

APPENDIX I**SECTION 4(F) *DE MINIMIS* IMPACT ANALYSIS FOR
MATTHEWS SPORTSPLEX**

- *De minimis* Impact Analysis
- Minutes from Meeting between NCTA and Mecklenburg County
Park and Recreation Department 09/04/08
- Letter from Mecklenburg County Park and Recreation
Department 12/08/08
- Letter from NCTA to Mecklenburg County Park and
Recreation Department 01/05/09
- Letter from Mecklenburg County Park and Recreation
Department 01/09/09



MEMORANDUM

To: File

From: Jenny Noonkester, PBS&J

Date: January 5, 2009

Re: Monroe Connector/Bypass Section 4(f) *de minimis* impact evaluation for the Matthews Sportsplex property

Section 4(f) Regulations

In general, under Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303 and 23 CFR Part 774), the FHWA “may not approve the used of land from a significant publicly-owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that: (i) There is no feasible and prudent alternative to the use of land from the property; and (ii) The action includes all possible planning to minimize harm to the property resulting from such use.” A “use” under Section 4(f) can be any of the following:

- a direct use – property is permanently incorporated into the transportation project;
- a temporary use – property is temporarily occupied in a way that is adverse to the property’s purpose; or
- a constructive use – occurs when “the transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.” (23 CFR Section 774.15(a).

Federal law (SAFETEA-LU Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). FHWA subsequently issued guidance for making findings of *de minimis* impact and also amended its Section 4(f) regulations to provide for these findings (24 CFR 774.3(b), 774.5(b), 774.17) (*Guidance for Determining De Minimis Impacts for Section 4(f) Resources*, FHWA Web site, www.fhwa.dot.gov/hep/qasdeminimus.htm).

An impact to a park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property are informed of FHWA's intent to make the de minimis impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource (FHWA Web site, www.fhwa.dot.gov/hep/qasdemimus.htm).

Under the new provisions, once the US Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete (FHWA Web site, www.fhwa.dot.gov/hep/guidedeminimis.htm).

Matthews Sportsplex Property

Mecklenburg County owns three tracts of land totaling 160 acres located just southwest of the US 74 and I-485 interchange in Mecklenburg County, as shown in **Figure 1**. This land was designated as a future park and the Mecklenburg County Park and Recreation Department has begun the planning and development of the Matthews Sportsplex with an anticipated completion of December 2011. The future Matthews Sportsplex property is located within the corridor for DSAs A, A1, A2, A3, B, B1, B2, and B3 (DSA Segment 18A) of the Monroe Connector/Bypass. Access to the proposed Matthews Sportsplex would be provided by an extension to Independence Pointe Parkway from Matthews – Mint Hill Road and a new connector road to be constructed from East John Street (SR 1009) to Tank Town Road (SR 3453).

The proposed Matthews Sportsplex will be owned and administered by the Mecklenburg County Park and Recreation Department. Plans for the park include soccer/multi-use fields, walking trails and greenways, picnic shelters, playgrounds, and concession and restroom facilities. The facility is anticipated to be built within the next 3 years with funding from a Mecklenburg County park and recreation bond referendum which passed in November 2008. The cost of the facility will be split between Mecklenburg County, the Town of Matthews, and bond sales. All design and construction documents have been completed and Mecklenburg County expects to be under construction in 12 to 15 months followed by a construction time of 12 months. The Town of Matthews has completed a small area plan to address relationships between the residential, commercial, and recreational uses within this area in addition to making allowances for future mass transit in the area.

Impacts to the Matthews Sportsplex Property

DSA Segment 18A, which is included in DSAs A, A1, A2, A3, B, B1, B2 and B3, would involve improvements to the I-485/US 74 interchange, including reconstruction of the ramp in the southwest quadrant of the interchange. The reconstruction is required to allow for all required movements associated with the Monroe Connector/Bypass project. This would require right-of-way acquisition (totaling approximately 2.25 acres) from the three undeveloped parcels (totaling approximately 160 acres) owned by Mecklenburg County and designated for future park use as the Matthews Sportsplex. This encroachment is illustrated on **Figure 1**. If right of way is not acquired from the park property to allow for reconstruction of the interchange ramp, an additional layer would have to be constructed above the existing interchange to allow for all required movements. This would greatly increase the cost and visual impact of the project.

