

CITY OF MONROE
PUBLIC ENTERPRISE COMMITTEE
300 W. CROWELL STREET, MONROE, NC 28112
TUESDAY, APRIL 20, 2021 - 3:30 PM
AGENDA
www.monroenc.org

In order to comply with the need for social distancing and to limit mass gatherings in accordance with Executive Order 204, total attendance at the meeting will be limited to 22 people which includes the members of the Committee and City Staff. Once total attendance reaches 22, no additional persons will be allowed into the meeting room.

1. Minutes of the January 19, 2021 Public Enterprise Committee Meeting
2. Outside City Service Requests
3. Proposed Right-of-Way Abandonment - SL Polk Road
4. Old Charlotte Highway and Williams Road Intersection Improvements
5. Critical Intersection Analysis - Poplin Road and Unionville-Indian Trail Road
6. Other

Public Enterprise Committee Minutes

January 19, 2021

City Hall Conference Room

3:30 PM

Members Present: Council Member Franco McGee (Chair), Council Member Surluta Anthony, Council Member Freddie Gordon and Committee Member Loretta Melancon

Staff: Larry Faison, Ann Fox, David Lucore, Sarah McAllister, Mujeeb Shah-Khan and Rob Miller

Council Member Franco McGee called the January 19, 2021 Public Enterprise Committee meeting to order at 3:30 P.M. He wished everyone a Happy New Year.

Item #1 on the Agenda is approval of the Minutes from our November 17, 2020 meeting.

Item #1. Adoption of Minutes of the Meeting

Recommendation:

Council Member Surluta Anthony made a Motion that the Minutes of the November 17, 2020 Public Enterprise Committee be approved.

Motion: Adopt November 17, 2020 PEC Meeting Minutes

Motion made by: Council Member Surluta Anthony

Second: Committee Member Loretta Melancon

Voting: **In Favor** – Council Member Surluta Anthony, Committee Member Loretta Melancon, Council Member Freddie Gordon and Council Member Franco McGee

Opposed – None

Action: Motion adopted

Item #2. Staff Report – Recommendation for Contract Labor Award - Utility Lines Construction Services (ULCS)

Recommendations:

Staff recommends that the Public Enterprise Committee approve forwarding staff's recommendation to award the contract to Utility Lines Construction Services, Inc. (ULCS) in an amount not to exceed \$300,000 to Council for approval at the next meeting on February 10, 2021.

Presentation and Discussion:

David Lucore, Director of Energy Services stated that they are requesting that the Committee approve forwarding this to Council at their February 10, 2021 meeting. We want to put a labor contract into place with Utility Lines Construction Services. With the number of new subdivisions that are being built simultaneously, it is stretching our crew thin. There are more that are slated to begin very soon. We are doing this on an as-needed basis. We want to have the contract in place so that we can get the crews here when needed. Three competitive bids were taken and Utility Lines Construction Services was the lowest bid. The money is in the current budget for this, so there would not be a budget amendment required. We are asking up to but not to exceed \$300,000.

Council Member Anthony stated that she does see where Utility Lines Construction is the lowest bidder and would like to know if Energy Services has done business with them before.

Mr. Lucore stated they have not done business with them before. They have used several different contractors but Utility Lines was always higher in cost so they have not had any dealings with them before.

Council Member Anthony asked Mr. Lucore if he has knowledge of their work performance.

Mr. Lucore stated that he does have knowledge of their work. They do a lot of their work for Duke Energy and do a good job for them, very professional and detail oriented. He also stated that he does not have any reservations with their work.

Council Member Anthony asked if it is in our protocol to always make sure that minority contractors and subcontractors are being employed during these projects.

Mr. Lucore advised that they do look at that, but he is not aware of a contract with a minority-owned company that does line work. If we were aware of it, we would solicit the business.

Council Member McGee asked if there were any additional questions or comments.

Council Member Anthony made a motion that we award the contract to Utility Lines Construction Services in an amount not to exceed \$300,000.

City Attorney Mujeeb Shah-Khan asked Council Member Anthony if the motion could be amended to approve the recommendation to forward the contract to City Council for their approval.

Council Member Anthony restated her motion that we approve the recommendation to award the contract to Utility Lines Construction Services, Inc. in an amount not to exceed \$300,000 and to be forwarded to City Council for consideration at the February 10, 2021 meeting.

Motion: Motion to forward Staff's recommendation to City Council for consideration at their meeting on February 10, 2021, to award the contract to Utility Line Construction Services, Inc. in an amount not to exceed \$300,000 for contract labor forces to supplement City forces in the day-to-day operation of the electric system.

Motion made by: Council Member Surluta Anthony

Second: Committee Member Loretta Melancon

Voting: **In Favor** – Council Member Surluta Anthony, Committee Member Loretta Melancon, Council Member Freddie Gordon and Council Member Franco McGee

Opposed – None

Action: Motion is approved

Mr. Lucore stated that he would like to flip flop Items 3 and 4 as the information in Item 4 leads into Item 3.

Committee Member Melancon stated that she was going to suggest that after reading the first one and then after reading the next one realized that it was covered.

Item #3. Staff Report – Edwards Wood Products Gas Pipeline Installation – Labor Contracts – Ertel Construction, Inc.

Recommendation:

Staff recommends that the Public Enterprise Committee approve forwarding staff's recommendation to City Council for approval to terminate the contract of Ertel Construction, Inc. to install a natural gas pipeline to the Edwards Wood Products facilities in Marshville for cause at their next meeting on February 10, 2021.

Presentation and Discussion:

Mr. Lucore stated that they are recommending approving the termination of the contract with Ertel Construction. They are the contractor that was awarded the contract to extend the natural gas pipeline through Marshville to the Edwards Wood Products facility. They have not performed in a professional manner. We have had issue after issue with them. They have delayed the project and at one point, we came before this Committee and asked for a Change Order to remove a portion of the contract from them because they were not capable of fulfilling that part. We took the portion away of the six-inch pipe installation and awarded it to Dawn Development Company. This project should have been completed in June of 2020, it is still not completed, and they are still dragging their feet. We have exhausted all means of trying to get them to step up and fulfill their obligation. We have given them multiple notices and numerous opportunities to improve and explained how to do that and they have not responded. We are to the point that we just need to terminate their contract and get someone else to come in that can finish the work. Therefore, our recommendation is to terminate the contract with Ertel Construction.

Mr. Lucore provided a cost summary to everyone for review.

Council Member Anthony confirmed with Mr. Lucore that the termination of this contract is based on their inability to perform in a timely manner.

Mr. Lucore stated that is correct. He advised that on the cost summary he has a bold line that includes the information on where we are today. The initial estimated cost was \$1,255,909.00. All of the labor bids exceeded those amounts so we had to increase the budget to \$1,505,059. When Ertel failed to be able to put in the six-inch portion, we changed their contract and reduced it by \$549,327. Dawn Development's cost to do that same work would be \$713,339, which was a difference of \$164,012. That brought us to the total project balance of \$1,669,071. With the termination of the Ertel contract that would release \$228,679.84 and the next item on the agenda is to award the remaining work to Dawn Development at a cost of \$297,553.80. Liquidated damages with Ertel to date are \$86,000. When you look at all of the numbers, you take the final of \$1,651,944.96 and the current project budget of \$1,669,071, leaving a balance of \$17,126.04 and we will do all this with the budgeted funds that are available,

Council Member Freddie Gordon stated that we obviously took on Ertel because they were the low bidder, which he understands is the mandate by law. Do we have any problem with what they have done to be worthy of what they have been paid and can Dawn fulfill this, if not. Or, is that going to be another change order coming through?

Mr. Lucore stated that he is going to have Rob Miller, Energy Services Department General Manager of Engineering, answer that question.

Mr. Miller stated there has been full, onsite inspection, so we have had an inspection person watching their work in which we are confident that their work has been installed in an adequate manner. It just has not been done in a quick-enough manner per the contract. So we have actually had someone onsite watching everything that goes on. There is \$50,000 in the change order to Dawn Development in case there are some hiccups with that. One of the main things is that if their contract is terminated, we want to make sure the clean-up they didn't get done is done and taken care of properly, so there is \$50,000 in the contract to take care of that.

Council Member Gordon stated that \$50,000 is not a lot on a \$1,700,000 contract. Has Dawn been consulted on this, do they know what Ertel's work is if they are to get paid on that?

Mr. Lucore stated that Dawn Development is a contractor that we have used.

Council Member Gordon advised that he is very familiar with Dawn Development and has used them for projects.

City Manager Larry Faison stated that although Staff has indicated a high degree of confidence through design and work going forward, a change order in and of itself by design is to address the unexpected. There may be something unexpected that comes up that requires a change order. If we know about it, then it is part of the design.

Council Member Gordon stated that he does not like having to select the lowest bid because in many instances, this is what you run into. We probably would have never had that and would have had this project completed on time if we could have used Dawn to begin with. That is the thing that has been disturbing about this.

City Attorney Shah-Khan stated as Council Member Gordon has noted, North Carolina law pretty much hamstringing when you get above a certain amount. In the future, one of the things is that if Ertel were to bid on another contract, we can note their inability to carry out the contract to show that they are not a responsible bidder. That would allow us, if they were the low bidder on future City projects, to be able to disqualify them. There are ways to deal with that if you have somebody who has performed as badly as Ertel. In the future, we are aware of it, but with other companies, as long as the bids appear to not be full of errors, we are stuck in terms of the lower bid. But, in the future with Ertel, we know how to deal with it.

Council Member McGee asked if that is something we could look into. If there was another municipality that had the same issue with the company, is that something we can research and see that this company did not do such a great job?

City Attorney Shah-Khan advised that we could always talk with other local Governments and say, listen we have had a bad experience with these people, keep that in mind. The thing is that it is a lot harder for us to disqualify some company for an issue to somebody else. Just as it is very hard for them to disqualify them based on our issue. What we can do is make sure other local Governments are aware that they are in that situation. I would not be surprised in the least bit if our Energy Services team has already reached out to colleagues to say listen we are having issues with this how have you dealt with it and been able to provide their information. Otherwise, I would not advise the Committee or Council looking at modifying the bidding Statute to deal with that issue. That is something that I think our General Assembly may not have the appetite to do because the reason you have a low-bid Statute is to make sure that companies are honest and provide a silent number. We can at least notify or talk with them.

Council Member McGee asked if they were required to submit new references with the bid.

Mr. Miller stated that he talked with Dominion Energy about Ertel. Ertel is relatively new to gas work and so the only work they have actually done was with Dominion Energy. I talked with two individuals there. They told me they were confident in their abilities to do the work. One of the issues that we saw was in the first month of the project, they had a lot of turnover in their personnel and so we did not get the same people that they saw. All of a sudden, we had a diminished team working on our project and could not address that in the bid process. I did not have any way to throw them out because their reference that they did work for, gave me a good reference.

Council Member Anthony asked Mr. Miller if some of their problems were based on extenuating circumstances such as turnover. She stated that having served on this Committee for a second time, she has noticed that we do not always go with the lowest bidder but decided to do it this time. She stated that when they were working on the contract for Solid Waste, we did not necessarily go with the lowest bidder.

City Attorney Shan-Khan advised Council Member Anthony that Solid Waste is a services contract and not a bids and construction contract. The bids and construction contract requires us to use the low bidder. With the services contract you have a lot more flexibility. In that case, because what they are providing us is a collection service, they do not provide anything else. So then, you are able to look at the low bids, also look at other factors, and then make a bid award. It is a little different; we have the ability to look at the

contract when it is services oriented and say, this is a problem, we actually do not think they can do it. Using processes where you look at the ability of a company to actually do it, and you scratch beneath the surface and then you realize they actually can. That is why sometimes the low bid does not get it when it is a services contract.

Council Member Anthony asked how they arrived at the figure of \$50,000 to be used as a safety net.

Mr. Miller advised that they have already gone through and made a punch list of the entire project, including all of the clean-up items that remain to be done for Ertel's project. We have also factored in that it is a pressure test issue and it can be found in that amount of time. We have dealt with that type of thing in the past and we have estimated to the best of our ability.

Council Member Anthony made the following motion:

Motion: Motion to forward Staff's recommendation to City Council for consideration at their next meeting on February 10, 2021, to terminate the contract of Ertel Construction, Inc. to install a natural gas pipeline to the Edwards Wood Products facilities in Marshville for cause.

