveled road, as it provides access to the Austin Village center. The intersection becomes highly congested, especially when drivers traveling south don't leave the intersection open for those trying to make a left on Chestnut. A possible solution would be to place a sign that says dont block the intersection, and adding some striping.	1
	5	Leading up to this intersection there is so much traffic. Very congested.	0
	6	None	2
	7	None	1
Difficulty Turning Left	1	This intersection (and roads) is way too narrow for the population of this area. Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant is impossible to make a left during morning but especially evening rush hour (starting at 4pm sometimes). Add rain and forget it. For ALL 4 directions at that intersection is very difficult to make left turns and therefore it backs traffic up to the toll hwy sometimes. However ALL directions experience backups so bad we wait 5 or more light cycles to get through that light at the Bridge Restaurant.	2
	2	Very congested area and hard to turn left. Need a light.	0
	3	Due to having to take a right to go left and no right on red, cars get extremely backed up and the light is not long enough to allow more cars through.	2
	4	The most difficult left turn at this intersection is for those that are traveling northeast on WCS Rd, turning left into HollyPark. Whenever there is a driver on the opposite side waiting to turn left into Rogers Rd, their headlights blind you, because they seem to be at a higher elevation. They also block one's view of the incoming traffic, due to the angle of the lane and street. It is dangerous to turn left in those conditions, because you are risking being surprised by a fast car that you could not see.	0
	5	Difficulty turning right! When turning right onto WCS Rd, from Pinewood Forest, it is dangerous because there is not enough room to make a soft turn. One has to make a sharp right in order to avoid driving over the dirt/ditch. Widening and laying asphalt over the turn radius could solve this.	0

Congestion Issues *continued*

	Map Number	Comment	Number of Likes
Travel Time Delays	1	This intersection could be back upped due to one lane	6
School Pick Up and Drop Off	1	None	3
	2	None	0
	3	In addition to school pickup/drop off congestion (and even with a crossing guard directing traffic), it's dangerous for the middle school students to cross the street. Because of the stopped school traffic, many people cut through Holly Park. It's caused a significant increase in thru traffic in a neighborhood where many children walk to school. I personally witness thru traffic blow through stop signs on a daily basis. It's also very difficult for residents to make a left turn from Treeside Lane onto Wesley Chapel Stouts.	2
	4	None	0
	5	Need to widen the road but also have better direction of traffic for school time	1

Where do you have safety concerns?



Safety Concerns

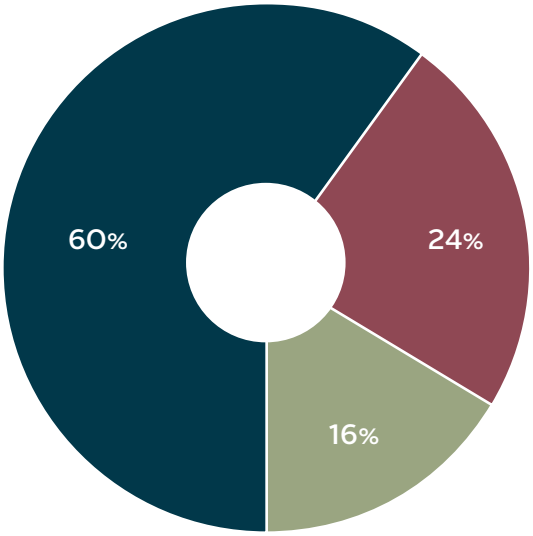
	Map Number	Comment	Number of Likes
Vehicle Safety	1	Always a guessing game when trying to turn left onto Idlewild from Rockwell Dr because you never know if a car is going to come speeding over the hill, and then they blow their horn at you as if we did it on purpose.	2
	2	Limited Site Distance because of hump in road.	5
	3	Limited sight distance	5
	4	High traffic. Impossible to turn towards 74. Needs to be a roundabout. Also encourages traffic to go through neighborhoods.	2
	5	Congested with traffice to/from 74. Cars going in/out of chik-fila and Kangaroo express.	1
	6	Horrible intersection. Needs to be a bridge to connect Indian Trail.	2
	7	Very bad intersection. Stops traffic during rush hour. Needs to be a roundabout.	8
	8	The Learning Habitat makes use of the church auxilary hall M-F. Many cars fly down this section of street while parents are carefully trying to back out of on-street parking spaces. I've witnessed many close calls, and unfortunately most cars passing by do not even stop for cars that are backing out. They just whip around into the oncoming lane.	2
	9	Hard to turn left	2
	10	Highly congested area	1
	11	This intersection needs a stoplight! The Town of Weddington has offered to spilt the cost with the town and the residents of Brookhaven want this to happen!	0
	12	Castleford and Forrest Lawn Lane intersection is a nightmare at schools drop/pickup times and a death trap any other time.	3
	13	Needs to be a bridge. Breaks Indian Trail in half.	2
	14	Multiple accidents	0
	15	No visibility of cars coming because of a hill, no signs to slow down	0
	16	Very hard to make a left turn. Needs a roundabout	1
	17	Very hard to make a turn out of Poplin onto Unionville Indian Trail Rd W. Needs a roundabout	1
	18	Need road from Faith Church to Old Monroe to alleviate congestion on Wesley-Chapel and Indian Trail roads	0
	19	Intersection should be designed like many intersection in Matthews at Rte 51 with 2 turning lanes	0
	20	Needs to be a bridge instead of U turns. Very congested area.	5

Safety Concerns *continued*

	Map Number	Comment	Number of Likes
Vehicle Safety	21	The utter lack of planning around entry into the ABC store is just unacceptable. Westbound traffic needs a better option than a U-Turn on a single lane road. The eventual road widening will eventually solve for this, I assume, but it would be nice to have something done to address this.	6
	22	Timing of the lights here make left turns onto Old Monroe very troublesome. Green left turn arrows are too short and during heavy traffic periods, turning left on flashing yellow becomes nearly impossible. Cars are frequently stuck in the middle of the intersection when the light turns red.	3
	23	None	2
Pedestrian Safety	1	At-grade intersection still leaves little safety concerns to be alleviated by pedestrians and cyclists.	5
	2	Vehicles excessively speed around this area and peds have to yield to vehicles, not the other way around.	1
	3	There is no sidewalk or crosswalk by the bridge on Chestnut. Kids coming leaving the Callonwood subdivision must walk into the street where cars travel very fast down a blind turn on Chestnut. This is the only way to get to the Austin Village stores on foot. It is a very dangerous situation.	2
	4	Children/Parents crossing from the school are in danger, especially with new construction adding many more cars to the road. Add a traffic light, or at least stop signs.	0
	5	No sidewalk to go to Sunvalley area or Plazas toward South Fork Road	1
	6	Pedestrians and bicyclists will travel in the road because there is no sidewalk.	2
	7	This intersection is a disaster. Vehicular traffic needs to be managed better to elevate pedestrian safety at this intersection.	2
	8	Pedestrian bridge is needed over Wesley Chapel. Pedestrians, especially high school students, will try to use this crosswalk near the middle school. Most drivers do not stop and it makes for a very dangerous situation.	4
	9	Sidewalk ends at Shiloh Valley, leading to pedestrians illegally crossing the road that far down on rogers rd. extend sidewalk or add in a ped. crosswalk like at the beginning of meriweather subdivision	0

Intersection Survey Questions

Q1: Do you agree with the intersections on the list?



Total Number of Responses: 46, 9 Skipped

LEGEND

- Yes (33 Responses)
- No (13 Responses)
- Skipped (9 Responses)

Q2: I would add the following intersections(s) to the list (please list any intersections missing from the list):

- Waxhaw Indian Trail Rd/Old Monroe Rd
- Unionville Indian Trail Rd/Rocky River Rd
- Secrest Short Cut Rd/Indian Trail Fairview Rd
- Potter Rd/Pleasant Plains Rd (2)
- Idlewild Rd/Stevens Mill Rd
- US 74/Wesley Chapel Stouts Rd; US 74/Indian Trail Fairview Rd

Total Number of Responses: 7

Note: The following intersections noted by respondents are not in Indian Trail: Unionville Indian Trail Rd / Rocky River Rd, Secrest Short Cut Rd/Indian Trail Fairview Rd, and Potter Rd/ Pleasant Plains Rd. Additionally, the intersections on US 74 have recently been improved and the Waxhaw Indian Trail Rd/Old Monroe Rd intersection is being improved as a part of the Old Monroe Rd widening project.

Q3: I would remove the following intersections(s) from the list (check all that apply)

- W Unionville-Indian Trail Rd/Secrest Short Cut Rd
- W Unionville-Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd
- Indian Trail Fairview Rd/Peace Dr
- Wesley Chapel Rd/Rogers Rd
- W Unionville-Indian Trail Rd/Poplin Rd
- Chesnut Ln/Potter Rd
- Stinson-Hartis/Younts/Indian Trail Fairview Rd

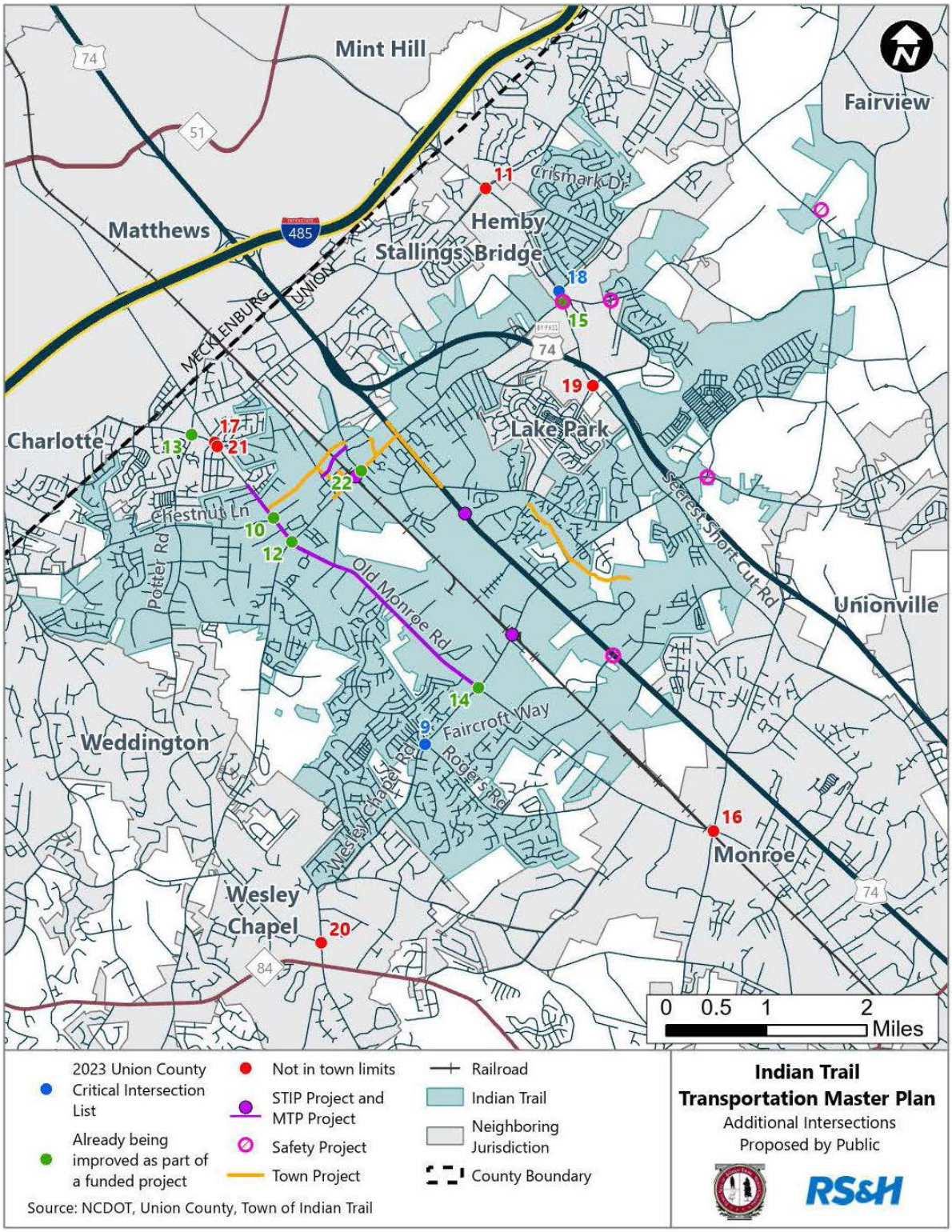
Total Number of Responses: 7, 48 Skipped

Q4: My top three intersections for study as a part of this plan are (list in priority order).