DSAs C, C1, C2, C3, D, D1, D2, and D3 would not impact the property owned by Mecklenburg County for the proposed Matthews Sportsplex because they would not involve modifications to the I-485/US 74 interchange.

In a meeting with the NCTA on September 4, 2008, the Mecklenburg County Park and Recreation Department stated the proposed encroachment would not affect the function and use of the property. Minutes from this meeting are included as an attachment to this memo.

In a letter dated December 8, 2008, the Mecklenburg County Park and Recreation Department stated that based on current functional engineering designs, “this toll facility will not have an impact on the use, function, or development of the proposed park at this location, nor will the identified impacted acreage be developed as park property.” The letter also requested that “noise mitigation techniques, such as noise walls and vegetative buffers, be employed in design.” The letter is included as an attachment to this memo. A letter from NCTA, dated January 5, 2009, requesting official concurrence from Mecklenburg County Park and Recreation that the proposed project would not adversely affect the activities, features, and attributes of the proposed Matthews Sportsplex is also included as an attachment to this memo.

Potential Finding of *de minimis* Impact

DSA Segment 18A, which is included in DSAs A, B, A1, B1, A2, B2, A3, and B3 would involve improvements to the I-485/US 74 interchange, including reconstruction of the ramp in the southwest quadrant of the interchange. This would require right-of-way acquisition (totaling approximately 2.25 acres) from the three undeveloped parcels, which total approximately 160 acres, owned by Mecklenburg County and designated for future park use as the Matthews Sportsplex.

In a meeting with the NCTA on September 4, 2008, the Mecklenburg County Park and Recreation Department stated the proposed encroachment would not affect the function and use of the property. The department concurred that the estimated right of way needed would not adversely affect the activities, features, and attributes of the proposed Matthews Sportsplex that qualify it for protection under Section 4(f) in a letter signed January 9, 2009.

DSAs C, D, C1, D1, C2, D2, C3, and D3 would not impact the property owned by Mecklenburg County for the proposed Matthews Sportsplex because they would not involve modifications to the I-485/US 74 interchange.

If one of the DSAs requiring right of way from the park property is chosen as the Preferred Alternative, efforts to minimize impacts to this property would be incorporated into the final design of the facility and could include the use of variable grass berm widths, reduced centerline radii and other design modifications, as well as potential noise mitigation measures such as noise walls or vegetative buffers.

As described above, the Mecklenburg County Park and Recreation Department concurs that the estimated right of way needed under DSAs A, B, A1, B1, A2, B2, A3, and B3 would not adversely affect the activities, features, and attributes of the proposed Matthews Sportsplex. At the Public Hearing for the proposed project, public comment on the estimated encroachments into the proposed Matthews Sportsplex will be solicited. It appears there are grounds for a finding of *de minimis* effect, and NCTA intends to seek a *de minimis* finding from FHWA. Section 4(f) property may be used where the FHWA determines that the use of the property, including any measures(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed, will have a *de minimis*

impact (as defined in 23 CFR 774.17) on the property. A *de minimis* impact determination under 23 CFR 774.3(b) subsumes the requirement for all possible planning to minimize harm by reducing impacts on the Section 4(f) property to a *de minimis* level (23 CFR 774.117(5)).

By publishing the Draft EIS, FHWA is requesting comments on the proposed finding of *de minimis* impact for the proposed Matthews Sportsplex. Following consideration of public comments, FHWA will make a determination on the *de minimis* finding if DSA A, B, A1, B1, A2, B2, A3, or B3 is selected as the Preferred Alternative, and then inform the officials with jurisdiction over the property of their intent regarding the *de minimis* finding. Also following consideration of public comments, the officials with jurisdiction over the property must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. This concurrence may be combined with other comments on the project provided by the officials. If applicable, the final determination regarding this property will be included in the Final EIS.

Attachments: Meeting minutes from NCTA meeting with Mecklenburg County Park and Recreation, September 4, 2008

Mecklenburg County Park and Recreation Department letter dated December 8, 2008

NCTA letter dated January 5, 2009



Monroe Connector / Bypass

Mecklenburg And Union Counties

STIP Nos. R-3329 / R-2559

MEETING MINUTES

Date: September 4, 2008

Time: 1:30 pm

Place: Mecklenburg County Parks and Recreation Department Office

Purpose: Discuss coordination between development of the Monroe Connector / Bypass and the proposed Matthews Sportsplex.

