

FEASIBILITY STUDY

Matthews  
SR 1009 (Monroe Road)  
from NC 51 Bypass to the existing multi-lanes  
Mecklenburg County

U-2910

Prepared by  
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### I. GENERAL DESCRIPTION

This is a feasibility study for the widening of SR 1009 (Monroe Road), from NC 51 Bypass to the existing multi-lanes in Matthews, a distance of 0.7 miles (See Figures 1 and 2). The recommended typical section is a 5-lane, 64-foot, face-to-face, curb and gutter section with 8-foot berms on 100-foot wide right-of-way. Estimated cost of the project is \$2,800,000 (\$1,800,000 for right-of-way and \$1,000,000 for construction).

This study is not a detailed planning/environmental investigation. A feasibility study presents recommended cross sections for improvements, general alignments of improvements, and estimated cost of construction and right-of-way. This study attempts to identify any potential environmental, permitting, or other observed issues which deserve consideration in the planning and construction stages.

### II. NEED FOR PROJECT

This project was requested by the Town of Matthews to reduce congestion on SR 1009 (Monroe Road). SR 1009 is classified as a minor arterial on the Statewide Classification System.

The existing SR 1009 consists of a two-lane, 24-foot pavement with 4-foot shoulders on 60-foot wide right-of-way with no control of access. Land use is predominantly commercial and industrial.

The south terminal of the project is the signalized intersection of NC 51 Bypass (Pineville-Matthews Road) (See Figure 2). South of this intersection, SR 1009 consists of a four-lane shoulder section. Land use is commercial around the intersection.

The north terminal of the project is located at the beginning of the multi-lanes that extend into Charlotte. (See Figure 2). At the north terminal, the existing cross section on SR 1009, is a five-lane, 64-foot, face-to-face, curb and gutter section with 8-foot berms. Land use is industrial.

The 1990 Average Daily Traffic (ADT) on SR 1009 was 16,000 vehicles per day (vpd). In the year 2012 anticipated traffic is estimated at 32,000 vpd. With the existing facility, traffic currently experiences a level of service (LOS) E, and is expected to experience a LOS F before 2012. With the recommended improvements, current traffic on SR 1009 will experience LOS B, and is projected to experience a LOS D in the year 2012.

During the period from August 1, 1989 through July 31, 1992, a total of 57 accidents were reported along the studied section of SR 1009. This resulted in an accident rate of 500.53 accidents per 100 million vehicle miles, compared to a statewide average of 340.33. Rear-end collisions accounted for 58% of the accidents. The recommended improvements will reduce the accident rate.

### III. RECOMMENDATIONS

It is recommended that SR 1009 be widened to a five-lane, 64-foot, face-to-face, curb and gutter section on 100-foot wide right-of-way, from the NC 51 Bypass to the existing multi-lanes, a distance of 0.7 miles (See Figure 2).

The recommended widening will reduce congestion on SR 1009, by providing increased capacity. Also, the center left-turn lane will allow vehicles to make safer turning movements and decrease the present backups caused by left-turning vehicles.

To minimize relocations and disruption of the Matthews business district, the widening of the four-lane section of SR 1009 through Matthews, south of the NC 51 Bypass intersection, is not recommended.

Total project cost is estimated at:

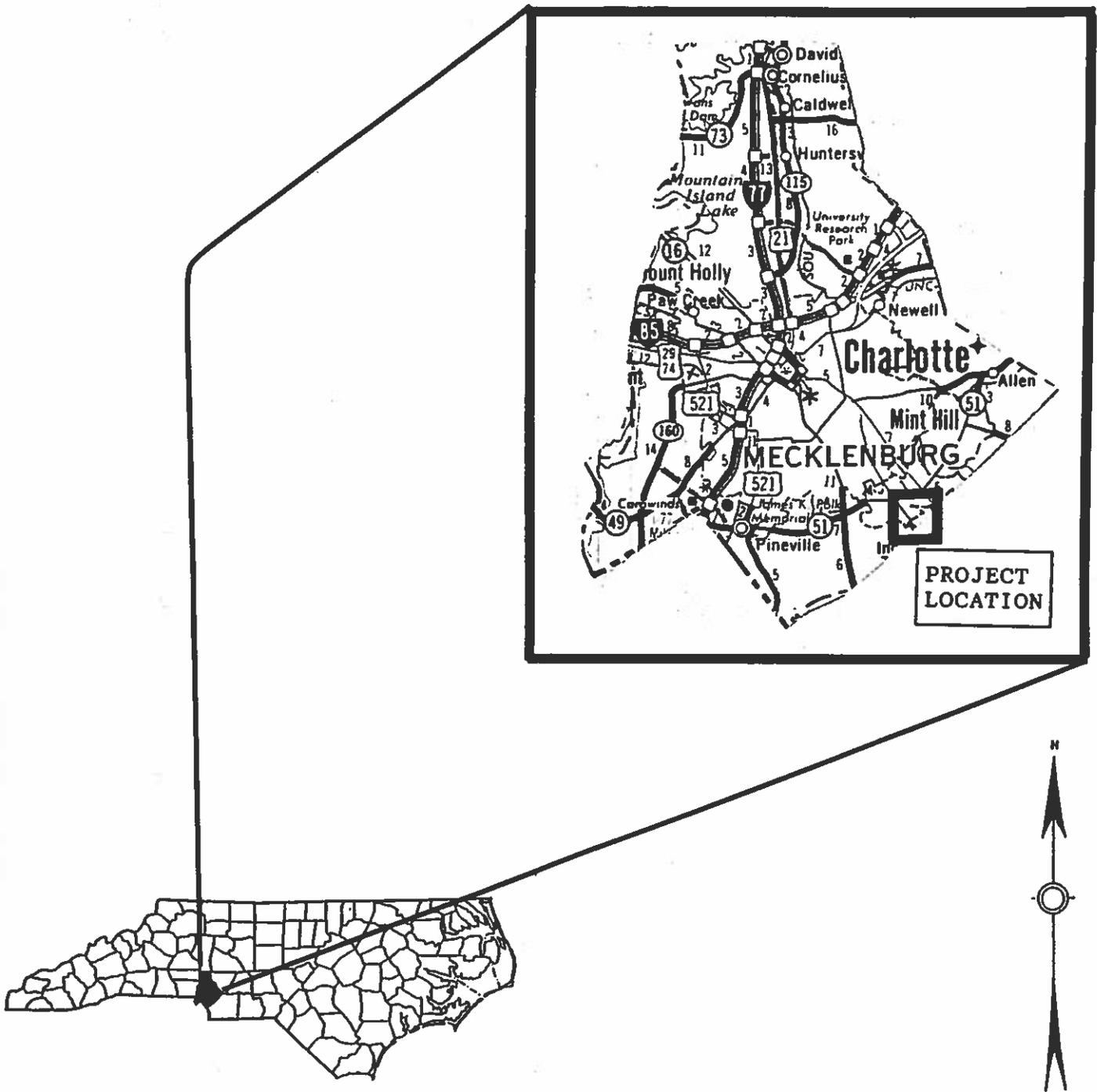
Right-of-way	\$1,800,000
Construction	\$1,000,000
Project Cost	\$2,800,000

Medium utility conflicts are expected.

### IV. OTHER COMMENTS AND CONCERNS

This project will not likely require the relocation of any residences or businesses.

This project may require a Section 404, Corps of Engineers Nationwide Permit. No historical or architecturally significant sites are known to be in the limits of the proposed project. No public parks are located in the project corridor.



**FIGURE 1**

FEASIBILITY STUDY UNIT	
MATTHEWS	
SR 1009 (Monroe Road)	
from NC 51 Bypass (Matthews-Pineville Rd.) to existing multi-lanes	
Mecklenburg County	
U-2910	DIVISION 10

