



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

June 21, 2018

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

RE: NCDOT STIP Project U-4714: Updated Traffic Forecast and Analysis

Dear Mr. Blodgett,

I am writing to inform you that NCDOT has completed the updated traffic forecast and analysis for the STIP Project U-4714: East John Street / Old Monroe Road Widening Project for the year 2040. The Metrolina Regional Travel Demand Model 16v1.0 (MRM), adopted in October 2017, was used to produce this forecast and included all fiscally constrained projects documented in the CRTPO 2040 Metropolitan Transportation Plan (MTP) and the NCDOT Current STIP – August 2017 projects funded for construction. This updated forecast includes STIP Projects U-4713A (McKee Road Extension) and U-2509 (US 74 managed lanes). Please see the attached U-4714/U-4713A Traffic Forecast Report (February 2018) for additional details on assumptions, methodology, and results.

Since completion of the updated 2040 Traffic Forecast noted above, the traffic analysis results have also been updated in the Addendum to Traffic Operations Technical Memorandum: East John Street / Old Monroe Road Improvement Project STI No. U-4714 (May 2018). This Addendum updates the previous analysis for the project with 2040 traffic volumes for a Four-Lane Median Divided roadway and the 4-Lane Superstreet design. The Addendum provides a comparison with 2035 analysis results, summarizes the traffic operation analysis results for the two alternatives for 2040 traffic volumes, and recommends a preferred alternative. This Addendum is also attached for your review.

As detailed in these two documents, there is not a substantive change in the updated traffic forecast or analysis. As shown in Figure 1 of the Addendum, in some locations volumes increase and in others they decrease. While there are some decreases in traffic

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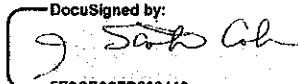
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volumes under the 2040 forecast with the newly considered STIP projects, it is not significant enough to change the overall operations of the roadway. The two-lane roadway would continue to experience congestion and unacceptable LOS under the 2040 forecast. The updated forecast and analysis continues to support the need for the widening project in order to improve operations and efficiency along the corridor.

As detailed in the analysis, both the Four-Lane Median Divided roadway and the 4-Lane Superstreet design would operate at a comparable level under the 2040 traffic volumes. The Superstreet design has added benefits that are not typically accounted for in the traffic operations analysis including increased safety, better pedestrian/bike accommodation, improved signal progression, and robustness in meeting future demand by allowing for additional capacity. Because of the reasons listed above, NCDOT recommends the Superstreet design as the Preferred Alternative for STIP Project U-4714, with modifications in some locations. As you are aware, modifications within the Town of Matthews have been made to the preliminary design to accommodate the preferences of your community and reduce the project impacts within the project area.

Please let me know if you would like to discuss the revised forecast and analysis in detail. As always, NCDOT is committed to partnering with the Town of Matthews to ensure the design meets the purpose and need for the project while accommodating the preferences of the community, where feasible. We will continue to work with you to deliver this very important project to improve mobility and safety.

Sincerely,

DocuSigned by:  
  
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J. Scott Cole, P.E.  
Division 10 Engineer

Cc: Louis Mitchell, PE  
Laura Sutton, PE