Attendees:

Name	Organization	Email Address
Blaine Gregory	Meck Cnty Parks and Rec	blaine.gregory@MecklenburgCountyNC.gov
David Nelson	Meck Cnty Parks and Rec	david.nelson@MecklenburgCountyNC.gov
Jennifer Harris	NCTA	jennifer.harris@ncturnpike.org
Christy Shumate	HNTB	christy.shumate@ncturnpike.org
Carl Gibilaro	PBS&J – Charlotte	cgibilaro@pbsj.com

Action Items:

- 1) County will provide NCTA with electronic files of proposed Sportsplex layout. **(JPG has been provided by county. An additional request was made for the CADD files.)**
- 2) PBS&J will forward to the County a detailed figure showing the relationship between the two projects and the approximate amount of right-of-way that may be required. **(Figure sent 9/9)**
- 3) NCTA to provide County with draft letter which will include suggested language for their use in responding to NCTA.

Summary

An overview of the Monroe Connector / Bypass project was presented by the study team. As part of one of the project's Detailed Study Alternatives, improvements to the I-485/US 74 interchange would be required, including reconstruction of the ramp in the southwest quadrant of the interchange. This would require a small piece of the property owned by Mecklenburg County and where the proposed Matthews Sportsplex will be located; therefore, NCTA would like to coordinate with the Parks and Recreation Department to determine the current schedule and plans for the property and park as well as determine how this area can be jointly developed.

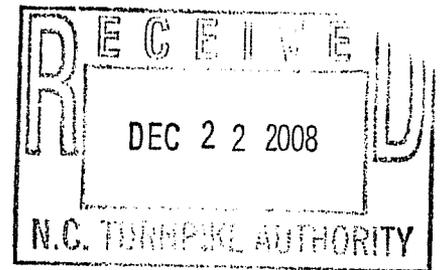
County staff inquired if a noise study would be done as part of the Draft Environmental Impact Study. The study team replied that one would be done but because of the subject property's proximity to existing US 74 and I-485, it is unknown if noise levels would increase enough to justify a noise wall as a result of the minor shift in the ramp.

The proposed Matthews Sportsplex is anticipated to be built within the next three years, contingent on a Park and Recreation bond referendum passing in November 2008. If the referendum fails, only Phase 1 will be constructed which consists of access roads, parking facilities, and five soccer fields in the middle of the complex adjacent to I-485. Financing of the Sportsplex will be split between Mecklenburg County, Town of Matthews and anticipated bond sales. In anticipation of the upcoming bond referendum, all design and construction documents have been completed. The County hopes to be under construction in 12 to 15 months with a construction timeframe of 12 months.

The Town of Matthews has completed a small area plan to address relationship of the residential, commercial and recreational uses within this area as well as making allowances for a future CATS transit corridor to traverse this area.

After an initial review, County staff did not perceive the proposed encroachment as a substantial impact. They did note that they typically prefer to maintain a 100-foot setback from major facilities and may be interested in additional landscaping to assist in shielding the view of US 74/I-485. PBS&J will prepare a figure for the County showing the approximate amount of right-of-way that will be required for the I-485 on ramp adjacent to the property. The County staff will present the information and discuss it with the Parks and Recreation Department District Manager and send us a letter.

NCTA is moving forward with preparing the Draft Environmental Impact Statement and hopes to complete the document by the end of the year and circulate it for public and agency review and comment. The document will include NCTA's recommendation for the preferred alternative. NCTA is considering an alternative that would not impact the subject property, but seeks conclusion on this matter with the County before completing the document so that both alternatives can be given equal consideration.



MECKLENBURG COUNTY
Park and Recreation Department

December 8, 2008

Ms. Jennifer Harris, PE
Staff Engineer
1578 Mail Service Center
Raleigh, NC 27699-1578
North Carolina Turnpike Authority

Subject: Proposed Monroe Connector (STIP Project R-3329)

Dear Ms. Harris:

I have been requested to write a letter to you concerning the proposed Monroe Connector / Bypass as it impacts a tract of land owned by Mecklenburg County.

