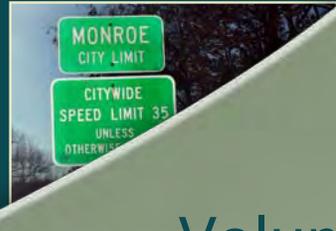




# NORTH CAROLINA Turnpike Authority

A Division of NCDOT



## Volume 1 Text and Figures



# Monroe Connector/Bypass

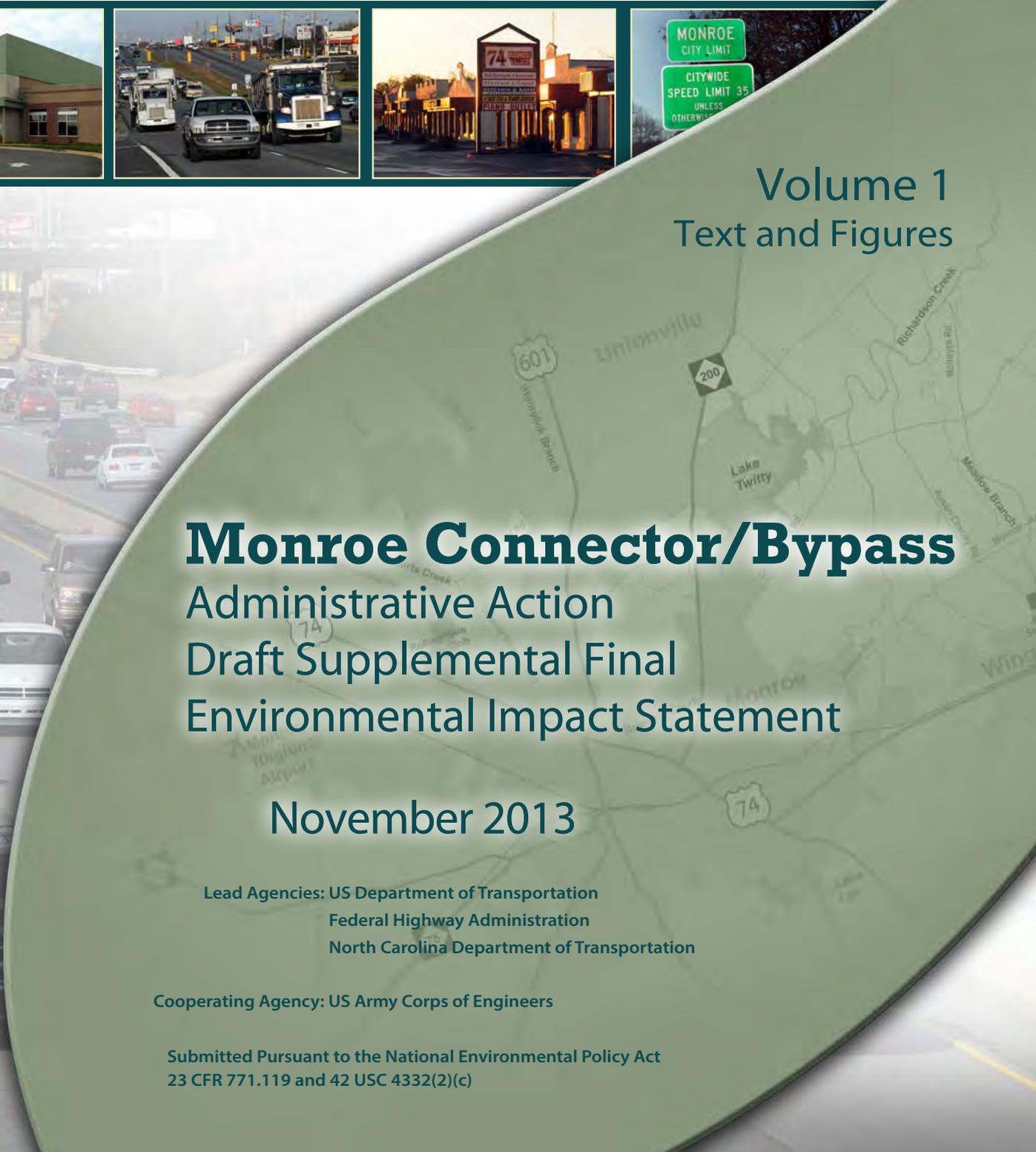
## Administrative Action Draft Supplemental Final Environmental Impact Statement

### November 2013

Lead Agencies: US Department of Transportation  
Federal Highway Administration  
North Carolina Department of Transportation

Cooperating Agency: US Army Corps of Engineers

Submitted Pursuant to the National Environmental Policy Act  
23 CFR 771.119 and 42 USC 4332(2)(c)



## **ABSTRACT**

This report is a Supplement to the May 25, 2010 Final Environmental Impact Statement for the Monroe Connector/Bypass. The proposed action is the construction of a controlled-access toll facility extending from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County, a distance of approximately 20 miles.