Motion made by: Council Member Surluta Anthony

Discussion: Committee Member Loretta Melancon asked that before the vote be continued, if everyone had read the letter that City Attorney Shah-Khan had written to Ertel Construction. City Attorney Shah-Khan stated that the letter is a draft and has not been provided to Ertel Construction at this time. It is an example. A full series of changes have been sent to Mr. Lucore and Mr. Miller. Mr. Lucore is actually declining it because Ertel has an attorney and in that case, I am not allowed to communicate with their client so it will actually come from Mr. Lucore. We have made some changes to the letter, and then once Council authorizes the termination, they will be able to forward the letter. Committee Member Melancon stated that reading the letter gave her a lot of confidence in the fact that we are doing the right thing in the right way.

Second: Committee Member Loretta Melancon

Voting: **In Favor** – Council Member Surluta Anthony, Committee Member Loretta Melancon, Council Member Freddie Gordon and Council Member Franco McGee

Opposed – None

Action: Motion is approved

Item #4. Staff Report – Edwards Wood Products Gas Pipeline Installation – Labor Contracts – Dawn Development

Recommendation:

Staff recommends that the Public Enterprise Committee approve forwarding Staff's recommendation to City Council for consideration at their next meeting on February 10, 2021, to approve Change Order #1 for \$297,553.80 to Dawn Development, Inc. Change Order #1 incorporates items that Ertel Construction, Inc. failed to complete in their contract to install a natural gas pipeline to the Edwards Wood Products facilities in Marshville.

Presentation and Discussion:

Mr. Lucore stated that in light of terminating Ertel's contract, we are recommending that the Public Enterprise Committee forward the recommendation to Council at their meeting on February 10, 2021, that the remaining services that were to be done by Ertel Construction be awarded to Dawn Development in the amount of \$297,553.80.

Council Member McGee asked if there were any questions or discussion.

Motion: Motion to forward recommendation to City Council to be considered at their next meeting on February 10, 2021, to approve Change Order #1 for \$297,553.80 to Dawn Development, Inc. incorporating items that Ertel Construction, Inc. failed to complete in their contract to install a natural gas pipeline to the Edwards Wood Products facilities in Marshville.

Motion made by: Council Member Surluta Anthony

Second: Committee Member Loretta Melancon

Voting: **In Favor** – Council Member Surluta Anthony, Committee Member Loretta Melancon, Council Member Freddie Gordon and Council Member Franco McGee

Opposed – None

Action: Motion is approved

Item #5. Other

Council Member McGee asked if there were any additional items for consideration or any other comments. He welcomed Committee Member Melancon back to the Public Enterprise Committee and thanked her for her service.

Committee Member Melancon advised that the sign (copy passed out to everyone) concerns her for several reasons. Having anything that states this area is off limits for prostitution, infers that there are other places.

Council Member Anthony stated that in the past there had been a request to place the sign because at that time, there was a lot of prostitution in the area and it aided police. Once that sign was installed and someone was arrested, they were trespassing. That was an aid to law enforcement.

Committee Member Melancon asked if we have a problem with prostitution. She stated she was thinking of a young family with children moving here to Monroe and if they come across this sign, that it would be upsetting.

City Manager Larry Faison stated that Committee Member Melancon brought this to his attention just before the meeting began and we reached out to Staff. He suggested Public Safety take up this matter. It does not seem to be a continuing problem and so the need for the sign probably does not exist, but there may be something out there that we do not recognize at this moment. City Manager Faison stated that he would be happy to take this item to Public Safety.

Council Member McGee asked where the signs are located.

City Manager Faison stated that he does not know at this time.

Committee Member Melancon asked if she wanted to discuss this item further, should she talk with the Police Chief.

City Manager Faison stated that unless the Committee objects, he would present it to Public Safety on behalf of the Committee.

Council Member McGee asked if there were any additional questions or comments.

Council Member Anthony made a Motion to adjourn.

Recommendation: Adjourn meeting at 3:55 PM

Motion: Adjourn Public Enterprise Committee meeting

Motion made by: Council Member Surluta Anthony

Second: Council Member Freddie Gordon

Voting: **In Favor** – Council Member Surluta Anthony, Committee Member Loretta Melancon,
Council Member Freddie Gordon and Council Member Franco McGee

Opposed – None

Action: Motion is approved

There being no further business, the meeting adjourned at 3:55 p.m.

Franco McGee, Chair

Next Meeting – February 16, 2021, 3:30 PM



STAFF REPORT

TO: Public Enterprise Committee
VIA: E.L. Faison, City Manager
DATE: April 20, 2021
FROM: Russell Colbath, Water Resources Director
SUBJECT: Outside City Service Requests

SUMMARY STATEMENT

Public Enterprise committee is requested to consider outside City service requests as shown below.

REVIEW

Water Resources Department Staff has received two separate requests for outside City services as shown on the attached exhibits. They are as follows:

1. Jason Schulenberger is requesting water service for 3 new single family homes at 614, 626, and 630 Deese road. No sewer is available.
2. Colby Malone at 3209 Stump Lake Dr. is requesting water service to a single family residence due to poor water quality in their well. No sewer is available.

All outside City service requests require both City Council approval, and Union County Board of Commissioner (UCBC) approval pursuant to City Ordinances and the Water and Sewer Master Agreement with Union County. The UCBC has approved both requests.

As a matter of policy, outside city water and sewer customers pay double tap fees and double monthly customer base charges on their city accounts.

RECOMMENDATION

It is the recommendation of Staff that the Public Enterprise Committee take the following action:

1. Motion to approve requests for outside city water service to 614, 626, and 630 Deese Road, and to 3209 Stump Lake Dr., and forward to City Council on the May 11, 2021 consent agenda.

Request for Out-of-City Water Service

Jason Shulenberger
614, 626, and 630 Deese Rd.





Request for Out-of-City Water Service
3209 Stump Lake Dr.



STAFF REPORT

TO: Public Enterprise Committee

VIA: E.L. Faison, City Manager

DATE: April 20, 2021

FROM: Sarah McAllister, P.E., Interim Engineering Director

PREPARED BY: Sarah McAllister, P.E., Interim Engineering Director

SUBJECT: Proposed Right-of-way Abandonment – SL Polk Road

SUMMARY STATEMENT

The Public Enterprise Committee is requested to consider a request from James River Equipment to abandon approximately 578 feet of S L Polk Road, a 28-foot private road right-of-way, from the rear property line of parcel 09185001 to the rear property line of parcel 09147063.

REVIEW

The City of Monroe received the attached request from Steven Prophet with Eagle Engineering on behalf of James River Equipment to abandon the 28-foot private right-of-way of S L Polk Road from the rear property line of parcel 09185001 owned by Amanda Constance Morales (deed recorded in Record Book 5943, Page 883) extending to the rear property line of parcel 09147063 owned by Kevin D. Murray and wife Martha R Murray (deed recorded in Record Book 1019, Page 449). James River Equipment has acquired the property along both sides of S L Polk Road with the exception of the parcel owned by Amanda Constance Morales and are planning an expansion of their facility. The attached recombination plat as prepared by Eagle Engineering dated July 1, 2020 highlights the area to be abandoned. All adjacent property owners have signed a petition in favor of the abandonment.

In preparation for the Public Enterprise Committee meeting, the request has been routed directly to the following departments as well as the City's Technical Review Committee via CityView.

City Manager's Office
City Attorney's Office
Engineering Department
Planning Department
Water Resources

Police Department
Energy Services
Assistant City Manager's Office
Fire Department

Any comments provided will be presented to the Committee at the meeting on April 20, 2021. After the meeting, James River Equipment will have the option of moving forward with the request to City Council for consideration. A check has already been provided to cover the current fee of \$1,040 for costs associated with the abandonment of the right-of-way. At the May 11th meeting, City Council will be requested to approve a resolution calling for a Public Hearing to be held on June 8, 2021 to consider the right-of-way abandonment request. The resolution calling for the Public Hearing will be published once a week for four (4) consecutive weeks prior to June 8th in accordance with the General Statutes. Street closing signs will also be posted in at least two places along the right-of-way advising the Public Hearing date. A resolution of intent to abandon S L Polk Road is attached.

RECOMMENDATION

Subject to additional comments received, Engineering Staff recommends that the Public Enterprise Committee concur with the requested abandonment of S L Polk Road from the rear property line of parcel 09185001 to the rear property line of parcel 09147063. It is further recommended at the City Council meeting on May 11, 2021 that City Council call for a Public Hearing to be held on June 8, 2021 to consider the requested right-of-way abandonment.

Attachment:
Letter of request with petitions from Steven
Prophet with Eagle Engineering
Recombination Plat prepared by Eagle
Engineering
Resolution (R-2021-26)



January 26, 2021

CITY OF MONROE
Planning Division

RE: James River Equipment
Parcel #09147001
Roadway Abandonment Request
SL Polk Road

To Whom it May Concern,

The purpose of this letter is to formally request that the City of Monroe Planning Department allow the abandonment of the existing private road SL Polk Road, located approximately 0.40 miles north of the intersection of Morgan Mill Road and N Sutherland Avenue. James River Equipment, the owner of 2113 Morgan Mill Road located just north of this private roadway, has acquired most of the properties surrounding SL Polk road and are currently planning an expansion of their facility south of their current site. This expansion will encompass all parcels which have exclusive access from SL Polk and, therefore, much of this roadway is no longer needed. The portion of SL Polk to be abandoned will be from the rear property line of parcel 09185001 to the rear property line of parcel 09147063. While parcel 09185001 will still have access to the remaining portion of SL Polk, parcel 09147063 will relinquish any rights to this private road with signatures being provided from these property owners, as well as from James River Equipment, approving this abandonment. A recombination plat of the properties mentioned above has also been included with this submittal as an exhibit showing the existing roadway limits to be abandoned.

If you have any questions or would like to discuss this further with us, please feel free to contact this office.

Sincerely,
Steven Prophet
Eagle Engineering



CUSTOMER PETITION TO PERMANENTLY CLOSE A PUBLIC STREET OR PUBLIC ALLEY

Any citizen, business, institution, or other entity wishing to request that the City of Monroe abandon a publicly dedicated street or alley must submit the following information to the Engineering Department. City consideration will be based on the procedure outlined below.

I) Preliminary Review Requirements – complete the following:

- A) Petitioner to acquire the signature of all adjoining property owners, along the street or alley that is requested abandoned, indicating the owners support or opposition to the street abandonment. (per table below)
- B) Petitioner submits letter of request along with a drawing* showing the area to be abandoned for review by staff, the Technical Review Committee and the Public Enterprise Committee to conduct an appropriate review.
 - 1) Engineering Technician responds back to Petitioner with additional needs from the various committees.
 - 2) Regardless of the recommendations for or against the abandonment of the petitioned street, the petitioner may fulfill the requirements for City Council as outlined below. Any discrepancies between the original description and the finished plat for City Council may require additional review by the previous committees.

II) City Council Review Requirements – Complete the following

- A) Petitioners submit the nonrefundable fee in accordance with the City of Monroe fee schedule.
- B) A list of all current property owners adjoining the street or alley as shown on the Union County tax records (including addresses and tax identification numbers) and a mailing label for each.
- C) A written description of the street to be abandoned is submitted along with a map showing the area to be abandoned. Map may be a recorded subdivision plat or tax map with the area to be abandoned clearly defined. In cases where a new plat is required to define the area, plat must meet requirements of GS 47-30 mapping standards and prepared by a Registered Land Surveyor. The written description must be provided in digital format of Microsoft Word 6.0 or higher.
- D) Petition **will not** be placed on the City Council agenda without a map or completed plat, written description and payment of applicable fees.