Intersection No.	Intersection	Highest Priority	Second Highest Priority	Third Highest Priority	Total in top 3
1	**Chestnut Ln/Potter Rd**	14	2	2	18
2	**Indian Trail Fairview Rd/Peace Dr**	4	4	4	12
7	**W Unionville-Indian Trail Rd/Secrest Short Cut Rd**	1	7	1	9
3	Stinson-Hartis/Younts/Indian Trail Fairview Road	1	2	5	8
4	Waxhaw Indian Trail Rd/Fincher Rd		5	3	8
5	Unionville Indian Trail Rd/Corporate Blvd/Plyer Rd	3	2	3	8
6	W Unionville-Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd	3	1	3	7
8	W Unionville-Indian Trail Rd/Poplin Rd	2	1	1	4
9	Wesley Chapel Rd/Rogers Rd[1]	2	2		4
10	Chestnut Ln and Old Monroe Rd[2]	2			2
11	Stevens Mill Rd/Idlewild Rd[3]			2	2
12	Waxhaw Indian Trail Rd and Old Monroe[2]	1			1
	Unionville Indian Trail Rd and Potter Rd[4]	1			1
13	Potter Rd and Pleasant Plains[2,3]	1			1
14	Monroe Rd and Wesley Chapel Stouts[2]	1			1
15	Indian Trail Fairview/Secrest Short Cut[1,2,3]	1			1
	Indian Trail Fairview Rd and Idlewild Rd at the Bridge Restaurant. Both directions[1,2,3]	1			1
	Backstretch/Poplin Rd[4]	1			1
16	Old Monroe Rd and N Rocky River Rd[3]		1		1
17	Old Monroe Rd and Pleasant Plains[3]		1		1
18	Idlewild Rd and Mill Grove Rd[1]		1		1
19	Faith Church Rd/Secrest Short Cut[3]		1		1
20	Potter Rd and Wesley Chapel Stouts[3]			1	1
21	Old Monroe and Catawba Circle S[3]			1	1
22	Indian Trail Rd S and Matthews Indian Trail Rd[2]			1	1
	don't get a go about the rest of them[4]			1	1

1. On the 2023 Union County Critical Intersection List
2. Already being improved as part of a funded transportation project
3. Not in town limits
4. Not an intersection

Intersections 9-22 were nominated by respondents as locations for study as a part of this plan. All of these locations are already being studied, improved as a part of a funded project, or are outside of town limits, eliminating them from further study as a part of this plan. The map below illustrates the information noted in the superscripts in the table on page 18.

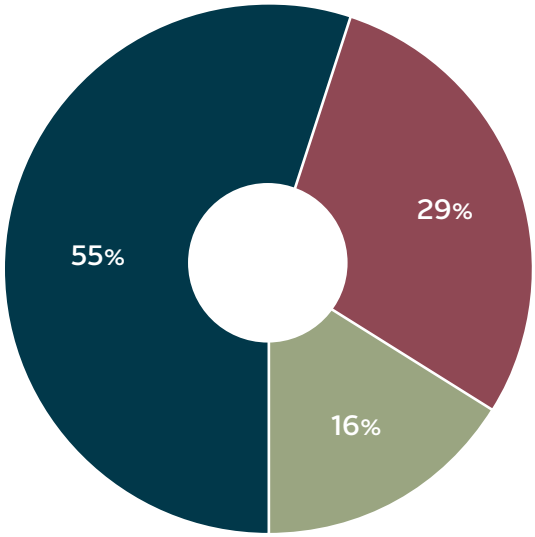


Q5: Do you have any questions or general transportation comments?

Total Number of Responses: 20, 35 Skipped

1. You list 8 intersections on the map but have 9 intersections above. Wesley Chapel Rd/Rogers Rd is missing on the map.
2. We should focus on connecting Indian Trail across 74. Through bridges or tunnels.
3. We need bike lanes!
4. Turn lanes @ Unionville Fairwood/Rocky River. The light there is awful and if someone turns left nobody else can go through the entire light cycle. Traffic backs up in the morning. Please do normal lights and not 1000 roundabouts next to one another.
5. Traffic is terrible in the afternoon. Can't get anywhere from 1-6.
6. Traffic going away from 74 on Indian Trail Fairview Rd toward the Idelewild Rd traffic light will very often back up to the toll hwy. It can take 7 or more traffic light cycles just to get to that Indian Trail Fairvbiew Rd/Idlewild traffic light!
7. There should be more pedestrian and bike paths for people that don't or can't drive in Indian Trail. Most car trips are under 5 miles and that is perfect for biking.
8. There is a lot of rapid growth. Without future updates, the area is already congested and consists of numerous vehicle accidents.
9. Stop building new homes, condos, and apartments, you greedy idiots! Even with these so-called transportation improvements, the infrastructure cannot handle!!!!
10. Roads need to be built to accommodate for future development. This area is growing, there is no reason why infrastructure is not being updated to accommodate the growth. I think we all knew that when the bypass was being built that more congestion was coming.
11. Repair the roads, pave where needed while the studies are being done.
12. Public transport and walking/bike paths should be part of the new construction, not just residential.
13. Old Monroe near SVHS needs to be addressed sooner rather than later. At some point, this will stop the growth in the 3 shopping plazas.
14. No
15. More sidewalks down Chestnut Lane towards Potters
16. More dense urban development. Less carcentric solutions. Less parking lots. Make it easier to walk everywhere.
17. I'm hoping the Unionville-Indian Trail Rd/ Secret Short Cut Rd is referring to the bypass intersections.
18. I absolutely detest the 'super streets' intersections constructed in the last few years. So many more close calls.
19. Fix the worst roads in what feels like a 3rd world country union county nc
20. Don't be like the DOT and wait until a road has been out of date for 40 years to fix it.

Q6: Would you like to receive project updates?

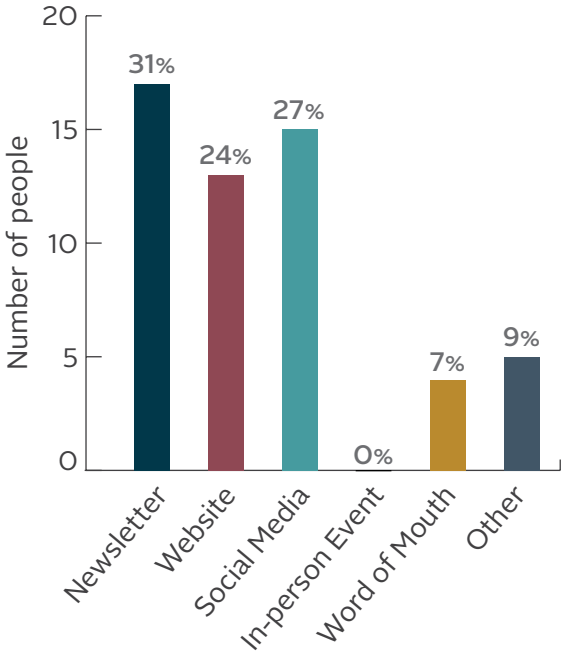


Total Number of Responses: 46, 9 Skipped

LEGEND

- Yes (30 Responses)
- No (16 Responses)
- Skipped (9 Responses)

Q7: How did you learn about this survey?



Total Number of Responses: 54, 1 Skipped

LEGEND

- Newsletter (17 Responses)
- Website (13 Responses)
- Social Media (15 Responses)
- In-person Event (0 Responses)
- Word of Mouth (4 Responses)
- Other (5 Responses)

OTHER RESPONSES

- Email (4)
- Councilman Barber

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Appendix A

Public Input Round 2

Transportation Master Plan: Survey 2 Outreach Summary

Social Media

Facebook
5 Posts
8,242 Total Reach
8,378 Total Impressions
777 Total Engagement

Nextdoor
3 Posts
2,331 Total Impressions

Instagram
3 Posts/Stories
449 Total Reach
461 Total Impressions

X (Formerly Twitter)
5 Posts
338 Total Impressions

Additional Outreach

Included in
4 weekly IT Update e-newsletters (sent each Friday to approximately 14,000 people)

274 Total Clicks

4 out of the **5** weeks it was the **top link clicked**

1 Text message sent to 5,961 people

16.3% Total Clicks

The link and description of the project were emailed to the following groups. Each was asked to share with their friends, family, and neighbors in Indian Trail:

- Town Staff (plus a reminder email)
- Planning Board
- Board of Adjustment
- Parks and Recreation Committee
- Senior activity group (through Parks & Rec)
- HOAs
- Discussed on the Aug. 29 Facebook Live segment

Shared the survey in one of its weekly e-newsletters, which reaches approximately
60,000 people

Sent once via the Town website's News Flash feature
480 subscribers

Included on the cover page of the Town's monthly digital newsletter.

Indian Trail Social Media Comments

AUGUST 19

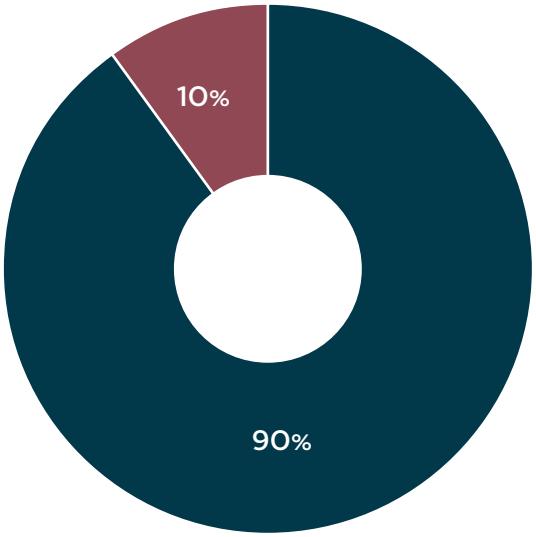
1. Thank you for making an active effort to include the community! Hoping to see less car centric changes for the future "town square" and more dense, walkable areas
2. What? There's a master plan?

SEPTEMBER 6

3. Is there really a need for a change at Chestnut and Potter? I've never seen major traffic issues there
4. Same... was a flashing light and cow pastures when I first moved here. Time to move further south...
5. yep. I remember the tomato stand that used to sit where the Harris teeter is now.
6. Some feedback? Have you driven through the little tiny roundabout by Emerald Lake? Please, no more roundabouts unless you're going to build them full size. I literally have seen cars speed out of the developments to the left and right and not yield. Twice - witnessed incidents that almost resulted in three cars almost crashing. If we will have more roundabouts, do it right. Please and thank you!

Chestnut Lane and Potter Road

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (249 Responses)
- No (28 Responses)

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.

WHAT CONCERNS DO YOU HAVE? (CON'T)

- 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 dirty/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.
- 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.
- Increased taxes.
- An 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.

WHAT CONCERNS DO YOU HAVE? (CON'T)

- 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.

ANY ADDITIONAL COMMENTS?

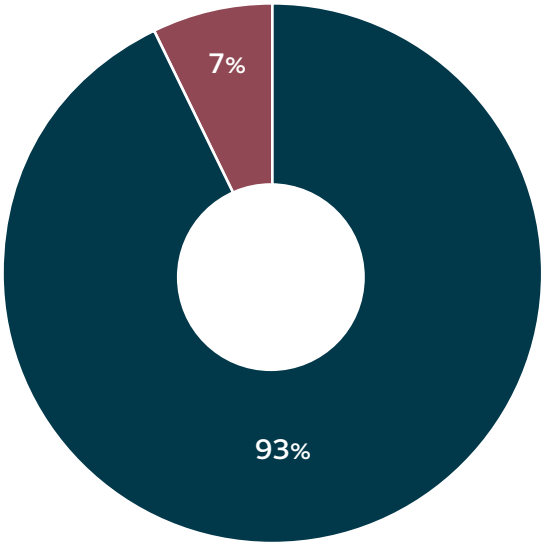
- Would like to see green turn arrows for all directions of traffic followed by a flashing yellow.
- There is also a "sidewalk gap" on Chestnut near the Callonwood entrance. It is a hazard to cross Chestnut in this area to get on the opposite side of the road heading toward the shopping center at Chestnut 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 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 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.
- 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.

ANY ADDITIONAL COMMENTS? (CON'T)

- Agree definitely needed.
- Potter at Pleasant 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.
- 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 roundabout 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.

Stinson Hartis Road / Younts Road and Indian Trail Road

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (257 Responses)
- No (20 Responses)

WHAT CONCERNS DO YOU HAVE?

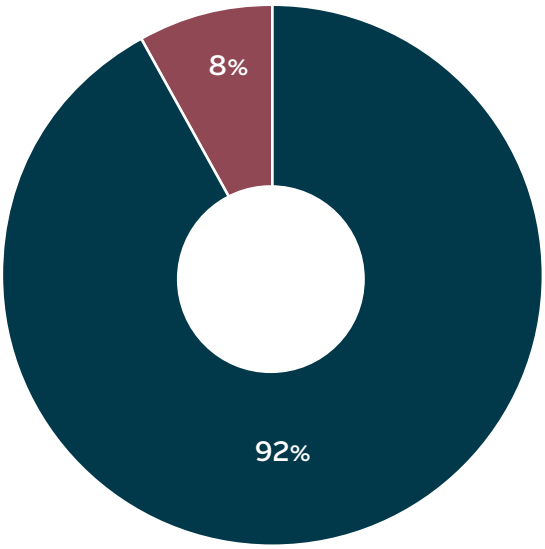
- Way too complicated and expensive for the perceived benefit.
- This will be too expensive and not really improve anything.
- Roundabout is preferred.
- No bike lanes.
- Cost.
- I love the multi use path but would prefer not to see so many turn lanes and wide roads. Indian Trail should make it easier 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.
- 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.

