



**NORTH CAROLINA**  
Department of Transportation

# New Town Road Realignment Plan and Fletcher Broome Road Railroad Crossing Closure

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August 11, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability  
and environmental sensitivity to enhance the economy and vitality of North Carolina

## Project Background

- NCDOT identified an opportunity for safety improvements due to short distance between NC 75 and railroad at Fletcher Broome Road and the skew of the road crossing railroad at New Town Road
- Alternative improvements would have required replacement of railroad flashers and gates along with preemption if a traffic signal is installed at NC-75 / Fletcher Broome
- Division 10 and Rail Division evaluated multiple scenarios and recommends relocation of New Town Road to provide a safer, improved crossing of the CSX Railroad
- Fletcher Broome Road railroad crossing would close to access funding for realignment of New Town Road



Fletcher Broome Road and NC 75

## Project Background Continued

- Existing intersection at NC 75 / Fletcher Broome was a two-way stop condition until 2011.
- NCDOT added a dedicated right turn lane on NC 75 in 2011.
- NCDOT converted the intersection to All-Way Stop (AWS) in 2022 due to crash history.
- Traffic Impact Assessment (TIA) finalized in 2021 showed that a traffic signal is warranted.



Fletcher Broome Road and NC 75

# Project Background Continued

## Growth and Developer Coordination

### Waxhaw Landing Phase 1

- Condition district rezoning development consisting of 486-single family homes on 169.47 acres.
- Currently under construction
- TIA was completed for the site in **2020**
  - 100' Eastbound and Westbound left turn lanes required at NC 75 / Fletcher Broome Rd
- Approved by Monroe City Council in **August 2020**

### Waxhaw Landing Phase 2

- Condition district rezoning development consisting of 64 single family homes on 29.21 acres.
- Approved by Monroe City Council **June 2022**
- Developer has obtained permits for erosion control and a temporary driveway permit to perform grading operations.

### Waxhaw Landing Phase 3

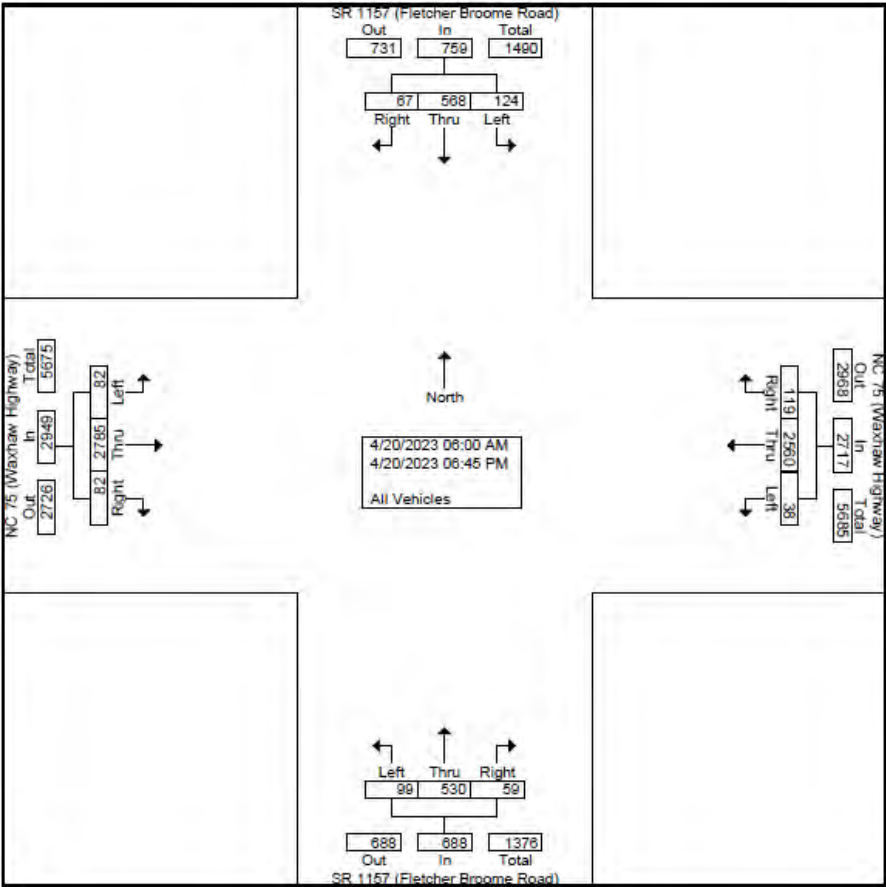
- Condition district rezoning development consisting of 150 single family homes on 67.15 acres.
- Approved by Monroe City Council **April 2022**
- Developer has obtained permits for erosion control and a temporary driveway permit to perform grading operations.
- A TIA was completed and NC 75 / Fletcher Broome Rd intersection met NCDOT's threshold for mitigation