*i.e. an exhibit referencing existing city and/or state maintained intersections at both ends of the street to be closed, along with a tax parcel numbers, north arrow and drawing scale

TAX ID#	OWNER'S MAILING ADDRESS (including Company Name)	NAME (signers name printed legibly)	SIGNATURE	AGAINST CLOSING	FOR CLOSING
09147001	JRE Monroe LLC	Mark Romer			X
09147002	11047 Leadbetter Road				X
09147003	Ashland VA. 23005				
09147006					



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TAX ID#	OWNER'S MAILING ADDRESS (including Company Name)	NAME (signers name printed legibly)	SIGNATURE	AGAINST CLOSING	FOR CLOSING
09147004	James River Companies LLC	Mark Romer			X
	11047 Leadbetter Road				X
	Ashland VA. 23005				



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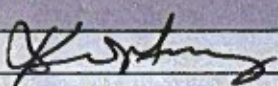
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TAX ID#	OWNER'S MAILING ADDRESS (including Company Name)	NAME (signers name printed legibly)	SIGNATURE	AGAINST CLOSING	FOR CLOSING
09147 063	2006 Walkup Ave. Ste A200	Kevin murray			X
09147 062	Monroe NC 28110				X

[illegible]

MUNICIPAL PROCEDURE FOR CONSIDERING A PETITION

- I) The Technical Review Committee will consider any request for a street abandonment and report concerns to the Public Enterprise Committee. The Engineering Technician shall place the request to abandon the street on the next available Public Enterprise Committee agenda.
- II) The Public Enterprise Committee will consider said request for a street abandonment and provide appropriate recommendation to City Council. The Engineering Technician shall place the request on the next available City Council agenda after Section I and Section II of the petition application is completed.
- III) Before abandoning any street or alley, the State Statute 160A Section 299 requires that:
 - A) The City Council shall adopt a resolution declaring its intent to abandon the street or alley.
 - B) The City Council shall call for a public hearing on the question.
 - C) The resolution of intent shall be published once a week for four successive weeks before the public hearing takes place.
 - D) A copy of the resolution of intent shall be sent by registered or certified mail to all property owners adjoining the street or alley as shown on the county tax records.
 - E) The Street Closing and Public Hearing notice shall be prominently posted, in at least two places along the street or alley. Generally, one sign is placed at each end of the street or alley to be closed.
 - F) At the Public Hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest, or the property rights of any individual.
- IV) If it appears to the satisfaction of the council after the public hearing that:
 - A) Abandoning the street or alley is not contrary to the public interest.
 - B) No individual owning property in the vicinity of the street or alley or in the subdivision in which it is located would thereby be deprived of reasonable means of ingress and egress to his property.
 - C) Then council may adopt an order abandoning the street or alley.
 - D) Council shall cause to be recorded the order abandoning said street or alley in the Union County Register of Deeds.
- V) Upon adoption of the order abandoning the street or alley:
 - A) All right, title, and interest in the right-of-way shall be conclusively presumed to be vested in those persons owning lots or parcels of land adjacent to the street or alley per NCGS 160A-229(c).
 - B) Title of such adjoining landowners, for the width of the abutting land owned by them, shall extend to the centerline of the street or alley, unless altered by plat in accordance with NCGS 160A-299(c).
 - C) The City shall reserve a General Public Utility Easement of sufficient width, over all utilities, which exist in the right-of-way of the street at the time of abandoning unless otherwise approved by Council.
 - D) The City shall reserve Public Storm Drainage Easement of sufficient width, over all storm drainage ditches and structures, which exist in the right-of-way of the street at the time of abandoning unless otherwise approved by Council.



City of Monroe;
Not to scale;
January 29, 2021

REVIEW OFFICER

STATE OF NORTH CAROLINA
COUNTY OF UNION

I, _____, A REVIEW OFFICER OF UNION COUNTY,
CERTIFY THAT THE MAP OF PLAT TO WHICH THIS CERTIFICATION IS
AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING

DATE REVIEW OFFICER

CERTIFICATE OF APPROVAL

LOT RECOMBINATION

I HEREBY CERTIFY THAT THE LOT RECOMBINATION
SHOWN ON THIS PLAT IS IN ALL RESPECTS IN
COMPLIANCE WITH THE TOWN OF INDIAN TRAIL UNIFIED
DEVELOPMENT ORDINANCE, AND THAT THEREFORE THIS
PLAT HAS BEEN APPROVED BY THE CITY OF MONROE
PLANNING DIRECTOR, SUBJECT TO ITS BEING RECORDED
IN THE OFFICE OF THE UNION COUNTY REGISTER OF
DEEDS WITHIN THIRTY DAYS OF THE DATE BELOW.

PLANNING DIRECTOR

DATE

ZONING INFORMATION

ACCORDING TO THE OFFICIAL CITY OF MONROE ZONING MAP
DATED SEPTEMBER 2008, THE SUBJECT PROPERTIES ARE
ZONED "CD", "G-1", "R-20", "R-10". BECAUSE THERE MAY BE A
NEED FOR INTERPRETATION OF THE APPLICABLE ZONING
CODES, WE REFER YOU TO THE CITY OF MONROE PLANNING
AND DEVELOPMENT DEPARTMENT, (704) 282-4500.
ALL ZONING INFORMATION ON THIS PLAT IS SHOWN FOR
ILLUSTRATIVE PURPOSES ONLY. DIMENSIONAL REQUIREMENTS
FOR ALL LOTS IN THIS SUBDIVISION SHOULD BE OBTAINED
FROM THE CITY OF MONROE ZONING ADMINISTRATOR.

MISCELLANEOUS NOTES

NO USGS MONUMENTATION WITHIN 2000' OF SITE. GRID
POSITIONS WERE DETERMINED USING A TRIMBLE 5800
GNSS GPS RECEIVER UTILIZING THE NORTH CAROLINA
GEODETIC SURVEY VRS NETWORK. ALL COORDINATES
AND BEARING SHOWN ARE BASED ON NAD 83/2011.

COMBINED GRID FACTOR = 0.99985759

AREAS COMPUTED USING COORDINATE GEOMETRY..

DEED REFERENCE: AS SHOWN.

PROPERTY IS SUBJECT TO A FULL TITLE SEARCH.

ALL ADJOINER PROPERTY OWNER INFORMATION IS
TAKEN FROM CURRENT DEEDS AND TAX RECORDS AND
ARE CONSIDERED "NOW OR FORMERLY".

OTHER UNDERGROUND UTILITIES MAY EXIST BUT THEIR
LOCATIONS ARE NOT KNOWN.

THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS
OF LAND.

ALL DISTANCES SHOWN ARE HORIZONTAL GROUND
DISTANCES.

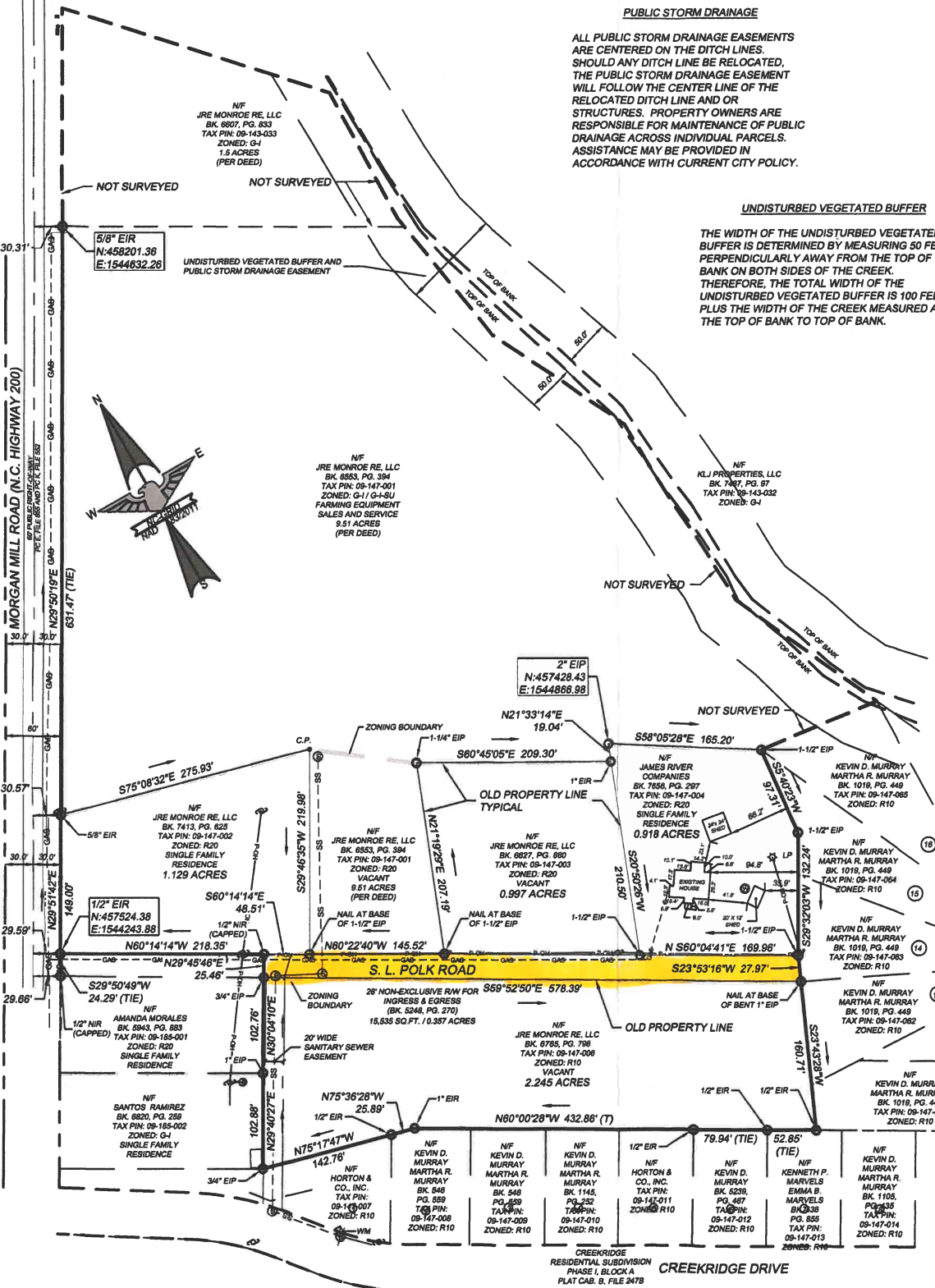
THE PROPERTY SHOWN HEREON IS NOT LOCATED
WITHIN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON
F.E.M.A. FLOOD INSURANCE RATE MAP NO. 3710844500J,
EFFECTIVE DATE OCTOBER 16, 2008.

PER THE USGS QUADRANGLE MAP MONROE 1971 AND
BAKERS DATED 1971, AN INTERMITTENT CREEK SHOWN
ADJACENT TO AND OR CROSSING THIS PROPERTY IS A
JURISDICTIONAL CREEK AND MAY REQUIRE OTHER
AGENCY APPROVALS BEFORE CERTAIN ACTIVITIES ARE
PERFORMED WITHIN THE UNDISTURBED VEGETATED
BUFFERS AND IN THE PERENNIAL AND OR
INTERMITTENT CREEK.

ALL CREEKS DRAINING 10 ACRES OR MORE ARE
REQUIRED TO DO A 25 + 1 FLOOD STUDY TO SET
FINISHED FLOOR ELEVATIONS.

**LEGEND OF SYMBOLS &
ABBREVIATIONS**

EIP - EXISTING IRON PIPE
EIR - EXISTING IRON REBAR
NIR - NEW IRON REBAR
RW - RIGHT OF WAY
GPU - GENERAL PUBLIC UTILITY EASEMENT
C.P. - COMPUTED POINT
ECM - EXISTING CONCRETE MONUMENT
E.P.K. - EXISTING P.K. NAIL
U - UTILITY POLE

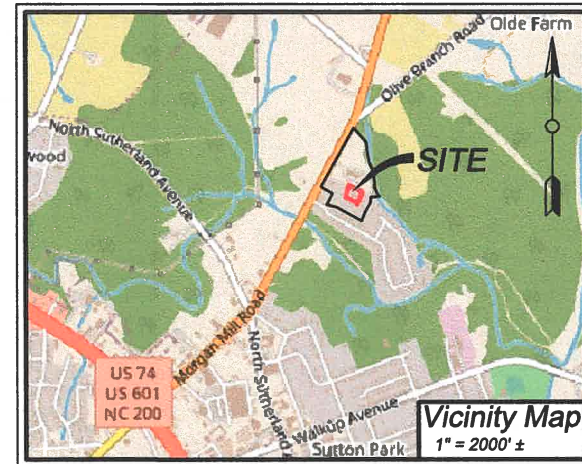


PUBLIC STORM DRAINAGE

ALL PUBLIC STORM DRAINAGE EASEMENTS
ARE CENTERED ON THE DITCH LINES.
SHOULD ANY DITCH LINE BE RELOCATED,
THE PUBLIC STORM DRAINAGE EASEMENT
WILL FOLLOW THE CENTER LINE OF THE
RELOCATED DITCH LINE AND OR
STRUCTURES. PROPERTY OWNERS ARE
RESPONSIBLE FOR MAINTENANCE OF PUBLIC
DRAINAGE ACROSS INDIVIDUAL PARCELS.
ASSISTANCE MAY BE PROVIDED IN
ACCORDANCE WITH CURRENT CITY POLICY.