ANY ADDITIONAL COMMENTS?

- 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.
- 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.
- 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 Secrest Shortcut in front of the Bridge restaurant?

Unionville-Indian Trail Road & Faith Church Road

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (256 Responses)
- No (21 Responses)

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.

WHAT CONCERNS DO YOU HAVE? (CON'T)

- Don't need it.
- Cost
- Increased taxes.
- 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.

ANY ADDITIONAL COMMENTS?

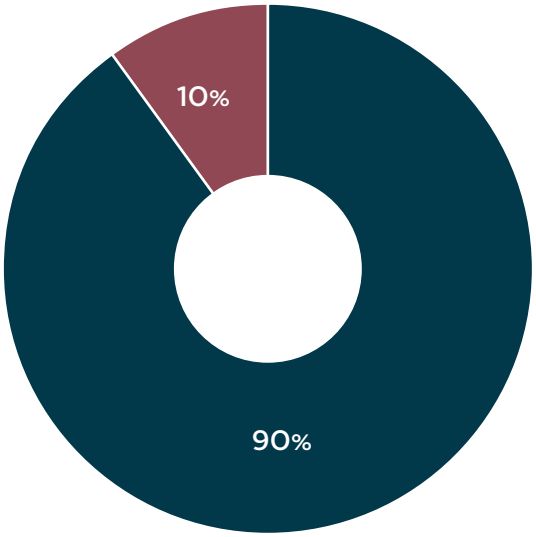
- Would love to see a center turn lane the entire length of U-IT Rd from 74 to Sardis Church Rd.
- We need something at ITFC and Idlewild.
- The intersection of Pleasant Plains Rd needs more imperative changes than some of these locations.
- Love the idea of sidewalks!!!
- I'm happy to take this survey 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!!

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.
- 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

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (249 Responses)
- No (28 Responses)

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP HIGHWAY AMENDMENTS.

- 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.

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP HIGHWAY AMENDMENTS. (CON'T)

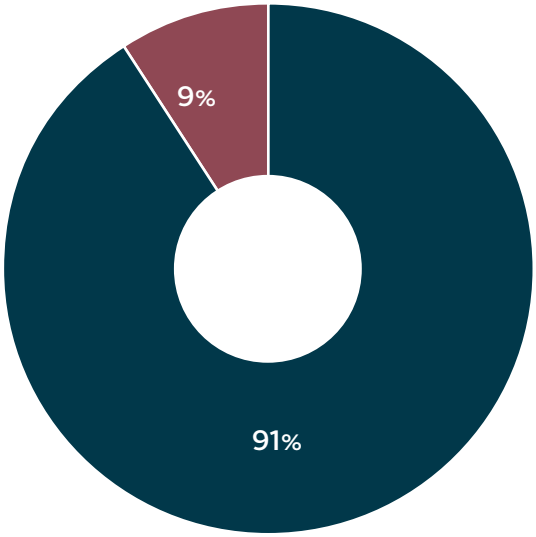
- Don't understand it.
- Do not support road removal.
- Disagree with removing.
- The removed road connecting 74 and Old Monroe by the Duke right of way needs to be built. Would allow quicker access to bus sport, current route from Brandon Oaks requires an 5 mile difference.
- That is a route we frequent 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 Chesnut/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.
- Chestnut lane extension is not accurately located. A couple of "add as recommended" are overlaid on streams and railroad lines. Roadway removements 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.
- 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)

ANY ADDITIONAL COMMENTS?

- 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.
- 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.
- 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

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (251 Responses)
- No (28 Responses)

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP PEDESTRIAN AMENDMENTS.

- 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.

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP PEDESTRIAN AMENDMENTS. (CON'T)

- 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.
- 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 al 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.

ANY ADDITIONAL COMMENTS?

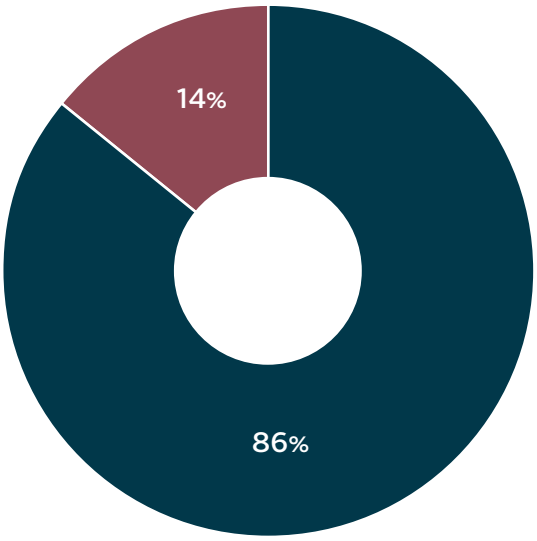
- YES! Love to see this. Potter Road and Chestnut should have sidewalks all the way down them.
- We need sidewalks!!! Especially along 74 – I regularly pass people walking or biking on there, it's so dangerous!
- This looks great. Please prioritize sidewalks near schools. Also, the pedestrian crosswalk 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.

ANY ADDITIONAL COMMENTS? (CON'T)

- 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.
- 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

Q1: Do you support the proposed improvements?



Total Number of Responses: 277

LEGEND

- Yes (237 Responses)
- No (40 Responses)

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP BICYCLE AMENDMENTS.

- 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 SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP BICYCLE AMENDMENTS. (CON'T)

- 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.
- 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.
- 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. It's 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 it's legal for them to do so doesn't mean it's 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.

PLEASE SHARE ANY CONCERNS OR COMMENTS YOU HAVE ON THE PROPOSED CRTPO CTP BICYCLE AMENDMENTS. (CON'T)

- 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.
- It's 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.
- 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.

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.

ANY ADDITIONAL COMMENTS? (CON'T)

- We have cards 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.
- Need to pay attention to the Stallings area many dangerous intersections impossible for pedestrians to go anywhere.
- Any bike or multi us path in Indian Trail would be a big improvement. I support all of this and encourage you to fund these as soon as possible.
- 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.
- 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.

ANY ADDITIONAL COMMENTS? (CON'T)

- 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!!!

WOULD YOU LIKE SOMEONE TO CONTACT YOU TO DISCUSS THESE PROPOSED AMENDMENTS FURTHER?

- 16 respondents indicated they would like to be contacted
- An email was sent to all respondents to answer questions via email or phone

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Please Note:
Comments unrelated to the subject matter were reviewed by Town staff and the PAC, but were not included in the plan.

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Appendix B

Funded Project Details

NCDOT 2024-2033 STIP / CRTPO 2050 MTP Project Details

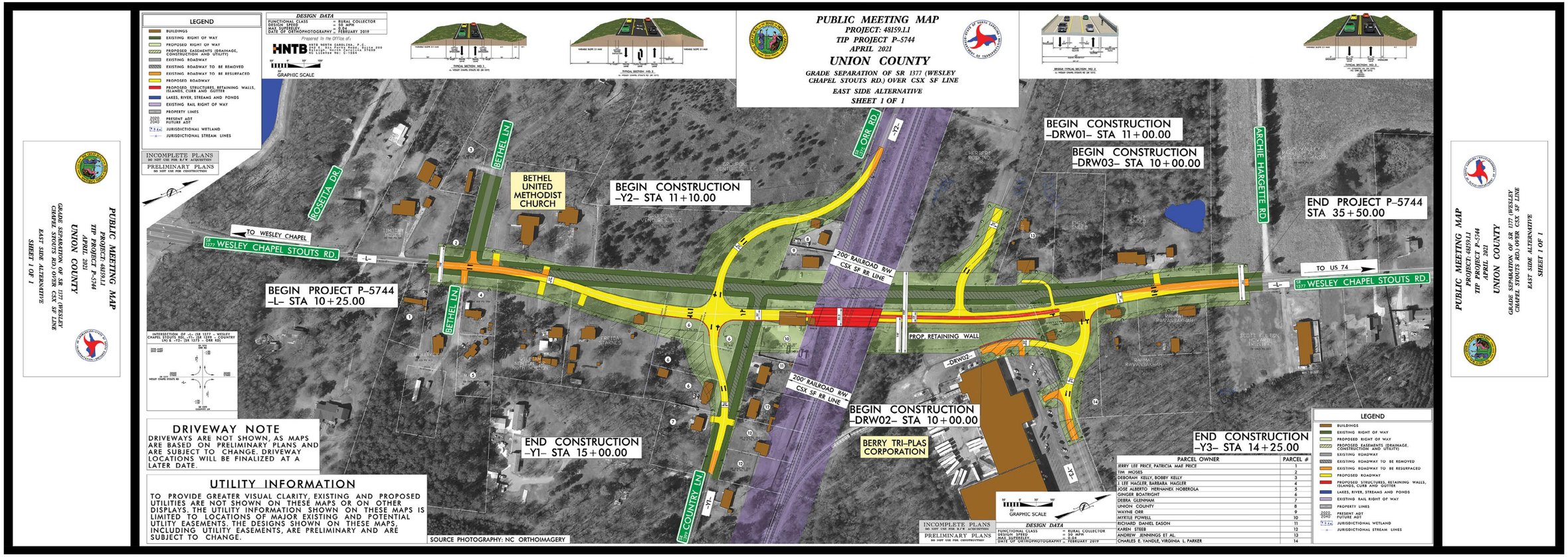
The following resources provide details on programmed projects noted in the TMP. The links, page numbers, and associated details are as of the time of plan adoption (October 2024). The NCDOT STIP is amended monthly and updated approximately every two years. NCDOT project webpages are updated regularly as projects advance through the development process. The CRTPO MTP is updated every four years. Future STIP and MTP updates can be accessed through the NCDOT and CRTPO websites.

1. Chestnut Lane Connector (U-5808) Resources

- NCDOT Website (includes Public Meeting Maps shown below and on the following page)
- NCDOT STIP (page 10-14)
- CRTPO 2050 MTP (page 202, 207)

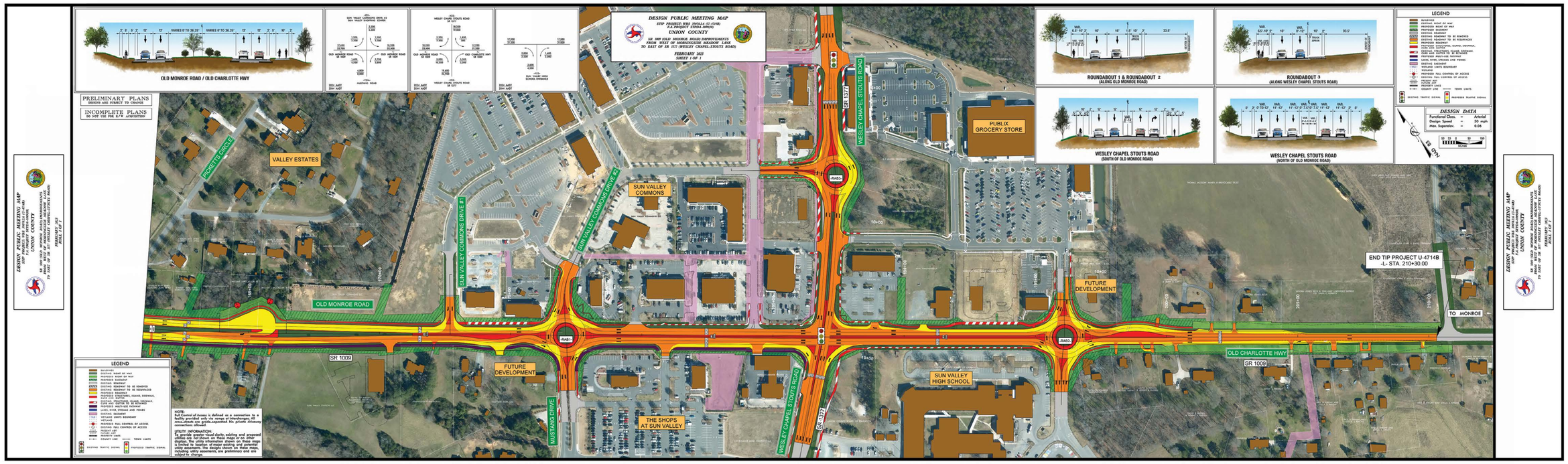
2. Wesley Chapel Stouts Road Grade Separation (P-5744) Resources

- NCDOT Website (includes map of Selected Preferred Alternative shown below)
- NCDOT STIP (page 10-19)
- CRTPO 2050 MTP (page 218)