Mecklenburg County owns three tracts of land (Mecklenburg County PINs 21508115, 21523101, and 21523102) totaling 160 acres, located in the southwest quadrant of the Independence Blvd and I-485 interchange. This land was designated as a future park and Mecklenburg County Park and Recreation has begun the planning and development of this project with an anticipated completion of December 2011.

The current functional engineering designs for the project's I-485 / Independence Blvd Interchange encroach on the fringes of the subject property, requiring approximately 2.25 acres for right of way, as shown in the attached map. Based on the current functional engineering designs, this toll facility will not have an impact on the use, function, or development of the proposed park at this location, nor will the identified impacted acreage be developed as park property. As such, the portion within the current boundary of the park will be available for purchase as right-of-way when the Monroe Connector / Bypass project begins the acquisition phase prior to actual roadway construction.

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In closing, Mecklenburg County Park and Recreation requests that noise mitigation techniques, such as noise walls and vegetative buffers, be employed in design. If you have any questions or need additional information please feel free to contact me at (704) 336-8466.

Sincerely,



W. Lee Jones, AIA

Capital Planning Services Division Director

Copy to: James R. Garges, CPRP, Park and Recreation Director
Blaine Gregory, Senior Park Planner
David Nelson, South Region Park Planner
Nancy Brunnemer, Real Estate Manager
John McClelland, South District General Manager
Lee Tillery, Town of Matthews Park and Recreation Director

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STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

MICHAEL F. EASLEY
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER
EXECUTIVE DIRECTOR

January 5, 2009

Mr. W. Lee Jones, AIA
Capital Planning Services Division Director
Mecklenburg County Park and Recreation Department
5841 Brookshire Boulevard
Charlotte, NC 28216-2403

**RE: North Carolina Turnpike Authority: STIP R-3329/R-2559 Monroe
Connector/Bypass Project and Future Matthews Sportsplex**

Dear Mr. Jones:

Thank you for your letter of December 8, 2008, concerning the proposed Monroe Connector/Bypass project as it relates to the future development of a park located in the southwest quadrant of the Independence Boulevard/I-485 interchange in Mecklenburg County. The purpose of this letter is to request your concurrence that the proposed Monroe Connector/Bypass will not adversely affect the activities, features, and attributes of the planned park, thus allowing Federal Highway Administration (FHWA) to make a *de minimis* impact finding.

As a facility owned by Mecklenburg County, the future park property is afforded special protections under Section 4(f) of the USDOT Act (recodified in 49 U.S.C. 303 and 23 U.S.C. 138). Under the provisions of Section 4(f), if the proposed transportation project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the 4(f) property. Because this evaluation can be expensive and potentially result in project delays, an exemption is provided in cases where the official with jurisdiction over the park or reaction area concurs in a determination that the impacts are not adverse. This concurrence enables the FHWA to make a *de minimis* (minimal impact) finding, which satisfies the requirements of Section 4(f) and precludes the need for a Section 4(f) Evaluation. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource. According to your letter from December 8, 2008, the impacted acreage is not planned to be developed as park property. The proposed Monroe Connector/Bypass will not have an impact on the use, function, or development of the proposed park at this location.

For purposes of federal law, including Section 4(f) of the USDOT Act of 1966, the future right of way will be considered transportation right of way, not parkland, and will be purchased from the County. As noted in previous discussions, the proposed project would require approximately 2.25 acres for right of way, as shown in the attached maps. A Preferred Alternative is expected to be selected in Summer 2009. Sixteen detailed study alternatives are being considered for the project, eight of which would require property acquisition from the future park property. If one of the other eight alternatives is selected as the Preferred Alternative, there would be no impact to the future park property. If an alternative that impacts the future park property is selected as the Preferred Alternative, efforts to minimize impacts to this property would be incorporated into the final design of the facility and could include the use of variable grass berm widths, reduced centerline radii and other design modifications, as well as potential noise mitigation measures such as noise walls or vegetative buffers. We also will compensate the County for any land acquired for the project, in accordance with applicable federal and state laws.

If you concur that the acquisition of right of way as shown on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify the future Matthews Sportsplex for protection under Section 4(f), the NCTA requests that you sign and date this letter in the spaces below. We will maintain a copy of this letter as well as the December 8, 2008 letter in the project file.