UNDISTURBED VEGETATED BUFFER

THE WIDTH OF THE UNDISTURBED VEGETATED
BUFFER IS DETERMINED BY MEASURING 50 FEET
PERPENDICULARLY AWAY FROM THE TOP OF
BANK ON BOTH SIDES OF THE CREEK.
THEREFORE, THE TOTAL WIDTH OF THE
UNDISTURBED VEGETATED BUFFER IS 100 FEET
PLUS THE WIDTH OF THE CREEK MEASURED AT
THE TOP OF BANK TO TOP OF BANK.



**CERTIFICATE OF OWNERSHIP
AND DEDICATION LLC**

I HEREBY CERTIFY THAT JRE MONROE RE, LLC, IS THE OWNER OF
THE PROPERTY SHOWN AND DESCRIBED HEREON, THAT THE
PROPERTY IS WITHIN THE SUBDIVISION JURISDICTION OF THE CITY
OF MONROE AND THAT JRE MONROE RE, LLC, HEREBY ADOPTS THIS
PLAN OF SUBDIVISION WITH ITS FREE CONSENT AND HEREBY
ESTABLISHES ALL LOTS AND DEDICATES TO THE PUBLIC ALL
STREETS, ALLEYS, EASEMENTS, WALKS, PARKS, AND OTHER OPEN
SPACES AS SHOWN HEREON UNLESS OTHERWISE NOTED AS
PRIVATE.

JRE MONROE RE, LLC

A _____ LIMITED LIABILITY COMPANY.
(NAME OF STATE)

BY: _____ (SEAL)
MANAGER

STATE OF NORTH CAROLINA
COUNTY OF UNION

I, _____, A NOTARY PUBLIC FOR SAID
COUNTY AND STATE, DO HEREBY CERTIFY THAT
MANAGER OF JRE MONROE RE, A
LIMITED LIABILITY COMPANY, PERSONALLY APPEARED BEFORE ME THIS
DAY AND ACKNOWLEDGED THE DUE EXECUTION OF THE FOREGOING
INSTRUMENT ON BEHALF OF THE COMPANY.

WITNESS MY HAND AND OFFICIAL SEAL
THIS ____ DAY OF ____, 20__.

NOTARY PUBLIC
MY COMMISSION EXPIRES ____ SEAL

**CERTIFICATE OF SUBDIVISION
ADMINISTRATOR APPROVAL**

APPROVED FOR RECORDING BY THE CITY OF MONROE,
N.C. SUBDIVISION ADMINISTRATOR PURSUANT TO
CHAPTER 158 OF THE CITY OF MONROE CODE OF
ORDINANCES. THIS PLAT SHALL BE RECORDED WITHIN
THIRTY DAYS OF THIS DATE.

DATE SUBDIVISION ADMINISTRATOR

SURVEYORS CERTIFICATION

STATE OF NORTH CAROLINA
UNION COUNTY

I, RUSSELL L. WHITEHURST, PROFESSIONAL LAND SURVEYOR HEREBY
CERTIFY THAT THIS MAP DRAWN UNDER MY SUPERVISION FROM AN
ACTUAL SURVEY MADE UNDER MY SUPERVISION OF A TRACT OF LAND
WHOSE TITLE REFERENCES ARE SHOWN ON THE FACE OF THIS PLAT;
THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000; THAT THE
MAXIMUM FIELD ERROR OF ANGULAR CLOSURE IS 7.5 SECONDS; THAT
THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN
FROM INFORMATION FOUND IN DEED BK. (SEE NOTES) PG.(SEE NOTES);
THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS
AMENDED; AND THAT THE SURVEY IS OF ANOTHER CATEGORY, SUCH AS
THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY,
OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS 1st
DAY OF JULY 2020.

RUSSELL L. WHITEHURST
PROFESSIONAL LAND SURVEYOR
NO. L-3681

THE PURPOSE OF THIS PLAT IS TO COMBINE TAX
PARCELS 09147001, 09147002, 09147003, 09147004,
09147006, 09143033 & A PORTION OF S. L. POLK ROAD
28' NON-EXCLUSIVE R/W INTO ONE PARCEL AS SHOWN,
CONTAINING A TOTAL AREA OF 16.66 ± ACRES THE
RECORDING OF THIS PLAT SUPERSEDES AND
REPLACES ANY PREVIOUSLY RECORDED PLATS FOR
THESE PARCELS.

GRAPHIC SCALE

0 100' 200'
(IN FEET)
1 inch = 100 ft.

NOTARY CERTIFICATE

I, _____ A NOTARY PUBLIC

OF _____ COUNTY, NORTH CAROLINA,

DO HEREBY CERTIFY THAT RUSSELL L. WHITEHURST
PERSONALLY APPEARED BEFORE ME THIS DAY AND
ACKNOWLEDGED THE DUE EXECUTION OF THE
FOREGOING INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL

THIS ____ DAY OF ____, 2020

NOTARY MY COMMISSION EXPIRES



ISSUE
BY
DATE
NO.

JRE MONROE RE, LLC PROPERTY
PARCELS 09147001, 09147002, 09147003, 09147004,
09147006, 09143033 & S. L. POLK ROAD R/W
CITY OF MONROE, MONROE TWP., UNION CO., N.C.

PREPARED FOR
JRE MONROE RE, LLC
11047 LEAD BETTER ROAD ASHLAND, VA. 23065
PHONE: (804) 798-6001

RECOMBINATION PLAT

DRAWN BY
LOCATION
SCALE
FDD
XZLANDPROJECTS

DATE
07/01/2020
JOB NUMBER
5460
FDD
SCALE
1" = 100'



**RESOLUTION OF INTENT
TO ABANDON A SECTION OF S L POLK ROAD
FROM REAR PROPERTY LINE OF PARCEL 09185001 TO THE REAR
PROPERTY LINE OF PARCEL 09147063
R-2021-26**

THAT WHEREAS, the City of Monroe proposes to permanently abandon a section of S L Polk Road pursuant to North Carolina General Statute Section 160A-299 starting at the rear property line of parcel 09185001 and extending southeast to the rear property line of parcel 09147063, about 578 linear feet in length.

NOW, THEREFORE, BE IT RESOLVED that the Monroe City Council declares its intent to permanently abandon a section of S L Polk Road starting at the rear property line of parcel 09185001 owned by Amanda Constance Morales (deed recorded in Record Book 5943, Page 883) extending to the rear property line of parcel 09147063 owned by Kevin D. Murray and wife Martha R Murray (deed recorded in Record Book 1019, Page 449), about 578 linear feet in length.

The City Council orders that a public hearing be called on the question at 6:00 p.m., Tuesday, June 8, 2021. The City Clerk is hereby directed:

1. To publish a copy of this Resolution in a newspaper authorized to publish legal ads in the City of Monroe as required by statute.
2. To send a copy of this Resolution by certified or registered mail to all owners of the property adjoining the street as shown on the tax records.
3. To cause a notice of the closing and public hearing to be prominently posted in at least two places along said street.

Adopted this 11th day of May, 2021.

ATTEST:

Bobby G. Kilgore, Mayor

Bridgette H. Robinson, City Clerk



STAFF REPORT

TO: Public Enterprise Committee

VIA: E. L. Faison, City Manager

DATE: April 20, 2019

FROM: Sarah McAllister, P.E., Interim Engineering Director

PREPARED BY: Sarah McAllister, P.E., Interim Engineering Director

SUBJECT: Old Charlotte Highway and Williams Road Intersection Improvements

SUMMARY STATEMENT

The Public Enterprise Committee is requested to consider entering into an agreement with the North Carolina Department of Transportation (NCDOT) to participate in the cost of NCDOT project W-5710AN for the installation of a traffic signal on Old Charlotte Highway (SR 1009) at Williams Road.

REVIEW

NCDOT has provided an agreement for the City to participate in the cost of a project to install a traffic signal on Old Charlotte Highway at Williams Road. The intersection was identified in the critical intersection analysis completed in June of 2016 as needing improvements due to safety and congestion concerns. The agreement requires the City to provide \$25,000 now to cover our participation in the preliminary engineering and right-of-way costs of the project. An additional \$50,000 will need to be provided in the future prior to NCDOT authorizing construction. The City's total participation of \$75,000 is 15 percent of the total anticipated project cost of \$500,000. NCDOT states the project is currently on schedule to begin construction in late 2022. The attached Budget Ordinance (BO-2021-03) is provided to appropriate the funds for the City's participation. Sufficient Powell Bill Reserve Funds are available for the project. A copy of the agreement is attached for reference.

RECOMMENDATION

The Public Enterprise Committee is requested to approve of the City's participation in the project and recommend approval of the attached Budget Ordinance (BO-2021-03) to Council. If the Public Enterprise Committee approves, Staff will place the item on the consent agenda for the May 11, 2021 meeting.

Attachment:
Budget Ordinance (BO-2021-03)
NCDOT Agreement

**CITY OF MONROE, NORTH CAROLINA
CAPITAL PROJECT BUDGET ORDINANCE
OLD CHARLOTTE HIGHWAY AND WILLIAMS ROAD INTERSECTION
BO-2021-03**

WHEREAS, the intersection of Old Charlotte Highway (SR 1009) and Williams Road has safety and congestion concerns; and

WHEREAS, the City has been provided an agreement by the North Carolina Department of Transportation (NCDOT) to participate in the costs for installation of a traffic signal at the Old Charlotte Highway and Williams Road intersection;

WHEREAS, NCDOT has requested the City participate in the amount of \$75,000, or 15 percent, of the total project cost of \$500,000;

WHEREAS, Staff recommends appropriating funds from Powell Bill Reserve Fund in the amount of \$75,000 to cover the participation amount.

NOW, THEREFORE, BE IT ORDAINED that the City Council of the City of Monroe hereby appropriates and transfers funding from the Powell Bill Reserve Fund to the Old Charlotte Highway and Williams Road Intersection Capital Project Account for installation of a traffic signal at the intersection as follows:

General Fund:

Revenue:

Appropriation of Powell Bill Reserve Funds	\$75,000
--	----------

Expense:

Transfer to General Capital Project Fund	\$75,000
--	----------

General Capital Project Fund:

Revenue:

Transfer from General Fund	\$75,000
----------------------------	----------

Expense:

Capital Project Old Charlotte Highway and Williams Road Intersection	\$75,000
---	----------

Adopted this 11th day of May 2021.

Bobby G. Kilgore, Mayor

Attest:

Bridgette H. Robinson, City Clerk

NORTH CAROLINA
UNION COUNTY

TRAFFIC – DOT CONSTRUCTION AGREEMENT

DATE: 3/31/2021

NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION

TIP#: W-5710AN
WBS ELEMENTS: PE 44856.1.42
ROW 44856.2.42
CON 44856.3.42
AND
FEDERAL-AID NO.: HSIP-1009(024)

CITY OF MONROE

THIS AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department" and the City of Monroe, hereinafter referred to as the "Municipality".

W I T N E S S E T H:

WHEREAS, the Department and the Municipality propose to make certain traffic control improvements under Project W-5710AN in Union County; and

WHEREAS, the Municipality has agreed to participate in the cost of the project as hereinafter set out.

NOW, THEREFORE, the parties hereto, each in consideration of the promises and undertakings of the other as herein provided, do hereby covenant and agree, each with the other, as follows:

SCOPE OF THE PROJECT

1. The Project consists of installation of a traffic signal on Old Charlotte Highway (SR 1009) at Williams Road in Monroe.