3. Old Monroe Road Widening (U-4714B) Resources

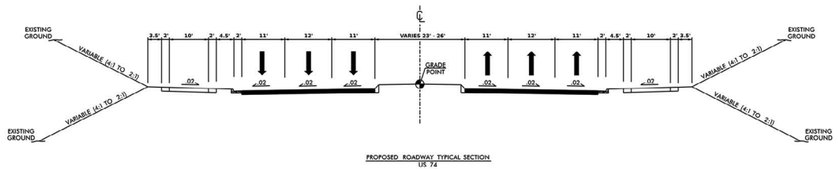
- NCDOT Website (includes Public Meeting Map shown below)
- NCDOT STIP (page 10-13)
- CRTPO 2050 MTP (page 202, 207)



4. US 74 Widening Project (F102023-E) Resources

- NCDOT Prioritization 7.0

F102023–E
FEASIBILITY STUDY MAP
DRAFT CONCEPTUAL DESIGN
UNION COUNTY
US 74 FROM
US 74 BYPASS
TO N. ROCKY RIVER ROAD
ROLL 1 OF 3
06/15/2023



CUR DATA -L-
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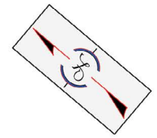
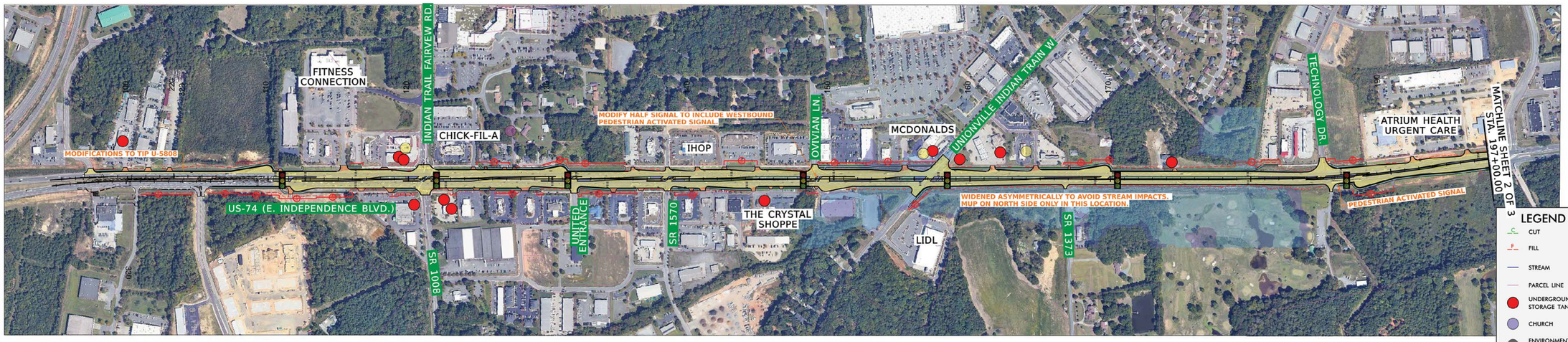
Δc = 07°10'49.2" (LT)
D = 00°52'39.2"
Lc = L
Tc = 409.64
R = 6,529





LEGEND
- CUT
- FILL
- STREAM
- PARCEL LINE
- UNDERGROUND STORAGE TANK
- CHURCH
- ENVIRONMENTAL SITES OF CONCERN Pre2018
- GAS STATION
- MINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- PROPOSED RIGHT OF WAY
- PROPOSED LANES
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ISLAND
- PROPOSED DRIVEWAY RECONSTRUCTION
- ZONE AE 100 YEAR FLOOD PLAIN
- ZONE X 500 YEAR FLOOD PLAIN

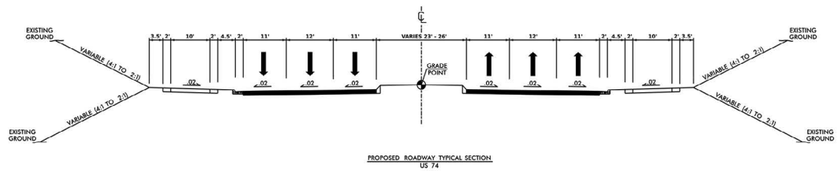
100' 0' 100' 200'
50'

DESIGN DATA
Functional Class. = Principal Arterial
Design Speed = 60 mph
Max. Superelev. = 0.06

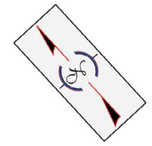
ALTERNATE 2

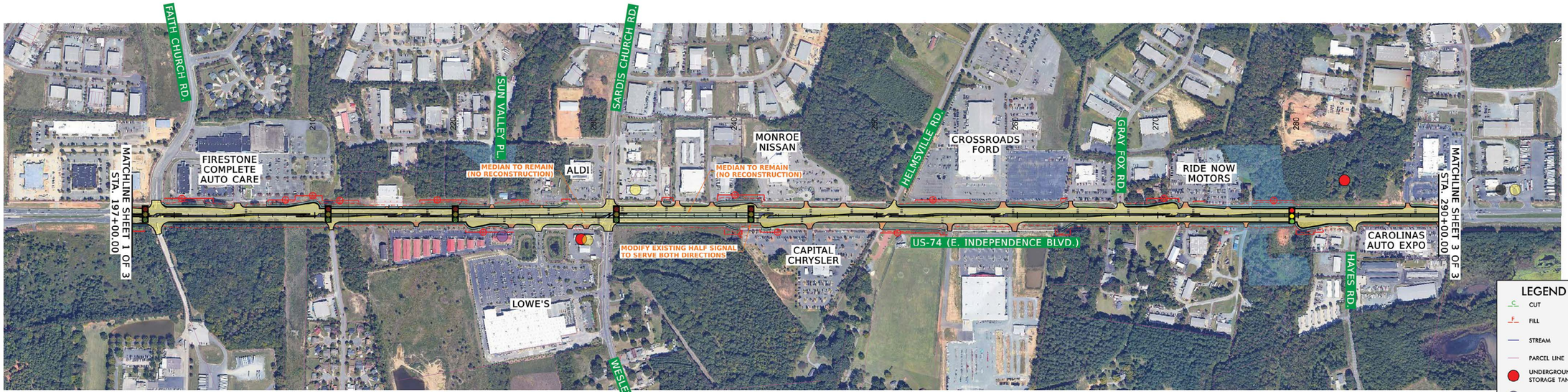
GENERAL NOTE:
WHERE THERE IS LESS THAN THE MINIMUM REQUIRED 200' AVAILABLE TO TAPER TO A RIGHT TURN LANE, A CONTINUOUS RIGHT TURN LANE IS PROVIDED. THIS IS A COMMON OCCURENCE THOUGHOUT THE CORRIDOR.

FI02023–E
FEASIBILITY STUDY MAP
DRAFT CONCEPTUAL DESIGN
UNION COUNTY
US 74 FROM
US 74 BYPASS
TO N. ROCKY RIVER ROAD
ROLL 2 OF 3 *06/15/2023*



PROPOSED ROADWAY TYPICAL SECTION
US 74





100' 0' 100' 200'
50'

DESIGN DATA
Functional Class. = Principal Arterial
Design Speed = 60 mph
Max. Superelev. = 0.06

LEGEND

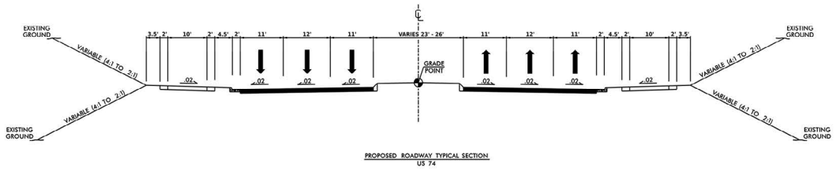
- CUT
- FILL
- STREAM
- PARCEL LINE
- UNDERGROUND STORAGE TANK
- CHURCH
- ENVIRONMENTAL SITES OF CONCERN Pre2018
- GAS STATION
- MINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- PROPOSED RIGHT OF WAY
- PROPOSED LANES
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ISLAND
- PROPOSED DRIVEWAY RECONSTRUCTION
- ZONE AE 100 YEAR FLOOD PLAIN
- ZONE X 500 YEAR FLOOD PLAIN

ALTERNATE 2

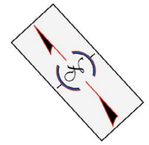
GENERAL NOTE:
WHERE THERE IS LESS THAN THE MINIMUM REQUIRED 200' AVAILABLE TO TAPER TO A RIGHT TURN LANE, A CONTINUOUS RIGHT TURN LANE IS PROVIDED. THIS IS A COMMON OCCURENCE THOUGHOUT THE CORRIDOR.

FI02023–E
FEASIBILITY STUDY MAP
DRAFT CONCEPTUAL DESIGN
UNION COUNTY
US 74 FROM
US 74 BYPASS
TO N. ROCKY RIVER ROAD
ROLL 2 OF 3 *06/15/2023*

F102023–E
FEASIBILITY STUDY MAP
DRAFT CONCEPTUAL DESIGN
UNION COUNTY
US 74 FROM
US 74 BYPASS
TO N. ROCKY RIVER ROAD
ROLL 3 OF 3 *06/15/2023*



F102023–E
FEASIBILITY STUDY MAP
DRAFT CONCEPTUAL DESIGN
UNION COUNTY
US 74 FROM
US 74 BYPASS
TO N. ROCKY RIVER ROAD
ROLL 3 OF 3 *06/15/2023*



100' 0' 100' 200'
50'

DESIGN DATA
Functional Class. = Principal Arterial
Design Speed = 60 mph
Max. Superelev. = 0.06

LEGEND
- CUT
- FILL
- STREAM
- PARCEL LINE
- UNDERGROUND STORAGE TANK
- CHURCH
- ENVIRONMENTAL SITES OF CONCERN Pre2018
- GAS STATION
- MINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- PROPOSED RIGHT OF WAY
- PROPOSED LANES
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ISLAND
- PROPOSED DRIVEWAY RECONSTRUCTION
- ZONE AE 100 YEAR FLOOD PLAIN
- ZONE X 500 YEAR FLOOD PLAIN

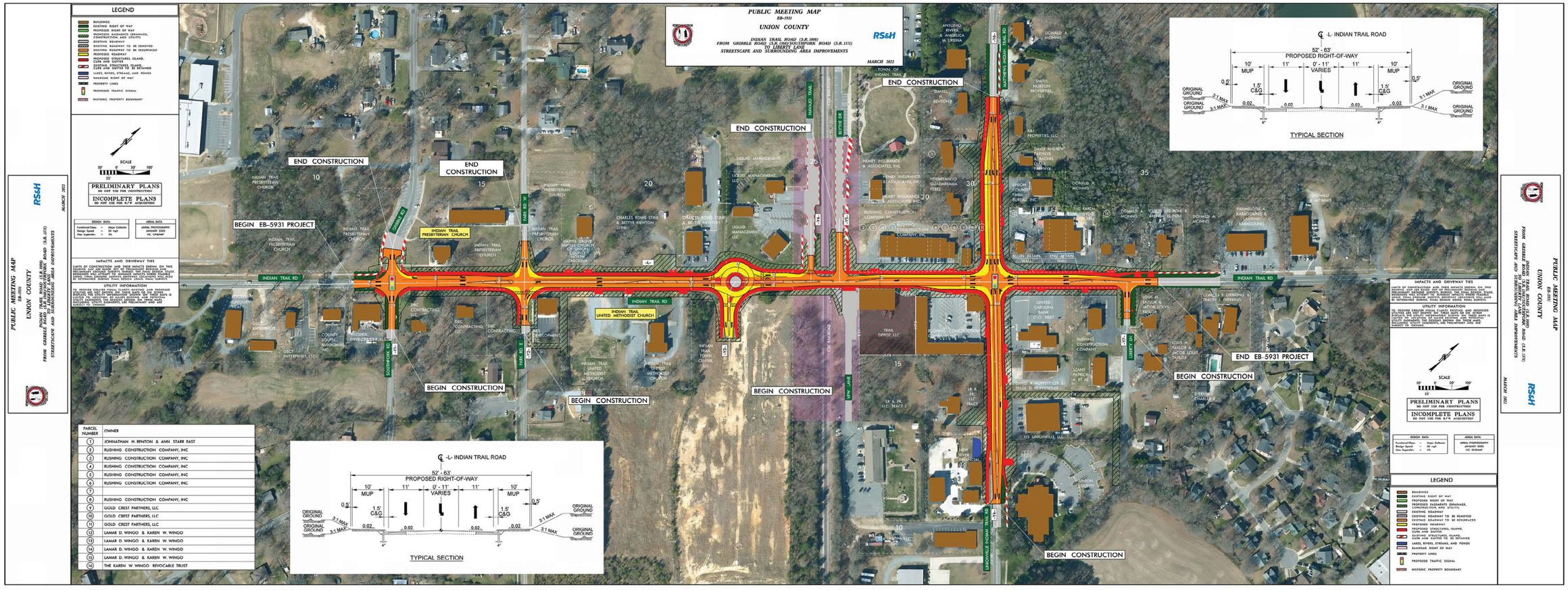
ALTERNATE 2

GENERAL NOTE:
WHERE THERE IS LESS THAN THE MINIMUM REQUIRED 200' AVAILABLE TO TAPER TO A RIGHT TURN LANE, A CONTINUOUS RIGHT TURN LANE IS PROVIDED. THIS IS A COMMON OCCURENCE THOUGHOUT THE CORRIDOR.

