



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

June 16, 2017

Mr. Hazen Blodgett, Town Manager  
Town of Matthews  
232 Matthews Station Street  
Matthews, NC 28105

Via Email Only

Subject: TIP U-47 14: Widen Old Monroe Road/John Street from Trade Street in Matthews to Wesley Chapel Stouts Road in Indian Trail

Dear Mr. Blodgett,

Thank you for providing the resolution adopted by your Town Council on March 13, 2017. The Department appreciates our relationship with the Town and will continue to work collaboratively to address issues and carry the project forward. The following provides a summary of the items from the Town's resolution and our responses in bold italics:

1. The elimination of the loons altogether or at the most small loons for cars only: *The intersections of Charles Buckley Way and Greylock Ridge Rd will be designed as signalized, full movement intersections. Some U-turn points will still be provide, but the loons will be minimized to accommodate passenger vehicles only.*
  - Truck routes will be signed for trucks to move outside of downtown. *North Carolina State Law allows trucks to travel any State route where movements can be accommodated safely and meet geometric requirements. We therefore have no legal grounds to limit trucks from utilizing the corridor.*
  - Town staff will work with CMS to find acceptable bus routes. *NCDOT will also be available to assist in this effort.*
2. Intersection design at:
  - Mckee Road and E. John Street – NCDOT to install a full movement intersection or roundabout. *NCDOT recommends maintaining the super street design at this location to protect the capacity and progression of the corridor, as the highest traffic volumes are on this segment east of I-485. However, we will analyze a Michigan Left concept in our development of the McKee Road project (U-4713A). A Michigan left allows through and right turn movements, but no left turns on both the primary and the side streets.*
  - Greylock Ridge Rd and E. John Street – NCDOT to install a full movement intersection. *NCDOT is agreeable to this request and adding a traffic signal.*
  - Charles Buckley Way and E. John Street – NCDOT to install a full movement intersection. *NCDOT is agreeable to this request and adding a traffic signal.*

3. Intersection design at John and Trade Streets:

- Eliminate the U-turn movement. Instead consider a one-way street in the vicinity of BB&T connecting E. John Street to Sadie Dr. *NCDOT is agreeable to eliminating this movement and relocating it to the BB&T location. We request that the Town pursue a future connector from this point south to Sadie Drive, as we believe this is outside the scope of the current project.*
- Examine eliminating left turns from John (East to West) onto Trade Street. Gain full understanding of the consequences of such an action. *NCDOT does not support the elimination of this left turn movement, as we believe it will push this traffic to neighborhood streets, resulting in a negative impact to the Town.*
- Pedestrian pads on all four corners. These pads need to be inviting and comfortable to pedestrians as this pedestrian crossing is the bridge between historic downtown and Stumptown Park, the Matthews Community Center, McDowell Arts Center and Matthews Elementary School. *NCDOT is agreeable to this request. All full movement intersections will be designed with full pedestrian accommodations including crosswalks, curb ramps, and truncated dome/color landing pads.*
- Pedestrian refuges (center of John Street). The focus should be on aesthetics, i.e. reducing the "sea of asphalt" and discuss further the need for pedestrian refuge. *The Department is agreeable to an 8' wide median in this area, which would allow planting of smaller maturing trees, etc. The Department is agreeable to other aesthetic elements to be proposed by the Town, at the Town's expense and agreement to maintain.*

4. East John Street design:

- Narrow travel lane width to 11 feet west of 1-485. *NCDOT is agreeable to this request and the Typical Section now specifies 11' travel lanes.*
- Multi-purpose trail and sidewalk are to remain and ensure adequate separation from travel lanes. *Sidewalk will have to remain at the back of curb on both sides of East John Street at Trade Street due the proximity of adjacent buildings. The multiuse trail has been extended at the Town's request, to begin at Cotton Gin Alley and be 4.5 feet behind the curb.*
- Narrow the view shed. Large trees should be both close to the roadway and in the median. *Any plantings in the Right Of Way need to be in conformance with NCDOT Guidelines. Per the guidelines and clear recovery requirements, large maturing trees would be allowed 10' from the travel way on the outside shoulders and in medians only where there is a full 23' median.*
- Use varying pavement colors, patterns, textures etc. at crosswalks, particularly at the intersection of Trade Street and John Street. *NCDOT is agreeable to allowing alternative pavement colors at these locations. They would be considered an enhancement, allowed under encroachment agreement, and the Town would be responsible for the initial cost and maintenance of the*

*treatments. The Town can propose specific pavement treatments for further consideration.*

- Traffic should be signalized so that traffic can travel as if it is a one way pair. *Full movement intersections at the locations above will prohibit the implementation of a one-way pair type configuration.*
- Signals need to be coordinated. *Signals will be interconnected and coordinated to maximize progression in the corridor.*
- Implement Intelligent Transportation Systems. *NCDOT is agreeable to considering ITS implementation, but need to work through traffic corridor monitoring and operations issues.*
- All options should be considered to save houses along the roadway, including but not limited to the modification of the roadway or moving residences. *The previous public hearing map showed a worst case scenario with a 23foot median. We are working to create a minimum impact cross section that will also minimize the impacts to residences.*

Thank you also for meeting with us on June 14, 2017 to discuss and review concepts for implementing these items. We will continue to refine our functional design and look forward to scheduling a public meeting in mid-July to discuss and gain additional feedback from the Town and its citizens.

Sincerely,

J. Scott Cole, PE  
Deputy Division Engineer

JSC/slb

Cc: Louis Mitchell, PE  
Stuart Basham  
Elmo Vance