PHASES OF WORK

2. The Department will be responsible for phases of the work which include planning, design, construction and contract administration. All work shall be done in accordance with Departmental standards and specifications, policies and procedures.

RIGHT OF WAY AND UTILITIES

3. The Department will be responsible for acquiring any needed right of way required for the Project. Acquisition of right of way will be accomplished in accordance with the policies and procedures set forth in the North Carolina Right of Way Manual.
4. Any utility relocations will occur through the Department's overall W-5710AN Project.

FUNDING

5. The Municipality shall participate in the project costs in the amount of \$75,000. Upon partial execution of the Agreement by the Municipality, the Municipality shall submit a check for \$25,000 to the Department's Division Engineer to cover their participation in the Preliminary Engineering (PE) and Right of Way (ROW) costs of the project.
6. Prior to the Department requesting authorization for Construction (CON), the Department shall request a check from the Municipality in the amount of \$50,000 to cover their participation in the CON costs of the project. The Municipality's total participation of \$75,000 shall be considered the Municipality's full and complete payment for its participation in the project.

MAINTENANCE

7. Upon completion of the project, the traffic control equipment shall be owned and controlled by the Department and the maintenance of the completed signal installation shall be accomplished in the same manner as maintenance of other State system signalized intersections.

ADDITIONAL PROVISIONS

8. The Department shall not be liable and shall be held harmless from any and all claims that might arise on account of the Municipality negligence and/or responsibilities under the terms of this agreement and/or project.
9. The other party to this Agreement shall comply with Title VI of the Civil Rights Act of 1964 (Title 49 CFR, Subtitle A, Part 21) and related nondiscrimination authorities. Title VI and related authorities prohibit discrimination on the basis of race, color, national origin, disability, gender, and age in all programs or activities of any recipient of Federal assistance.
10. A copy or facsimile copy of the signature of any party shall be deemed an original with each fully executed copy of the Agreement as binding as an original, and the parties agree that this

Agreement can be executed in counterparts, as duplicate originals, with facsimile signatures sufficient to evidence an agreement to be bound by the terms of the Agreement.

11. By Executive Order 24, issued by Governor Perdue, and N.C. G.S. § 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Environmental Quality, Health and Human Services, Information Technology, Military and Veterans Affairs, Natural and Cultural Resources, Public Safety, Revenue, Transportation, and the Office of the Governor).

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given.

ATTEST:

CITY OF MONROE

BY: _____

BY: _____

TITLE: _____

TITLE: _____

DATE: _____

N.C.G.S. § 133-32 and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

Federal Tax Identification Number

(SEAL)

Remittance Address:

City of Monroe

Attn: Ms. Sarah McAllister

300 West Crowel Street

Monroe, NC 28112

DEPARTMENT OF TRANSPORTATION

BY: _____
(CHIEF ENGINEER)

DATE: _____

PRESENTED TO BOARD OF TRANSPORTATION ITEM O: _____



STAFF REPORT

TO: Public Enterprise Committee

VIA: E.L. Faison, City Manager

DATE: April 20, 2021

FROM: Sarah McAllister, P.E. – Interim Engineering Director

PREPARED BY: Sarah McAllister, P.E. – Interim Engineering Director

SUBJECT: Critical Intersection Analysis – Poplin Road and Unionville-Indian Trail Road

SUMMARY STATEMENT

The Public Enterprise Committee is provided information regarding an update to the 2019 Union County Critical Intersection Analysis and is requested to consider two alternative design concepts for the intersection of Poplin Road and Unionville-Indian Trail Road for recommendation to City Council.

REVIEW

Engineering Staff has been working with Bjorn Hansen, Transportation Planner with Union County, along with representatives from the North Carolina Department of Transportation (NCDOT) and staff from other municipalities within Union County on the 2019 Union County Critical Intersection Analysis. The intent was to identify locations throughout the county that have experienced congestion and safety issues, provide a further evaluation based on existing data, and narrow the list to those that would be most competitive for funding through the NCDOT and/or the Charlotte Regional Transportation Planning Organization (CRTPO).

As previously presented at the June 26, 2020 Public Enterprise Committee Meeting, the County applied for and received its second round of planning funds through CRTPO for five intersections in 2020 that were identified through the 2019 Critical Intersection Analysis process. The intersection of Poplin Road and Unionville-Indian Trail Road, both State secondary roadways (SR 1508 and SR 1367), was one of the five intersections selected for further study. The County has

since entered into a contract with RS&H to provide an analysis of each intersection. The City entered into an Interlocal Agreement with the County and approved Resolution R-2020-46 endorsing the Interlocal Agreement at the July 21, 2020 Council Meeting which included the City's \$2,500 participation towards the required match for the grant received through CRTPO.

RS&H has developed two alternative conceptual designs for the intersection of Poplin Road and Unionville-Indian Trail Road. The first alternative would add stop signs to the Unionville-Indian Trail Road approaches making the intersection a four-way stop. The second alternative would convert the intersection into a single-lane roundabout. New sidewalk curb ramps and crosswalks were included with both designs. A traffic signal was not proposed, as traffic volumes do not justify signalization at this time. Please see the attached illustrations, which were provided during the public comment period in March 2021 that illustrates both designs and provides a comparison. The roundabout (\$2,540,000) is more expensive than the four-way stop (\$220,000) but provides a greater reduction in injury crashes and average vehicle delay. There were 97 responses received for this intersection during the public comment period and are attached. Fourteen selected the four-way stop as the preferred alternative and 82 preferred the roundabout with just one response selecting neither. Most comments for those in favor of the roundabout were concerned that the four-way stop would cause too much of a backup and would not solve the safety issue because they believe drivers would not stop. Those in favor of the four-way stop often cited the significant cost savings.

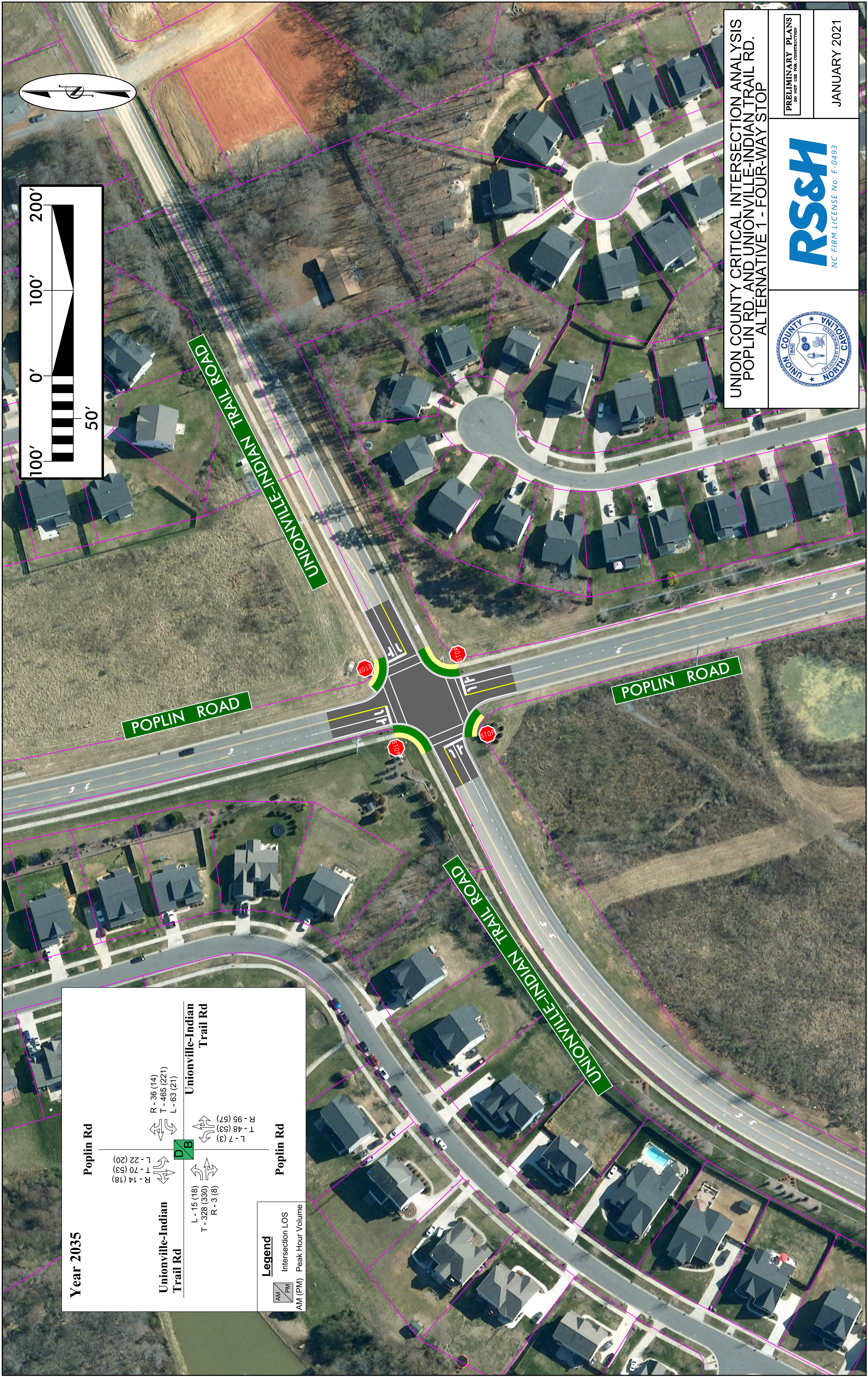
NCDOT has stated that they plan to submit the four-way stop for this intersection for funding at their next call for safety improvement projects. An update on the status will be provided at the meeting on April 20, 2021.

The recommendation on which design alternative is preferred by the City of Monroe is solicited from the Public Enterprise Committee. Staff recommends the roundabout design since it provides for decreased delays and reduced injury type crashes. Once selected, the recommendation would go on to Council for their approval and would be included in the final report issued for this second phase of the 2019 Critical Intersection Analysis. The recommended design could be submitted to CRTPO to compete for funding during a future call for discretionary projects. At an upcoming meeting of the Public Enterprise Committee, Staff will bring forward all projects identified in Monroe as part of the County's Critical Intersection Analysis to obtain direction and guidance on priorities for Monroe. A listing of projects identified to date is provided in the attached.

RECOMMENDATION

Staff will be prepared to discuss the proposed alternative designs at the meeting on April 20, 2021.

Attachments:
Public Involvement Website Information
Public Comments Received
Listing of Critical Intersection Analysis
Identified Projects