Town Project Details

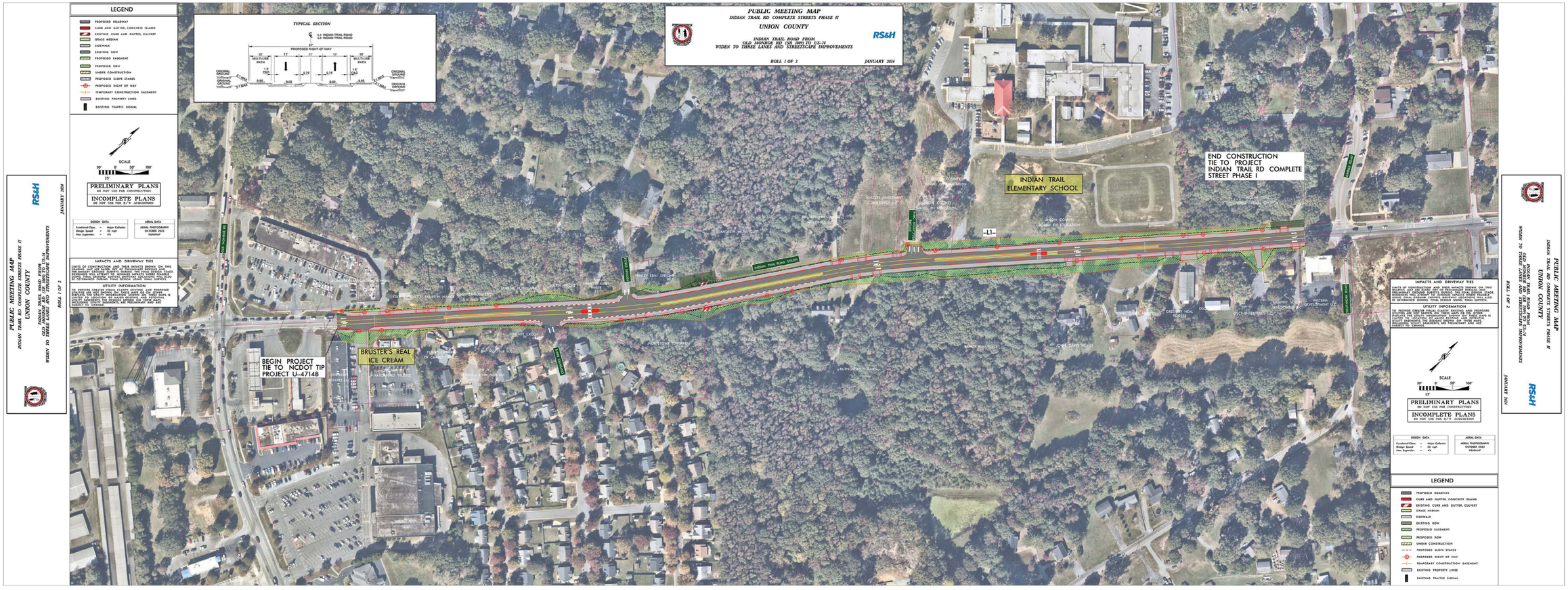
1. North Indian Trail Road (EB-5931) (Phase 1) Resources

- NCDOT STIP (page 10-2)
- CRTPO 2050 MTP (page 209-211)
- Public Meeting Map (shown below)



2. Indian Trail Road Complete Street (Phase 2) Resources

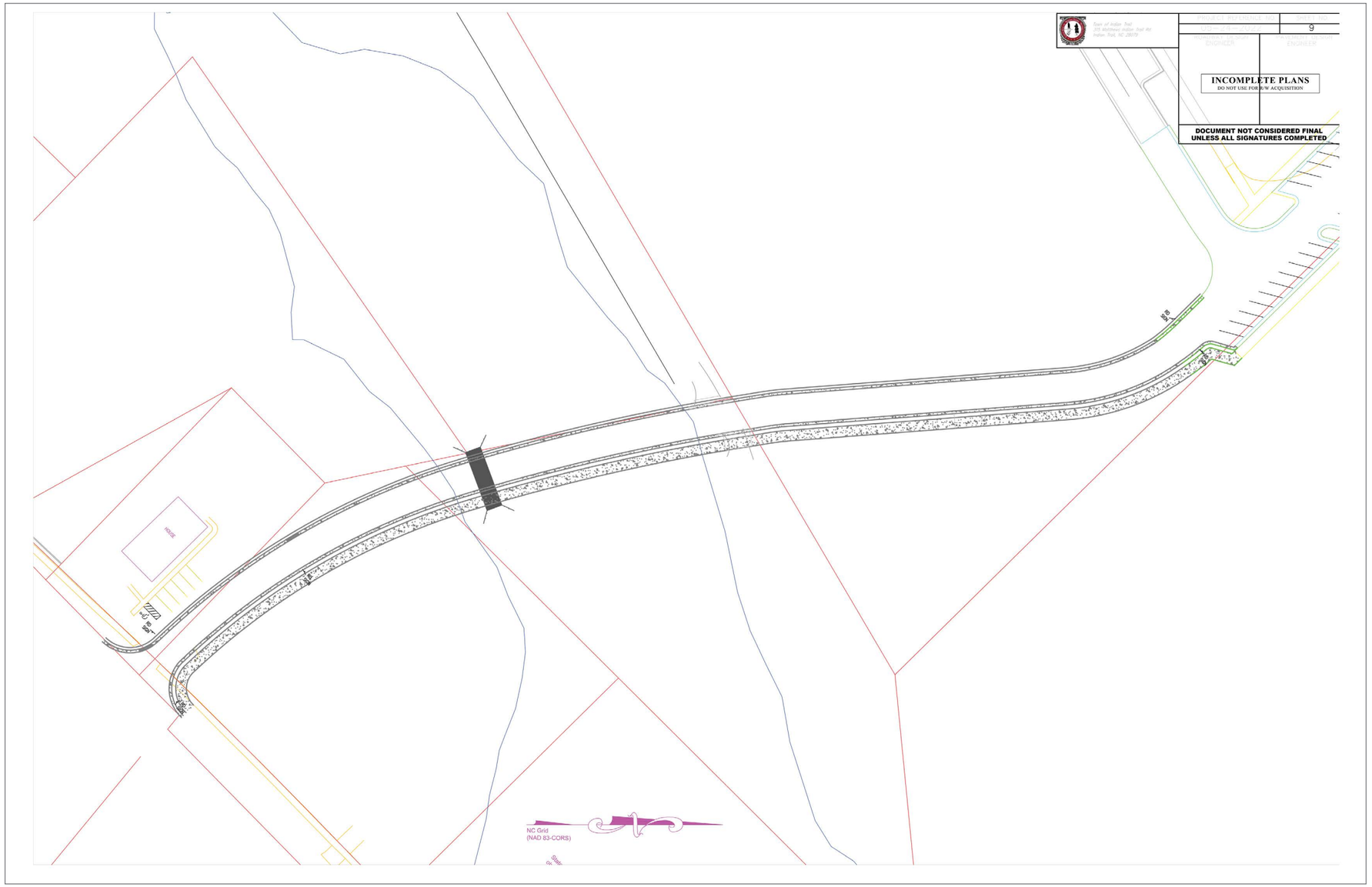
- Town of Indian Trail
- Public Meeting Map (shown below)



PUBLIC MEETING MAP
INDIAN TRAIL RD COMPLETE STREETS PHASE II
UNION COUNTY
INDIAN TRAIL ROAD FROM
OLD MONROE RD (SR 1009) TO US-74
WIDEN TO THREE LANES AND STREETSCAPE IMPROVEMENTS
ROLL 2 OF 2
JANUARY 2024
RS&H
TYPICAL SECTION
℄ L1- INDIAN TRAIL ROAD
℄ L2- INDIAN TRAIL ROAD
PROPOSED RIGHT-OF-WAY
MULTI-USE PATH
LEGEND
PROPOSED ROADWAY
CURB AND GUTTER, CONCRETE ISLAND
EXISTING CURB AND GUTTER, CULVERT
GRASS MEDIAN
SIDEWALK
EXISTING ROW
PROPOSED EASEMENT
PROPOSED ROW
UNDER CONSTRUCTION
PROPOSED SLOPE STAKES
PROPOSED RIGHT OF WAY
TEMPORARY CONSTRUCTION EASEMENT
EXISTING PROPERTY LINES
EXISTING TRAFFIC SIGNAL
SCALE
50' 0' 50' 100'
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DESIGN DATA
AERIAL DATA
IMPACTS AND DRIVEWAY TIES
UTILITY INFORMATION
BEGIN CONSTRUCTION
TIE TO PROJECT
INDIAN TRAIL RD COMPLETE
STREET PHASE I
END PROJECT
REPLACE EXISTING
CULVERT
WALGREENS
NAPA AUTO
PARTS
POPEYES
FIRST CITIZENS
BANK
CAROLINA MADE
-L2-
74

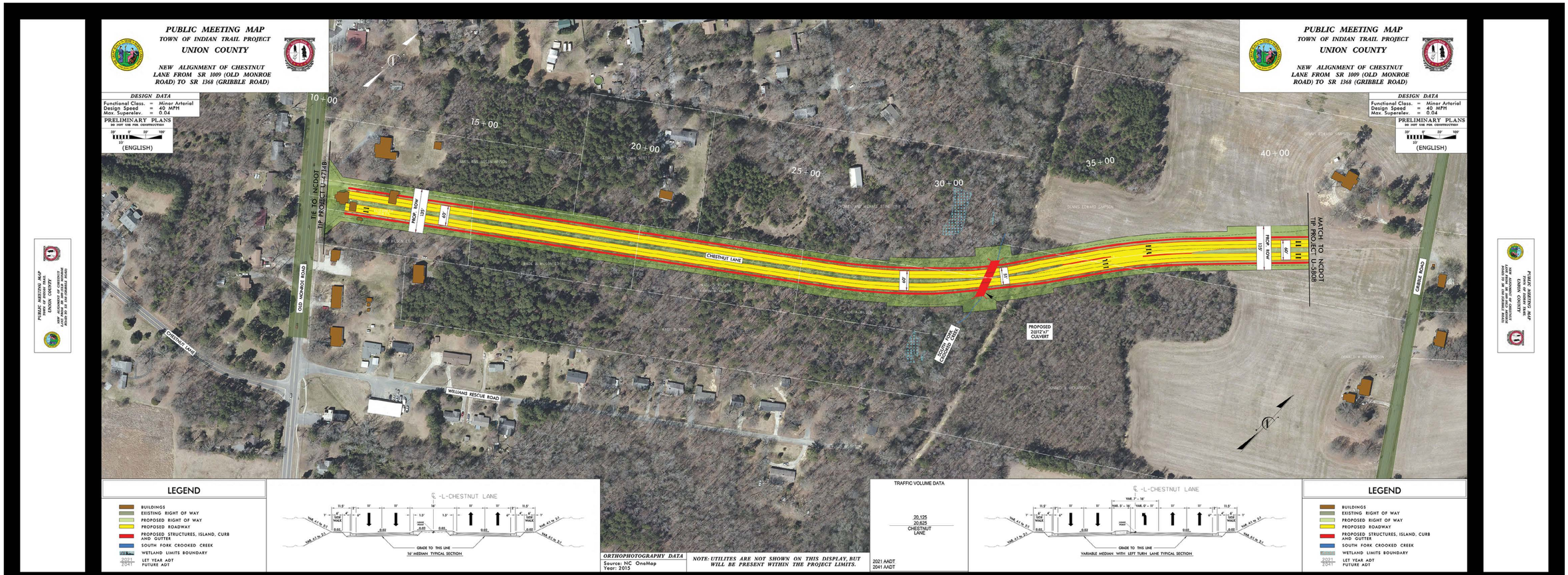
3. Shady Bluff Road Resources

- Town of Indian Trail
- Project Map (shown to the right)