On May 3, 2012 the United State Court of Appeals for the Fourth Circuit in North Carolina Wildlife Federation, Clean Air Carolina; Yadkin Riverkeeper v. North Carolina Department of Transportation and Federal Highway Administration, No. 11-2210, held that the Federal Highway Administration (FHWA) and the North Carolina Department of Transportation (NCDOT) had not complied with the provisions of the National Environmental Policy Act (NEPA) by failing to disclose critical assumptions underlying their decision to build the proposed project and by providing the public with incorrect information. Specifically, in addressing public comments on the project as to whether the data set used as the project's no-build scenario for the indirect and cumulative analysis contained the project, the agencies responded "TAZ socioeconomic forecasts for the No Build Scenario did not include the Monroe Connector. [The Mecklenburg Union County Metropolitan Planning Organization (MUMPO) confirmed our assumption regarding the reasonableness of the 2030 TAZ forecasts for use as a No Build basis." The second sentence accurately reflects the agencies' final conclusion, but the first sentence is not correct. Travel time to employment, one of eight land development factors for Union County used to project no-build growth estimates for the year 2030, presumed the presence of the proposed Monroe Connector/Bypass. As a result, the data relied upon to reflect the no build scenario included a build assumption. In response to the court's decision FHWA rescinded the Record of Decision (ROD) for this project on July 3, 2012. NCDOT and FHWA then re-initiated the National Environmental Policy Act (NEPA) process which has led to the development of this Draft Supplemental Final Environmental Impact Statement (EIS).

This Draft Supplemental Final EIS (DSEIS) addresses current environmental conditions and focuses on any changes that have occurred with regards to the project (note: there have been no changes in the proposed action), the alternatives analysis, the affected environment and impacts, and any new issues or information identified since the Final EIS was published. This DSEIS also documents the assumptions and methods underlying the modeling for the quantitative indirect and cumulative effects analysis at issue in the prior litigation, documents the actions taken to test the propriety of using the data set provided by MUMPO, and explains how and why the agencies determined the no-build and build models for the indirect and cumulative effects analysis are reasonable and enable a meaningful comparison of the environmental impacts associate with the build and no-build scenarios.

Requests for project documentation may be directed to the NCDOT at the contact below.

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**Monroe Connector /Bypass  
From Near I-485 at US 74 to  
US 74 Between the Towns of Wingate and Marshville  
Mecklenburg and Union Counties**

Federal Aid Project No. STP-NHF-74(90)  
WBS No. 34533.1.1TA1  
STIP Project No. R-3329/R-2559

**ADMINISTRATIVE ACTION  
Draft Supplemental Final Environmental Impact Statement**

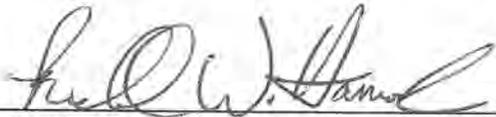
**November 2013**

Submitted Pursuant to 42 USC 4332(2)(c)  
UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
&  
NC DEPARTMENT OF TRANSPORTATION

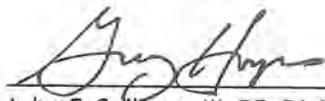
Cooperating Agency: US Army Corps of Engineers

**Approved**

11/8/13  
Date

  
Richard W. Hancock, PE, Manager  
Project Development and Environmental Analysis Unit  
North Carolina Department of Transportation

11/8/13  
Date

  
John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

The FHWA will issue a single Final Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless FHWA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319.

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11/8/13

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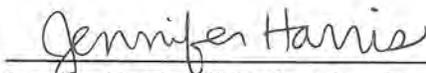
Carmelo Gibilaro, PE,  
Project Manager, Atkins



For the North Carolina Department of Transportation

11.8.2013

Date



Jennifer Harris, PE, Project Development Section Head – Western Region/Turnpike  
NCDOT – Project Development and Environmental Analysis Unit