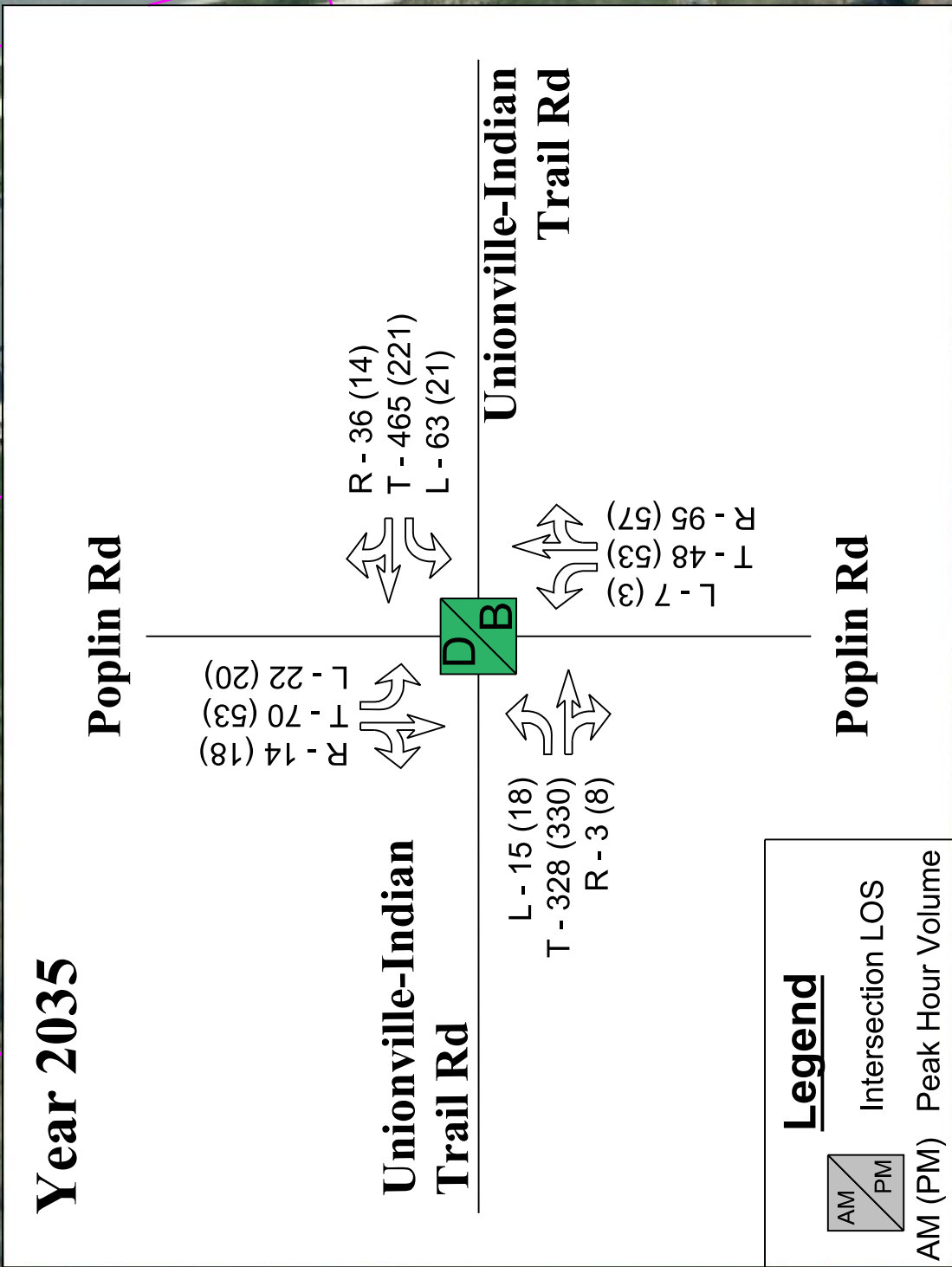
UNION COUNTY CRITICAL INTERSECTION ANALYSIS
POPLIN RD. AND UNIONVILLE-INDIAN TRAIL RD.
ALTERNATIVE 1 - FOUR-WAY STOP



RS&H
NC FIRM LICENSE No: F-0493

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

JANUARY 2021



Alternative 1 Intersection Improvements Alternative 2 Roundabout	
	Improve traffic safety
	Add marked crosswalks to improve pedestrian safety
	Rebuild and improve existing sidewalk curb ramps
Add stop signs to the Unionville-Indian Trail Road approaches to create a four-way stop	Roundabout design helps to reduce speeds through intersection
Potentially reduce total crashes by 70% and injury crashes by 72%	Potentially reduce total crashes by 50% and injury crashes by 78%
Average peak hour vehicle delay of 25 seconds in 2035	Average peak hour vehicle delay of 7 seconds in 2035
Approximate Project Cost of \$220,000*	Approximate Project Cost of \$2,540,000*

Listing of Critical Intersection Analysis Identified Projects

- **Old Charlotte Highway (SR 1009) and Carroll Street (City)**
- **Old Charlotte Highway (SR 1009) and John Moore Road (City)**
- **Old Charlotte Highway (SR 1009) and Williams Road (City)**
- **Sutherland Avenue (City) and Walkup Avenue (SR 1751)**
- **Poplin Road (SR 1508) and Unionville-Indian Trail Road (SR 1367)**

Note: Projects on Old Charlotte Highway were identified and evaluated by Union County Critical Intersection Analysis June 2016. The Sutherland Avenue /Walkup Avenue and Poplin Road/Unionville-Indian Trail Road projects were identified by the 2019 update.

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 4, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/10/2021	Indian Trail	less_than_5_years	50_to_59	Alternative 2	Cars drive at an ungodly speed down Poplin and Unionville Indian Trail - in the evening you can hear them many miles away. I do not believe motorist will stop at a 4 way stop. The roundabout forces motorist to stop/slow down.	There is also concern for those who walk with their children not to mention the homes that are very close to this intersection. A four way stop where no one stops could be catastrophic.
3/10/2021	Unionville	less_than_5_years	30_to_39	Alternative 2	Roundabouts have proven to be very effective in slowing traffic at intersection while also promoting steady flow of traffic from all directions. I see too many people running through 4 way stops or not following the correct protocol. This opens the door for accidents and road rage incidents. I have not seen any of these issues with roundabouts throughout the County.	
3/10/2021	Monroe	more_than_20_years	50_to_59	Alternative 2	Drivers don't stop at stop signs	
3/11/2021	Indian Trail	11_to_20_years	40_to_49	Alternative 2	As a resident of the neighborhood at this intersection, a roundabout is the only way to go. It will have the least impact on the surrounding area while also improving traffic flow. A 4 way stop at that intersection would cause massive backups, especially in the morning and evening.	
3/11/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2		
3/11/2021	Monroe	less_than_5_years	50_to_59	Alternative 1	This is cost effective, and would take less time to complete. If it doesn't change the # of accidents and fatalities, then a round about should be considered.	Rumble strips prior to the stop signs on Unionville Indian Trail Road would be a good addition, as there is a curve prior to this intersection in one direction and it is at the bottom of a hill coming from the other direction.
3/11/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	People can still run the 4way stop. I seen this when the 4 way stop was put in next to the school. With a roundabout you would keep traffic moving and to be honest most people don't know how to go though a 4 way stop. I travel to the school every morning and the 4 way stop slows everything up because they don't know how to maneuver with a 4way. I know that the roundabout takes longer but with the amount of neighborhoods going up all around us this is a good way to future proof this. I live in the Glendalough neighborhood.	
3/11/2021	Indian Trail	less_than_5_years	60+	Alternative 2	We live in Glendalough and the intersection is dangerous. A roundabout manages vehicle flow while keeping safety in mind. A four way stop will not do much to reduce the number of accidents that take place at the intersection.	
3/12/2021	Indian Trail	less_than_5_years	60+	Alternative 1	I can not understand how it can cost \$220,000 dollars for four stop signs and some paint the side walks and ramps are already there. \$ 2.5 million for a roundabout (REALLY) I think we need to spend this money to Help homeless US citizens and NC tax payers.	
3/12/2021	Indian Trail	less_than_5_years	40_to_49	Alternative 2	Disappointed Union Co. tax payer NC resident 33 years	

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/12/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	There is a lot of traffic heading toward Porter Ridge schools that go through this intersection and there is already a lot of traffic at the 4 way stop at Unionville Indian Trail and Ridge Road. A 4 way stop at Unionville Indian Trail and Poplin would create a lot of traffic. This area is growing fast and traffic will only get worse.	Enough people have died or been hurt and there are too many kids in the area and will be young drivers in the area as well. This intersection should be a top priority. In my 5 years here, we have an accident there about once a month. It's about time something gets done.
3/12/2021	Indian Trail	more_than_20_years	40_to_49	Alternative 2	Furthermore, Poplin already has a stop sign and many of the accidents that occur are because people are running the stop sign because they "don't see it". A roundabout would solve this issue completely. A 4 way stop might not, as you can still run the stop signs.	
3/12/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Right now it's a 2 way stop and people blow through them night and day. A 4way stop would be the same thing. People will not slow down, specially at night.	Schools are close by and roundabout is better option.
3/12/2021	Indian Trail	11_to_20_years	30_to_39	Alternative 2	We use that intersection at least twice a day with children attending Porter Ridge schools. Turning right onto U-IT Rd is a nightmare in the mornings with the lack of visibility and the speed at which vehicles travel through that intersection. I believe a round-about will make it a much safer situation without impeding the flow of traffic.	
3/12/2021	Monroe	more_than_20_years	50_to_59	Alternative 2	I live in Glendalough since 2013, and have witnessed the amount of accidents and the death that happened. Excuses from driver did not see stop sign, the speed limit is 55 on Poplin Rd a four way stop is pointless	This roundabout needs to be pedrestian friendly also as this road connects our neighborhood and sidewalks are used by all.
3/12/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	Roundabout Seems easier it's steady flowing. You wouldn't have backed up traffic as with a 4 way stop.	We currently have people running stop sign that's in the intersection now. I've seen it with my own two eyes.
3/12/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Vehicles need to slow down on both of these roads as I observe vehicles regularly exceeding the speed limit having lived in the Glendalough subdivision for almost 9 years. The roundabout forces all vehicles to slow down, because the roads don't allow you to proceed as usual. It also keeps traffic moving, instead of stopping it as a 4-way stop sign would.	Lighting could be improved as well, and although this may not be part of the plan could improve the intersection in the interim. Lighted stop signs where there are currently regular stop signs and at least 1 more street lamp may really help prevent the crashes. I've heard on more than one occasion that folks involved in these accidents just didn't see the stop signs, even though there are signs warning them of one upcoming.
3/12/2021	Indian Trail	less_than_5_years	40_to_49	Alternative 2	I feel like people would run the stop signs.	
3/12/2021	Monroe	11_to_20_years	30_to_39	Alternative 2		
3/12/2021	Indian Trail	less_than_5_years	40_to_49	Alternative 2		

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/12/2021	Indian Trail	less_than_5_years	30_to_39	Alternative 2	We live in Glendalough for just over a year now. In the time that we've lived here, we regularly hear sirens/crashes and worry about crossing this traffic intersection both on foot and by vehicle. We often go out an alternate entrance just to avoid the risk of injury to our two children. We've had to explain to them that two people have died there and multiple more are lucky to be alive. They saw the motorcycle under the truck wheel of the last fatality and I hope to never have to explain that to a child again. Many of the residents in Glendalough avoid this intersection all together adding time to our commutes because we value our family lives. While a four way stop might help with fatalities, it doesn't stop the people that ignore the existing stop signs already on the two sides of Poplin.	Please do something before someone's child dies at this intersection.
3/12/2021	Monroe	11_to_20_years	30_to_39	Alternative 2	The majority of the accidents are due to people traveling on poplin road and not seeing the stop signs. A 4 way stop, is not going to change that and drivers will still blow through the stop signs on poplin approaching UIT. Also on UTI if a stop sign was added, there is a curve in the road of UIT approaching that intersection and I believe people won't have time to react and end up running it as well. Also, stop signs on UTI will create to much traffic build up especially with the development of two new neighborhoods just north of the intersection on UTI near ridge road.	
3/12/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	A 4 way stop will not improve the intersection. The stop signs on Poplin are ignored now - people blow through them and cause the accidents. Increasing the number of stop signs will just increase the number of people who are running them. A roundabout is the only way to fix this deadly intersection.	My daughter (and puppy) were hit by a car as they were crossing over UIT. Police said it was my daughter's fault because she wasn't in a crosswalk. There isn't a crosswalk within three miles of us - how is any pedestrian supposed to safely cross the road??
3/12/2021	Indian Trail	more_than_20_years	30_to_39	Alternative 2	A lot of accidents seemed to be caused by people running stop signs. Four stop signs wouldn't stop people from running them and would increase traffic in that area. Roundabout will keep things moving.	
3/12/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	I live in the Glendalough subdivision and have been witness to the fatal and non fatal accidents as well as many close calls. I have young children who will grow up here and become drivers in this area. I also work in the schools and want to keep all parties safe.	Please do not put 4 way stop. This was attempted on lawyers and mill grove and was a disaster and created enormous traffic backups. There are several new developments going in and traffic that utilizes Unionville Indian trail road and stop signs will cause too much backup and block the neighborhood entrances on numerous sides that would prevent residents from leaving the development of Glendalough. This could also impact our home values.
3/12/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	A 4 way stop will not improve the intersection. The stop signs on Poplin are ignored now - people blow through them and cause the accidents. Increasing the number of stop signs will just increase the number of people who are running them. A roundabout is the only way to fix this deadly intersection.	My daughter (and puppy) were hit by a car as they were crossing over UIT. Police said it was my daughter's fault because she wasn't in a crosswalk. There isn't a crosswalk within three miles of us - how is any pedestrian supposed to safely cross the road??