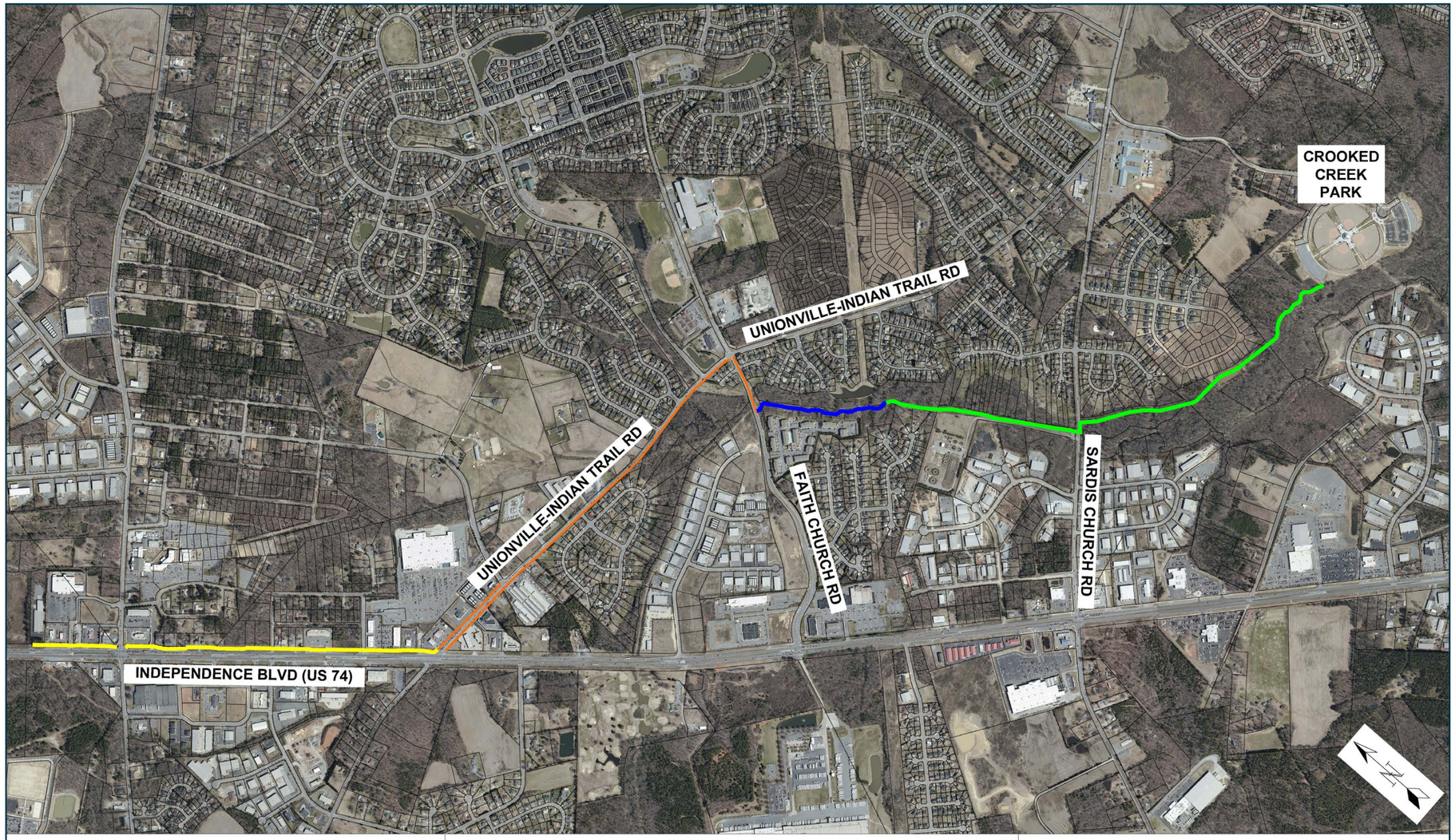
4. Chestnut Parkway (Phase 3) Resources

- Town of Indian Trail
- Public Meeting Map (shown below)



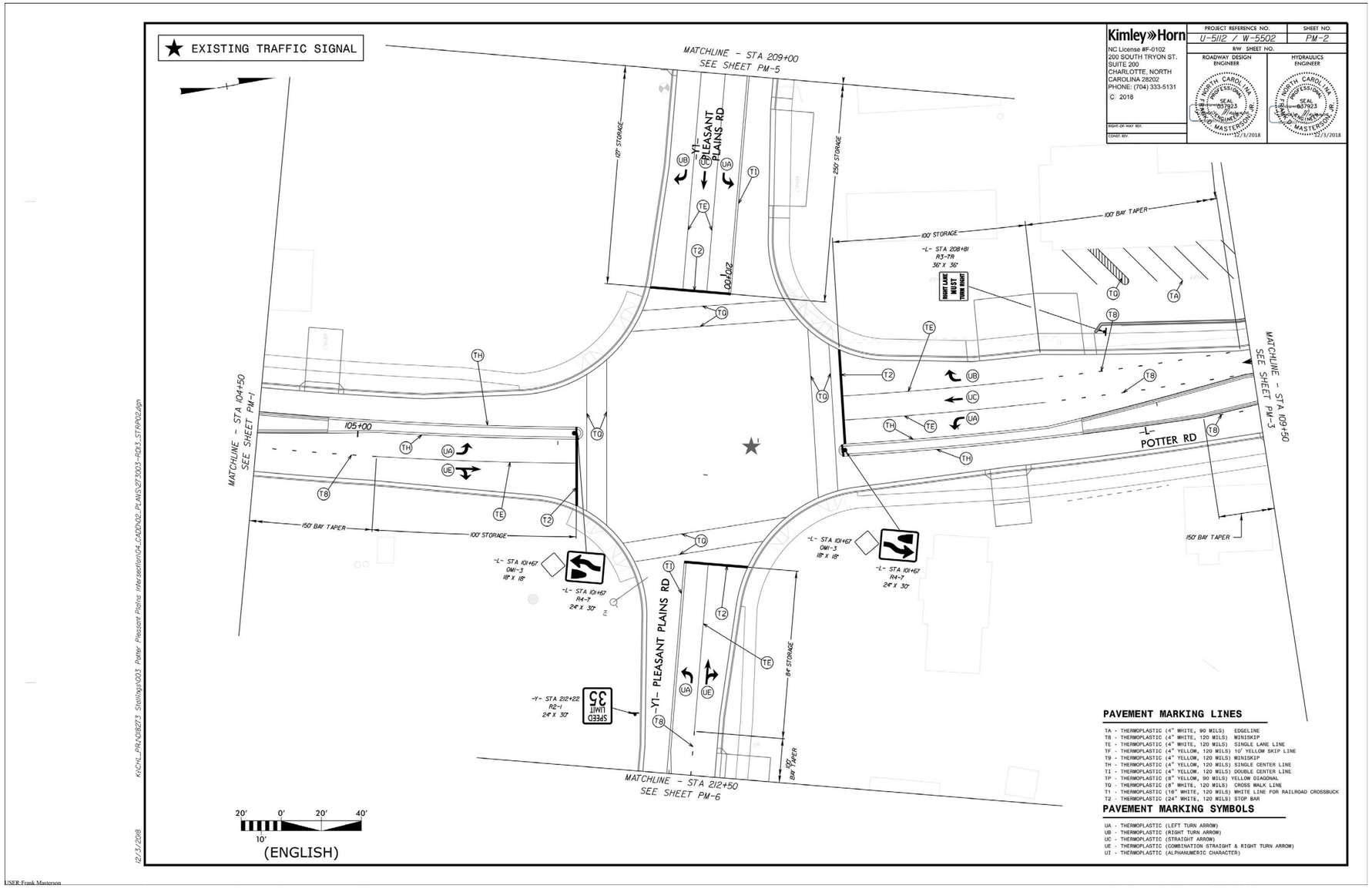
5. Multi-Use Path (EB-5723) Resources

- NCDOT STIP (page 10-2)
- CRTPO 2050 MTP (page 209-211)
- Project Map (shown to the right)



Relevant Nearby Projects

1. **Pleasant Plains Road / Potter Road Resources**
   - Town of Stallings
   - Striping & Signage Plan (shown to the right)



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Appendix C

Intersection Screening

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	W Unionville Indian Trail Rd/ Secrest Short Cut Rd	W Unionville Indian Trail Rd/ Faith Church Rd Extn/ Faith Church Rd	Indian Trail Fairview Rd/ Peace Dr	W Unionville-Indian Trail Rd / Poplin Rd
Within or Adjacent to High Population or Employment TAZ	Yes	No (Moderate east of Unionville-Indian Trail Rd)	No Low-Moderate	Yes
Traffic Growth	Moderate	Low	Low	Moderate
Crash Frequency (2018-2022)	39	27	25	N/A
Fatal or Serious Injury Crash (2018-2022)	No	No	No	No
Section Safety Score (out of 100)	HIGH (66-100) W Unionville Indian Trail Rd = 67 Secrest Short Cut Rd = 100	HIGH (66-100) W Unionville Indian Trail Rd = 78 Faith Church Rd = N/A	HIGH (66-100) Indian Trail Fairview Rd = 78 Peace Dr = N/A	LOW (0-33) - MODERATE (33-66) Poplin Rd = 11 W Unionville Indian Trail Rd = 56
Existing Intersection Control	Signal	Signal	Stop Controlled	Stop Controlled; Plans to Install Signal
Existing Turn Lanes	Left turn lanes	Left turn lanes	Left turn lane from Fitness Connection Shopping Center to Indian Trail Fairview Rd	Left turn lane traveling east on Unionville-Indian Trail Rd W
2022 AADT	W Unionville Indian Trail Rd = 10,000-13,000 Secrest Short Cut Rd = 8,500-9,500	W Unionville Indian Trail Rd = 13,500 (west of intersection) Faith Church Rd = N/A	Indian Trail Fairview Rd = 13,500 Peace Dr = N/A	Poplin Rd = 5,600 W Unionville-Indian Trail Rd = 5,300 east of Poplin Rd and 13,000 west of Poplin Rd
Development Activity	Oakwood Mixed Use Project (204 units; 21,200 sf) Poplin Mixed Use Project (336 townhomes, 207 residential lots, 21.3 acres of commercial property, 4.9 acres for parks)	MF development in NE corner (Lake Park)	Morningstar Storage (99,870 sf)	Poplin Mixed Use Project (336 townhomes, 207 residential lots, 21.3 acres of commercial property, 4.9 acres for parks) Fallbrook Res Subdivision (237 units)
TIA/TIA Recommendations	Yes. Construct an additional EB through-right lane with 200' of storage along Unionville-Indian Trail Rd	Yes. No improvements recommended.	No. N/A	Yes. Poplin TIA recommends a single ingress lane and three egress lanes, install a traffic signal, construct an additional EB LTL, reconfigure the SB Poplin Rd, construction and additional WB receiving lane, construct an EB RTL
TIA Improvements Required (Per NCDOT)	Several improvements planned at this intersection - specifics unknown at this time.	NCDOT confirmed no improvements happening at this intersection.	NCDOT confirmed that initially median was shortened to accommodate the Chic-fil-a, but a crash patterned developed and the median was extended.	NCDOT confirmed an addendum to the TIA was being prepared. Specific improvements required are unknown at this time.
Recommended in another plan	Secrest Short Cut Road Small Area Plan	Priority Project #4 in Comp Ped Plan	No	Secrest Short Cut Road Small Area Plan
*Ranking**	1	3	2	8
PAC Recommendation	High priority - keep on list	High priority - keep on list	Lower priority since median was extended	Lower priority because improvements already planned at intersection
Public Input	3		2	
Final Decision	Continue to monitor once required improvements are constructed	Carry forward for designs and cost estimates	Consider additional access management strategies in future if high number of crashes remain	Continue to monitor