- TIA for Phase 2 & 3
  - Sealed in **September 2021**
  - Required to include Phase 1 trips in their analysis.
  - Met NCDOT's thresholds for mitigation at the NC 75 / Fletcher Broome Rd intersection.
    - Met Signal Warrant #9 for proximity to an at-grade crossing
- Developer pursued driveway permit and traffic signal agreement. Received a construction estimate from Rail Division and Signal Design section in **December 2023** that included railroad preemption. Costs were exceedingly higher than anticipated.
- Developer approached NCDOT about the traffic signal requirement at the beginning of **2024**.
  - Developer provided a technical memorandum to reflect the reduced lot counts, but a traffic signal was still warranted.
- NCDOT installed an All-Way stop on **May 13, 2022**
  - Developer provided a technical memorandum to show that the AWS would remain operational through **2025** (the original build out year).
- Agreement Contribution Amount = \$442,885.10
  - Cost was determined by estimating the costs of two 100' left turn lanes and a standard wooden pole traffic signal.



# Existing Traffic Counts

Count Date: 4/20/2023



# 5 YEAR CRASH HISTORY

06/01/2020 to 05/31/2025

## NC 75 @ Fletcher Broome

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	35	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	22	62.86
Total Injury Crashes	22	62.86
Property Damage Only Crashes	13	37.14
Night Crashes	8	22.86
Wet Crashes	2	5.71
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	35	100.00
Fatal Crashes	0	0.00
Class A Crashes	1	2.86
Class B Crashes	11	31.43
Class C Crashes	10	28.57
Property Damage Only Crashes	13	37.14

Vehicle Exposure Statistics

Annual ADT = 7800

Total Vehicle Exposure = 14.24 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	245.74
Fatal Crash Rate	0.00
Non Fatal Crash Rate	154.46
Night Crash Rate	56.17
Wet Crash Rate	14.04
EPDO Rate	1869.01

## NC 75 @ New Town Road

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	17	100.00
Fatal Crashes	1	5.88
Non-Fatal Injury Crashes	3	17.65
Total Injury Crashes	4	23.53
Property Damage Only Crashes	13	76.47
Night Crashes	4	23.53
Wet Crashes	3	17.65
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	17	100.00
Fatal Crashes	1	5.88
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	3	17.65
Property Damage Only Crashes	13	76.47

Vehicle Exposure Statistics

Annual ADT = 7500

Total Vehicle Exposure = 13.69 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	124.13
Fatal Crash Rate	7.30
Non Fatal Crash Rate	21.91
Night Crash Rate	29.21
Wet Crash Rate	21.91
EPDO Rate	839.72

# Public Meeting Held March 13<sup>th</sup>, 2025

## Statistical Overview of Comments

### Comment Submittals

- 4 Comment Forms submitted (handwritten)
- 22 Comments submitted through publicinput.com

### Comment Subject Matter

- General Opinion of the project – 4
- Cost – 10
- School buses and EMS – 4
- Traffic – 8
- Property Impacts – 2
- Road closure impacting travel route/distances – 4
- Safety – 13
- Design recommendations and alternatives – 9
- Public Comment Period – 1

### General Project Opinion

- 19 percent (5/26) expressed direct support for the project as proposed.
- 39 percent (10/26) expressed direct opposition to the project as proposed.
- 42 percent (11/26) expressed neutral opinions for the project as proposed:
  - Suggested design changes or alternatives – 3
  - Questioned cost and spending but no specified objection – 3
  - Questioned developer involvement but no specified objection – 2
  - Questioned safety need and traffic information – 2
  - Public comment period question – 1