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/12/2021	Indian Trail	more_than_20_years	30_to_39	Alternative 2	A lot of accidents seemed to be caused by people running stop signs. Four stop signs wouldn't stop people from running them and would increase traffic in that area. Roundabout will keep things moving.	
3/12/2021	Indian Trail	11_to_20_years	50_to_59	Alternative 2		
3/12/2021	Indian Trail	11_to_20_years	40_to_49	Alternative 2	I live in the Glendalough community and have witnessed /heard numerous accidents. I am also an avid walker in the community, so my life is at risk walking across this intersection. People blow the stop sign on Poplin Road, so adding stop signs, in my opinion, do not solve the problem. The speed limit coming in from Monroe on Poplin is very fast and many people do not notice the stop sign in time. Also, it is difficult to see if cars are approaching the intersection on UIT behind the overgrowth of trees/shrubs in the empty lot. So, even for drivers who do stop at the Poplin stop sign, they have to dart into the intersection because people speed along UIT coming up the blind curve.	
3/12/2021	Wesley Chapel	less_than_5_years	60+	Alternative 2	Safest and long term solution.	
3/12/2021	Indian Trail	more_than_20_years	40_to_49	Alternative 2	The roundabout at Sardis Rd and UIT Rd has VASTLY improved traffic in that area. Four way stops are easily run through while roundabouts slow people down and improve safety.	
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	To avoid traffic	This intersection is very dangerous. I am so glad a round about is happening and hoping this happens soon.
3/13/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	As a resident of Glendalough we've seen so many scary accidents and even a few deaths. This intersection is extremely dangerous and needs a roundabout for safety precautions.	A four way stop would not only back up traffic but the two stop signs that are there already are not utilized properly.
3/13/2021	Indian Trail	11_to_20_years	30_to_39	Alternative 2	It makes sense to change this intersection. We already have a 2 way stop and there is not enough awareness that there is a stop coming up on this road. This is what is leading to so many crashes. The roundabout would create more awareness and drivers would slow down.	
3/13/2021	Monroe	11_to_20_years	40_to_49	Alternative 2	As this area is starting to explode, stop signs just aren't going to be enough. This intersection truly needs a roundabout.	In adoring, the speed limit (on Unionville - Indian Trail and Poplin roads) through Glendalough needs to be reduced to 35.
3/13/2021	Indian Trail	11_to_20_years	40_to_49	Alternative 2	Would make traffic flow better	
3/13/2021	Monroe	more_than_20_years	60+	Alternative 2	It makes the intersection safer while keeping traffic flowing	
3/13/2021	Indian Trail	more_than_20_years	30_to_39	Alternative 2	Roundabouts are proven to decrease vehicle incidents while providing continous flow within high traffic areas	This is an extremely dangerous intersection. I go out of my way to avoid traveling this intersection due to low visibility in this area, high speed volume and numerous accidents witnessed.
3/13/2021	Hemby Bridge	more_than_20_years	40_to_49	Alternative 2	The roundabouts in the Hemby Bridge & Indian Trail have been very successful at decreasing the amount of accidents in this area and I feel this would be the best solution. They also keep traffic flow going smoothly.	Cars come very quickly on Unionville- Indian Trail Rd and with the curve in one direction and the slight hill in the other direction, it can be difficult to cross when on Poplin. There have been many accidents at this intersection and at least one death. I would like to see a decline in accidents and elimination in the loss of life.

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/13/2021	Hemby Bridge	more_than_20_years	40_to_49	Alternative 2	We've got several roundabouts in my area of Indian Trail/Hemby Bridge. I like them because they keep traffic moving and increase safety.	
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	I believe the roundabout will keep the flow of traffic at a good pace while still providing a safer intersection for pedestrians and drivers alike.	
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	I prefer a roundabout to keep traffics flowing. If a four way stop is the final decision, I'm ok with that too because something had to be done. This intersection is a literal death trap. As a resident of the Glendalough sub division, I know this first hand. Please do something	
3/13/2021	Indian Trail	11_to_20_years	40_to_49	Alternative 2	The roundabout would increase safety, which is greatly needed, but not slow traffic flow through the area.	Thank you for considering changes to this intersection. It is deadly, and there is so much growth in this area, which means increased traffic through this intersection, and we don't want any more lives lost due to carelessness. The roundabout would be a perfect solution to this deadly intersection.
3/13/2021	Monroe	11_to_20_years	30_to_39	Alternative 2	I live in the Glendalough community and have witnessed first hand several of the accident that have occurred in this road. Almost everyday there is a near miss as people speed down the road and fail to stop. There are already stop signs on the road that don't work. Adding two more won't make a difference and is just throwing money away.	There have been fatalities at this intersection. With the building of poplin grove and other developments traffic is only going to get worse causing more accidents. It's only a matter of time before we have another fatal accident if the roundabout isn't done.
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Traffic will be congested with 4 way stop.	
3/13/2021	Monroe	less_than_5_years	40_to_49	Alternative 1	Less costly than a roundabout with a greater gain for safety.	
3/13/2021	Waxhaw	more_than_20_years	60+	Alternative 2	It would keep the traffic flowing.	
3/13/2021	Indian Trail	less_than_5_years	less_than_29	Alternative 2	does not create as much traffic as a four way stop	
3/13/2021	Indian Trail	less_than_5_years	30_to_39	Alternative 2	I've lived in Glendalough for 3 years near this intersection. I've heard multiple crashes at this intersection and was walking on the sidewalk when the one of the most recent ones involved a motorcycle rider who I don't think survived. This location needs a roundabout desperately. Not only for safety but to slow down and curb some of the speed that typically travels well over the posted limits. Please consider the roundabout as the only option. I avoid that intersection as much as possible so we aren't the next victim.	Major safety concerns exist at this intersection. People just don't pay attention. The notes, flowers, and names of folks printed on the light pole at the corner are justification enough to install a roundabout as soon as possible.
3/13/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	It will be most impactful	Thank you for making this a safer area
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	A four way stop is going to cause too much traffic around this already busy street that passes right through a single family neighborhood. A roundabout will slow people down but not cause congestion.	People don't see the two stop signs now, so adding two more is not going to fix the problem of multiple deadly accidents. Do the roundabout.
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	It will force cars to slow down and remove the chance of people running a stop sign which is the current problem.	I live in Glendalough and try to avoid this intersection. A roundabout will make it a lot safer
3/13/2021	Wesley Chapel	5_to_10_years	40_to_49	Alternative 2	Roundabouts are far more efficient. While they cost more to build, they should have a lower maintenance cost over time.	
3/13/2021	Indian Trail	more_than_20_years	50_to_59	Alternative 2	The roundabout is a much better measure of preventing car crashes. There are two stop signs already and we continue to have fatalities.	

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/13/2021	Monroe	more_than_20_years	30_to_39	Alternative 2	I feel it is safer and will provide long term solution as the area continues to grow at a rapid pace.	
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	The four way stop isn't going to alleviate the problem and will only cause additional traffic.	We live fairly close to this intersection. Our home backs up to poplin about a half a mile from here. We constantly here sirens and accidents. One one week alone last year there were 3 accidents at this intersection. We also hear cars speedy down poplin daily and have witnessed them running the stop sign or coming to a screeching halt.
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Roundabouts increase safety, slowing speed without impeding traffic. People run stop signs because they don't see them or aren't paying attention on these long, straight stretches of road (which I think is how the recent crashes happened.) People can't run a roundabout without crashing into it. The obstacle being there forces them to slow down.	There are a number of people who cut through Glendalough by the clubhouse to avoid this intersection. The speed at which some of them drive is concerning. I think it would be beneficial to install a speed bump or two on O'Connell St (between where it intersects with Balting Glass Drive and Knocktree Dr) to deter people from coming this way—or at least slow them down.
3/13/2021	Indian Trail	less_than_5_years	60+	Alternative 2	Keeps the traffic moving. Consistent with other area improvements. Should lower wear and tear and expenses of personal vehicles.	
3/13/2021	Monroe	5_to_10_years	40_to_49	Alternative 2	I live on the Glendalough neighborhood so I have seen the speed and many of the accidents that have occurred. With the speed of growth in this area, 3 new subdivisions already in progress in the general area, traffic flow will increase greatly. This, in addition to, the way the roads are designed here, curve before intersection and a hill from other side running along UIT, the roundabout seems to be the safest and cheapest in the long run option.	
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Hi, I have lived in Glendalough subdivision for over 10 years a lot bad accidents including two fatal had happened in this intersections I'm always scared for my family and I when we go for walks because cars speed all the time a Runabout will be the best option because it will force cars to decrease their speed and it will be great to add some signs for pedestrian crosswalks we don't have any and this neighborhood.	Please I hope this can be done as soon as possible my biggest fear that a child my get runned over one day since there's always kids in bikes at those intersections
3/13/2021	Indian Trail	more_than_20_years	30_to_39	Alternative 2	It forces everyone to slow down but also keeps the traffic moving.	I have lived in Glendalough at that intersection and have seen the accidents. People FLY down unionville rd. Not only that some people just start laying on their horn when approaching the intersection.....pretty annoying. SO grateful this intersection is finally being addressed!!
3/13/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	I prefer the roundabout because the island in the center forces traffic to slow down in order to avoid it. In case of an accident, roundabout intersections greatly reduce the probability of head on and right angle collisions which are some of the most dangerous type of collisions. Roundabouts are also safer for pedestrian traffic, because the crosswalks are broken up into sections, pedestrians do not have to walk as far to get to safe ground since the island in the center also provides pedestrians a safe place to stop whole crossing.	A four way stop intersection will not provide the community with the same safety a roundabout provides, because the four way traffic stop depends on others following the rules and stopping on their own every time, unlike the roundabout which forces traffic to slow down.

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/13/2021	Indian Trail	11_to_20_years	30_to_39	Alternative 1	It is cheaper , quicker and should help with speeding in this area which is the major cause of this accidents.	
3/13/2021	Hemby Bridge	11_to_20_years	60+	Alternative 2	A roundabout will keep the flow of traffic flowing more efficiently. Roundabouts have worked wonderfully elsewhere across union county. Once drivers are aware of roundabout, it will slow them down as the approach the roundabout, better protecting pedestrians. A few years ago you placed one of these on Poplin and Rocky River Rd - I lived right there at the blind spot/hill for ten years. I've since seen people who are traveling too fast plow right in the middle of the roundabout. Plowing in to that I believe might have caused more damage if that car hit another car at a 4-way stop sign.	Both directions at Unionville Indian Trail Rd have blind spots - one a hill and the other a curve.
3/13/2021	Monroe	less_than_5_years	30_to_39	Alternative 2	The majority of crashes that have happened since we moved in 4 years ago have been reported as people running the existing stop signs. Adding more stop signs would not fully address the issue. You can't "run" a roundabout.	I regularly run around the neighborhood, and end up crossing this intersection on foot about 8-10 times a week, and the marked crosswalks are a very welcome addition.
3/14/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	I feel like a roundabout will be safer and faster for traffic.	I live in the Glendalough neighborhood and use this intersection frequently.
3/14/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	The roundabout is going to be the best solution as this will keep our families safe in the Glendalough community. People run the stop signs that are in place now and why so many devastating accidents occur . We have only lived in our home in this neighborhood for 3 years and accidents at this intersection are literally a regular occurrence and this needs to end.	
3/14/2021	Lake Park	5_to_10_years	60+	Alternative 1	Safety and Costs	
3/14/2021	Indian Trail	more_than_20_years	50_to_59	Alternative 2	People are already running the stops signs. Don't feel another set of signs will be helpful.	We have lived in Glendalough 4 years. I have lost count of the accidents and know of at least 2 deaths. Should never have gotten that far.
3/14/2021	Indian Trail	5_to_10_years	30_to_39	Alternative 2	Keep traffic moving and still stop wrecks.	
3/14/2021	Indian Trail	11_to_20_years	30_to_39	Alternative 2	People drive too fast to pay attention to stop signs. Round about is the only option that will be remotely effective in my opinion.	
3/14/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	This intersection is directly behind my house. I have personally witnessed over 20 accidents and both fatalities. I like the roundabout to keep traffic flowing at a minimum speed. I think the four way stop would provide a lot of noise (music, brakes, car idling, congestion) that may make living here unbearable.	This intersection is directly behind my house. I have personally witnessed over 20 accidents and both fatalities. I like the roundabout to keep traffic flowing at a minimum speed. I think the four way stop would provide a lot of noise (music, brakes, car idling, congestion) that may make living here unbearable.
3/15/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 1	Most cost effective approach.	
3/16/2021	Indian Trail	11_to_20_years	40_to_49	Alternative 1	Four way stop achieves the better safety at a significantly lower cost. Not much traffic count to spend tax payer's millions of dollars here.	
3/16/2021	Indian Trail	11_to_20_years	50_to_59	Alternative 2		
3/17/2021	Indian Trail	more_than_20_years	30_to_39	Alternative 2	Live in the Glendolough community. Four way would cause tremendous traffic in this location.	
3/17/2021	Monroe	more_than_20_years	50_to_59	Alternative 1	i hate round a bouts.	