	Chestnut Ln/ Potter Rd	Waxhaw Indian Trail Rd/ Fincher Rd	Unionville Indian Trail Rd/Corporate Blvd/ Plyer Rd	Indian Trail Fairview Rd/Younts Rd/ Stinson-Hartis Rd
Within or Adjacent to High Population or Employment TAZ	No Low-Moderate	Yes	No Low-Moderate	No Low-Moderate
Traffic Growth	Low	Low	Low	Low
Crash Frequency (2018-2022)	18	6	9	20 (Indian Trail Fairview Rd/Younts Rd)
Fatal or Serious Injury Crash (2018-2022)	No	No	Yes - 1 Serious Injury Crash	No
Section Safety Score (out of 100)	LOW (0-33) - HIGH (66-100) Chestnut Ln (west of Poplin Rd) = 22 Chestnut Ln (east of Poplin Rd) = 78 Potter Rd = 67	LOW (0-33) -MODERATE (33-66) Waxhaw Indian Trail Rd = 56 Fincher Rd = 0-22	HIGH (66-100) Unionville Indian Trail Rd = 78 Corporate Blvd/Plyer Rd = N/A	MODERATE (33-66) Stinson Hartis Rd = 0 Younts Rd = 33 W Unionville Indian Trail Rd = 45
Existing Intersection Control	Signal	Stop Controlled	Stop Controlled	Stinson Hartis Rd = Stop Controlled Younts Rd = Signal
Existing Turn Lanes	Left turn lanes	No	No	Left turn lanes
2022 AADT	Chestnut Ln (west of Poplin Rd) = 8,100 Chestnut Ln (east of Poplin Rd) = 5,100 Potter Rd = 12,500-14,000	Waxhaw Indian Trail Rd = 10,500 Fincher Rd = 2,100	Unionville Indian Trail Rd = 7,900 Corporate Blvd/Plyer Rd = N/A	Younts Rd = N/A W Unionville Indian Trail Rd (east of Younts Rd) = 13,500 Stinson Hardis Rd = 3,800
Development Activity	No	No (Cottages at Indian Trail is complete)	Exchange at Indian Trail Res Subdivision (312 units)	Yes. Tidal Wave Auto Spa (3,160 sf)
TIA/TIA Recommendations	Yes. McClendon Place TIA – confirm an EB RTL with 250 feet of storage and appropriate taper and traffic signal modifications	Yes. No improvements recommended.	Yes. Reconfigure to an all-way stop.	No. N/A
TIA Improvements Required (Per NCDOT)	Confirmed that recommended improvements will be required. Intersection will operate at LOS B.	NCDOT confirmed no improvements happening at this intersection.	NCDOT confirmed all-way stop, but no turn lanes.	N/A
Recommended in another plan	Priority Project #5 in Comp Ped Plan	High priority sidewalk project recommended on Waxhhaw Indian Trail Road and a low priority sidewalk recommended on Fincher Rd. The intersection is noted as high priority on the map, but was not one of the 6 Priority Projects.	Comprehensive Town Plan (the loop)	Comprehensive Town Plan (the loop) Indian Trail-Fairview Rd @ Greenway (Stinson Hardis Rd) is Priority Project #6 in Comp Ped Plan Scored well in 2023 UC CIA
*Ranking**	4	7	6	5
PAC Recommendation	High priority - keep on list	Lower priority due to low number of crashes, lower CRTPO score, and not a concern of public	Medium priority	High priority - keep on list
Public Input	1			
Final Decision	Carry forward for designs and cost estimates	Continue to monitor	Continue to monitor	Carry forward for designs and cost estimates

Rank Using CRTPO Discretionary Scoring Criteria

The town used the CRTPO Discretionary Scoring Criteria to determine how each candidate intersection project would rank against one another and against the previous year's Fall Call for projects. It should be noted that the rankings were determined without the Cost Effectiveness Score since the requested funding amount was not known for all projects. For certain intersections, NCDOT shared that improvements were programmed, but were unable to share the improvement details. Without that information, the town was unable to develop a high-level cost estimate for the improvements.

This information was just one piece of information that was considered by the town when selecting the intersections to carry forward for designs and cost estimates. The town also considered the screening results as well as Steering Committee and public input.

Ranking Comparing Candidate Intersections

Rank	Intersection
1	W Unionville Indian Trail Rd/Secrest Short Cut Rd
2	W Unionville Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd
3	Indian Trail Fairview Rd/Peace Dr
5	Indian Trail Fairview Rd / Stinson-Hartis Rd/Younts Rd
8	W Unionville-Indian Trail Rd/Poplin Rd
4	Chestnut Ln / Potter Rd
6	Waxhaw Indian Trail Rd / Fincher Rd
7	Unionville Indian Trail Rd / Corporate Blvd /Plyer Rd

Ranking Comparing Candidate Intersections Against Previous Year's Fall Call for Projects

Rank	Intersection
1	W Unionville Indian Trail Rd/Secrest Short Cut Rd
3	W Unionville Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd
4	Indian Trail Fairview Rd/Peace Dr
5	Indian Trail Fairview Rd / Stinson-Hartis Rd/Younts Rd
8	W Unionville-Indian Trail Rd/Poplin Rd
2	Chestnut Ln / Potter Rd
6	Waxhaw Indian Trail Rd / Fincher Rd
7	Unionville Indian Trail Rd / Corporate Blvd /Plyer Rd

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	Worksheet	Project Name	Funding Request Amount	Congestion		Safety		Crash Reduction Factors									Cost Effectiveness		
RANK				Volume/ Capacity	Scaled Congestion Points	Crashes/ Volume	Scaled Safety Points	CRF Score	Scaled CRF Points	Local Match	Points	Critical Opportunity	Points	Project Readiness	Points	Project TDI	Points	Points Subtotal	Cost Effectiveness Score	CE Points
1	1	W Unionville Indian Trail Rd/Secrest Short Cut Rd	$-	1.67	13.81	1.90	15.00	0.00	0	20% match	0		0	All other projects	0	10.61	3	31.81	0	0
2	2	W Unionville Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd	$-	1.47	12.20	1.56	12.31	0.00	0	20% match	0		0	All other projects	0	9.52	3	27.50	0	0
3	3	Indian Trail Fairview Rd/ Peace Dr	$-	1.21	10.03	1.79	14.08	0.00	0	20% match	0		0	All other projects	0	13.00	3	27.11	0	0
5	4	Indian Trail Fairview Rd / Stinson-Hartis Rd/ Younts Rd	$-	1.38	11.40	1.23	9.73	0.00	0	20% match	0		0	All other projects	0	12.30	3	24.13	0	0
8	5	W Unionville-Indian Trail Rd/Poplin Rd	$-	0.53	4.36	0.00	0.00	0.00	0	20% match	0		0	All other projects	0	10.00	3	7.36	0	0
4	6	Chestnut Ln / Potter Rd	$-	1.81	15.00	0.90	7.06	0.00	0	20% match	0		0	All other projects	0	9.87	3	25.06	0	0
7	7	Waxhaw Indian Trail Rd / Fincher Rd	$-	1.23	10.17	0.48	3.75	0.00	0	20% match	0		0	All other projects	0	10.00	3	16.92	0	0
6	8	Unionville Indian Trail Rd / Corporate Blvd / Plyer Rd	$-	0.64	5.28	1.45	11.45	0.00	0	20% match	0		0	All other projects	0	13.00	3	19.73	0	0

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Roadway/Intersection Project Scoring Worksheet #1

Project Name **W Unionville Indian Trail Rd/Secrest Short Cut Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics				
Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics			
Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
W Unionville Indian Trail Rd/ Secrest Short Cut Rd	20500	39	12300

Road Capacity Calculator	
Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0
Intersection Capacity Calculator	
Roadway 1 Capacity	12300
Roadway 2 Capacity	12300
Roadway 3 Capacity	12300
Roadway 4 Capacity	12300
Average Capacity	12300

Corridor Safety	
Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety	
Crash/Volume	Scaled Safety Points
5.75	15
1.90	4.96

Corridor Congestion	
Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion	
Volume/Capacity	Scaled Congestion Points
1.88	15
1.67	13.30

Total Safety Points **4.96**

Total Congestion Points **13.30**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)			
	Block ID	Block Population	Block TDI
Tract 1	371790203202	1091	9
Tract 2	371790203052	6147	10
Tract 3	371790203211	1025	16
Tract 4		0	
		Project TDI	10.61224737

Total TDI Points **3**

Crash Reduction Factors (CRF)		
Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring	
CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring	
CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness	
Points Subtotal	21.26
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	21.26
Percentage	22%

Roadway/Intersection Project Scoring Worksheet #2

Project Name **W Unionville Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics				
Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics			
Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
W Unionville Indian Trail Rd/Faith Church Rd Extn/Faith Church Rd	17300	27	11750

Road Capacity Calculator	
Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0
Intersection Capacity Calculator	
Roadway 1 Capacity	11200
Roadway 2 Capacity	12300
Roadway 3 Capacity	11200
Roadway 4 Capacity	12300
Average Capacity	11750

Corridor Safety	
Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety	
Crash/Volume	Scaled Safety Points
5.75	15
1.56	4.07

Corridor Congestion	
Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion	
Volume/Capacity	Scaled Congestion Points
1.88	15
1.47	11.75

Total Safety Points **4.07**

Total Congestion Points **11.75**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)			
	Block ID	Block Population	Block TDI
Tract 1	371790203201	1515	9.5
Tract 2	371790203181	2234	8
Tract 3	371790203122	2301	11
Tract 4		0	
		Project TDI	9.51661157

Total TDI Points **3**

Crash Reduction Factors (CRF)		
Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring	
CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring	
CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness	
Points Subtotal	18.82
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	18.82
Percentage	20%

Roadway/Intersection Project Scoring Worksheet #3

Project Name **Indian Trail Fairview Rd/Peace Dr** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics				
Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics			
Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
Indian Trail Fairview Rd/Peace Dr	14000	25	11567

Road Capacity Calculator	
Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0
Intersection Capacity Calculator	
Roadway 1 Capacity	
Roadway 2 Capacity	12500
Roadway 3 Capacity	9700
Roadway 4 Capacity	12500
Average Capacity	11566.66667

Corridor Safety	
Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety	
Crash/Volume	Scaled Safety Points
5.75	15
1.79	4.66

Corridor Congestion	
Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion	
Volume/Capacity	Scaled Congestion Points
1.88	15
1.21	9.66

Total Safety Points **4.66**

Total Congestion Points **9.66**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)			
	Block ID	Block Population	Block TDI
Tract 1	371790203121	2365	13
Tract 2		0	
Tract 3		0	
Tract 4		0	
		Project TDI	13

Total TDI Points **3**

Crash Reduction Factors (CRF)		
Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring	
CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring	
CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness	
Points Subtotal	17.32
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	17.32
Percentage	18%

Roadway/Intersection Project Scoring Worksheet #4

Project Name **Indian Trail Fairview Rd / Stinson-Hartis Rd/Younts Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics

Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics

Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
Indian Trail Fairview Rd / Stinson-Hartis Rd/Younts Rd	16200	20	11775

Road Capacity Calculator

Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0

Intersection Capacity Calculator

Roadway 1 Capacity	11400
Roadway 2 Capacity	12900
Roadway 3 Capacity	9900
Roadway 4 Capacity	12900
Average Capacity	11775

Corridor Safety

Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety

Crash/Volume	Scaled Safety Points
5.75	15
1.23	3.22

Total Safety Points **3.22**

Corridor Congestion

Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion

Volume/Capacity	Scaled Congestion Points
1.88	15
1.38	10.98

Total Congestion Points **10.98**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)

	Block ID	Block Population	Block TDI
Tract 1	371790203121	2365	13
Tract 2	371790203182	1538	11
Tract 3	371790203192	1807	12.5
Tract 4		0	
		Project TDI	12.3030648

Total TDI Points **3**

Crash Reduction Factors (CRF)

Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring

CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring

CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness

Points Subtotal	17.20
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	17.20
Percentage	18%

Roadway/Intersection Project Scoring Worksheet #5

Project Name **W Unionville-Indian Trail Rd/Poplin Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics				
Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics			
Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
W Unionville-Indian Trail Rd /Poplin Rd	6500	0	12350

Road Capacity Calculator	
Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0
Intersection Capacity Calculator	
Roadway 1 Capacity	11900
Roadway 2 Capacity	12300
Roadway 3 Capacity	11900
Roadway 4 Capacity	13300
Average Capacity	12350

Corridor Safety	
Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety	
Crash/Volume	Scaled Safety Points
5.75	15
0.00	0.00

Total Safety Points **0.00**

Corridor Congestion	
Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion	
Volume/Capacity	Scaled Congestion Points
1.88	15
0.53	4.20

Total Congestion Points **4.20**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)			
	Block ID	Block Population	Block TDI
Tract 1	371790202051	1838	10
Tract 2		0	
Tract 3		0	
Tract 4		0	
		Project TDI	10

Total TDI Points **3**

Crash Reduction Factors (CRF)		
Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring	
CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring	
CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness	
Points Subtotal	7.20
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	7.20
Percentage	8%

Roadway/Intersection Project Scoring Worksheet #6

Project Name **Chestnut Ln / Potter Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics

Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics

Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
Chestnut Ln / Potter Rd	20100	18	11100

Road Capacity Calculator

Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0

Intersection Capacity Calculator

Roadway 1 Capacity	12300
Roadway 2 Capacity	9900
Roadway 3 Capacity	12300
Roadway 4 Capacity	9900
Average Capacity	11100

Corridor Safety

Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety

Crash/Volume	Scaled Safety Points
5.75	15
0.90	2.34

Corridor Congestion

Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion

Volume/Capacity	Scaled Congestion Points
1.88	15
1.81	14.45

Total Safety Points **2.34**

Total Congestion Points **14.45**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)

	Block ID	Block Population	Block TDI
Tract 1	371790203141	2280	9
Tract 2	371790203153	1525	11
Tract 3	371790203151	2185	10
Tract 4		0	
		Project TDI	9.873956594

Total TDI Points **3**

Crash Reduction Factors (CRF)

Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring

CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring

CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness

Points Subtotal	19.78
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	19.78
Percentage	21%

Roadway/Intersection Project Scoring Worksheet #7

Project Name **Waxhaw Indian Trail Rd / Fincher Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics				
Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics			
Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
Waxhaw Indian Trail Rd / Fincher Rd	12600	6	10267

Road Capacity Calculator	
Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0
Intersection Capacity Calculator	
Roadway 1 Capacity	10800
Roadway 2 Capacity	
Roadway 3 Capacity	10800
Roadway 4 Capacity	9200
Average Capacity	10266.66667

Corridor Safety	
Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety	
Crash/Volume	Scaled Safety Points
5.75	15
0.48	1.24

Corridor Congestion	
Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion	
Volume/Capacity	Scaled Congestion Points
1.88	15
1.23	9.79

Total Safety Points **1.24**

Total Congestion Points **9.79**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)			
	Block ID	Block Population	Block TDI
Tract 1	371790203151	2185	10
Tract 2	371790203161	2562	10
Tract 3		0	
Tract 4		0	
		Project TDI	10

Total TDI Points **3**

Crash Reduction Factors (CRF)		
Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring	
CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring	
CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness	
Points Subtotal	14.03
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	14.03
Percentage	15%

Roadway/Intersection Project Scoring Worksheet #8

Project Name **Unionville Indian Trail Rd / Corporate Blvd /Plyer Rd** *[Intersection]*

Funding Request Amount

Criteria	Points

Only edit cells in white. Scaled scores use a representative project from the previous year's Fall Call for projects. These are for estimating purposes only.