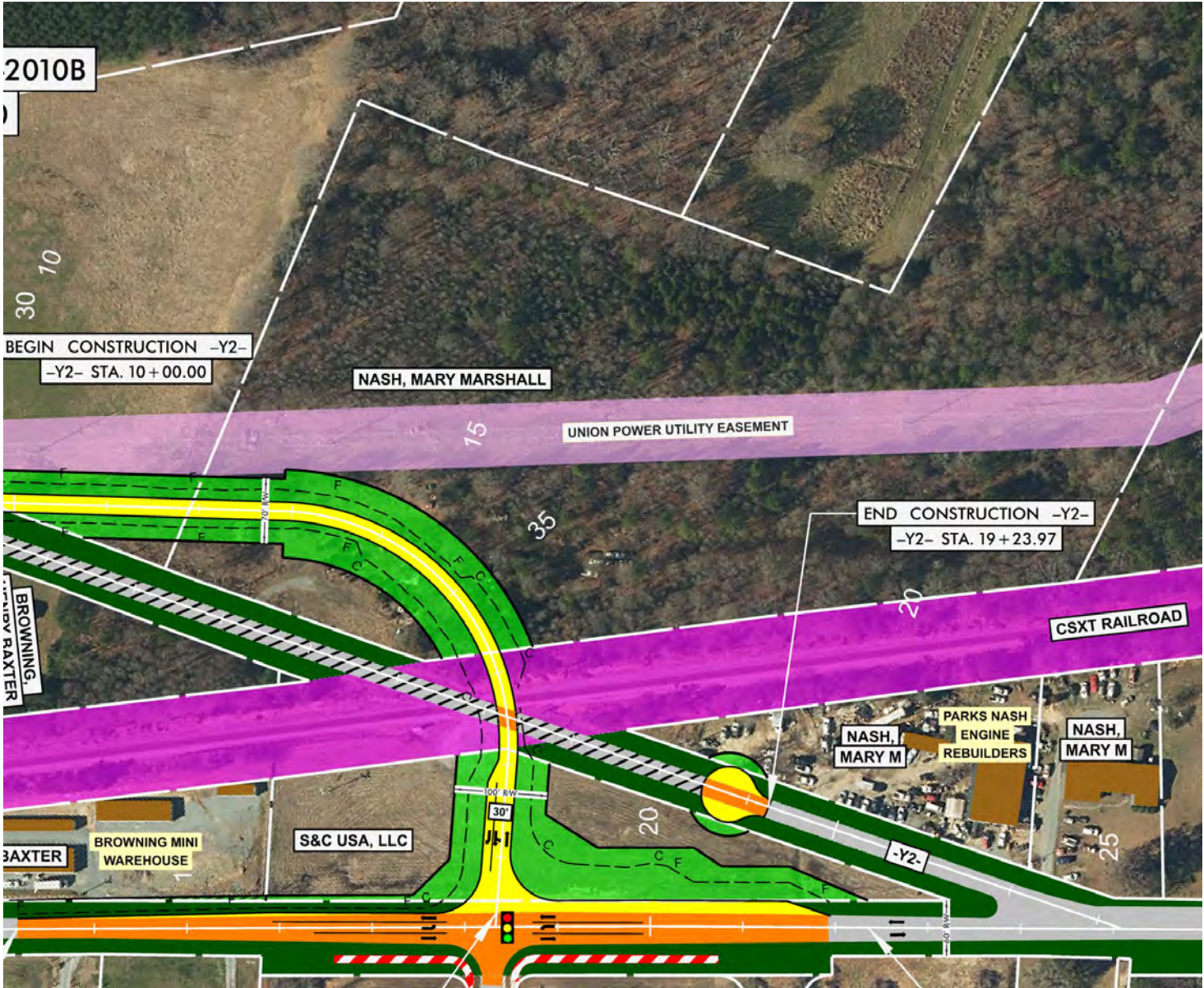


# Alternatives Studied



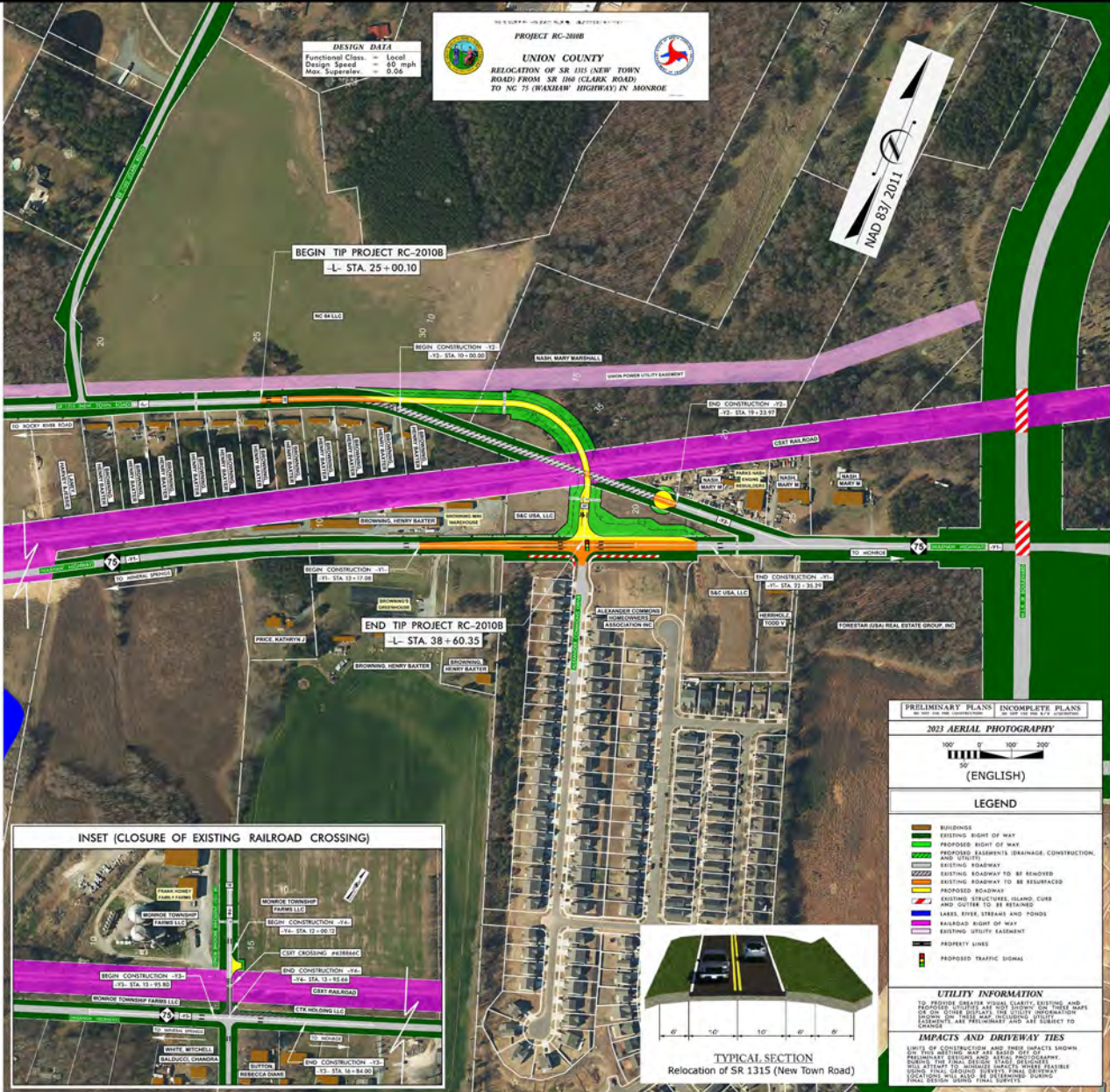


# Property Impacts





PROJECT RC-2010B  
UNION COUNTY  
RELOCATION OF SR 1315 (NEW TOWN ROAD) FROM SR 116 (CLARK ROAD) TO NC 75 (WAXHAW HIGHWAY) IN MONROE



PROJECT RC-2010B  
UNION COUNTY  
RELOCATION OF SR 1315 (NEW TOWN ROAD) FROM SR 116 (CLARK ROAD) TO NC 75 (WAXHAW HIGHWAY) IN MONROE

## Project Schedule and Estimated Costs

- Proposed concept presented to the public in April
- Currently collecting input on on the project
- Upon completion of comment period, NEPA/SEPA process would continue, and final designs would be completed, followed by utility coordination and Right Of Way acquisition
- Funding for project will use Rail crossing safety funds that require a closure of an at-grade crossing
- Right of Way (Spring 2026)
  - \$400,000
- Construction (Summer 2028)
  - \$4,500,000



New Town Road and CSX Railroad



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# Contact Us

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**Thank you!**