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

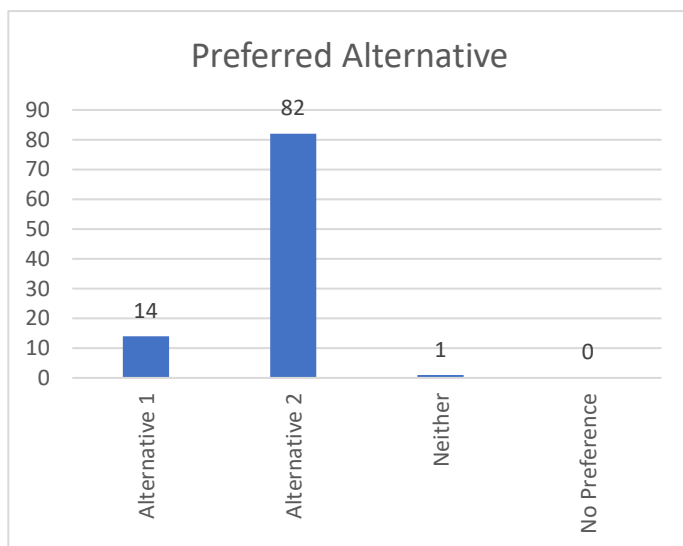
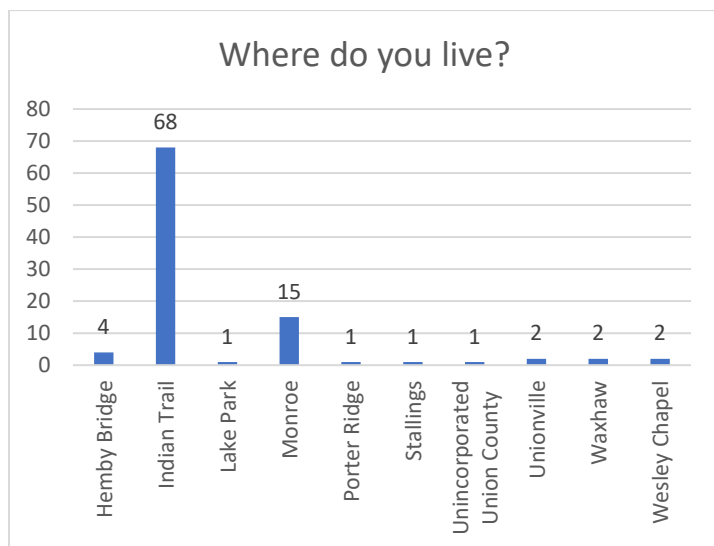
Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/17/2021	Indian Trail	5_to_10_years	40_to_49	Alternative 2	Roundabouts are faster and safer. People are running the stop signs on Poplin. Adding more stop signs will not help.	
3/17/2021	Indian Trail	5_to_10_years	50_to_59	Alternative 2	Safer when used properly	
3/18/2021	Unincorporated Union County	more_than_20_years	60+	Alternative 2	Too many don't see and run the stop sign on Poplin heading towards Monroe. I fear this would still be the issue if made a 4 way stop. If anything a flashing Red light would be better. I think a roundabout would be best...the ones on Rocky River work good!	
3/18/2021	Indian Trail	less_than_5_years	40_to_49	Alternative 2	While I can't stand roundabouts, they work at reducing speed and making people pay attention. I is too easy to be engaged in conversation, singing a song on the radio, or worse, on the cell phone - where stop signs can be ran. There is not a physical deterrent to the issue of not paying attention through this intersection. I see this intersection from a window in my house and I cringe. While there is nothing unique about this intersection, it appears that people do not pay attention to this intersection as when approaching it, it sort of "appears out of nowhere" when traveling certain roads.	I feel my comments above speak for themselves.
3/19/2021	Waxhaw	less_than_5_years	30_to_39	Alternative 2	Safety in less accidents	
3/20/2021	Indian Trail	60+	less_than_5_years	Alternative 2	Safety. Reduces High Speed accidents I live in Glendalough and there are too many High Speed accidents at this location. Hill & curves make it hard to see. Roundabout would be the best alternative by far.	
3/24/2021	Indian Trail	40_to_49	11_to_20_years	Alternative 2	Much better that a 4 way stop. Keep the traffic moving, the stop at ridge rd. is already a major issue at school peak times. Stop with the traffic disruptions.	
3/25/2021	Monroe	50_to_59	11_to_20_years	Alternative 2	I purchased in this subdivision in 2007 near the intersection. I have personally seen over 10 accident and fatalities at this intersection because of the many times I take my dogs for a walk or to use the restroom. I have seen up to three vehicles hit in the intersection and roll over many times and land in a neighbor's yard. Additionally, I have observed cars, trucks and work vehicles smashed against the pole. Finally, I observed the car that was hit in the intersection and the women projected through the front window and land on the payment. She screamed and yelled; unfortunately she lost her life. My last observation was a teenager who was either pushed or jumped from a moving car on the road. The road is very long. The beautiful signs and stop ahead sign does not slow the vehicles. Each time I need to walk to the intersection, I plan which way I will need to run to avoid being hit by debris or a car spinning out of control. Now I avoid the intersection at all cost.	The brother of the women who was killed was at the intersection a week later and he approached me as I was walking my dogs. He said, "Ms. my name is Randy and I am from Alabama, "My sister was killed in this intersection last week, that stop was not always there was it? I am asking because you probably walk your dog here a lot. " I said, 'Randy, I am so sorry for your lost, unfortunately, the stop sign has been there since I lived here unfortunately many cars don't see it and they go straight through the intersection." Randy held his head down low and said, "Thank you," then he started crying.
3/26/2021	Stallings	less_than_29	11_to_20_years	Alternative 1		
3/26/2021	Indian Trail	30_to_39	5_to_10_years	Neither		
3/26/2021	Indian Trail	50_to_59	more_than_20_years	Alternative 2	Roundabout is safer and more aesthetically pleasing.	
3/27/2021	Indian Trail	60+	11_to_20_years	Alternative 1	Simple and less costly.	

Union County Critical Intersection Analysis Phase II Public Comment Summary, March 8 - April 2, 2021

Poplin Rd and Unionville-Indian Trail Rd, Monroe

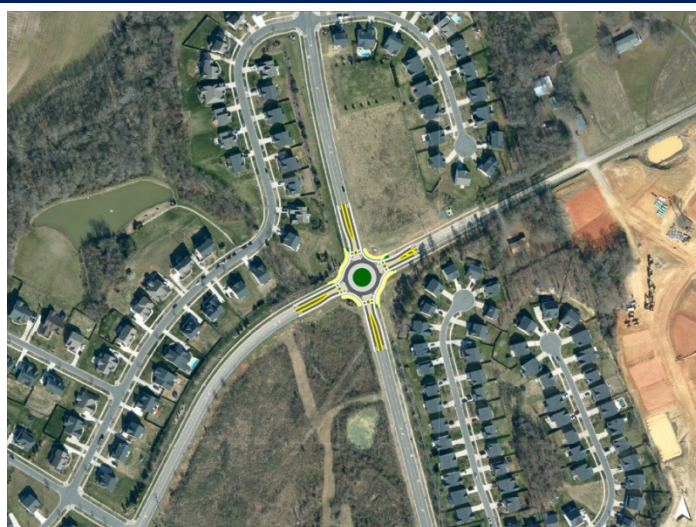
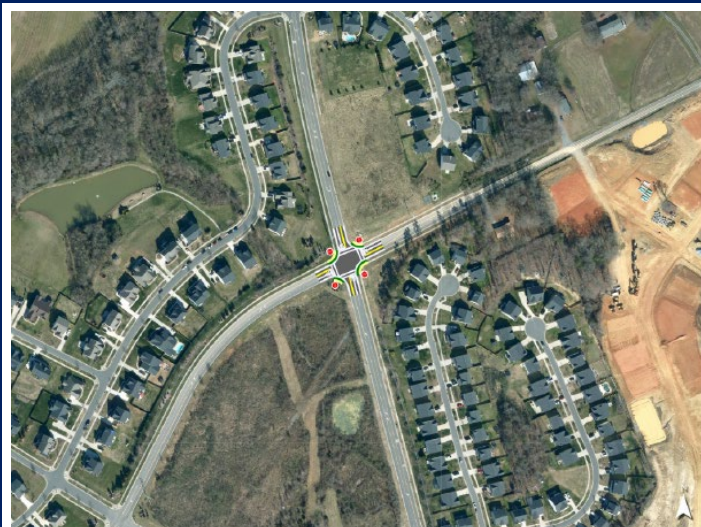
Comment Date	Where do you live?	How long have you lived in Union County?	Please select your age group.	Please select your preferred alternative.	Please explain why you prefer this alternative.	Please provide any additional comments or concerns at this intersection.
3/28/2021	Indian Trail	less_than_29	11_to_20_years	Alternative 2	In my personal opinion a roundabout would reduce accidents more than a four way stop because some people do not care if they speed through an intersection especially if it is during minimal traffic were as a roundabout would provide a obstacle were they would have to reduce speed to travel normally through it.	
3/29/2021	Indian Trail	50_to_59	11_to_20_years	Alternative 2	It's easy to run a stop sign. I find roundabouts keep traffic moving and reduce speeds.	
3/29/2021	Monroe	less_than_29	more_than_20_years	Alternative 2	The traffic circle is the best solution for this intersection due to the fairly low volume of traffic. A 4 way stop would be very frustrating and does not offer increased visibility for drivers.	
3/30/2021	Indian Trail	50_to_59	less_than_5_years	Alternative 1		
3/30/2021	Hemby Bridge	50_to_59	more_than_20_years	Alternative 1	Provides pretty much the same safety for 1/10th of the cost of a roundabout.	
3/30/2021	Porter Ridge	50_to_59	more_than_20_years	Alternative 1	Rounda abouts cost too much money, take too long to install and implement, and then I am taking a greater risk hoping that other drivers know how to use one correctly, WILL use correctly, and not try to just "slide in front of others". MANY times at others that have been installed I have seen or been part of near accidents because of people not using them correctly...PLUS if we dont like the stop signs and want something else....easy to take down and do different.	Brush line and "weed trees" (trees of no value to the area) cause issues for people to see coming from Popln/monroe side). They have been trimmed back but are often left to get very dangerous before anything is done about it. THAT is a big issue that is dangerous, if they can not see you coming then its understandable why the pull out after stopping. Have seen it time and time again.
3/31/2021	Unionville	40_to_49	11_to_20_years	Alternative 1	Start with more affordable & faster option and reevaluate before spending millions on roundabout.	This intersection problem is mostly result of one subdivision Glendalough - shame on traffic engineers for not having foresight to see this problem with TIA and developer should have born cost!
4/1/2021	Indian Trail	40_to_49	11_to_20_years	Alternative 2	IN my opinion, Roundabouts are safer as sometimes people don't come to a complete stop or there is always a question of who's turn is it now. I also think for the most part, every one has learned how roundabouts work and I believe it would keep the flow of traffic going much better than a 4 way stop sign.	

Poplin Rd and Unionville-Indian Trail Rd, Monroe >> 97 total responses



ALTERNATIVE 1 (FOUR-WAY STOP)

ALTERNATIVE 2 (ROUNDAABOUT)



Likes	- Lower cost - Improves safety	- Better traffic flow - Slows traffic - Improves safety	- More aesthetically pleasing
Dislikes	- Will cause traffic backups - Less effective at reducing accidents	- Expensive - Confusing to drivers	
General Comments	- Frequently observe drivers running stop signs - High speed limits an issue		