Local Match	Critical Opportunity	Project Readiness
20% match		All other projects
0	0	0

Total Local Match, Critical Opportunity & Project Readiness Points **0**

Corridor Project Basics

Project	Corridor Length (Miles)	Corridor Volume	5 Year Crash Total	Capacity
-	-	-	-	-

Intersection Project Basics

Project	Int. Entering Volume	5 Year Crash Total	Average Capacity
Unionville Indian Trail Rd / Corporate Blvd / Plyer Rd	6200	9	9725

Road Capacity Calculator

Facility Type	
Speed Limit	
# of Lanes	
Lane Width	
Capacity	0

Intersection Capacity Calculator

Roadway 1 Capacity	9900
Roadway 2 Capacity	9900
Roadway 3 Capacity	9200
Roadway 4 Capacity	9900
Average Capacity	9725

Corridor Safety

Crash/Volume	Scaled Safety Points
14.96	15
0.00	0.00

Intersection Safety

Crash/Volume	Scaled Safety Points
5.75	15
1.45	3.79

Total Safety Points **3.79**

Corridor Congestion

Volume/Capacity	Scaled Congestion Points
0.88	15.00
0.00	0.00

Intersection Congestion

Volume/Capacity	Scaled Congestion Points
1.88	15
0.64	5.09

Total Congestion Points **5.09**

For TDI, click the hyperlink below. Locate your project utilizing the map's search tool. You will need to collect the Block ID and TDI for each block that the project touches. Copy the Block ID, double click in the appropriate box in Column E, then paste.

NCDOT Transportation Disadvantaged Index (TDI)

	Block ID	Block Population	Block TDI
Tract 1	371790203121	2365	13
Tract 2		0	
Tract 3		0	
Tract 4		0	
		Project TDI	13

Total TDI Points **3**

Crash Reduction Factors (CRF)

Improvement Type	Modification	Modification CRF
Roadway Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
Bike / Ped Improvement	Choose one	0
	Project CRF Score	0

After selecting the modifications your project will include, transpose the Project CRF Score into the appropriate box (Corridor or Intersection) in the tables below to determine the scaled score.

CRF Corridor Scaled Scoring

CRF Score	Scaled CRF Points
16.80	6
0.00	0.00

CRF Intersection Scaled Scoring

CRF Score	Scaled CRF Points
15.00	6
0.00	0.00

Total CRF Points **0.00**

Cost Effectiveness

Points Subtotal	11.87
Cost Effectiveness Score	0.00

REMINDER: ALL SCORES ARE ESTIMATES BASED ON THE PREVIOUS YEAR'S PROJECTS

Cost Effectiveness Points **0.00**

Approximate Total Points	11.87
Percentage	12%

Appendix D

Designs & Cost Estimates

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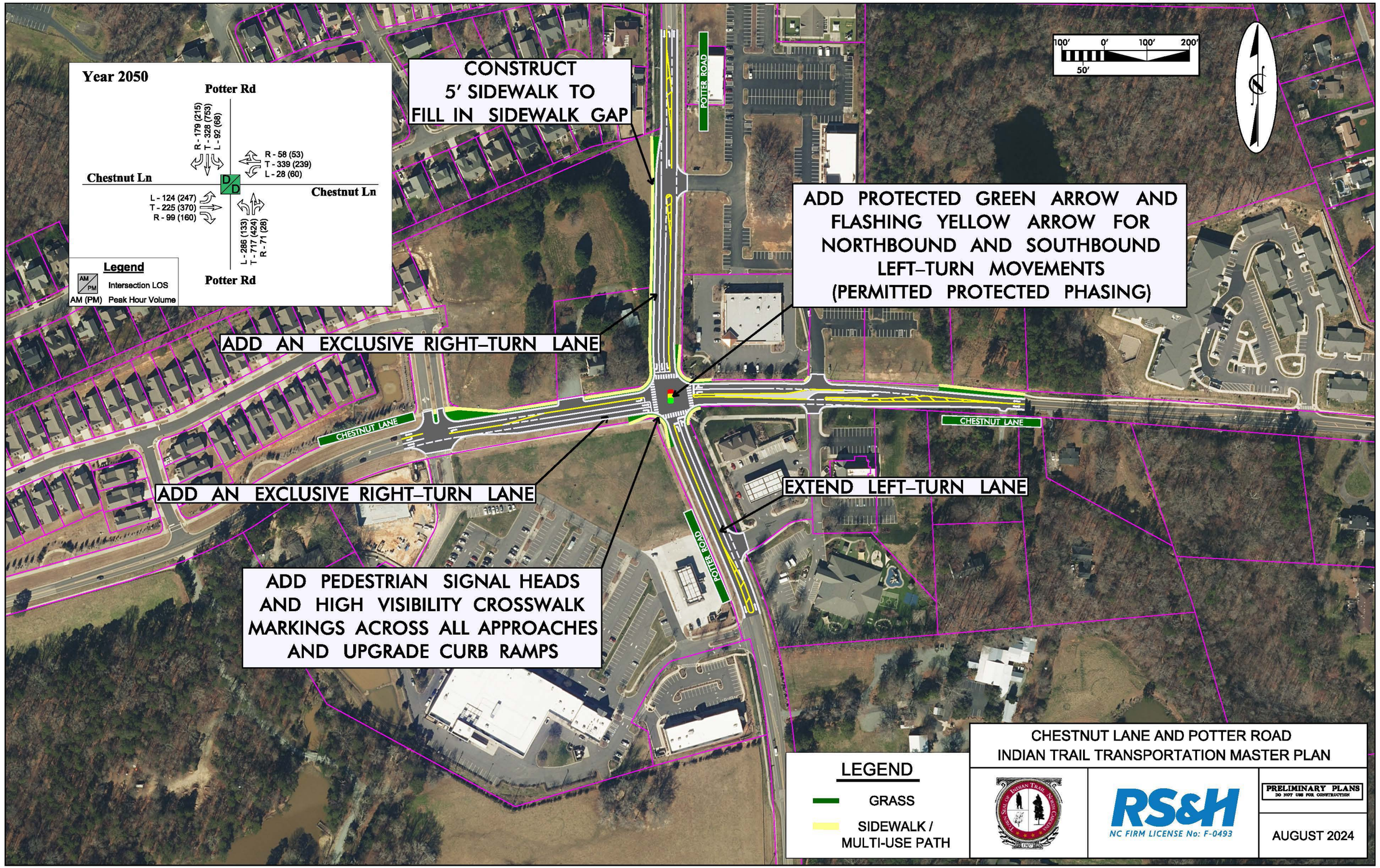

CHESTNUT LANE AND POTTER ROAD
INDIAN TRAIL TRANSPORTATION MASTER PLAN

RS&H
NC FIRM LICENSE No: F-0493

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

AUGUST 2024

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Cost Estimates

Chestnut Lane / Potter Road

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**

Cost Estimates

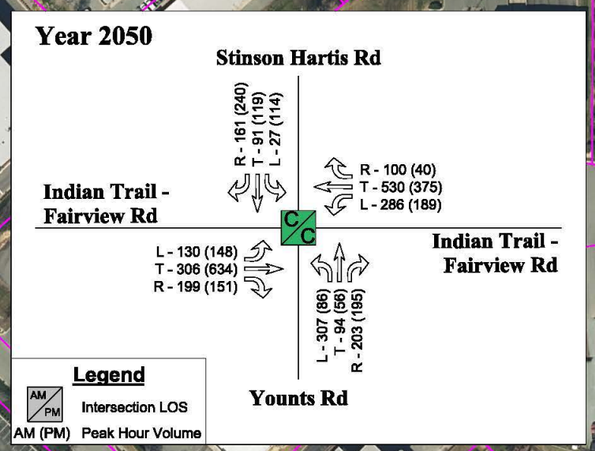
Chestnut Lane / Potter Road

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.



CONSTRUCT 5' SIDEWALK TO FILL IN SIDEWALK GAP

CONSTRUCT 10' MULTI–USE PATH WITH PEDESTRIAN LIGHTING

ADD DEDICATED LEFT TURN LANE

RECONFIGURE ACCESS TO SITE OFF OF BROWN LANE

INSTALL HIGH VISIBILITY CROSSWALKS, ADA CURB RAMPS, AND PEDESTRIAN SIGNALS

INSTALL TRAFFIC SIGNAL

REMOVE EXISTING SIGNAL

REALIGN YOUNTS ROAD TO CREATE A COMBINED INTERSECTION

CONSTRUCT 10' MULTI–USE PATH WITH PEDESTRIAN LIGHTING

STINSON HARTIS ROAD

INDIAN TRAIL FAIRVIEW ROAD

BROWN LANE

YOUNTS ROAD

100' 0' 100' 200'
50'

LEGEND

PAVEMENT REMOVAL

GRASS

SIDEWALK / MULTI-USE PATH

INDIAN TRAIL FAIRVIEW ROAD AND YOUNTS ROAD / STINSON HARTIS ROAD INDIAN TRAIL TRANSPORTATION MASTER PLAN

RS&H

NC FIRM LICENSE No: F-0493

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

AUGUST 2024

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Cost Estimates

Indian Trail Fairview Road / Younts Road / Stinson Hartis Road

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

Cost Estimates

Indian Trail Fairview Road / Younts Road / Stinson Hartis Road

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

Cost Estimates

Indian Trail Fairview Road / Younts Road / Stinson Hartis Road

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.

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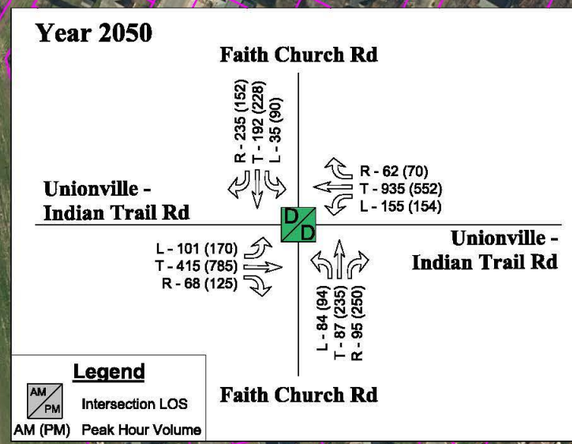

CONSTRUCT 5' SIDEWALK TO FILL IN SIDEWALK GAP

ADD AN EXCLUSIVE RIGHT–TURN LANE

ADD PEDESTRIAN SIGNAL HEADS AND HIGH VISIBILITY CROSSWALK MARKINGS ACROSS ALL APPROACHES AND UPGRADE CURB RAMPS

PEDESTRIAN ACCOMMODATIONS ON PARCEL ON NORTHEAST CORNER OF INTERSECTION WILL BE CONSTRUCTED BY THE LANDINGS AT LAKE PARK DEVELOPMENT

UPGRADE CULVERT

ADD PROTECTED GREEN ARROW AND FLASHING YELLOW ARROW FOR NORTHBOUND AND SOUTHBOUND LEFT–TURN MOVEMENTS (PERMITTED PROTECTED PHASING)

ADD AN EXCLUSIVE RIGHT–TURN LANE

LEGEND

GRASS

SIDEWALK / MULTI-USE PATH

UNIONVILLE-INDIAN TRAIL ROAD AND FAITH CHURCH ROAD
INDIAN TRAIL TRANSPORTATION MASTER PLAN

RS&H
NC FIRM LICENSE No: F-0493

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

AUGUST 2024

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Cost Estimates

Unionville-Indian Trail Road / Faith Church Road

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

Cost Estimates

Unionville-Indian Trail Road / Faith Church Road

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

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.

Indian Trail
Transportation Master Plan Appendix

Prepared By:

RS&H