As the official with jurisdiction over the future Matthews Sportsplex, located in the southwest quadrant of the Independence Boulevard/I-485 interchange, I concur with the determination that the proposed transportation project as described in this letter and shown on the accompanying attachments would not adversely affect the activities, features, and attributes that qualify the proposed Matthews Sportsplex for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to the proposed Matthews Sportsplex, thus satisfying the requirements of Section 4(f).

Signature: _____

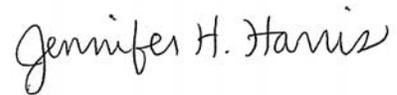
Date: _____

After signing and dating this letter, please return a copy to my attention within 30 days of the date of this letter to the following address:

North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

The NCTA is thankful for your assistance in making this transportation project possible. Should you have any questions or concerns, please contact me at (919) 571-3000 or jennifer.harris@ncturnpike.org

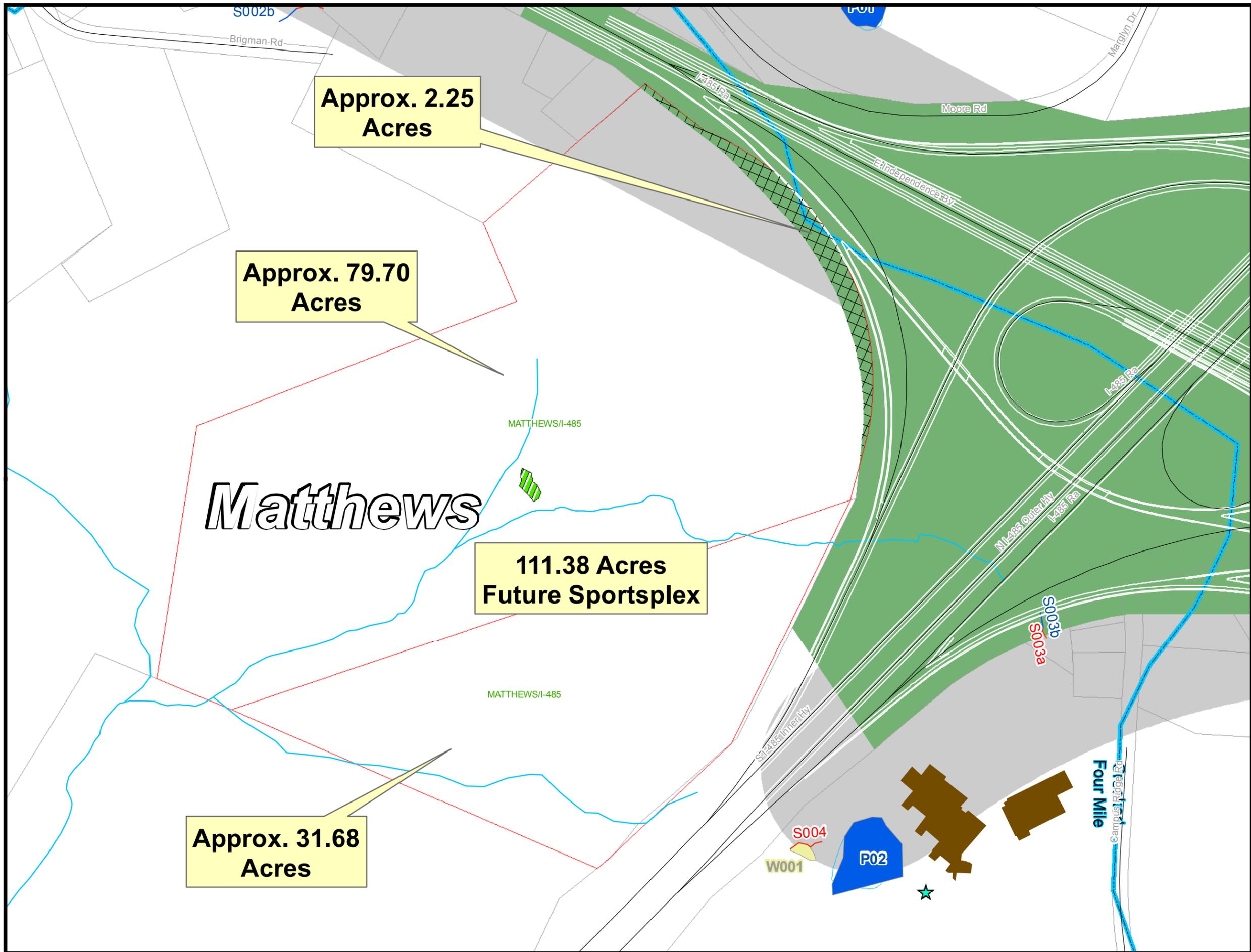
Sincerely,

A handwritten signature in black ink that reads "Jennifer H. Harris". The signature is written in a cursive, flowing style.

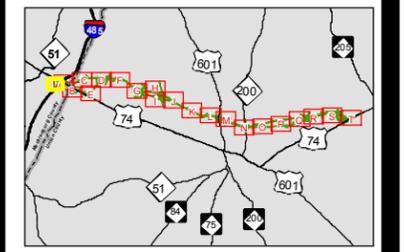
Jennifer H. Harris, P.E.
Staff Engineer

cc:

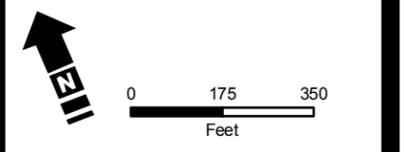
David Nelson, Mecklenburg County Park and Recreation Department
George Hoops, P.E., FHWA



- Legend**
- ✕ Encroachment Area
 - Proposed Design
 - Right of Way
 - Corridor Study Area
 - Structures
 - Parcels
 - Municipal
 - Bridges
 - Existing Roads
 - Rail
 - Subdivisions
 - Historic Sites
 - Historic Districts
 - Parks
 - 303D Streams
 - Surveyed Intermittent Stream
 - Surveyed Perennial Stream
 - Other Hydro
 - Other Wetlands
 - Surveyed Wetlands
 - Surveyed Ponds
 - Floodway
 - 100 Year (AE)
 - 100 Year (A)
 - 500 Year
 - Basins
 - Cemetery
 - Church
 - College
 - Fire Department
 - Library
 - Police Station
 - Public Facility
 - Hazmat
 - Gold Mines
 - Hospital
 - Schools
 - Historic Sites



Source: Mecklenburg County and Union Counties GIS.
Map Printed On 8-21-08.



STIP PROJECT
NO. R-3329/R-2559
Mecklenburg County and Union County

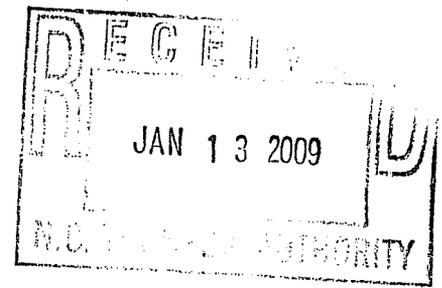
**MONROE CONNECTOR/
BYPASS**

**MATTHEWS
SPORTSPLEX**

Figure X-XX



STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY



MICHAEL F. EASLEY
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER
EXECUTIVE DIRECTOR

January 5, 2009

Mr. W. Lee Jones, AIA
Capital Planning Services Division Director
Mecklenburg County Park and Recreation Department
5841 Brookshire Boulevard
Charlotte, NC 28216-2403

**RE: North Carolina Turnpike Authority: STIP R-3329/R-2559 Monroe
Connector/Bypass Project and Future Matthews Sportsplex**

Dear Mr. Jones:

Thank you for your letter of December 8, 2008, concerning the proposed Monroe Connector/Bypass project as it relates to the future development of a park located in the southwest quadrant of the Independence Boulevard/I-485 interchange in Mecklenburg County. The purpose of this letter is to request your concurrence that the proposed Monroe Connector/Bypass will not adversely affect the activities, features, and attributes of the planned park, thus allowing Federal Highway Administration (FHWA) to make a *de minimis* impact finding.

As a facility owned by Mecklenburg County, the future park property is afforded special protections under Section 4(f) of the USDOT Act (recodified in 49 U.S.C. 303 and 23 U.S.C. 138). Under the provisions of Section 4(f), if the proposed transportation project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the 4(f) property. Because this evaluation can be expensive and potentially result in project delays, an exemption is provided in cases where the official with jurisdiction over the park or reaction area concurs in a determination that the impacts are not adverse. This concurrence enables the FHWA to make a *de minimis* (minimal impact) finding, which satisfies the requirements of Section 4(f) and precludes the need for a Section 4(f) Evaluation. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource. According to your letter from December 8, 2008, the impacted acreage is not planned to be developed as park property. The proposed Monroe Connector/Bypass will not have an impact on the use, function, or development of the proposed park at this location.

For purposes of federal law, including Section 4(f) of the USDOT Act of 1966, the future right of way will be considered transportation right of way, not parkland, and will be purchased from the County. As noted in previous discussions, the proposed project would require approximately 2.25 acres for right of way, as shown in the attached maps. A Preferred Alternative is expected to be selected in Summer 2009. Sixteen detailed study alternatives are being considered for the project, eight of which would require property acquisition from the future park property. If one of the other eight alternatives is selected as the Preferred Alternative, there would be no impact to the future park property. If an alternative that impacts the future park property is selected as the Preferred Alternative, efforts to minimize impacts to this property would be incorporated into the final design of the facility and could include the use of variable grass berm widths, reduced centerline radii and other design modifications, as well as potential noise mitigation measures such as noise walls or vegetative buffers. We also will compensate the County for any land acquired for the project, in accordance with applicable federal and state laws.

If you concur that the acquisition of right of way as shown on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify the future Matthews Sportsplex for protection under Section 4(f), the NCTA requests that you sign and date this letter in the spaces below. We will maintain a copy of this letter as well as the December 8, 2008 letter in the project file.

As the official with jurisdiction over the future Matthews Sportsplex, located in the southwest quadrant of the Independence Boulevard/I-485 interchange, I concur with the determination that the proposed transportation project as described in this letter and shown on the accompanying attachments would not adversely affect the activities, features, and attributes that qualify the proposed Matthews Sportsplex for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to the proposed Matthews Sportsplex, thus satisfying the requirements of Section 4(f).

Signature: _____

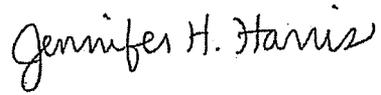
Date: _____

After signing and dating this letter, please return a copy to my attention within 30 days of the date of this letter to the following address:

North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

The NCTA is thankful for your assistance in making this transportation project possible. Should you have any questions or concerns, please contact me at (919) 571-3000 or jennifer.harris@ncturnpike.org

Sincerely,

A handwritten signature in black ink that reads "Jennifer H. Harris". The signature is written in a cursive, flowing style.

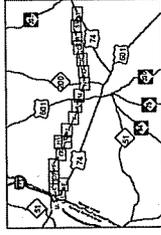
Jennifer H. Harris, P.E.
Staff Engineer

cc:

David Nelson, Mecklenburg County Park and Recreation Department
George Hoops, P.E., FHWA

Legend

- ✕ Enroadment Area
- ⬇ Cemetery
- ⬆ Church
- ⬆ College
- ⬆ Fire Department
- ⬆ Library
- ⬆ Police Station
- ⬆ Public Facility
- ⬆ Hazmat
- ⬆ Cold Mines
- ⬆ Hospital
- ⬆ Schools
- ⬆ Historic Sites
- ⬆ 300 Streams
- ⬆ Surveyed Intermittent Stream
- ⬆ Surveyed Perennial Stream
- ⬆ Other Hydro
- ⬆ Other Wetlands
- ⬆ Surveyed Wetlands
- ⬆ Surveyed Ponds
- ⬆ Floodway
- ⬆ 100 Year (AE)
- ⬆ 100 Year (A)
- ⬆ 500 Year
- ⬆ Basins
- ⬆ Right of Way
- ⬆ Corridor Study Area
- ⬆ Structures
- ⬆ Parcels
- ⬆ Municipal
- ⬆ Bridges
- ⬆ Sliding Roads
- ⬆ Rail
- ⬆ Substations
- ⬆ Historic Sites
- ⬆ Historic Districts
- ⬆ Parks



Source: Mecklenburg County and Union Counties GIS.
Map Printed On 6-21-08.



NORTH CAROLINA
Turnpike Authority

STIP PROJECT
NO. R-3329/R-2559
Mecklenburg County and Union County

MONROE CONNECTOR/
BYPASS

MATTHEWS
SPORTSPLEX

Figure X-XX

